

# *Northern Breezes*

Volume XXI No. 4 Aug/Sept 2010

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Lake Superior***

***Sailing for a Cause  
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# Northern Breezes

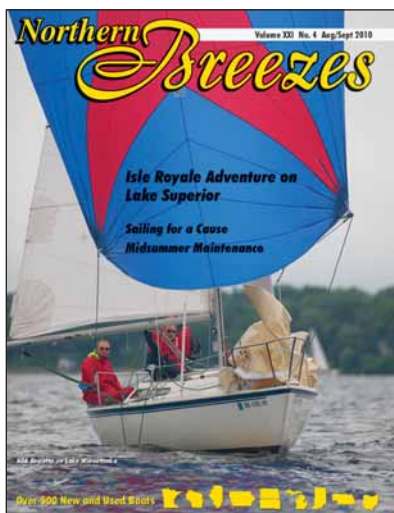
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Isle Royale National Park, Michigan.

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# Destination: Isle Royale

by Sam Huonder

Since Jim and I got our first boat on Lake Superior in 2004 we have talked about sailing to Isle Royale. Isle Royale is a US National Park in the state of Michigan and is the largest island on Lake Superior at 45 miles long and 9 miles wide. Isle Royale is surrounded by hundreds of islands, isles, bays and harbors. While Jim and I have completed shorter passages of 60 miles or so, Isle Royale, at around 120 miles from our home cruising grounds remains to be conquered and by August of 2008 we were ready. We joined up with two other boats from our marina and made our preparations. On August 14 we were ready. *Emmanuel*, our 1995 Hunter Legend 40.5 was full of provisions, water and fuel. After a short skipper's meeting on Saturday with the crew and skippers of *ZaBreNa* and *Montebelau* at the Pike's Bay Clubhouse and a top off at the fuel dock we were on our way. It was 10:30 in the morning and the sky was clear and the breeze nonexistent. As we exited Pike's Bay, our home port, Jim throttled up to about 2800 rpm, a comfortable cruising speed for *Emmanuel* and we all settled back to enjoy the ride. By 2:30 p.m. we had cleared Outer Island and were rapidly leaving the Apostle Islands and our flotilla behind. The day was still sunny and warm and we were all comfortable in shorts and t-shirts. Our crew, Ray and Jolene Boyd had sailed with us before but not on *Emmanuel* so we spent some time making sure they knew were important things were like the safety gear, thru hulls, flashlights and my cinnamon babka. It was around this time that Ray presented me with a present he had bought for me. My very own head lamp!

One of the best seats on *Emmanuel* is the bow pulpit seat. Late in the afternoon I was comfortably ensconced there while we continued under power through a perfectly calm lake. Off in the distance I could see a freighter in the shipping lane heading to the Upper Peninsula. Looking ahead I could not see any shore



View from Windigo Dock towards Beaver Island at Isle Royale National Park.

line and looking behind the Apostle Islands had disappeared and I realized that now I was committed. For just a moment I quailed at the prospect of continuing. I am at best a reluctant adventurer and I wasn't sure I was up to the challenge. A burst of laughter from the cockpit and I turned to see Ray, Jim and Jolene smiling happily and I felt comforted. I turned back to the lake and watched its placid face as the distance slid by *Emmanuel's* hull. The bow wake chuckled happily to itself but I knew better than to let myself be lulled by its banality. The Lake is a lady of many moods and I knew this wouldn't last.

By early evening the crew is getting hungry so I got busy in the galley and within a short while everyone is tucking into steaming bowls of my homemade beef stew. By 8:00 p.m. dusk is approaching and we get set to watch a fabulous sunset and are not disappointed. It is clear to us all by this time that we are going to be making landfall in the dark since we hugely underestimated our speed under motor. By 9:00 p.m. we are less than 20 miles from the

entrance to Grace Harbor and we discuss our options. We could alter course and head north to Rock Harbor but that way we miss rendezvousing with the

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flotilla. We could stand off until first light but that means a minimum of 5 hours close to a rocky shore. While we know it's risky we elect to make our entrance in the dark.

By 10:00 p.m. we are under sail because the wind has now cranked up over 15 knots and the seas have increased. We are broad reaching toward Isle Royale and the Rock of Ages Light is clearly visible. Since we have such a short distance to go we are not standing watches and everyone is in the cockpit with lifejackets, harnesses and tethers on. I am sitting on the windward rail and marveling at what it's like to be crossing this lake at night. While Jim and I sailed quite often at night on White Bear Lake and we have on occasion returned to the marina late after being out in the islands all day this is different. We are lucky enough to have a full moon and it hangs there, just above the horizon, large and otherworldly looking. It lights a broad path on the dark, rushing lake. The waves build and I can hear them before I see them. The waves hit *Emmanuel* on



*Emmanuel* at dusk-Windigo. Photo by Jolene Boyd

her stern quarter then hissing, slide down her hull, their white foamy tops, clearly visible in the moonlight, passing just below the gunwales. I turn to glance at the rest of the crew. Ray's face is lit by

the electronic glow of the chartplotter while he and Jim are telling each other stories and Jolene dozes in the companionway, with her head wedged against the halyard winch.



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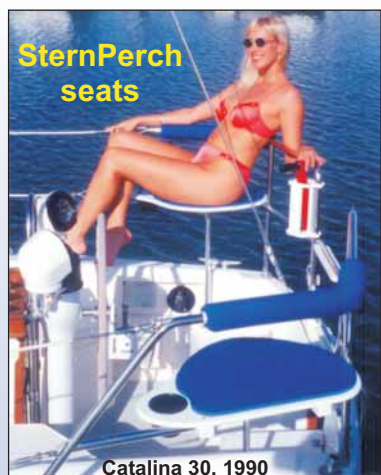
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Rock Of Ages lighthouse as we leave Washington Harbor. Photo by Jolene Boyd

At about 11:30 p.m. CT Jim calls for the sails to be doused. He fires up the Yanmar and turns *Emmanuel* into the wind and Ray and I realize we are in for it. The wind is screaming through the rigging and we are now bow on to seas that are easily 6 feet. I clip on my tether and make my way forward. I say a silent thank you to Jim because I am so grateful we had our new UK Stack Pak installed this year. Wrestling a 900 square foot mainsail down the mast is never easy but having our Stack Pak makes collecting the beast a lot easier. However, tonight it means I still have to go up the mast because the wind is keeping the headboard pinned about 10 feet above the boom. *Emmanuel's* bow is rising and falling on the steep waves and I have a death grip on her mast. One particularly violent drop throws me backward while for one second my hands are busy trying to undo the shackle on the headboard. I grab the mast in time but my heart is pounding. In between the bucking and heaving I manage to pull the sail down the rest of the way and stuff it in the Stack pak. I climb down and make my way back to the cockpit on shaky legs. Just as I get back to the cockpit I hear a flapping noise at the same time I hear a cry from Jolene. I turn towards the bow and realize that the headsails furler line had worked

its way loose and the jib is now unrolling. Ray jumps on the line and starts rolling the sail back in but because of the pressure on the sail he cannot roll the last bit in and it is enough to pull the bow over. So this time both Ray and I clip back in and make our way forward with bungees in hand. On our knees we work on securing the sail but every time the bow falls Ray and I go airborne which makes wrapping up the jib a challenge. When it is finally secure we both pause before heading back to the cockpit again and as I work my way down starboard I hear Ray whooping every time *Emmanuel* buries her bow again. The maniac is having a great time. Now that we are somewhat under control Jim, at the helm, has to carefully time turning *Emmanuel* off the wind to keep us from getting swamped. Once we have the wind behind us we fly toward the Grace Harbor entrance and by midnight central we are in the lee of Cumberland Point. We all take a deep breath and I am starting to relax when I realize that the shore around us looks really rocky. Luckily the full moon lights our way somewhat but Ray and Jim are watching the chartplotter intently. Pretty soon Jim puts Ray on the helm and heads forward with a spotlight. We are looking for the passage between Washington Island and Grace Island and it seems that



we are on the right course when trying to sneak through a narrow channel we zagged when we should have zipped and we are aground. I feel the dreaded bump of hull on rock while I am on the bow starting to pull the anchor rode out of the anchor locker. I race back to the cockpit while uttering some very unladylike words. Of course I am frantic but Jim and Ray are as calm as always. I look at the depth meter and see our depth is showing as 3 ft. This causes another outburst from me. Jim instructs me firmly to sit down and be calm. We are in no danger at the moment. Bump bump. *Emmanuel* bobs gently on the rocks we are sitting on. Jim takes the helm from Ray and tries to drive her off but no luck. The wind is coming straight on our nose and the shallow water we are in is getting choppy. Jim continues to try to work us loose but we are firmly stuck. Even in the midst of my overwhelming feeling of impending doom I can't help but notice how awesomely beautiful this place is. The moonlight paints the entire scene with a soft silvery glow that lets me see that we are stuck on the point of either Washington or Barnum Island. The wind blows gently and the channel we are facing glitters in the moonlight. Jolene and I move as we are directed hoping our weight shift will help but it does not. Jim and Ray talk about putting the dinghy in to try to kedge off but after a bit Jim turns the helm over to Ray with instructions to "drive it like you stole it". By now the wind has picked up a bit and *Emmanuel* is rising and falling in the short waves. Ray finds the rhythm and throttles quickly when the waves lift the bow slightly and all of the sudden we are free. Jolene and I are whooping and hollering and jumping up and down. We run back to the cockpit and jump up and down some more and hug the boys and then we are on our way again, carefully. Within about 2 boat lengths we are back in 60 feet of water and Ray marvels aloud that it's a stupid place for a rock pile. We quickly find our way to a sheltered spot in about 16 feet of water behind Barnum Island and we get the anchor down and set. I sit on deck for a few minutes while the rest of the crew



*Emmanuel* at anchor in Malone Bay.

heads below. I can see that the shoreline is heavily wooded and the full moon casts its silvery light over our safe haven. When I turn and look to starboard I can see the channel opening to the lake but we are quite protected. I join the rest of the crew below and realize that it is now about 1:30 am and everyone is way too wired to sleep. I make some hot cocoa and slice up some babka and pretty soon the adrenaline wears off and everyone is sleepy enough to head for bed. I fall into

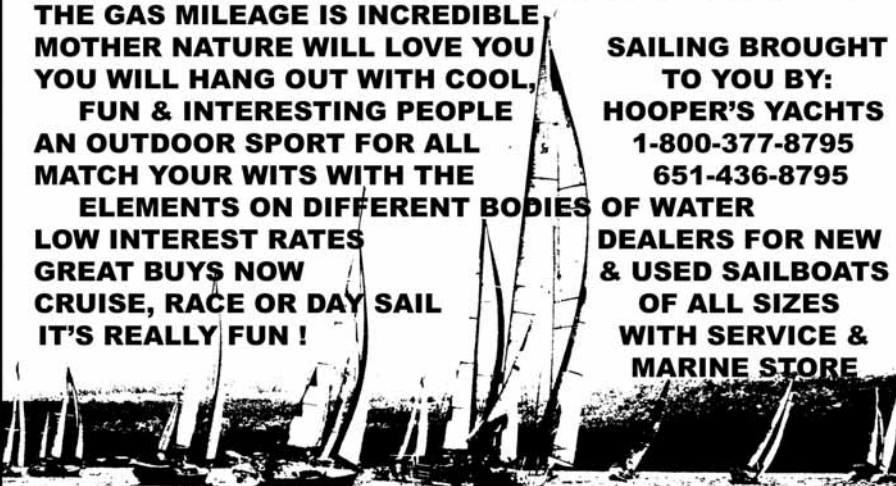
a deep sleep but wake after a couple of hours because the wind has come up. I pad barefoot through the cabin and stick my head out the companionway and see Isle Royale at first light. It is an overcast morning and the wind has piped up but our anchorage is still fairly quiet so I go back to bed. A couple of hours later I wake again with another wind increase and now it's about 7 a.m. I grab a jacket and the camera on my way to the cockpit. After a few minutes Jim joins me and we

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talk quietly. It has started raining but we are staying dry under the bimini. We are both awestruck by the scene around us. The channel to Windigo is visible as are Grace Island and Thompson Island.

