

Northern Breezes

Volume XIX No. 6 July 2008

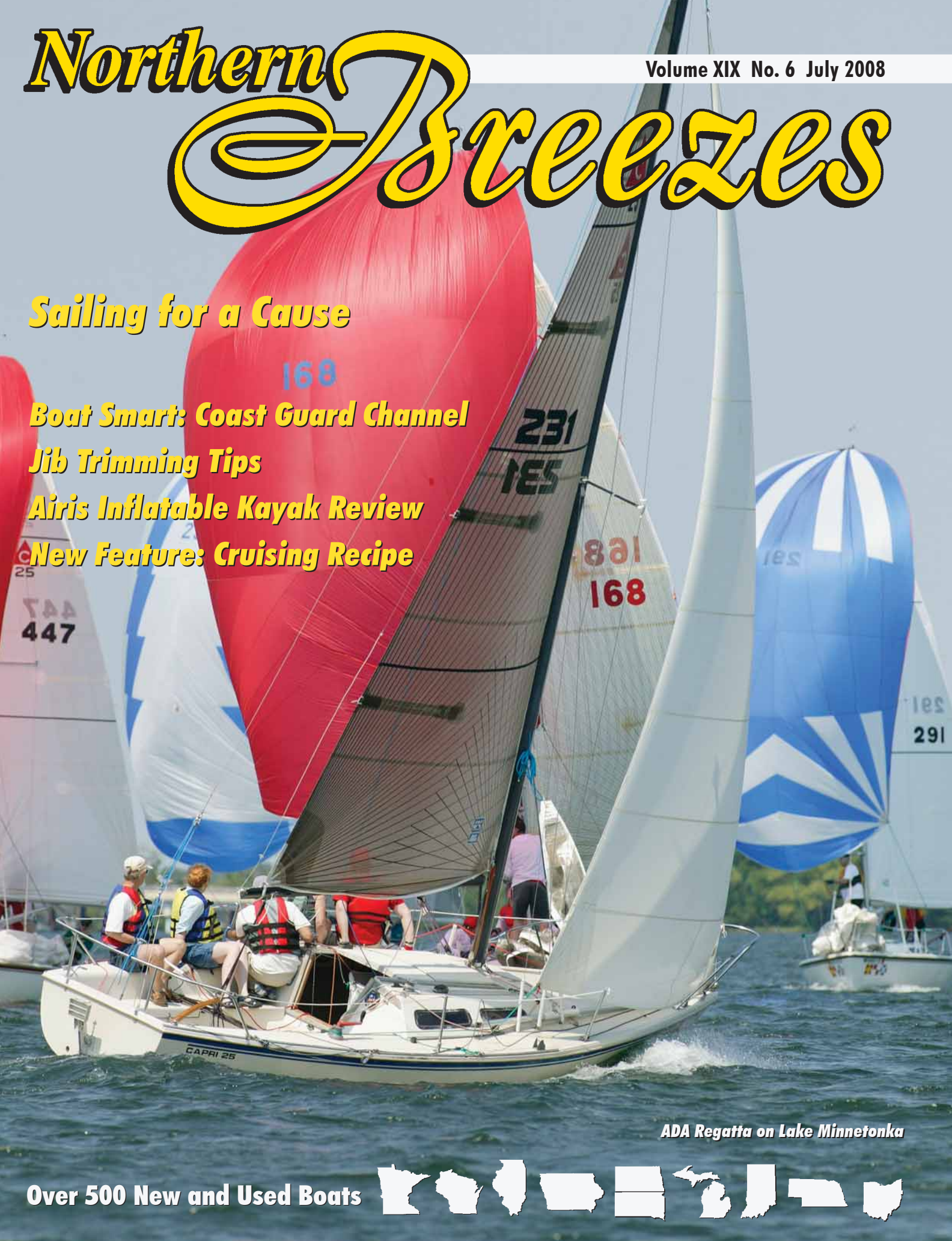
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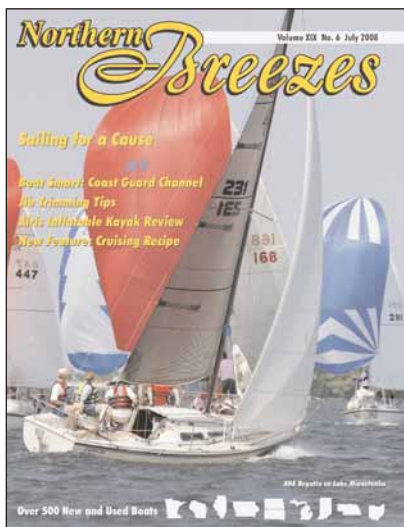
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The Cover

On the cover:

Dan Winderl’s *Chumbucket* Capri 25 sails in the 8th Annual ADA Regatta on Lake Minnetonka, MN.

Photo by J.H. Peterson.

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ADA Regatta 2008: Capri 25 Class. Photo by J H Peterson Page 26.

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Leukemia Cup Regatta. Photo by Pat Dunsworth: <http://www.patdunsworth.com/photo.htm>. Page 30.

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A double rainbow in Great Harbour on Jost Van Dyke. The end of the rainbow is Foxy’s Bar—one of the more famous watering holes in the Caribbean. Photo by Paul and Kathy Ciernia. Page 44.



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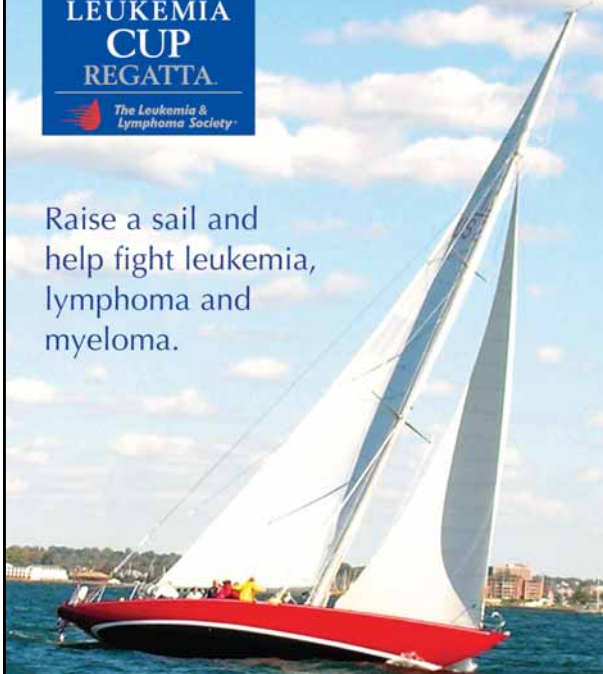
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Letters & Emails

I-LYA Bay Week Regattas

Nice article on Bay Week! You start off stating that Lake Erie is the smallest of the great lakes—well true from a volume perspective it is the shallowest and thus from a volume is the smallest. Lake Ontario is actually the smallest from a surface area perspective.

I know this is a bit nit picky but we are proud of our shallow lake!

Tim
Lorain, Ohio

You can read all about Bay Week in the June 2008 issue of *Northern Breezes*. Look for it online at www.SailingBreezes.com

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

By Carl Behrend

CHAPTER 17— OTTER HEAD ISLAND

Some of the most remote and beautiful areas on our trip lay ahead of us along the Pukaskwa Peninsula. It would be another 150 to 200 miles before we would reach any kind of civilization. I don't think there are even any roads to this area.

The morning was very calm as we glided over the smooth waters. A fish tug was sitting off in the distance. The men aboard were tending their nets. I think it was the only powerboat we saw that day. We cruised along not only enjoying the scenery above, but also the scenery below. At this point, we were probably the closest we would get to



One of those rare times the lake is like glass. Naomi rides on the bow.


