

Northern Breezes

Volume XXII No. 1 Feb/Mar 2011

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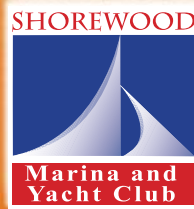


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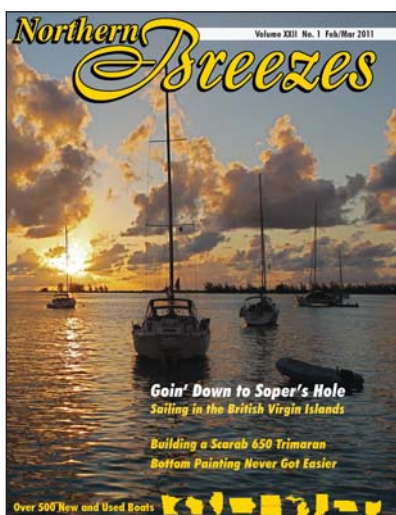
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*Sunset near Anegada
in the British Virgin
Islands*

*Photo by
Art LaPoint*



Page 8, The Baths, Virgin Gorda, British Virgin Islands.

Photo by Captain Tony Green



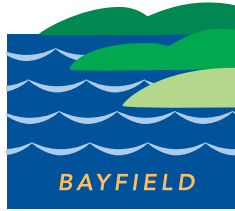
Page 8, Michael Beans Show at Marina Cay,
British Virgin Islands.

Photo by Art LaPoint



Page 15, Completed Beam mold for
Scarab 650 Trimaran. *Photo by Rich Kurlinski*

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Lee Chesneau has a Passion for Weather

Lee Chesneau is a highly seasoned senior marine meteorologist with a distinguished 39 year career in maritime weather forecasting, ship routing, writing, key note speaker at seminars, Safety at Sea Seminar (SASS) symposiums, and a certified U.S. Coast Guard Standards Training Certification & Watch-standing (STCW) Basic and Advanced Meteorology instructor. Lee's focus as an accomplished instructor and lecturer for various professional maritime organizations is educating every seagoing mariner on self reliance in marine weather and forecasting, strategic routing, and most importantly, in prudent self reliant decision making. He has his own company Lee Chesneau's Marine Weather

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Lee will be presenting seminars at the Strictly Sail Chicago Boat Show at Navy Pier from January 27-30, 2011.

The Weather Briefing: Self-Reliant Weather Interpretation Skills this seminar introduces some surface weather maps and what the anticipated weather forecasts are for several geographical areas from east and the west coasts and other areas of the country; Discusses human intelligence products as generated by the National Weather Service (NWS); Reviews tropical cyclone avoidance techniques using the 1-2-3 Rule; Provides an overview of what mariners self reliance; and Makes recommends for weather chart collection and display for logical forecast processing, interpretation, and decision making. This seminar is for everyone who enjoys day sailing, and coastal or offshore cruising.

Lee will also be teaching a weekend (Jan. 29-30) two-day **Marine Weather Level 1** course for boaters at the show (there is a fee for this course). See www.marineweatherbylee.com for info.

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Goin' Down to Soper's Hole

by Captain Tony Green

The lively musician belted out yet another pirate-themed tune. The rum-fueled crowd of cruisers, charterers and tourists laughed at just about anything he said and sang along to the best of their ability.

"He's really good," someone remarked.

"The drinks are strong, of course he sounds good!" answered one of our crew.

The scene was Marina Cay, British Virgin Islands and it was "Happy Arrr" on a February evening. The performer was Michael "Beans" Gardner, a Michigan-born entertainer and a popular one-man show in the BVI. I was there on a two-week, working vacation with Northern Breezes Sailing School. The first week was a four-boat, 21-person flotilla, led by Captain Thom Burns, owner of Northern Breezes, while week two was an American Sailing Association (ASA) Basic Coastal Cruising/Bareboat Chartering course, also conducted by Northern Breezes. I was there as Thom's cook, understudy and instructor trainee. I had recently received my U.S. Coast Guard Master's License (see "Just Call Me Captain," Northern Breezes, June 2010) and was already qualified as an ASA Bareboat Chartering Instructor, although this was my first time teaching in the Caribbean. It was not my first time visiting the Caribbean, however, as I had traveled there by nuclear submarine many years earlier. It's a good thing that the BVI authorities didn't know about my lifetime ban from the Bahamas. But that's another story, and it's classified.

It was an easy decision to accept Thom's offer to train with him and leave the Minnesota winter behind. Any water that wasn't frozen in February was okay by me and the promise of 80-degree seas and warm trade winds was just too good to pass up. Travel to the BVI is straightforward but can be time consuming. From the Upper Midwest, it usually takes two connections to get to Beef Island Airport near the main island of Tortola.



Soper's Hole at the west end of Tortola, British Virgin Islands

Another option is to fly to St. Thomas in the nearby U.S. Virgin Islands, then catch a ferry for the 45-minute boat ride to Tortola. Our yachts were all managed by Pro Valor Charters and located at the James Young Marina in Fat Hogs Bay on the east end of Tortola, just five minutes from the airport by taxi.

Our flotilla followed the conventional definition; a semi-organized group of boats under the supervision of a professional skipper on a lead boat. The crew of the lead boat consisted of several types of sailors. Some wanted to sail hard, haul lines and crank on winches all day. Others were interested in building new skills and gaining experience, but at a more relaxed pace. A third group mainly wanted to forget about stressful jobs, catch up on sleep and work on their tans. The beauty of a flotilla boat is that it can accommodate all types, and if nobody wants to sail or something breaks, a professional captain is there to deal with it. The other way to participate in a flotilla is to charter your own boat and fill it with the crew of your choosing. This is a great way for new bareboat skippers to gain experience on their own, but with the safety net of the lead boat captain nearby

to give advice and keep them out of trouble. We had all levels of participation in our flotilla: one charterer followed the lead boat the entire week; another went off on their own occasionally, while the third boat took off the first day and we only saw them a few times.

The second week Basic Coastal Cruising/Bareboat Chartering course followed much the same route as the Flotilla, with more time reserved for practicing sailing and close-quarter maneuvers like docking, mooring and anchoring. It typically takes four long days of instruction to get the average student through all of the required skills for the two ASA certifications. Our students normally attend a Northern Breezes' shore school before leaving home and get their written exams out of the way before traveling. Besides eliminating test anxiety during the course, this practice replaces several hours of classroom work with on-the-water instruction. By front loading the academics and cramming a four-day course into seven days, students complete their certifications at a more leisurely pace while leaving plenty of time for limin', the local term for not doing much of anything at all.



Michael Beans Show at Marina Cay, British Virgin Islands Photo by Art LaPoint

Here's how we spent a week limin' in the BVI:

Day 1 of each week was a travel and rest day. Thom and I arrived the night before on the first week to get the lead boat provisioned and ready. We carried many grocery items in our checked lug-

gage and purchased most of our fresh foods at the Rite Way in Road Town, the capital of the British Virgin Islands and its largest community. Last-minute items and reprovisioning was accomplished at the smaller Rite Breeze store at the head of the James Young Marina dock. Crew

members trickled in from late afternoon to late evening and settled in and adjusted to the tropical climate.

Day 2: After breakfast, we conducted systems and safety briefings, then got underway about 10 AM. We sailed the short distance across the Sir Francis Drake Channel, stopping for lunch and a swim call at Manchioneel Bay on Cooper Island. We then headed north back across the channel to tiny Marina Cay, occupied primarily by Pusser's Resort. Marina Cay was home to newlyweds Robb and Rodie White in the 1930s and Robb's 1953 best-selling account of their life together, *Our Virgin Island*, was made into a film starring Sidney Poitier. The Michael Beans Happy Arrr is held near the White's restored home on the island's summit. This evening show and sing-along was a highlight of both weeks for both the entertainment and the view from the top of the island. During our flotilla week, the mooring field was full, so we anchored off to one side and rafted three of our boats together for the night. We fouled our anchor chains overnight and spent

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The Baths, Virgin Gorda, British Virgin Islands

about an hour the next morning sorting it out before getting underway.