Pretty soon Ray and Jolene are up and we have a leisurely breakfast. By mid-morning we hear a hail from *ZaBreNa* and find out she is at Windigo dock along with *Montebelau*. Within a half hour we have the anchor up and are motoring down Windigo channel. When we arrive we find space for *Emmanuel* on the leeward side of the dock so Jim coaches Ray on how to land her. I throw a bowline to Bill who makes it snug on the bollard and then Ray puts her in reverse which lets her stern swing over to land her gently against the dock. We manage to pull off this impressive bit of boat handling in front of a ferry full of passengers who, I tell myself, are suitably impressed. We smile like we do this all the time. We spend the next hour or so chatting with Dick, Joe and Bill from *Montebelau* and with Dave, Jim, Bill and Al from *ZaBreNa*. We trade stories about our crossing and what happened and what we did. There is lots of laughter and while everyone is visiting I nip below and fill a platter with brownies and cookies and take it back up to the hungry crews. By lunchtime *ZaBreNa* and *Montebelau* cast off but we decide to stay the night. We spend the rest of the day exploring Windigo, picking wild raspberries and thimbleberries and checking out the visitor center which is really cool. It is a very modern place and has lots of displays of the local fauna and vegetation. There are full scale displays of moose and wolf, which I find fascinating. There is also a Fresnel lens, which came from the Rock of Ages Lighthouse. There is a large selection of books and charts and Ray buys and makes me a present of a new chart of Isle Royale since mine is at home in the basement. For dinner we have fresh Lake Superior whitefish fillets. I place the fillets on pieces of foil then drizzle them with butter and sprinkle with salt and pepper. I top them with slices of fresh lemon. These packets go on the grill along with skewers of fresh vegetables I



**View from Siskiwit Lake Hiking trail looking toward Isle Royale Lighthouse.**

have marinated in olive oil and herbs. It doesn't take long for the feast to disappear. After dinner Ray takes the dinghy out for a row and I wander the dock visiting with the neighbors. It's funny but I get a lot of comments on *Emmanuel* since I am talking mostly to fishing boats and small power cruisers. We are easily the largest vessel at the dock and people seem fascinated by her size. Eventually I end up sitting at the end of the dock drinking coffee. The evening light is breathtakingly golden and the perfectly calm waters of Windigo Harbor gleam in the approaching dusk as nightfall comes softly.

On Sunday morning Jim decides we need to top off the water tanks. This turns out to be quite an undertaking since it involves moving the boat, borrowing hose and running it about 100 feet up a hill. Jolene and I leave it to the men to figure it out and we head to the showers to wash our hair. By the time we get back Jim is satisfied that the tanks are full and soon we are on our way. Jim hands the helm to Ray and then they discuss our exit. Ray keeps an eye on the chartplotter and Jolene reads the paper chart. Jim and I are on bow watch and we sneak past Grace and Washington Island. I watch with trepidation as we creep through 7-9

foot depths while passing some really nasty looking boulders but we manage and soon we are out of the harbor and rounding Cumberland Point. There is a slight breeze so we hoist the main but it dies off within the hour so we are back to motoring but it is no great penance for it is a another stunner of a day. Clear blue skies, lots of sun and very pleasant temps. The lake has only a slight chop and manages to appear friendly as we motor north along Isle Royales southern shore. Our next waypoint is Houghton Point and we have it in sight by lunchtime. We round it and soon find ourselves in Siskiwit Bay. Lunch that day is my homemade chicken salad and we all eat in the cockpit and let Otto do the steering. By now the breeze has freshened and we are flying along with the wind on our quarter on the main only while the crew happily eats lunch. A couple of chicken jibes later we are beginning our approach to Malone Bay. Jim is on the helm and Jolene calls out the course from the chart. After locating and passing through the first set of channel markers we turn to starboard and head for the next set that will take us into Malone Bay. After passing through the channel we start to head to Malone Bay dock but it is already occupied so instead we make our way to Malone Island. The water is



deep but we are able to creep in close to shore and get the anchor down in about 15 feet of water. Malone Island gives us excellent protection for everything but northwest but with the wind blowing pretty steady out of the southeast we are quite comfortable. Once the anchor is down Jim lowers the dinghy off the davits and we are ready to head to shore. Once we leave the protection of Malone Island we get the full force of the 12-15 knot breeze as we head for the Malone Bay dock. There is a one foot chop in the bay and Jim has his hands full not flipping the dinghy. We all get a little wet but that is the worst of it. Once ashore we are able to quickly locate the trailhead to Siskiwit Lake. The well worn path takes us along the shore and then cuts to the right. It is not a long way and soon we are climbing a small hill and when we get to the top of it, there it is. Siskiwit Lake; a lake in the middle of an island in the middle of a lake. We all stand there marveling at it. The shore is pebbly and the lake lies there, blue and peaceful, in the afternoon sun. We wander the shore and we take some pictures. A bit more exploring and we find the Siskiwit River. This little river tumbles out of Siskiwit Lake and runs cheerfully over a small waterfall. It was a strange feeling to stand at the shore of the river and look up to Siskiwit lake. The elevation difference is quite marked and is a surprise to me.

Eventually we wander back to the trail and make our way to the dinghy. Another harey ride across the bay and we are back aboard *Emmanuel*. By this time it is late afternoon so I put together some appetizers to quiet the growling stomachs. I mix up my spicy pepper jam with cream cheese and we eat it on crackers and chips. We all sit in the cockpit in the warm sun and smile smugly at each other. Other than a couple of campers ashore we have not seen another soul since we left Windigo Harbor early that morning. Everywhere we look is beauty that makes you heart hurt and your throat tighten. That is until Jim decides it's time to take a shower, right off the stern. The rest of us are too comfortable to move so we stay where we are and Ray and Jolene care-

fully avert their eyes. By the time Jim is done with his shower everyone is yawning so we all head for our bunks for a short nap. Dinner is late in the evening and my marinated lamb chops grilled just until done and served with a reduced glaze of honey, garlic and balsamic vinegar and fresh green beans is a perfect end to a perfect day.

Much later, after the dishes are done we dig out the charts and our cruising guide and discuss our plans for the next day. We are planning to head for Rock Harbor so Jim turns on the VHF and tunes in to NOAA to get the weather. Right about this time I decide to take a turn on deck to check our swing and anchor set. As I step out into the cockpit the scene before me is so beautiful I have to sit down for a bit. The moon is now fully up and all around me is bright as day. Tucked behind Malone Island we are sheltered from the big lake but we are just a short distance from the shore of Siskiwit Bay. With *Emmanuel's* bow pointing almost due west as I sit in the cockpit I can see Ross and Fisher Islands.

The waters of Malone Bay gleam in this frosted light and I am happy to just sit and watch. Just then, in the midst of this reverie, a flash catches my eye. I turn my head quickly and see that the northwest sky is filled with lightning. When I go below again Jim, Ray and I discuss the forecast of expected 15-25 knot winds out of the west, to which we are a bit exposed. I update them on the weather and we bat around the idea of setting a second anchor but decide to wait and see

what happens. I have a fair amount of confidence in our Bruce and we have plenty of swing room. We all head for bed shortly after. Banging thunder and a driving rain wakes me at about 2 am. We had left some hatches open for ventilation so Jim and I hurriedly shut them and I head to the cockpit to rescue the Garmin chartplotter. After stowing it below I wait out the storm and make myself some cocoa to pass the time. By 3:00 a.m. it has blown itself out and I take my cocoa and my new headlamp to the cockpit. This thing makes reading at night a breeze! The air is balmy and with the passing of the storm the skies are clear and the night is thick with stars. Pretty soon I'm yawning and I head back to bed for a few more hours of sleep.

Monday morning dawns bright and clear but we can see by the chop in Malone Bay that the wind has piped up again. For breakfast that morning I make Jolene my double cinnamon French toast. I soak thick slices of French bread in a rich egg, cream, maple syrup, cinnamon and butter mixture. After soaking I grill



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**Breakfast in Emmanuel's cabin.**

the slices on the griddle and serve with warm syrup and thick sliced bacon. When breakfast is done and the dishes are washed it's time to go. Our destination this day is Rock Harbor which is about 30 miles further up the south shore of Isle Royale. After warming up the diesel we get the anchor back on board and head for the channel out of Malone Bay. Once clear we discuss our sail plan for the day. The wind is really blowing and we already have about two feet of chop. We decide to go with a single reef in the main and part of the jib rolled out. Once hoisted we fall off to a starboard tack and because the wind is out of the southeast we don't have a lot of sea room to allow us to sail lower than a close reach so we settle in for the ride across Siskiwit Bay. It is this kind of weather that shows what a stellar performer *Emmanuel* is under challenging conditions. As the miles slide by under her hull, the wind and waves continue to build. By lunchtime we are in some serious 6 footers and it is a hard slog but *Emmanuel* simply leans into it and shoulders her way through maintaining a respectable 7 plus knots. Helm duty requires serious concentration and warm headgear. Even though the temps are easily in the 60's it is chilly in the wind. By early afternoon I head down to the galley

and dish up leftover pasta salad and chicken salad for lunch. Apparently conditions have not dampened appetites since it all quickly disappears. Shortly after lunch we are approaching Chippewa Harbor and I easily spot the daymark for the entrance and we know we don't have much farther to go. An hour or so later we round Saginaw Point and are heading for Middle Island Passage, our entrance to Rock Harbor. About this time Jim fires up the diesel to help our pointing so we don't lose a lot of ground. The Yanmar is chugging happily along at cruising speed when suddenly the RPM's drop from the usual 2800 to about 1000. Jim and I look at each and I shrug my shoulders. Jim advances the throttle again and a moment later the RPM's come back up. We make it to Middle Island Passage and just as we enter Rock Harbor we spot *Montebelau* heading out. We chat for a few moments on the VHF and wave good bye as they head out to Chippewa Harbor. Just a few minutes later the diesel does the same thing. The RPM's fall off and then come back up. It happens twice more during the three miles we travel to Rock Harbor marina and it leaves Jim and I feeling somewhat spooked.

