

Northern Breezes

Volume XVIII No. 1 Feb 2007



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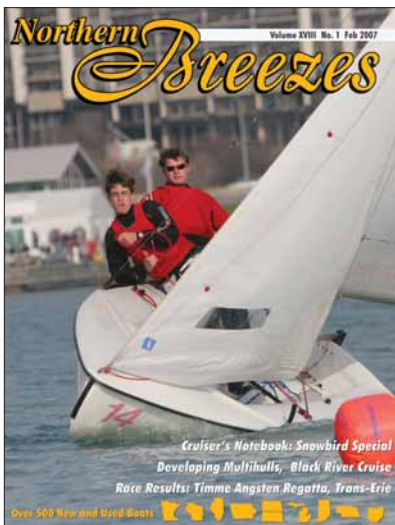
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The Cover



The completed L-7 rocketship on the right. It is rare to be able to build something with this kind of performance from a kit. See page 28 for details.



Cover Photo: On the right, Scott Eisenhardt of Milwaukee sails out of Milwaukee Yacht Club, and on the left, Patrick Richards of Chicago sails out of Sheridan Shore Yacht Club. Scott and Patrick sailed the 60th Annual Timme Angsten Memorial Regatta for the Wisconsin team. Photo provided by Boatingshots.com.

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Shelling with Bonnie and Jerry at Anclote Key. The power plant building that serves as a long-range landmark of sorts for the Anclote River channel and adjacent anchorage, may be seen in the background. Page 14.



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Jim learns how to use the sextant. Page 24.

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Celeb Sailing Festival, America, Louise and Sherry relaxing on the high side. Page 60.

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



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

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Sailfest 2007 will be held in Bayfield, Wisconsin.

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Cruiser's Notebook: Snowbird Special

By Cyndi Perkins

The hounds of winter are howling up north. Back home on Michigan's Keweenaw Peninsula, where 150-200 inches of snowfall is the norm, northern sailors can only dream of next season—and pray that the ice breaks up sometime in April.

We feel blessed to be warmly welcomed here in Tarpon Springs, Florida. This west coast town a few miles up Anclote River off the Gulf of Mexico is a favorite. As is the case with other snowbird boaters and cruisers traveling America's Great Circle Loop, reaching Tarpon Springs required an approximately 160-mile passage from the northern panhandle of Florida down the Gulf of Mexico. There is no inside Intracoastal Waterway passage so “going outside” is a must. Boats with a shallow draft may choose to make several dayhops around Florida's Big Bend, stopping



Shelling with Bonnie and Jerry at Anclote Key. The power plant building that serves as a long-range landmark of sorts for the Anclote River channel and adjacent anchorage, may be seen in the background.



in places such as Steinhatchee and Crystal River. *Chip Ahoy's* 5-foot draft doesn't allow for that. Our passage would take 25-27 hours, with arrival timed for daylight so that we could see all the crab pots lining the approach to Anclote River.

After waiting six days for an appropriate weather window—and stuffing ourselves with fresh oysters—in Apalachicola, Florida, we departed out of Government Cut without incident. In certain tidal and wave conditions this Gulf inlet can be a real

Notoriously unstable boats await Epiphany cross divers.

bugger, so we made it a point to check conditions beforehand with the friendly staff at Scipio Creek Marina. The forecast called for northeast winds of 10-15 knots switching to northwest and diminishing late in the evening. Three-to-four foot waves were expected to flatten to 1-2 foot seas in late evening, with a slight chance of occasional rain.

Many boaters wisely gang up for overnight passages. Our traveling companions were Canadians Doug and Helen Hill on the sailboat *Misty Blue II* and downstate Michigan sailors Del, Kim and daughter Amy Launsburry on *Sea Wolf*. This overnight would be a first for all of them and they were understandably a bit nervous. After reassuring Doug and Helen that “it doesn’t get any better than this,” we phoned the Coast Guard in Clearwater to double-check the forecast for where we were headed. Conditions were expected to be even warmer and calmer in that sector of the Gulf.

Dolphins followed us out to the sparkling turquoise waters, a nice change from the muddy brown ICW. Waves were two feet at most throughout the day and well past the gorgeous sunset into evening. We were able to sail under full main and headsail for a couple of hours, then the wind pooped out. Through the night the headsail occasionally came in handy. Splats of rain came through as predicted, but temps never dropped below 50, so we were quite comfortable. Scott and I both overindulged in strong coffee after supper, and it messed up our watch schedule. We both were hopped up and unable to sleep soundly. Throughout the night the three boats hailed each other on marine radio channel 17. We had company—eight trawlers that had left Carabelle—about 10 miles down the way from Apalach—were also monitoring 17 during their crossing. The lively radio jabber entertained us throughout the night, especially when Scott and the



Preparing to ride back to town in 'Lil Bear. The whaler 'Lil Bear has a special pedigree, as it was willed to Bonnie by her dad, who owned and operated the well-known Brennan Marine in Bay City, Michigan.

powerboats started teasing each other about the respective merits of blowboats versus stink-potters. The wave motion built somewhat and turned snarky in the wee hours before dawn. We were able to alleviate some of the uncomfortable motion by using the headsail as a stabilizer. The trawlers arrived at the Anclote Key entrance too early for essential visibility and were forced to turn into the 3-5 foot waves and run back the way they had come while waiting for daylight. We

were all glad for the dawn. The crab pots weren't as profuse as the last time we visited. We would later discover that the industry has taken a big hit due to high fuel prices, a storm-altered sea bottom and a localized red tide that has dissipated but left a virtual dead zone in its aftermath. There were still hundreds of the obstacles to avoid. The long lines from the markers to the traps can easily foul a prop. Pouring rain made spotting a challenge. The brief deluge eased as we

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Drying out (and gloating over) our shell collection back at the marina.

entered Anclote River Channel and motored into the reliable power plant anchorage adjacent to a nice municipal park with a boat launch, swimming beach and other recreational amenities. Dolphins, flipping mullet, osprey, pelicans and egrets served as a welcoming committee. After securing the hook and donning dry clothing we slept, rose for dinner, then slept again, waking refreshed on a sunny, dry morning.

While underway the day before, we called Tarpon Springs City Marina to find out if there was room for *Chip Ahoy*. Phoning ahead is a must, as there are only seven transient slips. There are a number of marinas along the river, but as far as we're concerned the city marina, right on the Sponge Docks of this charming Greek town, are the place to be. We adore Harbormaster Roy, whom we came to know well during our last stay in 2003-2004. Commander of the U.S. Coast Guard Auxiliary, he is a knowledgeable and gallant gent who made us feel at home right away. Misty Blue followed us up the river past the bustling waterfront restaurants, shops, fish markets, fashion boutiques,

sponge boats and shrimpers, with piped-in Greek music providing a cheerful background sound for all the action. We'd alerted Doug and Helen to the "joys" of docking here. The first order of business is lassoing lines to the pelican poles. Once that is accom-

plished—sometimes easily, sometimes not, often with an audience—it's time to throw lines to shore. For many vessels, docking stern-to-shore makes it easier to get on and off the skinny finger docks.

Roy's cohort and new harbormaster Ted proved to be a delight. He often is asked if he is Greek, as one often hears Greek spoken here, but the accomplished mariner's Old World accent is actually Polish. We were also impressed and amused by Alicia, who handles weekend marina duties beautifully and professionally. On the days she's not working at the marina, you may see her bartending at Marker 25 tavern on the river or crewing on one of the charter fishing boats that operates out of the city marina.

Be prepared to eat very well in Tarpon Springs. The bakery is to die for. The young man at our favorite National Bakery always brings us a warm loaf from the ovens. Scott has to ration his baklava, one of the many traditional super-rich desserts enticingly displayed along with wool, finger and yellow sponges, chamois, seashells, loafahs, traditional cloth-



Christmas dinner with boating friends, including the Boschard Albert family.



A posing pelican at Tarpon Springs City Marina.



The trolley is a fun and inexpensive way to see the sights in Tarpon Springs.

ing, jeweled sandals, linens, fragrant olive oil soaps and all manner of both upscale and fantastic-plastic tourist trap fare. Yes, this is a shopper's paradise. And once you've had your fill of Greek food at Santorini's, Hellas, Costas, Mama Greeks, Mykonos or Opa! there are other dining options. Bally Hoo's does an excellent job with Key West style cuisine. Our dining favorites also include the Cuban or Grouper sandwich with yummy garlic fries at the funky, artsy Lime & Coconut, which also features live music on select nights.

You can ride off the calories on the city's excellent biking trail (bike rental shop nearby) or take a walk through the historic downtown area, where there are antique shops, an Irish pub, the friendly Tarpon Diner serving excellent breakfast and many lovely period homes. Follow the signs to Spring Bayou, where several manatees like to hang out and munch seaweed at high tide. The bayou is also home to one of the most moving religious ceremonies we have ever seen. Epiphany is cele-

brated on Jan. 6 each year. The 2006 ceremony was particularly special, as it was the centennial of the Tarpon Springs event, believed to be the largest Epiphany observance in America. For the centennial, the head of the Eastern Orthodox Church, His All Holiness Bartholomew, traveled to Tarpon Springs from Istanbul, Turkey. His duties included blessing the sponge fleet and presiding over services at St. Nicholas Greek Orthodox Cathedral. His most important job, at least in the



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Advance crews carry out meticulous preparations for Epiphany 2006, centered at St. Nicholas Cathedral downtown. From there, a regal parade of dignitaries and divers will head to Spring Bayou.

eyes of the crowd of 50,000 gathered at the bayou, was the tossing of a hand-carved cross into the water, where 53 local teen-age boys awaited on small, tippy rowboats. They would dive into the chilly water in hopes of capturing the cross, said to bestow a lifetime of good luck. The tradition is a commemoration of the baptism of Jesus Christ by John the Baptist in the Jordan River. For some of the boys it's also a family tradition and rite of passage dating back many generations. Because of the many dignitaries in town, security was extremely tight, with water, helicopter and land patrols, including police spotters atop tall buildings. But nothing marred the majestic proceedings or the massive Epiphany Glendi, Greek for "happy party," that followed. Visitors from around the world flocked to the food tents and stage area where traditional music and dancing carried on into the late hours of the evening and resumed on Saturday. Other special guests included the massive, high-stepping Budweiser Clydesdales parading down Dodecanese Avenue along the Sponge Docks.

During our stay we also took a friend's Boston Whaler out to Anclote Key, where incredible seashells await picking at low tide on the Gulf side. Our new Tarpon Springs buddy Sunshine, who fishes off her boat Sundancer with partner Ed, suggested

the side trip and promised we wouldn't be disappointed. What an idyllic morning! The sun was warm on our backs as we crouched low to hunt delicate Sand Dollars, Florida Fighting Conch, pink-plaid Sunray Venus, Lightning Whelks, sea-polished Lettered Olive shells and a plethora of cockleshells abundantly sprinkled on the sugar-sand beach. With care to collect only unoccupied shells, we gathered a bucketful of beauties to send back to our snowbound friends in upper Michigan.

The two-week limit on stays at the marina ended all too quickly. Our only consolation is the knowledge that we'll return ... and that further adventures await as we make our way south to the Keys.

Cyndi Perkins is a freelance writer and full-time cruiser traveling with husband Scott aboard their 32-foot DownEast sailboat Chip Ahoy. Cyndi will be sharing top boating destinations with readers in her regular "Cruiser's Notebook" feature. Comments, suggestions and questions may be directed to her at svchipahoy@gmail.com



Colorfully garbed Glendi dancers prepare for performances at the festival grounds near the Sponge Docks.

Tarpon Springs Tips

If you don't have the time or inclination to bring your boat all the way down to Tarpon Springs, remember that it is conveniently located near the Tampa Airport.

Trailer sailors may launch at the aforementioned municipal park at the head of Anclote River, or at a host of facilities in the Clearwater/Tampa/St. Petersburg area. There are also numerous boat rental and fishing charters available for flats or deep-sea adventures.

Visiting by land, you can still get out on the water on the sponge-diving exhibition boat St. Nicholas. There is also a nature excursion boat for dolphin sighting and bird watching. Get more info on both at the Sponge Docks. The dive boat Narcosis, headquartered at the marina, offers Manatee viewing as well as diving and fishing excursions. Narcosis has an excellent dive shop just a short walk from the marina.

There is a convenience store nearby for pop, beer, chips and the like, but for serious groceries you will need to cab it, take a bus, or be in good enough shape to walk about 1.5 miles to Winn Dixie or Kash n' Karry on Alternate Highway 19, which leads through downtown Tarpon Springs. Seemingly all the national business franchises (including West Marine) and fast food outlets, as well as a good selection of hotel chains, may be found on Highway 19. The city trolley offers a pleasant tour of nearby attractions, including the church housing a collection of paintings by renowned landscape artist George Inness Jr.

Tarpon Springs City Marina
phone number: 1-727-937-9165
(The marina monitors Channel 16)



Above:
The procession back to St. Nicholas Cathedral marked the start of two days of family togetherness, fun and feasting.

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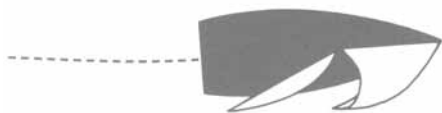
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Create and Protect a 'Hole' at the Start

by David Dellenbaugh

When the starting signal goes off, every boat should have a nice hole to leeward. This allows you to accelerate off the line, sail your boat fast in the conditions and avoid getting pinched off or slowing in bad air.



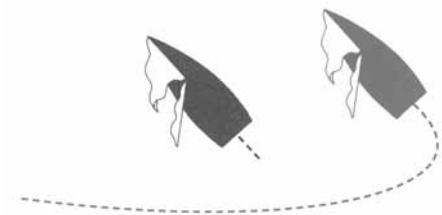
The reliable port-tack approach

No matter where on the line you're planning to start or what type of boat you're sailing, a port-tack approach usually works pretty well. This method allows you to see all the starboard tackers as they start to set up on the line, and you can pick a good place for tacking into the starboard line-up.

There are typically two places where you might tack:

- 1) Above or below another boat; or
- 2) Between two boats.

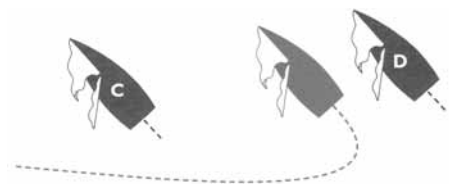
Here are some comments about each.



Setting up near one boat

This may sound backwards, but I usually set up on the windward side of a boat that's already luffing near the line. I know that I will almost always end up with a boat to leeward of me at the start, so by tacking into this position I maintain some control over which boat is to leeward of me and how big a gap is between us. Of course, I look for a slow boat here and create a gap that is only as big as I can realistically defend.

In order to start with a good space to leeward, your main tactical goal during the last few minutes before the start should be to carve out and then guard a hole on the line. This is not so easy to do, especially at a crowded start. It requires good boathandling skills, rules knowledge and a number



Setting up between two boats

When you are making a port-tack approach and the line is starting to get crowded, look for two luffing starboard tackers with a decent hole between them. In this situation, tack so you end up on the windward (right) side of the hole, just to leeward of the boat there (D). This gives you the largest possible hole to leeward (between you and C) with good control over the windward boat, D.

Tacking underneath another boat

When you tack underneath a starboard tacker on the starting line, you usually want to end up quite close to leeward of them. This prevents them from bearing off behind you and allows you to control them by luffing.

It's not always easy to get close under the other boat, especially if they bear off at you to "close the door." To prevent this, make your initial approach as if you are going to keep sailing past them on port tack. When you are almost astern of them and they have let down their guard, make a quick tack so you end up to leeward of them.

If the other boat does bear off at you, begin your tack early so you don't foul them. As soon as you begin to tack, the other boat usually heads back up to close-hauled. Instead of making a normal tack, hold your boat head to wind so you glide up right underneath them and burn off your speed.

of different tactical moves depending on the wind strength, waves and the type of boat you're racing.

In a dinghy, for example, you may need to sit in one place on the line for the last two minutes. Heavy boats are always moving, they set up farther away from the line and require a timed approach.

- **Reserve your spot early.** It's usually better to set up a little too early than too late, especially with dinghies and in lighter air. If you wait too long on a crowded line, the front row will fill up and you may never have a chance to create any space for yourself.

- **Shift right in your hole.** Always keep working to the right in your hole, toward the boat on your windward side. This gives you more control over that boat and increases your space to leeward.

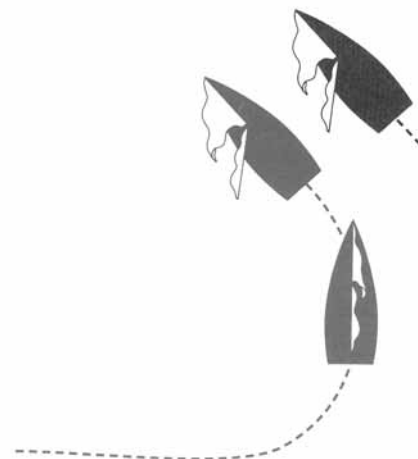


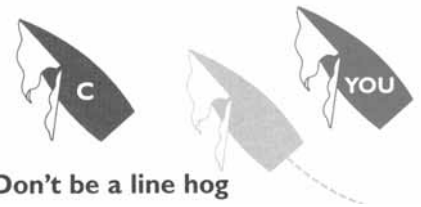


Photo by JH Peterson

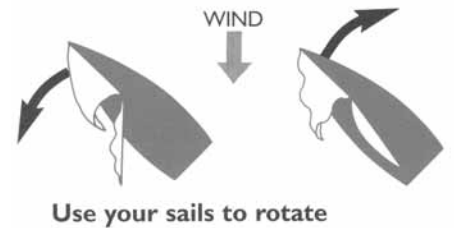
• **Don't allow other boats to sail into your hole.** Post a "Do not enter" sign around your space by aggressively defending it using the tactical moves described at right.