Michipicoten Island. It was very tempting to go there. But we thought we had better just stick to our agenda - sailing around the lake. We decided that at some other time we would do an "island tour," spending a summer visiting Lake Superior's great islands.

Suddenly, we felt a great jolt. Instantly, we were almost completely out of the water. I quickly shut off the


motor. We were stopped dead on top of a giant round-topped boulder. The rock was sitting just below the surface. We were within sight of two shipwrecks that lay at the northwest tip of Michipicoten Island. Both of those ships had run aground there. Although, unlike us, the Chicago had been blown completely across the lake in a 1929 October storm. With 30-foot waves, the 324-foot steel-

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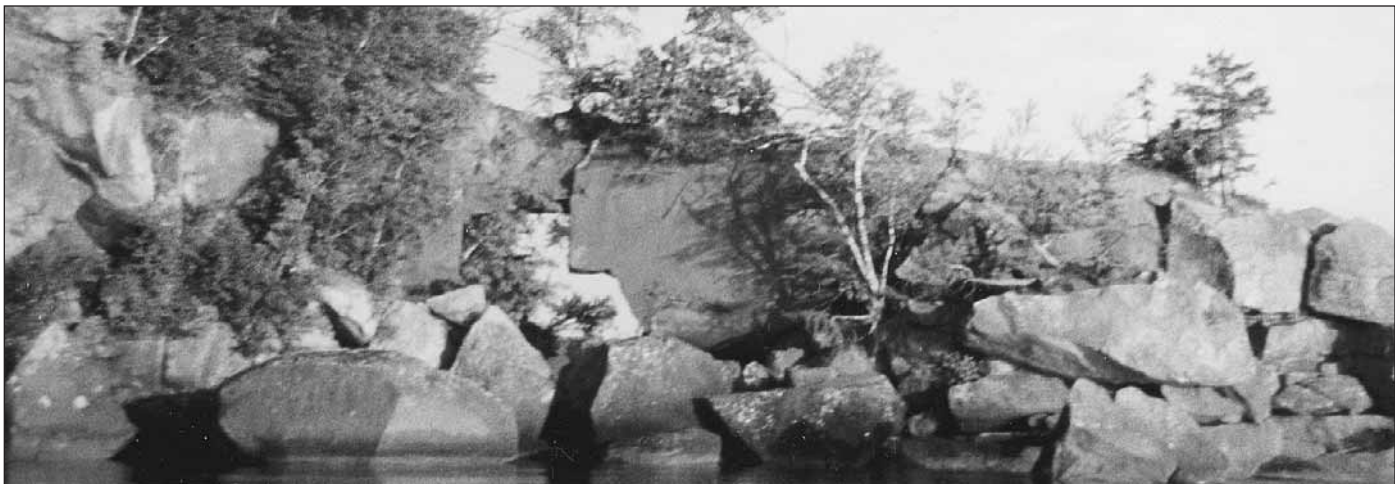


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hulled steamer's crew made it safely to shore. Not more than a mile from that wreckage sat the 205-foot *Strathmore*. That ship struck bottom in a severe storm on Nov. 1, 1924. The ship had been down bound with a load of grain. Her crew also made it to safety before the ship sank. Today, both ships are attractions for sport divers.

So I guess we weren't the only ones to meet misfortune here. If it had been a little bit rougher, I would have seen the waves splashing over the rock. But the calm day smoothed the waters and helped conceal the boulder. Naomi and I both got out of the boat to lighten the load. We pushed it off into deeper water. Fortunately, there was no serious damage to the boat or the motor. We were soon on our way again.

After several more miles of breathtakingly beautiful scenery, we saw four guys paddling east in two canoes. They were in a "desperate" situation. As soon as we were near enough, they flagged us down and hollered for help. They had left Marathon nine days earlier and probably had two or three more days of travel to reach Michipicoten Harbor. It seems their supply of beer had run out several days earlier. They offered us as much as \$10 apiece for each beer that we could spare. But alas, we had none. So unless they met someone else with a good supply, they would have to survive on only food and water for seven days.

We started out early this morning from the little harbor about 15 miles

from Michipicoten Harbor. The morning was calm and excellent for motoring. We stopped at Grangly Harbor and found some Pukaskwa Pits. The pits were dug by some ancient people for unknown reasons. They were really neat.

On we went. The wind started to pick up sometime before noon, allowing us to sail along quite nicely. But the wind soon became stronger and gusted. This kicked up waves on the lake making our travel difficult. Sometime in mid afternoon we made it to Gawley's Harbour. Naomi and I were wet and tired and we needed a break. It felt good to be in the calm of the bay.

We had taken a copy of Bonnie Dahl's *A Superior Way* along with us as a guide for our trip. The book was a cruising guide that described some of the curious Pukaskwa pits located nearby. So we stopped to explore and we also wanted to stretch our legs. After a brief search, we found the pits just as they were described in the book. There was a huge area of stones about the size of coconuts that were deposited along the lakeshore by glaciers. Then the rocks were shaped into terraces by ancient lakes or catastrophic storms. These huge areas of stone scattered along the coast of the Pukaskwa Peninsula contained pits dug into the stone. Native Americans may have dug the pits for some ceremonial purposes. These "Pukaskwas," or pits, were found at nearly every location where we found huge piles of stones. The Pukaskwa Pits gave this region its name.

After we found the pits and explored the harbor, we sailed westward in strong gusting west winds. It was tough going. Tacking windward, we moved from the shelter of one point of land to another. We also would duck behind islands whenever we could.

The farther we traveled the scenery became more majestic. These beautiful places always beckoned us to stay. We could not. But we did promise to return. We traveled along Pukaskwa Provincial Park. If I had to pick out just one part of the Canadian shoreline that I favored above the rest, I think this area would be the best. Its bays and rocky cliffs, forested hills and rugged coast were a continual source of wonder to us. Just when we passed some scene we thought to be beyond compare, we would round the next bend to find a scene even more beautiful. This helped us forget the hardships and the danger we had faced earlier in the day.

When we pulled out of the harbor the winds had picked up considerably from the west to the east against so we had to tack into it until about 6 o'clock, when it started to die down. Earlier in the day, when it was calm, I saw a big fish. The clear water held us as though suspended. You could see all the way down to the bottom. It was cool. It seemed like we were floating in the air.

We pulled up on a gravelly beach near the mouth of a river. Naomi and I got out of the boat to explore. Lake Superior, with her ice and wave action,

had built a large bank of small stones or gravel across the mouth of the stream. A large pool had formed behind this natural dam. The gravel allowed the water to drain out slowly and yet maintain a consistent water level in the pond. The men in the canoes had described this place to us. They told us it was a good place to take a bath because it was much warmer water than that of the big lake. The pond was about 12 feet deep in the middle. It was the most natural swimming pool I had ever seen.

Naomi thought that this was the Pukaskwa River. But I didn't think it was because it was too small. After exploring a bit more, we traveled west again. We were still fighting the wind and waves until late evening. The sun was getting low and we saw a spot that looked like a good place to stop. We were both wet and tired. The place we stopped was a huge open area of small stones. We looked around and found several Pukaskwa pits. I was about to get ready to set up camp when I noticed Naomi pouting again. I had put her

through a lot that day. She had changed her wet clothes several times and she had changed into the only dry thing she had left—a dress she had brought for when we got to a town.

She hardly spoke to me. But I read her thoughts. We had learned from the kayak outfitters that the lighthouse keeper's quarters at Otter Head were open to whoever wanted to use them. This meant a dry place out of the weather and a place to hang our clothes to dry. I looked at the sun over the water and said, "I bet we could make it to Otter Head by dark if we tried." Naomi packed up so quickly we were on our way in minutes.

