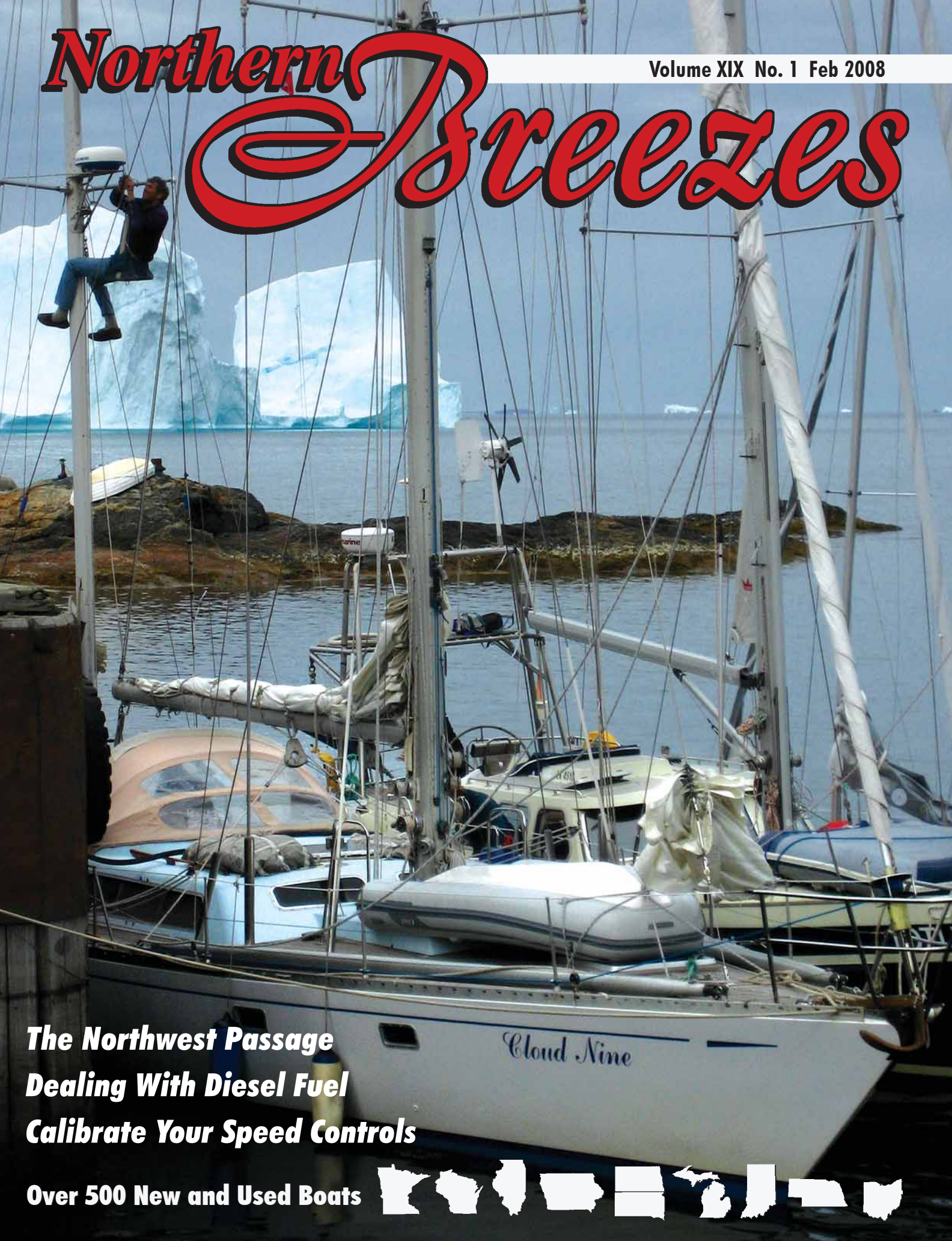


# *Northern Breezes*

Volume XIX No. 1 Feb 2008



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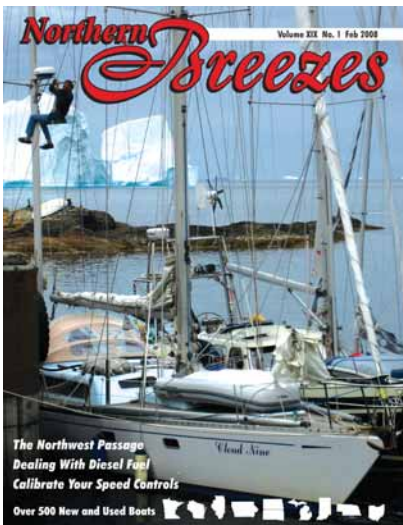
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## The Cover



On the cover: Chris Parkman repairing the radar in Upernavik, Greenland. Next to *Cloud Nine* is *Jotun Artic* which attempted the NW Passage in 2005. They did research in 2007. Photo by David Thoreson.



The Northwest Passage was transited by *Cloud Nine* on her third attempt in 2007. It wasn't easy, many difficulties were overcome. The crew from left: David Thoreson, Doug Finley, Matt Drillio, Roger Swanson, Gaynelle Templin and Chris Parkman. Page 10.



*Cloud Nine* sailing in some rough seas off Greenland. Photo by David Thoreson



The Schroeders on their sailboat, *Checkmate*, a Flying Scot, enjoying the day on Lake Dubay. Page 32.



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## Northern Breezes

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# Northwest Passage Achieved!

by Roger Swanson and Gaynelle Templin



Our attempt to transit the Northwest Passage aboard *Cloud Nine* in 2005 ended when we were turned back by pack ice in Franklin Strait. At that time I felt quite confident in saying “Never again”. This was my second unsuccessful attempt having been stopped by ice near *Resolute* in 1994. Two disappointments were enough. But I remained in email contact with Peter Semotiuk, a radio operator at Cambridge Bay located near the middle of the Northwest Passage. He commented in one of his letters that the passage had opened for a time during the summer of 2006. Early in the year Gaynelle and I wondered if we should try again. We discussed the question and decided to wait until June to review the early ice predictions before making a final decision.

On March 6 Gaynelle and I headed for Trinidad. With friends as crew we planned to sail to the Virgin Islands and have the boat ready to head north if we decided to try for the passage. Our trip

was put on hold when Gaynelle tripped in a restaurant in Trinidad breaking both wrists. When the local doctor informed us that surgery would be required, Gaynelle flew home with a splint on one arm and an elastic bandage on the other not realizing at that time that the second wrist was also broken. After arriving back in Minnesota, Gaynelle spent four hours in surgery at Mayo Clinic repairing her right wrist.

While Gaynelle was recovering at home, I sailed *Cloud Nine* to the Virgin Islands so it would be ready to go and then returned to Minnesota to wait. By June the ice predictions were cautiously optimistic, Gaynelle’s wrists were healing, and we decided to go for it. On June 28 *Cloud Nine* sailed north from the Virgin Islands headed for Halifax, Nova Scotia, with a three day R & R (repair and reconstruction) stop at Bermuda. Gaynelle was not part of our crew on this passage because her wrists needed more healing time.

We arrived at Halifax and proceeded to the Royal Nova Scotia Yacht Squadron marina arriving at 0600 on July 12 at Halifax. The RNSYS is the oldest yacht club in North America being founded in 1837. The 48 hours preceding our arrival found us sailing through pea soup fog the entire time. What made it especially challenging was that our landfall coincided with the arrival of 135 other sailing boats completing the Marblehead, Massachusetts to Halifax race, all of us in fog. It was noon before we cleared customs, found a mooring, and had a chance to settle down.

Gaynelle and the rest of our Arctic crew were waiting for us at Halifax. We were a crew of six. In addition to Gaynelle and I we had Doug Finley and Chris Parkman from San Francisco aboard, both of whom had been with us on our 2005 attempt. Also aboard were David Thoreson from Okoboji, Iowa and Matt Drillio from Halifax. David



had been with us on our 1994 attempt and also on a passage to Antarctica in 1992. Matt joined us as a replacement for a last minute cancellation. Gaynelle had been busy prior to our arrival and her hotel room was filled with enough provisions to feed six people for 90 days in the Arctic.

After moving everything aboard and making a few last minute alterations, *Cloud Nine* and crew left Halifax on Gaynelle's birthday, July 19. Our route took us northeast along the south coast of Nova Scotia, and passed through Bras D'or Lake on Cape Breton Island traveling in fog much of the time. Bras D'or Lake is about 50 miles long and is unusual having a lock at the southwest end and open to the sea to the northeast. Good weather favored us as we departed the lake and headed north in the Gulf of St. Lawrence. Much to our surprise, we found ice in the Strait of Belle Isle between Newfoundland and Labrador. As we approached Cape Baud on the northeast tip of Newfoundland, gale force winds overtook us resulting in a hard night as we worked our way into St. Anthony, our final stop before heading to Greenland.

After topping off fuel, water, and picking up a few fresh provisions we were ready to go again. Having waited as long as possible to get the ice outlook before committing ourselves to the passage, we now needed to keep mov-

ing. Leaving St. Anthony the morning of July 26, we saw several icebergs and soon ran into fog again. The large icebergs usually show up on radar, but the smaller ones and bergy bits do not, requiring a careful watch in the fog. Starting on an easterly heading before bending north we hoped to get through the greater concentration of icebergs floating south along the coastline carried by the Labrador current. Although the bergs thinned out the second day, the wind increased dramatically and we soon found ourselves running before another gale. Our only sail was a small jib, but we were moving fast and making good progress. For several hours we experienced exceptionally heavy rain, but eventually the gale blew itself out and conditions improved.

A day later we were motorsailing due north in clear calm conditions. One crew member saw a green flash as the sun went down and we continued under a full moon in the semi dark Arctic night. Later, a brilliant display of northern lights made the evening unforgettable. It is nights like this that cause us to forget the unpleasant weather and continue sailing year after year.

Much of our passage to Greenland was in fog, often heavy, but the light northerly wind was not unpleasant. As we progressed north, we started to experience difficulty with our e-mail. Our mail comes in via high frequency radio making it subject to high latitude

propagation problems. This was no surprise because 2007 was expected to be a bad year for sun spot activity. For this reason we carried a satellite telephone giving us backup communication when needed.

On August 1st our headwinds increased to 25 to 35 knots making for heavy going, but we had not seen any ice since clearing the Labrador coast. As we approached Greenland one incident really got our attention. Gaynelle finished dinner and went up on deck to relieve the watch so they could come down and eat. She checked the radar



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Icebergs off Greenland, it is great to be out of the fog.  
Photo by Roger Swanson



**Colorful Sisimiut, Greenland**

**Photo by David Thoreson**

before going up and found it clear, but only moments later, a large iceberg suddenly loomed out of the fog directly ahead of *Cloud Nine*. Gaynelle immediately took control from the auto pilot and narrowly missed the berg. Moments later it disappeared back into the fog again and careful examination of the radar revealed no sign of it. This was a dramatic warning that even large icebergs are not always visible on radar.

The next day *Cloud Nine* crossed

the Arctic Circle at 66 degrees, 33 minutes north latitude formally entering the realm of the Arctic and the beginning of the Northwest Passage. The heavy weather with fog continued and we were taking a lot of water over the bow. It was cold, in the 30s at night, and everyone was getting tired from fighting the constant headwinds and the strain of the continuous ice watch. Although planning to make our first Greenland stop at Aasiaat, we decided



Doug Finley on left and Chris Parkman assist David Thoreson who went diving 70.5 degrees north to free the prop. Fortunately, it was good weather. Photo by Gaynelle Templin.

to divert to Sisimiut until the weather subsided. Perched on rocky hillsides just north of the Arctic Circle, Sisimiut is Greenland's second largest community with a population of about 5500. While waiting for better weather, we had two days to explore the town. Finally the north wind eased at which time we were underway again. Encouraging ice reports influenced us to skip Aasiaat and continue on to Upernivik, about 350 miles to the north. For most of this passage our weather was clear and relatively calm. This was an unparalleled luxury after the nearly constant fog and often heavy weather that had accompanied us since leaving Halifax.

One afternoon at seventy and one half degrees north latitude and several miles from the Greenland coast, our engine RPM suddenly dropped. It acted like a dirty fuel filter, but that was not our problem. Rope particles in the water suggested a fouled propeller. This was not good news at this latitude, but fortunately it was calm. We dug out our cold weather diving equipment, put the dinghy in the water, and David volunteered to go down. He found and cut away a heavy entanglement of 1/2 inch polypropylene line. It was a relief to be on our way again without a bent shaft or other damage while David warmed up sipping hot drinks.

The weather remained placid, but at times we encountered many icebergs. On one occasion we counted 79 bergs all visible at the same time. Motoring through these magnificent castles of ice is a humbling, but an indescribably exhilarating experience.

On August 6th we moored at Upernavik and radar repair was our primary concern because it had failed during our passage from Sisimiut. Being well past the summer solstice, our 24 hour daylight was gone. With a few hours of darkness each night, we needed our radar. Fortunately a fishing boat in the harbor was able to provide us with an antenna rotation motor that seemed to solve our problem.

Shortly after arriving in Upernavik, another sailing vessel came into the harbor and moored alongside us. Much to our surprise, it was *Jotun Arctic*, the boat with whom we had spent so much






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time while marooned by the ice of Franklin Strait two years ago. Not knowing they were in the area, we could hardly believe this amazing coincidence as they arrived. Her skipper, Knut, explained that he was committed to a research project in Greenland and would not be attempting the Northwest Passage this year.

Ice reports told us there was still a large concentration of pack ice in Baffin Bay between Greenland and Canada, but by going far enough north, we should be able to maneuver around it. With fuel and water tanks full, *Cloud Nine* was underway from Upernavik on August 8th in clear weather picking her way through 20 miles of icebergs and offshore rocks before reaching open water. The bergs thinned out as we headed northwest, but heavy fog soon set in lasting nearly all 400 miles across Baffin Bay. Near the half way point we encountered the northern edge of the ice pack but worked around it reaching 74 degrees, 53 minutes north latitude, the northernmost point of our entire trip.

Finally we were able to bend southwest toward Lancaster Sound, still



**Gaynelle Templin downloading ice charts which were received via satellite phone to the left. In good weather this critical function was performed on deck, in bad weather only the antenna was above deck. Photo by Roger Swanson**

in fog. The routine continued with our watchstanders staring holes in the fog looking for ice. It was frequently necessary to alter course to avoid the occasional berg. Fortunately it was calm most of the time, but temperatures were in the 30s, cold in the Arctic dampness. Upon reaching Lancaster Sound on August 11 we had a party on deck using our fuel drums as cockpit tables to observe our entry into the Canadian

Arctic. Later in the day the fog cleared and we saw several white citadels floating nearby not visible on our radar. We wondered how many we had unknowingly narrowly missed in the fog.

The ice disappeared as we proceeded west in Lancaster Sound. Our radar failed again, but the fault seemed unrelated to our previous antenna problem. It was a glorious clear day as we continued west in calm waters. Since our

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Photo by Matt Drillio

**A well earned celebration after entering Canadian waters after 4 days in fog. L-R: Doug Finley, Roger Swanson, Gaynelle Templin, Chris Parkman & David Thoreson.**

ice reports told us that Franklin Strait was still closed ahead of us, we decided to take a break and anchor in Port Leopold on the northeast corner of Somerset Island. This is a desolate bay and a lone deserted house on the beach was the only sign of previous habitation. Port Leopold is the harbor where James Clark Ross wintered with his two ships, *Enterprise* and *Investigator*, for 11 months during the winter of 1848-49 while searching for evidence of the John Franklin expedition. As we entered the bay we found it teeming with Beluga whales. There must have been well over a hundred Belugas spouting around the bay. It was fascinating listening to them as we turned in for the first good night's sleep in several days.

The whales were still with us in the morning and we spotted three polar bears on the beach. Four of our crew went ashore in the dinghy well away from the polar bears, but carried our shotgun just in case. On our trip two years ago, the Canadian Coast Guard warned us to "Never, never, never go ashore in the Arctic without a firearm". Soon underway, we proceeded west along the north shore of Somerset Island in ice free water. This was an almost unbelievable contrast to our '94 and '05 trip where we were completely blocked by ice in this area for several weeks.

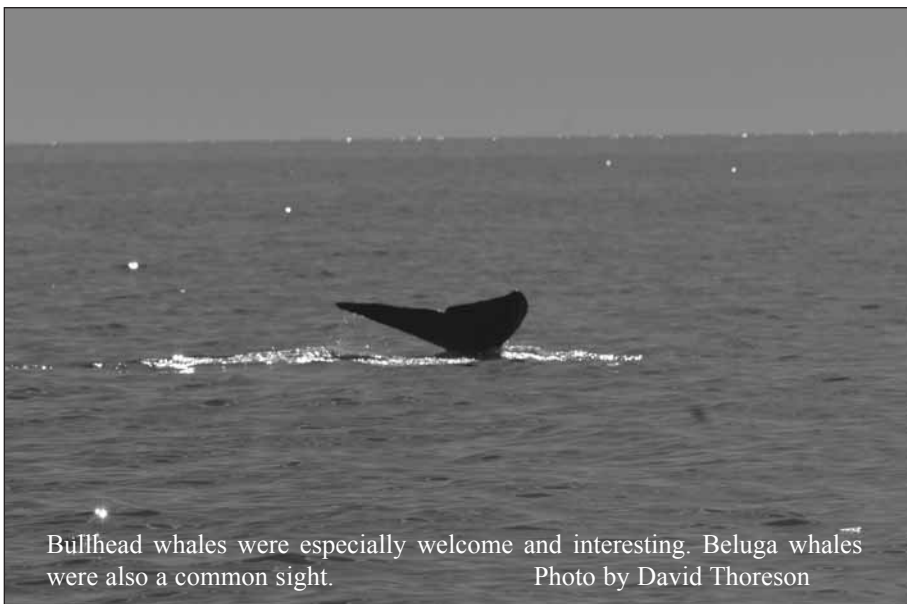
Peel Sound was also ice free as we headed south. We chose a route along the east side of the sound hoping we could see Bellot Strait and Camilla

Cove where we spent so much time in the ice in '05. We were hand steering much of the time. The auto pilot's magnetic compass was not dependable because of our close proximity to the north magnetic pole. Our shipboard compasses were also nearly useless for the same reason. Running blind in the fog with no visual references, we could only determine our course by referring to the GPS.

On August 15th a brisk following wind carried us past Bellot Strait and Camilla Cove, but the fog prevented us from seeing either location. Ahead lay the Tasmania Islands. Until two days ago our downloaded ice charts showed pack ice blocking our passage beyond the islands. Yesterday's report showed a lead just starting to open south of the islands along the east side of Franklin Strait and Larsen Sound. But would it stay open? In '05, just 30 miles north of here, a lead very similar to this one had opened for us. After starting through with *Cloud Nine*, it closed again trapping us for nine days in Camilla Cove.

As we approached the Tasmania Islands, the wind eased and the fog cleared which was a big relief with possible ice ahead. Once in the lee of the Tasmania Islands we slowed and waited until midafternoon for the updated daily ice chart to come in via our satellite telephone. When it became available, it appeared that the lead would still be open. With the wind down and fog free, conditions were ideal for passage. The word was "Go" and we headed south with all possible speed. Much to our relief, we did, in fact, find the lead open. We followed the eastern edge of Franklin Strait along the west shore of the Boothia Peninsula and although we could not see the ice to starboard, we knew it was close by from our ice information. Pack ice can only be seen if it is less than three miles away because it lies low in the water in contrast to the towering icebergs that can be seen for many miles.