• **Save your hole as long as you can.** There are times when you must

use up a little of your hole to keep other boats out. But otherwise save it until the start. If you trim too soon before the gun, for example, you will accelerate too early and wind up just to windward of the boat on your leeward side.



When you're setting up for the start, don't be greedy. You can only guard so much space, and having too big of a hole will attract other boats. Therefore, take only as much space as you really need - perhaps a boatlength. If another boat can easily sail between you and the boat to leeward (C), you probably have too big a hole. As you get close to the start and boats no longer threaten your hole, try to make it a little bigger.



When you're luffing before the start, you often need to turn your boat sharply to defend your hole against other boats. Since you are going slowly and you don't want to move forward very far, you can't rely on your rudder for turning. Instead, you must use your sails to rotate. When you want to bear off, overtrim your jib and undertrim your main. When you need to head up, do the opposite. With this technique, you can almost spin your boat in place without moving forward.

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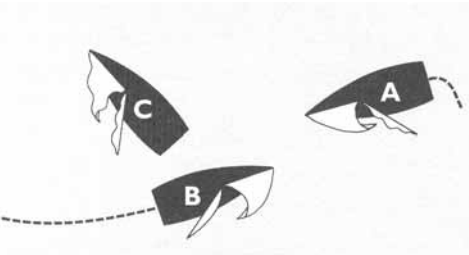
Defend your spot on the starting line

From a port tacker



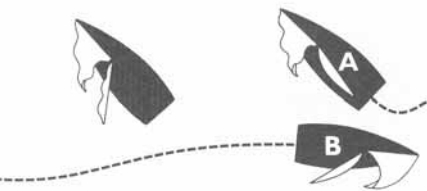
1.

When you (A) are lined up for the start and you're protecting a hole to leeward, beware of port tackers (B) coming from your leeward side. These latecomers are looking for a space where they can tack, and you definitely don't want them filling up the hole to leeward. Keep a good lookout and use the moves below to discourage them.



2.

When you see a port tacker eyeing your hole, rotate your boat so you are aimed right at them. This will make it much harder for the port boat to tack into the hole on your leeward side. Try to rotate your boat without moving forward. If you go forward too much you will use up the hole you've been protecting and end up just to windward of the leeward boat (C). Since you're probably not moving through the water very fast, you can't turn with the rudder or by moving your weight. Instead, rotate by over-trimming your jib (or genoa) and letting your main out.



3.

Your goal is to discourage the other boat from tacking into your hole and encourage them to keep sailing past your stern in search of a better space. As soon as the port tacker commits to passing astern of you, use your sails (trim main, ease jib) to rotate your boat back up to a closehauled course (or above) so you maintain as much of your hole as possible.

From a starboard tacker



1.

Another threat to your leeward hole are starboard tackers (B) who can't find a spot on the line and start reaching along behind the front-row lineup, looking for a hole. It's harder to see these boats coming, so keep an eye over your shoulder. Use the moves below to guard your space and avoid getting luffed head to wind.



2.

When a starboard tacker comes from behind and threatens to sail into your hole (and probably luff you in the process), discourage this by turning your boat to a reaching course, as if you are going to sail into your hole. Turn your boat with your sails and try not to move forward any farther than necessary (so you don't use up your hole). Push your boom out to take up more of your space. Try to make the other boat think there will be a better hole to windward of you than to leeward.



3.

As soon as the starboard tacker turns and commits to going on your windward side, rotate quickly (using your sails) and luff them toward the wind. This accomplishes two things:

- 1) It gives you control over the windward boat, which will be helpful when you come off the line; and
- 2) It moves you as far as possible from the boat on your leeward side (C).

Instead of turning up to windward of you, it's possible the starboard tacker may continue past on your leeward side. As soon as she commits to going behind the boat to leeward of you (C), head up and maintain your hole.

Dave publishes the newsletter Speed & Smarts.
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Book Review: How to Sail Around the World : Advice and Ideas for Voyaging Under Sail

Author: Hal Roth

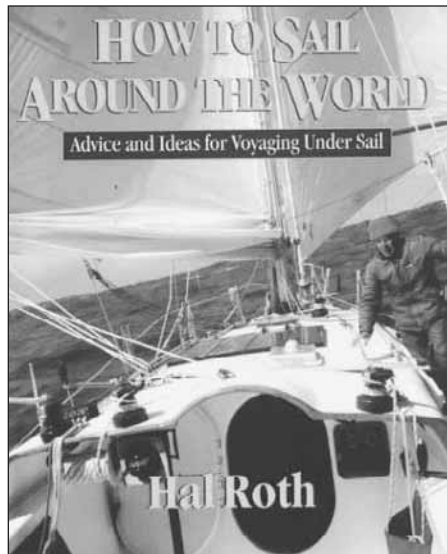
Reviewed by Mike Bastin

Most sailors I know have "the Dream", the dream to one day sail around the world or at least do some extensive sailing to various remote parts of it. I am no exception to that. Get to 60, retire comfortably and hit the big blue! At least that was the plan, and then I had the fortunate experience of reading Hal Roth's book 'How to Sail Around the World'.

Roth brings a lifetime of experience to his writing and the book reflects this. It is well researched and comprehensive but not in a stuffy textbook way. From choice of hulls to sea safety he covers everything that an aspiring blue water sailor would want to know while using language and anecdotes that would keep even armchair sailors enthralled.

His writing style is one that creates an enjoyable read, counter pointing caution with seizing the day such as advising readers to maybe start small with short sails that push the comfort levels without committing to a life at sea. If you enjoy it on the one hand, don't wait for retirement, get out there younger. He backs up a lot of his points with real life stories, such as the one about the sailor who commissioned a beautiful new sailboat only to find out his wife hated sailing on their first time on the water.

I was particularly interested in the chapters on hull choice, boat size and rig as there never seems to be a definitive answer on what works best out there. Of course Roth doesn't categorically say what to choose either but he does weigh the pros and cons of each area with often brutal honesty and



leaves the decision over what is best to the reader. As he points out repeatedly in the book, it really comes down to each reader's personal situation and preferences.

The biggest problem with planning for offshore cruising is knowing where to start, and how to make the right decisions to avoid financial or emotional ruin. This book takes the reader on an informative fun narrative that covers every aspect of extended cruising under sail. It will make you think carefully about your choices but the positive tone won't dissuade you unnecessarily from your dream.

Even those whose aspirations are a little more restrained will find the book useful. Most of the advice contained in it is just as pertinent for day sailors or weekend cruisers as for long distance blue water cruisers and the language, illustrations and anecdotes make it all very easy to understand even for novice sailors.

I still have the dream, but after

reading Roth's book I think I'll start a little smaller, a little earlier and definitely a little smarter. This book is a must read for aspiring blue water sailors and for those who just dream and has become a permanent part of my reference library.

Publisher: International
Marine/Ragged Mountain Press
Published: 2003
Pages: 480
Hardcover

Mike Bastin is an ASA Sailing Instructor who sails and teaches for Northern Breezes Sailing School in Minnesota. Mike was born in Australia and has been sailing since he was 7.

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Black River Cruise

by Sam Huonder

Jim and I are nearing the end of our second season in Bayfield and are ready for another kind of adventure. While we have spent many nights away from the safety of Pike's Bay Marina among the many lovely anchorages of the Apostle Islands, it is time to venture further. I cast my eyes eastward and feel an almost physical tug to head out there. I want to know what it's like to sail 30 or more miles in a day, and it is time to do it. Our always enthusiastic sailing companion, John Currier, agrees to be our crew, and after some research we pick three destinations to try for: Black River Harbor, Ontonagon and Saxon Harbor. All three are east and along the south shore of Wisconsin and Michigan.

On Friday September 2, with our provisions loaded, diesel and water tanks full, we motor out of Pike's Bay at 7:50 CT. The temperature is in the high 50's; the skies are partly cloudy; the winds are out of the west at 10 knots with 1-2 foot seas. We motor until everyone has eaten breakfast,

then we hoist the sails and set them wing on wing, with boom tied down and jib poled out.

The *Swagman* romps before the wind at a very smart and respectable 6+ knots. Leaning against the bulkhead in the cockpit with John at the helm, I watch Pike's Bay fade into the distance, while Jim and I sing "Wandering Star" from "Paint Your Wagon."

It takes us about an hour to clear Madeline and Long Island. Finally, we are in the open lake...a lake that is mighty fond of long fetches. The wind and the seas begin to build, and pretty soon we are doing over 7 knots. We don't mind the 7 knots, but the 4-5 foot waves are having a lot of fun with the *Swagman*. I can hardly keep my eyes off the big waves chasing the *Swagman's* stern. When the waves catch us, the stern drops as the wave rolls under, then she wags her tail, sailing down the wave, as it curls, hisses and foams alongside our hull before racing past the bow. We take a double reef in the main, roll up the

jib, and still the boat won't slow, so we just hang on. After about 3 hours of this, I ask who wants lunch and am met by green faces. The rolling around doesn't seem to be bothering me, so I attend to navigation duties in the cabin, which consist of marking our course on the chart every hour. We take bets on our arrival time and make excellent progress. I read Bonnie Dahl's Cruising Guide. She tells us the harbor entrance and breakwater is hard to spot, so we watch for the ski jump that Bonnie mentions, instead. At about noon, I spot it in the distance. We figure we're only 12 miles away, which is a good thing because Jim makes it quite clear that he will not listen to me sing "The Wreck of the Edmund Fitzgerald" one more time. At 14:00 CT we spot the breakwater for Black River Harbor. I hail the harbor master on the VHF and confirm that there is dock space for us.

As we enter the harbor, I am struck by the beauty of the place. The dock we tie up to follows the curve of the river as it winds through the Porcupine Mountains. A suspension bridge spans the river about a quarter mile up from the harbor entrance, and only shallow draft boats can go that far. We head for the concession stand to pay our docking fee.

John and I are delighted to see the fresh popcorn in the popper and ice cream treats in the freezer. After snacks, we wander the adjacent picnic grounds before heading back to the *Swagman* for lunch. I am on the hunt for some AA batteries so that the GPS doesn't crap out on us. The dock area is filled with serious fishing boats and rigs. We find a couple of friendly fisherman who are happy to trade batteries for some of my chocolate chip cookies. A deal is struck and everyone



View of the Porcupines from the *Swagman*.

is happy. After a lunch of my homemade pasta salad, we all hit the sack and are unconscious for an hour or so. After clawing our way back to wakefulness, we walk to the bridge, cross over and hike up the hill, trying to find Rainbow Falls. Unable to find it, we wander around until we happen upon a bench and a really good view of the lake. There, we sit for a long time just taking it all in.

Then it's time to head back to the boat for a dinner of fresh Lake Superior whitefish, green beans, sourdough bread and chocolate chip cookies for dessert. When the dishes are done we walk to the shore to watch the sunset, and John gives Jim and I a lesson on how to use a sextant. Jim is fascinated and catches on quickly. I am bored because I much prefer my electronic gadgets. It is almost full dark by this time, so we head up to the facilities. As we are walking back to the boat we spot northern lights. I have never in my life seen Aurora Borealis, and I am thrilled. The lights dance, shimmer, glow and pulse, and it is hard to look away. We stay on the dock, eyes fixed on the sky for as long as we can.

In the morning, we discuss our options for the day. We really want to make Ontonagon, but the wind is forecast to be 10-15 out of the NNE, which would make it a hard beat for about 35 miles. At 09:00, however, the winds are nonexistent, so we decide to motor and get as far as we can before the winds become a factor. Once again, NOAA has missed by a wide margin as the winds never blow out of the north. In fact the winds don't blow at all, and we are forced to motor all the way to Ontonagon. But it is no penance because the day is lovely. The skies are a perfect blue; the clouds a perfect white. The lake reflects the sky, and the lady of the lake seems to smile at us today. The Porcupines continue to rise, and it seems that my eyes cannot get enough of the lush greenness.

We talk, tell stories, laugh and enjoy those long comfortable silences that you can only have with really good friends. Jim continues to learn how to use the sextant, and I continue to chart and plot our course.

Once an hour, on the half hour, I take our position from the GPS, find the lat and lon on the chart and make a small dark circle. When I draw the line, connecting our last position with our new position, I feel an intense satisfaction knowing that "THIS is where I am." We arrive at Ontonagon, and I hail the bridge master for bridge clearance and the harbor master to request a transient slip. As we turn into the harbor entrance we see the bridge about a quarter mile ahead of us. We can hear the warning bell and watch as the bridge swings open.

Jim takes the *Swagman* safely through, and about another quarter mile in we spot the marina. We tie up at our slip with a minimum of fuss and are soon in the harbor master's office. We decide a walk into town to stretch our legs is just the thing, and we set off. On the way, we stop and talk with the bridge master, who,

after determining we are the sailboat that came in, offers us the use of her car if we need gas or groceries. We thank her for her kind offer but don't need anything. After returning to the boat, we all head to the showers before dinner, which that night is baby back ribs with baked beans and slightly burned corn bread. I still find the vagaries of my alcohol stove a bit of a puzzle.

For dessert, we head back into town for ice cream at Connie's, which came highly recommended by friends of ours. Connie of Connie's Ice Cream scoops cones for John and I while Jim chats with her about her store décor. His interest in architecture and design soon sparks quite a chat between them, while she points out the work she did on the space. We head back to the boat and play cards until we are all too tired to keep our eyes open.

On Sunday morning, we wake to another gorgeous day and are anxious to be on our way. Our goal is Saxon Harbor, 48 miles away. We motor out of the marina and hail the bridge master again. Our friend is still on duty and comes out to wave goodbye.



Jim learns how to use the sextant.

After passing through the bridge, we get a good, close look at an ore freighter tied up, off-loading coal for the paper plant in Ontonagon. Other than being the start of Hwy 45, which goes 1300 miles to the Gulf of Mexico (as a large sign in town proclaims), this appears to be Ontonagon's claim to fame. As we motor out of the harbor, I am forced to admit that, while Ontonagon may be short of bucolic charm or much in the way of scenic appeal, the people of the town are some of the nicest we have met. I would be happy to stop again, I decide.

After clearing the harbor entrance, we turn west and hoist the sails. The sky is clear, the temp is in the high 50's and the breeze is light out of the south. We sail for most of the day with the addition of the diesel to keep us moving. It is a long day, but the weather is pleasant, and we find ways to amuse ourselves. For me, napping and reading in the cockpit fulfills all my entertainment needs. John steers and sings along with my favorite CD, made for me by my stepson. It is called "Songs for Sailing, the Greatest Hits of the Jolly Swagman." Jim does some emergency stitching on the dodger.

We approach Saxon Harbor late in the afternoon, and even from a distance we can see a large group of children standing atop the walls of the breakwater. As we turn into the entrance they all wave, and one little



Leaving Ontonago the bridge master waves goodbye.

girl tells me she likes my "little boat" (the dinghy we are towing). Saxon Harbor is small and, on this night, is getting heavy use from campers, power boaters and 4 wheelers. Lawn games are in progress, and ZZ Top is playing at full blast.

Once we tie up in our minimal slip, (we have to rig an aft spring line to keep the bow out of the rocky shallow shore!), Jim goes below for a nap, and John and I play cribbage in the cockpit. Of course, my lifetime losing streak continues, which makes John

happy. That night we eat brats in the cockpit, and I toss bread to the geese hanging around. The geese are so enthralled that at bedtime they are still hanging around, hoping for more treats.

After dinner we walk up to the Harbor Light Saloon. Apparently this is where the harbor master resides. We pass through the doors, and I feel like I have been transported to another time. The room is long, narrow, dark and crowded. It reminds me of every saloon I ever sat in with my dad when I was small, and somehow I feel right at home.

We sit at the bar, we three non-drinkers, and Jim and I have an O'Doul's while John has a Virgin Bloody Mary. It's kind of a lark, and the locals quickly spot us as the newly arrived sailors. We visit for a while but eventually head back to the boat for more card games and my continued losing streak. Jim and I wake the next day before 7 am. Eventually we wake John with our noise, which is about the time Jim crawls back into his bunk. John and I hang out for



The Swagman at Saxon Harbor.



Riding Scooter on Madeline Island.

awhile and then decide it is time to go. John fires up the diesel, and I cast off. As we are motoring out of the marina, Jim appears in the companionway, wondering where his boat is going without him.