We were under the shadow of Michipicoten Island all day almost. We pulled into camp somewhere but I had my heart set on going to Otter Head. So I pouted until Dad agreed to go.

The wind had dropped to almost nothing. The waves were no longer cresting. They had settled to smooth rolling waves. So we started the motor and headed out. Our gasoline supply was almost

out. So I took the quart can of white stove gas and dumped it into our gas can. I added a little oil and shook it up.

"That will get us a little farther," I said.

As we traveled farther west, the lake grew calmer. The setting sun reflected on the water in a most beautiful way.

By this time, the winds had died down considerably and it became more calm. We were running low on gas, but we motored it anyway. It was such a beautiful ride. The sunset painted the sky red, orange, yellow and purple. The water looked like mercury and when the wind ruffled the water, it blazed with color. It looked like Lake Superior donned her finest saffron and purple, just for us. Some of the sky untouched by the sunset was a rich velvety midnight blue and half a moon shone brightly, its reflection danced just before our boat in the water. Our fishing net was protruding to the front of the boat and it looked as though we would catch the moon in our net.

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When we first saw Otter Head Island, the sun had just begun to set. The island looked like a giant otter. The Native American perspective was very animated-seeing these land formations as giant creatures. The ideas always seemed to give me pleasure every time I saw one of these things. By the time we reached Otter Head Island it was dark. We could just make out where the lighthouse was and we pulled up to the shore. But it became obvious to us that this was not the normal way to approach the light. I climbed a steep bank up to the lighthouse tower. But there was no way to get in. I told Naomi that there must be another location where there's a dock and a trail to the keeper's quarters. So we shoved off and made our way around the island. I could smell campfire smoke. So someone must be nearby.

We made our way through a channel between two islands. As we rounded a bend, I then saw the light of a campfire. So I figured that's where the dock was. We were both exhausted from our long day's travel. We headed toward the campfire light. To our left, on the other island was a deserted old fish camp inhabited only by a flock of geese. The boat noise and the light from our flashlight disturbed the geese. They all started honking and raising a terrible ruckus. We continued toward the campfire light and could soon see a large dock.

We pulled up closer and could see people. There were quite a few people. But by this time, I didn't care if we were imposing or not. So we pulled up and tied up at the dock. With the geese honking and us pulling up in the dark we probably didn't make a very good entrance. Climbing up on the large concrete dock, I talked with a couple of the men. In the distance we could see the keeper's quarters. There were five or six men there. We soon found out that it was a group of 14 kayakers. They had been dropped off that day from a tugboat that had taken them there from Marathon.

Then when the sun went down it was all translucent moonlight and stars. When we got to Otter Head we found 14 kayakers who had gotten there first.

They were nice folks. So we camped near them and they even fed us breakfast. Just as we were getting in bed, a powerboat pulled in too.

The kayakers were going to paddle their way back. The keeper's quarters was already filled with several other people in the party. The option of staying there was out for us. Most of the men weren't overly friendly and the geese were still honking. One older gentleman was friendlier than the rest. He said that he had seen us the day before, going down the Michipicoten River. He said he was surprised to see we had made it this far in only one day. He also said he had owned a Prindle 16 catamaran for many years. He was amazed by our adventure and our idea of traveling around the lake in this type of boat.

The rest of the group seemed a bit reluctant to have us there. But we were too tired to go anywhere else. So we pulled the boat up on shore and set our tent up on the dock. Just as everyone began to settle in, I could hear a powerboat in the distance. It was slowly making its way into the channel. The geese started honking again and a searchlight was sending its beam back and forth. Finally, the boat anchored in the channel for the night. I don't know what time it was when the geese quit honking. But we were in our sleeping bags in the tent and we were falling asleep. What a day!

CHAPTER 18—PLEASURE CRUISE

The next morning, we woke early and started packing. The kayakers were also preparing for their day. They were getting ready to cook breakfast. One of the women was the cook. She invited us to eat with them. We packed our stuff and then had breakfast. We had pancakes, fruit and coffee. It was good. The older gentleman who had owned the catamaran and the lady who did the cooking were only friendly people of the whole bunch. After breakfast, Naomi and I shoved off and waved goodbye.

There was a little bit of activity out on the powerboat that had anchored in

the channel. So we stopped by to talk with them. I had hoped to bum a little gasoline for our boat motor seeing it was about 100 miles in any direction to the next place we could buy some more. We pulled up to their boat and I struck up a conversation. The people onboard were from the Minneapolis, Minnesota area. They too had been hoping to stay in the lighthouse keeper's quarters. I assured them that the kayakers would be leaving shortly and they were kind enough to fill our 2 ½-gallon can with gasoline. We thanked them. We said goodbye and off we went to get some photos of the lighthouse.

It is said that the night the Edmund Fitzgerald sank, the windows in the lighthouse were smashed out by waves and debris, even though they are some 90 feet from lake level. So violent were the waves that night.

We set out from Otter Head early. We were almost out of gas from the day before. So we went and asked the people in the powerboat. They were nice people from Minneapolis, Minnesota. They gave us gas and chatted for a while. It turned out they knew Dad's friend Stephen from Grand Marais, Minnesota. After that, we stopped at a beautiful little waterfall.

Then the wind started coming from the east and we were moving fast.

But today, the sun was bright and the skies were clear. The lake was calm. We could see a waterfall over on the mainland so we took a swing by to get a better look. The waterfall was beautiful. The water cascaded down into two almost identical waterfalls. Naomi and I stopped to take some photos. Then we were back on our way.

The weather couldn't have been better. By mid-morning a nice breeze had picked up, pushing us in exactly the right direction. There is no better feeling on this earth than to be sailing along at a good speed on a beautiful day, taking in some of the most beautiful landscape on the planet. The hardships and stress of the past days were forgotten. A kind of happiness would take over our whole beings and we found ourselves laughing.

Our situation was kind of like that of Ernest Shackleton and his men who had shipwrecked in the Antarctic in 1914. He and his crew survived on Elephant Island. Shackleton and eight of his men sailed 800 miles in a small lifeboat to South Georgia Island. But in order to reach a whaling station he, and two of his men, had to hike across a snow-covered mountain range. After reaching the summit they realized that didn't have the time or the strength to climb down before nightfall when temperatures would plummet. So the men took a coil of rope and tied themselves together. They slid down the steep embankment on their backs. As they gained momentum sliding down the mountain at incredible speed, they began to laugh uncontrollably. They had forgotten the danger they were in or past suffering.

So Naomi and I sailed along. There was a chain of small islands almost like a reef that protected many areas along the shore. Of all the areas along Lake Superior we'd seen, this area was the most rugged. To me, it looked as though the glaciers had not been gone very long. They had left this area bare and rocky. The lakeshore itself showed signs of terrible storms. We found huge piles of logs and trees washed up 50 or 60 feet out of the water. This reminded us of the incredible storms that can take place on this lake.

As the day went by, the winds began to increase. We were sailing along at top speed in and out of the shelter of the rocky islands. By noon it began to get rough on the big lake. Sometime later, we decided to pull into a bay, intending to take a break and have some lunch. Pulling the boat up, we saw some canoes and kayaks on the shore. Farther down the beach, we saw the kayakers sitting in the shade taking a break too. Naomi and I talked with a couple of the folks in the canoes. They were curious about our boat and our adventure. They said they were waiting for the wind and waves to settle down before they tried to make it around the next point. They seemed quite amazed with our sailing craft,

which was equipped with snorkeling gear, fishing tackle and musical instruments et cetera. One of them said, "You've got everything with you."