The first thing we do is stop at the gas dock to top off fuel (diesel is over \$6 a gallon!!!), pump out the holding tank and arrange for an overnight slip. While the boys are taking care of these things Jolene and I hop off and head for the bathrooms. When we come back I walk a ways down to check out what slip I want. While a few of the slips have the length to accommodate *Emmanuel* I am worried about the depth. I finally find one with a port side tie up and I go back to tell Jim. I am happy to see that we are just two slips away from Dan on *Seahawk*. We had last seen Dan and his crew at Windigo on Saturday. We exchange hellos and chat for a few minutes.

Within a short while *Emmanuel* is tucked up safely in her slip and Ray and Jolene decide to head out to do some exploring. They take the dinghy and head over to Raspberry Island. Jim and I stay on board and spend some time relaxing. Shortly after Ray and Jolene leave we are

surprised to see *ZaBreNa* pull into the gas dock so we head over for a quick visit. Dave and his crew are planning on spending the night in Tobin Harbor but we agree to touch base in the morning before heading out. By the time Ray and Jolene come back it is time for appetizers which we eat on shore while we enjoy the lovely evening. Finally I throw some steaks on the grill and sauté some mushrooms in butter. Along with the big, juicy strip steaks we have fresh crudités and bread warm from *Emmanuel's* oven. This feast requires the four of us to take a walk down to the Rock Harbor Lodge after we clean our plates. It is easy to see that all the guests must have a fabulous view. We check out the gift shop, peek in some windows and pretty soon wander back to *Emmanuel*. It is another beautiful evening and the tranquil basin that is Rock Harbor gleams pearl like in the early evening. The air is soft and is lightly cool against my skin. When we get back to the boat we debate the idea of showering on shore but the thought of paying \$6 for a 5 minute shower leaves us all opting for wash ups on board. All the fresh air and sailing has worn Jolene out and she crawls into her bunk early. Jim, Ray and I stay up longer for coffee and dessert and we discuss the day's events, including the diesel problem. It seems reasonable to assume that the problem may be gunk in the fuel filter and decide that will be the first place we look in the morning.

Tuesday morning is warm and sunny. Since I always sleep sounder when we are in harbor it is after 8 am before I stumble out and the rest of the crew is up already. Jim and Ray are just coming back from Tobin Harbor where they hiked over to see if *ZaBreNa* was there. She was not so they try to raise her on the VHF but no luck. Thankfully Jolene has the coffee made and I huddle with my cup until my sleep fogged brain clears. A quick breakfast and it is time to get to work. We pull the engine cover off and with me reading the diagram out of the service manual we locate the fuel filter. Once it is removed we pour its contents into a jug and find that about half of it is sludge. Next we locate the Racor filter





**Arriving at Malone Dock in Siskiwit Bay.**

and clean that also and then we discover the sealing O-ring is bad. Ray and Jim exchange looks wondering where are we going to get parts. I disappear into the port aft cabin and reappear moments later with a new filter and a new O ring from the spare parts kit I laid in before we left. For a brief moment I am heralded as the best provisioner of all time. With all new parts installed Jim steps confidentially to the helm and turns the key. The Yanmar cranks hopefully but that is all and pretty soon the starter is starting to lag because the start battery is being depleted. Around this time our friend Dan from *Seahawk* strolls down the dock and suggests we try priming the new fuel filter. The guys grin sheepishly. Apparently this is a man thing they are supposed to know. The filter gets primed and more cranking and now the start battery is dangerously low. We take a short break and Ray heads to the bathroom where a chance conversation gives him the answer we need. Soon he is back and tells Jim that the air needs to be bled out of the fuel line. Before we can do that though Jim and I hoist one of the house batteries out of its locker and move it to the companionway where it is connected to the start battery using the battery cables Dan loaned us. The Yanmar service manual guides us through the process

and once the lines are bled I turn the key and Yanmar busts into life and chugs happily away. A cheer goes up from the crew of *Emmanuel* which is echoed by a victory blast from *Seahawk*. By this time it is after 12 noon and we are anxious to be on our way. Soon we are slipping our lines and with a last wave to *Seahawk* and thank you call on the VHF we quickly leave Rock Harbor behind. As we exit Middle Island passage we find the winds are about 15 knots ESE with seas of 1-2

feet. We decide on a double reefed main and we roll out a small amount of jib. Pretty soon we are flying along, running down the shore of Isle Royale. Our plan, as we pass Saginaw Point again is to sail for as long as we can and keep an eye on the weather. We decide that if the winds die off by the time we get to the southern tip of the island we will duck into Washington Harbor for the night. If the wind is forecast to stay up we will sail to the islands tonight.

Shortly after this we pass the entrance to Chippewa Harbor and are surprised by a hail from *ZaBreNa*. They are tucked into Chippewa and were hiking to the overlook when they spotted us flying past. We urge them to join us but they have decided to wait until evening before making for the islands. We plan a rendezvous at Stockton and we continue on our way. By 5:15 p.m. we are about 10 miles from Grace Harbor. Jim and Ray have been listening to NOAA and they are happy with the wind forecast so we decide we will continue on.

*Continued on page 25*

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# Calendar of Events

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

## August 2010

**Aug 2-6 - LOWISA 45 Regatta** - Lake of the Woods, MN. Visit [www.lowisa.org](http://www.lowisa.org) for more info.

**Aug 4-8 - T-10 North American Championship**- Bayview Yacht Club, Detroit, MI. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

**Aug 6-8 - I-LYA Bay Week Regatta** - Put-in-Bay Yacht Club, Put-in-Bay, OH. Visit [www.i-lya.org](http://www.i-lya.org) for more info.

**Aug 6-9 - 19th Annual North American Challenge Cup** - Chicago Yacht Club, Chicago, IL. Visit [www.chicagoyachtclub.org](http://www.chicagoyachtclub.org) for more info.

**Aug 8-9 - Al Henning Memorial Regatta** - Racine Yacht Club, Racine, WI. Visit [www.racineyachtclub.org](http://www.racineyachtclub.org) for more info.

**Aug 8-13 - 2010 Catamaran Championship** (NACRA & North American Formula 18 Championships and F16 Great Lakes Championship) Racine Yacht Club, Racine, WI. Visit [www.crawsailing.net/Racine2010](http://www.crawsailing.net/Racine2010) for more info.

**Aug 12-15 - Baylake Bank Tall Ships Festival** - Green Bay, WI. Visit [www.tallshipgreenbay.com](http://www.tallshipgreenbay.com) for info.

**Aug 13 - Clipper Cup Yacht Race** - Harbour Towne Yacht Club, Muskegon, MI to Port Washington, WI. Visit [www.clippercup.com](http://www.clippercup.com) for more info. Contact Phil Schneider 616-459-7474 [clippercup@gmail.com](mailto:clippercup@gmail.com)

**Aug 14-16 - Leech Lake Regatta 39** - Shores of Leech Lake Yacht Club, Leech Lake, MN. Visit [www.shoresofleechlake.com](http://www.shoresofleechlake.com) for more info.

**Aug 19-21 - 2010 S2 7.9 Class Championship Regatta** - Racine Yacht Club, Racine, WI. Visit [www.racineyachtclub.org](http://www.racineyachtclub.org) for more info.

**Aug 20-22 - Offshore Verve Cup** - Chicago Yacht Club, Chicago, IL. Visit [www.chicagoyachtclub.org](http://www.chicagoyachtclub.org) for more info.

**Aug 24-29 - Tall Ships Chicago** - Chicago, IL. Visit [www.navy pier.com/tallshipschicago](http://www.navy pier.com/tallshipschicago) for more info.

**Aug 27-28 - Leukemia Cup Regatta** - Columbia Yacht Club, Chicago, IL. Visit [www.leukemiacup.org/il](http://www.leukemiacup.org/il) for more info.

**Aug 27-29 - Holder 20 One Design Nationals** - Shorewood Yacht Club, Excelsior, MN [www.holder20.com](http://www.holder20.com). Contact Tim Carlson: 952-693-6089.

**Aug 27-Sept 1 - US SAILING's Rolex International Women's Keelboat Championship** - J/22 - Rochester Yacht Club, Rochester, NY. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

**Aug 28 - MS Cup** - Minnetonka Yacht Club, MN. Visit [www.ms cup.org](http://www.ms cup.org) for more info.

Two Harbors, MN. Contact 218-226-6372 [splitrock@mnhs.org](mailto:splitrock@mnhs.org)

**Sept 3-5 - Labor Day Regatta**- St. Croix Sailing Club, Hudson, WI. Visit [www.stcroixsailing.com](http://www.stcroixsailing.com) for more info.

**Sept 4-5 - Leukemia Cup Regatta** - Port Huron Yacht Club, Port Huron, MI. Visit [www.leukemiacup.org/mi](http://www.leukemiacup.org/mi) for more info.

**Sept 8-12 - Buddy Melges Challenge** - U.S. Sailing Center, Sheboygan, WI. Visit [www.ussailingcentersheboygan.org](http://www.ussailingcentersheboygan.org) for more info.

**Sept 10-12 - Leukemia Cup Regatta** - Awareness and charity fundraiser. White Bear Lake, MN. Visit [www.leukemiacup.org/mn](http://www.leukemiacup.org/mn) or call Jared Nielsen at 763-852-3004 for more info.