The next day in Larson Sound we encountered an 11 mile ribbon of pack ice, but were able to bypass most of it. Our next concern was James Ross Strait which is a shallow shoal and rock strewn area about 20 miles long. Amundsen went aground in this strait



Bullhead whales were especially welcome and interesting. Beluga whales were also a common sight. Photo by David Thoreson

in 1903 and nearly lost his ship, *Gjoa*. Without ice and with the benefit of GPS, we carefully passed through without incident and continued on. Morning found us anchored off the village of Gjoa Haven where Amundsen spent two winters. It was August 17 and this was a major milestone for us. I have been trying to get here for 13 years!

Gjoa Haven is a quiet settlement of about 1200 people, primarily Inuit. The small hotel was closed and there were no restaurants, but two grocery stores were open and seemed to be the center of most social activity. I suspect they don't get many tourists, but everyone was very friendly and made us feel welcome. Although there were a handful of automobiles, four wheelers seemed to be the principal means of local transportation. We met two individuals who claimed to be direct descendants of Amundsen; a grandson and a great granddaughter. We wondered how many cousins they had!

After spending a second day in Gjoa Haven, we were underway at 0340 in the morning of August 19 in light rain headed for Simpson Strait. This is another passage requiring careful navigation with many course changes to avoid shoals. With relatively calm weather and no threat of ice, all went well despite running in fog much of the time. Next came Storis Strait and Requisite Channel also requiring careful piloting, but all went well. In Requisite Channel we met and talked

Photo by David Thoreson



with *Sir Wilfred Laurier*, the Canadian icebreaker we came to know two years ago. *Sir Wilfred* was in the process of setting channel markers in the narrow straits, but we had already come through the difficult areas without them.

In Queen Maud Gulf we had to tack through 20 to 25 knot winds directly on the nose. We were all pretty tired when we eventually reached the village of Cambridge Bay on the southeast corner of Victoria Island. This was another major milestone for us. We were finally able to meet Peter Semotiuk who had been such a help to us, both this year and in '05, relaying ice and weather information via radio and satellite telephone. He had good news for us. The new radar we ordered had arrived in Cambridge Bay and was in the back of his truck.

Peter had dinner with us aboard *Cloud Nine* that evening and we learned he is an electronic technician working at the North American Warning System installation at Cambridge Bay. This is part of the updated and very sophisticated surveillance system that replaced the old Dew Line that was built in the late 50's to guard our northern frontier during the Cold War. It was interesting to learn that the Russian Bear is by no means dead and there is periodic international sparring that is seldom mentioned in our news.

Cambridge Bay was a little larger than Gjoa Haven with a population of about 1500 and seemed more active. It apparently gets a few tourists and occasionally an Arctic icebreaker cruise ship. Stone carving is an important Inuit art form and visitors give the artists a chance to sell their work. In



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**Gjoa Haven with Cloud Nine anchored and the town in background.**  
**Photo by David Thoreson**

contrast to Gjoa, Cambridge Bay has an operating hotel and a small gift shop. A Wall Street Journal reporter was doing an article on Arctic passages and spent several hours with us. His article was printed on September 13 and I was quite surprised to find my picture on the front page of the WSJ. A friend noted that some people pay their lawyers a lot of money to try to keep their pictures OFF the front page of the WSJ.

Our most important priority was installing the new radar and we were relieved to have it working again. Also important were our first showers since leaving Greenland and the availability of laundry facilities, much enjoyed by all! After the usual shipboard maintenance, plus replenishing fuel, water and a few provisions we had *Cloud Nine* ready to go again. It was important for us to hurry. Although the huge ice pack in the Beaufort Sea north of Canada and Alaska had been relatively stationary, several days of strong northerly winds could move it south and block our way ending our hopes of completing the passage.

Just before leaving Cambridge Bay the English sailing vessel, *Luck Dragon*, arrived in the harbor. We met her skipper, Jeffrey, and his crew briefly in Sisimiut and knew they were also attempting the Northwest Passage. Their high frequency radio was not working so they had not been in contact with either Peter or ourselves, but they

had made good progress after leaving Greenland a few days behind us.

Our next leg would take us about 600 miles along the south coast of Victoria Island into the Beaufort Sea to Tuktoyaktuk in the Mackenzie River delta. Much of the time we were in fog. We experienced all kinds of weather, most of it relatively good but were occasionally tacking into strong winds with waves washing over our coach roof bouncing us around a bit. Along the route we saw several old Dew Line surveillance stations. Peter had explained that some of these were obsolete and abandoned, but others are active using sophisticated new technology.

Gaynelle downloaded an ice chart that showed the pack starting to move south in Prince of Wales Strait between Victoria and Banks Islands threatening to cut off our route, reminding us to keep moving as fast as possible which is exactly what we were doing.

One morning when I got up at 0200 for my watch, I was greeted with a cloudless sky. It was dark, but the Arctic darkness is not complete with the pink and red twilight along the northern horizon. The full moon was visible low in the southern sky. Because of all the fog and cloudy weather we had not seen the moon at any time since the last full moon nearly a month ago. Varicolored northern lights flickered overhead. Then a shadow started to appear on the upper left

portion of the moon. To our surprise, it was the beginning of a total lunar eclipse that started about 0230 and did not clear until well after daybreak. I called the rest of the crew and we were awed by the beauty of this nocturnal display.

Shortly before entering Tuktoyaktuk on August 29 in the Mackenzie River delta we saw several whales that we later learned were probably Bowheads. Tuk was primarily a fuel stop with an entrance channel over four miles long and only 12 feet deep. It is the major supply port for the Mackenzie River and western Arctic area. With the shallow water, supplies are generally transported by barge. It was a little smaller, but otherwise similar to the other Arctic settlements we had seen.

The next morning we set our clocks back two hours to Alaska time and were underway toward Point Barrow, now about 500 miles away. On August 31 we entered Alaskan waters and discovered that Alaskan waters looked much like Canadian and Greenlandic waters. FOG! Over our VHF radio we could hear an Inuit hunting party asking for assistance in towing a 34 foot whale ashore. The indigenous Inuit people are allowed to take a quota of certain whales each year and this was causing a lot of local excitement.

About midway along the north coast of Alaska strong easterly winds were predicted. Easterly winds were good news and they arrived quite rapidly in force at 0400 the morning of September 1st. The following is a page from my journal describing our conditions:

“Additional hands were called on deck to put a second reef in the mainsail. This was a challenge in the nearly dark Arctic night with the temperature at 32 degrees and everything wet from the mist and occasional rain. In order to perform these operations, we had to work bare handed in the biting cold. We completed the second reef and furled the staysail as the weather increased. With the wind off our stern we needed to wing the jib to starboard on the spinnaker pole in order to balance the rig. It is difficult to move

about in our heavy Arctic clothing, particularly on the pitching foredeck with the boat rolling and plunging in the heavy seas. We waited for daybreak for this operation, at which time we got everything in place and continued on. Wind continued to increase and twice we reduced headsail size by rolling in much of the jib. During the late afternoon we furled the mizzen since it was disturbing the airflow over the mainsail and also causing us to round up. We were now averaging over nine knots under gale force winds carrying only a double reefed main and a scrap of poled out jib through the day and into the next night. We weren't sleeping very soundly but were making good time with Point Barrow less than 100 miles ahead."

The winds held and carried us past Point Barrow where we jibed and headed southwest in the Chukchi Sea. The seas were running about 15 feet and occasionally one would wash into the cockpit giving the crew a cold salt water bath. With Point Barrow abeam to port and all ice threats behind us, we all heaved a big sigh of relief. It was

September 2nd and our spirits were high as the weather moderated and temperatures rose as we continued south."

As we passed Icy Cape we recalled that this was the farthest north point reached by Captain Cook during his third and last voyage. From here he proceeded to the Sandwich Islands (later called Hawaiian Islands) where he was killed by natives. The Chukchi Sea is very shallow with most of it being less than 150 feet deep which was surprising to us.

On September 5 *Cloud Nine* and crew, recrossed the Arctic Circle concluding our transit of the Northwest Passage. This called for a bottle of champagne to celebrate the occasion. Our distance from the Arctic Circle going north to the Arctic Circle going south was 3433 nautical miles taking 34 days to complete. We knew we still had a long way to go to reach Kodiak, but right now we were feeling pretty good. After carefully reviewing Northwest Passage statistics, as far as we can determine, *Cloud Nine* is:

1. The first American sailing boat

to complete the passage in one year.

2. The first American sailing boat to complete the passage from east to west.

3. The first boat of any flag to make the passage east to west this year, 2007.

4. At 76, I am probably the oldest man to attempt this passage.

We didn't realize that the hardest part was yet to come.

Our next landmark was Cape Prince of Wales, the westernmost point of the mainland continent of North America. It is only 44 miles across the Bering Strait to Siberia. Looking at our longitude, it was interesting to note that we were west of the Hawaiian Islands.

The next day we arrived in Nome just as headwinds were starting to increase. The harbormaster had the latest weather information and told us several days of gale force southerly winds were predicted. Since our course to our next destination, Dutch Harbor on Unalaska Island, was almost 700 miles due south, we had no reasonable choice but to wait until the weather

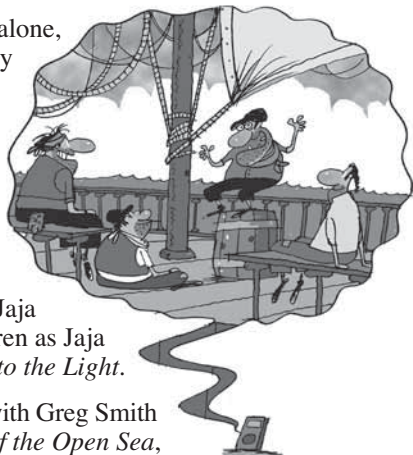
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improved. The next several days we listened to the strong winds howling overhead, but were quite comfortable and secure behind the large steel pier in Nome harbor.

It was surprising to learn that Nome is experiencing a new boom period. With gold topping \$700 an ounce, gold mining has become profitable again. Prospectors, professional and nonprofessional alike, are infected with gold fever. Hotels are completely sold out and there is not a room available anywhere in town. Old run down homes are being renovated and everything livable is fully occupied.

With time on our hands, we saw a lot of Nome. The sign said "There's No Place Like Nome" and we would agree. In many ways it resembled a western frontier town with more saloons than restaurants. Dancing girls (strippers) from Anchorage were being imported for weekend entertainment at one of the hotels. Several homemade gold dredges were in the harbor hiding from the bad weather outside. They were rather fragile looking Rube Goldberg creations but they apparently work well enough to find gold. With a rented car we drove to the village of Teller, about 70 miles north of Nome seeing many caribou and musk oxen grazing along the highway.

Nome history is interesting. Three Swedes found gold on nearby Anvil Creek in 1898 and soon the rush was on. By winter the news had reached the

Klondike and by the following year the tent city that miners originally called Anvil City had a population of 10,000. The news soon reached Seattle that gold was being found on the beaches of Nome with no mountain range to cross before reaching it. By 1900 the tent and log cabin city had a population of 20,000 prospectors, gamblers, claim jumpers, saloon keepers and prostitutes. Included was Wyatt Earp who established the Dexter Saloon in Nome and is reputed to have eventually returned to California with \$80,000, a nice nest egg for that day.

We waited in Nome for nine days while successive low pressure cells moved north up through the Bering Strait giving us gale force southerly headwinds. On September 15 another huge low was approaching, but it appeared we had a two day window before it arrived. Hopefully this would allow us to reach the island of Nunivak about 275 miles south of Nome that afforded good protection. Knowing that we weren't going to get through the Bering Sea without some punishment we got underway the afternoon of September 15.

The headwinds kept us close hauled all the way with mist and occasional rain, but the wind seldom exceeded 25 to 30 knots. We pushed as hard as possible hoping to make Nunivak before the next low arrived. Two days later we were quite happy to drop the anchor in a well protected

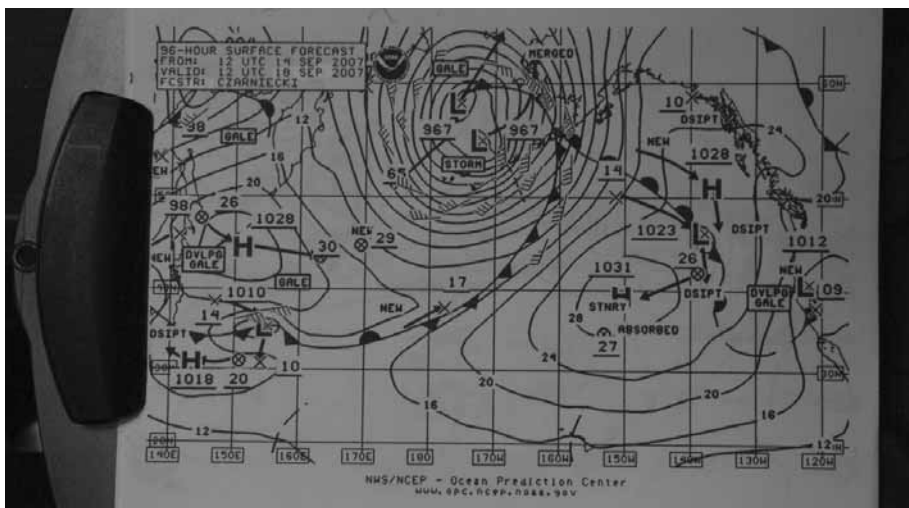
cove on the north shore of the Nunivak Island anchorage just as the headwinds were becoming strong.

We spent two days waiting at Nunivak while the large 965 millibar low moved up through the Bering Sea northwest of us buffeting the island with strong southerly winds. During the afternoon of the second day the wind eased a bit, but another low was forming following on the heels of the present one. A possible shelter between Nunivak and Dutch Harbor was St. Paul Island in the Pribilof Group about 250 miles to the southwest. It was still blustery, but we got underway that evening hoping to get as far as possible toward St. Paul before the next gale arrived. Once clear of the lee of the island conditions were pretty tough, but later the next afternoon the wind eased enough so we were able to make reasonable progress toward St. Paul Island.

As we approached the island a day later, our surface analysis and text weather reports indicated we could expect an exceptionally deep low and would probably take four or five days to pass. This was bad news but Gaynelle downloaded other wind charts where it appeared we were on a ridge between the two lows. This matched our present conditions with moderate winds less than 20 knots. Rather than wait at St. Paul, it looked like we could head directly for Dutch Harbor staying between the lows, making it most of the way before the strong southwesterlies overtook us. If we were caught before reaching our destination we could heave to and ride it out at sea.

This looked like our best alternative and we altered course for Dutch. That night the wind went light and the following morning started filling in from the north. We guessed right. By the time we reached Unalaska Island the wind had backed to the southwest and starting to pipe up, but on the morning of September 24 we were safely moored in Dutch Harbor. The Bering Sea was finally behind us and we were quite happy to have bypassed St. Paul Island where the gale was now really roaring.

Next to us at the dock were two vessels that are featured in the TV series *The Deadliest Catch* about crab



**Weather fax showing the convergence of two "967" lows over the Bering Sea. Careful analysis of this type of information is critical in the decision making process.**  
Photo by Roger Swanson

fishing in the Bering Sea, namely *Maverick* and *Far West Leader*. I suspect they were in port for the same reason as ourselves, to escape the storm conditions outside the harbor.

The history of Dutch Harbor goes back to the 1700's when the Russian American Company made it their headquarters for the sea otter fur trade. Their treatment of the indigenous Aleut population was unbelievably brutal as they forced them to deliver sea otter furs to the traders. More recently, Dutch Harbor was a major base in the Aleutians campaign during WW II. The harbor was heavily bombed by a major Japanese carrier task force in 1942. It was supply port for the recapture of Attu Island in 1943 that resulted in the heaviest casualty rate of any of the Pacific island campaigns with the exception of Iwo Jima. Remains of pill boxes, gun emplacements, and concrete bunkers in and around Dutch Harbor reminded us of the German fortifications at Normandy.

Dutch Harbor was interesting but our primary concern was finding a weather break that would allow us to make the final 600 mile dash to Kodiak Island where *Cloud Nine* will spend the winter. The wind had been blowing hard in the harbor, up to 50 knots, as the low pressure cell passed north of us. The good news was that our course would be east northeast and the wind should be on our backs

When the wind started to ease, it looked like we might have another two day window that should get us at least half way to Kodiak and we could take shelter in the Shumagin Islands if necessary. We left the evening of the 25th going through Unimak Pass into the Gulf of Alaska. The second night out the barometer started to drop and the weather deteriorated. For about 36 hours we had gale force winds including several hours of storm conditions of 55 to 65 with gusts to 70. During the blow the seas reached 25 feet but fortunately the wind remained behind us. Our only sail was a reefed mizzen and a small jib. The downwind ride was uncomfortable but it was rather exciting on deck trying to steer the boat down the face of the waves while trying to avoid a broach or burying the bow in

The autohelm driving in twenty-five foot waves in the Bering Sea. Photo by David Thoreson



the short steep waves. In 46 hours the barometer had fallen 32 millibars.

As we approached Kodiak, the wind dropped dramatically giving us comfortable sailing conditions the rest of the way. About 1700 on September 29, *Cloud Nine* and crew moored in the Kodiak Marina and our trip was over; 73 days and 6640 miles from Halifax. The total trip from *Cloud Nine's* starting point in Trinidad on March 17 was 8925 nautical miles or 10,264 statute miles. It was a satisfying feeling to finally tie up for the last time.

After arriving at Kodiak, we learned the sad news that the English sailing vessel, *Luck Dragon*, had to be abandoned at sea in heavy weather south of St. Paul Island in the Bering Sea. The crew was rescued by a fishing vessel and brought to Dutch Harbor. The sailing boat sank a short time later.

But for us it had been a good trip with a good crew and we were all happy to have finally completed our Northwest Passage transit. We put *Cloud Nine* to bed in Kodiak for the winter and one by one the crew members packed up and headed home, with Gaynelle and I finally leaving October 5th.

*Roger Swanson is from Dunnell, Minnesota. He has cruised Antarctica twice, the northwest passage three times and circumnavigated four times. He has received numerous international awards for cruising*

*and seamanship. His wife, Gaynelle Templin, has played increasingly larger roles on their adventures. She completed her first circumnavigation in 2006.*

*David Thoreson has sailed seven times with Roger Swanson including twice to the Arctic and over 35,000 nautical miles on Cloud Nine. He has an interesting blog of the trip on his website which is his professional studio at:*

*www.bluewaterstudios.com*

*For more photos visit the Celebration Festival Pages 60 & 61.*





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# When is Enough, Enough?

by Tom Rau



**A woman practices tossing a rescue heaving line. Beach goers should be prepared to assist swimmers, especially youngsters. Four people have drowned along Lake Michigan beaches this year. Information on rescue heaving lines can be found on this website's home page under rescue heaving line. I strongly recommend practicing with the heaving line so as to develop ease of use.**

As of late July, I know of 22 water-related fatalities during the 2007 boating season. Not only do these grim figures weigh heavy on my heart, they drive me insane since nearly every one could have been avoided. So when is enough, enough? What will it take to stop this needless loss of life upon the waters that can scotch a family in ways that no amount of heaving will ever mend?

I liken water-related fatalities to being betrayed by a loving friend. And like a loving friend, few influences can be as persuasive as the marine environment, especially on a nice day. Coast Guard Statistics on boating fatalities and injuries show that 83-percent occur on nice days.