Naomi and I went for a dip. I used the snorkel and fins in the cold, clear water. After the swim we decided to make lunch. Naomi cooked macaroni on an open fire while I entertained the canoe people by singing and playing the guitar. As I was singing, two of the guy's daughters came over for a listen. It was quite a concert there in the wilderness on the Canadian shore. The wind began to settle down a little. So we all packed our gear and were off toward Marathon, to the west.

We stopped for lunch on a pebbly beach and met some canoeists and played our guitar and sang for them. One guy was so grateful he gave us some of his funky mango bread.

We sailed out of the bay ready for our next adventure. We encountered gusty winds and large waves around the point. But later, the winds subsided a bit. We sailed past our friends in the canoes, prouder than heck of our little sailboat. We were being pushed along by the wind in some of the most rugged and remote area in North America. I told Naomi that most people never even dream of taking a trip like this. And here we were, actually doing it. We counted our blessings as we sailed between the shelter of some rocky islands and the beautiful Lake Superior shore. It seems we were in the right place at the right time.

Naomi and I continued our journey along the Pukaskwa shoreline. By late afternoon we reached Hattie's Cove. There were high rocks at the entrance of the cove. There was also a fair-sized beach. There were a few people enjoying the beach as we pulled up and got our gear off. There was a large campground there. This was also the park headquarters.

We reached Hattie's Cove Campground right outside of Marathon that night and I finally got my hot shower. It was the best shower ever. We camped on the beach there and I called

Mommy from the phone booth there. My only other thought about today was that Otter Head Lighthouse was very pretty in the morning sun.

Naomi and I headed for the showers and got cleaned up. It felt good. It had been a while since we felt warm water. Our spirits lifted a bit and we made calls back home to let everyone know we were safe. At the visitors' center we attended a program put on by young park workers who were probably students. The program told about the park. We went back to the boat feeling refreshed. By now it was quite windy. We cooked supper on an open fire. By the time we finished, it was getting dark. So we pitched our tent on the trampoline of the boat. The wind was a bit cold. But inside our little tent, in our sleeping bags, it was warm and dry. Naomi wrote a bit by the light of her candle lantern.

This is the eighth of a series of excerpts from Carl Behrend's book Adventure Bound. For more information on how to purchase books, CD's or to arrange bookings call 906-387-2331 or visit www.greatlakeslegends.com.



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Jib Trimming Tips from Mike Toppa

by David Dellenbaugh

David: Mike, when you first sail upwind and trim in the jib, what are you looking for? Do you follow a routine when setting up the sail?

Mike: The first thing I do is make sure the mast tuning is right for the conditions and the mainsail trimmer is happy with the set up. The jib might appear too flat or too deep only because the main trimmer hasn't set up the back of the sail plan yet. So any trim adjustments I make might have to be changed once the mainsail and mast are set up correctly.

The next thing I do is try to get a feel for the wind sheer and wave conditions. Are they the same or different from tack to tack? If they are the same, I can duplicate trim settings on both port and starboard tack. If they're different, I'll make adjustments.

It's easy to see and feel if the waves are different from one tack to the other by the bow's motion. Sheer is a little less obvious but you can identify it by looking at the windex and telltales. For example, if there's right sheer, the apparent wind angle at the masthead (seen by looking at the windex) will be wider on starboard tack; it will look like you're cracked off. On port you'll see the windex aligned closer to the boat's centerline, making it look like the boat is almost sailing into the wind.

Your jib luff telltales will also show sheer. On port tack, you'll see the top (windward) telltales lifting before the bottom ones. This means the top of the sail is in a header relative to the bottom. Therefore you should move the lead forward to reduce twist, and trim tighter. On starboard tack you would set the lead farther aft and trim looser. It's important to do at least a few tacks before the race so you have time to get the right set-up.

Once I'm set up for differences from tack to tack, I look at the draft position in the sail. My goal is usually to have the position of maximum draft about 35% aft. I use more halyard tension if the draft needs to go forward, or less if it needs to go aft.

I also check the overall fullness of the sail relative to the wind speed and



Mike Toppa has been running North Sails Florida for the past 25 years! He is one of the top jib trimmers in the world, and has served in that role during six America's Cup campaigns, winning with *Freedom* in 1980 and *America* in 1992. Mike has raced in everything from Melges 24s to the Volvo Ocean Race; he's also a two-time winner of both the 12-Meter and Swan World Championships.

sea state. If the sail is too flat I will add more headstay sag; if it's too full I will reduce headstay sag.

Do you always want the telltales to break evenly from top to bottom?

It's nice to have the telltales break evenly along the luff, but when there is wind sheer that may be impossible. If there's so much sheer that you can't alter the sail shape enough through lead position and sheet tension, then the telltales will not be synchronized. In this case, make sure you communicate with the main trimmer and especially the helmsperson so he or she can take this into account when steering by the telltales.

How important is it to trim the jib in sync with the main?

The jib and main trimmers should be in constant communication about what they're doing for their particular sail and how it relates to the other sail. In the ideal world, both trimmers should have similar feelings for what the boat

needs. For example, when the boat hits a wave both would feel the need for acceleration and both sails would be eased more or less in unison.

As the speed builds and the jib trimmer brings the jib back to maximum trim, he or she should tell the main trimmer so both sails come in at the same time and you avoid problems like a backwind main. The helm must also be in the loop so he or she can bring the boat back to closehauled in sync with the actions of the trimmers.

Communication is so important here, especially since many bigger boats now have swept-back spreaders and no runners. This means the permanent backstay controls both headstay tension and mast bend; in other words, it affects both jib and main. If there's a slight drop in wind speed and the jib gets too flat, the jib trimmer must talk with the main trimmer to find out how much backstay ease he can have without making the main too deep.

How much do you play the jib sheet during a beat?

The jib sheet shouldn't be cleated. The front part of the sail plan is so important for getting back up to speed after hitting a wave, keeping the boat on its feet in a puff, generating more power as you glide into a luff, and all these require changes in sheet tension.

Even with the most low-stretch materials, sails, sheets and halyards stretch and relax depending on the wind pressure, so you can't simply trim the jib to an all-purpose setting and cleat it off. When a puff hits, or even if you simply sail into a slowly building breeze, you need to counter the stretch by trimming the sheet tighter and increasing halyard tension. As the puff recedes or your sail into a dying breeze everything recoils, so less halyard and sheet tension are needed.

When you're racing upwind, what do you want to hear from the helmsperson and other crew?

On big boats, the jib trimmer is often to leeward so it's difficult to antic-

ipate puffs or lulls. Therefore, you definitely need someone on the rail to communicate what's coming so you can stay in sync with the variations of wind pressure and waves. You want to make changes as the new wind and wave hits you, not afterward when you are going slow. As they say, you should aim to be pro-active rather than re-active.

It's also important to hear from the helmsperson what mode the boat is in. For example, if you are lifted and sailing fast to the next shift you need to trim a little softer for straight ahead speed. Or if the helm wants to stay high to keep in breeze, you'll need to trim tighter.

On a one-design or a bigger boat where you can cross-sheet to windward, it's easier to see the course so you don't need to hear quite as much from other crew. But good communication will always help you do a better job of anticipating breeze changes and tactical situations.

As a jib trimmer, where are you looking most of the time?

I am always concerned with boat-speed and performance. On a boat with a calibrated speedo and target speeds, you always know how fast you should be going upwind in the existing wind condition. In this case I watch the boatspeed display a lot because numbers don't lie about whether you're fast or slow.

On smaller boats without instruments, trimming the jib is all about performance and feel. Are we going well versus the fleet and the guys next to us?

So I try to watch the nearby boats (or I ask someone else to tell me what's happening).