**Sept 15-18 - J/105 North American Championship** - Chicago Yacht Club, Chicago, IL. Visit [www.j105.org](http://www.j105.org)

**Sept 15-19 - U.S. Match Racing Championship** for the Prince of Wales Bowl. Ultimate 20s. Bayview Yacht Club, Detroit, MI. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

**Sept 23-26 - U.S. Men's and Women's Sailing Championships** - Sonars-Men's - Lightnings-Women's - Sail Sheboygan, Sheboygan, WI. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

**Sept 30-Oct 3 - U.S. Team Racing Championship** - Vanguard 15 - Seattle Yacht Club, Seattle, WA. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

## September 2010

**Sept 2 - Lee Murdock** - Superior in Song: Folk Songs from the Age of Sail and Steam. St Louis County Historical Museum, Duluth, MN. 218-733-7568

**Sept 3 - Lee Murdock** - Split Rock Lighthouse 100 Year Anniv. Concerts,

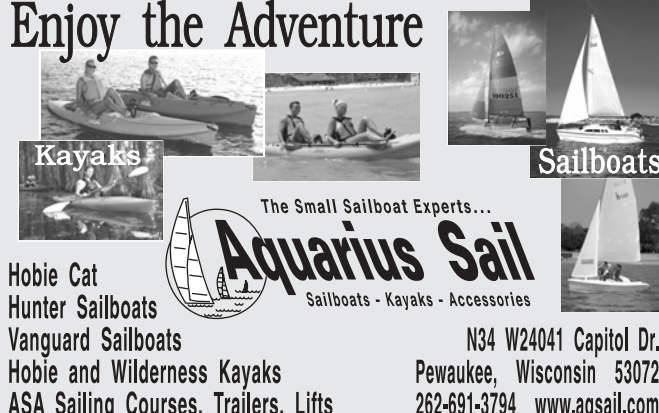
**Oct 2- Octoberfest Pursuit** - Lake City Yacht Club, Lake City, MN [www.lakecityyachtclub.com](http://www.lakecityyachtclub.com). Contact Kirk Severson 507-254-6644.

**Oct 2-3 - Leukemia Cup Regatta** - North Star Sail Club, Harrison Township, MI. Visit [www.leukemiacup.org/mi](http://www.leukemiacup.org/mi) for more info.

**Oct 7-11 - 41st Annual United States Sailboat Show** - Annapolis, MD. The world's largest in-water sailboat show. Seminars, clothing & accessories, boats of all sizes. Visit [www.usboat.com](http://www.usboat.com)

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# Midsummer Boat Maintenance Tips From BoatU.S.

*Seaworthy*, the newsletter from BoatU.S. that helps boaters and anglers prevent damage to their vessels, looked into some of the more common reasons for on-the-water boat troubles that occur mid-season.

“Preventive maintenance will help you avoid the headaches and keep your crew or fishing buddies comfortable and safe,” says *Seaworthy* Editor Bob Adriance. “So going over the boat’s systems in the spring is very important. But now after a couple months of use, it’s time to look at things again. A midsummer check-up will ensure you make it back to home port without a problem.”

## Here are some midsummer maintenance tips for both power and sailboats:

- **Through-hulls:** Make a thorough check around any below-the-waterline hole or opening. Check all through-hulls for leaks and cycle seacocks to ensure they close properly. If it’s hard to move the handle, make a note to service it next time the boat is out of the water. Any hose clamps should be tight and hose ends secure. A bilge pump cycle counter is a simple upgrade and the best early warning system that unwanted water is coming aboard.

- **Engine belts:** For inboard engines, look in areas near the belts checking for evidence of black dust — a sure sign that engine pulleys need to be realigned and the belt replaced. Push on the longest run of the belt — it should not deflect more than one half inch.

- **Engine hoses:** Squeeze coolant and fuel hoses with your hands, looking for softness, cracks or bulges. Replace any that are suspect. Wiggle the ends to ensure they are secure and inspect for any possible chafing issues in the engine compartment.

- **Sterndrives:** Inspect the folds in the bellows and replace if they show signs of cracking.



- **Sacrificial zincs and anodes:** A wasted zinc is a sure sign of trouble, possibly stray current at the dock. Ensure all zincs are no less than half gone — and replace them now if they are.

- **Control cables:** Look for chafe, splits or swelling of the plastic jacket — a sure sign the cable needs replacement.

- **Outboard engine mounts:** Smaller engines can sometimes vibrate loose, so re-tighten clamps and ensure the cut-off switch is operable.

- **Hydraulic steering system and trim tabs:** Ensure reservoirs are full. If you have to add fluid, there is leak that must be fixed immediately.

- **Batteries and electrical system:** Dead batteries are often nothing more than corroded connections — sandpaper can easily clean them up. With conventional batteries check water levels and add if necessary. Inspect cables and wiring for chafe, especially wherever they may pass through a bulkhead.

- **Shorepower cable:** Look for burn marks on the plug ends and the connection to the boat. Replace both the plug and receptacle immediately if you find any.

- **Head:** If your boat has a flushing toilet and its handle is getting hard to operate, you’ve likely got calcium buildup. Pour a cup of vinegar into bowl pumping only once or twice. Let it sit for one night before flushing with one-fourth cup of mineral oil.

- **On deck:** Old, stiff, or chafed dock lines should be replaced. Also check anchor line and chain shackles and any splices.

- **Sailboats only:** Look for any broken strands on standing rigging. You can find them by running a loose rag up the rigging, which will snag on any broken ends. Cracked swages are an indicator for immediate replacement. Contact a rigger if you suspect a problem. Running rigging also needs to be looked at — especially the roller furling line.

- **Trailers:** Inspect bearings and ensure they are well packed with grease. Hydraulic brake reservoirs should be full. Lastly, check the tires for wear and ensure lugs are tight.

More checklists are also available at <http://www.BoatUS.com/freebies>.

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# Rule of Thumb: Sail the longer tack first

by David Dellenbaugh

My favorite rule of thumb, and one that I have used with great success many times, is to 'sail the longer tack first.' This is a simple, nearly foolproof guideline that is easy to use and often comes with great results.

When you're racing upwind, the 'longer tack' is the one on which you must spend more time to get from where you are to the windward mark. There are many reasons why one tack may be longer than the other. Most often, this happens because you have sailed away from the middle of the course.

For example, if you sail toward the left side of the beat you might have 4 minutes left on starboard tack and 8 minutes left on port tack before reaching the windward mark. In that case, port is obviously the longer tack. Other reasons for unequal tacks include windshifts, a cross-current and a windward mark that was not set to windward.

The longer tack is the one on which your bow is pointing closer to the windward mark. Sometimes it is easy to judge this by looking at where other boats are pointing on each tack. If you have instruments, or even a compass, you can calculate the longer tack mathematically.

Besides figuring out which tack is longer, it's important to know roughly how much longer it is than the other tack. For example, will you have to spend 10 minutes on one tack and 2 minutes on the other? Or just 7 minutes on one tack and 6 on the other?

The more skewed the tacks, the more critical it becomes to sail on the tack that is longer. If one tack is much longer, there is a high probability that it will be better to get on that tack right away. But if the tacks are very close in length (which is probably the case if you have a hard time figuring out which tack is longer), there may be no advantage in sailing one tack just because it's a little longer.

## When and why this works

'Sailing the longer tack first' is a rule of thumb that works most of the time. However, like all such guidelines, it is not meant to be a replacement for figuring out what the wind is doing and making your own strategic plan to handle the particular wind conditions you are facing. For example, if it's light air and you see more pressure to the left, you should probably sail that direction on starboard tack even if port tack is a lot longer.

However, when you are not so sure about what the wind will do next (and this is the case even for top sailors much of the time), then you can rely on rules of thumb like 'sail the longer tack first.' This principle works because when the wind might shift in either direction it's better to stay away from the layline. By sailing the longer tack first, you head toward the middle of the beat rather than the closer layline.

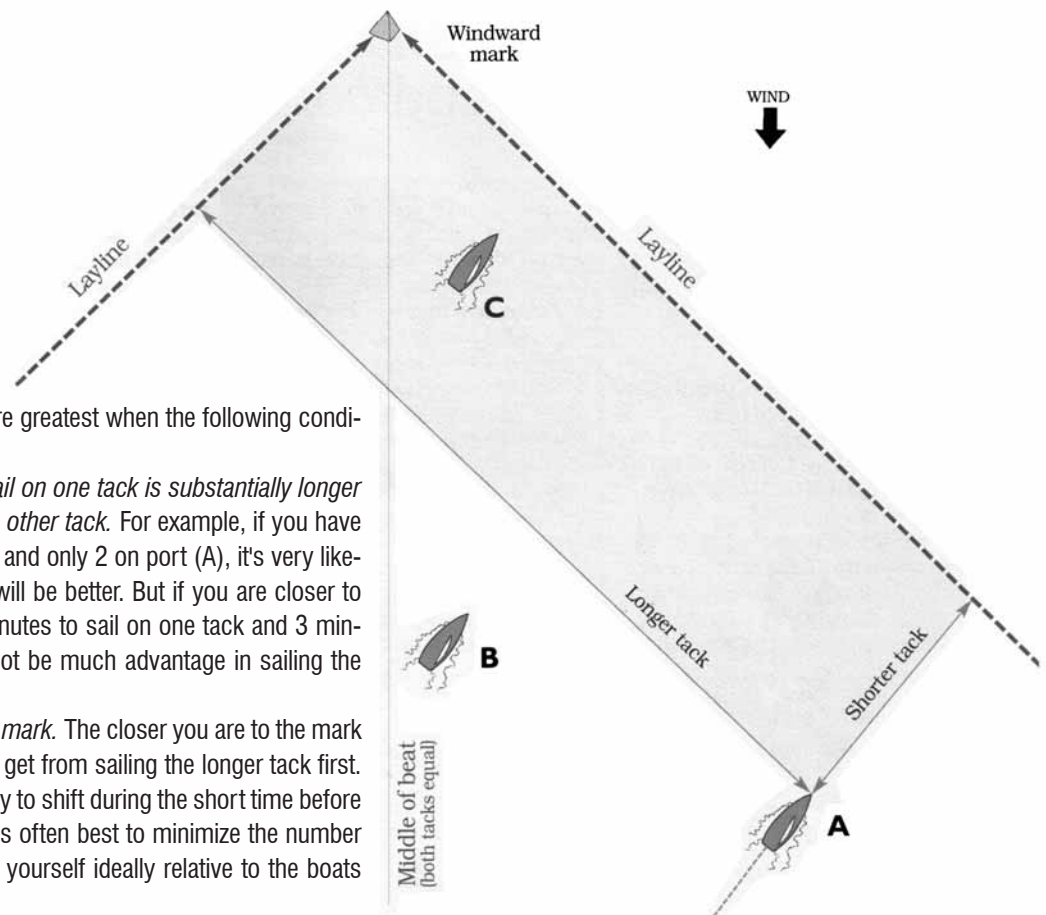
## Playing the odds

Sailing the longer tack first is a good rule of thumb when you are not sure which way the wind will shift next. The longer tack takes you away from the layline and gives you a better chance of gaining if you get a windshift before you reach the windward mark.