I've been around and around on this issue to the point of

dizziness. For boaters and water enthusiasts to stop the never-ending cycle of waterborne deaths and injuries, they must end their apparent infatuation with the marine environment. Believe me, I'm as infatuated as most, but I've known her indifference all too well, and I have learned to keep her at bay through constant vigilance. She simply could give a hoot how I feel about her, good or bad.

She is enthralling alright but never to be trusted. Following is a series of recent fatalities and serious injuries that crossed my boat-smart desk. Many of these deaths and injuries can be laid at the doorstep of her victims, but in the end, it was the marine environment that prevailed, doorstep or not.

July 19, 2007, Douglas Beach, Lake Michigan. A 10-year-old boy drowned in Lake Michigan in high waves as his parents look on.

July 16, 2007. Norwood, Charlevoix County, Michigan. A 46-year-old male drowned in Lake Michigan while retrieving golf balls.

July 11, 2007, Manistee, Michigan. A 15-year-old boy drowned off Manistee's Fifth Avenue Beach, Lake Michigan. At the time of the mid-afternoon incident, Coast Guard officials reported four-to-six-foot waves with winds blowing between 15 and 25 knots.

July 11, 2007, Chicago, Lake Michigan. A fisherman drowned after the 16-foot outboard boat he was aboard capsized and sunk in rough waters about a mile from Navy Pier, Lake Michigan. He was not wearing a life jacket. According to the National Weather Service the winds were gusting about 25 knots, with lake waves about 6 feet.

July 8, 2007, Cheboygan County, Michigan. A 53 year-old male, while fishing alone on Burt Lake, fell overboard and drowned after becoming entangled in fishing line.

July 7, 2007, Spring Lake, Michigan. A 33-year-old man jumped off the stern of a boat and never surfaced. Ottawa County Sheriff's Department divers recovered his body the following morning. The bayou, in which he drowned, is locally known as "Hanky Panky Bayou" because of the partying by boaters.

July 6, 2007, Clare County, Michigan. A jet-ski operator slammed into a boat on George Lake and was fatality injured. According to authorities, at the time of the accident there were a lot of boats on the lake.

July 6, 2007, White Lake Township, Michigan. A 16-year-old boy was seriously injured on Pontiac Lake when the inner tube he was riding slammed into a boat dock. He was being towed behind a personal water craft. The 16 year old suffered head injuries, a broken left leg, and lacerations to his right leg.

July 4, 2007, Muskegon County, Michigan. An 8-year-old boy lost his right leg after being run over on Middle Lake by a 19-foot power boat. The boy was being pulled on a tube behind a personal water craft when he fell off the tube and was struck by the 19-foot powerboat.

June 29, 2007 Gladwin County, Michigan. A collision between a jet ski and pontoon boat on Wixon Lake proved fatal. The operator of the jet ski suffered fatal injuries as a result of the crash.

June 20, 2007, St. Joseph, Michigan. A 20-year-old male jumped off the south pier into Lake Michigan and never resurfaced. This brings my count of Lake Michigan pier and beach fatalities over the last seven years to 45.

June 15, 2007, Torch Lake, Traverse County, Michigan. A 28-year-old man went overboard off a boat while boating with friends. Friends aboard the boat could not locate him. Rescuers recovered his body the next day. Between 2005 and now I know of 34 boating fatalities due to boat separation.

June 17, 2007, Manistee, Michigan. A 47-year-old fisherman fell off a 22-foot power boat off Manistee into Lake Michigan. His boat was located by rescuers 30 miles north-

west of Manistee. The boat was out of gas with fishing lines out. His body remains missing.

May 6, 2007, St. Joseph, Michigan. A fisherman, 58, died after his boat overturned on Lake Michigan off St. Joseph. The small boat capsized when four-foot seas poured over the stern. He was not wearing a life jacket.

On June 3, 2007, one of Michigan's renowned sailors, Bruce Goldsmith, died when the boom of his 29-foot sailboat struck his head, knocking him overboard into seven-foot seas off Monroe, Michigan, Lake Erie. The 1967 and 1975 Pan Am Games gold medalists sailor was not wearing a life jacket.

On June 12, 2007, a 75-year-old sailor separated from 15-foot sailboat in choppy seas in Lake Michigan near Washington Island, Wisconsin. An extensive Coast Guard search failed to find the reportedly experienced sailor. He was not wearing a life jacket.

And the list goes on....

These fatalities and injuries occurred mostly in Michigan waters. On my Boat Smart desk also sits a list of Wisconsin fatalities, not to mention boating mishaps for the states of Indiana and Illinois that border Lake Michigan. But aren't these Michigan boating fatalities and injuries alone enough?

So when will enough be enough: when boaters not only learn to boat smart but realize why they should boat smart. In other words, give the marine environment the respect it unconditionally demands.

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

*Look for his book, Boat Smart Chronicles, a shocking expose on recreational boating — reads like a great ship's log spanning over two decades. It's available to order at: [www.boatsmart.net](http://www.boatsmart.net), [www.seaworthy.com](http://www.seaworthy.com), [www.amazon.com](http://www.amazon.com), or through local bookstores.*



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# Calibrate Your Speed Controls

by David Dellenbaugh

Remember how fast you were going upwind at the end of your last regatta? You felt like the boat was finally in the groove, and you actually had a pointing and speed edge on your competition!

Unfortunately, that was almost a month ago. Now, as you prepare your boat for the next big race, you can't remember how the rig was set up. You have no idea how much prebend or rig tension you carried. And your new jib trimmer wants to know what halyard tension and lead position worked best before.

One of the keys for success in sailing is the ability to reproduce the way your boat was set up when you were going fast. This is especially true for upwind performance, where small adjustments can make huge differences.

It's not too hard to get your boat going fast occasionally. This may be a matter of luck, but sooner or later almost everyone gets their boat set up exactly right for the conditions, even if it's just for a few moments. That's a great feeling!

However, if you want to be fast consistently over time, you need more than good fortune. You need a systematic approach to tuning and trimming all your speed-related variables. This is where calibrating, coding and measuring is important.

The key to good performance is simple: Identify how your boat is set up when it's going fast, and be able to reproduce this the next time you have similar conditions. This won't always work, but it will get you in the right ballpark, and it will get you there quickly so you don't waste a

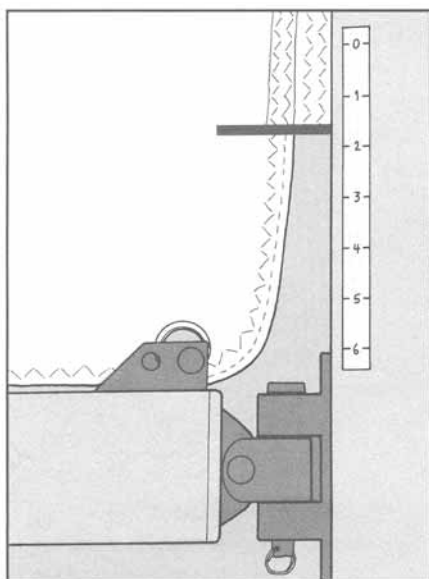
lot of time (and speed) re-learning what you knew before.

## Tips about calibrating

- When you use number scales for measuring, orient these so the higher numbers mean that the control is being pulled tighter.

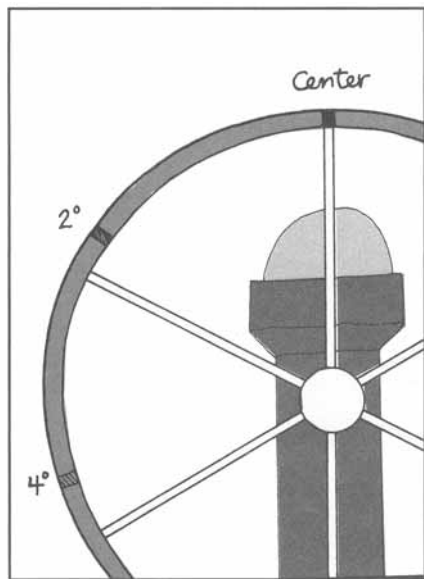
- Position all reference marks and scales so that you can see them, if possible, from your normal sailing positions. You may want to place two sets of numbers near some controls - one for each tack.

- Look for 'sweet spots' or 'happy moments' when the boat is 'dialed in' (i.e. it feels great and your performance is better than nearby boats). Note the settings for key variables at these times.



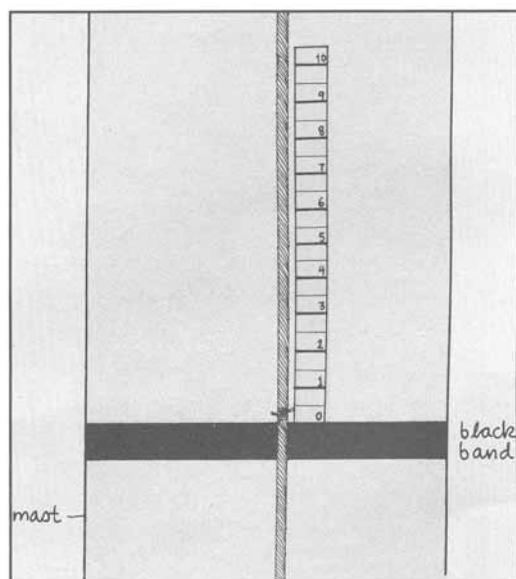
### A. Cunningham tension

A number scale works well here, either on the mast near the tack of the sail (use a mark on the sail or the Cunningham grommet) or near a mark on the Cunningham control line.



### B. Helm reference marks

If you have a wheel, put a reference mark at the top when it is centered. Then add marks on each side when the rudder is turned 2°, 4°, 6° and 8° (you can't do this with a tiller).



### C. Halyard position

Place a number scale on the mast next to the loaded halyard. For wire halyard, use a piece of seizing wire as a reference mark; for rope halyards, use a magic marker. Invert the scale shown here so higher numbers mean more halyard tension.

- Unless you have an extremely good memory, record fast settings in a notebook after each regatta or day of sailing. List the conditions (wind and waves) and any specific settings that seemed to be fast.

- For clarity, use numbers or colors when you ask team members to make adjustments. For example, it's not so clear what you mean if you say, "Give me more outhaul." It's much clearer to say, "Tighten the outhaul to #5." or "Pull the vang to Red."

- Your reference marks may not be 100% reliable or comparable over time since tuning variables can change. For example, shrouds, hal-yards and steering cables may stretch. So either re-calibrate these after a while, or use your marks to help you measure how much they are changing.

## Measure these 15 speed-producing variables

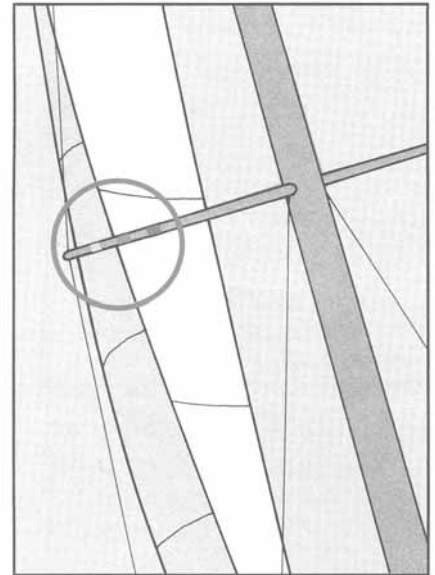
One of the keys to good upwind speed and pointing is being able to get all the right rig and sail settings consistently. To do this, you need calibration scales on all your main speed-related controls so you can reproduce fast trim.

### Cunningham

Use a number scale for measuring the luff tension in your mainsail (see A below).

### Outhaul

Put a number scale on the end of the boom near the mainsail clew to measure the fullness in the lower part of your main.



### D. Headsail trim marks

Put clear marks on your lower spreaders at regular intervals from the end. Use these to reproduce jib lead position and jib sheet trim on each tack, and to compare setting on both tacks.

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### Vang tension

Use colored marks on different parts of the vang for reference. Then you can say, "Take the vang to yellow!"

**Mast butt position** Calibrate the fore-and-aft position of the mast step using a system that works with your mast.

### Mast partner position

See E (below) for several ways to identify exactly where the mast is at deck level.

### Jib/Genoa halyard

Measure halyard tension with a number scale on the mast and a reference mark on the halyard (see C).

### Rig tension

Use a tension gauge on the shrouds, or measure how much jack pressure you use to pump up the rig.

### Backstay tension

Use a number scale and a reference mark on the backstay to gauge tension (see F).

### Jib lead position

Use a numbering system to identify both the fore-and-aft and the athwartships position of the jib car.

### Jib trim angle

Put calibrated marks (numbers or colors) near the spreader tips to see relative position of the jib leech (see D).

### Rudder angle

Put marks on your wheel (see B) that correspond to different rudder angles so you know how much helm you have.

### Fore-and-aft boat trim

Place an inclinometer along the

fore-and-aft axis of the boat to measure weight placement.

### Angle of heel

At the forward end of the cockpit, put an inclinometer perpendicular to the boat's centerline to measure heel angle

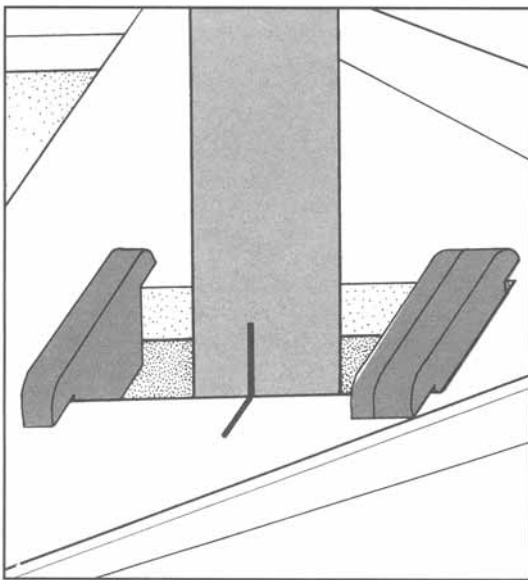
### Mainsail and jib sheets

Put marks on each sheet in a place that's easy to see; use these for reference when trimming.

### Traveler car position

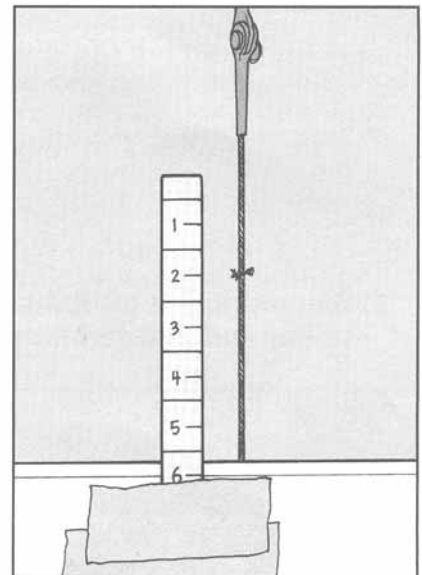
Use a number scale along the traveler track to quantify the position of the traveler car on each tack

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



### E. Mast position at partners

Put a reference mark on the mast and one on the deck where the mast is at its 'neutral' (middle of its range) position. You could also use a number scale here, or just count the number of blocks that you put in front of or behind the mast.



### F. Backstay tension

This measuring device can be as simple as a ruler taped (or fixed more permanently) alongside a reference mark (tape, seizing wire or connector) on the lower backstay.

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# Dealing With Diesel

by Phil Peterson

**D**iesel engines have gained wide acceptance as auxiliary power in sailboats. While the engines have been around for some time, they began replacing gasoline engines as standard equipment in great numbers in the late 1970's and early 1980's. They are attractive due to their lower fuel consumption, and reliability. "Give it clean fuel, clean air, clean oil, and keep it cool" the old saying goes, "and it will run forever." Sure, they are a bit noisier and not as smooth as a gasoline engine, but these disadvantages are far outweighed. Plus, diesel fuel has a lower flash point, and is safer to have aboard.

However, one problem with boats on the Great Lakes is that they are used less than 6 months out of the year. And from my experience surveying sailboats, the average auxiliary diesel is used only 50 hours per year. Some of the smaller diesels may use 1/3 to 1/2 gallon per hour. With many sailboats in the 27 to 36 ft. range having a 20 gallon fuel tank, you can do the math and see that you may barely use a tank of fuel per season. When fuel just sits, contaminates can accumulate, and algae can start to grow in the fuel. While algae in fuel on the Great Lakes is not nearly the problem it is in warmer climates such as Florida, it still occurs on the Great Lakes.

While I had contaminated fuel problems on boats in the tropics, I hadn't given much thought to contaminated fuel on the Great Lakes, and it had only been a minor problem once in the past 30 years at a local marina. But in 2001 I surveyed a 22 year old C&C 30 that had been sitting on the hard for several seasons. The new owner reported that he had a problem with dirty fuel by the time he got to the Soo on his way back to Lake Huron. Apparently there was an accumulation of dirt in the fuel, and any algae in the fuel had an opportunity to grow during the warm summer months while the vessel was on the hard. Likewise, there may have been water condensation in the fuel tank if the tank had not been topped off during storage. Needless to say, my survey reports now have a recommendation that the fuel be cleaned from time to time.

So what is the best way to keep your



Dual Racor set-up with plastic sediment bowl protected by metal heat shield.

engine supplied with clean fuel? You have several options.

First, have a good fuel filtering system between the fuel tank and the engine. ABYC standards recommend at least one fuel filter/water separator between the fuel tank and the engine. But a step up is having two separate filters. The primary is an in line filter that will filter out particles up to 10 microns, and will separate any water in the fuel. A second filter, frequently mounted on the engine, is a secondary filter, which commonly filters out particles down to 2 microns (but check your engine manufacturer's recommendations!)

If you are having fuel problems, or are heading out on an extended cruise and want to be prepared for getting bad fuel somewhere along the way, RACOR has an excellent setup with two turbo filters plumbed in parallel. The filters have a three way valve which allows the operator to direct the flow of fuel to either the left or the right filter. If bad fuel is

encountered, the operator can switch the fuel flow from the dirty filter to the clean filter. Once this is done, the dirty filter can be cleaned, all without shutting the engine down. And that is a great feature, especially if you are maneuvering in close quarters or heavy traffic and you suddenly lose engine power.

## A Note About Racor Filters:

Many boat owners like the Racor turbo filters with the plastic sediment bowl so they can see if there are any contaminates in the fuel, which is a good idea. However, if the unit is mounted in the engine compartment, it must have a metal heat shield installed on the bottom of the boat to survive the ABYC 2 1/2 minute burn test. Many owners, and possibly marine yards, will install a Racor turbo filter without the heat shield on their boat. It may be used, but only outside the engine compartment. If it is in the engine compartment, it must have the heat

shield, and the model number will end with the letters "MA".

A second way to protect the fuel to your engine is to have two fuel tanks in series. The first tank is filled from the dock. But then the fuel is passed through a good on board fuel filter system into a second, usually smaller tank. While this may not be practical on a smaller boat, it does allow the advantage of having a good supply of clean fuel in the second tank if the filters start getting dirty and start clogging up.

If you discover that you have contaminated fuel in your tank, you can have the fuel "polished." A high speed fuel pump is hooked up to a hose that draws the fuel out of the tank, through several fuel filters plumbed in parallel, and then returned to the fuel tank through a second hose. The contaminants are filtered out of the fuel, and the high speed pump will churn up the fuel and contaminants and does a very effective job of cleaning the fuel. We needed to do this one time in Florida on a boat as we were returning from the Bahamas. As we were approaching Hawk Channel and were taking down the sails, the diesel engine lost power. We nursed the boat to a marina, where we had the fuel polished. It was amazing what came out in the filters, including chunks of metal, possibly from when the boat was constructed! And this was a boat from a well respected U.S. builder.