Day 3: We sailed northwest toward Virgin Gorda (literally "fat virgin," a name presumably given by Christopher Columbus, who thought that the island's profile resembled a large woman lying on her back). A snorkel and lunch break at The Dogs, a small group of islets, were planned both weeks, but the mooring buoys were full, so we continued on to Mountain Point off Virgin Gorda, where we found a National Park day mooring. After lunch, we sailed to Leverick Bay in Gorda Sound at the top of the island. This large harbor is well protected but contains many small islands and reefs, making navigational awareness very important. Remember "Red, Right, Returning." We grabbed a mooring ball at the Leverick Bay Resort & Marina, then took the dinghy in, where a bar, restaurant, grocery store and specialty shops awaited our wallets. We stayed ashore for the Friday night beach barbecue and the world-famous Moko Jumbie stilt dancers before returning to sleep aboard.

Day 4: We woke up early for an 8 AM taxi ride across Virgin Gorda to The Baths. This beautiful beach covered with house-sized granite boulders is a national treasure, but gets quickly overrun by cruise ship passengers by late morning. We enjoyed swimming, exploring and

lounging in relative solitude, then headed back to Leverick Bay when the crowds grew too large. During the first week, we spent the afternoon limin' during a heavy rain, while on week two we practiced docking and picking up mooring balls, then moved to a slip in the marina for our second night at Leverick Bay. Both weeks we went to nearby Saba Rock for dinner. A free motor launch provided ferry service to the Rock from Leverick Bay. One of our crew during the second week celebrated a memorable birthday at this remarkable resort.

Day 5 (Week 1): Our flotilla had another early wake-up call to get underway for Anegada. Although only 13 miles from Leverick Bay, special permission is required to take charter boats into Anegada, since the island is surrounded by shallow reefs with only one approach that usually has a tricky current. All four of our boats made it through just fine, but we understood why the restrictions exist when we saw another charterer smack right into the coral reef. Anegada is a unique place; you either love it or you hate it, according to one cruising guide. Physically, it is very different from the rest of the Virgin Islands, since its highest point lies only 28 feet above sea level, compared with the tall peaks of the other islands. The interior is covered with salt ponds that are home to a flock of flamin-

goes. The sleepy pace, reminiscent of the Caribbean of old, takes some getting used to. There are a handful of shops and a half dozen restaurants near the anchorage; most require that you order dinner by 4 PM. Some of our crew spent the day hanging around the beach bars, others took a leisurely stroll around town (called The Settlement), while the more adventurous and energetic headed across the island to the beautiful north shore beaches for swimming and snorkeling.

Day 5 (Week 2), Day 6 (Week 1): We sailed to Jost van Dyke, stopping at nearby Little Jost van Dyke for lunch and a swim call. We took the dinghy ashore to Foxy's Taboo bar and restaurant, then hiked to the Bubbly Pool, a natural rock opening at the ocean's edge that repeatedly fills and drains with the incoming waves. We continued on to Little Harbour on Jost van Dyke, where we docked for the night. Dinner was at Harris' Place, a Northern Breezes favorite. Cynthia, the daughter of the late Harris Jones, is an old friend of Captain Thom's and serves up a wonderful blend of island friendliness, great service and the best-tasting lobster I've ever had.

Day 6 (Week 2): After breakfast, we enjoyed a brisk sail south from Jost van Dyke through Thatch Island Cut to Soper's Hole on the west end of Tortola. At Soper's Hole, we stopped for ice, provisions and souvenirs before sailing back across the Sir Francis Drake Channel to Norman Island. Often called Treasure Island due to a number of stories about buried pirate loot, Norman is a popular destination. One of the reasons is The Bight, a large and extremely well protected natural harbor. We grabbed a mooring ball in The Bight, which was crowded, but not full. Dinner was at the Pirate's Bight, although we had to row ashore when the dinghy outboard quit (again). Feeling somewhat mellow, we deliberately avoided the world-famous Willie-T, the floating bar and restaurant in The Bight known for its rowdy crowds.

Day 7 (Week 1): From Jost van Dyke, we sailed to Soper's Hole, then crossed the Sir Francis Drake Channel to Little Harbour on Peter Island. We rafted



Leverick Bay, Virgin Gorda, British Virgin Islands

up our flotilla again with bow anchors out and stern lines tied to shore. Everybody got in the water for a swim or snorkeling, which was excellent. There was plenty of food and drink left onboard and we had quite a feast, capped off by a brief ceremony when the youngest member of our flotilla was presented with his "Dinghy Captain" certification.

Day 7 (Week 2): From The Bight at Norman Island, we headed out to open water for a final day of sailing practice and crew overboard drills. We came back to Norman Island for lunch and moored at The Caves off Treasure Point, where the snorkeling was terrific but the crowds were large. The afternoon was spent practicing anchoring off Peter Island. Great care must be taken when anchoring to avoid coral, which is easily damaged by ground tackle. After anchoring exercises, we motored around to Little Harbour on Peter Island for our final night aboard. After snorkeling and swimming, we enjoyed dinner and drinks in the cockpit. By the end of the second week, I'd gotten pretty good at mixing Painkillers, the signature drink of the BVI made from cream of coconut, pineapple juice, orange juice and dark rum. We had ice cream bars for dessert, thanks to Deliverance, a small supply boat that makes the rounds between Norman, Peter and Cooper Islands, selling ice, treats, pastries, fruit, drinks and more, and they'll even haul away your trash for a fee.

Day 8 (Weeks 1 & 2): After breakfast we got underway (after freeing a fouled anchor during Week 2) and sailed back

across the channel to Fat Hogs Bay and tied up the boats. After offloading, we said our goodbyes and arranged for taxis to the airport, while Thom and I transferred the remaining provisions to the incoming Northern Breezes instructor, who had just arrived for the next class.

The weather during both weeks was tropical, as expected, although the normally reliable trade winds were a bit fluky. Temperatures were in the mid 80s with reasonably high humidity. Shorts, t-shirts and swim clothes were the norm, and formal dining attire was never required. The old saying about packing for the Caribbean is worth repeating: "Take half the clothes and twice the money." We ate all breakfasts and lunches onboard and most dinners ashore. Although more costly, most crewmembers enjoyed getting off the boat in the evenings and sampling the active and interesting night life. And amazingly, we had very little trouble with seasickness during either week.

One of the boats in our group had a clogged fuel filter on the diesel engine. Ours had a troublesome outboard on the dinghy. It's always something with sailboats, and the epic sagas of shipboard repairs grew with each telling. Boats are powerful incubators for tall tales. Every good sea story (and most bad ones too) begins with the phrase "No BS, this really happened..." The recovery of an overboard wind scoop dockside was spun into a 60-foot free dive into eel-infested waters. One sailor cut his finger in the galley and the injury was soon elevated to "shark bite" status. Not to mention the wind speeds and wave heights that grew ever larger at the end of each day's reminiscing. The stories about how I blew up a Pyrex casserole dish and almost torched the bimini top while lighting the grill, however, are completely true. Best chicken dinner I ever made, too. No BS, this really happened...

Now, if I can only get that stupid pirate song out of my head. "Yo ho, watch 'em go, goin' down to Soper's Hole." Or something like that.

Captain Tony Green has been boating since 1985, including eight years in U.S. Navy nuclear submarines. He teaches for Northern Breezes Sailing School in the Twin Cities, on Lake Superior and in the Caribbean. Tony lives in Minneapolis with his wife and two daughters.

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Beat the boat next to you with speed

by David Dellenbaugh

Whether you want to catch a boat just ahead of you or stay in front of a boat just behind, there is usually nothing that will help you more than good boat-speed. A slow boat can often stay ahead of a faster boat for short periods of time by sailing smarter. But sooner or later, speed will win. This is true whether you are racing against the fleet or just one boat (or both!), so work on speed (and pointing) constantly.

In almost every race, there are many times when you find yourself sailing upwind or downwind very close to one other boat. Try to go a little faster than that boat. Use their presence to motivate yourself and your team to focus on all the little things that contribute to speed, like hiking extra hard until you pass or control that boat.

Whenever you are close with one boat this is a great chance to evaluate your performance. We set up situations like this all the time in training, so you should welcome it while racing too. Use the other boat as a comparison for your own speed. If you are not going well, try changing something to make yourself faster relative to that boat.

Use each of your 'neighbors' in the race to improve your speed at least slightly while you are near them. This will increase the chance that you will get (or stay) ahead of them, and you will help yourself in comparison to the entire fleet.

Two other notes about speed relative to the boat next to you: In order to go fast you must put yourself in a position where you are able to do so. If the other boat is affecting your wind or water (e.g. they are on your leebow), it will be difficult to go fast or beat them. So keep this in mind during tactical maneuvers.

Remember also that how you handle your boat has a lot to do with going fast and beating the boats around you. It's great to be fast in a straight line, but this seldom makes up for lousy tacks.