It is another beautiful day with temps in the 70's already and clear skies. We hoist quickly and put the Swagman on a heading of 210. The breeze is out of the NNE at 10-12 knots, allowing us to sail probably the most perfect beam reach for 22 miles. By 12:30 p.m. Madeline Island is in view. Soon we pass Grant's Point and head for the Madeline Island Yacht Club. We snag a transient slip and hike into town for lunch at the Beach Club. Afterwards, a mood of daring overtakes us and we decide to rent scooters to tour the island. Instructions from the rental company are simple, and in minutes we are zipping along Big Bay Road. Jim and John cannot resist some good natured competition, while I putter, a little nervously, behind them. We stop at Big Bay Park, and, of course, it is spectacular. After all the fabulous sights we have been treated to these

last few days, I wonder if it is possible to exceed one's quotient of awesome views. If so, it is distinctly possible that I have. It doesn't seem possible, but our hour is almost up, so, reluctantly, we head back to town.

Finally, it is time to head back to Pike's Bay, so we leave Madeline Island. The breeze has freshened to about 15 knots, making our sail to

Pike's Bay pass too quickly.

We are all a little quiet, knowing that this all-too-short of a journey is at an end. I look at John and Jim, my two best friends in the whole world. I think about how long we have known each other, how much we have taught each other about boats, ourselves and life. I think that, of all the hours I have spent on sailboats, ninety percent of it has been the three of us.

My throat is tight for just a moment as I realize how precious this moment is, how precious these last few days were. I find myself wondering, since John and his wife, Judie, are close to retiring and moving to North Carolina, how many more chances like this will we have?

Just then, Jim calls for a tack, and as I scramble across the cockpit and crank on the winch drum I realize that in sailing as in life, things always change, and while I can't change the wind, I can adjust my sails.

Sam Hounder is former Commodore of Black Bear Yacht Club and Rear Commodore of Sailfest. She and husband Jim have been sailing together for about 15 years. They keep the Jolly Swagman in Pike's Bay Marina in Bayfield, WI.

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2. (Fig.) An advantageous or superior position.

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Developing Multihulls

By Michael Leneman, Multi Marine

What is the simplest way for a home builder to build a good, light hull for a catamaran or trimaran? A few years ago, we set about looking for an inexpensive way to construct a small trimaran that we had developed as a prototype. The answer we came up with was unique: to combine a fiberglass molded "pan" with plywood/glass/epoxy topsides.



Figure 1 - A completed L-7 at the dock, Multi Marine's new 23' folding trimaran kit features manufactured hull pans. The builder attaches plywood topsides to the pans.

It is very time consuming to build and fair the three hulls of a trimaran. So our concept was to make the exacting, complex, curved, below-waterline shape of the hull, the pan, in a mold. The simpler, above-waterline shape can

then be formed in easy-to-make plywood/composite panels. This combination results in lightweight hulls which are easy to build. The plywood/composite panels bend to a nice, fair curve so that almost no laborious fairing is required. The pre-molded fiberglass/epoxy pan is, of course, already fair.

From this concept, Multi Marine's new 23' folding trimaran, the L-7, emerged (Figure 1). The home builder can purchase pre-manufactured fiberglass/epoxy-molded pans for the main hull and floats from Multi Marine, and then join these to plywood/glass/epoxy topsides that he or she builds. The full kit includes the fiberglass/epoxy pans for the main hull and floats, glass-pultruded I-beams (tapered), pultruded "C" channel for the x-arm boxes and daggerboard, mast kit, rigging, sails, plywood, fiberglass, and foam. West System® epoxy, rollers, squeegees, and other accessories can be bought from a local dealer or West System, Inc. The full kit costs less than \$19,000, including a mainsail and jib. Any item may be purchased separately.

The floats (amas)

For the floats, the builder starts upside down with the deck and installs trapezoid shaped, "picture-frame" bulkheads. The okoume marine plywood topsides, which have already been fiberglassed on the inside, are then installed (Figure 2). Next, the butt blocks are put in and the fiberglass pan is epoxied in place (Figure 3). Once that is done the whole outside of the hull is fiberglassed. An amateur builder can make this float in less than 40 hours. We have built 6 floats like this and there is virtually no fairing... just some microballoon passes where there is a joint.

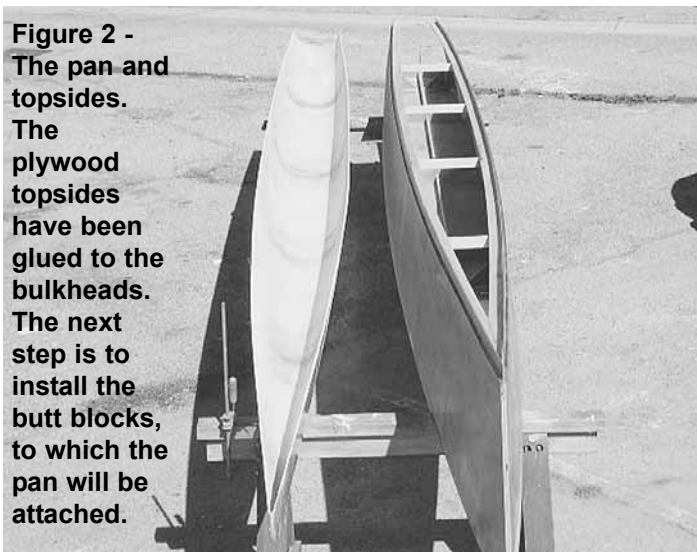


Figure 2 - The pan and topsides. The plywood topsides have been glued to the bulkheads. The next step is to install the butt blocks, to which the pan will be attached.

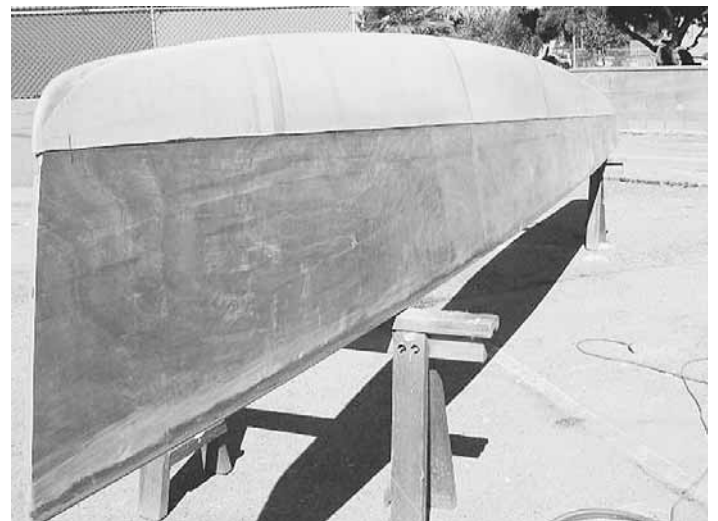


Figure 3 - The epoxy/fiberglass composite pan is glued to the topsides. Fairing is required only along the joint before the outside of the float is glassed and coated with epoxy.

The main hull

The main hull (if you're building a trimaran) is done a bit differently. The full bulkheads for the main hull are built first and placed on a strongback. Then the fiberglass pan is glued to the bulkheads (Figure 4). The butt blocks are glued to the pan (not the topsides, as in the floats). Lastly, the topsides are put on.

After everything is set the builder turns the hull right side up, levels the sheer, and puts on the decks and cabin. The cockpit floor, decks, anchor locker floor, cabin side seats and lazarette floor are all flat and are pre-made with foam, glass and plywood. There is basically an entire mid-height sheer web that runs through the entire main hull.

For the main hull decks, cockpit floor, anchor locker floor and seats, we use a combination of thin plywood, styrene foam and glass. High-density styrene foam is not usually used in custom boat construction because polyester resin eats the foam, and styrene foam is susceptible to pressure dings. However, West System epoxy resin works great with styrene foam, and bonding a thin layer of plywood to the top face of the composite panels eliminates the pressure ding problem. A composite panel made this way (ply-styrene foam-glass) is very stiff and light. The best part is that the cost is about 1/3 that of a standard urethane foam-cored, glass composite panel.

The X-arms

The X-arms are one of the coolest parts we came up with. They are fiberglass pultruded I-beams. The best part is that you can cut the sheer web of the beams and bend the caps down to make a nice looking, tapered, outside shape to the beam. The beams look good, they are pre-made, they can't corrode, they are strong, you can paint them any color you want, and they are inexpensive.

Rigging and sails

To fill out the rest of the basic

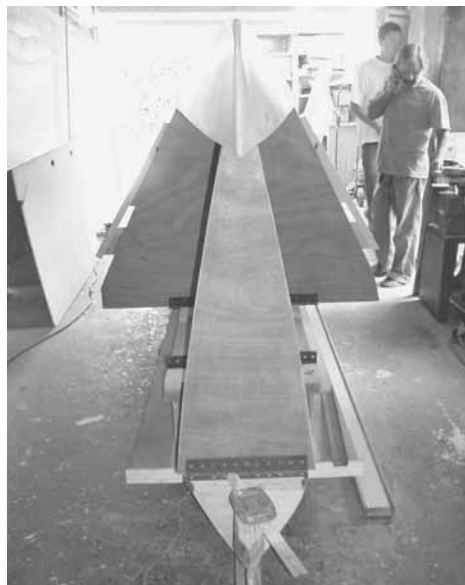


Figure 4 - The main hull is built by first attaching bulkheads to a strongback. Here, the pan is glued to the bulkheads before butt blocks are glued to the pan. The topsides are put on last.

boat, we extruded our own mast and designed our own rigging with the added feature of a roller-furling boom. Full-batten mainsails lend themselves to being furled around the boom, especially since we use an inexpensive round aluminum tube as our boom. With a main, jib and reacher, the boat is about the same speed around the race course as a stock F-31 trimaran with a full inventory of sails.

The Eko-Cat 23

So, now you're sitting around looking at the trimaran floats, and you say to yourself, "gee, those would make nice catamaran hulls if they just had a little more freeboard in the transom." Well, this can be easily done

since the topsides of the floats can be changed in a second. It is only the pan/topside joint that has to remain the same. We have made a few small power catamarans from old beach cats, so making the power Eko-Cat 23 from these hulls turned out to be very easy. The mileage is incredible. An 8 hp motor makes 12 knots and over 20 miles per gallon in flat water. With a 25 hp motor, the boat does 20 knots.

Reprinted with permission from Multi Marine's from Epoxyworks Magazine Issue #24.

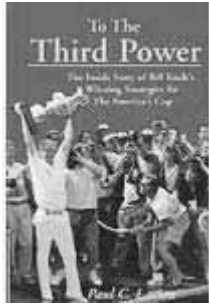
For more information on both of these projects, you can contact Multi Marine at www.multimarine.com or 310-821-6762.



Figure 5 - A completed L7 trimaran. When folded, the L-7 is 8'4" wide and easily trailered.

THE BOOKSHELF

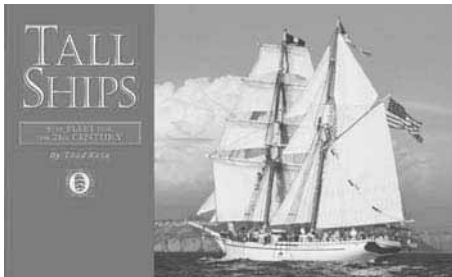
To The Third Power by Paul C. Larsen



No one gave them much of a chance. Las Vegas odds-makers listed them as a 100 to 1 shot. Ninety-five percent of the international journalists covering the America's Cup picked some other contender and ridiculed the America team. But when the yacht America crossed the finish line to win the 1992 America's Cup, one of the most improbable victories in the history of the sport was achieved. Here's the inside story of sailing's most comprehensive test of resources, technology, tactics, and ingenuity. Never before has an America's Cup syndicate put such an emphasis on the use of science to design and build a racing yacht. Never before has the same scientific method been used to select and train a crew. Never before has such a de-emphasis been placed on the so-called "rock stars" of the sport.

To The Third Power is published by West Palm Beach and is available for \$6.50.

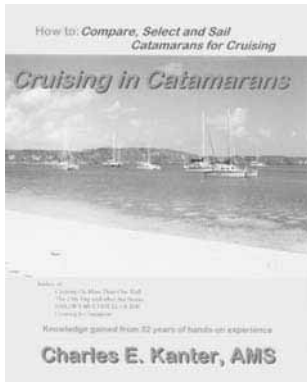
Tall Ships, The Fleet For the 21st Century By Thad Koza



Author Thad Koza has photographed tall ships for more than two decades. He writes from his experiences on many tall ship voyages and coverage of major tall ship events. His photographs have appeared in such publications as The New York Times, The Boston Globe, and Windjammer. 217 pages. 210 plus full-color photographs. Soft cover, sewn binding, 12 by 9 inches.

Tall Ships is published by Tide-mark Press Ltd. and is available at www.tide-markpress.com for \$39.95

Cruising in Catamarans by Charles E. Kanter



Informative, provocative, introspective and critical diagnostic insight from a yacht surveyor who has crawled through the bilges, climbed over the decks, sounded the hulls, field tested the installations and sailed the majority of production cruising catamarans. Charles has raced the speed demons, delivered the charterboats, consulted on the purchase of countless cruisers, both multihull and monohull, lived aboard his own 32 foot catamaran for fifteen years and surveyed hundreds of boats of every condition and description.

Cruising in Catamarans digests over three decades and 100,000 sailing miles of experience packed into 406 pages. Learn about cruising catamaran virtues and vices. Read more historical information and actual facts and figures about production cruising catamarans and the industry that produces them. Peruse little publicized characteristics that inhibit the potential performance of these boats. Cruising in Catamarans provides a blueprint for realistic expectations and contains charts, diagrams and a unique methodology for assessing various boats.

Learn the techniques of cruising catamaran sailing and handling. Learn when to reef, how to judge leeway; how to anchor light displacement boats including the techniques of bridling, how to take powerboat wakes, how to handle twin-screw cats. Learn about what characteristics are best for safe pleasant voyaging and which ones to shun like the plague.

Cruising in Catamarans is published by Cataloging-In-Publication Data and is available for \$29.95.

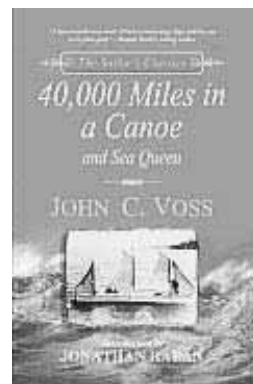
THE BOOKSHELF

40,000 Miles in a Canoe

By John C. Voss

The incredible story of Captain John C. Voss, who, in 1904, completed a three-year journey across three oceans in a Native American dugout canoe converted to sail.

40,000 Miles in a Canoe is published by International Marine Publishing and is available for \$12.95.



Lost World

By Tom Koppel

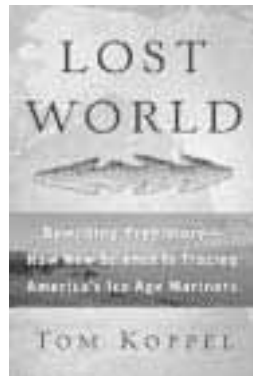
In a captivating blend of extreme science and historical sleuthing, veteran journalist Tom Koppel tells the inside story of the quest to discover who first settled in the New World — and how and when they did it.

For decades the issue seemed moot. The first settlers, we were told, were big-game hunters who arrived from Asia at the end of the Ice Age some 10,000 years ago, crossing a land bridge in the Bering Strait and migrating south through an ice-free passage between two great glaciers blanketing the continent. But after years of sifting through data from diverse and surprising sources, the maverick scientists whose stories *Lost World* follows have found evidence to overthrow the "big-game hunter" scenario and reach a startling and controversial conclusion: The first people to arrive in North America did not come overland; they came along the coast by water.

Now, for the first time, an award-winning journalist details these provocative discoveries as he accompanies the archaeologists, geologists, biologists and paleontologists on their intensive search. Writing with crisp and often suspenseful prose, author Tom Koppel takes readers along with the scientists under the sea, into caves, and out to the remote offshore islands of Alaska, British Columbia and California. Presenting detailed and growing evidence for ancient coastal migration, he shows how new methods of dating, underwater imaging and biochemical analysis support conclusions based on more traditional scientific inquiry.

Lost World is driven by an eloquent and powerful narrative that brings to life the rich existence of daring maritime pioneers, a sea-faring people who survived in food-laden refuges on the fringes of retreating coastal glaciers. By accompanying the key scientists on their intensive search and recounting with vivid immediacy the risks and failures along with the satisfactions and breakthroughs, Koppel brings to life the quest for that Holy Grail of New World prehistory, the first peopling of the Americas. A fascinating book full of larger-than-life personalities, timeless mysteries, and astonishing discoveries, *Lost World* is science writing at its best.

Lost World is published by Atria Books and is available for \$26.00.



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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.

February

Feb 1-4 - Strictly Sail Chicago - Navy Pier, Chicago, IL. Visit www.strictlysailchicago.com or visit www.sailamerica.com for more info.

Feb 14-18 - Duluth Boat & Sport Show - Visit [/www.sham-rockprod.com/dt.htm](http://www.sham-rockprod.com/dt.htm) for more info.

Feb. 14-18 - Grand Rapids Boat Show - DeVos Hall, Grand Rapids. www.showspan.com

Feb 14-19 - Strictly Sail Miami - Visit www.sailamerica.com for more info.

Feb 15-19 - Miami International Boat Show - Miami, FL. Visit www.miamiboatshow.com for more info.