At the same time I watch the main-sail and the helm angle. I look at the main to see if there's too much back-wind or anything else that might affect jib trim. I look at the angle of the tiller (or look where the tape mark is on the wheel) to get a feel for how much rudder angle we have. The trim of jib and main plays a big part in getting the ideal helm angle.

Should trimmers always keep their weight on the windward rail?

Most modern boats rely on crew weight for stability and need the weight on the rail, so do whatever you can to minimize the time you spend to leeward. A few blocks mounted on the deck (like on a Melges 32) will allow you to ease and trim from the windward side.

There are other ways you can make it easier to trim from the rail. For example, a window in the luff of the main allows you to see how far the leech of the jib is from the spreader. An additional draft stripe just above the jib clew patch helps you see the depth in the bottom of the sail from the weather rail.

If you boatspeed or pointing is not good, what changes would you try?

If you're not pointing or you're going slow, both you and the main trimmer need to work on the entire sail plan together and get both sails in sync with the conditions. From the perspective of

the jib trimmer, the controls in order of importance are sheet tension, headstay sag and halyard tension.

Sheet tension has a big effect on twist and depth. A quick burp of the sheet will add depth and get the boat going, or a slight trim of the sheet will immediately flatten things out. Headstay sag also affects the sail's depth and vertical profile. If pointing is a problem in light air, this is where you should look first. Increasing headstay sag will deepen the jib quickly and add the power you need to generate more lift.

With molded composite sails, the designed camber location does not move very much. Therefore, the trimmer doesn't have to adjust the halyard tension too much except to account for halyard stretch. Of course, you still need to adjust luff tension on one-design sails to keep the draft in the right position.

What can a sailor do to become a better jib or genoa trimmer?

If you want to improve your talents as a jib trimmer, try to anticipate the next shift, puff, lull and tactical move. Put yourself in the mind of the tactician or helmsman to understand what the short term goal is so you can set up the sail plan the best way to accomplish it. The boats that win have sail trimmers who do this best on a consistent basis.

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

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The Coast Guard Channel is Amazing

by Tom Rau

In my 32 years associated with the Coast Guard, the Coast Guard Channel stands alone in truly depicting the essence of this nation's oldest maritime service. When I first viewed the channel on the internet, it brought tears to my eyes. This remarkable visual epilogue truly captures the heart and soul of a wonderful humanitarian service that for over two centuries has stood guard over our nation's waters.

I should note the channel is not a Coast Guard production, but rather the masterful achievement of Tam Communications, a noted independent production company out of Scotts Valley, California. The company's pictorial coverage of Coast Guard missions takes you aboard Coast Guard cutters, law enforcement detachments, air rescue aircraft, and an array of other mission platforms, including the Coast Guard sailing vessel Eagle.

The episode, "On the Wings of the Eagle" would make the most ardent sailor yearn to sign on. The Coast Guard Eagle is a three-masted sailing barque with 21,350 square feet of sail. It is home ported at the CG Academy, New London, Connecticut

Built in 1936 by the Blohm & Voss Shipyard, Hamburg, Germany, as a training vessel for German Navy cadets, it served as a training ship for the Kriegsmarine throughout World War II. Following World War II, the German barque was commissioned into U.S. Coast Guard service as a training vessel for Academy cadets.

Aboard Eagle you get to join cadets as they perform shipboard tasks under full sail. The footage is absolutely spectacular from shots atop the mast to forward shots of the bow slashing through white-capped seas. If you're prone towards seasickness, I suggest you click on the episode shot aboard

the CGC Sherman steaming in more friendly seas, but not friendly for the bad guys.

The Sherman is a 378-foot high endurance cutter, homeport Alameda, California. In this series, Fraser takes you aboard the Sherman on patrol, during which they make a record-setting drug bust along with amazing rescues. Having served aboard Sherman, I took note on how authentic the piece depicted shipboard life aboard a cutter along with insightful feedback from the crew.

From large cutters to search and rescue stations, the episodes roll on from motor lifeboat station Moro Bay, California, to motor lifeboat station St. Joseph, Lake Michigan. As with so many of the episodes, they offer commentary from boat crews regarding their missions. The one episode that hit



home for me was the live coverage of a bust of a drunk recreational boater in St Clair Shore, Michigan. The piece takes the viewer through the actual process Coast Guard boarding officers use to determine whether an operator is impaired. I plead with boaters who drink and boat to pay heed to this episode and its sobering footage.

Make no doubt about it, Coast Guard boarding officers, although friendly and professional as shown in the episode, will allow no slack when it comes to dealing with drunk boaters who annually account for over 33-percent of boating fatalities.

In addition to cutters and law enforcement missions, episodes also include Coast Guard training missions like fire fighting and survival training schools. Again spectacular footage

places you right there as if you were one of the trainees.

These behind the scenes are taken to greater heights with footage of Coast Guard air crews performing life-saving rescues. The camera is right there with the air crew. One episode tells of a Coast Guard pilot, Lieutenant Alda Seibrands switching from command pilot to rescue swimmer to save a foundering boater. She would later receive the Coast Guard Medal for her valiant efforts.

And like with so many of the other episodes that deal with water born rescues, a backdrop of sea and sky while capturing the eye lends reality to the moment. What a rare opportunity to see it all from the cockpit and the pilothouse.

These and so many other features offered on the Coast Guard Channel paint a vivid picture of the Coast Guard, its missions, its crews, and its untold value to the nation's maritime interest. For that, I'm grateful; for at last when someone ask me what does the Coast Guard do, I can now direct them to the Coast Guard Channel.

And what you will discover is not just what Coasties do but why they do it—both will amaze you.

To view the Coast Guard Channel go to www.boatsmart.net and click on Coast Guard Channel.

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

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

Definitions of Tools

By John Butler

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted fender which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, ouch

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: It transforms human ener-

gy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your results.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER: A very large pry bar that inexplica-

bly has an accurately machined screwdriver tip on the end opposite the handle.

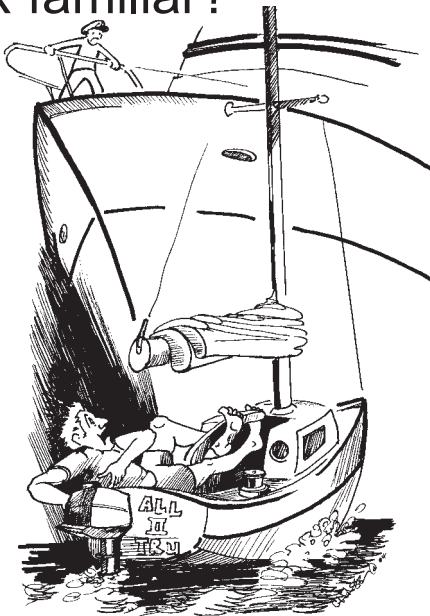
PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

HOSE CUTTER: A tool used to make hoses too short.

John Butler retired from the Coast Guard in 1974 after prior Navy enlisted service, flying SAR in amphibious planes and helicopters on the West Coast, Philippine Islands, Gulf and East Coasts and Alaska. Always a sailor, he sailed a snipe as a kid, then a variety of sailboats from the classic Pearson Triton to the capable Montgomery 15.

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Airis Inflatable Kayak Review

by Joseph Racheli

On a recent sailing trip in the British Virgin Islands, I had the opportunity to try out a new type of inflatable kayak made by Walker Bay Boats, of Yakima, Washington. And I was impressed with this new technology of inflatable sport watercraft. The kayak is constructed of a seven layer, laminated polymer coated fabric, with internal drop-stitch fibers. This is a new high-pressure construction that makes it incredibly rigid at 6.5 psi. (Other inflatables run at 1 or 2 psi).