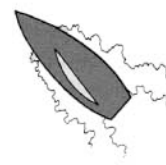
During most races you have many opportunities to do quick 'speed checks' with nearby boats. The first, and most important, thing is to evaluate your performance by comparing your speed and pointing with that of the nearby boat. This means someone on your boat has to watch the other boat carefully and give good feedback. When you are not going well, change something until you are faster. If you do a better job of this than the other boat, you can actually use them to improve your chances of beating them.

Don't make tactical moves without speed

One of the most important rules of thumb for one-on-one moves against other boats is that you should not do them when you are going slower than your competitor. In tactical maneuvering, speed is king. The boat that goes into a maneuver with more speed almost always comes out ahead. Therefore, try to be going fast as you converge with another boat, and when you're slower, don't pick that time to make tactical moves.



If the 'Left' boat wants to tack into a successful leebow position, she must be going at least as fast as the 'Right' boat just before her tack; otherwise she risks having the 'Right' boat roll over her.



If the 'Left' boat ducks and the 'Right' boat wants to tack into a successful 'slam dunk', 'Right' must be going at least as fast as 'Left' before she tacks; otherwise 'Left' will likely roll through her to leeward on port tack.

Adjusting boatspeed as a tactical weapon

You should almost always sail the optimal upwind angle that will maximize your VMG to windward; if you don't you will be losing to other boats. But sometimes you need to change your speed or pointing in order to pass, defend against or gain control of a boat near your. Here are two such situations. Just remember that whenever you are footing or pinching you are losing to the rest the fleet

SQUEEZE MODE

When there's another boat on your windward hip (who is slightly ahead of you in the race and pinning you from tacking), It's often a good idea to shift into "squeeze" mode.

By pinching up in front of them, you accomplish several things:

- You slow the other boat with your bad air and wake. If the other boat doesn't tack (because they want to keep going that way, you are both on the layline, or they are pinned by another boat), then you will get farther ahead.
- You forced the other boat to tack. This works well when you feel you are headed toward the favored side, which should result in a gain for you.
- You gain the option to tack. This is important because it lets you play the shifts freely, and you can cover the other boat if they tack.

When you first go into pinch mode, watch the other boat to make sure this tactic is working. Stop if it looks like they will be able to roll you. Once you are sure they won't be able to survive on your hip, switch to normal upwind mode so you (a) Will have speed to tack when you want; and (b) don't lose any more to the fleet.

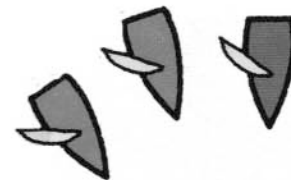
FOOT MODE

When you're ahead of a nearby boat but they have their bow ahead on your leeward side, you may want to shift onto "foot" mode for a bit, by sailing a little faster and lower than your normal upwind angle, you 'spend' a bit of your lead in order to:

- Beat other boat to the next shift or puff coming from the left (or at least minimize how much they beat you to it).
- Get into a better covering position relative to the other boat.

Your goal is to be bow-even with them if possible so they are inside your 'covering triangle' without as much leewarding as they have now.

- Possible give them bad air. If you start off far enough forward on the other boat (much more advanced than shown here), You may be able to foot off in to a position where you can actually give the other boat bad air and slow them. This would be a good idea if you want her to tack or if she can't tack (e.g she's on the layline).



Know the rules

It's hard to talk about one-on-one tactics without at least a brief mention of the racing rules. Obviously, it's very important to have a pretty good understanding of the rules when you are playing a close game with other boats. That is why smart about the rules.

It is interesting to note the format of the rules is consistent with a one-on-one approach to the sport. That is, each rule applies between you and just one other boat. No rules are written to cover multi-boat situations, so you have to apply the rules between you and each of the other boats nearby.

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



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Sailing News

Tom Rau

Tom Rau, whose boating safety columns, books and radio broadcasts taught thousands of boaters how to “Boat Smart,” has died. Rau’s columns were published in *Northern Breezes* since 2007.

He was born May 12, 1942 in Los Angeles, California, the son of Neal and Margaret (Lewis) Rau. He was a graduate of Portland University. After graduation he worked as a real estate agent and later at Lockheed Aerospace.

The 27-year Coast Guard veteran succumbed to cancer at Manistee Medical Care Facility after a lengthy illness. He was 68.

Senior Chief Rau’s “Boat Smart” column brought search and rescue and boating safety to life in the Ludington Daily News and many other publications for the past 24 years.

Rau’s “Boat Smart Chronicles” book, published in 2006, continues to educate boaters throughout the Great Lakes and across the nation. The book is a compilation of Rau’s true stories of boating emergencies and lessons to be learned from them.

“This book should be required reading for every recreational boater in



America,” retired regional Coast Guard Commander Roger Dubuc states in the book.

A Coast Guard Reservist as well as a Coast Guard Auxiliarist, Rau served full-time in the Coast Guard at Lake Michigan rescue stations including Manistee and Ludington for more than 20 years.

Retired Coast Guard Chief Petty Officer Tony Fiore, president of the Grand Haven Chapter of the Chief Petty Officers Association, remembered Senior Chief Rau as a “deck plate sailor who never sugar-coated the facts. Tom dedicated his life to saving lives by educating boaters through his ‘Boat Smart’ articles and book,” said Fiore.

The subtitle of Rau’s book, “Lake Michigan Devours its Wounded,” exemplifies his blunt approach to the need for required boating safety education.

“The challenge facing the current generation of boaters is to move beyond a recreational narrow mindedness and view boating as a serious endeavor while enjoying it in a recreational venue,” Rau concludes in the book. “Hopefully, a hundred years from now recreational boaters will have moved beyond a Pollyanna-ish mindset, a blind optimism that underscores most boating fatalities.”

Coast Guard recognition for Rau’s contributions to boating safety and search and rescue included two Coast Guard Commendation Medals. Rau was also chosen as the 2001 recipient of the Coast Guard’s highest honor for journalism — The Alex Haley Award. The award was presented by the Commandant of the Coast Guard at the time, Admiral James Loy, at the Coast Guard Festival.

“In spite of the enormous marine safety net rescue agencies provide boaters, still there is no greater or more effective rescue resource than an intelligent boater,” Rau writes in his book. “It’s not that I scorn recreational boaters, it’s that I scorn the reasons so many needlessly die or compromise their safety with foolish behavior.”

“He always told you the way it was — good or bad, the Chief to the core,” said Fiore.

Chief Todd Reed, USCGR (ret) was a shipmate of Tom Rau’s at Coast Guard Station Ludington.

“Tom Rau was one of the best and most dedicated Coast Guardsmen I ever met. He used his writing talents and passion for boating safety to do more preventative search and rescues than possibly any Coast Guardsman in history.”

Chief Todd Reed,
USCGR (ret)

Special thanks to Todd Reed

USSTAG Members Named US SAILING's 2010 SportsMan, SportsWoman and Team of the Year in Olympic and Paralympic Classes

Jon Ruf Named Paralympic SportsMan of the Year

US SAILING has chosen nine US Sailing Team AlphaGraphics (USSTAG) members as the sport's 2010 SportsWoman, SportsMan and Team of the Year, in both Olympic and Paralympic classes, for outstanding on-the-water performance, achievement and sportsmanship. US SAILING's Olympic Sailing Committee (OSC) has named Laser Radial sailor Paige Railey (Clearwater, Fla.) and Finn sailor Zach Railey (Clearwater, Fla.) SportsWoman and SportsMan of the Year, respectively, and Elliott 6m/Women's Match Racing team of Anna Tunnicliffe (Plantation, Fla.), Molly Vandemoer (Redwood City, Calif.) and Debbie Capozzi (Bayport, N.Y.) as the Team of the Year. In the Paralympic classes, the OSC has selected 2.4 mR sailor John Ruf (Pewaukee, Wis.) the SportsMan of the Year and the Sonar team of Rick Doer (Clifton, N.J.), Brad Kendall (Tampa, Fla.) and Hugh Freund (South Freeport, Me.) as the Team of the Year.

US SAILING's 2010 Paralympic SportsMan of the Year: John Ruf

This is the third year in a row that John Ruf has won this award. The 2008 Paralympic Bronze Medalist had his first 2010 podium finish at US SAILING's Rolex Miami OCR, in the Paralympic 2.4mR class where he won a bronze medal. Later in the year, he won gold against a fleet of 13 sailors at the 2010 2.4mR U.S. National Championship, in Darien, Conn., where he was awarded the Nick Scandone Trophy, which honors the late Paralympic Gold Medalist's sailing accomplishments.