The benefits of this strategy are greatest when the following conditions exist:

1) *The distance you must sail on one tack is substantially longer than the distance remaining on the other tack.* For example, if you have 7 minutes to sail on starboard tack and only 2 on port (A), it's very likely that sailing the longer tack first will be better. But if you are closer to the middle of the course with 4 minutes to sail on one tack and 3 minutes on the other (B), there may not be much advantage in sailing the longer tack first.

2) *You are fairly far from the mark.* The closer you are to the mark (C), the less of an advantage you'll get from sailing the longer tack first. That's because the wind is less likely to shift during the short time before you round the mark. In this case it's often best to minimize the number of tacks you make and to position yourself ideally relative to the boats around you.





Over the course of many races in the past, this strategy has proven to work more often than not. In other words, it gives you a higher probability of success, which is very important when you are trying to minimize your exposure to risk.

The probability that this rule of thumb will work goes up as: a) the tacks become more uneven; and b) you are farther from the mark (see "Playing the odds"). If you are quite far from the windward mark and the tacks are quite skewed, it is very urgent to sail on the longer tack.

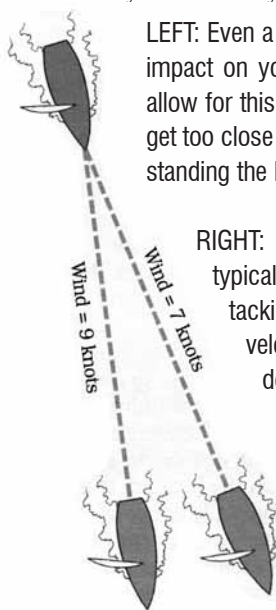
Note that if you have a cross-current (a current that runs perpendicular to the wind), this will often make one tack longer than the other, sometimes by quite a bit. In that case, it may be better to sail the up-current tack first. This is not because there is any inherent advantage to being up-current - it just keeps you closer to the middle of the course, which is better when you're not sure what will happen next with the wind.

Dave publishes the newsletter *Speed & Smarts*. For a subscription call: 800-356-2200 or go to: [www.speedandsmarts.com](http://www.speedandsmarts.com)

## Corollary: Sail the longer jibe first

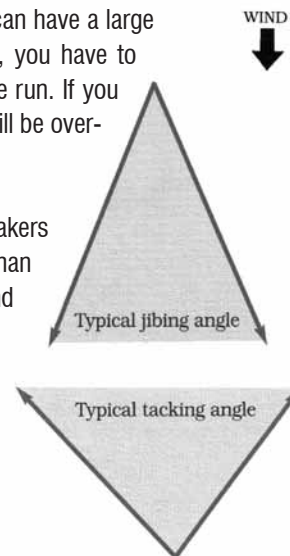
For the same reasons that you should normally sail the longer tack first on a beat, you should also sail the longer jibe first on a run. Getting to the downwind layline too early has all the same problems - the risk of sailing extra distance, possible bad air and the inability to play future windshifts (when you're not sure what the wind will do).

In fact, this rule of thumb may be even more important on runs than beats because it's easier to overstand downwind. Most boats have narrower jibing angles than tacking angles (right), so when you round the windward mark you are already closer to a layline. All you need is a slight skew in the course, a windshift, pressure increase or a cross-current and you'll be at layline before you know it.



LEFT: Even a small increase in wind velocity can have a large impact on your downwind angles. Therefore, you have to allow for this when positioning yourself on the run. If you get too close to a layline and get a puff, you will be overstanding the leeward mark.

RIGHT: Boats with symmetrical spinnakers typically have narrower jibing angles than tacking angles in almost every wind velocity. So it's easier to get to a downwind layline, especially in breeze when the jibing angle is very small.



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8	WB Dinghy 270ftd w/Trailer & 6hp Yamaha	06	\$3,600	CN	19	Precision 185, 2 Sails, Trlr, furler, more	03	\$7,950	HY
9	Achilles inflatable	UK	\$500	FS	19	Quickstep w/Trlr, Outbd, & Accs	90	\$5,990	GS
9	West Marine Inflatable	03	\$800	FS	20	C Scow, Mainsail, trlr	75	\$990	HY
11	Luger, Trlr, Cover	UK	\$875	MA	20	Com-Pac Horizon Cat Electric	10	\$43,000	GS
12	Alumacraft S-12	UK	\$300	MA	20	Johnson (C) boat with Trailer	UK	\$800	MA
12	Catalina Expedition 12.5, furling main, Trlr	99	\$2,800	WB	20	Northeastern Harbor Pilot, Custom, Trlr, More	41	\$59,000	WB
12	Johnson Mini Scow	UK	\$1,200	MA	20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
12	Sailboard	UK	\$600	FS	21	Com-Pac Eclipse loaded	05	\$23,000	GS
12	Sailboard (JA)	UK	\$600	FS	21	Hunter 212, Trlr, 4hp Merc, 4-stroke, sleeps 4	02	\$9,000	FS
14	Alumacraft S-14, 2 Sails, trailer, fbgls pram hull	UK	\$795	HY	21	Ranger Martini- Fridge, Sink, Reduced Price!	05	\$19,900	CN
14	Catalina 14.2, Main, Furling Jib, Cockpit cvr	93	\$3,995	WB	21	San Juan MKI, Furler, 2 rudders, 4HP OB, trlr	74	\$3,950	WB
14	Catalina Capri 14.2, Main, Jib, Trlr	85	\$2,895	WB	22	CAL 22, 2 Main, 5 Jib, Spinnaker, Trlr, More	86	\$14,900	WB
14	Catalina Capri 14.2, Main, Jib, Trlr	89	\$2,995	WB	22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	88	\$7,500	WB
14	Catalina Expo 14.2, Roller Furling Main, Trlr	08	\$7,495	WB	22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	99	\$13,900	WB
14	Laser, Trlr	80	\$1,200	FS	22	Catalina MKI, wing keel, main, jib, 6hp, More	88	\$8,500	WB
14	Skipper, Trlr	77	\$1,000	FS	22	Chrysler, 3 Sails, 10 HP, Trlr, Ladder, More	77	\$3,500	HY
14	Sunfish	UK	\$825	MA	22	Hunter 216, RF Jib, Trlr, Saving \$1,000	09	\$18,200	AS
15	Montgomery, 4 sails, Trlr, Whisker pole, more	80	\$3,500	HY	22	Morgan, Yard Trlr	69	\$4,000	FS
15	O'Day, Main, Furling Jib, Trlr	83	\$2,995	WB	22	O'Day, 3 sails, 12 HP, Trlr, Ladder, Safety gear	72	\$3,500	HY
16	AMF Apollo, Trlr, Roller furler	79	\$1,200	FS	22	O'Day, 4 sails, 6HP, Trlr, L lines, Ladder, More	77	\$3,300	HY
16	Com-Pac 16XL w/Trlr, Outbd, & Accs	00	\$6,500	GS	22	S-2 6.9, 3 Sails, 5 HP Mariner, Trlr, Very clean	85	\$9,500	HY
16	Com-Pac Legacy w/Trlr & Accs- Demo	08	\$12,000	GS	22	Spindrift, 4 Sails, 10 HP Evin, Trlr, Elect, more	84	\$4,995	HY
16	Hobie Cat, Trlr, Good sails and tramps	80	\$1,700	FS	22	Tanzer, Shoal Keel, Trlr, 9.9 Johnson, More	74	\$6,000	SC
16	Johnson Daysailer, Like New	UK	Call	MA	23	Hunter 23.5, Water ballast, 2 Sails, 5HP, More	93	\$12,500	HY
16	Johnson Daysailer, Main, Jib, Cockpit cvr, Trlr	83	\$1,800	WB	23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mrk	87	\$6,900	FS
16	Johnson Daysailer, Main, Jib, Cover, Trlr	86	\$2,895	WB	23	O'Day 23, Main, Jib, Evin 9.9HP OB, Trlr	79	\$9,500	WB
16	Johnson Daysailer, Main, Jib, Trlr	83	\$1,900	WB	23	O'Day Tempest, 3 Sails, New Trlr, Paint, More	6?	\$5,900	HY
16	Luger Leeward 16, Main, Jib, 2.5HP OB, Trlr, More	76	\$2,700	WB	23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
16	Man-O-War	UK	\$800	FS	23	O'Day, Trlr, 8hp Johnson, main, jib, gennie, spinn	74	\$4,200	FS
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC	24	C&C	80	\$6,000	IM
16	WindRider	02	\$2,300	FS	24	C&C, 3' Fin, Trlr, 110%, 150%	76	\$5,600	FS
17	AMF DS, 2 Sails, Trlr, Vang, Ladder, More	73	\$1,200	HY	24	C&C, 3 Sails, 5HP Mariner, L lines, clean	79	\$7,500	HY
17	Boston Whaler Harpoon 5.2, Trlr, 2 Sails	81	\$3,500	HY	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
17	Com-pac, trailer, autopilot, very nice	00	\$12,900	IM	24	C&C, 6 Sails, 15 HP Evinrude, Trlr, Anchor, More	78	\$4,000	HY
17	Hunter 170, Main, Roller furling jib, Trlr, More	07	\$6,900	WB	24	CAL, fire & smoke damage, hull & keel OK	86	\$3,000	HY
17	Nacra 5.2 Catamaran, Main, Jib, trapeze, Trlr	80	\$3,195	WB	24	Corsair F-24MKII trimaran, Trlr, 5hp Honda, More	96	\$28,000	SC
17	Nacra 5.2, 2 Sails, Trlr, new tramp, More	79	\$2,250	HY	24	Dufour, 4 Sails, cradle, new elec, more	75	\$4,500	HY
17	Spindrift, 2 Sails, Trlr, 3.5HP Tohatsu 4str, more	83	\$2,500	HY	24	Eastward Ho, 3 Sails, Volvo IB Dsl, cutter rig, More	77	\$16,000	HY
17	Whitehall Spirit Rowing Dinghy, 4HP, Trlr, more	98	\$10,000	HY	24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
17	WindRider 17 w/Trlr	07	\$5,995	GS	24	J Boat (Hull 4305), 4 Sails, 3.5hp, race equipt	86	\$14,750	HY
18	Boston Whaler Harpoon 5.2, Trlr, Needs Sails	77	\$1,500	HY	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
18	Hobie Tiger, NEW, SALE, (lists for \$20,999)	08	\$15,999	AS	24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
18	Hobie, 2 Sets of Sails, Trlr, drifter avail for extra\$\$	80	\$2,200	HY	24	S2 7.3 Meter Sloop, 6 Sails, Fixed Keel, More	79	\$7,500	SC
18	Norwalk Island Sharpee, 1 Main, 3.3 HP, Trlr, More	98	\$9,700	HY	24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
19	Hunter, Trlr, 4hp Merc., furler	76	\$2,650	FS	24	Seafarer, Custom Trlr	74	\$6,000	FS
					25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
					25	Catalina, Tall Rig, Roller furl, Fin keel, More	87	\$10,500	SC
					25	Catalina, Trlr, Swing, Furling headsail, pop-top	86	\$9,000	FS
					25	Cheoy Lee, 3 Sails, 30HP Evinrude, Trlr, More	65	\$12,000	HY