Airis makes two models, the "Play", a shorter, more maneuverable craft at 8 and 9.5 feet, designed for whitewater, and the "Sport", the longer hull (10' and 11') designed for calm water, and longer trips. We tried the 11-foot "Sport" model, and with the rear skeg and a bow keel, the kayak tracked straight, even in a good breeze. I was amazed at how fast it was in the water, and easy to paddle. Its 33" width made it so stable, I could get in and out easily to snorkel and swim, and I'm 6'4" and 250 lbs. I also liked the built in waterproof dry storage chamber to store food, camera and towels, and the fixed bungee cords held my snorkel gear tight.

Setup was fast and easy, with two air chambers, spring-loaded air valves, and a compact pump with a gauge. At 21



John is taking the Airis Kayak out in the British Virgin Islands. Photos by Steve Miller.

pounds, this kayak was so lightweight, and simple, I had it setup and on the water in under 15 minutes.

It comes with a backpack made of the same durable material the kayak is made of. The backpack was comfortable, breathable, and roomy enough to store the kayak, pump, and safety gear, and has gear straps on the outside for a paddle. For air travel, we turned the backpack inside out, so the shoulder straps wouldn't get caught on anything.

The only caution warns that you can't leave the kayak to sit in the sun for long because of the higher pressure, but I found I could easily let out a little air

with the quick release valves, and then later, have it ready to use again in minutes with the pump. Overall, we were pleased with the ease of setup, and performance of the kayak. Novice and experienced alike had fun with this craft from day one.

Joseph sailed aboard Northern Breezes Sailing School boats in the British Virgin Islands in February and March while reviewing the kayak. He resides in Washburn, Wisconsin.

For more information on Airis Inflatable Kayaks visit www.walkerbay.com or www.airisinflatables.com.



Up close with John.



Barbara is seen in the distance on the Airis Kayak with Tim and Joe waving.

Cruising Recipe “New Feature” Chicken Fajitas

CHICKEN FAJITAS

Serves 4:

1-1/4 lb. chicken breast (skinless and boneless) - cut into slices
2 peppers - green, red, yellow or orange - sliced the long way
1 onion - sliced
Your favorite marinade sauce or -
1/4 cup soy sauce
1/3 cup olive oil
juice from 2 limes
2 cloves garlic - minced
Fresh ginger
10" tortilla shells

Slice the chicken and marinate in the sauce 4-6 hours in a plastic bag. Drain the chicken, but save the sauce for later. Take a large skillet pan, add 2 tbs. olive oil, heat, add chicken and sliced fresh ginger. You may want to add some of the marinade sauce at this time. When the chicken is done, add peppers and onions. Stir until part done. You want the veggies to be a little crunchy.

Take a tortilla shell and place the chicken mix on—YOU CAN ADD sliced avocados, your favorite hot sauce, shredded mozzarella cheese and/or sour cream. Wrap it up and enjoy. It sometimes can be messy, but oh so good.

This is what I have prepared on the boats in the islands. Makes a great lunch. Just add fruit or your favorite sweet.

Deb Sanders

Stacey, MN.

Deb Sanders has been the cook on numerous Northern Breezes Sailing School trips to the British Virgin Islands.

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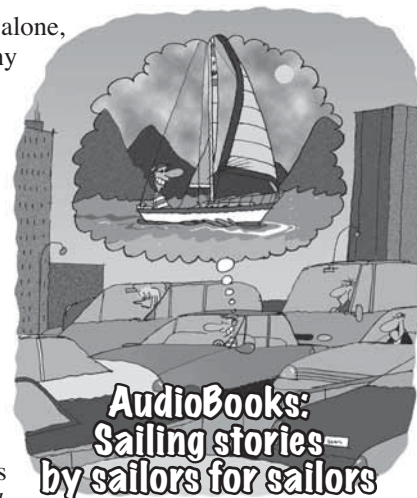
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Ice is Nice—But *Not* Required

By Rich Finzer

When you're cruising along, nothing satisfies a sailor like reaching into the icebox for a frosty cold BOC (beverage of choice). Trouble is that on an extended voyage those little pieces of water down in there develop this nasty habit of returning to their liquid state. You could pray that an ice machine just happens to float by, or reluctantly put into port and buy more. But sadly, unless you have onboard refrigeration, you will always face a shortage of ice, and a "longage" of stuff you need to keep cold. My onboard provisioning used to consist primarily of what the old timers called "air tights" (canned food). But these days, thanks to European ingenuity and Yankee marketing I've discovered two other fantastic mealtime innovations, neither of which requires any refrigeration whatsoever. They are vacuum sealed prepared dinners and nitrogen preserved meals. Let's take a squint at the nitrogen meals first.

Because of its special properties as a noble gas, initial research into non-refrigerated food preservation focused on using helium. Helium is chemically inert and therefore incapable of supporting oxidation (spoilage). However this



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avenue of investigation was abandoned shortly after scientists noted that the helium filled packages kept floating away and if eaten, made the diner's voice sound funny! (just kidding) Here's the real poop on nitrogen preserved food.

These meals are manufactured just like conventional "red box" entrees. Then, through a process discovered in

Spain, 98% of the oxygen is removed and replaced by nitrogen. Nitrogen preserved meals can be stored at room temperature for many months without spoiling. They can literally spend their entire shelf lives on a shelf!

When the dog watch* commences, you can heat them on your galley stove, or if shore power is available, you might choose to microwave them instead. As many yacht clubs and marinas prohibit open flames at their docks, the "nuclear option" might be your best bet. Here's something else, you don't have to reconstitute them with water, or dig around looking for the can opener. As an aside, my can opener resides in my galley's infamous "bottom drawer". If I'm searching in there for something else, invariably the can opener is always in the way. But, if I'm *looking* for the can opener, it always seems to vanish. Once I found it hiding in my toolbox! Another advantage of a nitrogen packed meal is you can eat it right out of its own container, making cleanup a breeze. But by far, their best feature is their single serving size, which means no leftovers to deal with.



Maruchan® Varieties & Cup-A-Soup.

Because nitrogen preservation is a relatively new innovation on this side of the Atlantic, I only know of one company that sells this type of product. An outfit called Market America® sells a complete line of nitrogen preserved entrées under the Transitions™ name brand. The meals are nutritious, low in fat, and taste pretty good. When I need to order some, I go out to the website: www.marketamerica.com type “transitions” in the search box and click “go”. Up come all the Transitions™ selections and I can stock up for the entire sailing season. Best of all, they can be shipped anywhere you choose like your homeport, or sent ahead to a cruising destination where you can rendezvous with them. In all, there are about a dozen different dishes to choose from. If there’s a drawback to these meals, it’s that most contain little or no meat. As a sailor, I’ve been called a lot of things, but a vegan is not any of them.

Now as I mentioned, the other handy no-ice alternative is vacuum packed ready to eat meals. Hormel® markets an extensive line of these products under the Compleats™ banner. I like this stuff a lot. There are 25 different varieties ranging from chicken & dumplings to tuna casserole with heaps of other choices in between. Hormel® recently expanded their product line even further adding Dinty Moore® beef stew and three varieties of Hormel® chili. Best of all, every one of these meals is fully prepared only requiring about 2 minutes in the microwave to heat up. And, as with to the nitrogen preserved selections, they require no as in none-zip-nada refrigeration, and you can eat them right out of the container too. If you Google on “Compleats microwave meals” you’ll be directed to the Hormel® website where you can check them out for yourself. I can tell you from personal experience that a Compleats™ meal eats good.