Of course, if you have a small tank, you may wish to simply have the bad fuel pumped out and given to someone who heats with used motor oil. The disadvantage is that there may still be some sediment in the bottom of the tank that the single pump out will leave. The advantage of the high speed fuel pump is that it stirs up all the fuel, and has a better

chance of getting everything out of the system.

So how common is bad fuel problems on the Great Lakes? Some years ago when I was an excursion boat captain in the Apostle Islands, we would occasionally have a problem with the fuel on an older boat. In this case, it had sediment in the fuel tanks that would get stirred up on days when we had strong winds and were going out around Devil's Island. We'd make it around the island with no problem, but on the trip back to Bayfield the single main engine would start to lose power. It was necessary to get in the lee of Bear Island, tell the 150 passengers that we were going to take a short break, and then go down into the engine room to clean out the filters. It would have been very helpful to have parallel RACOR filters on that boat. Instead, the engine had to be shut down and then bled afterwards before it could be restarted.

A second time was when a Bayfield area marina apparently received a bad batch of fuel, and several boats had fuel problems. Once the problem was identified, it was quickly cleaned, and everything got back to normal.

In the past several years I've been on two deliveries where we had bad fuel. One was a short trip from Bayfield to Duluth on an older 42 ft. sailboat that had been sitting on the hard for 2 or 3 seasons. Before departing, the owner had requested that the marina clean the fuel. We were reassured that the fuel was good, but about two hours from the Superior entry the engine began losing RPM's. We checked our speed down and continued on. By the time we were at the Superior entry, we were down to 5 knots, then only 4 knots by the coal dock, and only 3 knots when we arrived at Spirit Lake Marina.

Last summer we took a Mainship 39 to the Soo. During sea trials, the boat listed to port, which we attributed to the non-functioning trim tabs that were repaired before the delivery. However, on the trip to the Soo, we noted that once again, the boat was developing a list to port. We stopped for fuel in Copper Harbor and checked the trim tabs, which were operational. We did some more experimenting on the way to the Soo, and concluded that the fuel return line was going into the port tank, and the cross over hose was likely blocked, preventing the starboard tank from equalizing. This was confirmed after the boat reached its final destination and the owner had a chance to take things apart.



So how concerned should you be about your fuel on the Great Lakes? The fuel on the Great Lakes is generally very clean. And if you have a fuel filter with a plastic bowl, you will be able to monitor the condition of your fuel. Of the 100+ boat that I inspect each year, only a very small percentage have an accumulation in the sediment bowl. But if you don't have a fuel filter with a clear plastic sediment bowl, or are purchasing a boat that has been sitting for a season or more, give serious consideration to having your fuel polished so you know what you have in your tank.

*About the author: Phil Peterson is a marine surveyor, and has been in the marine business for 35 years. He has experience in sales, as a yacht and delivery captain, a marina manager, and is a Certified Marine Surveyor, and a member of the National Association of Marine Surveyors. He holds a USCG 100 ton near coastal license and has logged over 80,000 offshore miles on fresh and salt water. He is from Bayfield, WI.*

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

By Carl Behrend

## CHAPTER 4-- VALHALLA

I've noticed something about sailors. There is a natural desire when one starts sailing to own a bigger boat to sail on bigger seas and to be the captain of your own ship. Paul Johnson was going through this. The fledgling sailor was always keeping his eyes open for what would become his next boat.

I remember the first time I saw the boat. It was a 26-foot plywood craft, overlaid with fiberglass with a small cabin on it. The story surrounding the boat's creation is that it had been built by some city police officers from Gladstone, Michigan. They had reportedly been sailing it out on Lake Michigan when a sudden strong wind knocked the boat on its side, nearly capsizing it. The experience frightened the owners so much that the boat was never used again. The mast and sails were sold. The boat sat on a makeshift trailer in a vacant lot where it was left to decay. Paul spotted the boat and asked about it. He was able to buy it for \$125. It seems that \$125 was the going price for the boats we could afford within our circle of friends. Paul had hauled it home and backed it into the woods behind his house. That's where I thought it would stay.

When Paul showed the boat to me there was a hole in the bottom the size of a coffee table. That was how we got into the boat, by climbing a small ladder up through the hole into what was supposed to be the cockpit of the boat. Paul showed me the small cabin. It had a bunk, a small desk and a dresser. It was nice to see a boat with a

cabin on it because in our league of boat owners this was pretty high-class. But there was no mast, nor sails, on the boat. Considering the amount of work that might be needed to ready the boat, I really never thought I'd see it float, much less sail under its own power. Paul later admitted that he wasn't too sure either.

If it hadn't been for Steve's boat building enthusiasm the boat would still be in his backyard. Steve would often be seen headed to Paul's house with a bunch of materials for the boat-building project. I guess I should never underestimate what a dreamer can do-especially when two dreamers get working together on the same project. By the end of summer, they had the hole patched. The bottom had been coated in fiberglass and a large concrete keel was added for ballast

and stability. The boat was finally ready to be launched. Although it had no sails or mast, the boat was all fresh and painted white. Steve used his artistic touch to add some deep blue stripes along the length of the boat. This work culminated in some blue and gold scrollwork on the bow. The boat looked quite nice. It was a far cry from the scrap that I'd seen that spring in Paul's backyard.

The following year, Steve and Paul continued to work on the sail-boat. Paul had picked up a used 32-foot mast, boom and sails. They fitted the items onto the boat with all the stays and rigging. The finished product was a beautiful 26-foot sloop. Her name was painted attractively on her stern: *The Valhalla*. Steve and Paul being of Scandinavian descent, named the boat after the Viking heaven of



From left to right: Carl, Paul Johnson, Steve Johnson with *The Valhalla* after another sailing season. Photo courtesy of Steve Johnson.

Norse mythology. And heaven is what it would be. That boat brought years of friendship and pleasure to all of us.

It was about this time that Paul got into an auto accident. He wrecked his car and was convicted of drunken driving. Paul made up his mind that he'd had enough drinking. That was a good decision. I think that his wife Janet was about ready to send him packing. But from that day forward Paul put his energy, heart and soul into his boat. As it turned out, The Valhalla would be excellent therapy for him. It also brought his family together and drew a lot of other people to the sailing world.

The day came for launching *The Valhalla* as a full-fledged sailboat. A group of friends helped Paul step the mast, tighten the rigging and launch the boat. She was the biggest sailboat on Indian Lake. I'm sure Paul and Steve were the proudest boat owners around. They would keep the boat at Arrowhead Point.

Steve's cousin Kevin Thorrell was caretaker of the Old Arrowhead Inn. He had made arrangements for Paul and Steve to keep *The Valhalla* in a slip at the Old Arrowhead Inn dock. That is probably the best spot to keep a boat on the whole lake. It was quite common to find Steve or Paul out sailing or tied up at the dock. Often, Paul would sleep on the boat at night. Arrowhead became the place to be. A certain group of friends would be drawn there, year after year for about ten years, while the boat was kept there. There were cookouts, picnics and sailboat races. And yes, Paul was quite the organizer. At one point during those years there was a race held every other Sunday afternoon.

The races were the kind that involved whatever floated and had sails on it. The wide-ranging boat collection was started racing with a flag and the sound of a gun. The gun was usually Paul's shotgun. I think that those were some of the best days of our lives. They were not only good days for us, but for our families and friends also. Ten years for a boat that I thought would never float. I told Paul once that the boat changed his life and the lives of his family members for the better. I would like to say it now for everyone who reads this book that it also helped change my life and my children's lives for the better too. Thank you Steve and Paul and Kevin. I hope that someday we may all sail together in Valhalla for eternity.

## CHAPTER 5--EARLY MEMORIES OF LAKE SUPERIOR

As far back in my mind as I can remember, there is Lake Superior with its cool breeze, the crashing of the waves along the shore and the sound of gulls calling in the distance.

I remember there were two white buildings. One was called "The Bungalow." It was a beautiful mansion with six

white pillars. The Bungalow was owned by famous auto giant Henry Ford. The house overlooked Lake Superior. The second building was located close by. This building was the caretaker's cottage and my grandparents' home. My grandparents were Albert and Ingaborg Westman.

There was a white fence around the neatly kept grounds where my grandfather worked as a caretaker. There also was a beautiful flower garden that he kept well. In the center of the garden there was a pedestal made from round Lake Superior stones joined together with mortar. On top of the pedestal sat a faded brass sundial, which was always a point of interest for my brothers, my sisters and me.

I clearly remember driving to and from Grandma's house because it was so interesting. To get there we had to drive through a ghost town called Pequaming. I would sit up on the edge of the car seat and look around with wonder as we drove past boarded-up old buildings, long overgrown and neglected.

As we passed the water tower and the old schoolhouse, my mother would point out each building. She would tell us who had lived there before and what had been located in each building. The Ford Motor Company had owned the town site. The company had a large mill located there for producing wooden parts for automobiles. When Ford stopped using wooden parts, the mill was closed down in 1942. This left Pequaming a ghost town.

I was six years old when my grandfather retired. He moved from the caretaker's cottage to a small house along the bay. The house was located between Pequaming and L'Anse. It was there that we really got a feel for what it was like to live on the big lake. My grandfather had just built a small house for his retirement years. He had built a log cabin earlier in life before he married Grandma. The new house was right next to the cabin. So when we went to visit, all eight of us kids would stay in the cabin. The cabin was heated with a wood stove. In the kitchen, there was a wood cook stove. Many cool Lake Superior mornings were spent getting dressed near the wood stove.

Before breakfast, my brother Butch and I would get up and go down to the lakeshore. It was always interesting to



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Henry Ford's house at Pequaming, Michigan on the shore of Lake Superior where my Grandfather was a caretaker.

see the many faces of the lake, with its cold, clear waters, so wild and untamed. On calm days, we could skip rocks on the water and walk along the rocky shore. On stormy days, we would watch the awesome power of the huge waves crashing into the beach.

Grandpa had a large garden up on the hill overlooking the lake. He and Grandma grew just about all of their own produce. Grandpa had also built a large root cellar to keep vegetables and jars of home-canned goods like wild blueberries that we would use for our pancakes in the morning. Grandma and Grandpa sure knew something about living.

Next door to my grandparents was "the farm" which was owned by my Uncle Oscar Westman and my Aunt Helvi. The farm had been the homestead of my great-grandparents. Uncle Oscar and Aunt Helvi still had a cow that they would milk by hand. They also had chickens and a pig. It wasn't until years later that they acquired electricity. There was an icehouse down by the lake. There was a certain feeling of serenity and a kind of self-reliance I felt there along the lakeshore.

Across the driveway stood the "old house," a hand-hewn log house that had belonged to my great-grandparents. They say it's the oldest house in Baraga County. The house still stands there today. It was a wonderful place for us kids. The house was like our own private museum with all the interesting things it contained. I

remember seeing a loom for weaving rugs, an old trunk filled with tanned animal hides, an electric belt for curing arthritis and a wooden long bow that my cousin Terry would challenge us with to see if we were strong enough to string it. There was also an old brass bed upstairs. Sometimes my older brother Mike and my cousin Terry would sleep there. In the morning, some of us younger kids would go sneak up the stairs to visit, only to be frightened to near death by one of them leaping out at us unexpectedly, covered with the old bear skin rug.

When we wanted fish from the lake, my Uncle Oscar would "set the net." He would row out with the boat and place a fish net into the water. Then, in the morning, he would pull it up to see what kind of fish had been caught.

I remember on one occasion, my uncle Oscar had won a large wooden rowboat in town. When he brought it to the farm, he and my grandfather fashioned a mast sail and rudder for the boat. I remember its white painted hull and wooden gunnels. I think my uncle had named the boat Diane after his daughter.

On another of my most memorable days on Lake Superior, my mother and dad took all of us kids (there was eight of us) to visit my Aunt Ann and Dr. Guy. They lived in a lighthouse. Yes, a real lighthouse. It was the Sand Point Lighthouse on Keweenaw Bay. The brick lighthouse was built in 1878. It made a beautiful home and an interesting place to visit.

We all spent the day on the beach. The kids all played in the water so long they started to turn blue. After supper, Dr. Guy took us up the stairs to the lantern room of the lighthouse. Perhaps this is where my interest in Great Lakes maritime history began. As he opened the door to the catwalk outside I was filled with awe and wonder. We were actually in the top of a real lighthouse.

I also remember that my father sometimes brought his 18-foot powerboat when we went to visit at Grandpa and Grandma's house. There were days Dad would use the boat to pull on water skis anyone who felt courageous enough to brave the cold water. He would also take us fishing. On one of the best trips, we fished near Huron Bay. It was so awesome. The Huron Mountains were in the background. And of course, there were the Huron Islands. There is just something about islands that is so fascinating. They invite your curiosity to explore.

So off we went toward the islands. They were barely visible at first. Then they seemed to grow out of the horizon as we drew nearer. This same fascination inspired by the islands would lure me again years later when I sailed to these same Huron Islands with my daughter Naomi. There was a beautiful lighthouse on a towering rocky peak of the island. My father docked the boat in a small harbor and we made our way up a gravel path to the lighthouse. The U.S. Coast Guard still manned the lighthouse back then in the 1960s. A lonely guardsman welcomed us by giving us a personal tour of the light station and its operations. It was the highlight of our day.

It was times like these that make life worth living. Thank you Dad, for bringing us there. Thank you Grandma and Grandpa, for choosing to live there. Thank you God, for making Lake Superior a part of my life and my heritage. These are some of my early memories of the lake. They are memories that would call me back;

back to the magical and beautiful lake called Superior. Perhaps it was at this early age in my childhood that my love for boats began. Maybe my Norwegian and Swedish ancestry on my mother's side awakened some distant Viking heritage and love of the sea.

My memories of Lake Superior are like living pearls on a great necklace. I have shared a few of these pearls. But before I go on, there is one story that I must share. Years had passed and Grandma and Grandpa were now gone. My cousin Terry owned their house by the lake. It was now the early 1970s. I was growing from an adolescent into a man. As was true of many young people during that time period, there seemed to be a lack of direction in my life and in the lives of my friends.

I made a few visits to Grand Marais, a beautiful place about 45 miles east of Munising on Superior's shore. There are great sand dunes there that stretch for miles. The dunes are dotted with small patches of forest. As you look out over the lake from these lofty mounds, the water and the sun and sky seem to open before you. Your soul seems to drift toward the horizon. You can almost sense eternity.

I think I was 17 at the time. I'm not sure where, but I read some place that it was here on these Grand Sable Dunes that Native American Indians would come to fast and pray to the Great Spirit. I had also heard that Jesus and some of his prophets had fasted and prayed when they were seeking direction in their lives. Somehow, I came to the conclusion that I would have a buddy of mine drop me off at the dunes. There I would fast and pray to the Great Spirit. For four long and lonely days I camped there on the dunes alone with nature. Alone with nothing more than a tent and a sleeping bag, days can seem very long when you don't have meal times to break things up. There's also no one to talk to. No one, that is, except yourself and God.

It was springtime and the new leaves swayed in the cool spring breezes. On the fourth day I was feeling weak from hunger. I had no water to drink so I became very thirsty. I decided to go down to the lake to get some water. The problem was there was a 500-foot drop to the lake. In my weakened condition I struggled to climb down to the water's edge. The water in the lake was cool and refreshing. But the hike back to the top was exhausting. When I got back to my camp I was so tired. I lay down outside my tent on my belly. I had my head propped up on my arms. I was facing a small campfire, too tired to move.

I lay there awhile and was just beginning to dose. All of a sudden, I heard a noise that startled me. I looked up just in time to see a deer jumping over my head and my campfire. I turned to watch as the deer landed and turned to face me. The animal was now about 10 yards from my campsite. He stood there making gestures toward me with his front hooves, almost playfully. I spoke in a gentle voice. I asked him why he had come. He stayed close by for some time.

The whole while I was watched with wonder. I could hardly believe my eyes.

Finally, after awhile, the deer disappeared into the forest leaving me to wonder. I don't think that anyone else could say that they have ever seen anything like it. Some years later, I spoke to a Native American medicine man. He suggested that the experience was more than just a natural occurrence. He said that the deer was not acting like a normal deer. He said that this was actually a "spirit deer." This deer was a sign to me that the Great Spirit would guide me in life's journey. The medicine man told me my character was like that of the deer. Gently, I would lead my family and friends on their life's journey. My understanding of this experience is that I would be blessed. And my life truly has been blessed. So it was in both my childhood and as I became an adult, the big lake spoke to me. It left an impression on my soul that would never be erased.

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

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# Last Time Over the Finish Line

By Shirley Schroeder

“How much time?”  
“Two minutes fifteen.”  
“Time the line start-i-n-g . . . now!”  
“Thirty-five seconds.”  
“Ready, about. Time.”  
“Minute thirty.”  
“Tell me when it’s forty-five.”  
“Forty-five.”

“Ready about. Let that jib out - we’re early. OK, now pull it in.”

“Head up, head up, starboard, right-of-way!” Terry yells at the boats to port.

The gun goes off, we scramble up on the high side, Terry heads up just inches from the boat to starboard and another race is underway.

Terry’s the skipper – I’m the crew and my main job before any race is to watch the clock. I bury my head in my chest and stare at the stopwatch so I don’t have to see how close we are to other boats or the committee boat at the start of a race. Adrenalin runs rampant, mouth is dry, all muscles tense until we clear that starting line and the race is underway.

For nearly thirty-five years, my husband Terry and I raced our 19’ Flying Scot sailboat, *Checkmate*. That first summer the boat was on the lake nearly every day and when we won the very first race entered, we were bitten by the racing bug. Once bitten, the only cure was to enter every race possible. So we did and we raced every summer until this one. We have dozens of trophies to show for our sport. While the trophies meant a lot at first, after while they were expected. We won everything from individual regattas, highest points for the season, Skipper of the Year, Crew of the Year and good sportsmanship. Terry has a trophy named after him at the annual North American Flying Scot Championship Regatta.

How I loved being in that Flying Scot. For those who aren’t familiar with it, it’s 19 feet long, seven feet wide, has a centerboard that reaches approx. 6 feet down and boasts three sails, main, jib and spinnaker. Because of its width, it’s a very stable boat. It has seats much like a normal chair and room enough for eight adults. It’s entirely fiberglass with



**Terry and Shirley Schroeder back in 1995.**

styrofoam floatation and unsinkable. One of my favorite things about it was to lean over the side and dip my hand into the water.

While most of our Flying Scot friends sailed their Scot for a few years and upgraded to a cruising boat, we couldn’t bring ourselves to leave our Scot. It was just too much fun being down near that water.

But last summer was the end of my racing career. It’s most difficult to explain the emotions that ran rampant through my mind and soul when it became clear to me I couldn’t handle what it took to race anymore. Oh, I tried it. Went out there as usual only to find my seventy-year-old legs just couldn’t handle scrambling over the centerboard and up the high side to hike out. That entire night I tossed and turned, aching, stabbing pain in every leg muscle and joint. I had to keep moving my legs because I couldn’t stand the agony when I lay still. After that sleepless night I realized my racing career was over. Not sailing. Just racing. At least racing in our Flying Scot.