March

March 8-11 - Miami Grand Prix Race - Miami, FL. Visit www.Premier-Racing.com for more info.

March 9 - Big Regattas, Get Results Seminar - Wayzata Yacht Club, Wayzata, MN. Visit www.wyc.org for more info.

March 29-April 1 - U.S. Youth Multihull Championship - Alamitos Bay Yacht Club, Long Beach, CA. Visit www.ussailing.org for more info.

March 30 - Sail, Keel and Rudder Trim Seminar - Wayzata Yacht Club, Wayzata, MN. Visit www.wyc.org for more info.

April

April 13 - Wind and Waves Strategy - Wayzata Yacht Club, Wayzata, MN. Visit www.wyc.org for more info.

May

May 5 - Sanctioned US SAILING Safety At Sea Seminar - Milwaukee Yacht Club, Milwaukee, WI. Contact Milwaukee YC Office at 414-271-4455

May 26-28 - AIS Spring Series - Contact Bill Peterson, 952-937-3915 days, or bpeterson@banta.com.

June

June 1-3 - Sperry Top-Sider Detroit NOOD Regatta - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more information.

June 2-3 - Lighthouse Regatta - Fond du Lac Yacht Club, Fond du Lac, WI. Contact elmo@centruytel.net or www.fldsail.org.

June 15-17 - Sperry Top-Sider Chicago NOOD Regatta - Chicago Yacht Club, Chicago, IL. Visit www.ussailing.org for more information.

June 16-17 - Bayfield Cup Weekend - AIS event. Contact Bill Peterson, 952-937-3915 days, bpeterson@banta.com.

June 23-28 - I-20 Invitational Sailboat Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact sjbaccus@charter.net or www.fldsail.org.

June 29-July 1 - USA Junior Olympic Sailing Festival - Bayview Riverfest - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more information.

June 30 - TransWinnebago Cruiser Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact jkbrown@sbcglobal.net or www.fldsail.org.

June 30 - Around the Islands Race - LSYA, Contact Mike Spence at 612-376-2266 days, mike_spence@ellerbebecket.com or Jim Vaudreuil, 715-855-6203 days, jimv@huebsch-services.com.

July

July 2-6 - Apostle Islands Race Week - LSYA, Contact Jim Vaudreuil, 715-855-6203 days, jimv@huebsch-services.com.

July 5-7 - USA Junior Olympic Sailing Festival - Upper Midwest - Wayzata YC & Wayzata Sailing School, Wayzata, MN. Visit ussailing.org for more info.

July 6-7 - Sailfest - Contact Thom Burns at thom@sailingbreezes.com or 763-542-9707.

July 8-12 - 2007 Day Sailer North American Championship Regatta - Lake Onalaska, LaCrosse, Wisconsin. Registration forms and regatta information will be found on the DSA website at www.DaySailer.org. You can also receive a registration form and information by calling Lee Peterson at 507-875-2324. Information about the LaCrosse Sailing Club and Fleet 132 can be found on the club web site at www.lax-sailing.org.

July 22 - 26 - Catalina 22 National Championship Regatta - North Cape Yacht Club, LaSalle, MI For Information: www.c22nationals.org or Chris Kretz at sail19lax19@yahoo.com.

July 28 - Fondy 40 miller Sailboat Cruiser Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact www.fldsail.org.

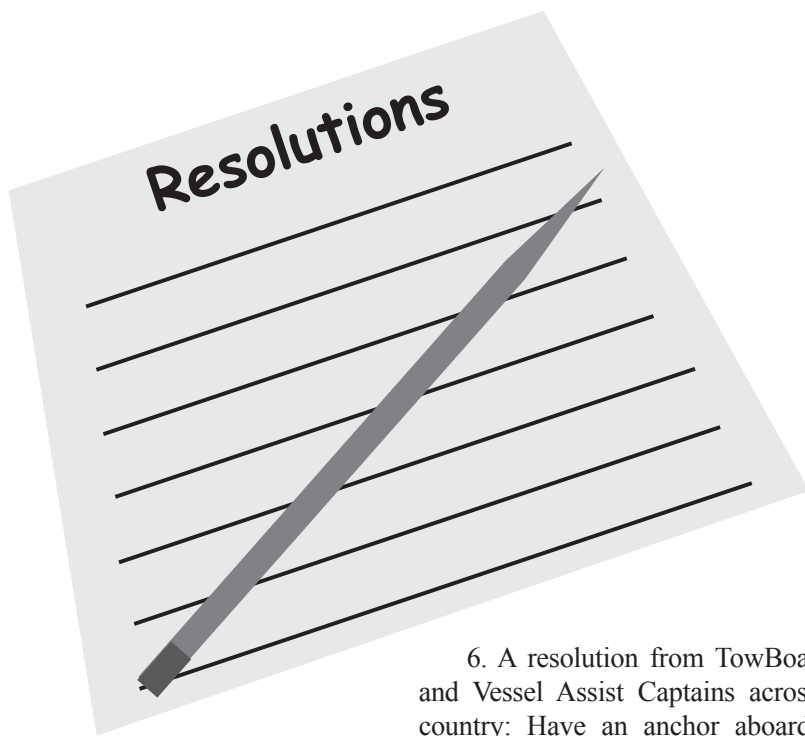
July 28 - GL 70 Regatta - M & M Yacht Club, Menominee, MI. Visit www.ussailing.org for more info.

July 29 - Trans-Superior International Race - LSYA, Contact Dale Hedtke at rangerm383@aol.com or contact Mike Spence at 612-376-2266 days, mike_spence@ellerbebecket.com.

Aug

Aug 2-6 - U.S. Independence Cup - Chicago Yacht Club, Chicago, IL. Visit www.ussailing.org for more info.

TOP TEN Boater's NEW YEAR'S RESOLUTIONS



Boat Owners Association of The United States suggests these top ten New Year's Resolutions that will make your boating better and more rewarding for everyone aboard in 2007:

1. Introduce one new friend to sailing this year.
2. Inventory your safety gear and ensure it's in good condition.
3. A resolution from the BoatU.S. Trailering Club: ensure your boat trailer has tires with an "ST" designation (has stronger sidewalls), are inflated properly, and free of sun rot.
4. Take one educational course or on-the-water class to improve your boating.
5. "Nature deficit" disorder, a combination of over-programmed lifestyles and plugged-in playtime, is conspiring to leave kids no time with nature. Get your kids or grandkids outdoors by taking them sailing.

6. A resolution from TowBoatU.S. and Vessel Assist Captains across the country: Have an anchor aboard - it could be your best friend if your boat is disabled.

7. Make boating fun for your spouse and family.

8. Spend at least one night on the hook in a quiet gunkhole. An overnight adventure with the family away from the slip will give you a new perspective on sailing.

9. Try a different kind of boating: if you're a sailor, go powerboating; if you powerboat, go sailing; or, rent or borrow a kayak, canoe or fishing boat. Learning about

those with whom we share the waterways will allow you to appreciate the challenges and pleasures of operating different watercraft.

10. Thank your marina owner for not going condo. Many boating facilities face great pressure to sell out to real estate developers that is leading to a loss of access. Declining waterway access can only be reversed if marina operators and boaters work together to find solutions.

The BoatU.S. Foundation for Boating Safety and Clean Water is a national 501(c)(3) nonprofit education and research organization funded by recreational boaters nationwide. For more information visit <http://www.BoatUS.com/Foundation> Happy New Year!

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Sailing News

Public Comment Sought On Fate Of Long Range Navigation System

The land based navigation system maybe decommissioned later this year

The Coast Guard Auxiliary wants to inform all mariners that the US Department of Transportation, in coordination with the Department of Homeland Security, is seeking public input on the fate of the Long Range Navigation System, otherwise known as LORAN-C.

The land based navigation system, operated by the US Coast Guard, may be scheduled for decommissioning later this year. At question is whether the system should be decommissioned, maintained "as is," or upgraded to an enhanced LORAN system (eLORAN), which could be used either as a back-up to the GPS (Global Position Satellite) System, or a complimentary system to GPS.

The public is invited to submit their thoughts and comments, which must be received on or by February 7th of this year. To learn how to submit those comments, visit <http://www.navcen.uscg.gov/eLORAN/E6-22421.pdf>, or call the U.S. Coast Guard Info line at 1-800-368-5647.

Last Call To Apply For Boat U.S. Foundation Clean Water Grants Deadline is February 1, 2007

Don't miss out - the deadline for non-profit groups to apply for BoatU.S. Foundation grant funds of up to \$4,000 for projects that educate boaters about clean water issues and environmental stewardship is

February 1, 2007.

While applicants are encouraged to submit proposals that strive to improve the marine environment, projects involving the reduction of trash and other marine debris in our waterways will receive extra consideration this year.

Susan Shingledecker, Environmental Program Manager for the BoatU.S. Foundation for Boating Safety and Clean Water, said, "Eighty percent of all marine debris - such as plastic bottles, cigarette butts, automobile tires and industrial waste - starts out on land and ends up in the water. Not only is it unpleasant to look at, but the trash can significantly harm marine life as well as be a navigational hazard. The easiest way to reduce marine debris is to prevent it from reaching the water in the first place."

The 2006 Clean Water Grant program received 65 proposals. Of these, 18 projects in 14 states were selected for funding for a total of nearly \$50,000 in grant funds. To view previous grant projects or learn more about marine debris, please visit <http://www.BoatUS.com/foundation/cleanwater/grants> or call Shingledecker at 703-461-2878, ext. 8358. Applications must be submitted electronically or postmarked by midnight February 1, 2007.

The BoatU.S. Foundation for Boating Safety and Clean Water is a national 501(c)(3) nonprofit education and research organization primarily funded by the voluntary contributions of the 670,000 members of BoatU.S. The Foundation operates more than a dozen programs including the only accredited, free, online general boating safety course, a low-cost EPIRB rental program, the "Help Stop the Drops" national clean fueling campaign, a free kid's Life Jacket Loaner Program, and has awarded hundreds

of thousands of dollars in grants for nonprofit groups for boating safety and environmental projects.

Walker goes to 10 years on hull warranty

Yakima, Wash.-based Walker Bay Boats extended its factory-backed warranty on all injection molded hulls, including the Original and Genesis lines, to 10 years.

"We have put the hulls through rigorous testing and have even hit [them] with a sledge hammer and driven over them with a truck to illustrate the extremes [they] can withstand as opposed to aluminum or fiberglass hulls," Michael Carroll, director of marketing for Walker Bay Boats, said in a statement. "Although we don't expect or warranty our hulls against sledge hammers and trucks, we are confident that our hulls are going to be around for many years."

Walker Bay boats uses an injection molding process to build its boats. UV-protected polypropylene resin is precisely measured before being injected with a massive force of more than 8,000 tons into a mold that can weigh up to 82 tons.

It is then cooled to take the shape of the mold. The one-piece hull has no seams or joints to crack or leak, which contributes to its impact-resistance and durability, said the company.

This warranty is specific to the injection-molded hull — not to the components and accessories. Those items have separate warranties that are described in the owner manuals.

Sailing News

Search for Woman in Atlantic Ocean Suspended

A massive search of the Atlantic Ocean by U.S. and Canadian Coast Guard assets for the daughter of hockey great Bob Gainey has ended. The aerial search was suspended, three days after she was swept overboard in the Atlantic during a storm. The 25 year old woman, Laura Gainey, was working on the tall sailing ship "Picton Castle," headed for the Caribbean. The U.S. Coast Guard announced Monday evening that it was suspending its search efforts. A Canadian Coast Guard aircraft which had been swapping shifts with the U.S. Coast Guard, also ended its search on Monday.

U.S. and Canadian Coast Guard C-130 aircraft scoured an area of 3,175 square miles, using specific grid patterns, night vision, infrared sensors and radar during the operation. The Coast Guard also advised that computer models estimated Gainey's likely survival time to be about 36 hours. The search for Gainey finally came to an end around noon yesterday when the tall ship Picton Castle also ended its efforts.

Montreal Canadians general manager Bob Gainey issued a statement thanking searchers. A star in his playing days and a member of the hockey Hall of Fame, Gainey's teams won five Stanley Cups with Montreal during his 16-year career. He also won a championship as general manager of the Dallas Stars. His wife, Cathy, died of brain cancer in 1995 at 39.

Coast Guard Drops Plans for Live Fire Training

In an important victory for boaters across the Great Lakes, the Coast Guard has withdrawn its proposal to establish 34 permanent zones for live machine-gun training on the water.

Opposition to the plan was formidable. The Great Lakes Boating Federation, the advocacy voice for 4.3 million boaters, over eighty mayors and more than a dozen environmental groups all asked for an end-or substantial changes, at least-to the project, which would have sent 430,000 lead bullets raining into the water and militarized the tranquil waters of one of our greatest and most pristine national resources.

While the Coast Guard did plan to make ship-to-shore announcements of training activities, boaters and many others were wary about the effectiveness of the warning sys-


tem and were concerned about the safety of boaters. With no contingency warning system in place, there seemed to be no way to ensure boaters' safety in the event of a real threat.

The Coast Guard began live-fire training earlier this year, conducting 24 exercises before a public outcry forced a suspension. Since then, the Coast Guard has held a number of public hearings in order to consider the concerns and worries of citizens. Complaints, resolutions in opposition, even lawsuits followed.

"Boaters remain respectful of the need for increased security measures to protect our waters and our shoreline," said F. Ned Dikmen, Chairman of the Great Lakes Boating Federation, "but we are relieved that this proposal has been repealed. It's good to see that the Coast Guard is responsive to the concerns of boaters and that the Great Lakes basin, which has been a tranquil haven for generations, will not be militarized."

Congress Approves Offshore Oil & Gas Development affecting the Florida Keys

In the waning hours of the 2006 lame duck Congress, a bill was approved to open up 6 million acres of oil and gas drilling in the Eastern Gulf of Mexico, otherwise known as Lease Sale 181. Reef Relief and many Floridians opposed this. The legislation was added to major tax legislation that passed by a large margin. Some interpreted this as a win because it establishes a ban on drilling 125 miles off Florida's West coast. Also, President Bush has revoked his previous protections for Bristol Bay, Alaska, while not mentioning the Keys, which is still under his Presidential moratoria. However, if this Congressional bill is signed into law by the President, it will have the effect of revoking his current ban.



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Sailing News

Several oil drilling bills were filed during the current Congress. The most onerous was a House bill by Richard Pombo, which was defeated. However, a less expansive, but still dangerous bill was introduced by Florida Senators Mel Martinez and Bill Nelson that will allowed drilling in Lease Sale 181, an area where the Gulf Loop Current would carry any routine but still very toxic drilling muds right into the Lower Florida Keys and then up our reef tract. The two bills were never reconciled and the House of Representatives finally took action to pass the Senate bill. It was pulled from the House on December 5th when it became clear to Republicans that they did not have the necessary two-thirds majority votes, but added as a rider to the tax bill days later. The political climate has changed since elections and what seemed a certainty earlier may no longer be, so hopefully, the next Congress will approve moratoria language that would have the effect of not funding this part of the bill. Presidential and Congressional moratoriums have protected this area for over 25 years for good reason. In addition, the Interior Department's Minerals Management Service has included this area in its current Five Year Plan. So further efforts will be needed to monitor this issue and continue to resist efforts to open up Florida to tarballs on our beaches and oil slicks on our mangroves and coral reefs.

For more background on the issue, go to www.reefrelief.org

DNR Finds Eurasian Watermilfoil in 11 New Lakes



The Minnesota Department of Natural Resources (DNR) has confirmed the discovery of Eurasian watermilfoil in 11 new lakes, all but one of which are within 50 miles of the Twin Cities.

Eurasian watermilfoil, or simply milfoil, is now in 188 bodies of water in the state since it was discovered in the late 1980s. The majority of infested water bodies are in central and north-central Minnesota, according to Chip Welling, DNR Eurasian Watermilfoil Program coordinator.

Milfoil also has been discovered in Wisconsin in Superior Bay near the Barkers Island Marina. It is not known whether milfoil is growing near the Park Point public water access or other accesses on the Minnesota shore of Superior Bay or the Saint Louis River. To prevent further spread of milfoil to inland lakes near Duluth, boaters using these accesses are urged to be extra thorough when looking for and removing aquatic plants from their boats, trailers, nets, anchors and other equipment. It is unlawful in Minnesota to transport aquatic plants or prohibited invasive species on public roads or to launch watercraft with them attached.

The following lakes have been added to the list of Minnesota waters

infested with invasive species: Lake Winona, Winona County; Maria or Little Mary and Emma lakes, Wright County; Fish Lake, Chisago County; Clear, Mud and Bone lakes, Washington County.

In addition, milfoil was discovered in four bodies of water with no public water access. They are Lucy Lake, Carver County; an un-named and unprotected lake in Washington County; Quarry Lake, Dakota County; and Lakewood Cemetery Pond, Hennepin County.

The full list of infested waters is available on the DNR Web site at www.dnr.state.mn.us.

Despite finding more evidence of the plant's spread, DNR officials said milfoil is still known in fewer than 200 lakes across the state, thanks to continued vigilance from boaters.

The DNR urges boaters to continue to take precautions to avoid spreading the plant.