Although certainly *not* my first choices, I’d be somewhat remiss if I didn’t give at least passing mention to freeze dried foods or those noodle “cubes” that poof up to the size of a hay



Transitions® meals. Photos by Rich Finzer.

bale when you drop them in boiling water. We’re all familiar with Nissin Foods® ramen style noodles and Lipton® Cup-a-Soup®. A fairly new arrival on the scene is the Maruchan® brand which features selections like Instant Lunch soups and their Yakisoba microwavable ramen products. All make for a tasty quick snack or a great side dish though none could qualify as a complete meal. And all are low cost, but require reconstituting with water and can result in producing more dirty dishes than the alternatives I prefer. With the exception of changing the oil in my diesel, there’s no task I detest more than washing dishes! So be prepared for a little extra cleanup duty.

The next time you’re provisioning, “cruise” the prepared food aisle or surf the net and begin freeing yourself from the tyranny of the ice machine. Between these prepared meals, canned goods, and what fresh fish I can catch, I can easily provision *Pleiades* for extended cruising. But most importantly, I’m not tying up valuable icebox space trying to keep my groceries cold. I’m using that space and my precious ice to

chill down ample quantities of BOC’s. Sailors do not live by bread alone.

**During the days of wooden ships and iron men, each day was divided into seven watches: five, four hour watches commencing at 2000 hours and ending with two consecutive two hour “dog” watches starting at 1600 hours the following afternoon. The shorter watches provided the port and starboard divisions/sections with time to eat and socialize together as a group, as well as providing a method for rotating the watch hours forward.*

Rich Finzer earned his power boat operator’s license in 1960 at age 11, and began sailing in 1966. He also runs a winter boat storage business, has worked on a commercial fishing boat, and is an accomplished racing sailor as well. Currently, he cruises Lake Ontario aboard his Hunter 34’ Pleiades.



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Calendar of Events

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

July

July 3 - Sonora Reed Trio - Christ Episcopal Church will be holding a music celebration to honor the annual Bayfield Schubert Festival. Bayfield, WI. Visit www.bayfieldschubertfestival.org for more information.

July 4-6 - USA Junior Olympic Sailing Festival - Bayview Riverfest - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more information.

July 5 - Shell Lake Art Festival - Shell Lake, WI. Contact Tom Scott at trsbadger@aol.com or call 715-468-2294.

July 10 - The Highland String Quartet - Christ Episcopal Church will be holding a music celebration to honor the annual Bayfield Schubert Festival. Bayfield, WI. Visit www.bayfieldschubertfestival.org for more info.

July 12 - Shell Lake Sailing Club - Social sail around the lake. Stopping for snacks, beverage and lots of sailing camaraderie. 715-468-2294 or trsbadger@aol.com

July 12 - Port Huron to Mackinaw Island Race - Visit www.wyc.org/ais for more information.

July 12-13 - Area E Eliminations for the U.S. Men's and Women's Championship - Edgewater Yacht Club, Cleveland, OH. Visit www.ussailing.org for more information.

July 13 - Thomas R. Smith Sea Scouts Regatta - Experience the thrill of racing 420's. Open to all Sea Scouts who have been registered members since July 1, 2007. Call Amanda Platt at 312-861-7777x7771 for more info.

July 13-16 - Little Current Rendezvous - Great Lakes Cruising Club. For more info: GLCCclub.com

July 13-18 - Inter-Lake Yachting Association Junior Championship - Put-In-Bay Yacht Club, Put in Bay, OH. Contact Phil Moehle at 440-963-3028 or

visit www.nwsail.com for more info.

July 14-18 - US Junior Championship Smythe Area K Elimination - Portage Lake Yacht Club, Onekama, MI. Contact Cappy Capper at 952-476-5875 or visit www.ussailing.org for more information.

July 17 - Bayfield Schubert Festival - Christ Episcopal Church will be holding a music celebration to honor the annual Bayfield Schubert Festival. Bayfield, WI. Visit www.bayfieldschubertfestival.org for more info.

July 19 - Start of the 100th MAC - Join the NorthWest Sailing Association and watch the start of the event. Visit www.nwsail.com for more information.

July 19 - 24th Annual In-Water Antique & Wooden Boat Show - McHenry, IL. Contact Tom at 815-385-0454 or visit www.finewoodboats.com.

July 19 - 100th Chicago to Mackinac Race - Visit www.chicagoyachtclub.org or www.wyc.org/ais for more info.

July 24 - Bayfield Schubert Festival - Christ Episcopal Church will be holding a music celebration to honor the annual Bayfield Schubert Festival. Bayfield, WI. Visit www.bayfieldschubertfestival.org for more info.

July 25-27 - 2008 ROLEX US-IRC National Championship - Little Traverse Yacht Club, Harbor Springs, MI. Contact Kevin Farrell at 231-526-7919 or visit www.ussailing.org for more information.

July 25-27 - 17th Annual Antique & Classic Wooden Boat Show - Minocqua, WI. Contact Heather Beach at 800-44-North or hbeach@minocqua.org. Visit www.minocqua.org for more info.

July 26 - Venetian Night - Northwest Sailing Association will be holding the event. Visit www.nwsail.com or call 815-455-4637 or 815-575-4089 for more information.

July 26 - 28th Annual Antique & Classic Boat Show - Arnolds Park, IA. Contact Mike Hagan at 605-334-1030 or 712-330-6506 or mike@hagangroup.com.

July 26 - 10th Annual "Woodies on Water" - Superior, WI. Contact Doug George at 612-889-9142 or amazingskiff@msn.com.

July 26-27 - Harbor Springs Regatta - Visit www.wyc.org/ais for more info.

July 28-Aug 1 - Chubb U.S. Junior Singlehanded to Triplehanded Championship - Chicago Yacht Club, Chicago, IL. Visit www.ussailing.org for more info.

July 31 - Bayfield Schubert Festival - Christ Episcopal Church will be holding a music celebration to honor the annual Bayfield Schubert Festival. Bayfield, WI. Visit www.bayfieldschubertfestival.org for more info.

August

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

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

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

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

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

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

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

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

Aug 5-9 - Western Michigan Yachting

Calendar of Events

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

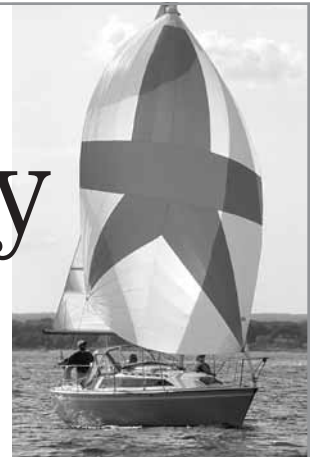
September

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

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

Sept 5 - Big Team Regatta Chicago - Corporate sailing challenge to benefit youth sailing. Race a state-of-the-art sailboat on the waters of Lake Michigan

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even if you've never sailed before. Visit bigteamregatta.com or contact Brian Sabina at 781-801-0537 for more information.

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

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

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

Sailing News

BAVARIA ADDS NEW SPACIOUS 40 CRUISER TO PRODUCT LINE



Bavaria Yachts USA today announced the North American launch of the 40 Cruiser, their new flagship for mid-size sailboats.

Closer in length to 41 feet with a beam of over 13 feet, the new 40 Cruiser exemplifies Bavaria's trend towards larger and beamier boats with added living space below. Like other models in the new Cruiser series, the airy below-deck ambiance is brighter with better cross ventilation, vivid polished woodwork and light-colored upholstery. Multiple opening and fixed ports, hatches and skylights help to illuminate the atmosphere.

Increased interior volume allows for more spacious heads and larger cabins and berths in this three-cabin, two-head layout. The large forward master cabin and two aft cabins all feature double berths. Providing more storage space than the 39 Cruiser it replaces, the 40 includes extra drawers under the forward berth. Also onboard is a newly designed navigation station and a spacious galley with microwave. Standard enhancements include large, easily accessible storage lockers and electric-powered transom and swim platform with a swim ladder.