An advertisement for Fleet Sails, LLC, enclosed in a decorative rope border. The text includes: "Fleet Sails, LLC", "The Sailing Store", "Northern Breezes Sailing School", "Sailboat Rentals", "SailCaddy", "New Hunter and Catalina Trailerable", "Walker Bay Dealer", "fleetsails@att.net", "www.fleetsails.com", "218-547-1188 Tom Beriou", "LEECH LAKE AREA", and "NOW OPEN near the Hwy 371 'Y'". There is a small illustration of a sailboat on the right side of the ad.

I want to build a boat!

by Rich Kurlinski

About 5 years ago I lived in Florida not far from Lake Monroe which is in the Orlando area. I often ended up walking along the lake shore near Sanford Marina and I always stopped to watch the sail boats. Having always had a love for square rigged ships, naturally sailboats caught my attention. One day while walking past the Marina, I spied a sign that said sailing lessons. I quickly discovered that Fun Maritime Academy was an ASA school and they offered the basic keelboat class. It didn't take much to get me enrolled. I never imagined how much I would love sailing and how so many things came naturally to me. Now the owner of the school, Willie, owned many, many boats, including the fleet used by the school. Tied up at the end of the school dock was a very unique and curious boat. Every time I stepped foot on the dock, my eyes would wander over to this curious boat. Willie owned a Corsair Trimaran. She was really something to look at and I was fascinated by the rigging and she looked just plain fast! I asked Willie about his boat and he would just give me a grin and say she was very fast. Finally the day came for me to take my ASA test and earn my certification. I completed the written test, completed the knot tying test, and completed the on the water test which all took pretty much the entire day. I passed with flying colors and was presented with a crisp new certificate and tee shirt signed by the crew at Fun Maritime Academy. I was so elated that I did not want to leave the dock. I just wanted to take a boat and go back on the water and sail. As I was standing there, Willie walked by and said that a bunch of people from the school were going to go for a sail across the lake for dinner and he wanted to know if I had any interest in crewing on his trimaran. The



answer was obvious. The sail was magnificent and to this day, I've never had a sail that was more exciting than that evening sail. The hooks were set from that moment. I had to have a trimaran.

Shortly after that class, I purchased my first boat. I kept that boat about year and decided it wasn't right for me. When I moved back to Wisconsin I decided to purchase my second monohull and I still have the boat and enjoy sailing her on Lake Michigan. Recently, I toyed with the idea of building my own boat and started to do research on what was available. To my surprise I found many sets of plans for trimarans in all sorts of sizes and construction. After spending a couple of months doing the research and buying the study plans, I decided on the Scarab 650. My decision was based on building the biggest boat I could build and still get it in my garage. The 650 appears to be that boat, however I'm not 100% certain I can get her in my garage. I'm concerned about the height when on the trailer. If she fits, it will be very close.

I ordered the plans and received them in about a week from Australia. Being an Engineer, I was highly critical of the plans and I found them to be very well done and very complete. In fact, I spent two weeks studying the plans trying to ascertain the best method to build and I only found one mistake, a missing dimension. I sent an email off to Ray Kendrick the designer, and the next day I had a PDF copy of the revised sheet showing the missing dimension. Since then I've sent Ray one other email regarding a question and he is very responsive with his reply.

Now that the study part is done, I plan to build the boat in these steps. First I am going to build the beam molds and while I'm laying up the 4 beams, I will then start the center board and the rudder. Next will be the prodder tube followed by the main hull and then the floats. My decision is based on not turning my garage in to a boat house until next spring so I can park my truck in the garage during our snowy winter. I have no idea how long it will take to complete this boat, but I'm prepared to spend the time. Similar boats have taken others about 3 years to build. Mine may take longer since I will only work on it a few hours in the evening and weekends.

It is my hope that this will be helpful for others who plan to build this boat and for my family, friends, co-workers, it will be a good laugh for you since most of you already think I'm a little nuts!!

Beam Mold Complete

I finally completed the beam mold for my Scarab 650. The time to build the mold was 16.5 hours.

The mold was constructed using 3/4" cabinet grade plywood for the sides and 1/4" plywood for the bottom



Completed beam mold for Scarab 650.

and flanges. The corner fillets were constructed using epoxy thickened with wood flour. After meticulously sanding and filling all dings and dents, the mold was coated using tooling gel coat.

Before I can start to lay up beams, I need to apply multiple coats of mold release wax to the mold. I will do that when I'm ready to get started. Right now I need to find a source for the different types of fiberglass cloth that will be needed to lay up the molds. I'm currently searching for this material. I anticipate laying up the beams during the winter.

Centerboard Work Started

Now that the beam mold is complete and I'm still sourcing the cloth needed to build the beams, I decided to start the centerboard. One decision I made about this boat was that the boat would be wood free with the exception of maybe the tiller handle. The plans for the centerboard say that the centerboard and rudder are built using two layers of 1/2" plywood with two layers of triax cloth between and two layers of triax cloth on the outside. Since I'm not using wood, I purchased some high density PVC marine foam (130kg/cu meter) and I will use this material instead of the 1/2" plywood. I also



The centerboard pieces before lamination.

wanted some additional mass in the board to aid in raising and lowering the board. To get this mass, I cut a groove in the foam to accept a piece of 1/8" x 3/4" x 36" long piece of steel. Each piece of the two pieces of foam will have the steel. I cut the groove the full length of the foam, dammed up the end of each groove, installed the steel and filled the groove to the top with epoxy completely encapsulating the steel plates. The steel will be in line with the pivot bushing.

Once the epoxy cured, I cut two pieces of the triaxial cloth and laminated the two foam pieces. I weighted and clamped the foam together to allow the epoxy to cure. One last note, since **the temperature is starting to**

drop, I got to use my garage heater which really worked well at keeping the garage toasty warm to allow the epoxy to cure. However, it won't be long before I'm going to have to stop work in the garage and start to lay up the fiberglass beams in my basement.

Centerboard work continues

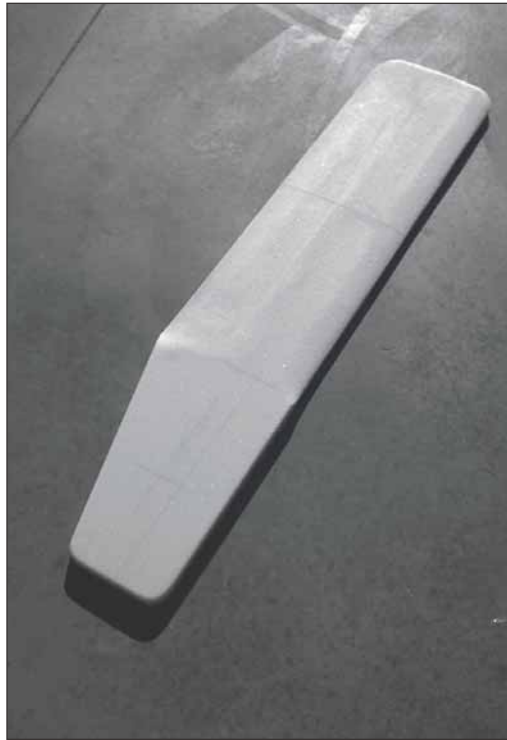
I made some progress on the centerboard. I completed all the shaping and sanding and the board is now ready for fiberglass. I was concerned about the stiffness of the board before I started sanding but that greatly improved with hydrofoil shape.

Next step, fiberglass the outside. The last steps will be installing the pivot bushing and paint.

I also have an update on the beam construction. I'm having difficulty locating the heavyweight unidirectional glass specified by the plans. I've sent off a couple of emails to see if I can special order the material or if I can use an alternate laminate schedule. All the material I've order so far has come from Noah's Marine Supply of Toronto. I know it is a Canadian company, eh, but they have a US shipping location so you don't have to deal with customs plus their prices are really good. They are also very helpful and



The centerboard curing.



The centerboard shaped and sanded.

friendly. I give them a high recommendation. I hope they come through for me. So, take off you hoser!

Later eh!