Harken Celebrates 40 Years



Peter and Olaf Harken have always said, "Keep the well being of your people first." And for 40 years, the brothers have done just that.

But Peter and Olaf have always expected certain things from their employees. They must be self starters,

Sailing News

take pride in their work, figure things out on their own, and not be afraid to try new things. Of course, having fun is mandatory.

Back in the boat building days, we made the best dinghies in the world. However, comparing Harken / Vanguard to a college campus on Saturday night isn't far off the mark. The beer machine opened at five and there were always reasons to party-boats shipping (sometimes at midnight), sailors arriving, holidays, birthdays, football, baseball, cold weather, hot weather. Building acoustics proved perfect for rehearsals of a local band. Most band members were also Vanguard employees until Olaf put his foot down and refused to hire any more drummers.

Many old-time employees have stayed to witness the company's phe-

nomenal growth, have married, and raised families. Today, Harken is still a great place to work-and play, with innovation and the development of breakthrough products to keep life interesting. Fun still plays a big part in company life: dress-up Halloweens, the family picnic (starring P & O and the dunk tank), and Sail Day featuring epic water fights using inventive delivery systems.

Until recently, some could say the principles that have guided Harken were 'seat of the pants' rules that were never written down in a formal way. Others know it was simply the fabric of our people. For our 40th year, we've documented these principles so our future goals are clear.

• Keep the well being of your people first!

- Make the best products at a fair price.
- Service your customers beyond their expectations.
- Never lose your sense of right or wrong, the basic judgment taught by your parents.

The Power of the Press

Bruce Kirby, Editor of One-Design and Offshore Yachtsman, writes tongue-in-cheek editorial arguing Harken ball bearing blocks are dangerous because they let the boom out so fast. Controversy brings great publicity.

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Racing News and Results

The Best Competition You Ever Froze With 60th Annual Timme Angsten Memorial Regatta, November 24-26, 2006

For the last 60 years, collegiate sailors have driven from around the country to the Chicago Yacht Club over Thanksgiving weekend, working to free halyards and main sheets frozen into the bottoms of their boats, to sail the Timme Angsten Memorial Regatta. Now, if you've ever been to Chicago in the winter, you know that the concept of racing sailboats there in late November is more than a little bit crazy. But since a group of Northwestern University sailors decided to host a little regatta in 1947, each year college teams brave the elements in order to experience "the best competition you ever froze with."

First called the Northwestern Invitational Regatta, the race was renamed in memorial to the regatta's



Minnesota focused and in hot pursuit, with Chicago's Navy Pier's ferris wheel in the background. Mark Dunsworth skippering, Anna Soers crew. Photo provided by Boatingshots.com.

primary founder, Timme Angsten, who died less than a year later. The regatta has carried on with the support

of the Chicago Yacht Club and the Angsten family. Timme's father, the late Commodore Henry Angsten, donated the perpetual trophy and the Angsten family continues to help defray regatta costs each year.

It's no secret that intercollegiate racing has, over the years, been a vital proving ground for America's sailors. Today there are more major collegiate regattas, and "The Timme" is the Midwest Collegiate Sailing Association's Fall Championship. Shifty winds and the potential for extreme cold is a feature college racers expect during this regatta, although each team fielding an A and B division racing format guarantees that, for at least half the day, you'll be watching from the toasty interior of the clubhouse.

Last year Boston College clenched their fourth consecutive Angsten victory, and was recently named "number one ranked co-ed sailing team" by *Sailing World*.



The midwest teams chase Boston College down into the dusk. Michigan in boat 9, Illinois in boat 5, Minnesota in boat 7. Photo provided by Boatingshots.com.

Racing News and Results

Boston College is among many other talented collegiate teams expected to fair well in this year's regatta. The Timme Angsten Regatta takes place November 24-26, 2006 at Chicago Yacht Club's Monroe Station, in Monroe Harbor.

REGATTA HIGHLIGHTS:

The final day of racing was very similar to the previous two. Air temps remained high with winds only slightly diminished from Day 2. For most of the day the wind was out of the SSW but, just in time for the final B set, it backed 45 degrees to the SE requiring the RC to reset the course. A full rotation was completed with 6 more WL races added to each division's scores.

There were no protests, requests for redress or breakdowns filed on the final day of the event.

Boston College was once again crowned Angsten Champion. This marks their fifth consecutive year as champions going back to 2002. This is second only to Coast Guard who won seven consecutive 'Timmes' from 1959-1965.

Results

1) BOSTON COLLEGE, Spencer Powers, Field Osler '10, Sandy Williams '10, Mallory Brown '09, Jay Connolly '07; 2) URI, Craig Thompson '08, Brian Bartley '09, Steve Frazier '07, Nick Dovbniak '09; 3) VERMONT, Matt Clark '08, Coco Solsvig '10, Andrew Franklin '08, Will Streklow '09, Molly Doyle '09; 4) WISCONSIN, Scott Eisenhardt '07, Anna Bargren '07, Patrick Richards '10, Patti Schmidt '08, Beccah Steffenson '07; 5) NAVY, David Parker '08, Tina Pryne '10, Mac Fletcher '09, Jake Gerlach '08, Jerry Sturzbecher '10; 6) MICHIGAN, Christina Falcone '07, Caitlin Fortune '08, Christopher Granger '07, Ben Seppala '07, Lisa Vandebossche '07; 7) MINNESOTA, Mark Dunsworth '06, Anna Soers '10, Kate Hockin '10, Dave Elsmo '08, Nick Hovland '10; 8) NORTHWESTERN, Jimmy Costakis '09, Erin Miller '08, Brandon Keas '07, Jali Becker '07; 9) MIAMI OF OHIO, Jocelyn Pollak '06, Matt Rush '06, Liz Manley '10, Abby Heckler '06, Spencer Simms '09, Drew Plominski '08, Katerina Barnes '09, Molli Anderson '10; 10) MICHIGAN STATE, Mills Forni '08, Lindsey Vickers '08, Michelle Cosier '07, Steve Griffith '08,

FREE ISSUE!

A newsletter to improve your race results this year.

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

This exciting, 12-page publication is packed full of practical, hands-on tips about strategy, boatspeed, tactics, rules and more!

Whether you're a crew or skipper, *Speed and Smarts* will help you sail smarter this year (and next year too!). To receive a free issue, mail or fax your name and address to:



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Racing News and Results

Meghan Walter '07; 11) KANSAS, Tim Fitzgerald '07, Evan Charles '07, Danielle Grampoli '09; 12) FORDHAM, Eric Jochum '10, Annie Carroll '10, Dave Purinton '10, Katie O'Malley '07, Charlie McPike '10; 13) NOTRE DAME, Chris May '08, Jaci Chase '09, Amy Becker '07, Tim O'Brian '10, Ryan Wermeling '07, Kerry Kilbourn '07; 14) JOHN CARROLL, Patrick Bloomstein '09, Peter Hrtanek '08, Chris Simon '10, Michael Westerkamp '08; 15) UNIV OF CHICAGO, Rachael Moloney '07, Annie Dean '07, Julia Calloway '09, Kate Harney '09, Conor Healy '10; 16) ILLINOIS, Matt Reschke '10, Greg Zimmerman '06, Marilyn Logan '09, Melissa Jardeleza '07, Brian Shaw '09, Dave Gotsch '10, Vic Delrosso '06, Ben Valentine '07; 17) UMBC, Richard Dunn '07, Jon Viebrock '08, Steven Hersey '10, Leif Huber; 18) UNIV OF OKLAHOMA, Jaci Wolf '08, Josh Bengel '09, Tifarah Booth '07, Zach Duvall '07, Scott White '10.



The winners of the Timme Angsten Memorial Regatta Boston College. Photo provided by Boatingshots.com.

For more information see the Chicago Yacht Club website at www.chicagoyachtclub.org

Grosse Ile Yacht Club Trans Erie Yacht Race 2006

PHRF A

1) *Hellion*, Soverel 39, Dr Robert Coleman; 2) *Say Uncle*, Henderson 30, Kevin Lemonds; 3) *Crazy Horse*, Frers 50, Bud Siudara; 4) *Sho-Wae-Cae-Mette*, Beneteau 36.7, Sue Grassley; 5) *Bada Bing*, J-41, A.J. Southard.

PHRF B

1) *Shenanigan*, J-33, Dick Synowiec; 2) *White Star*, Beneteau 36S7, Rodger & Carolyn Dutton; 3) *Racer X*, X-3/4 Ton Mk II, Roger Pollack/Matt Dubois; 4) *Revelation*, Norlin 41, Robert Sturgill; 5) *Baci*, C&C 110, Elizabeth Eischen; 6) *Yuk Foo II*, Hobie 33, Walt Norris/Rich Potcova.

PHRF C

1) *Red Cloud*, Santana 35, John & Judy Greiner; 2) *Corsair II*, Abbott 33, Jack Bernard; 3) *Horizon*, Sabre



Some of the competing teams taking a plunge in the icy waters at the end of the Timme Angsten Memorial regatta. Photo provided by Boatingshots.com.

Racing News and Results

38, Bill Braun; 4) Gus, X-3/4 Ton Mk I, Jim Bourgault; 5) Nautical Dreamer, Oceanis 440, Ben Schneider; 6) Madam X, X 370, Dennis Wood.

PHRF D

1) Gauntlet, S2 7.9, Cary Deihl; 2) Wildcat, J-30, Russ Atkinson; 3) Supernal, Irwin 32, Joe Kubera; 4) Flak Bait, C&C 33, Duane Burgoyne; 5) Catmando, Catalina 36, Ken Muskat; 6) Ariel, Morgan 30-2, John Stachurski;

PHRF D

1) *Odyssey*, Catalina 400 WK, Wally McGinn; 2) *Taz*, Tartan 10, Dan Pavlat; 3) *Jabberwocky*, Tartan 31, Bill Kruger.

MCSA Sloop Championship

**Detroit Yacht Club
September 23-24, 2006**

Saturday: It was a partly sunny day with the temperature in the upper 60's. The wind was from the southwest from 5-7. Marquette was a No Show causing one of the Detroit Yacht Club's Flying Scots to be left at the dock for each race. PRO Ed Theisen set a two lap windward Leeward course. Things were going fine until on the second beat Ohio State suffered a break-down when their jib halyard parted. Wisconsin was disqualified for a violation of Rule 10 in race 1 after failing to cross Ohio University. Ohio University fouled Western Michigan at the leeward mark of race 2 and took a 20% penalty for the infringement. Northwestern protested Ohio for making contact with the same mark. The protest Committee of George Griswold, Ed Olsen, and Ed Theisen exonerated Ohio University on the

basis that the infringement was part of the same incident with Western Michigan. After race 3 the fleet took a lunch break only to find out that the wind had decreased in strength enough to make it impossible to sail against the current on the Detroit River. After hanging on anchors for a half an hour racing was postponed until later in the day. Just as the hearings for the protests were concluding the wind came back up as a front approached. Race 4 was started in winds of 6-8 and concluded in winds of 15-18. Ohio State's spinnaker exploded on the last run but they finished in second place and decided not to apply for breakdown points. Michigan was in the lead with Minnesota one point behind, and Miami three points back. At the end of the day the Detroit Yacht Club provided a cookout for the competitors. The general activities for the evening included a trip to Canada, and a trip to East Lansing by the Notre Dame Team to watch the football game between Notre Dame and Michigan State which started at 8 and ended after midnight getting them back at 3 am.

Sunday looked promising and the fleet was prepared to start with only a short delay from the scheduled 9:30 warning signal. The winds were building from 15-18 and everyone was looking forward to an exciting day of sailing. However, Northwestern capsized their Flying Scot while trying to untangle an hourglass in their spinnaker. It took over an hour to get the boat righted and ashore where it could be pumped out. In the meantime Western Michigan's jib halyard had let go. As they were attempting to sail back to the dock the head stay also broke and the mast came crashing down. With the winds continuing to build racing was postponed and all

boats went ashore. At about 12:30 the winds had dropped from about 25 to under 20 and it was decided to sail race 4 without spinnakers. Unfortunately, Wisconsin was OCS at the start and did not return. Northwestern's problems continued when the rudder blade on their boat broke off just below the rudder head. They were awarded a breakdown for race 5. Race 6 was started just after 2 pm and saw Miami's jib halyard fail. They were awarded a breakdown for race 6. In Sunday's racing Michigan was unable to keep pace with Minnesota and slipped to 4th in the final standings behind Miami and Ohio State.

A special thanks to Al Minsterman and the rest of the Detroit Yacht Club volunteers who made the 30th time that the Detroit Yacht Club has hosted this event a success.

Results

1) Minnesota, Mark Dunsworth 06, Dave Elsmo 08, Nick Hovland 10; 2) Miami, Matt Rush 07, Doug Baker 08, Jocelyn Pollak 07; 3) Ohio State, Connor Hawkins 08, Joe Groszek 08, Joe Miner 07; 4) Michigan, Chris Granger 07, Scott Pfeffer 09, David Altshuler 09; 5) Notre Dame, John Dailey 08, Tim Roy 08, Caroline Nally 08; 6) Ohio Univ., Jordan Gourash 09, Eric Milliman 08, Christine Rice 09, Caroline Sundman 08; 7) Wisconsin, Matt Schmidt 07, Dan Barker 07, Matt Kirley; 8) Northwestern, Liz Hines 08, Tod Reynolds 09, Dagmar Van Ergen 07; 9) W. Michigan, Geoffrey Lindenberg 08, Sara Burton 07, Lindsey Gates 10, Sara Burton 07, Kyle Wilhelm 10; 10) Marquette.

ShackleDog™ – “Opener”

New for 2006 the fun and functional Shackledog has learnt some new tricks.

Having proven the Shackledog concept selling thousands in US and Europe, the shackledog is here to stay so it is time to have more fun and improve his functionality. Opening bottles is an “extremely” Common request from sailors! Then with a little more design and ingenuity the head was modified to be an easy to use deck plate opener.

However the Shackledog is still first and foremost a fun and friendly way to open shackles. The slots fit most shackles on dinghies to yachts. 4’ – 40’ ...and captures the pin head to allow easy rotation.

Sailing clubs and companies are using them as rewards and promotion tools. They have got to be one of the most durable and useful ‘business cards’ you could receive. The new features are making the product even more attractive.

Shackle Key - Deck Key – ‘Church’ Key – fun-key! Go to www.shackledog.com. Find out how to own one of these cute gadgets.

Contact: Michael Potts at michael@shackledog.com or call 203 312 0071.



Custom Fitted Pocket Pods™ From Covercraft

Pocket Pods™ turn unused space into useable storage space in minutes. Pocket Pods™ are available in several styles and patterns. The formed pockets use trunk carpet-like material and are secured with a closure latch. They provide additional storage for lightweight items like maps, manuals, wax or detailing items, emergency tools, warning/safety items or whatever!

Pocket Pods™ are available in standard Charcoal with the universal seatback style in Charcoal or Black. Easy installation requires no drilling, and the installation hardware kit includes automotive-grade fasteners and/or 3M™ VBH™ adhesive tape, depending on your application. Depending on the design, the back panel is rigid HDPE or vacuum formed ABS plastic and mount inside the trunk lid. A universal-size Pocket Pod™ is also available that mounts on the backside of any bucket seat with headrest (built-in or adjustable).

Check out Pocket Pods™ at www.covercraft.com, or contact them at Covercraft Industries, 800-426-8377, In OK 405-238-9651.

Ducky Detailer Makes Finishes Gleam

For boaters who want to show off their craft's appearance, having the finish shine under the sun is a reflection of their great pride in the vessel. Ducky Detailer from Ducky Products creates a wet look finish and protects it, too.

Not all finishes were created equal, and owners know how the sun can fade colors and make paint look dull. The Ducky Detailer conditions and protects surfaces from harmful UV rays at the same time. UV brighteners can bring out the depth of nearly any hull color and enhance it as well. The wet look finish is slick to the touch.

Biodegradable and non-toxic, the Ducky Detailer won't harm the environment. It also won't damage other materials if accidentally spilled or the wind misdirects spray during use.

Ducky Detailer from Ducky Products is available in a 28-ounce spray bottle for \$11.75 at www.duckyproducts.com.

Contact Ducky Products, Phone: 626-797-7226; duckyprod@earthlink.net; www.duckyproducts.com.



New Companionway Doors

It's taken 100+ years for sailboats to approach the comfort level power boaters take for granted. Zarcor Inc., located in Dallas Texas, hopes to be a major contributor to this improvement by replacing those pesky hatch boards with HI-Tech doors called Companionway Clozures™. The new Clozures™ offer all the features and amenities sailors have been asking for. Some of them are: The doors are removable. You can insert your choice of screen, privacy or viewing panels. They will never need varnishing. They are available with built in Key or Combination lock. Original boards can always be inserted when sailing off-shore. Easy installation using instructional CD.

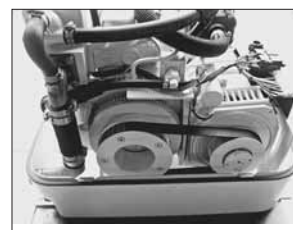


Zarcor is a major innovator to the marine industry. Some of their other recognized products are SternPerch® seats, and Peek a Boo™ Privacy shutters.

More information is available at www.zarcor.com.