LOA	Description	Yr	Price	Bkg
25	Ericson, 5 Sails, 9.9 Evin, Trlr, L lines, DS, More	73	\$6,900	HY
25	Freedom, 3 Sails, OB, Cradle, Head, Galley	83	\$3,900	HY
25	Hunter 25.5, 2 Sails, Yanmar Dsl, furler, more	85	\$9,500	HY
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
25	Hunter, RF Jib, 9.8 OB, Wheel, NEW, SALE	08	\$35,500	AS
25	Irwin 10/4, custom tdm trlr, IB, many updates	75	\$11,000	FS
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$3,900	WB
25	Merit, 8 sails, Trlr, vang, KM, DS, L Lines, more	82	\$5,500	HY
25	Northstar	76	\$4,995	NY
25	O'Day, 3 Sails, 15 HP, Trlr, L lines, Frlr, More	77	\$8,500	HY
25	O'Day, Trlr, 3 sails	75	\$4,200	FS
25	Pearson w/ trlr	85	\$7,199	NE
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	C&C, New Awlgrip hull sides (navy blue) IB Power	78	\$10,995	NY
26	Catalina	90	\$16,900	IM
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	78	\$5,000	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Hunter 26 BELOW BOOK VALUE!	95	\$14,900	CN
26	Laguna, Custom Trlr, Wheel, 3'1" draft, More	86	\$6,800	FS
26	Nimble Kodiak, shoal keel, 20HP OB, trlr, More	93	\$24,900	WB
26	O'Day, Trlr, New 135%, w/furler, New Main, more	85	\$11,250	FS
26	Paceship (PY26) fin keel, 5 Sails, 8HP IB	79	\$7,950	HY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$7,500	HY
26	Paceship (PY26) shoal/swing, 6 sails, more	79	\$13,000	HY
26	Pearson, 3 Sails, cradle, 3 winches, DS, More	70	\$4,000	HY
26	Pearson, New listing	UK	Call	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$1,900	HY
26	S-2 8M, New cushions, New sails in 07&06, More	82	\$11,500	NY
26	San Juan, New Listing	75	Call	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Shock Endeavor, Yard Trlr	67	\$1,500	CM
26	Tylcraft, 3 Sails, 28HP Evin, Trlr, Elect, More	77	\$8,400	HY
27	C&C, 2 Sails, A4 IB, furler, galley, autohelm, More	77	\$15,000	HY
27	C&C, 2 Sails, Furlex, Needs clean up, Make offer	UK	Call	HY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	Catalina 270, 2 Sails, 18HP Perk, frlr, wheel	94	\$35,000	HY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$7,900	HY
27	Catalina, IB Dsl, Cradle/Trlr	79	\$10,000	FS

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LOA	Description	Yr	Price	Bkg
27	Catalina, Wheel Steering, Jib Frl	79	\$10,500	CM
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$7,500	HY
27	Dufour, 7 Sails, 12hp Volvo Dsl, Elect, More	74	\$12,000	HY
27	Home Made (Unknown Brand) 0 Sails, More	76	Call	HY
27	Hunter	90	\$23,500	IM
27	Newport 27 MKIII- Very Clean! NEW LIST	87	\$15,900	CN
27	Wooden Sloop, 3 Sails, 18 HP Yanmar, More	UK	\$19,900	HY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$12,900	HY
28	Catalina	97	\$54,000	NE
28	Catalina MKII, Tall mast, Wingkeel, Trlr, More	99	\$47,900	SC

**Legend:**

AS=Aquarius Sail  
[www.aqsail.com](http://www.aqsail.com)  
262-691-3794

CM=Cramer Marine  
[cramermarine.com](http://cramermarine.com)  
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CN=Crow's Nest Yachts  
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LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
28	Hunter w/o mast	89	\$7,995	NE	34	Hunter	86	\$28,880	NE
28	Irwin	72	\$4,995	NE	34	Hunter 340, clean, teak int., roller furling, more	98	\$69,500	SC
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY	34	Hunter, Lake City	84	\$34,900	IM
28	Pearson, 5 Sails, 30hp A4, Furling, Elect, More	78	\$13,000	HY	34	Hunter, Pepin, Slip paid for	84	\$35,900	IM
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$22,500	NY
28	Tartan, 3 Sails, 16 HP Yanmar, furler, Elect, More	89	\$38,000	HY	34	Pacific Seacraft, Yanmar Dsl, Furl, Whl, more	90	\$95,000	HY
29	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$13,900	HY	34	Tartan, 2 cabin, fresh water, well equipped	87	\$59,500	SU
29	Ericson, Main, Furl Genoa, Inst, More	75	\$16,500	NY	35	BaBa Cutter	85	\$120,000	NY
29	Hunter 29.5- BELOW BOOK VALUE!	94	\$26,000	CN	35	Beneteau 345 First, joy to sail, classic	84	\$36,000	SC
29	Hunter 29.5, 2 Sails, Yanmar IB, Whl, More	95	\$40,900	HY	35	Catalina 350, Well equipped, Low hours, More	05	\$145,000	SC
29	Lancer	78	\$10,995	NE	35	Columbia 10.7, 4 Sails, Yanmar IB, Whl, More	78	\$35,000	HY
29	Paceship-Northwind, Main, Furl Genoa, IB, More	70	\$6,995	NY	35	Ericson	80	\$36,000	NE
30	Catalina	79	\$13,000	IM	35	Freedom 350 Yacht	93	\$79,500	NY
30	Catalina 30, Main, 135% New Genoa	88	\$28,999	NY	35	Freedom 350, New Windlass, Dodger	93	\$71,500	SU
30	Catalina Tall Rig	97	\$19,499	NE	35	Hunter 35.5	90	\$58,995	NY
30	Catalina, Cradle, Universal M-25, More	85	\$7,900	SC	36	Dufour	01	\$108,500	NE
30	Catalina, many extras	79	\$17,000	CM	36	Hunter 36- Brand New- SAVE OVER \$35k	08	Call	CN
30	Catalina, sleeps 7, well equipped	88	\$29,900	SU	36	Hunter 36- NEW LISTING! Nice!	04	\$118,500	CN
30	ComPac 27/2, Roller furl 155 Genoa, Trlr, More	89	\$24,500	SC	36	Island Trader Magellan, New Listing	76	Call	HY
30	Contest, 3 Sails, 28HP IB, Trlr, Furl, L lines, More	70	\$12,000	HY	36	Islander, 4 sails, 50 HP dsl, Frlx, wheel, More	77	\$48,000	HY
30	Irwin Citation 30	80	\$16,995	NY	36	Jeanneau 36i	08	\$152,900	NY
30	J Boat (Hull #291), 10 sails, 12HP Ynmr, more	81	\$28,000	HY	36	Jeanneau SO36i, 3 Cabin, Canvas, Windlass	08	\$152,900	SU
30	Monroe Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	36	Magellan 36	76	\$34,995	NY
30	Pearson, 5 Sails, A4 IB, VHF, Stereo, Rails, More	75	\$7,000	HY	36	S2/36 11.0C, Center Cockpit, Dsl, More	83	\$48,995	NY
30	Pearson, Jib Frl, A-4, Steel Skid	72	\$9,500	CM	37	Hunter 37.5 Legend, 5 Sails, 34HP Yanmar, More	92	\$79,900	HY
30	Tartan 30, mainsail, furling genoa	77	\$14,995	NY	37	Hunter 376- Includes Avon Dinghy	97	\$92,900	CN
30	Tartan T-30, Great Trailer	70	\$16,500	IM	37	Irwin 37 Center Cockpit- NEW LISTING!	73	\$19,900	CN
31	Cape Dory Cutter, 4 Sails, Univ Dsl IB, More	83	\$37,000	HY	37	Pearson 365 Ketch, Sleeps 6, Elect, much More	77	\$49,000	SC
31	Catalina 310	01	\$77,995	NE	38	C&C Landfall, 3 Sails, Yanmar IB, wheel, more	80	\$40,000	HY
31	Catalina 310	00	\$72,995	NE	38	Hunter H380, Furling main/jib, Elect. Windlass	99	\$98,495	SC
31	Hunter 31- LIKE NEW- Great Value!	06	\$88,900	CN	38	Hunter, 3 Sails, 45hp Yanmar, Whl, Furler, More	06	\$150,000	HY
31	Hunter 310- SPECTACULAR!	97	\$49,900	CN	38	Morgan 382, Beautiful, All instr, Heat, More	79	\$59,900	NY
31	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	74	\$9,900	HY	39	Jeanneau 39i	08	\$174,900	NY
32	Bayfield Cutter, 3 Sails, Yanmar, Whl., More	86	\$28,700	HY	39	Jeanneau SO39i, 3 Cabin, Canvas, Windlass	08	\$174,900	SU
32	Beneteau 321, Diesel, Furling Main & Genoa, More	96	\$69,995	NY	40	C&C, 14 sails, Furling, Diesel, Awlgrip, More	80	\$74,995	NY
32	Coronado, Center cockpit, new universal diesel	72	\$9,900	IM	40	C&C, 8 sails, 30hp Yanm, furler, elec, more	80	\$58,000	HY
32	J Boat, 4 Sails, 28HP Yanmar, Wheel, Furler, more	01	\$129,000	HY	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$150,000	NY
32	Rhodes Sloop, 5 sails, A4, new paint, more	57	\$50,000	HY	41	Morgan 41 Classic MKII, Many features	89	\$99,500	SC
33	C&C, New Engine, Elect, Dodger	75	\$29,900	NY	41	Sceptre, New bow thruster, Sails, Inst, More	87	\$220,000	NY
33	Hunter, Virtually New, in mast furler	05	\$89,900	IM	41	Viking Convetible sport fisherman, loaded!	88	\$142,000	SU
33	Jeanneau SO33i, NEW!, Canvas, 2 Cabin	10	\$126,900	SU	42	Beneteau 423, Furl Main & Jib, Dsl, Loaded, More	05	\$190,000	NY
33	Le Comte Medilist	67	\$20,000	NE	42	C&C Landfall, 5 Sails, Perk 50HP, Wheel, more	77	Call	HY
33	Ranger, 2 Sails, A4 IB, Whl, Furlex, More	76	\$17,000	HY	42	Catalina 42mkII, Low hrs & loaded	06	\$229,900	NE
33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY	42	Catalina 42mkII, Low hrs & loaded	08	\$269,900	NE
34	Beneteau 343 MOTIVATED SELLER!	06	\$99,900	CN	43	Hood, 19 sails, IB Dsl, electronics, beautiful	66	\$48,000	HY
34	C&C, 5 sails, A4, Whl, Furler, Dodger, 10 Winches	78	\$15,000	HY	44	Jeanneau SO44i, 3 Cabin, 2 Head, NEW!	09	\$299,000	SU
34	Cal, Main, Genoa, Spin, Dsl, Elect, More	75	\$24,995	NY	44	Morgan Center Cockpit, Located BVI, More	88	\$119,900	SC
34	Hunter	85	\$34,900	IM	46	Hylas 45.5, 2 Cabin, 2 Head, Center Cockpit	95	\$269,000	SU