(no disrespect intended for our northern brethren)

Rich Kurlinski met the Publisher, Thom Burns, in a Bareboat Charter class in the Apostle Islands. Thom expressed interest in Rich's boatbuilding adventure. For more info:

scarab650-wisconsin.blogspot.com

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Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
8	WB Dinghy 270ftd w/Trailer & 6hp Yamaha	06	\$3,600	CN	20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
9	Achilles inflatable	UK	\$500	FS	21	Abbott Yngling, Fin keel, Main, Jib, Trlr, More	03	\$10,500	WB
11	Luger, Trlr, Cover	UK	\$875	MA	21	Precision, 2 Sails, 5 HP Nissan, Trlr, more	99	\$14,500	HY
12	Alumacraft S-12	UK	\$300	MA	21	San Juan MKI, Furler, 2 rudders, 4HP OB, trlr	74	\$3,950	WB
12	Barnett Butterfly, Mainsail, no trlr	72	\$1,200	WB	22	CAL 22, 2 Main, 5 Jib, Spinnaker, Trlr, More	86	\$14,900	WB
12	Catalina Expedition 12.5, furling main, Trlr	99	\$2,800	WB	22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	88	\$7,000	WB
12	Johnson Mini Scow	UK	\$1,200	MA	22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	99	\$13,900	WB
12	Sailboard	UK	\$600	FS	22	Chrysler, 3 Sails, 10 HP, Trlr, Ladder, More	77	\$3,000	HY
12	Sailboard (JA)	UK	\$600	FS	22	Chrysler, 3 Sails, 6 HP Merc, Trlr, New uphol.	76	\$2,995	SC
13	Laser, Main, Extra Sail, Trlr	74	\$1,100	WB	22	Hunter 216, Main, Jib furler, 2HP OB, Trlr, More	03	\$14,900	WB
14	Alumacraft S-14, 2 Sails, trailer, fbgls pram hull	UK	Call	HY	22	Morgan, Yard Trlr	69	\$3,500	FS
14	Arey's Pond APBY Catboat- Hand Built!	03	\$17,500	CN	22	O'Day, 3 sails, 12 HP, Trlr, Ladder, Safety gear	72	\$3,500	HY
14	Capri 14.2, 2 Mains, Furling Jib, Trlr, more	91	\$2,300	HY	22	Tanzer, Shoal Keel, Trlr, 9.9 Johnson, More	74	\$6,000	SC
14	Catalina Capri, Main, Roller furling Jib, Trlr, More	89	\$2,995	WB	23	Hunter 23.5 Fresh Water- NEW LIST	93	\$8,900	CN
14	Catalina Expo 14.2, Roller Furling Main, Trlr	08	\$7,495	WB	23	Hunter 23.5, Water ballast, 2 Sails, 5HP, More	93	\$12,500	HY
14	Skipper, Trlr	77	\$1,000	FS	23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mrk	87	\$6,900	FS
14	Sunfish	UK	\$825	MA	23	Irwin, 5 Sails, Trlr, Life lines, Sleeps 4	76	\$3,500	HY
15	O'Day, Main, Furling Jib, Trlr	83	\$2,995	WB	23	O'Day 23, Main, Jib, Evin 9.9HP OB, Trlr	79	\$9,500	WB
15	Precision, 2 Sails, 2.5 HP Nissan, Trlr, more	98	\$4,500	HY	23	O'Day Tempest, 3 Sails, New Trlr, Paint, More	6?	\$5,900	HY
16	AMF Apollo, Trlr, Roller furler	79	\$1,200	FS	23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
16	Hobie Cat, Trlr, Good sails and tramps	80	\$1,700	FS	23	O'Day, Trlr, 8hp Johnson, main, jib, gennie, spinn	74	\$4,200	FS
16	Johnson Daysailer, Like New	UK	Call	MA	23	Sea Sprite, Trlr, (Alberg design) 4hp Evinrude	76	\$4,500	SC
16	Johnson Daysailer, Main, Jib, Trlr	83	\$1,900	WB	24	C&C 24, 5 Sails, 5HP Honda, 4 winches, More	76	\$4,500	HY
16	Luger Leeward 16, Main, Jib, 2.5HP OB, Trlr, More	76	\$2,700	WB	24	C&C, 3' Fin, Trlr, 110%, 150%	76	\$5,600	FS
16	Man-O-War	UK	\$800	FS	24	C&C, 3 Sails, 5HP Mariner, L lines, clean	79	\$7,500	HY
16	Melges MC Scow, Main, Cockpit cvr, no trlr	90	\$2,795	WB	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC	24	C&C, 6 Sails, 15 HP Evinrude, Trlr, Anchor, More	78	\$4,000	HY
16	WindRider	02	\$2,300	FS	24	CAL, fire & smoke damage, hull & keel OK	86	\$3,000	HY
17	AMF DS, 2 Sails, Trlr, Vang, Ladder, More	73	\$1,200	HY	24	Dufour, 4 Sails, cradle, new elec, more	75	\$4,500	HY
17	Boston Whaler Harpoon 5.2, New Listing	UK	Call	HY	24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
17	Boston Whaler Harpoon 5.2, No sails, Trlr, More	77	\$1,500	HY	24	J Boat (Hull 4305), 4 Sails, 3.5hp, race equipt	86	\$14,750	HY
17	Boston Whaler Harpoon 5.2, Trlr, 2 Sails	81	\$3,500	HY	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
17	Florida Bay Mudhen, Main, 5HP Merc, Trlr, More	85	\$5,800	HY	24	S2 7.3 Meter Sloop, 6 Sails, Fixed Keel, More	79	\$6,500	SC
17	Hunter 170, Main, Roller furling jib, Trlr, More	07	\$6,900	WB	24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$7,500	HY
17	Nacra 5.2 Catamaran, Main, Jib, trapeze, Trlr	80	\$2,395	WB	24	San Juan, 9 Sails, 7.5HP Merc, Trlr, Electronics	76	\$5,000	HY
17	Spindrift, 2 Sails, Trlr, 3.5HP Tohatsu 4str, more	83	\$2,500	HY	24	Seafarer, Make an offer, Brand New Custom Trlr	74	\$6,000	FS
18	Catalina, Wing keel, Main, Roller furling, More	02	\$9,700	WB	25	Catalina 250, Main, 135% furling genoa, More	04	\$31,500	WB
18	Herreshoff America, Main, 6 HP, Trlr, More	80	\$6,900	HY	25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
18	Hobie Tiger, NEW, SALE, (lists for \$20,999)	08	\$15,999	AS	25	Catalina, New Listing	UK	Call	HY
18	Hobie, 2 Sets of Sails, Trlr, drifter avail for extra\$	80	\$1,800	HY	25	Catalina, Trlr, Swing, Furling headsail, pop-top	86	\$9,000	FS
19	Hunter, Trlr, 4hp Merc., furler	76	\$2,650	FS	25	Cheoy Lee, 3 Sails, 30HP A-4, Trlr, More	65	\$8,000	HY
19	Precision 185, 2 Sails, Trlr, furler, more	03	\$7,700	HY	25	Freedom, 3 Sails, OB, Cradle, Head, Galley	83	\$3,900	HY
20	Balboa, Full Sail Inventory, Trlr, New Motor, More	73	\$4,000	SC	25	Hunter 25.5, 2 Sails, Yanmar Dsl, furler, more	85	\$9,500	HY
20	Johnson (C) boat with Trailer	UK	\$1,500	MA	25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
20	Northeastern Harbor Pilot, Custom, Trlr, More	41	\$59,000	WB	25	Irwin 10/4, custom tdm trlr, IB, many updates	75	\$10,000	FS
					25	Merit, 8 sails, Trlr, vang, KM, DS, L Lines, more	82	\$4,250	HY
					25	Northstar	76	\$4,995	NY
					25	O'Day, Trlr, 3 sails, excellent school project	75	\$4,200	FS
					25	Pearson w/ trlr	85	\$6,395	NE