Innovative Belt Keeps GEN-SET Whisper Quiet

Nothing is more annoying on board than having to shout over a noisy generator. With a new serpentine belt drive system, the ultra-compact 8 kW diesel gen-set from Next Generation Power ensures lower sound and vibration levels. Easier to change, the stretchable serpentine belt requires no tensioning bracket.



Operating at mid-speed, peak torque, the powerful UCM3-8.0 gen-set runs at a comfortable 2,800 rpm. Creating a greater energy output, an efficient 3-cylinder vortex combustion system reduces fuel consumption and provides cleaner burning exhaust.

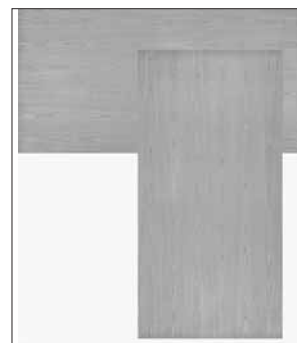
For decreased noise and vibration, it features an air cleaner/intake silencer and resilient four-point isolation mounts. One-side maintenance offers easy access to all the service points.

Simple to install, it weighs only 310 lbs. To fit in tight places, the ultra-compact generator measures just 23" L x 18.5" W x 20" H. The suggested retail price of the quiet Next Generation Power UCM3-8.0 generator is \$7,175. An optional insulated fiberglass enclosure provides further soundproofing and isolation mounts.

Contact Next Generation Power; 888-463-9879; ngpowersales@bellsouth.net; www.nextgenerationpower.com.

New Product From Imagicor Provides A Lavish Cherry Look

In any vessel, cherry wood conveys a lavish image, but it can be difficult to maintain and install. The new Crown Cherry, from Imagicor by Designed Images, Inc., offers the full look of cherry wood without the worries of damage, scratches, fading and warping.



Different kinds of wood have their traditional uses on board. Teak typically lines decks while walls are usually paneled with walnut, and cherry provides the cabinetry throughout a vessel. Crown Cherry from Imagicor has the tone of real cherry with a crystalline lacquered affect that was, until now, only available in the finest of hand rubbed, real wood. It's the rich tone of cherry without the same high maintenance.

The durable panels are a color backed high molecular weight clear plastic. Applied to the back, the color coating is viewed through the clear plastic front and has a reflective gloss finish. This state-of-the-art process provides a shine that even a hand lacquered finish can't beat.

Imagicor panels are easy to maintain and can be cleaned by a quick wipe with a damp cloth. Should nicks and scratches occur, Imagicor is easily buffed out with polishes found in marine supply stores. Unlike wood, the panels will not fade or discolor in direct sunlight and will not warp or discolor from exposure to moisture.

Imagicor panels are available in various thicknesses of acrylic or polycarbonate and in 68 standard designs. Custom color matching is also available.

Contact Designed Images, Inc., 440-708-2526; thoe@designedimages.net; www.designedimages.net.

Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
9	Walker Bay RID 275, Sail Kit	06	\$2,499	FS	15	Vanguard Vector, *REDUCED*	01	\$3,500	BH
10	Hunter Excite	04	\$1,995	BH	15	West Wight Potter, 2 Sails, Trlr, More	84	\$3,500	HY
10	Hunter Liberty, Sail Kit, New	04	\$2,299	FS	16	AM Fiberglass, Trlr, Main, Jib	73	\$1,000	FS
10	Hunter Xcite, New	04	\$2,700	FS	16	Capri 16.5, Trlr	05	\$8,807	BH
10	WindRider Trimaran, S-O-T, Car Top Tri	03	\$1,495	HW	16	Catalina 16.5, New	06	\$7,900	CN
10	WindRider, Yellow	02	\$1,295	GS	16	Catalina Capri 16.5, Trlr	96	\$4,995	BH
11	Hunter Xcite Turbo	06	\$2,699	AS	16	Custom Wooden Sail/Rowboat, Trlr	82	\$5,900	WB
12	Catalina 12.5 Expo, *FREE Freight & Prep*	06	\$4,198	BH	16	Escape PlayCat	03	\$3,000	AS
12	Catalina Expo 12.5, Freestanding CF Mast	05	\$2,995	GS	16	Glastron 159, Main, Trlr	74	\$1,200	WB
12	Escape Captiva, Polyethylene Hull, Furl Main	00	\$1,700	WB	16	Hobie	77	\$800	FS
12	Hobie Bravo	07	\$3,095	AS	16	Hobie Cat, Main, Jib, Trlr	UK	\$1,799	MR
13	Barnett Butterfly, Main	77	\$1,900	WB	16	Hobie Cat, Mast, Sails, Trlr	UK	\$1,000	MR
13	Barnett Butterfly, New Main, New Mast	78	\$1,900	WB	16	Hobie Getaway	07	\$6,399	AS
13	Chrysler Pirateer, Main, Trlr	77	\$2,800	WB	16	Hobie Getaway, Trlr, *FREE Freight & Prep*	06	\$6,195	BH
13	Escape Rumba, Daysailer, RF Mast	01	\$1,500	WB	16	Hobie, Trlr	79	\$1,400	FS
13	Hobie Wave	07	\$4,495	AS	16	Island Packet Big Fish	06	\$3,995	SW
13	Swiftly, Wooden Boat, Sails, Trlr	00	\$4,500	WB	16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB
13	Zuma, Main	88	\$1,500	WB	16	Johnson X Boat, Wooden Hull, Main, Jib, Trlr	42	\$1,800	WB
14	Am Fiberglass Corp "T" for Two	77	\$900	FS	16	Laser, 3 Sails, Trlr, Boat Cover, Anchor	92	\$4,400	HY
14	American Daysailer, Main, Jib, Trlr	89	\$1,900	WB	16	M-16, 2 Sets Main & Jibs, Trlr, Race Ready	89	\$3,000	HY
14	Aqua Finn by AMF (Sunfish)	81	\$1,400	FS	16	M16, Trlr	UK	\$600	FS
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	16	Melges X with Trailer- Mint	99	\$6,500	CN
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$4,000	WB	16	Paceship, Trlr	72	\$1,200	FS
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$3,500	WB	16	Precision 16.5, 2 Sails, 2hp Yamaha, Trlr	97	\$5,975	HY
14	Catalina Capri 14.2, Main, RF Jib, Trlr	94	\$2,800	WB	16	Precision 16.5, 2 Sails, Galvanized Trlr, More	07	\$8,900	HY
14	Catalina Capri 14.2, Main, Jib, Trlr	87	\$2,995	WB	16	Precision 165, Trlr, *FREE Freight & Prep*	05	\$11,559	BH
14	Hunter 146, Trlr, Furler	05	\$5,999	FS	16	Precision, Main, Jib, RF, Trlr, Hiking Straps	95	\$4,300	HY
14	Hunter 146, Trlr, Furler, Slightly Used	04	\$5,499	FS	16	Rave Hydrofoil, All Options, Trlr	03	\$10,000	AS
14	O'Day Javilin BSU	UK	\$600	FS	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
14	Phantom/Sunfish, Sail	UK	\$1,299	MR	16	Rave, Dealer Boat, Trlr Kit	05	\$13,900	GS
14	Picnic Cat, Loaded PC, Green, Trlr	06	\$11,900	GS	16	Rave, Trlr, Good Condition	00	\$4,000	GS
14	Schock Capri 14, Main, RF Jib, Trlr	04	\$6,850	WB	16	WindRider, New boat, Excellent, w/Options	05	\$4,450	GS
14	Schock Harbor, New, Never Splashed	06	\$7,900	CN	16	WindRider, New, Pump and Spray Diverter	04	\$4,550	AS
14	Skipper, Trlr	77	\$1,000	FS	16	X Boat, 2 Sails, Red	77	\$600	FS
14	Spindrift Rascel, Trlr	83	\$1,000	FS	16	X Boat, Single Sail, Green	UK	\$600	FS
14	Sunfish, Main, Trlr	77	\$2,700	WB	17	Catalina 16.5, Centerboard, Trlr, Honda OB	95	\$4,900	SY
15	Albacore, Main, Jib, Trlr, New Rigging	68	\$1,100	HY	17	Com-Pac Sun Cat, Trlr	06	\$20,197	BH
15	Charger Bendit, Main, 2 Jibs, Trlr	81	\$1,400	WB	17	Com-Pac Sun Cat, Trlr, Motor, IB, Hardware	02	\$16,500	GS
15	Coronado, Plaining Boat w/hiking wire	82	\$599	HW	17	Hobie 17 Sport, Roller Furling Jib	07	\$11,899	AS
15	Legacy, New Boom Tender Model, Trlr	07	\$14,900	GS	17	Hobie Adventure Island	07	\$2,999	AS
					17	Hunter 170, Float, Trlr, Motor Mount	06	\$8,200	FS
					17	Hunter 170, Roller Furling Jib	07	\$8,259	AS
					17	Nomad, Trlr	06	\$14,995	BH
					17	Nomad, Trlr, *REDUCED*	04	\$11,500	BH

LOA	Description	Yr	Price	Bkg
17	Silverline Dolphin, Trlr	77	\$1,500	FS
17	Siren, 2 Sails, Trlr, Furl, Vang, Ladder	75	\$1,950	HY
17	WindRider Trimaran, Advantage New!	07	\$8,200	HW
17	WindRider Trimaran, Trlr, Furling Jib	02	\$5,199	HW
17	WindRider Trimaran, Trlr, Furling Jib	04	\$6,590	HW
17	WindRider Trimaran, Trlr, Furling Jib	05	\$7,350	HW
17	WindRider, Dealer Boat, Bilge Pump	06	\$6,995	GS
17	WindRider, Hmbt Trlr, Furl, Bilge	02	\$5,000	FS
18	American Sail, Trlr, Cover, Seats 6	04	\$6,500	SC
18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB
18	Johnson Weekender, Trlr	86	\$1,995	BH
18	Precision 185, 2 Sails, Trlr, Harken Furling	03	\$8,000	HY
18	S-2 5.5, Trlr	82	\$3,995	BH
18	Victoria, 3 Sails, 3hp Nissan, Trlr, More	84	\$2,900	HY
18	Victoria, 3 Sails, 3hp Yamaha, Trlr, More	80	\$5,000	HY
19	Com-Pac, Bristol Cond, CDI, Honda, Trlr	00	\$15,900	GS
19	Lockly Newport, 8hp Mariner, Trlr	81	\$3,600	BH
19	MacGregor, 40hp Tohatsu 4 Stroke Motor	00	\$8,995	BH
19	O'Day Mariner, Trlr, Motor Mount, More	78	\$2,950	AS
19	Paceship, Cabin, Trlr	72	\$950	FS
19	Starwind, Good Boat, Trlr w/options	83	\$2,950	GS
19	Vanguard, Furl Jib	80	\$700	FS
19	West Wight Potter, Every Option, Upgrades	00	\$10,900	GS
20	Chrysler, Swing Keel, Main, Jib, OB, Trlr	78	\$2,495	WB
20	Com-Pac Horizon Cat, Mint	03	\$31,500	CN
20	Hobie Miracle, 2 Jibs, Harness, Mast Float	00	\$5,500	GM
20	Seaward Fox, 3.5hp Nissan, Trlr	93	\$7,000	BH
20	Seaward Fox, Trlr	97	\$7,500	BH
21	Hunter 216, Frl, Trlr, Demo	04	\$14,500	FS
21	Hunter 216, Furl, Trlr, New	06	\$16,900	FS
21	Hunter 216, RF Jib, Options Available	07	\$17,439	AS
21	Hunter 216, Trlr, *FREE Freight & Prep*	07	\$16,995	BH
21	Hurricane Deck Boat 218RE, 140 OB, trl	03	\$24,995	GM
21	Impulse, Main, Jib, Spin, OB, Trlr	89	\$3,800	WB
21	Precision 21, Trlr, *FREE Freight & Prep*	05	\$24,606	BH
21	Precision, Trlr	89	\$7,995	BH

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LOA	Description	Yr	Price	Bkg
21	Ranger, Martini, 20hp, New	05	\$29,995	CN
21	RangerTug, 20hp, Cockpit Heater, New	05	\$29,995	CN
22	Bayliner Buccaneer 220, 6 Sails, Trlr, More	80	\$3,400	HY
22	Capri Wing Keel	87	\$5,500	SW
22	Catalina Capri, Main, Jib, Trlr	89	\$9,000	WB
22	Catalina Capri, Main, RF Jib, OB, Trlr	95	\$12,000	WB
22	Catalina, 2 sails, 9.9 Johnson, Trlr, More	76	\$2,000	HY
22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY
22	Catalina, Sport, Trlr, *FREE Freight & Prep*	06	\$19,835	BH
22	Catalina, Trlr, 3 HP OB, 5 Sails	80	\$3,600	FS
22	Chris Craft Sea Skiff Classic	67	\$5,800	FS
22	Chrysler, 3 Sails, 15HP Evinrude, Trlr, Whl	79	\$3,000	HY

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BH=Boat House of Madison 608-849-9200	GM=Gunkhole Marine 651-260-6200	HY=Hooper's Yachts 651-436-8795 800-377-8795	NE=NestEgg Marine 715-732-4466	SW=Sailor's World 952-475-3443
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	HH=Hansen's Harbor www.hansensharbor.com	LB=Lakeland Boatworks 269-795-9441	SC=See Classifieds	
			SK=Skipper's Choice 920-438-8889	

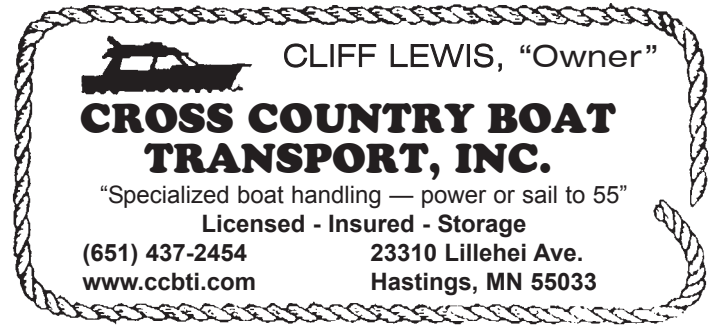
Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
22	Chrysler, 4 Sails, '95 Yamaha 9.9, Trlr, More	79	\$4,500	HY	25	Bayfield, 2 Sails, Yanmar Dsl, Whl, More	77	\$15,000	HY
22	Chrysler, Trlr, Merc 9.9	75	\$3,500	FS	25	C & C, 5 Sails, OB	73	\$5,000	SY
22	Hunter, 2 Sails, 7.5 Merc, Trlr	85	\$4,200	HY	25	C&C	74	\$2,995	NE
22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	HY	25	C&C, 3 Sails, 9.9 Johnson ('92), shr pwr	75	\$6,000	HY
22	O'Day, Swing Keel, Main, Jib, 6hp OB, Trlr	85	\$8,000	WB	25	Catalina, Swing Keel, 3 Sails, 6hp Evinrude	80	\$9,500	HY
22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr	78	\$4,500	HY	25	Catalina, Swing Keel, 3 Sails, 9.9hp Honda	80	\$9,750	HY
22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr	84	\$7,900	HY	25	Catalina, Wing Keel, Trlr, *FREE Freight & Prep*	06	\$35,344	BH
22	Tanzer, Main, RF Jib, 6hp OB, Trlr, Galley	74	\$5,500	WB	25	Columbia 7.6M	79	\$15,500	NE
23	AMF Paceship, Trlr	77	\$4,995	SY	25	Ericson, 3 Sails, 8hp Merc, Trlr, Galley	76	\$5,900	HY
23	Aquarius, 3 Sails, 9.9 Johnson, Trlr, More	73	\$3,700	HY	25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$8,500	HY
23	ComPac, Trlr, *REDUCED*	84	\$6,995	BH	25	Freedom, Carbon Fiber Mast, Main, Jib, Spin	82	\$5,500	SY
23	Hunter 23.5 WB, Main, Jib, OB, Trlr	96	\$7,000	WB	25	Hunter, 2 Sails, 6hp Evinrude, Trlr, Head	77	\$2,900	HY
23	Hunter 235, Trlr, *REDUCED*	95	\$7,495	BH	25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
23	Hunter, *REDUCED*	86	\$4,295	BH	25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY
23	Hunter, 4 Sails, 5hp Nissan, Trlr, Galley, More	90	\$7,800	HY	25	Irwin, 5 Sauks, 15hp Yamaha, Trlr	70	\$7,250	HY
23	Hunter, Nissan 4 Stroke 5hp Motor	90	\$7,500	BH	25	Irwin, Trlr, 8 HP Honda 3 Hd Sails	77	\$7,000	FS
23	Hunter, Trlr, Wing	87	\$6,999	FS	25	Lancer, Trlr, Furl, Standing Headroom	81	\$7,000	FS
23	Hunter, Trlr, Wing, 5hp Nissan	89	\$9,000	FS	25	MacGregor, 3 Sails, Mariner OB, Trlr, More	82	\$4,650	HY
23	Hutchins Com-Pac 23/3, Roller Furling, 8hp	95	\$10,500	SY	25	Merit, 4 Sails, 6hp Merc, Trlr, Comp/KM/VHF	85	\$5,900	HY
23	O'Day Osprey, New Hull Paint, 3 Sails	UK	\$5,000	HY	25	Merit, 8 Sails, 5hp OB, Trlr, 2 Comp, Galley	84	\$8,000	HY
23	O'Day, Trlr, 27-54" Draft	81	\$5,999	FS	25	Mirage, 4 Sails, 7HP Volvo IB, 3 Winches	84	\$7,900	HY
23	Precision, Trlr	04	\$32,477	BH	25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$8,750	HY
23	S-2, Well Maintained	75	\$7,500	CN	25	O'Day, Cradle, New Sails 2000	76	\$3,500	SY
24	American, 2 Sails, 9.9 Evinr, Trlr, More	76	\$5,000	HY	25	O'Day, Fin Keel, 3 Sails, 15hp Evin, Trlr, More	83	\$6,999	HY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS	25	O'Day, Main, 2 Genoas, Needs Work	78	\$2,000	NY
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY	25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$15,500	NY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY	25	US Yachts, 3 Sails, 9.8 HP Merc, Trlr, More	81	\$6,200	HY
24	C&C, 4 Sails, 8 HP Merc, 5 winches, More	76	\$1,000	HY	26	Accent, Full Sail Inv, Dsl, Depth, More	73	\$12,995	NY
24	C&C, 5 Sails, 8hp Johnson, Galley, More	76	\$5,500	HY	26	American, 2 Sails, Trlr, 2 Winches, Galley	75	\$5,000	HY
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY	26	AMF Paceship, Dsl, 8 Sails, Extras	80	Call	SC
24	Hunter 23.5, Bring Offers-ESTATE SALE	94	\$6,500	CN	26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
24	Hunter 240, KEPT ON LIFT	04	\$22,900	CN	26	Capri, Motor, Fiberglass	90	\$18,900	SW
24	J Boat, 11 Sails, 4hp John, Trlr, More	87	\$11,500	HY	26	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	74	\$4,900	HY
24	J Boat, 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY	26	Clipper marine, 3 Sails, 9.9hp Merc, Trlr	76	\$6,000	HY
24	J Boat, 9 Sails, 3hp OB, Trlr, Comp, Head	79	\$8,750	HY	26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$5,900	HY
24	J-24, Actively Raced, World Qualifier	86	\$13,999	HW	26	Commodore, 3 Sails, 9.9 Evin, Trlr, Electr	83	\$9,800	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY	26	Cooper Queenship	87	\$23,000	IY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY	26	Grampian, Lots of New Gear	72	\$6,000	HY
24	O'Day, 9.9 with Electric Start, Trlr, Furl, Wing	89	\$8,000	FS	26	Hunter 26, In Demand!	94	\$15,000	CN
24	Pearson, Trlr, 10hp Honda	UK	\$2,500	NY	26	Hunter 26, New	98	\$25,900	CN
24	S-2 7.3, 2 Sails, 9.9 Chrysler, Crdl, More	81	\$3,000	HY	26	J-80, Class Sails, Triad Trlr	06	\$49,900	HY
24	S2 7.3, 5 sails, Trlr	85	\$9,999	FS	26	MacGregor, 5 Sails, 8hp John, Trlr, More	94	\$11,900	HY
24	San Juan, Trlr, Sails, Race Equipped	78	\$9,999	MR	26	MacGregor, Trlr	94	\$11,850	FS
24	Sidelman, 5hp OB, Trlr	81	\$4,000	SY	26	McGregor, Very Clean	92	\$8,495	CN