LOA	Description	Yr	Price	Bkg
49	Jeanneau 49i	08	\$318,900	NY
49	Jeanneau SO49i, 4 Cabin, 4 Head, Bow Thruster	08	\$318,900	SU
56	10-Meter Racing Sloop, Wood hull, project boat	27	\$25,000	HY
85	Custom LiveAboard- EXCEPTIONAL!	88	\$429,000	CN

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Instruction: Northern Breezes Sailing School (ASA)	Call	SC
Music: Carl Behrend	\$18	SC
Music: Lee Murdock Songs	\$15	SC
Rental: WindRider Rentals	Call	SC
Wanted: Used Johnson or Evinrude 2-6hp	Call	SC
Light capacity hoist	UK	\$150 MA
Furlex, luff 29' fits 25 foot sailboat	06	\$1,500 FS
Mainsail Luff 23'6", foot 8'4", leech 24'10"	06	\$500 FS
Racing sails 22' sloop rig, \$500 each	UK	\$500 FS
Harken #8 Winches set of two	06	\$300 FS
SS Windline anchor bow roller	09	\$100 FS
Simpson-Lawrence manual windlass	09	\$500 FS
Magma Gourmet series	UK	\$200 FS
2X 60 Watt Solar panels w/regulator	06	\$1,000 FS
4,000 GPH Bilge pump	09	\$95 FS
44ft Breckenridge park trailer w/2 slide outs, More	01	\$14,500 FS

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We alter course to a heading of 171 degrees which gives us an ETA at Outer Island at 0400. We discuss watches and Ray and I volunteer to take the 1600-2000 and the 1200 to 0400 watch. Since we are about an hour into Jim and Jolene's break I head below and heat up some leftover stew for them before they head off watch. Pretty soon it is just Ray and I in the cockpit. *Emmanuel* is on Otto and the conversation ranges far and wide. The day is moving slowly towards evening and the sky is now streaked with the pink and lavender shades of a summer sunset. The wind has leveled off and our course has it placed solidly on our hip so we shake the reef out of the main and unroll the rest of the jib. The extra power is helpful because the quartering seas have increased steadily and are now over 4 feet. I find that watching the steady and powerful rhythm of the waves is deeply hypnotic. They are large impatient beasts and when they meet *Emmanuel's* sleek hull they surge and seem to seek a way to claim her, when they cannot they roll under her stern and rush around her bow and like grumpy old men who are interfered with, mumble bitterly to themselves as they continue on their way.



Lighthouse at Rock Harbor. Photo by Jolene Boyd

When Ray comes back on deck he rigs the radar deflector and I help him hoist it high in the rigging. After that I go below and make some hot cocoa which Ray and I share along with our dwindling supply of seasick cookies. Their abundance of ginger helps with queasiness when the seas are this roly. *Emmanuel* is still sailing well and is maintaining speeds of 7-8 knots. For the next hour or

so we talk in a desultory fashion and I watch as dusk approaches slowly. At about 7:50 I head below and shake Jolene and Jim out of their bunks. By the time they stumble up on deck they are happy to see the pot of fresh coffee ready for them. After shift turn over Ray and I head below and Ray disappears into his cabin. I decide a thermos of hot soup would be good for the crew on watch so I get a pot of tomato soup heating on the stove. Because of the quartering seas it is still roly so I need the pot holders to hold the pan on the gimbaled stove. Once the soup is hot I pick it up in both hands. I have the thermos standing in the sink but now I realize I have a problem with the transfer. The soup does not pour well from the pan especially when I am aiming for an opening just a little larger than an inch. I know I have a funnel somewhere but I cannot set the pan down for fear of it spilling (fiddles notwithstanding) while I search for it. I finally resign myself to the fact that I am going to lose some and take my best shot. After cleaning all the soup out of the sink I head to my bunk.

It's a little strange being in the V-berth while we are underway. I have never slept on *Emmanuel* except when we are at anchor or docked. While there is a certain amount of noise from the water



Jim gets ready to stand his watch on our way back to Pike's Bay

rushing past the hull it is actually a soothing sound. I wedge myself crossways into the V-berth but since we are not heeling and the rolling motion is more pronounced in the stern I am very comfortable. I read for a while and then I doze off. All too soon Jolene is waking me up for my next shift. I put all my layers of clothes back on including my harness and tether and head for the cockpit. It is a beautiful night but the wind has eased some so Jim has started the diesel to maintain our speed but the sails are still up. Jim and Jolene's watch was uneventful except for a couple of freighters that have just shown up on the screen. Again it is Ray and I and the moonlit night. We can see lights on the far north shore and we are pretty sure we are seeing the lights of Grand Marais. I keep an eye on the freighters on our screen and it soon becomes obvious they will pass well astern of us so I relax just a bit.

I have the helm by myself for a bit while Ray is below and it is a huge feeling. It is a magnificent feeling-being at the helm of a boat like *Emmanuel* and sailing across this lake. The full moon is still with us and lights our way. The only sounds are those of wind, water and boat. *Emmanuel* sails along, at home in the water and happy to be underway. I remember well all my feelings of trepidation at the start of this journey and am amazed at how different I feel now. In just 5 days we have sailed more than 300 miles, put our anchor down in new anchorages and crossed this lake twice, at night. In some ways it seems a shame that I have waited until now, my 48th summer before finding out I can do this but at least now I know. My feeling of satisfaction is immense.

By about 2 a.m. Ray and I have spotted the light from Outer Island and we start to discuss what our plan will be. We're not sure if we want to stop in the islands and get some sleep or continue on to Pike's Bay. Our ETA for arriving at Stockton is around 5 a.m. and getting back to Pike's Bay would take another 2 hours. Since we are already a day ahead of schedule we decide to stop in the islands and see if we get a chance to sail



**ZaBreeNa's Crew joins us for post cruise raft up at Presque Isle Bay.**

that day. We discuss various anchorages and Ray advocates for some locations that are closer to where we enter the islands but I lobby vigorously for putting the hook down in Presque Bay on Stockton. I know the bay so making our entrance in low light doesn't bother me. We postpone a decision until Jim and Jolene are back on watch. At 4:00 a.m. Ray wakes the next shift and when Jim and Jolene are on deck we discuss our options. Jim decides on Presque Isle Bay and we adjust our waypoint. I head below and curl up on the settee in the main salon since I know we are due to arrive at Stockton in about an hour. I doze for a bit and then Jim is waking me to help with the anchor. Once on deck I can see that the skies have lightened considerably and finding a place to put the hook down is easy. Once the anchor is set I head below for my bunk and am sound asleep by 5:20 a.m. We all sleep pretty sound until about 9 a.m. and then it's time for coffee.

It is a warm sunny day with clear skies and is a perfect day for just hanging out and taking it easy. Breakfast is thrown together from leftovers and Jolene does dishwashing duty afterwards. There is a general air of somnolence on board and the slightly humid day does nothing much to shake us out of our torpor. By

late afternoon a craving for pasta overtakes everyone on board so I whip up a batch of Pasta Puttanesca and we all eat big platefuls of the stuff. Of course, this feast promotes more lying about in the warm drowsy afternoon. A few hours later *ZaBreeNa* hails us on channel 16 and we find out she has just reached Outer Island. We invite her to stop by for snacks and the invitation is accepted quickly. I get busy in the galley again and pull out all the leftovers and throw them on plates and bowls. By the time I am done *ZaBreeNa* is in sight and Jolene and I tie on fenders and ready lines. *ZaBreeNa* comes alongside and we raft up without too much fuss. Our guests come aboard *Emmanuel* and we all have a chance to talk over the adventure we just had and share stories about our crossing. By early evening we know it is time to return to Pike's Bay so we haul anchor reluctantly and motor home in the fading light of a late summer day. All of us changed forever by this experience.

*Sam Hounder is former Commodore of Black Bear Yacht Club and still serves on the Board of Directors as Social Czarina. She and husband Jim have been sailing together for over 15 years. They keep Emmanuel in Pike's Bay Marina in Bayfield, WI.*



# COLLEGE OF CHARLESTON COUGARS WIN 2010 ICSA WOMEN'S NATIONAL CHAMPIONSHIP

After dominating the standings on day one of racing for the 2010 ICSA Women's National Championship, the College of Charleston had a 35-point lead on their closest competitor (Boston College) as the final day of racing for the championship title got underway May 28th on Lake Mendota, Madison, Wisc. The less than cooperative breeze ultimately allowed B-Division to complete a set (two races), while A-Division was constrained to only one race (11 A) before the evasive breeze finally eliminated the chance to complete that set. The net result was each division would count 10 races, which for the Cougars came to 22 points from A- and 62 points from B-Division to equal 84 for the championship win. Having lost this title last year by nine points, College of Charleston's final score was 25 points better than BC who retained second overall with 109 points. This is the second ICSA Women's National Championship title won by the Cougars; their first was in 2006.

"We had one race today, but the breeze ran out so only the 10 that were sailed yesterday counted," said A-Division senior skipper Allison Blecher (Fullerton, Calif.) who sailed with sophomore crew Alyssa Aitken (Sandwich, Mass.). "It was a little frustrating at times when the breeze would shut down, but we just zoned in on what was working. Three of us – Shannon [Heausler], Becky [Rebecca Bestoso] and I – were on the team freshman year and we've learned a lot since then (2007, when The Cougars finished second in the run for the title). We managed to pull out a big win and it surprised us that we did as well as we did. None of us look at the scores, our crews tend to a little so they know what's going, but we mostly leave that to the coaches. It's a dream come true for most of us. I can't see straight yet."