LOA	Description	Yr	Price	Bkg
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	C&C, New Awlgrip hull sides (navy blue) IB Power	78	\$10,995	NY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	78	\$5,000	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Mirage, 3 Sails, OMC Saildrive, Furler, More	78	\$9,500	HY
26	O'Day, Trlr, New 135%, w/furler, New Main, more	85	\$11,250	FS
26	Paceship (PY26) fin keel, 8 Sails, New IB, More	80	\$7,500	HY
26	Paceship (PY26) Shoal/CB, 6 Sails, Trlr, 10HP	79	\$6,000	HY
26	Pearson, 3 Sails, cradle, 3 winches, DS, More	70	\$4,000	HY
26	Pearson, New listing	UK	Call	HY
26	S2 7.9, Yard Trlr, 6HP Mariner, 6 Sails	83	\$12,500	FS
26	S-2 8M, New cushions, New sails in 07&06, More	82	\$11,500	NY
26	San Juan, New Listing	75	Call	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Shock Endeavor, Yard Trlr	67	\$1,500	CM
26	Tylcraft, 3 Sails, 28HP Evin, Trlr, Elect, More	77	\$8,400	HY
27	C&C, 2 Sails, 30hp A4, furler, galley, autohelm, More	77	\$15,000	HY
27	C&C, 2 Sails, Furler, Needs clean up, Make offer	UK	Call	HY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	Catalina 270, 2 Sails, 18HP Perk, furl, wheel	94	\$35,000	HY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$7,900	HY
27	Catalina, IB Dsl, Cradle/Trlr, Make an offer	79	\$10,000	FS
27	Catalina, Wheel Steering, Jib Frl	79	\$10,500	CM
27	CS 27	80	\$14,500	NE
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$7,500	HY
27	Dufour, 7 Sails, 12hp Volvo Dsl, Elect, More	74	\$12,000	HY
27	Home Made (Unknown Brand) 0 Sails, More	76	Call	HY
27	Tremolino Argonauta Trimaran, 2 Sails, 6hp, More	94	\$12,000	HY
27	Wooden Ketch, 3 Sails, 18 HP Yanmar, More	UK	\$19,900	HY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$12,900	HY
28	Catalina	97	\$49,500	NE
28	Johnson E-Scow, Must Sell, rebuilt, Trlr,	55	\$2,400	SC
28	Pearson, 5 Sails, 30hp A4, Furling, Elect, More	78	\$10,900	HY
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY
29	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect, More	79	\$13,900	HY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$16,500	NY
29	Hunter 29.5, 2 Sails, Yanmar IB, Whl, More	95	\$38,900	HY
29	Lancer	78	\$6,495	NE

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30	Catalina Tall Rig	97	\$12,000	NE
30	Catalina Tall, 3 Sails, 25hp Univ Dsl, Furler, More	84	\$26,300	HY
30	Catalina, many extras	79	\$17,000	CM
30	Contest, 3 Sails, 28HP IB, Trlr, Furl, L lines, More	70	\$12,000	HY
30	Irwin Citation 30	80	\$16,995	NY
30	J Boat (Hull #291), 10 sails, 12HP Ynmr, more	81	\$28,000	HY
30	Monroe Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
30	Pearson, 5 Sails, A4 IB, VHF, Stereo, Rails, More	75	\$7,000	HY
30	Pearson, Jib Frl, A-4, Steel Skid	72	\$9,500	CM

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30	Rawson Ketch	63	\$9,000	NE
30	Road King Sailboat Trailer 30-32' RK6SK	08	\$5,800	CN
30	S-2 9.2A, 4 Sails, Ynmr, Furl, Whl, L Lines, More	81	\$25,000	HY
30	Tartan 30, mainsail, furling genoa	77	\$12,995	NY
31	Beneteau Oceanis, 3 Sails, Yanmar, Whl, More	98	\$55,000	HY
31	Catalina 310	01	\$74,995	NE
31	Catalina 310	00	\$72,995	NE
31	Hunter 31-INCL A/C & GENNAKER- NICE!	06	\$88,900	CN
31	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	74	\$9,900	HY
31	Tartan	88	\$65,000	NE
32	Bristol, New Listing	UK	Call	HY
32	J Boat, 4 Sails, 28HP Yanmar, Whl, Furl, More	01	\$129,000	HY
32	Rhodes Sloop, 5 sails, A4, new paint, more	57	\$36,000	HY
33	Jeanneau SO33i, Demo, Canvas, 2 Cabin	10	\$126,900	SU
33	Ranger, 2 Sails, A4 IB, Whl, Furlex, More	76	\$17,000	HY
33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY
34	Cal, Main, Genoa, Spin, Dsl, Elect, More	75	\$24,995	NY
34	Hunter	86	\$21,900	NE
34	Hunter 340, clean, teak int., roller furling, more	98	\$64,000	SC
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$22,500	NY
34	Pacific Seacraft, Yanmar Dsl, Furl, Whl, more	90	\$95,000	HY

LOA	Description	Yr	Price	Bkg
34	Tartan 3400, Fresh water, immaculate	06	\$185,000	NY
34	Tartan, 2 cabin, fresh water, well equipped	87	\$59,500	SU
34	Tartan, clean vessel	87	\$59,500	NY
35	BaBa Cutter	85	\$120,000	NY
35	Columbia 10.7, 4 Sails, Yanmar IB, Whl, More	78	\$35,000	HY
35	Ericson	80	\$36,000	NE
36	Hunter 36- Brand New- SAVE OVER \$35k	08	\$159,900	CN
36	Hunter 36- NEW LISTING! Nice!	04	\$118,500	CN
36	Island Trader Magellan, 5 Sails, 30HP Volvo,more	76	\$32,000	HY
36	Islander, 4 sails, 50 HP dsl, Frlx, wheel, More	77	\$43,900	HY
36	Jeanneau 36i	08	\$142,900	NY
36	Jeanneau SO36i, 3 Cabin, Canvas, Windlass	08	\$142,900	SU
36	Magellan 36	76	\$34,995	NY
36	S2/36 11.0C, Center Cockpit, Dsl, More	83	\$48,995	NY
37	Hunter 376- Includes Avon Dinghy	97	\$79,900	CN
37	Irwin 37 Center Cockpit- NEW LISTING!	73	\$19,900	CN
37	Island Packet 370, 2 Cabin, BRAND NEW	10	\$433,825	SU
37	Pacific Seacraft Cutter, 5 Sails, 44HP Yanmar, More	89	\$130,000	HY
37	Pearson 365 Ketch, Exc cond, Elect, More	77	\$49,000	SC
38	C&C Landfall, 3 Sails, Yanmar IB, wheel, more	80	\$39,000	HY
38	Catalina 375, NEW	09	\$179,900	NE
38	Hunter H380, Furling main/jib, Elect. Windlass	99	\$95,495	SC
38	Morgan 382, Beautiful, All instr, Heat, More	79	\$69,900	NY
39	Jeanneau 39i	08	\$168,900	NY
39	Jeanneau SO39i, 3 Cabin, Canvas, Windlass	08	\$168,900	SU
40	Beneteau Oceanis 40- BRAND NEW	08	\$199,900	CN
40	C&C, 14 sails, Furling, Diesel, Awlgrip, More	80	\$74,995	NY
40	C&C, 8 sails, 30hp Yanm, furler, elec, more	80	\$50,000	HY
40	Hunter 40.5 Legend, 2 Sails, 50HP Yanmar, More	95	\$120,000	HY
40	Jeanneau 409, 3 Cabin, Performance, NEW MODEL	11	\$272,579	SU
40	Tartan, Main, 120%, Furler, Electronics, More	87	\$129,000	NY
41	Dickerson Ketch	75	\$109,995	NY
41	Sceptre, New bow thruster, Sails, Inst, More	87	\$190,000	NY
41	Viking Convertible	88	\$142,000	NY
41	Viking Convertible sport fisherman, loaded!	88	\$142,000	SU
42	Beneteau 423, Furl Main & Jib, Dsl, Loaded, More	05	\$190,000	NY
42	C&C Landfall, 5 Sails, Perk 50HP, Wheel, more	77	\$70,000	HY
42	Catalina 42mkII w/AC, Low hrs & loaded	08	\$269,900	NE
42	Catalina 42mkII, Low hrs & loaded	06	\$229,900	NE
44	Jeanneau SO44i, 3 Cabin, 2 Head, NEW!	09	\$281,000	SU
44	Jeanneau Sun Odyssey 44i	09	\$281,900	NY
45	Hylas Center cockpit	95	\$259,000	NY
46	Hylas 45.5, 2 Cabin, 2 Head, Center Cockpit	95	\$259,000	SU
49	Jeanneau 49i	08	\$305,900	NY
49	Jeanneau SO49i, 4 Cabin, 4 Head, Bow Thruster	08	\$305,900	SU
56	10-Meter Racing Sloop, Wood hull, project boat	27	\$25,000	HY
85	Custom LiveAboard- EXCEPTIONAL!	88	\$429,000	CN