LOA	Description	Yr	Price	Bkg
26	Newer, 9hp Motor	78	\$4,000	SY
26	O'Day, Trlr, Sleeps 5, Swing Keel, Sail	86	\$16,999	MR
26	Paceship (PY26) fin keel, 8 Sails, More	80	\$10,000	HY
26	Paceship, Fin Keel, 8 Sails, 7hp Dsl IB	78	\$9,900	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$11,000	HY
26	Pearson, Main, Genoa, Spin, OB, Trlr, More	71	\$14,200	WB
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$7,800	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY
26	Seaward 26RK, New	07	\$36,000	GM
26	Seaward 26RK, New, Loaded, OB, Trlr	07	\$63,000	GM
27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY
27	Bayliner Buccaneer, Draft, 3', OB, Trlr	76	\$6,000	FS
27	C&C MK III, 5 Sails, 13hp Yanmar, Whl	81	\$23,900	HY
27	C&C MK V, 2 Sails, 9.9 Yamaha 4 Strk OB	85	\$12,000	HY
27	Catalina, 11hp IB Dsl, Main, Furl Jib, More	74	\$10,900	HY
27	Catalina, 5 Sails, 15HP Evin, Elect, More	75	\$8,000	HY
27	Com-Pac 27/2, New Listing	86	\$20,000	CN
27	Ericson, 6 Sails, A4 IB, Hood furling, More	73	\$7,750	HY
27	Ericson, 8 Sails, 12hp Chry 180 OB, Trlr	73	\$5,900	HY
27	Hunter	84	\$13,000	NE
27	Hunter 27, Wow Condition	76	\$11,995	CN
27	Hunter, 3 Sails, 8HP Yanmar IB, KL/HH VH	77	\$5,700	HY
27	Hunter, Dsl, RF, Shore Power, Cradle, VHF	79	\$14,900	HH
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
27	J Boat, Evinrude 4, Trlr, Galley, More	85	\$19,800	HY
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
27	O'Day, 7 Sails, 9.9hp OB	77	\$9,500	SY
27	O'Day, Gas, Fiberglass	76	\$11,900	SW
27	Pearson, 4'5" Draft Wing Keel, 12hp Dsl	87	\$24,900	SC
27	S-2 27 Sloop, Fiberglass, Gas Motor	86	\$17,900	SW
27	Starwind, IB Dsl, Trlr	85	\$17,500	NE
27	Tartan II, 1/3 Ownership, Berthed in Duluth	78	7,000	SC
28	Catalina, Dsl, Fiberglass	03	\$69,900	SW
28	Hunter 285, Dsl, electronics, H/C Water, Trlr	95	\$25,900	GM
28	Islander, Main, 150%, Storm, Spin, Elect	76	\$13,995	NY
28	Kings Cruiser Sloop	57	\$10,000	IY
28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY



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LOA	Description	Yr	Price	Bkg
28	O'Day	84	\$16,500	NE
28	O'Day, H/C Water, Dsl, Upgrades, VHF	84	\$18,900	SC
28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY
28	Ranger, 5 sails, atomic 4 gas IB, Lifelines, More	76	\$12,000	HY
28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$19,500	SW
28	Spirit, IB Dsl	82	\$12,500	SY
29	Bayfield, Depth, Radar, Autopilot, GPS, VHF	83	\$30,000	SC
29	Bayfield, Large Galley, Taff Rail, Whl, Dsl	84	\$25,900	SC
29	Beneteau First 285, Trlr, RF, Auto Pilot, More	90	\$33,000	SC
29	Columbia	77	\$17,500	NE
29	Columbia 8.7, 5 Sails, IB, Cruise Equipped	77	\$15,000	HY
29	Columbia 8.7, Auto, GPS Radar	82	\$21,995	NY
29	Hunter 29.5, Must See	95	\$42,000	CN
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
29	Paceship, 2 Sails, A4 IB, Furler, Comp/VH	70	\$7,000	HY
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
30	Baba, Dsl, Autopilot, GPS, Radar, More	80	\$71,995	NY
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$105,500	HY
30	Cape Dory Cutter, Dsl, RF, GPS, More	83	\$38,500	SC
30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
30	Catalina, Dsl, Fiberglass	89	\$42,900	SW
30	Catalina, Main, Furling Genoa, Dsl, More	80	\$23,500	NY
30	Du Four	UK	Call	NY
30	Freedom, 2 Sails, Yanmar, Whl, More	86	\$38,000	HY
30	Lancer, Dsl, Tiller Pilot, Chart Plotter, More	78	\$19,900	NY
30	Newport 30 MKII	74	\$10,900	NE

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				SK=Skipper's Choice 920-438-8889	

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
30	Pearson	76	\$14,500	NE	34	Hunter 340, New Arrival	97	\$73,900	CN
30	Pearson Coaster, A Real Value	69	\$12,995	NY	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
30	S-2 9.2 C, 3 Sails, Yanmar, Furl, Whl, More	84	\$31,900	HY	34	J 105, Hood Vectran Sails, Yanmar, Electr	02	\$129,000	HY
30	S-2 9.2, Dsl, Fiberglass	83	\$32,900	SW	34	Pacific Seacraft Crealock, Dsl, Fiberglass	87	\$98,500	SW
30	S-2 9.2A, 5 Sails, Yanmar, Furl, Whl, More	78	\$22,250	HY	34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$125,000	HY
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$31,500	HY	34	Silverton Convertible	89	\$57,500	IY
30	San Juan, 7 Sails, Volvo IB, Project boat	75	\$5,000	HY	35	Beneteau 351, Furl Main & Gen, Radar	96	\$89,900	NY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl	81	\$29,000	HY	35	Freedom, 3 Sails, 27hp Yanmar, Whl, More	94	\$109,000	HY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
31	Beneteau First 310, Performance Cruiser	91	\$39,000	SC	35	Pearson Alberg, 4 Sails, A4, Edson, More	66	\$15,000	HY
31	Beneteau Oceanis 311, Yanmar Dsl, More	00	\$53,200	HY	35	S-2 35C, Dsl, Fiberglass	87	\$66,900	SW
31	Cal 31, NEW LISTING	80	\$25,900	CN	35	Tartan 3500, Dodger, Bimini, Dinghy, Motor	00	\$162,000	SC
31	Pearson MKII, Dsl, GPS, Dinghy, Loaded	88	\$45,000	SC	36	Beneteau 361, Commissioned in '02	01	\$99,900	SC
31	Pearson, New Listing	89	\$31,900	CN	36	Beneteau 361, Like New	01	\$119,900	CN
31	Seafarer Yawl, 3 Sails, Perkins Dsl, More	74	\$15,600	HY	36	C&C 110	03	\$159,999	NE
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$31,500	HY	36	Catalina, Cruise Ready, Dsl, Extras	88	\$65,000	SC
32	Catalina 320	00	\$89,995	NE	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
32	Catalina 320, Reduced	00	\$87,000	NE	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
32	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	77	\$8,500	NE	36	Tashing Tashiba	86	\$135,000	IY
32	Endeavor, 2 Sails, 27hp Wstrbk Dsl, Whl	76	\$19,500	HY	37	Beneteau 373, Demo Boat, Mint	05	\$149,900	CN
32	Ericson	74	\$22,500	NE	37	Hunter 376, Big Boat, Small Price	98	\$104,900	CN
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl	98	\$145,000	HY	37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$99,500	NY
32	Larson Cabrio 330	02	\$90,000	IY	37	Island Packet, Dsl, Fiberglass	95	\$179,000	SW
32	Paceship Chance 32/28, Reduced	73	\$12,999	NE	37	Pacific Seacraft, Dsl, Fiberglass	95	\$169,900	SW
32	Seaward 32RK, New, Dsl, Std Equipment	07	\$124,000	GM	37	Tartan, New Main & Genoa, Loaded	79	\$57,500	HY
32	Seaward 32RK, New, Dsl, Trlr, Loaded	06	\$142,000	GM	38	Hunter 380 *RADAR, DINGHY* "MINT"	01	\$131,000	CN
32	Seaward 32RK, New, Dsl, Trlr, Loaded	07	\$155,000	GM	39	Beneteau 393, 3 Cabins, Loaded	05	\$179,995	NY
33	Hunter	82	\$28,000	NE	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$325,000	NY
33	Off Shore Ketch *CAT RIGGED* NO STAYS!	86	\$33,900	CN	41	Hunter 410, New Listing, Wow! Priced	98	\$121,000	NY
33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY	41	Princess 412 - 2	85	\$119,000	IY
33	Ranger, Main, Furl Genoa, Whl, Crdl	76	\$19,900	NY	42	Vagabond, Main, Furl SS & Genoa, More	83	\$175,000	NY
33	Storebro Royal	84	\$55,500	NE	43	Siren Song, 90hp Dsl, Teak Decks, 19 Sails	UK	\$39,500	NY
33	Tartan, Up Grade Sails, Dsl, Elect	82	Call	NY	44	Tartan 4400- AS NEW- Save \$60k	06	\$505,000	CN
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY	45	Fabola Diva 451	97	\$190,000	IY
34	Catalina, Dsl, Furl Gen, Main, Elect	97	\$84,995	NY	45	Morgan, Nelson/Marek Performance	83	\$99,900	CN
34	CS Yachts	90	\$68,999	NE	46	Frers, Elect, Trlr, Speedster that Cruises	79	\$49,995	NY

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AS=Aquarius Sail 262-691-3794	FS=Fleet Sails 218-547-1188	HW=High Water Marks 612-730-9812	MR=Mesabi Recreation 218-749-6719	SY=Shorewood Yachts 952-474-0600
BH=Boat House of Madison 608-849-9200	GM=Gunkhole Marine 651-260-6200	HY=Hooper's Yachts 651-436-8795 800-377-8795	NE=NestEgg Marine 715-732-4466	SW=Sailor's World 952-475-3443
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			SK=Skipper's Choice 920-438-8889	

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
46	Tayana-Offshore Passage, Dsl, Fiberglass	02	\$459,900	SW		Music: Lee Murdock Songs		\$15	SC
50	Luders Yawl, Amazing, Sleeps 6, Exc Cond	47	\$140,000	IY		Outboard: Honda Outboard BF2, Short Shaft, Used05		\$626	HW
						Outboard: Honda Outboard BF2, Long Shaft, Used04		\$726	HW
						Wanted: Used Johnson/Evinrude, 6hp long/short shaft		Call	SC
					10	Livingston Dinghy, Bi-Hull Fiberglass, OB	83	\$500	HY
					20	Shorland'r R20L Trailer, 17' Boats	02	\$699	NE
					21	Hurricane Deck Boat 218RE, 140 OB, trl	03	\$24,995	GM
					34	Silverton Convertible	89	\$57,500	IY

Miscellaneous

Charter the Apostle Islands with a diverse fleet	Call	SC
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Instruction: Northern Breezes Sailing School (ASA)	Call	SC
Music: Carl Behrend	\$18	SC

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16' Rave Hydrofoil, 2002

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



18' American Sail, 2004

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26' AMF Paceship, 1980

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27' Pearson, 1987

Excellent Condition, 3'4" Draft Wing Keel, 12hp Dsl (low hours), Roomy V Berth, Sleeps 4. At Shores of Leech Lake Marina. \$24,900. garyg@remaxrealty1.com or 701-446-0288.

27' Tartan II, 1978

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29' Bayfield, 1983

New 2005 depth, wind, speed, repeater, smart battery charger, deck & anchor light, & all wiring. Radar, autopilot, VHF, GPS. Bayfield, WI. \$30,000. Contact: Jim cell: 612-850-0068 jim@rohnind.com

29' Bayfield, 1984

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29' Beneteau First 285, 1990

Excellent cond. '96 trailer, auto pilot, VHF w/ RAM mic, flat screen w/ DVD, roller furling head sail, rigid vang, AC power inverter, CD player, 4 batteries, stat charger, new head sail and bimini (2005), new power panel. Must see! Lying: Lake City, MN. \$33,000 612-968-2183 Dave

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30' Cape Dory Cutter, 1983

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31' Beneteau First 310, 1991

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31' Pearson MkII, 1988

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35' Tartan 3500, 2000

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36' Beneteau 361, 2001

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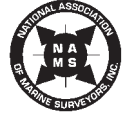
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Showcase

"Gale Force"

Ta Shing Tashiba Cutter

Ta Shing was founded in 1977 with a simple mission: to be the best yacht builder in the world, and *Gale Force* certainly upholds this company goal. The Ta Shing Tashiba is large enough for a family, yet remains easily handled by the lone sailor.

Designed by Robert Perry, she offers accommodations and displacement to cross oceans, yet remains easy to daysail with little effort and great pleasure. Her interior is designed with common sense, yet handcrafted with uncommon elegance. A refined underbody delivers exceptional performance while remaining easily controlled in a seaway.

Accommodations: Forward is the V-Berth which is very spacious with drawers and storage. The salon is "L" shaped settee with a large teak dining table that can be lowered for extra sleeping area for the occasional guest. There is a long settee on the

port side as well that can be a single berth. The starboard side quarter berth is also at the nav station. The galley is to port.

Galley: This is a U-shaped sea going galley with excellent refrigeration, a 3-burner Force 10 LPG stove with oven and broiler, top-loading Frig/Freezer by Adler Barbour, double stainless sinks pressurized faucet with auxiliary foot pump.

Electronics & Navigation: Autohelm ST6000, Autohelm wind indicator, Standard Horizon depth / speed, Raytheon RX10 Radar, Loran:

West Vecor II, Cybertex CTX1200 VHF.