Emotions I dealt with were an overwhelming sense of loss – loss not only for me but Terry. He depended on me in a race because over the years he trained me to do exactly what he wanted when. Husband-wife teams are rare because most skippers become Captain Bly when racing. And he went through that stage

but soon learned I was the best crew if only because I was more available than anyone else. We had our share of arguments on the water but we both loved it out there too much so soon learned to make allowances for each other.

Besides a sense of loss times two – one for me, one for Terry – I felt like I was letting him down. On the other hand, I am just plain physically unable to go on. I had to face it – the end had come for me to crew in races with our Flying Scot.

People might wonder why I can’t just sit in the boat? Why move about so much? Instinct won’t let me just sit there – not during a race. In a race my entire body is trained to move constantly depending on how the boat heels. Without thinking I automatically switch my weight back and forth, move at exactly the right moment when tacking so weight distribution is perfect and there is no time to relax until the race is over.

So now what? We give up sailing? Not yet! We’re going to get a cruising boat. Not too big so we can trailer it around the area but big enough to it’ll be less taxing on my old legs. Sad as it is to say farewell to *Checkmate*, it’s easier than farewell to sailing.

*Shirley Schroeder is a freelance writer from Wisconsin and a member of the Lake DuBay Sailing Association.*

# Calendar of Events

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

## February

**Feb 13-17 - Grand Rapids Boat Show** - A West Michigan Tradition! Grand Rapids. Visit [www.showspan.com](http://www.showspan.com) for more information.

**Feb 14-18 - Strictly Sail Miami** - Miami, FL. Visit [www.strictlysail.com](http://www.strictlysail.com) or [www.miamiboatshow.com](http://www.miamiboatshow.com) for more info.

**Feb 15 - Lee Murdock** - The Theater at Lake Superior State University, Sault Ste Marie, Michigan. Contact 906-635-2602.

**Feb 23 - Chicago Maritime Festival** - Chicago History Museum, Clark Street & North Avenue. Contact [www.chicago-maritimefestival.org](http://www.chicago-maritimefestival.org) or 773-575-7244.

**Feb 23 - Mount Gay Rum Speaker Series** - Island Bay Yacht Club, Springfield, IL. Visit [www.ussailing.org](http://www.ussailing.org) for more information.

## March

**March 6 - 9 - ACURA MIAMI GRAND PRIX** - The 2008 Acura Miami Grand Prix invited one design classes are the Farr 40 and Melges 32 classes. Miami, FL. Visit [www.Premier-Racing.com](http://www.Premier-Racing.com) for more info.

**March 19 - Mount Gay Rum Speaker Series** - Detroit Regional Yacht Racing Association, Detroit, MI. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

**March 29 - Sanctioned US SAILING Safety At Sea Seminar** - Chicago Yacht Club, Chicago, IL. Visit [www.ussailing.org](http://www.ussailing.org) or call Sonia Ter Haar at 312 861-7777 for more information.

**March 30 - Sanctioned US SAILING Safety At Sea Seminar** - Edgewater Yacht Club, Cleveland, OH. Contact Mike Dills at 216 281-6470 or visit [www.ussailing.org](http://www.ussailing.org) for more info.

## April

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

## May

**May 3 - DSSA Boat Auction** - Barker's Island Marina in Superior, WI. Auction starts at 11 AM. Bring sailboats, dinghies, inflatables, canoes, kayaks, OB motors, and trailers. Proceeds benefit the Duluth Superior Sailing Association. [www.dss-aboatauction.com](http://www.dss-aboatauction.com)

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

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

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

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# Sailing News

## Superior Charters Selected to Become the Lake Superior Dealer for Jeanneau

Building on 30 years of providing a high quality charter experience in the Apostle Islands, Superior Charters realizes Lake Superior sailors need an alternative sailboat option that combines performance with comfort. As Jeanneau celebrates 50 years of boatbuilding expertise, they are seeing an increasing demand for their product in America and need to expand their representation. As a result, Superior Yachts, a division of Superior Charters, has been chosen to serve sailors from Lake Superior, Minnesota, North and South Dakota as the exclusive dealer for Jeanneau.

Some of the best names in naval architecture have contributed to the Jeanneau line, including Bruce Farr, Marc Lombard and Philippe Briand, to ensure that the Jeanneau boats benefit from the same innovations incorporated in race boats. With this rich history of innovation, honed through decades of sailboat racing, Jeanneau has created a line of sailboats that combines performance with cruising comforts, the Sun Odyssey line, in models from 29' to 54'. Superior Charters offers a unique opportunity to 'try before you buy' with four 2008 Jeanneau models in the charter fleet. Lake Superior can demand much of those who sail her waters -- Jeanneau delivers safety, performance and a comfortable experience in one package.

*For more information, please contact Cindy or Dick Kalow, Superior Yachts, 800.772.5124 or sail@superior-charters.com.*

## Washburn Marina Under New Management on Behalf of the City.

Early in 2007 the City of Washburn, Wisconsin began exploring options to operate the city owned marina. In depth research lead the Harbor Commission, and ultimately the City Council, to choose a management company to oper-

ate the marina on their behalf. Michelle Shrider, owner of Marina Management, Inc and a certified marina manager, was selected. She began conducting marina business at the current location in November 2007.

Shrider has over 20 years experience in the marine industry, ranging from managing a fleet of charter sailboats to mega-yacht interior design and project management, to most recently managing Port Superior Marina in Bayfield, WI for nearly nine years. This broad range of skills appealed to the direction the City of Washburn saw the Marina going.

Mayor Irene Blakely strongly supported the decision, stating "The Washburn Marina is a valuable city-owned asset. This new leadership comes at a critical time to help us stay competitive in the marketplace. We will be able to respond to changes in the boating industry, changes in the demographics of boat owners, and their expectations for services."

Immediate plans are to update and improve the amenities to meet the demands of the recreational boating community. Strategies are also being formulated to improve the level of service to the boating sector in need of large haul out equipment and to develop an expansive service bay. With a 150-ton Travelift and 8,000 square feet of inside workspace, the marina will serve a large segment of the marine industry's needs.

"The Washburn Marina and the City of Washburn are both energized by the planned changes", says Shrider. "Both entities stand to gain in reputation and revenue." A grand opening celebration is set for May 17, 2008. Watch for further information.

## Bert Foster Named "Sailor of the Week" by U.S. Sailing

Albert "Bert" Foster, 70, is the oldest member of the US Disabled Sailing Team. In August, he became the oldest sailor to have won the U.S. Independence Cup/North American Challenge Cup aboard his Sonar

"Captain Hook" at Chicago Yacht Club. Bert is a sweet-water sailor from Wayzata, MN who lost the use of one arm in 1967. For 28 years, Bert helmed a Sonar called "Sesame Street" with his good friend Ernie Brody. While Bert and Ernie were a competitive combination on Lake Minnetonka and beyond, Bert more recently become a true force in disabled sailing competitions. "I fell in love with Paralympic sailing and all the people involved." He's now taking it quite seriously: team Captain Hook finished second in the U.S. Trials, but is headed to China for the Paralympics as speed partner to his competitor in the number one boat skippered by Rick Doerr.

But for Bert and his team, it's not just all about the Paralympics competition. "We also want to focus on bringing adaptive sailing to our local communities and clubs when we get back home. We will spend a lot of our efforts in getting adaptive sailors out racing on Lake Minnetonka."



Mike Gisch

## Island Planet Sails appoints Minnesota based Representative

Island Planet Sails, one of the fastest growing sailmakers in the country,

# Sailing News

recently appointed Mike Gisch as the company's representative in Minnesota.

Island Planet Sails is a unique company that bridges the gap between internet sail retailers and traditional sail lofts. Founder Dave Benjamin, formerly of Banks Sails, started the company to provide affordable sails that meet the same standards sailors expect from brand name lofts. The Oregon based company boasts a lead sail designer with America's Cup experience and offers a full line of products ranging from economical Dacron cruising sails to load path membrane sails.

Island Planet Sails donates a percentage of profits to various marine environmental charities as a way of giving something back to the oceans of the world.

Mike Gisch grew up in White Bear Lake, MN, sailing a Sunfish and Miniscow. Later Mike began racing A-Scows. His enthusiasm for sailing led to a successful career with White Bear Boat Works. In winter months Mike sharpens his iceboat blades and enjoys the frozen lakes.

To learn more about Island Planet Sails visit their website at [www.island-planetsails.com](http://www.island-planetsails.com) or call Mike Gisch directly - (612)708-9651

## Yacht Brokers

Yacht Brokers, Inc is pleased to announce that we have opened a new office to better service our northern clients. The office will be located in Duluth, MN and is well situated to serve clients from Northern Minnesota across Northern Wisconsin, the Upper Peninsula of Michigan and into Canada.

The office will be staffed by Gary Swapinski. Gary is a brokerage industry veteran of more than 8 years. He has boating experience in nearly every corner of the world including: The South Pacific, The Mariana Islands, The Far East, The Caribbean, Along the US East Coast, Alaska and Hawaii as well as closer to home on Lake Superior. Gary's experience includes both power and sail boats large and small.



**Gary Swapinski**

He can be contacted at (218)341-1634 or [whitewolf99@msn.com](mailto:whitewolf99@msn.com)

Founded in 1986, Yacht Brokers, Inc. has positioned themselves to be a leader throughout the Midwest in the sale of quality, fresh water cruisers, motoryachts, trawlers, and houseboats. Every member of the staff has extensive boating experience, which may include offshore cruising, living aboard, sport fishing, and U.S. Navy experience.

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## Leukemia Cup Regatta Raises \$60,000!

### White Bear Lake Event Has Raised over \$250,000 since 2004

Over 50 boats Set Sail for a Cure in the fourth annual Leukemia Cup Regatta on White Bear Lake Sept. 14 -16. The weather was made-to-order, and more than 150 sailors, their families and friends enjoyed the weekend's festivities at White Bear Boat Works: a Friday night reception, three thrilling races, silent auction, dinner, street dance, raffle and fundraising and sailing awards. Co-hosted by Black Bear Yacht Racing Association and White Bear Yacht Club, this year's event raised \$60,000. Since 2004, the Minnesota sailing community has raised over \$250,000 through The Leukemia Cup. This figure represents nearly three years of a research grant or aid for 500 patients. After many months

of raising funds and awareness for the Society's mission, the sailors celebrated in honor of 2007 Patient Honoree Riley Chase of St. Paul.

Now 10 years old, Riley was diagnosed with acute lymphocytic leukemia (ALL) when he was two years old. He immediately began intensive treatment, and he is in remission today. In the mid-1960s, the remission rate for ALL, the most common form of childhood leukemia, was less than 5 percent; today - because of the research and treatment supported by the Society - that rate is more than 85 percent. Riley and his parents (Brian and Kari) and his younger brother (Colin) happily joined in the Regatta fun, beginning Saturday morning with an educational sailboat ride, then dinner and an evening program of which they were the focus. The 2007 Top Fundraising Award was given to White Bear Lake residents Brian and Lisa Mathewson, who raised over \$13,500. Their boat, *Echo Too*, took home The Leukemia Cup. Because they raised at least \$8,500, they qualify to Fantasy Sail in San Diego with sailing legend and Leukemia Cup Chair Gary Jobson; they will be joined by other qualifiers from across the country. Other top Minnesota fundraisers include:

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# Sailing News



Roger Mortenson of Shoreview; Mark Tregilgas, Craig and Peggy Witthaus, and Lawrie Yearsley of White Bear Lake; and Norm Schultz of Fridley;

## The Society

The Leukemia & Lymphoma Society, headquartered in White Plains, NY, is the world's largest voluntary health organization dedicated to funding blood and lymphoma cancer research and providing education and patient services. Its mission is to cure leukemia, lymphoma, Hodgkin's disease and myeloma and to improve the quality of life of patients and their families. Since its founding in 1949, the Society has dedicated more than \$550 million for research — specifically targeting leukemia, lymphoma and myeloma.

## The Facts - Why We Need Your Help!

- Leukemia causes more deaths than any other cancer among children and young adults under the age of 20. It affects nine times as many adults.

- Every 10 minutes, a child or adult is expected to die from leukemia, lymphoma or myeloma - nearly 148 people each day.

- An estimated 118,310 Americans

will be diagnosed with leukemia, lymphoma or myeloma this year; 2,200 of these patients will be Minnesotans.

- An estimated 786,000 Americans are living with leukemia, lymphoma or myeloma, and nearly 15,000 of them live in Minnesota.

- Chemotherapy was initially developed to treat advanced lymphomas in the 1940s. Today it is standard therapy for most cancers.

- There is a brighter side - there is now an 86 percent survival rate for children under 15 years with acute lymphocytic leukemia (ALL).

- Hodgkin's lymphoma is now considered to be one of the most curable forms of cancer. The five-year relative survival rate has doubled from 40 percent in 1960 to 86 percent in 2001 (for whites). In children (0-19 years), the survival rate for Hodgkin's lymphoma is 93 percent.

## Local & National Sponsors

The Society is very grateful for the Leukemia Cup Sponsors: Shavlik Technologies, Larry Klopp & Associates, Inc., Maplewood Outback Steakhouse and White Bear Boat Works. Also, many businesses and individuals contributed to this year's success: Kowalski's Markets, Rudy's Redeye

Grill, BeHumble Travel, Wolfgang's Waterfront Bistro, Gem Lake Hills Golf Course, Pat Dunsworth Photography, White Bear Shopping Center, TASC Management Consulting, Dry Creek Vineyard, MSP Magazine, Press Publications, Hisdahl's, Trade Press, Inc., Northern Breezes Magazine, Town Life Magazine, Johnson's White Bear Rental, Roadside Pizza & Wings, Rhythm Engine Band, Andy, Lisa and Emily Daniels, Vincent J. Driessen, and Larry and Jackie Klopp. National sponsors included: Mount Gay Rum, Sunsail, North Sails, West Marine, John McCray, Ken Gardiner, Sailing World and Jobson Sailing, Inc.

## Leukemia Cup 2008

Planning for the 2008 Regatta will begin soon. Would you like to register to sail and fundraise? Sponsor the event? Join the committee? Volunteer for Kickoff and Regatta Weekend? Donate an auction item? We would love to talk with you!

*For more information about the Regatta and the Society's programs, visit [www.leukemicup.org/mn](http://www.leukemicup.org/mn) (Minnesota Details). Or, contact Nicki Hyser: 763-545-3309, ext. 102; [nicki.hyser@lls.org](mailto:nicki.hyser@lls.org).*

## Downgrading GPS Takes a Long Term Hit From DOD

The Department of Defense announced today that it intends to stop procuring Global Positioning System (GPS) satellites with the capability to intentionally degrade the accuracy of civil signals.

This capability, known as Selective Availability (SA), will no longer be present in the next generation of GPS satellites.

Although the United States stopped the intentional degradation of GPS satellite signals by setting SA levels to zero in May 2000, this action to permanently remove SA eliminates a source of uncertainty in GPS performance that has been of concern to civil GPS users worldwide for some time. While this action will not materially improve the performance of the system, it does reflect the United

# Sailing News

States' strong commitment to users by reinforcing that this global utility can be counted on to support peaceful civil applications around the globe.

The decision to remove the capability from the next generation GPS satellites was approved by the President after a recommendation from DOD. The move coincides with the U.S. Air Force's solicitation to purchase the next generation of GPS satellites known as GPS III.

GPS is a dual-use, satellite-based system that provides accurate positioning, navigation and timing information to users worldwide. Originally developed by the Department of Defense as a military system, GPS has become a global utility. It benefits users around the world in many different applications, including aviation, road, marine and rail navigation, telecommunications, emergency response, resource exploration, mining and construction, financial transactions and many more.

## World Renowned Sailor Yoh Aoki Speaks at American Sailing Association Conference



World-renowned sailor Yoh Aoki, the first Japanese sailor to circumnavigate the globe, was the keynote speaker at the American Sailing Association's West

Coast National Conference at the Santa Monica Windjammers Yacht Club.

Aoki was just 22 when he sailed a 21-foot boat around the world alone, in a voyage that took three years and two months. While today's sailors can rely upon the modern technology of GPS systems and satellite phones, Aoki used only a sextant to calculate his position on the water. Today, Aoki is an ASA-affiliated instructor and owner of the Aoki Sailing School in Japan.

Owners of ASA-affiliated sailing schools, ASA-certified sailing instructors, sailors and representatives attended the three-day ASA West Coast Conference, which focused on teaching best practices that promote safety and high quality in sailing education. More than 270 professionally accredited schools worldwide are affiliated with ASA, which has established levels of expertise for the operation of sailboats and defined the skills and knowledge required for certification at each level. ASA produces educational courses, training manuals and exams and manages certification programs for sailing students and instructors.

Two new American Sailing Association endorsement courses were debuted at the West Coast national meeting. Starpath Navigation founder David Burch spoke about a new ASA weather course, while Captain Tom Tursi, reviewed the new ASA Docking Endorsement course and handbook.

Well-known experts in several facets of sailing, including weather, navigation, technology, advertising, public relations and web-based marketing, spoke, including:

John Connolly and Paul Miller, two nationally recognized experts on crew overboard recovery methods, held on-the-water demonstrations and testing to share their knowledge and experience of the best crew overboard recovery methods.

Richard Wesson, a leading software developer in the sailing industry, discussed how to use technology to improve office efficiency for sailing schools and charter companies.

Wanda Kenton Smith, president of Kenton Smith Advertising & Public Relations, an award-winning and leading marine agency, discussed effective and innovative marketing, public relations and web promotional techniques for sailing school owners.

American Sailing Association Executive Director Charles Nobles said ASA meetings bring together ASA-affiliated sailing school owners and instructors from throughout the West Coast region for a mix of lecture-style seminars and on-the-water practice teaching exercises demonstrating the best methods for teaching children and adults.

"These meetings are a great opportunity for us to continue to work with our ASA-affiliated sailing school instructors to introduce them to new weather and radar courses and to give them strong, easily implemented ideas for building their sailing schools," said Nobles. "Plus, our members enjoy the chance to meet and learn from one another."

Nobles said the ASA East Coast National Meeting will be held in Jacksonville, FL, from Jan 18-20, 2008 at the Rudder Club of Jacksonville.

The American Sailing Association has been the leading authority on sailing instruction and sailing schools in the United States for two decades. With more than 270 professionally accredited schools affiliated with ASA worldwide, the organization has certified more than 232,500 sailing students and nearly 7,000 professional sailing instructors. ASA membership represents 85% of the viable professional sailing schools in the U.S.

*For further information, contact the American Sailing Association at [www.american-sailing.com](http://www.american-sailing.com).*

## NMMA Backs Recreational Boating Act

The Recreational Boating Act, designed to protect recreational boaters from new commercial ballast water regulations, was introduced in the U.S. Senate.

U.S. Sen. Mel Martinez, R-Fla., last week introduced the Senate version of



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H.R.2550. "Requiring family boaters to secure a Clean Water Act permit so they can wash their boat, fish or go water skiing is ridiculous," Martinez said in a statement. "This permit requirement is unnecessary and onerous."

For 34 years the federal Environmental Protection Agency has exempted discharges from recreational boats from the Clean Water Act permit system. However, a recent court ruling (Sept. 26 U.S. District Court) intended to address the ballast water issue permitting issue cancelled this exemption.

"Without congressional approval of the Recreational Boating Act, the court's existing decision means that everyday boaters will have to apply for the same expensive permits as ocean-going commercial vessels" said Thom Dammrich, president of the National Marine Manufacturers Association, in a statement.

Large ocean-going vessels are blamed for some 10,000 invasive species introduced into U.S. waters.