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	Music: Carl Behrend	\$18	SC	
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	Rental: WindRider Rentals	Call	SC	
	Slip: 16x32ft, Port Superior Marina, Bayfield, WI	\$42,000	SC	
	Wanted: Catalina 36 from 2004 to 2008	Call	SC	
	Wanted: Used Johnson or Evinrude 2-6hp	Call	SC	
	Light capacity hoist	UK	\$150	MA
	Furlex, luff 29' fits 25 foot sailboat	06	\$1,000	FS
	Mainsail Luff 23'6", foot 8'4", leech 24'10"	06	\$500	FS
	Racing sails 22' sloop rig, \$500 each	UK	\$500	FS
	Harken #8 Winches set of two	06	\$300	FS
	SS Windline anchor bow roller	09	\$100	FS
	Simpson-Lawrence manual windlass	09	\$500	FS
	Magma gas grill	UK	\$100	FS
	2X 60 Watt Solar panels w/regulator	06	\$800	FS
30	Road King Sailboat Trailer 30-32' RK6SK	08	\$5,800	CN

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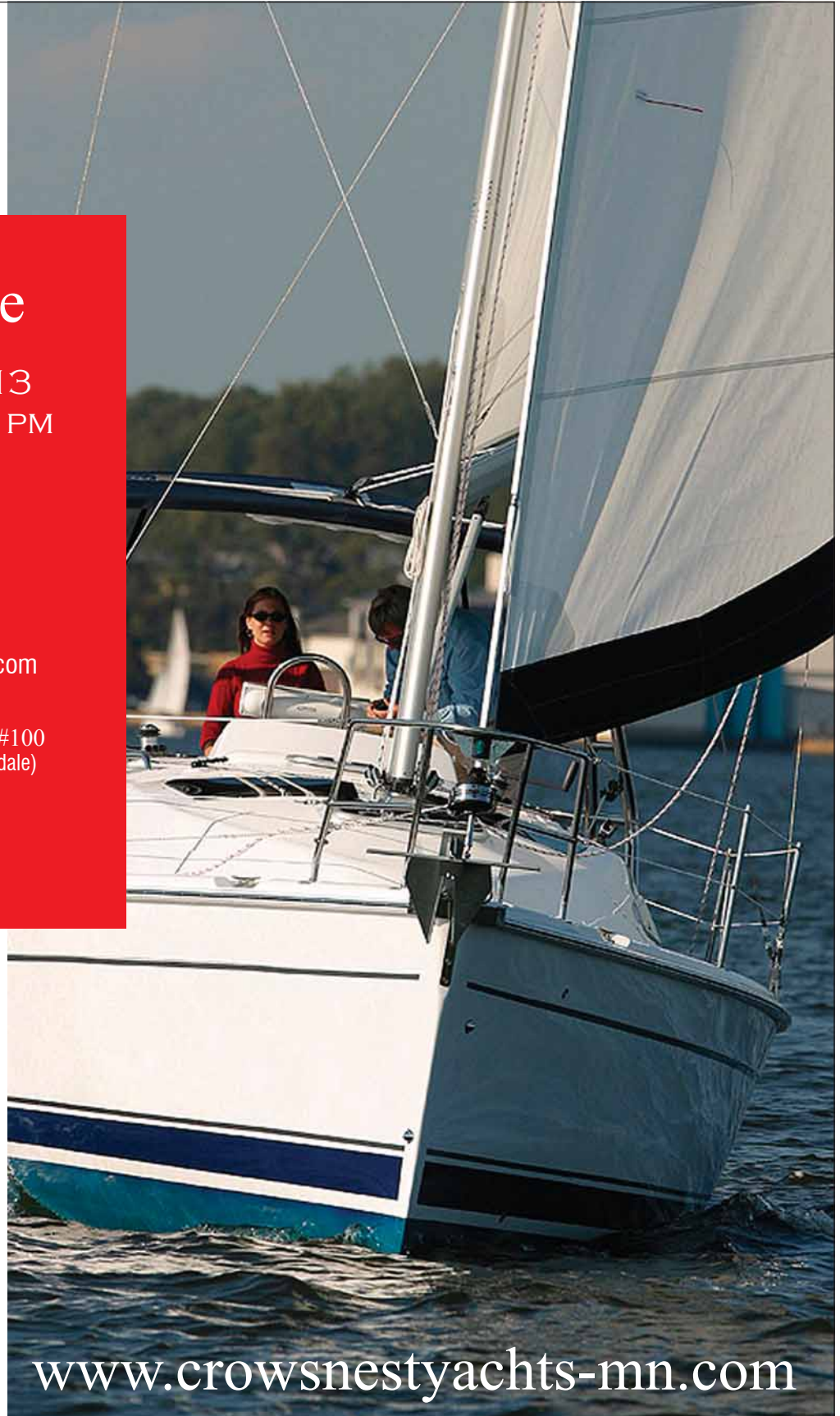
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The e10-100 is sold as a stand alone unit or can be purchased in kits that include the wind turbine, masts, mounting hardware and wiring instructions streamlining the installation process of the renewable energy wind turbine on board the vessel.

The e10-100 is also available for use on land-based installations such as cabins, weather monitoring stations and remote communication facilities.

e Marine Systems is a division of MGP Systems, Inc. having its corporate and sales offices, warehouse and showroom located in Ft Lauderdale, Florida. In business since 1999, e Marine Systems is a large distributor of solar panels, wind generators, controllers, batteries, high output alternators & battery isolators, refrigeration and other energy related products to the marine industry world wide. Unique solar/wind renewable energy installation kits and focused application products, plus design assistance has lead to their success. Services include design support, field installation and a factory repair center. Their showroom features the largest display of solar PV panels and wind generators in south Florida which is complemented by their detailed web site where customers can find extensive supporting documents, tutorials along with convenient online shopping/ordering (www.eMarineSystems.com). Member of ABYC.

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Bottom Painting Never Got Easier

by Bill Hooper

There really are a number of antifouling paint products on the market and choosing one can get confusing. There are a lot of people selling paint products who really aren't up on product data themselves, so it makes it increasingly difficult to select the right paint for your particular application beyond the color you wish the fish to see.

The first thing you need to know is there are single season paints and multi season paints. This is particularly important for boaters who remove their boats in the fall for winter storage. When using a single-season paint, they become minimally effective when the paint dries. Therefore to get the best protection you really have to paint each and every spring. Those who trailer their boats from lake to lake should be concerned with this adverse drying affect as well, because when it dries, it simply is not as effective as it is when a boat is left in the water.

Another characteristic of the classic single-season paint is that the toxicant leaches away from the paint itself. The paint stays on the hull longer than the toxicant does. So, it is common for boat owners to look at their hulls full of paint (albeit an old application) and assume there is toxicant left in the paint. Not true. The toxicant could be gone. However, if the paint application is relatively fresh and the toxicant hasn't leached out, but only suffers from the chemical change, then you can burnish the surface to open up the toxicant for better performance.

These single season paints are also hard and not self polishing (ablative) and hence build up in time to the point where you must remove it periodically to prevent unnecessary build up after it cracks and starts to flake off. When kept wet, you could expect 12-18 month performance with the recommended application of two coats.

The alternative is multi-season paints and when it comes to Interlux, the largest paint manufacturer in the world, it starts with Micron Technology, which



they claim are second to none. So, read on, but expect even a newer technology for much quicker applications, recently introduced which may really be appealing to you (later in this article).

Micron is not new. It was first introduced back in the 80's, but has evolved to an extremely effective coating in that it is longer lasting (18 to 36 months depending on paint type, usage and number of coats applied). Micron produces a smoother finish and uses less copper for longer protection. The paint and the toxicant leach away at the same time eliminating build up and you can haul and relaunch without repainting (multi-season).

Consider this. Old paint technology provided products that had more cuprous oxide toxicant in the paint designed for the worst fouling conditions. Not only were they more expensive because toxicants added to the price of the paint, but, because of their hard application, the toxicants were trapped in the deeper layers of the paint where they remained ineffective unless you sanded deeper to get to them, which increased your labor equation. With Micron technology, lesser amounts of biocide is needed, yet it gives you longer antifouling protection as the paint leaches away, *at a controlled rate*, over the life of the paint, which is essentially when the paint is gone. So, if one were to draw a graph you would easily see the difference between old antifouling and Micron where the Micron release of antifouling is longer than that of the original hard surfaces.

Other advantages of the Micron technology are that you can easily touch up needed areas, and when a reapplication is necessary, there is no need for laborious prep work. You can paint without sanding. And it is effective in all fouling conditions, for both sailboats and powerboats (up to 50 knots).

It is recommended that you always read the label and product information before you use any paint and know the application preparation procedures on the substrate you are working with, but here is a basic rundown and quick reference to Interlux Antifouling paints.