Loaded and Ready! Gale Force is a very well found boat which is loaded with numerous extras from the rig and deck to the keel even including a steel cradle! **\$135,000**

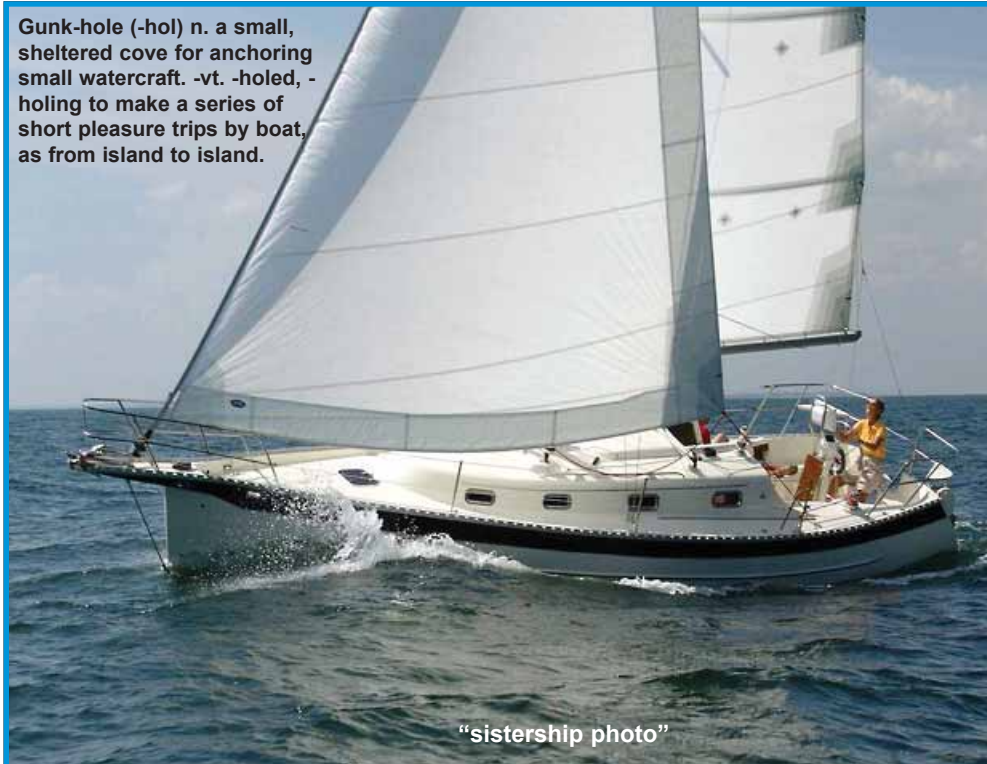
Specs:

LOA: 35'11"	Fuel: 80 Gals.
Beam: 11'10"	Water: 200 Gals.
Draft: 5'6"	Rig: Cutter
Weight: 24,000 lbs	

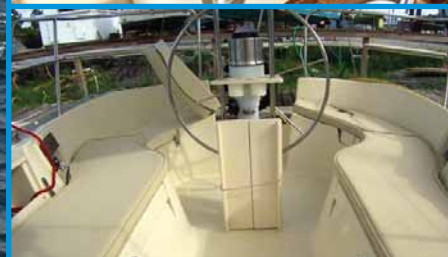


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Gunk-hole (-hol) n. a small, sheltered cove for anchoring small watercraft. -vt. -holed, -holing to make a series of short pleasure trips by boat, as from island to island.



"sistership photo"



Showcase

Seaward 32RK

This new 2006 Seaward 32RK is a great yacht to go anywhere! Sail the Great Lakes with the stability of 6'6" draft and 2500 pounds in the bulb. Use the electric retractable keel to reduce draft and sail up any river to any marina, or reduce your draft to the minimum of 20" and anchor in the most protected waters a 32 footer can reach. Find new sailing areas by easily trailering this model, raise and lower the the mast by yourself with the mast raising system, and take her with you. anywhere. Because this model can go so many places, we've loaded her up with all the comforts for cruising. The Seaward is so easy to get around, and so easy to trailer, you'll spend more time cruising than ever before. Don't forget to take her south for the winter!

Accommodations: This yacht is luxurious for four and cozy for up to seven. Eight stainless steel opening

ports and two cowl vents look great and keep the cabin well ventilated.

Galley: The L shape galley is to starboard and features a refrigerator, microwave, propane two burner stove, pressurized hot and cold water, double sink, and lots of storage.

Construction Layup is hand laid unidirectional fiberglass. The critical laminates of the hull, keel, rudder, and trunk are made of carbon fiber.

Engine: The auxiliary power is a Yanmar 3YM30 diesel engine in the attenuated companionway steps.

Deck Equipment: Double anchor rollers, a stainless plow anchor, hawse pipe, bow pulpit, and windlass are included.

Cockpit: The Seaward cockpit is spacious and comfortable for long cruises with many amenities including stern rail cat bird seats, swim platform, and cushions. On the hardware side,

there are four Anderson self tailing winches, a Harken Mainsheet system, Edson pedestal helm and retractable keel controls.

Rig: Fractional rig with single swept spreaders and full aft split backstay. The mast raising system includes side stays to prevent swaying, blocks for 4:1 purchase, mast crutch with roller, keel arm roller, and gin pole with block. This system makes it easy for one person to raise and lower the mast.

Specs:

LOA 34'7" LWL 30'7"
Beam 10'6" Mast 43' AWL
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This boat is being sold with a brand new EZ Loader deluxe trailer, a new boat, full warranty, and has had a price reduction from its previous price of \$38,995 to **\$29,995**.

Galley:

- pressurized water system
- 12v. refrigeration

Accommodations:

- Banquette seating for 6
- Bench seating for 2
- Reversible helm seat
- Marine Carpet throughout

Mechanical:

- 20hp Yanmar inboard diesel
- Shoal draft keel with sand shoe and oversized rudder

- Shore power and engine charging system

Electronics:

- AM/FM/CD player w/ 4 speakers in cockpit
- Digital depth sounder/fish finder
- Lighted compass

Specs:

- LOA:** 21'
- Beam:** 6'8"
- Draft:** 24"
- Displacement:** 2,300 lbs.
- Fuel capacity:** 12 gal.
- Water capacity:** 15 gal.
- Bridge Clearance:** 7'0"

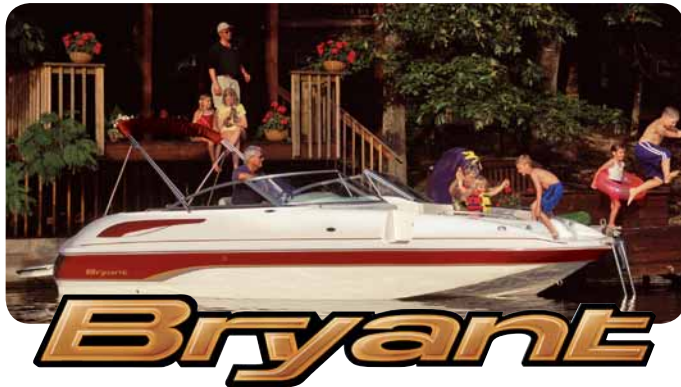
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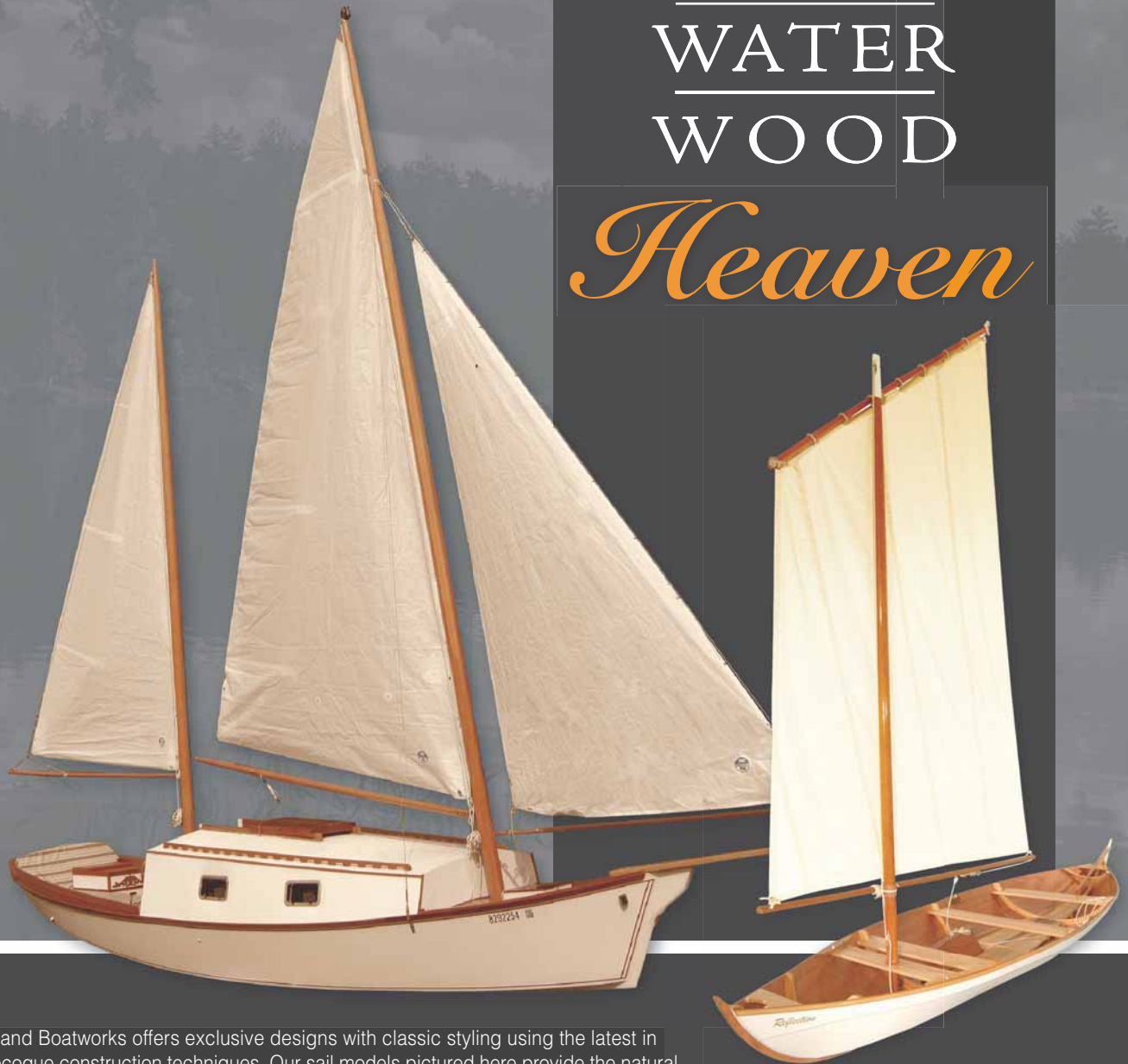
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The Kalow brothers Bryce on the left and Alec on the right discover that sometimes it doesn't matter where the rudder is unless you're sculling! Photo by Cindy Kalow

Nolan Giles, six, from Milwaukee knows what's under the net is really interesting! Nolan visited Bayfield and Madeline Island this past summer. Photo by Steve Giles.



Driftwood

From the beach on Michigan Island, after a visit to the lighthouse.

Photo by Frank Lardy.



Relaxing on the high side!

America Perez, Louise Jankowski, and Sherry Twelmeyer aboard *Shanti* in the Apostle Islands, WI. Photo by Steve Burns.



A Bird's Eye View.

Jeff Pufahl up the mast before his sister's wedding at Bayfield, WI. Photo by Steve Giles.

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

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Rachel Megard Stanberry trimming a sheet while sailing in the British Virgin Islands. Elvis pushed out Buffett in this shot.

Photo by Thom Burns.

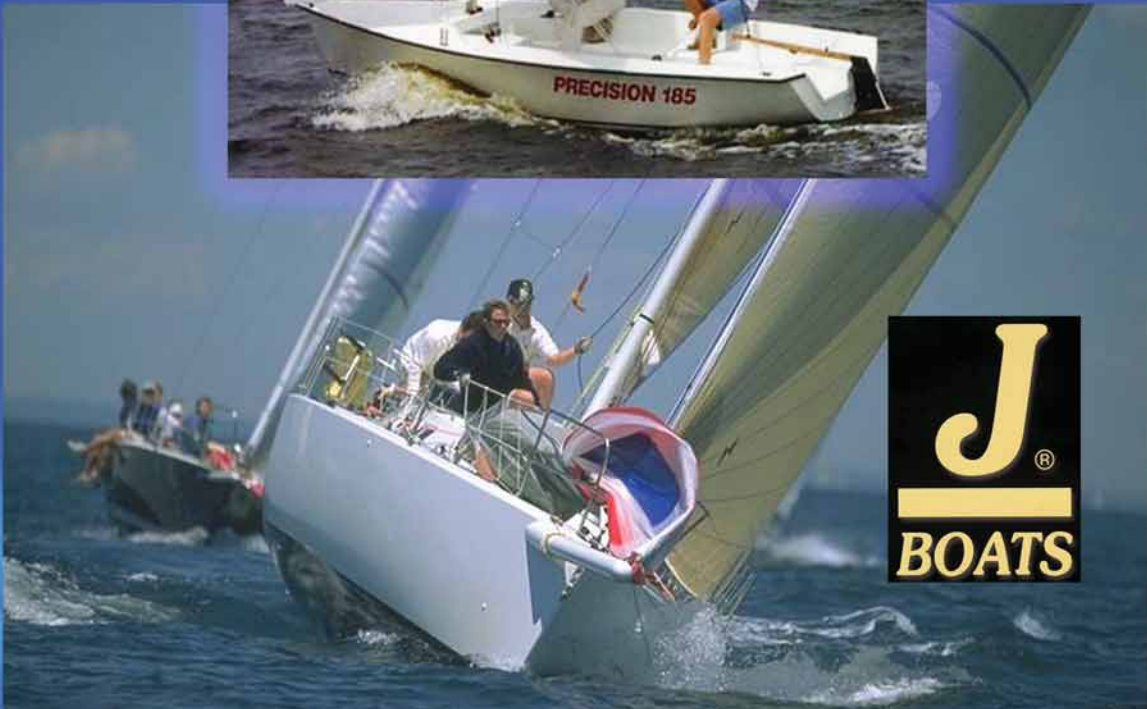
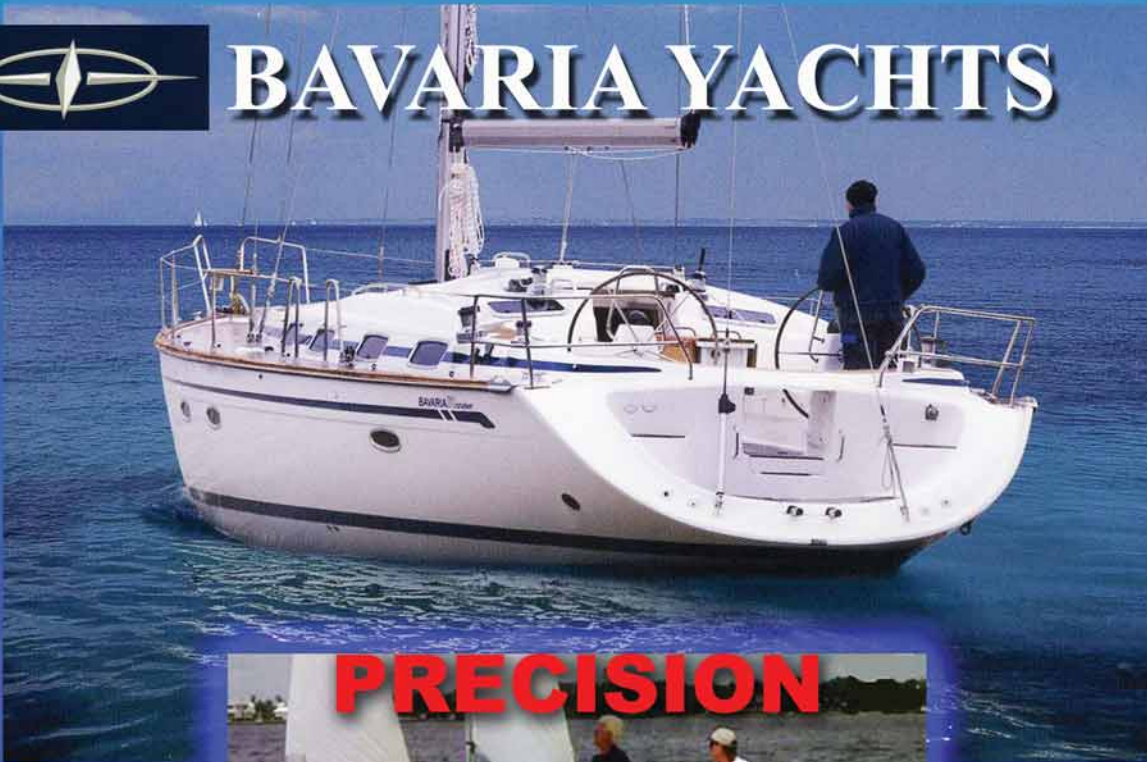
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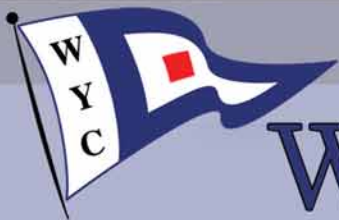
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