NMMA is strongly backing passage of the Recreational Boating Act and encourages the public to take action before the ruling goes into effect next year. A court-mandated deadline is set for September 2008, which would require the EPA to have the permitting requirements in place.

"We now have the enormous task ahead of passing a legislative fix before time runs out," said Dammrich.

*The NMMA, in partnership with the Boat Owners Association of the United States and other outdoor recreation partners, created a grassroots Web site at [www.boatblue.org](http://www.boatblue.org) to mobilize the boating community on the ballast water permitting issue.*

## World's Largest Sailing Ship

Star Clippers have been in discussions with shipyards to build a new five-mast vessel for the line for delivery in 2010. Expected to be the largest, most expensive sailing vessel ever constructed, the

7,400-gross-ton barque is modeled on France II, which at 5,000 gross tons was the world's largest sailing ship when it was launched in 1912. The ship will be 518 feet long (157 meters) and 61 feet at the beam (18.5 meters) with a draft of 20 feet (6 meters). The vessel will carry 37 sails for a total of 68,350 square feet (6,350 square meters) of sail surface area. The rig will extend 217 feet (65 meters) above the waterline, and the open deck area will be an 8,200 square feet (2,500 square meters).

Although 48 percent larger than Star Clippers' Royal Clipper — currently the largest full-rigged sailing ship in the world — the new build will carry only 30 percent more passengers, with a double-occupancy capacity of 296 and a crew of 140. The ship has been designed to make it capable of operating independently of any port infrastructure. With its Ice Class C hull, extra heavy anchor gear, davit dampening system and specially modified tenders, the ship will be able to sail virtually anywhere in the world.

The new build is being constructed to the highest environmental, safety, comfort and security specifications to qualify for Det Norske Veritas certification. The propulsion system is diesel-electric, employing two Caterpillar generators that burn clean low-sulphur marine gas, instead of heavy fuel oil, supplying two Siemens electric propulsion motors to drive the twin screws.

## Boat U.S. Honors Access Award Winners

As waterfront land values skyrocket, high taxes shutter marinas and residential development overtakes the waterfront, recreational boaters have been losing more and more access to the water. But some forward thinking communities and organizations are working to turn back the tide and today — at the Working Waterways and Waterfronts — A National Symposium on Water Access held in Norfolk, VA — seven recipients, one from the Midwest, were recognized

with the first ever BoatU.S. Recreational Boating Access Awards.

The Award was created to honor a group, government body, business, individual or non-profit organization that has succeeded in preserving or improving public waterway access for boaters. Judging criteria included: how well challenges were overcome; the direct impact of the solution; and how adaptable the approach would be in other areas facing similar water access challenges.

"These Access Award winners show us that with creative thinking and concerted action we can gain better access to the water," said BoatU.S. Founder and Chairman Richard Schwartz in presenting the awards.

City of Trenton, MI, for successfully restoring to environmental health the "Black Lagoon," and thereby transforming a contaminated industrial site into a much-needed marina that will serve transient boaters on the Detroit River. This provides an excellent and successful model that capitalized on a "brown fields" industrial site for recreational boating access facilities by engaging a wide variety of partners, enlisting broad community support and leveraging multiple funding sources.

## ETHANOL, LOW SULFUR DIESEL & BIODIESEL:

### THE GOOD, THE BAD & SOLUTIONS FOR MARINE ENGINES

"The changes to today's gasoline and diesel, which help reduce harmful emissions, can have serious unwanted effects on marine engines. Boaters must understand potential problems with ethanol blended gasoline, low and ultra-low sulfur diesel and biodiesel to avoid fuel-related problems," said Jerry Nessenson, president of ValvTect Marine Fuels. "Doing so allows boaters to purchase the right fuel or fuel additives that can help the health and performance of their marine engines."

Ethanol Blended Gasoline: Problems specific to marine use versus automotive

# Sailing News

use are caused by ethanol absorbing excess moisture around the water and the length of time between fill-ups. This can cause fuel to degrade in less than a month. In rare cases the ethanol can even separate from the gasoline if a large amount of water enters the fuel tank. Ethanol blended gasoline can develop excessive deposits in the hotter-burning marine engines. This can decrease fuel economy, reduce power output and potentially cause powerhead failure.

Nessenson warned, "Aftermarket additives claiming to prevent or repair phase separation can introduce too much glycol-based chemicals that may exceed the engine manufacturer's limits and can cause severe engine damage. Some aftermarket additives have been determined to be ineffective. If phase separation occurs, the fuel tank should be pumped out, cleaned and fresh fuel pumped in. Boaters should not try to re-use phase separated gasoline."

To help prevent these potential problems, ValvTect Marine Gasoline with its patented Octane Performance Improver contains marine-grade fuel additives not found in any automotive brands. They stabilize the fuel to help keep it fresh for up to a year to help prevent octane loss. A moisture dispersant helps prevent phase separation. Special detergents not only prevent power-robbing deposits, but actually clean up pre-existing deposits to allow the engine to operate at peak performance, reduce harmful exhaust emissions and use less fuel.

Low and Ultra-Low Sulfur Diesel: EPA regulations will require many marinas to sell low sulfur diesel by October 2007, though many will make the transition early this summer. Nessenson said, "Low sulfur (500 ppm) or ultra-low sulfur (15 ppm) diesel contain more moisture, destabilize very quickly and are more susceptible to bacterial growth than high sulfur diesel. The results are sludge and plugged fuel filters that can completely shut your engine down while at sea."

Because sulfur helped to lubricate the fuel system, premature injector and fuel pump wear may develop. Older

diesels may experience leakage from injector and fuel pump seals that aren't compatible with lower sulfur diesel fuels. Nessenson suggests, "Boaters should keep in mind that fuel additives don't prevent or correct leaky seal problems caused by lower sulfur diesel fuel. They should contact their engine manufacturer to determine if replacement of fuel system seals are necessary.

"We have formulated ValvTect Marine Premium Diesel with BioGuard biocide, lubricity improver, water dispersant, corrosion inhibitor and fuel stabilizer to prevent problems caused by the reduced sulfur content. ValvTect Marine Premium Diesel requires no additional fuel additives, thus eliminating the risk of using the wrong fuel additives, saving time and a lot of money," he said.

Biodiesel: This eco-friendly fuel is becoming popular, especially in the Midwest where tax incentives make the price very attractive. Although biodiesel has good lubrication qualities and a more pleasant smell, it has some of the same problems for boaters as ultra-low sulfur diesel. These include very poor stability and susceptibility to bacteria growth. Biodiesel also contains about 3% less Btu (energy content) than diesel fuel, which causes somewhat reduced power and increased fuel consumption.

Biodiesel can be made from soy, rapeseed, used vegetable oil and even animal tallow. A byproduct of the refining process is glycerin, which, if not filtered out properly by the producer, causes fuel filter plugging. Because biodiesel is an emerging industry, product quality and consistency varies greatly between biodiesel producers.

Today's diesel engines can't burn 100% biodiesel without some adjustment, however, they can burn 5-20% biodiesel blended into diesel fuel. At this time, most engine manufacturers only approve a 5% maximum biodiesel blend. Nessenson stated, "Because of this situation, our Certified ValvTect Marinas are limited to selling a biodiesel blend with not more than 5% biodiesel. The addition of ValvTect Marine Diesel addi-

tive and BioGuard micro-biocide to a 5% biodiesel blend prevent problems that may be encountered with untreated biodiesel."

ValvTect Marine Fuels are the only fuels specially formulated for marine gasoline and diesel engines. They are only available at Certified ValvTect Marinas that conform with ValvTect's certification process and quality control requirements, such as fuel storage tank testing to ensure they are free of bacteria and other contamination. ValvTect Marine Fuel aftermarket additives should be used when ValvTect Marine Fuels are not available and can be found at most marine supply stores.

*For more information contact ValvTect Petroleum Products, Northbrook, IL 60062.800-728-8258; ValvTect@ValvTect.com; www.ValvTect.com.*



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e-mail: jsnow@gamarine.com  
website: www.gamarine.com  
**Zodiac inflatable boats in the Midwest for 28 years**



# Racing News and Results



Sailfest 2007 Race. Photo by Heather Anderson.

## Sailfest 2007 Results July 7, Bayfield, WI

### PHRF I

1) *Morningside*, Tartan 37, John Maloney, Minneapolis, MN; 2) *Escape*, C&C, John Rigke, Excelsior, MN; 3) *Sage*, Catalina 38, Brian Tjosvola, Oakdale, MN; 4) *Olo2*, O'Day 35, Danny Saathoff, Robbinsdale, MN; 5) *Shire*, Baba 35, Jon Richey, Plymouth, MN; 6) *Mon Amie*, Tartan 35, Mike Lamb, Long Lake, MN; 7) *Integrity*, Nassau 45, Mike LaBore, Hudson, WI; 8) *Undercover*, LM 32, Mike Nelson, Maple Grove, MN; 9) *Take Five*, Pearson 323, Don Magnus, New Richmond, WI; 10) *Interlude*, Tartan 31, Allan Frisch, Plymouth, MN.

### PHRF II

1) *Anthem*, Valiant 47, Bryce Kalow, Bayfield, WI; 2) *Shanti*, C&C 33, Gail Bowdish, Grand Haven, MI; 3) *Perfect Lady*, Tartan 34-2, Jim Tack; 4) *Simba*, Tartan 40,

Lee Ganz, Golden Valley, MN; 5) *Calypso*, Ericson 35.2, Jack Crowe, Maplewood, MN; 6) *LaVie*, Catalina 27, Minneapolis, MN; 7) *Emmanuel*, Hunter 40.5, Jim Huonder, Vadnais Heights, MN; 8) *Patience Reward*, Pearson 33, Jay Glommen-McCloskey, Coon Rapids, MN; 9) *Girl of the North*, Catalina 27, Joe Passinean, Amherst Jct, WI; 10) *On Location*, Hunter 27, Taylor Scott, Zimmerman, MN; 11) *Knot at Work*, Catalina, Salley VanBrocklin, Eden Prairie, MN; 12) *Jolly Swagman*, Hunter 34, Tom Embertson, Minnetonka, MN; 13) *Wassail*, Ericson 35II, Alex Johnson, Blankenese, VA; 14) *Dilly Dally*, Morgan 46, Dale Brown, Ham Lake, MN; 15) *Superior Gal*, Tartan 33, Chuck Selby, North Oaks, MN; 16) *Parvati*, Beneteau 31, Sally Bergerud, Bayfield, WI; 17) *Prozac*, Beneteau 31, Del Overholser, Zimmerman, MN; 18) *Prana*, Catalina 25, Bill Arden, Minneapolis, MN; 19) *Anaka*, S-2 28, Gene

Broom, St. Croix Falls, WI; 20) *Starship*, Conyplex 31.5, Nancy Graham, Hudson, WI; 21) *Aerie*, Islander 36, Steve Burns, New Brighton, MN; 21) *Galadriel*, Ranger 33, Tom Bickner, Hastings, MN.

### PHRF III

1) *Totally Beserk*, Lightening 19, Terence McCloskey, Coon Rapids, MN.

### WindRider One Design

1) *Experimental*, WindRider 17, Scott Rasmussen, St. Louis Park, MN; 2) *Shell*, WindRider 17, Thom Burns, New Hope, MN; 3) *SAM*, WindRider 17, Donald Maxwell, Plymouth, MN; 4) *J-L*, WindRider 17, John Gildersleeve, Duluth, MN; 5) *Babe Magnet*, WindRider 17, Carl Behrend, Munising, MI.

## 2007 Trans Superior Results August 4, Duluth, MN

### PHRF Division 1

1) *Chewbacca*, NM Intl 50, Bill Peterson; 2) *Crazy Horse*, Frers 50, Bud & Andy Siudara.

### PHRF Division 2

1) *Papa Gaucho*, J -35, Keith Stauber; 2) *Northern Harrier*, J-41, Chris Wells; 3) *Mongoose*, X-Yachts-IMX 38, Eric Hansen; 4) *Red Hawk*, SC 40, Ralph Hodek.

### PHRF Division 3

1) *Straight Jacket*, X Yacht 3/4 Ton, Terry Cano; 2) *Felucca*, Mirage 30, Alastair Grant; 3) *Whimsea*, O'Day 40, Troy Brown; 4) *Endeavour*, C & C 35 Mk III, Fred Dudderar.

# Racing News

## PHRF Cruising

1) *Aerie*, Islander 36, Thom Burns; 2) *Steele "N" Time*, Beneteau Oceanis 390, David Steele.

## Double-Handed

1) *Zig Zag*, J109, Jim Vaudreuil.

## Single-Handed Superior

1) *Polar Bear*, Olson 30, Eric Thomas; 2) *Zapada*, Islander 40, Brian Van Wieren; 3) *Sled Hunter*, Soverel 33, Sandy Sellers; 4) *II Bodacious*, Sabre 402, Jeff Urbina; 5) *Voyager*, C&C 44, Mike Spence; 6) *Remedios*, Dufour Classic 41, Patrick Courneya.

## Single-Handed Michigan

1) *Riptide*, Cal 33, John Ayres; 2) *Celebration*, C&C 37, Pete Shelquist; 3) *Integrity*, Nassau 45, Mike LaBore; 4) *Shanti*, C&C 33 Mark II, Gail Bowdish; 5) *Journey*, Gulfstar Ketch 44, Mark Perkins.

## Single-Handed Erie

1) *Black Pearl*, Oyster Ketch 46, Jim McDonnell; 2) *Whoa Nellie*, Island Packet 40, Tony Driza; 3) *Blue Max*, Bavaria 35, Paul Schloop; 4) *Galadriel*, Ranger 33, Tom Bickner; 5) *Harbour Haze*, Catalina 36, Bill Erdmann.

## Great Lakes Single-Handed Society Huron

1) *Ginger Kay*, C&C 27, Dick Lappin; 2) *GL3*, Beneteau First 30, Bill Tucker; 3) *Phoenix*, Pearson 365, Lease Schock; 4) *Voyageur*, Beneteau 285, Ian Bentley; 5) *Aquila*, Islander 32, Tom Treichel; 6) *Princess Marijke*, Catalina Tall Rig 30, Rick Umpierre.

## Overall

1) *Papa Gaucho*, J -35, Keith Stauber; 2) *Northern Harrier*, J-41,



**Sailfest 2007 Race. Photo by Heather Anderson.**

Chris Wells; 3) *Mongoose*, X-Yachts-IMX 38, Eric Hansen; 4) *Zig Zag*, J109, Jim Vaudreuil; 5) *Chewbacca*, NM Intl 50, Bill Peterson; 6) *Aerie*, Islander 36, Thom Burns; 7) *Crazy Horse*, Frers 50, Bud & Andy Siudara; 8) *Red Hawk*, SC 40, Ralph Hodek; 9) *Polar Bear*, Olson 30, Eric Thomas; 10) *Straight Jacket*, X Yacht 3/4 Ton, Terry Cano; 11) *Zapada*, Islander 40, Brian Van Wieren; 12) *Ginger Kay*, C&C 27, Dick Lappin; 13) *Felucca*, Mirage 30, Alastair Grant; 14) *Steele "N" Time*, Beneteau Oceanis 390, David Steele; 15) *Riptide*, Cal 33, John Ayres; 16) *Black Pearl*, Oyster Ketch 46, Jim McDonnell; 17) *Celebration*, C&C 37, Pete Shelquist; 18) *Whoa Nellie*, Island Packet 40, Tony Driza; 19) *Blue Max*, Bavaria

35, Paul Schloop; 20) *Integrity*, Nassau 45, Mike LaBore; 21) *Whimsea*, O'Day 40, Troy Brown; 22) *Shanti*, C&C 33 Mark II, Gail Bowdish; 23) *Sled Hunter*, Soverel 33, Sandy Sellers; 24) *Journey*, Gulfstar Ketch 44, Mark Perkins; 25) *Galadriel*, Ranger 33, Tom Bickner; 26) *II Bodacious*, Sabre 402, Jeff Urbina; 27) *Voyager*, C&C 44, Mike Spence; 28) *Endeavour*, C & C 35 Mk III, Fred Dudderar; 29) *Harbour Haze*, Catalina 36, Bill Erdmann; 30) *Remedios*, Dufour Classic 41, Patrick Courneya; 31) *Phoenix*, Pearson 365, Lease Schock; 32) *Voyageur*, Beneteau 285, Ian Bentley; 33) *Aquila*, Islander 32, Tom Treichel; 34) *Princess Marijke*, Catalina Tall Rig 30, Rick Umpierre.



## Introducing Self-leveling Video Camera Mounts by Horizon True

Horizon True camera mounts are moving forward to meet the need for speed! The ability to videotape your practices, club racing or major regattas greatly enhances your ability for post race analysis. This encourages your team to take it up a notch, therefore more speed. Besides this, it is just plain fun to watch.

Just add your camera or one available from Horizon True, clamp it to a rail, stanchion, mast or cleat. The camera will stay level keeping the *Horizon True*. The self-leveling action and hydraulic dampening gives the viewer a true on-board experience, which is critical for post race analysis.



### Used by professionals

Jeff Mootz, inventor, sailor, and videographer has had the privilege of working with Gary Jobson providing on board video in Acura's Key West and Miami Regattas, as seen on ESPN2. Horizon True footage was also used in reports from the US Collegiate National Championship in May 2007 as well as US Sailing's coverage of the Olympic Trials as seen on NBC.com. These opportunities have allowed much input from both Gary Jobson's production team on acquiring quality video, from the sailor's input to minimize intrusion and ease of the camera mounts use. See recent video at [www.jobsonsailing.com](http://www.jobsonsailing.com)

### Mounts for a variety of boats and cameras

Have a boat? Horizon True has the mount, from TP 52 or bigger, to Dinghies. Many adaptations available and in some cases custom made, will allow you to videotape from your boat! Mounts of all sizes will handle up to 15lb cameras down to the small lipstick cameras.

*Horizon True products are made in the U.S. For more information log on to: [www.horizontrue.com](http://www.horizontrue.com) or call Jeff Mootz at Mootz Eye Clinic, 507-665-3366.*

## Taylor Made Products Unveils Storage Products for Inflatable Boats

Taylor Made Products has expanded its line of accessories for inflatable boats to include several new water-resistant storage bags.

"Most inflatable sport boats do not offer any water-resistant storage," said Dave Karpinski, vice president for marketing. "Our new inflatable boat bags are intended to fill this need by keeping items dry and secure."

The deluxe bow bag is manufactured with an exterior, water-resistant clear-view zippered pocket. It features twin front and full top nylon mesh storage areas, as well as interior security and storage pockets. The bag secures to the boat with suction cups and adhesive.

The portable storage bag is made of marine-grade vinyl and features water-resistant seams. This bag functions like a small knapsack and is ideal for carrying items to shore. An exterior nylon mesh front pocket and interior security pocket provide storage for items such as keys, wallets and mobile phones. The portable storage bag also features a carrying handle and water-resistant front zipper.

The accessory storage bag features exterior zippered clear view pockets and full interior storage area with hook-and-loop closure.

Constructed from heavy-duty nylon mesh, the mesh bow bag allows water to drain. It comes with a full top section zipper for easy access and attaches to the boat with included adjustable shock cord fasteners.

Taylor Made's new bow bag provides an effective dry storage area for inflatable boats. The bag's dual zippers provide easy access. Made to fit most inflatable boats, the bag is 24 inches wide at the zippers, 10 inches tall, and 19 inches front to back.