There are several types of Micron Technology paints. Let me explain the differences:

MICRON 66 - (not suitable for use in fresh water) - Is the top of the Micron range with the best antifouling performance in the harshest antifouling conditions. It works well even if the boat sits at the dock for long periods of time (2 years and beyond). Can be hauled and relaunched without recoating. When applied over TBT co-polymers, wet sand with 80 grit paper, clean with 216 thinner and prime with Primocon or TBT sealer. Over non-TBT co-polymers and other hard antifouling, wet sand with 80 grit and clean with 216 thinner. Apply at least 2 coats with brush or roller and extra on high wear areas (leading edges, rudders, etc.). Colors: Blue, Green, Red, Black.

MICRON EXTRA - Uses Biolux technology to reduce slime. Good for all boats in all waters. Can be relaunched

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The advertisement features a photograph of a sailboat's white sail with a blue fish graphic on it. The fish is depicted with its mouth open, as if it has just taken a bite out of the sail. The background shows a blue sky and water.

without coating and can be applied over existing paints. Remove loose paint by sanding with 80 grit (dry) and wipe down with 216 thinner. If you have a good strong application of any Micron technology paints on your hull, no sanding is required for a recoat. Simply powerwash the paint, scrub with a brush, let dry and reapply at least two coats with brush, roller, airless or conventional spray and extra in high wear areas. Colors: Blue, Green, Red, Black, Shark White (gray), Brown and Dark Blue.

MICRON CSC - Proven performance over 20 years. It is harder than other copper co-polymers so polishes at a slower rate. No build up. Longevity related to the number of coats applied. Haul & relaunch without recoating. Wears down like a bar of soap. Suitable for power and sail. Can be applied with brush, roller, airless or conventional (pressure pot) spray over previously painted surfaces. Prep the same as Micron Extra. Colors: Red, Black, Blue, Green and Shark White.

In Micron Technology, you have two best basic choices (which keeps it simple) and that is the Micron Extra and CSC. The difference really is that the Extra has Biolux, which is an organic boosting agent which eliminates the brown and green algae slime that resides on most hulls with antifouling paints that do not have Biolux properties. Zebra mussels and barnacles feed on these algae and hence attach to your hull. By eliminating most of this algae, these crustaceans do not attach to the hull and when they do, the biocide prevents the attachment. Micron CSC does not have this Biolux boosting agent. It is cheaper than Extra, but if you are in an area where you have zebra mussels or barnacles, you are better off with CSC.

MICRON EXTRA VOC - This is a multi-season co-polymer with cuprous oxide which controls shell fouling and Biolux technology which helps prevent weed, slime and algae growth. It wears away with use, eliminating build-up of old spent coatings. The number of coats applied relates to the longevity of the paint application (brush, roller, airless or conventional spray - pressure pot).

Micron Extra VOC meets the most stringent VOC regulations including California. It has exceptional antifouling performance in all conditions, is self polishing (no build up) and can be used on Fiberglass, wood and primed underwater metals (except aluminum). Preparation is the same as Micron Extra. Colors: Blue, Green, Red, Black and Shark White. It is not found everywhere, but rather is more popular in states like California.

All of the above paints can be applied on fiberglass or wood substrates and properly primed underwater metals such as lead and steel (but not aluminum). With wood, the first coat should be thinned. With application by brush, the average coverage is about 440 ft²/gallon, with Micron Extra VOC pushing to nearly 500 ft²/gallon.

There's one more ablative antifouling from Interlux that is a very economical to use and is a season to season paint, but is not part of the Micron Technology and it is called **FIBERGLASS BOTTOMKOTE ACT** with Irgarol. This paint is inexpensive and has wearing away tendencies, but the difference is it is not at a controlled rate like the Micron paints. The wearing away is dictated by the action of the water, so, in certain conditions the paint can wear away faster. Micron paints have more bonding characteristics with stronger resins. ACT lacks this and hence will break down quicker and so it is recommended and you will find that you need to reapply coats more frequently.

You into easy? Read on:

FIBERGLASS BOTTOMKOTE /NT - the breakthrough dual resin technology that speeds up your bottom work. This product has replaced the original Fiberglass Bottomkote and is a single season paint, but doesn't build up as fast as Bottomkote did. This product provides a universal durable, fast dry coating that delivers the benefit of both hard and ablative antifouling for all power and sailboats. This means it is similar to the hardness of the traditional paint, but also has a slow polishing mechanism that smoothes and renews the surface avoiding heavy build up like an ablative paint.

It is less expensive than Micron CSC, but only has 28% copper versus the more customary 43% found in Micron paints. It is low copper, low cost and fast drying. You can paint and launch the boat in the same day. It is designed for fiberglass, wood and primed metal (except aluminum) hulls. It is good for salt, brackish and fresh water. Very cost effective and it can be applied over previously painted surfaces after sanding with 80 grit paper and cleaning with 216 thinner. Apply two coats (first coat thinned 10% on wood). At 75 degrees you can paint every 2 hours and launch in 6 hours. At 95 you can recoat every hour and launch in 3 hours. At 50 degrees this drops to a 6 hour recoat and 12 hour launch. Colors: Black, Blue, Green & Red.

Don't like sanding? Read on about Interlux' Simple No Sand System for bare, previously unpainted fiberglass hulls. There are basically three no sand systems. They all use the Fiberglass Surface Prep product.

Removal of surface contamination is extremely important to prevent follow up paint failure. **FIBERGLASS SURFACE PREP** emulsifies and lifts mold release agents used in fiberglass boat manufacturing. It is applied with a 3M Maroon Scotch-Brite pad. On large surfaces you can apply it with a roller from a paint tray, but do one section at a time. Scrub with medium pressure and then flush the surface with fresh water or wipe with a clean, wet cloth, changing cloths frequently until all contamination is used. Run water over the surface. If water beads up or separates, clean again with Fiberglass Surface Prep. Rinse again and dry (air or cloth).

The first no sand system is called the Simple No Sand System and it incorporates the application of the above surface prep followed by the application of **FIBERGLASS BOTTOMKOTE AQUA**. No sanding, no priming. Aqua is a water-based for all types of fouling including zebra mussels. It has reduced emissions, low odor, is colorfast, can be cleaned up with water and has a color selection of red, blue and black.

The Ultimate No Sand System uses

the surface prep as described above with the application of InterProtect 2000E epoxy primer (just one coat). This gives you a tie coat and you can apply the antifouling of your choice within the window allotted based on the temperature you are working in.

The third No Sand System uses the surface prep as described above and then the application of one of the Interlux No Sand Primers. Within 4 hours you can apply one coat of Interlux's No Sand Primers by brush, roller, but do not spray. Do not use Fiberglass No Sand Primers with Micron 66, VC17m or Extra, Fiberglass Bottomkote Aqua, Micron Optima, VC Offshore, Baltoplate or any other water based or vinyl antifouling paints. These primers are urethane based and so in very hot and humid conditions, the application window for the follow up antifouling paint reduces drastically. So, check product information.

There are other Interlux products that might interest you and your particular application. **TRILUX 33**, available in cans or aerosol, is a derivative of copper safe for aluminum and comes in brighter colors.

If you want copper free antifouling, then **PACIFICA PLUS** is an ablative paint that has multi season qualities, but is not really boasted as a multi season paint. It is expensive and contains a biocide called Ecomea which controls shell fouling well. It is available in red, black and blue.

Interlux also has the VC Systems products which include VC 17m, VC

Extra and **VC OFFSHORE**. VC Offshore is a vinyl based, high-load copper which is burnished for a super-smooth racing finish. Good for fresh or salt water. If money is no object, then it is a better alternative to the other VC 17 paints, but they are not compatible. While VC17 and VC extra can be applied with little preparation, the VC Offshore must have a preparations of sanding and a coat of Interprotect 2000 and another sanding after it has completely sealed. There is no chemical attachment of these products, so labor is more, but results are excellent. Also, there is no color change after the hull gets wet. What you see out of the can is what you will see over the life of the paint.

VC 17 products have fluoro micro additive (similar to Teflon®) for reduced friction and are excellent for racing boats in fresh water. They are single season paints, but yearly application requires no sanding. Just clean with water, dry, mask and roll on. It can also be buffed to get a super smooth racing bottom.

I can't finish without stressing safety with the use of these products. All this information is available on the very informative Interlux web site: www.yachtpaint.com as well as the product information booklets available at Interlux Yacht Paint Center dealer stores. Please wear protective clothing, masks, gloves, etc.

Bill Hooper is President of Hooper's Yachts which is an official Interlux Yacht Paint Center.

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