**ICSA Women's National Championship: College of Charleston B-Division team of seniors Shannon Heausler (Tampa, Fla.) and Rebecca Bestoso (Erie, Pa.)**  
Photo by GTSphotos.com

"The girls put in a tremendous effort this year," said Ward Cromwell, Head Coach at College of Charleston. "They've been travelling together the whole year, gone to pretty much every intersectional together, and worked hard as a team all year long. I think the team camaraderie that they've developed over the season has been particularly important. And the experience that they have gained over the last four years is certainly very important. It's great. I'm happy for the girls."

Boston College's B-Division skipper Emily Maxwell (Stonington, Conn.), with crew Elizabeth Dudley (Queenstown, Md.), both juniors, finished 5-10 in today's two races to chip away at the point spread between BC and Charleston. Their 50 points, plus the 59 from A-Division skipper Anne Haeger (Lake Forest, Ill.) and Emily Massa (Barrington, R.I.), both sophomores, closed the gap from 35 to 25 points and put BC second overall in the championship standings with 109 points.

Old Dominion's B-Division senior

skipper Katrina Williams (Pembroke, Bermuda), with freshman crew Shannon Wilkins (Kennett Square, Penn.), won the last race of the championship after finishing second in the day's earlier race. Finishing second in the B-Division standings, their 53 points combined with the 78 from A-Division – junior skipper Stephanie Roble (East Troy, Wisc.) with sophomore crew Emily Reich (Oak Bluffs, Mass.) – to earn ODU third place overall in the championship as they edged out Tufts University with whom they were tied at 131 total points.

The win of the ICSA Women's National Championship also puts College of Charleston in the running for the Fowle Trophy which recognizes the year's best all-around performance in college sailing. "It shows the depth of strength in our team," Cromwell explained. "We have dinghy sailors that can sail sloops. We have laser sailors that can sail dinghies [Juan Maegli won the ICSA/Laser Performance Men's Singlehanded Championship last fall], and starting tomorrow we'll find out if we have sailors that can team race."

# Racing News

## 10th Annual ADA Regatta Weekend, presented by General Mills

Wayzata Yacht Club, Lake Minnetonka, MN June 11-13, 2010



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The ADA Regatta, in conjunction with the WYC hosted, Wine on Wayzata Bay event, raised over \$34,000 for Diabetes Research and programs in Minnesota.

### Race Results:

J22 - Holm/Neff

J24 - Merry Beth Hovey

MORC II - Jeff Kirby

MORC III - Jack Christofersen

Capri 25 - Bull/Sacks

Sonar - Bert Foster

PHRF I - Elsen/Clark/Quast

PHRF II - Sussman/Brooks

## Great Lakes United's "Race to Save the Lakes" kicks off in Cleveland

### Eight tall ships raced from Cleveland to Pelee Island to promote Great Lakes protection

Eight of the tall ships departed Cleveland on July 12th at the conclusion of the successful Cleveland Tall Ships® Festival, sponsored by the Port of Cleveland, The Rotary Club of Cleveland, to participate in the first race leg from Cleveland to Pelee Island. This is the first leg of four Tall Ships® races that will take place in the Great Lakes this summer as part of the American Sail Training Association's Great Lakes United TALL SHIPS CHALLENGE® 2010 series. The race has been termed "The Race to Save the Lakes", as the ships sail with the message of water conservation and the preservation of the Great Lakes.

*Pride of Baltimore II* and *LYNX* were neck and neck at the start with a strong wind, only to have the wind diminish just short of the finish line. *Pride of Baltimore II* was ahead by 6 miles when the race was called due to time expiration. The race was conducted within the guidelines of Sail Training International's racing and sailing rules, which divided the fleet into two groups: Class A and Class B, C and D vessels. The first group to cross the starting line (Class A division) included two International vessels, *Bark Europa* from The Netherlands and *Roald Amundsen* from Germany. The second group (Class B, C and D division) included *Pride of Baltimore II* (USA), *S/V Denis Sullivan* (USA), *Privateer Lynx* (USA), and *Appledore V* (USA) as well as the brigantines *STV Pathfinder* and



*El Encierro* (above) and *Cut Throat* (below) at the 10th Annual ADA Regatta. Photos by J H Peterson





# Racing News

STV Playfair from Canada. The race was approximately 30 nautical miles, ending Monday evening.

The American Sail Training Association is the hub for tall ship activity, expertise, and information in North America. A 501(c) (3) nonprofit organization focused on youth education, leadership development and the preservation of the maritime heritage of North America since 1973, ASTA has supported Education Under Sail and Youth Character Development aboard tall ships. It organizes the TALL SHIPS CHALLENGE® Series, manages scholarship programs to make sail training experiences more affordable for young people, grant programs to assist crew of ASTA member vessels with the costs of professional development courses and licensing requirements and publishes SAIL TALL SHIPS!



Photo Credit: (from Left to right) *Privateer Lynx*, *Pride of Baltimore II*, *Appledore V* - Brian Stagner

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# 250 SAILORS JOIN FORCES IN HONOR OF SEVEN-YEAR OLD ANDREW HEDQUIST OF STILLWATER



Co-hosted by the Black Bear and White Bear Yacht Clubs and sponsored by White Bear Boat Works, The Leukemia Cup Regatta on White Bear Lake brings together sailors from all over the upper Midwest for a weekend of racing, fundraising, and unabashed fun. It is one of nearly forty similar sailing events around the country raising awareness and funds to help find a cure for blood cancers like leukemia, lymphoma, Hodgkin's disease, and myeloma.

As many as 60 boats—from 14' sailing dinghies to 38' scows—enter this sailing extravaganza. And every year, the opportunity to sail and help others in the community leaves a memorable impression on everyone in attendance. Since



2004, supporters of The Leukemia Cup Regatta on White Bear Lake have raised over \$420,000 for The Leukemia & Lymphoma Society (LLS). By registering for the Regatta ([www.leukemiacup.org/mn](http://www.leukemiacup.org/mn)), participants become part of a nationwide movement of sailors and

other supporters who have joined LLS in its fight against blood cancers.

This year, Minnesota sailors are raising their sails to honor Andrew Hedquist of Stillwater, MN. At the age of two, Andrew was diagnosed with acute myelogenous leukemia (AML) in March of 2005. It was news neither of Andrew's parents expected to hear. "When Andrew was diagnosed, we were both afraid and in disbelief," said Andrew's mother, Laura Hedquist. "We never had anyone close to us go through a serious illness, let alone our little boy." Following his diagnosis, Andrew endured frequent trips to the doctor, five rounds of chemotherapy, and two serious infections.

"Watching Andrew go through treatment was extremely difficult. But the help we received from LLS was truly amazing," said Laura. "We are very thankful to have had such wonderful support!" Now a seven-year-old student at Salem Lutheran, Andrew is doing great.

His doctors say he will be officially deemed cured this September—just in time for the Regatta! Thank you, because you're making the lives of cancer patients easier and providing hope to their families," said Laura. "As a parent of a cancer patient, I feel like it's a burden lifted from my shoulders so I can focus on caring for my son and navigating the complicated world of treatment, insurance, and recovery. Knowing that you are out there raising funds for this cause gives great hope to families." Those interested in attending the Seventh Annual Leukemia Cup Regatta (September 10-12) to sail in honor of Andrew, and others like him, can register by visiting [www.leukemiacup.org/mn](http://www.leukemiacup.org/mn).





**Andrew Hedquist**

**REGATTA DELIVERS ON FUN AND FUNDS**

In addition to sailing for a cure, one thing participants can count on and keep coming back for more of each year is fun! From hard fought races, to great food, live music, a silent auction, and lots of awards and incentives, this annual

fundraiser for LLS delivers. New to the event this year is The Leukemia Cup Luau featuring a pig roast! If you would like to support the Regatta by sailing, volunteering, donating an auction item, or making a donation, we would love to talk with you! For more information about The Leukemia Cup Regatta and LLS, please contact Jared Nielsen at (763) 852-3004 or visit our website at [www.leukemicup.org/mn](http://www.leukemicup.org/mn).

**REGATTA WEEKEND PREVIEW**

- 9/10 Registration & Mount Gay Rum Reception, 5:00-9:00 PM
- 9/11 Continental Breakfast
- Skipper's Meeting
- Races 1 and 2
- Lunch provided by Jimmy's Food & Drink
- Race 3
- Silent Auction
- The Leukemia Cup luau featuring a pig roast
- \*Purchase dinner tickets by visiting [www.leukemicup.org/mn](http://www.leukemicup.org/mn)
- Live Music and Dancing

- 9/12 Continental Breakfast
- Skipper's Meeting
- Races 4 and 5
- Lunch provided by Roadside Pizza & Race Awards

**ABOUT THE LEUKEMIA & LYMPHOMA SOCIETY**

The Leukemia & Lymphoma Society is the world's largest voluntary health organization dedicated to funding research, education, and patient services for people with leukemia, lymphoma, or myeloma. Over one hundred thousand new cases of these blood cancers are diagnosed in this country each year, and 148 people die from them every day. But many more recover, thanks in part to the efforts of The Leukemia & Lymphoma Society and sailors across the country. Last year alone, some 8,400 sailors raised \$3.8 million to help find cures for blood cancers. \$78,000 of that was raised by The Leukemia Cup Regatta on White Bear Lake.

**THE LEUKEMIA CUP REGATTA**  
The Leukemia & Lymphoma Society

**COMPASSIONATE SAILORS WANTED!**

**Extend your passion for sailing to the race for cancer cures!**

**The Leukemia Cup Regatta  
September 10 – 12, 2010  
White Bear Lake, MN**

Join sailors from across the Twin Cities on September 10-12 as they set sail for a cure on White Bear Lake. For just \$95, you and your crew will enjoy five races, a complimentary Mount Gay Rum cocktail reception, breakfasts and lunches, an auction and raffle, and we'll even throw in a long-sleeve Regatta t-shirt for the skipper!

*Register by August 13 to get \$10 off your registration fee.*

Visit [www.leukemicup.org/mn](http://www.leukemicup.org/mn) to register today!

For more information, contact Jared Nielsen at (763) 852-3004, or [Jared.Nielsen@LLS.org](mailto:Jared.Nielsen@LLS.org).



Larry Klopp & Associates

WHITE BEAR LINCOLN MERCURY

Jimmy's Food & Drink

Roadside Pizza

Rudy's Redeye Grill





# Key West 2011

January 17 – 21, 2011

Key West Race Week  
2011 "Must Do" Event

- + Amazing venue
- + Legendary event
- + World-class racing
- + Affordable & easier!

Key West Race Week 2011 — Racing sailors from across the country are making plans for their winter escape to Key West and Premiere Racing has taken steps to reduce expenses and simplify the logistics. Exciting details and real savings opportunities are posted on the event web site and will be updated throughout the coming months.

**Don't miss North America's number one regatta for One Design, IRC, PHRF and Multihull classes!**

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**SPERRY**  
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