The thwart bag attaches with a hook-and-loop closure. Web straps used for securing the bag to the thwart also function as handles or shoulder straps to carry the bag ashore. At 20 inches wide, 12 inches tall and 4 inches deep, it is made to fit most inflatable thwarts. The thwart bag is made of waterproof, mildew-resistant vinyl material.

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

## Boating Safety Through Better Signaling

Signal Mate assists boaters by automating the sound and light safety signals required by navigational rules, which allows attention to be focused on the safe operation of the vessel. Signal Mate can automate a vessel's existing sound and light signaling equipment from a small compact horn, to a large air horn system; from a LED light, to a large remote control searchlight. By using two independent outputs, both a horn and 360-degree light can be synchronized, allowing you to be seen and heard. At night this is particularly valuable when signaling for maneuvering, warning and distress. The sound gives the general direction of the signal and the light pinpoints exactly which vessel is signaling. The horn and/or light may be used manually, as a single sequence, or a repeated sequence at the proper intervals. In addition to restricted visibility, Signal Mate automates danger/doubt, and both inland and international distress signals.



Signal Mate has a convenient 12-volt receptacle to allow a spotlight to be automated in distress situations. Signal Mate also comes in a portable self-contained package containing; carry bag, controller, 106db compact horn, 360° high intensity LED light with visibility exceeding the USCG 2 mile requirement and is certified to ABYC A-16 and 72 COLREGS standards, 7 ampere-hour AGM battery and three stage charger. The unit is pre-wired and ready for immediate use.

Many boats have air horn systems but use a VHF radio with hailer for automated signaling. While in the pre-programmed fog modes the radio cannot be used. Hailers cannot provide danger/doubt or distress signaling or perform a single sequence during restricted visibility, which is useful when listening for other vessels' signals. In addition they lack the ability to synchronize a 360° light with a horn. Signal Mate can easily control an air horn solenoid valve to automate the air horn system. Other types of horns; aerosol canister, pump up canister and lung powered horns lack capacity and are impractical for maintaining the sequence and time intervals prescribed. Through the use of automated sound and light signals, Signal Mate makes it practical for vessels to signal to avoid collisions. Signal Mate can be used in boater education classes to help the boater recognize the signals.

*For more information, visit the Signal Mate website at [www.signalmate.com](http://www.signalmate.com) or call 410-675-4901.*

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## New Model Nova Davit

Forespar has improved their popular Nova Davit to extend farther than previous models and use new stronger and lighter-weight Marelon® components on a stainless steel frame.

The new Nova Davit uses reinforced Marelon™ gussets to allow each arm to lift 175lbs for a total davit lift weight of 350lbs. Longer 45" lift arms also extend farther away from the transom allowing the system to accommodate larger dinghies. A new Marelon davit head control has been designed to incorporate 4 sheaves for easy lifting and 2 cleats. One cleat is a cam style cleat for quick control and the second is a horn cleat for secure cruising.



Each arm is mounted independently using a stainless steel support bracket that is easily removable and allows the davit arms to swing into the boat for convenient storage. All appendages can be easily pinned for quick removal.

Each Nova Davit system is sold as a complete package. Standard rail mounts are for 1" rails or smaller, but adapters are available for larger rails. Each kit contains two, 4-to-1 Harken lifting bridles, 4 cleats and all necessary components for mounting the davit system on the stern of a boat that has a rail.

Forespar® is one of the oldest boat hardware manufacturers in the United States and they have been making the Nova Davit system for more than 15 years. Forespar's diverse line of marine products includes carbon fiber down wind poles, Leisure Furl™ boom furling systems, Marelon® plumbing fittings and components, and numerous other marine related products.

*For more information visit [www.forespar.com](http://www.forespar.com), email: [billm@forespar.com](mailto:billm@forespar.com), or call 1.414.220.9462.*



## Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
9	Escape, Furling Main Sail	00	\$1,095	FS	16	Luger, Trlr, 9hp OB, Great Starter Boat	85	\$2,900	FS
9	Mini Scow	86	\$1,000	FS	16	M16, Trlr	UK	\$600	FS
9	Walker Bay RID 275, Sail Kit	06	\$2,299	FS	16	Melges X with Trailer, Sails, Mint	99	\$4,900	CN
9	West Marine Inflatable	03	\$900	FS	16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY
10	Hunter Excite [New], Mylar Sail	06	\$2,450	AS	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
10	Hunter Xcite, New	04	\$2,500	FS	16	Rave Hydrofoil, TRLR, New Sails	03	\$8,500	AS
10	WindRider, Yellow	02	\$1,095	GS	16	Rave, Trlr, Good Condition	00	\$4,000	GS
12	CLC Lightcraft Passagemaker Wooden Boat	07	\$4,500	FS	16	X Boat, 2 Sails, Red	77	\$600	FS
12	Escape	96	Call	HY	16	X Boat, Single Sail, Green	UK	\$600	FS
12	Johnson Miniscow, Main	93	\$1,200	WB	17	Com-Pac Sun Cat, Every Option, Trlr, OB	05	\$25,500	GS
12	Johnson Miniscow, Main, Trlr	85	\$1,600	WB	17	Hunter 170 [NEW], TRLR	06	\$7,500	AS
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB	17	Nimble Mudhen, Main, 2.5 Merc OB, Trlr	92	\$5,500	HY
12	O'Day Widgeon, Trlr	74	\$1,250	FS	17	O'Day Daysailer, Main, Jib, OB, Trlr	72	\$2,995	WB
12	Sailboard	UK	\$600	FS	17	Siren, Gaff Rig, Trlr, Many Mods	74	\$1,900	GS
13	Chrysler Pirateer, Main, Jib, Trlr	77	\$2,800	WB	17	WindRider, Dealer Boat, Bilge Pump	06	\$7,995	GS
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY	18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB
14	Am Fiberglass Corp "T" for Two	77	\$900	FS	18	Chrysler Buccaneer, Main, Jib, Trlr, Furl	72	\$1,330	HY
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	19	MacGregor Powersailor 19X, 2 Sails, Trlr	94	\$11,500	HY
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB	19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl	04	\$16,900	HY
14	O'Day Javilin BSU	UK	\$600	FS	19	Vanguard, Furl Jib	80	\$700	FS
14	Phantom/Sunfish, Sail	UK	\$1,299	MR	19	West Potter	05	\$19,999	NE
14	Skipper, Trlr	77	\$1,000	FS	19	West Wight Potter, 3 Sails, DS, Trlr	85	\$4,500	HY
14	Taft Cat	UK	\$500	FS	20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB
15	Albacore, Main, Jib, Trlr, New Rigging	68	\$1,100	HY	21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$5,900	HY
15	Bongo, Main, Spinnaker, Trlr, Will Deliver	05	\$5,500	SC	21	Hunter 216 (Demo), Swing Keel, RF, Trlr	05	\$14,000	WB
15	Legacy, New Model, w/Trlr	07	\$13,900	GS	21	Hunter 216, Frl, Trlr, Demo	04	\$13,000	FS
15	Precision, Main, Trlr, Needs Jib, Boat Cvr	94	\$3,000	HY	21	Hunter 216, Furling Jib, TRLR	07	\$17,200	AS
15	Vanguard, Almost New, Cover, Trlr	06	\$5,900	GS	21	Precision, 3 Sails, 5hp Nissan, Trlr, More	91	\$9,550	HY
15	Wood/Canvas Sailing Dinghy	06	\$1,000	FS	21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$10,500	HY
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB	21	Precision, Well Maintained, 6hp Johnson, Trl	88	\$7,800	SC
16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	97	\$2,500	WB	22	Bayliner Buccaneer 220, 6 Sails, Trlr, More	80	\$2,400	HY
16	Escape PlayCat, Demo	03	\$2,700	AS	22	Catalina Capri, Main, RF Jib, 5hp Honda, Trlr	06	\$23,500	WB
16	Hobie Cat, Main, Jib, Trlr	UK	\$1,799	MR	22	Catalina Capri, Main, RF Jib, 5hp OB, Trlr	99	\$15,500	WB
16	Hobie Cat, Mast, Sails, Trlr	UK	\$1,000	MR	22	Catalina Mk II, 2 Sails, 4hp Mariner, Trlr	98	\$16,650	HY
16	Island Packet Big Fish	06	\$2,995	SW	22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY
16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,800	WB	22	Catalina, Fixed Wing Keel, Main, RF Jib, Trlr	88	\$7,999	WB
16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB	22	Catalina, Pop Top, Trlr, Motor	83	\$5,500	FS
16	Johnson M-16 Scow, Main, Jib, Trlr	80	\$2,700	WB	22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB
16	Johnson MC Scow, Trlr, Lift, 2 Sails	89	\$1,900	HW	22	Columbia, 5 Sails, 8' Cockpit, Trlr	70	\$4,000	SC
16	Johnson X, Main, Jib, Extra Sails, Trlr	95	\$4,000	WB	22	Hunter, Main, Jib, 5hp Nissan OB, Trlr	81	\$6,500	WB
16	Johnson X, Main, Jib, Trlr	83	\$1,800	WB	22	J-Boat, 2 Sets Class Sails, 2hp Honda, Trlr	88	\$11,500	HY
16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY	22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	HY
					22	Laguna, 4 Sails, Trlr, Pop Top, Vang	87	\$3,000	HY
					22	Morgan, Trlr	69	\$6,000	FS
					22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr	78	\$3,500	HY
					22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr	84	\$6,900	HY

LOA	Description	Yr	Price	Bkg
22	S2, Shoal Draft, New Yamaha OB, Trlr	76	\$5,000	SC
22	Sea Ray Express 215, Motor, Fiberglass	00	\$27,900	IY
23	AMF Paceship, Trlr	77	\$4,995	SY
23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr	74	\$4,500	HY
23	Hunter 23.5, H20 Ballast, Excellent	97	\$10,900	CN
23	Hunter, 4 Sails, 5hp OB, Trlr, Custom Cover	90	\$8,300	HY
23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
23	Hunter, Trlr, Wing, Furler, Nisson	89	\$8,500	FS
23	O'Day Osprey, New Hull Paint, 3 Sails	UK	\$5,000	HY
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
23	Precision, 2 Sails, 9.9hp Yamaha, Trlr, More	93	\$13,500	HY
23	Precision, 3 Sails, 8hp Honda, Trlr, More	96	\$16,000	HY
23	Precision, "Mint" 2 Sails, 9.9 Yamaha, More	04	Call	HY
23	Precision, 9.9hp Mercury, Trlr, Galley	01	\$18,000	SC
23	Precision, Trlr, 6hp Johnson, Dingy, More	93	\$13,200	SC
23	S-2, Incl. Trailer & Motor - Blue Hull	75	\$5,500	CN
24	C&C 24, Very Clean	79	\$4,995	SY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
24	C&C, 4 Sails, 8 HP Merc, 5 winches, More	76	\$1,000	HY
24	C&C, 5 Sails, 8hp Johnson, Galley, More	76	\$5,500	HY
24	C&C, 8 Sails, 6hp Merc, Galley, 5 Winches	76	\$6,000	HY
24	C&C, 9.9hp Evinrude, 4 Sails, Cradle	79	\$5,000	SC
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
24	Freedom, 9 Sails, 9.9 Hp Honda, Trlr, More	95	\$25,000	HY
24	Hunter 240, VHF, 6hp Nissan, RF, Trlr	02	\$19,000	SC
24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr	79	\$8,750	HY
24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr	77	\$5,000	HY
24	J Boat (Hull 4175), 11 Sails, 4hp John, Trlr	87	\$10,000	HY
24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,900	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY

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LOA	Description	Yr	Price	Bkg
24	Mirage, Trlr, Lots of Sails, Race Ready	76	\$3,500	SY
24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler	78	\$9,700	HY
24	San Juan, 8 Sails, 4.5 Merc OB, Elect	78	\$5,700	HY
24	San Juan, Trlr, Sails, Race Equipped	78	\$9,999	MR
25	C&C, Reduced	74	\$2,995	NE
25	Cal, 4 Sails, 11 Hp Diesel, Furler, Electronics	83	\$11,000	HY
25	Cape Dory, 4hp OB	77	\$6,600	CM
25	Capri, 6 Sails, Trlr, 4 Winches, Compass	81	\$8,500	HY
25	Catalina 250 WB, Main, 110% RF, 9.9 hp	90	\$17,900	WB

**Legend:**

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



# Northern Breezes

# Waterfront

# Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
25	Catalina 250, 3 Sails, 9.9 Evin, Trlr, Whl	00	\$23,500	HY	26	Pearson-New Listing/Particulars TBD	UK	Call	HY
25	Catalina 250, Main, 135% RF Genoa, 8hp	04	\$30,000	WB	26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
25	Catalina 250, Main, RF, 110% Genoa, OB	95	\$14,000	WB	26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$14,000	HY
25	Catalina 250, Motor, Fiberglass	98	\$19,500	SW	26	S-2 7.9, Motor, Fiberglass	84	\$13,500	SW
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl	80	\$9,500	HY	26	S-2 7.9-New Listing/Particulars TBD	UK	Call	HY
25	Catalina, 5 Sails, 9.9hp OB, Crdl, Pop Top	78	\$7,950	HY	26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY
25	Catalina, New Main & Genoa, Motor, Trlr	80	\$9,500	SC	26	Seaward RK	08	\$36,000	GM
25	Catalina, Pop Top, Trlr, 9.9 Honda 4 Strk	80	\$9,500	FS	26	Shock Endeavor, Yard Trlr	67	\$3,300	CM
25	Catalina, Swing Keel	80	\$5,000	SY	26	Westerly Centaur, 5 Sails, 27hp Volvo Dsl	71	\$9,000	HY
25	Columbia 7.6M, Reduced	79	\$12,500	NE	27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY
25	Ericson 25+	79	\$9,900	NY	27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY
25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$5,900	HY	27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS
25	Holiday, Wooden, Main, Jib, 6hp Evin, Trlr	55	\$12,000	WB	27	C&C 27	84	\$14,995	NY
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY	27	C&C Mk III, 5 Sails, 13hp Yanmar, Whl	81	\$23,900	HY
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY	27	C&C Mk IV, 5 Sails, 13 Hp, Furl, Electronics	82	\$19,000	HY
25	Hunter, Main, Furl Jib, 9.8hp OB, Head, Trlr	06	\$34,900	WB	27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
25	Irwin, 5 Sails, 15hp Yamaha, Trlr	70	\$7,250	HY	27	Cape Dory	78	\$19,500	NE
25	Irwin, OB, Cradle	72	\$5,000	CM	27	Catalina, 2 Sails, 11hp Univ Dsl, More	74	\$10,900	HY
25	MacGregor, 3 Sails, 7.5hp Honda, Trlr	81	\$3,900	HY	27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB	27	Catalina, Dsl, Whl Steering	86	\$16,000	CM
25	O'Day, 2 Sails, 9.9hp Honda, Trlr, Furler	76	\$8,750	HY	27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS
25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$7,500	HY	27	Catalina, Sloop	76	\$12,500	IY
25	O'Day, Main, Furl Gen (2), Needs Work	78	\$2,000	NY	27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$20,000	CN
25	O'Day, Motor, VHF/AM/FM/CD, Trlr	UK	Call	SC	27	Coronado, 3 Sails, 9.9hp OB, Galley, Trlr	73	\$4,500	HY
25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$10,000	NY	27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$12,000	HY
25	US Yachts, 3 Sails, 9.8 HP Merc, Trlr, More	81	\$6,200	HY	27	Erickson, OB, Yard Cradle	UK	\$10,000	CM
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY	27	Ericson, Whl, GPS, IB Engine, 6 Sails	76	\$12,900	SC
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl	77	\$11,500	HY	27	Hunter	93	\$23,500	NE
26	Chrysler, 2 Sails, 8 Hp Yamaha, Trlr, Electro.	77	\$8,500	HY	27	Hunter, 3 Sails, Yanmar IB, Stereo	77	\$5,700	HY
26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr	76	\$5,900	HY	27	Hunter, Reduced	84	\$10,500	NE
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY	27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS	27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
26	Grampian, Lots of New Gear	72	\$6,000	HY	27	TMI, 5 Sails, 15 Hp, Electronics	81	\$12,000	HY
26	Hacker Race Boat	97	\$115,000	IY	28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$19,500	HY
26	J-80, 3 Sails, 4hp Nissan, Trlr, Comp	05	\$48,000	HY	28	Kings Cruiser Sloop	57	\$10,000	IY
26	MacGregor 26 D, 3 Sails, 15hp Mariner, Trlr	88	\$6,000	HY	28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$23,900	HY	28	Newport 28	79	\$15,000	NE
26	MacGregor 26X, Dodger, 40hp Honda, Trlr	00	\$17,995	SC	28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY
26	MacGregor Powersailor 26X, 2 Sails, 50 Hp	99	\$17,500	HY	28	O'Day, IB, Main, Genoa, More	81	\$17,995	NY
26	O'Day, Trlr, Sleeps 5, Swing Keel, Sail	86	\$16,999	MR	28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$10,000	HY	28	Pearson 28 Sloop	78	\$12,500	IY
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY	28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$12,900	SW
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$9,800	HY	29	Cape Dory, Dsl, Yard Trlr	78	\$22,400	CM
26	Pearson, New Sails, RF, Elect, Trlr	78	Call	SC	29	Columbia 8.7, 5 Sails, Dsl, GPS, VHF	77	\$16,000	SC
26	Pearson, OB, Yard Trlr	72	\$7,000	CM	29	Columbia 8.7, 5 Sails, IB, Cruise Equipped	77	\$12,500	HY

LOA	Description	Yr	Price	Bkg
29	Columbia 8.7, Auto, GPS Radar	82	\$17,995	NY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY
29	Hunter 29.5, Clean Boat - Offers?	95	\$34,900	CN
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN
29	Lancer	78	\$10,995	NE
29	Lancer, Motor, Fiberglass	78	\$12,900	SW
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
30	Allied Seawind, Dsl, Ketch	65	\$19,500	CM
30	Baba, Dsl, Autopilot, GPS, Radar, More	80	\$59,995	NY
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	Call	HY
30	Catalina	88	\$44,000	NE
30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
30	Catalina 309, Dsl, Fiberglass	07	\$108,000	SW
30	Catalina, 4 Sails, 12hp Yanmar IB, Furl, Whl	79	\$20,000	HY
30	Catalina, Dsl, Fiberglass	89	\$41,900	SW
30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
30	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$24,000	HY
30	Gemini 3000 Catamaran, 25hp Yamaha,More	87	\$39,995	NY
30	Hunter 30, Lake City - Just Listed	92	\$34,900	CN
30	Newport 30 MKII	74	\$10,900	NE
30	Northstar 1000, 3 Sails, A4, Trlr, Whl.	UK	\$15,000	HY
30	Pearson-New Listing/Particulars TBD	UK	Call	HY
30	Penn Yan Sport Fish, Motor	78	\$39,500	IY
30	S-2 9.2 C, Center Cockpit, Dsl, Fiberglass	83	\$32,900	SW
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$29,995	HY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl	81	\$29,000	HY
30	Trojan F-30, Express Hardtop	79	\$24,495	IY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
30	Yankee, Sparkman & Stevens, Reduced	73	\$14,000	NE
31	Cruisers 3170 Esprit	88	\$27,000	IY
31	Hunter 31 - NEW - Save \$13K\$\$	06	Call	CN
31	Hunter, New Listing	98	\$49,900	CN
31	Pearson MkII, Dsl, GPS, Dinghy, Loaded	88	\$43,500	SC
32	Bayliner 3255 Avanti	95	\$58,000	IY
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$29,500	HY



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LOA	Description	Yr	Price	Bkg
32	Catalina 320, Wing	00	\$89,995	NE
32	Catalina 320, Wing	07	\$138,500	NE
32	Ericson, Reduced	74	\$15,500	NE
32	Islander, Fully Equipped, Electronics	77	\$25,000	SC
32	Islander, Main, 150%, Storm, Spin, Elect	80	\$29,900	NY
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl	98	\$135,000	HY
32	Larson Cabrio 330	02	\$80,000	IY
32	Pearson 323, Main, Furl Gen., Dinghy	77	\$34,995	NY
32	Seaward RK	08	\$124,000	GM
33	Beneteau 331, 5 Sails, 27hp Wsrbk, Whl	01	\$88,000	HY
33	C&C	75	\$34,995	NY
33	Hunter	82	\$23,000	NE
33	Hunter 33-NEW LISTING	80	\$19,900	CN
33	Hunter, - NEW - Mariner Pkg - Save \$9,000	07	Call	CN
33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY
33	Ranger, Motor, Fiberglass	77	\$17,900	SW
33	Tartan, Up Grade Sails, Dsl, Elect	82	Call	NY
34	Beneteau 343 LIKE NEW - Bayfield	06	\$129,900	CN
34	Beneteau 343 NEW - Save \$5,670	07	Call	CN
34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
34	Catalina	86	\$46,900	NE
34	Gemini 34 Catamaran	99	\$110,000	NY
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY

**Legend:**

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	HH=Hansen's Harbor www.hansensharbor.com		SC=See Classifieds	

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$115,000	HY	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY	42	Vagabond, Main, Furl SS & Genoa, More	83	\$165,000	NY
35	Catalina 350	03	\$143,900	NE	43	Siren Song, 90hp Dsl, Teak Decks, 19 Sails	UK	\$39,500	NY
35	Catalina 350	04	\$139,999	NE	45	Fabola Diva 451	97	\$175,000	IY
35	Columbia 10.7	84	\$58,995	NY	45	Jeanneau SO45, 4 Cabin, 2 Head, Extras	08	Call	SU
35	Ericson	70	\$22,500	NE	45	Morgan, Nelson-Marek fast cruiser	83	\$99,900	CN
35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY	46	Tartan, Main, Furl Jib, All Inst., Heat/Air	93	\$229,000	NY
35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl	94	\$69,500	HY	47	McKinna Sedan, Dsl	00	\$345,000	IY
36	C&C 110	03	\$139,999	NE	50	Yokosuka Naval Shipyard Yawl	47	\$140,000	IY
36	Catalina 36	85	\$57,995	NY					
36	Catalina, Furling, Instruments, 1 Owner	88	\$68,900	SC					
36	Hunter 36-NEW-BEAUTIFUL	08	Call	CN					
36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	Call	SU					
36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY					
36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY					
37	Beneteau 373 - NEW - Save \$15K	07	Call	CN					
37	Hunter 376, Incl 2008 Bayfield Slip	97	\$103,900	CN					
37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$94,500	NY					
37	Island Packet 370, Dsl, Fiberglass	04	\$269,900	SW					
37	Island Packet, Dsl, Fiberglass	07	\$338,000	SW					
37	Island Packet, Dsl, Fiberglass	95	\$169,900	SW					
37	Little Harbor Yawl, 16 Sails, Yanmar, Whl	67	\$115,000	HY					
37	Tartan 3700, Main, Furl Gen., Autopilot, GPS	96	\$275,000	NY					
37	Tartan 3700CCR - NEW - Save \$37K	07	\$279,900	CN					
37	Tartan, Fully equipped, Dinghy	78	\$58,900	NY					
38	Catalina 387	04	\$184,999	NE					
38	Hunter 38, **Dealer Demo**, Save 27K	06	\$199,900	CN					
38	Hunter 38-NEW Listing	06	\$190,000	CN					
38	Morgan 382, Dsl, Radar, GPS, Furling	79	\$59,900	NY					
39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	Call	SU					
40	Beneteau 40-NEW MODEL	08	Call	CN					
40	C&C, 14 Sails, Furling, Dsl, Awlgrip	80	\$74,995	NY					
40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$295,000	NY					
40	Silverton Aft Cabin	87	\$67,900	IY					

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Motor: 3.5hp Nissan OB	06	\$850 HW
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Slip: 18x32 Slip for Sale at Port Superior Marina, WI	\$56,500	SC
Wanted: Used Johnson/Evinrude, 6hp long/short shaft	Call	SC
3.5 HP Nissan Long Shaft	06	\$850 HW
8 Dinghy, Hard-chined Fiberglass w/Oars	86	450 HY
22 Sea Ray Express 215, Motor	00	\$27,900 IY
26 Hacker Race Boat	97	\$115,000 IY
30 Pen Yan Sport Fish	78	\$39,500 IY
30 Trojan F-30	79	\$24,495 IY
31 Cruiser 3170 Esprit, Gas Engine	88	\$27,000 IY
32 Bayliner 3255 Avanti	95	\$58,000 IY
32 Larson Cabrio 330	02	\$80,000 IY
40 Silverton Aft Cabin	87	\$67,900 IY
47 McKinna Sedan, Dsl	00	\$345,000 IY

## Legend:

AS=Aquarius Sail  
262-691-3794

BH=BoatHouse of Madison  
608-849-9200

CM=Cramer Marine  
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CN=Crow's Nest Yachts  
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GM=Gunkhole Marine  
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GS=Great Lakes Sailboat Co.  
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IY=Island Yacht Sales  
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LB=Lakeland Boatworks  
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MA=Martins Sports Afloat  
218-963-2452

MR=Mesabi Recreation  
218-749-6719

NE=NestEgg Marine  
715-732-4466

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715-779-3339

SC=See Classifieds

SU=Superior Yachts  
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SY=Shorewood Yachts  
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SW=Sailor's World  
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WB=White Bear BW  
651-429-7221



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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.



**21' Precision, 1988**

Well Maintained, Clean, Main, Jib, 6hp Johnson, VHF, Battery, Performance Trlr. Nice Interior, Ready to Sail. \$7,800. Includes Extras Like Anchor, Docklines, Fenders, Etc. Waunakee, WI. 608-244-1574, timojolang@yahoo.com.

**22' Columbia, 1970**

Well Maintained, Clean, Fixed Keel. Sails: 2 Main, 2 Jib, 1 Storm. Sheets Lead to Cockpit for Single Handing. New Blocks, Main Sheet and Cockpit Cushions. Good Interior Cushions. Large Comfortable 8' Cockpit for family friendly boat. Trlr. \$4,000 includes dock lines, fenders and can yoke. 847-299-2650 Email: bkonluau@comcast.net.



**22' S2, 1976**

Shoal Draft, North Sails, flat deck, roomy v-berth, new Yamaha 4 stroke outboard, w/trailer, at Tradewinds Marina, Keyesport, IL, \$5,000 618-792-5317 dsill@siue.edu.

**23' Precision, 1993**

Barrier Coat, Galvanized Trlr, 6hp Johnson, Dingy, Mooring System, Depth Sounder, Deep Cycle Battery, Jib, Genoa, 2 Reef Main, Danforth Anchor, 80' Rode, Winter Cover, Ex. Cond. \$13,200, LatLon@comcast.net, 651-436-8228.



**23' Precision, 2001**

9.9hp '06 Mercury Electric Start. Tandem Trlr, 140 Furling Genoa, Compass, Depth Sounder, Radio, Galley, Head, Anchor System, Excellent Condition. Asking \$18,000. Call Bill, 608-356-6622.



**24' C&C, 1979**

Sleeps 4, 9.9hp Evinrude Electric Start OB, Alcohol Stove, Ice Box, 4 Sails, Head, Compass, Autopilot, Radio, Loran, Depth Finder, Fenders, Lines, Wheeled Cradle, Good Fun Boat, Slip Available at Barkers Island Superior, WI. \$5,000 218-343-0249.

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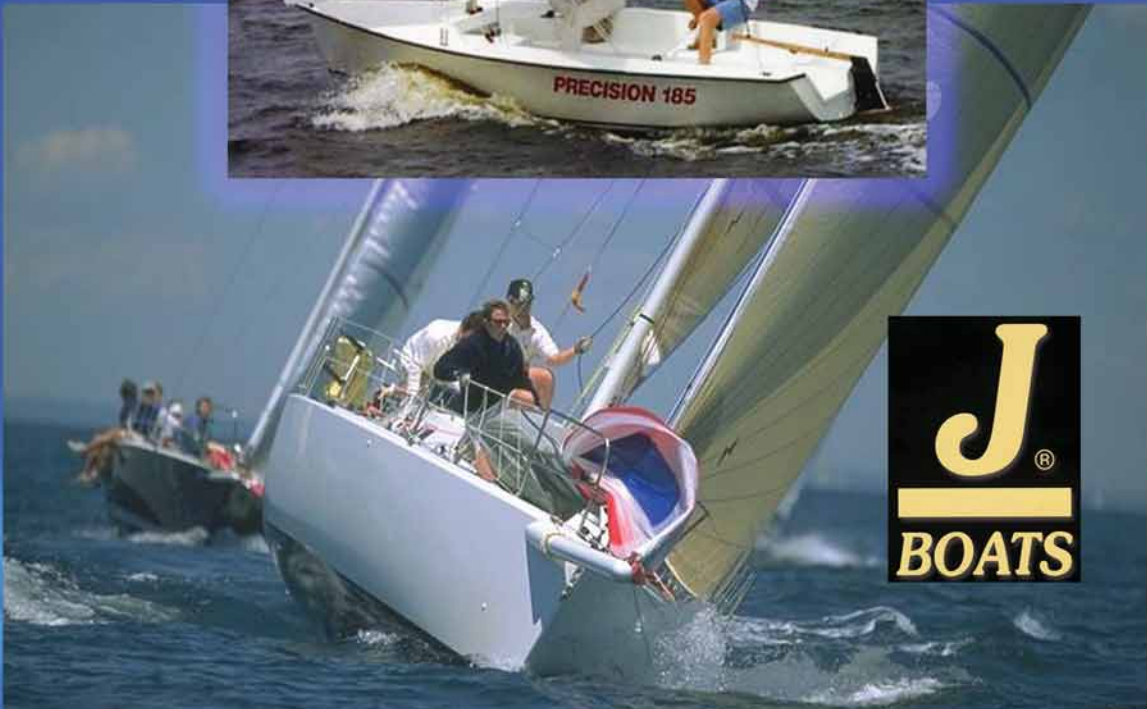
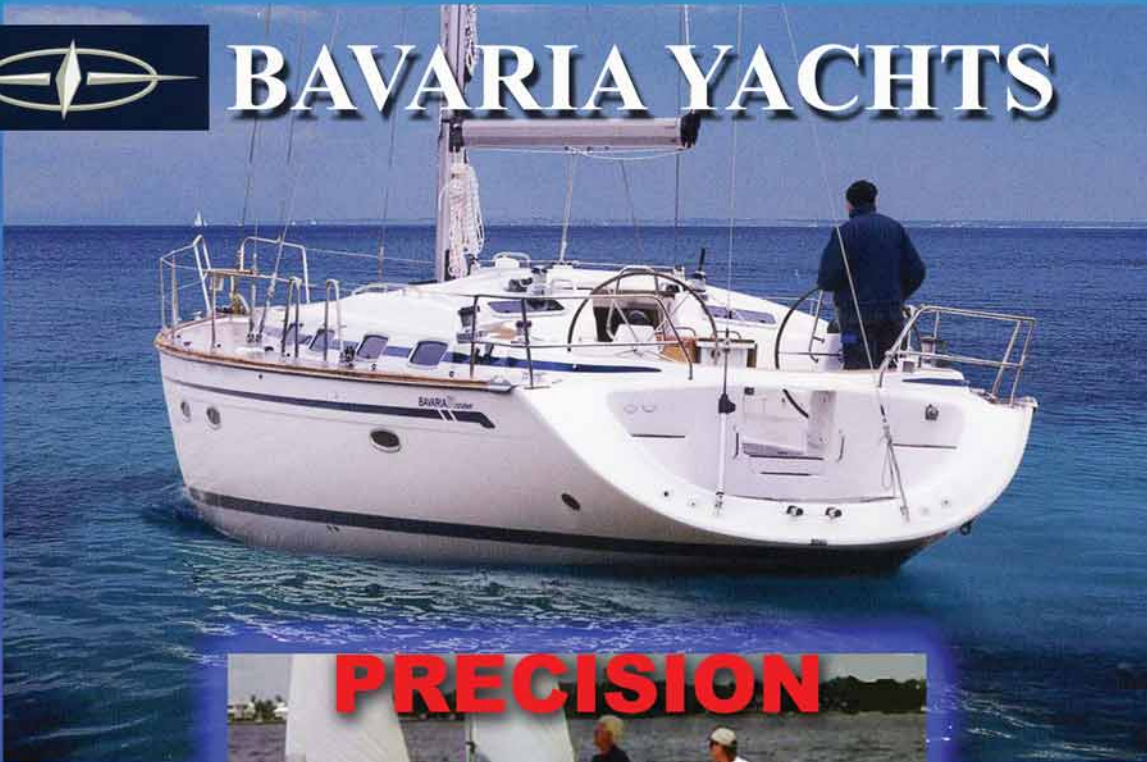
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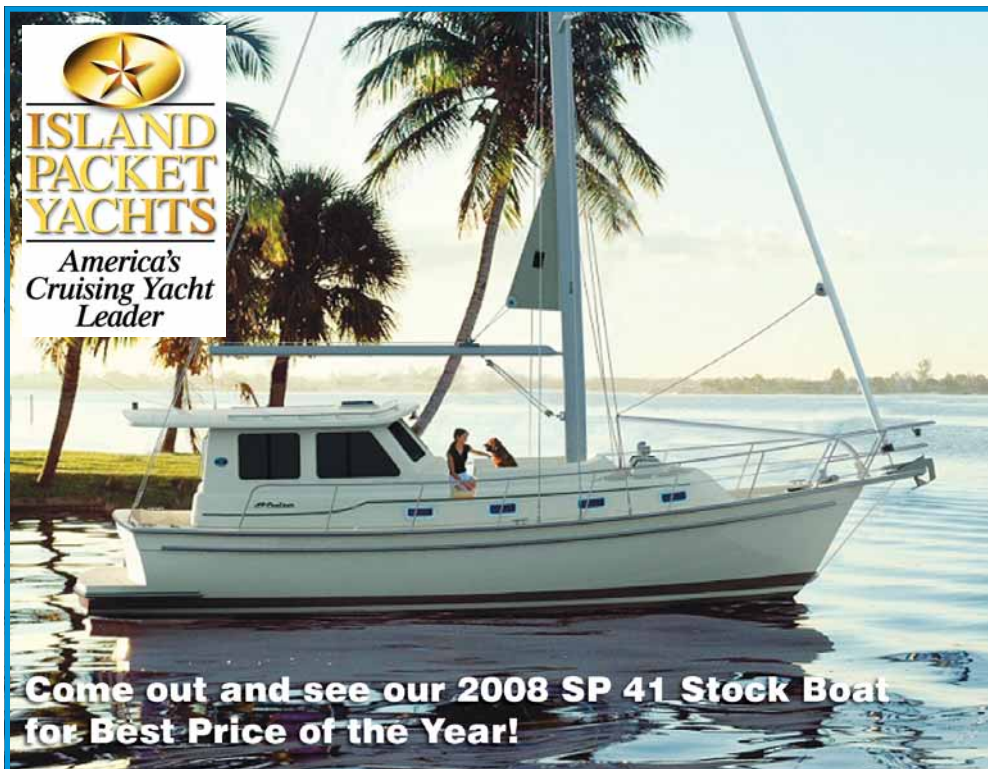
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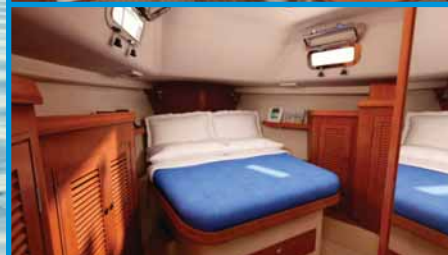
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**Galley:** Gourmet walk-through galley featuring fridge/freezer compartments with dual Frigoboat systems and individual digital controls, Force 10 range and filtered water.

**Construction:** One piece, hand-laminated, solid fiberglass hull and keel.

**Engine:** 110 horsepower Yanmar Turbo Diesel, 8.5 knots at 3500 RPM with a range over 1,000 miles!

**Deck Equipment:** The new StoWinch™ sheeting system, a joint development effort between Lewmar, Inc. and Island Packet Yachts, brings a new level of convenience to sailing and ultimately opens the door to fully automated sailing.

**Cockpit:** Control of this vessel is made easy and comfortable with dual helm and companion chairs plus a large console forward of the wheel for engine controls and instrumentation. An optional autopilot gives you the ability to steer the boat from virtually any location aboard with a wireless handheld control.

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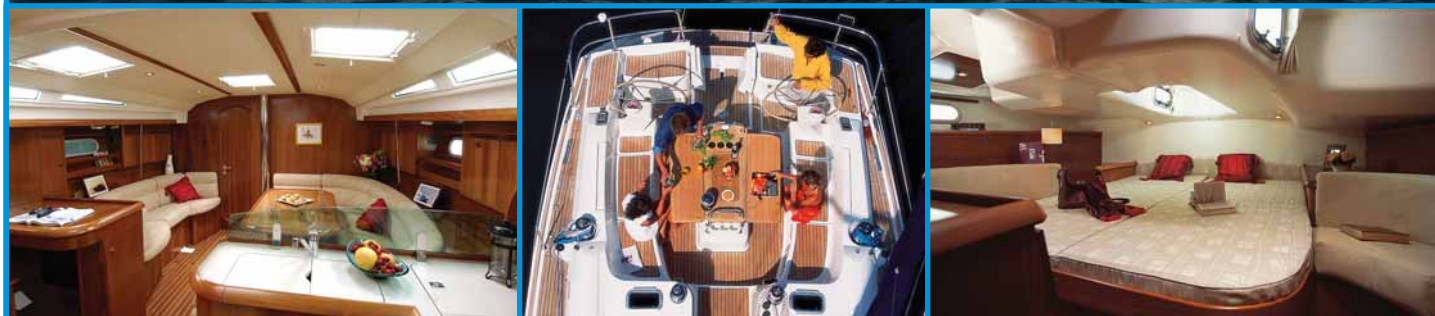
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or contact us by e-mail at: [sailfest@sailingbreezes.com](mailto:sailfest@sailingbreezes.com)

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Roger Swanson and Gaynelle Templin aboard Cloud Nine. They completed the transit of the Northwest Passage from east to west on the third attempt. Above, the natural beauty of the Bering Sea in twenty five foot waves. All photos on these pages were taken by David Thoreson, [www.bluewaterstudios.com](http://www.bluewaterstudios.com).







Family transportation is quite different in the north country. Here four Inuit youngsters travel on dad's four wheeler in Gjoa Haven. Swanson's party met two individuals who claimed to be direct descendants of the explorer Amundsen who nearly lost his ship, *Ghoa*, after running aground. The town of 1200 is named after his ship.

### *Let's Celebrate!*

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

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Gaynelle Templin above transmitting hand signals to the cockpit as the anchor is set by backing down. Below, a modern dredge used in the "new gold rush" in Nome. Bottom right, a Muskoxen on the tundra seventy miles north of Nome, Alaska.





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