"The cockpit of the new 40 features twin wheels for better visibility and easier access to the swim platform," said Bruce Mundle, president of Bavaria Yachts USA. "Between this feature and all the other improvements, such as the spacious interior layout, the new 40 is

the ideal combination of sailability and livability."

Like all Bavaria sailboats, all lines are led to the cockpit for simplified sail handling. Ruggedly built with Kevlar-reinforced bow sections and integral grid system, the hand-laid fiberglass hull has superior strength and rigidity. The redesigned hull form provides smoother sailing in rough conditions. Access to the engine from all sides allows for easy oil changes and maintenance.

About Bavaria Yachts USA

Bavaria Yachts USA is the trading name for Chesapeake Holdings LLC, the sole importer of Bavaria Yachts in the eastern U.S. and Texas.

About Bavaria Yachtbau

Bavaria Yachtbau is one of the largest sailboat builders in Europe. With a modern high-capacity factory in Giebelstadt, Germany, it employs state-of-the-art automated processes to ensure product consistency and quality control while reducing manufacturing costs.

Maine-based company Seabags joins Team 7 in Olympic fundraising efforts

Sea Bags™ - the Maine-based designer and maker of bags from recycled sails - has announced its role as a Top Supporting Sponsor of Team 7, the US Women's Sailing Team that is poised to represent the US at the Olympic Games in China in August.

In an effort to help raise money for Team 7, Sea Bags has designed new and limited edition Sea Bags made from race sails provided by the Team. Available in Small (\$135), Large (\$185) and Duffel Bag (\$185) sizes, each of the 200 bags are signed by the team members, numbered and feature the official Team 7 logo ... making every bag a piece of Olympic history.

Beth Shissler and Hannah Kubiak, co-owners of Sea Bags™, said: "We're

thrilled to have the opportunity to be a part of the effort to support Team 7 and the US Women's Olympic sailing team! Sally, Debbie and Carrie each possess a rare combination of competitive skills and true passion for the sport of sailing that as women, and huge sailing fans, we're extremely proud to support."

Team 7 Sea Bags are available online at www.seabags.com. For more information on Team 7 and their 2008 Olympics, visit www.team7sailing.com

View the Sea Bags E-Card at seabags.com/Team7_ecard/team7_ecard.htm

OHIO SEA SCOUTS EARN BOAT.U.S. FLAGSHIP AWARD

Top Sea Scout Unit in the Nation

Boat Owners Association of The United States awarded Sea Scout Ship 41, *Indomitable*, of Bay Village, OH, its 2008 Sea Scout Flagship Award at the annual meeting of the Boy Scouts of America (BSA) held today in San Diego, CA. The award honors the top performing Sea Scout unit in the nation, recognizing excellence in program quality, youth achievement and adult commitment.

Like all Sea Scout units, Ship 41 uses boats, seamanship and nautical skills to develop character and leadership qualities in young people, both male and female. Their fleet includes a 35-foot ketch, *Mariner*, home ported at Spitzer Lakeside Marina in Lorain, OH, and a 27-foot powerboat, *Irish Wake*. The Scouts also sail a fleet of Laser and FJ sailboats provided by the Bay Boat Club.

In 2007 the Ship and its crew of 17 Sea Scouts helped with the formation of three other new Sea Scout Ships in Ohio, bringing the total to eight in the Cleveland area. It also logged 36 days of on-water activities and a weeklong Lake Erie cruise. The scouts performed the

Sailing News

flag ceremony and played the national anthems of the U.S. as well as Canada and Russia during the 2006 Cleveland Tall Ships Festival. With help from a grant from a local VFW post, the Ship also designed a "Combat Veteran" pin for returning troops.

Now in its seventh year, the BoatU.S. Flagship Award was launched by BoatU.S. in 2002 to mark the 90th anniversary of Sea Scouting - a co-ed program for young adults age 14-20 with over 7,000 youth participating in 550 Ships nationwide. A perpetual trophy bearing the names of the annual winning ship resides at the BSA National Scouting Museum in Irving, TX. For more information, contact: SeaScouts@BoatUS.com

BoatU.S. - Boat Owners Association of The United States - is the nation's leading advocate for recreational boaters providing its 650,000 members with a wide array of consumer services.

GOING OVERBOARD IS DANGEROUS, USE A LIFE JACKET

William B. Hempel

When a person leaves a boat and enters the water, whether voluntarily or by accident, they run the risk of drowning if not wearing their life jacket. Overall, two-thirds of all fatal boating accident victims drowned. Of those who drowned, ninety (90) percent of the victims were not wearing their life jacket. These odds are enough to cause me to take a few precautions. How about you?

Coast Guard statistics also indicate that eight out of every ten boaters who drowned were using boats less than 20 feet in length. Consider these scary statistics the next time you jump overboard to take a swim or to inspect your boat's bottom. Any time you plan to leave a perfectly good boat to enter the water,

first put on a life jacket. And even with wearing a life jacket, you still may be in harms way. Here are a few tips to help you beat these odds.

Many people underestimate the amount of boat drift from wind, tides and currents. There are documented cases of children watching in horror as a parent, succumbs to exhaustion trying to swim to catch up to a drifting boat. Test the rate of drift before you enter the water, by attaching a floating line to a safety device and drop it overboard. Watch it as the float distances itself from your boat. Using this knowledge you should stay within reach of the floating line and between the boat and the floatation device.

Others have drowned because they didn't have the strength to pull themselves back on board. If you have a boarding ladder, be certain to place it in position before entering the water. Unfortunately, many fold down ladders do not go deep enough. This results in a knee being at shoulder height on the first rung and makes it nearly impossible to step on the rung to reach the transom to pull oneself upward. Before entering the water, loop a line between the two aft cleats and allow it to droop across the transom. When re-entering the boat use this looped line to pull yourself upward as you step on the ladder.

If you do not have a ladder, use a looped line to create a makeshift ladder. Loop a line between two side cleats so you can step on the line to raise yourself over the gunnels. With a high sideboard, use two lines looped at differing lengths to re-enter.

Small craft under 24 feet are involved in the highest incidence of drowning deaths where a person overboard is the primary contributing factor. This is why life jackets must be worn while in small boats, especially if running in heavy waves or wakes. Know the potential dangers of being overboard; and, if you are going to voluntarily enter

the water, take the time to prepare for boat drift and re-entry.

Again, these odds are enough to cause me to take a few precautions.

How about you?

Bill Hempel is a recipient of the United States Power Squadrons' "Ship's Bell Award" which is the organization's highest accolade for the promotion of boating safety.

Racheli's Deli Serves Up Fine Natural Foods to Marinas in Wisconsin.

Joseph Racheli of Racheli's Deli, Washburn, WI is now providing fine natural foods, prepared and frozen locally and available for provisioning at the following marinas: Apostle Islands Marina, Pikes Bay Marina, Port Superior Marina, and Washburn Marina. They also do tailored provisioning for specific dietary requirements.

For more information contact Joseph at 715-373-5008.





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Racing News and Results

**8th Annual ADA Regatta,
Wayzata Yacht Club,
Lake Minnetonka, MN
June 14-15, 2008**

The regatta in conjunction with the WYC hosted, Wine on Wayzata Bay event, raised over \$33,000 for diabetes research and programs in Minnesota.

Results

J/24

Kattack - Tom Verburgt

J/22

Eclipse - Jacob Bowman

S2 7.9

Songbird - Roger Friedell, Dave Richfield

MORC II

Skedaddle - Don Sundell

MORC III

Anticipation - Roger Slater

Capri 25

Code Blue - Brenom Family

Sonar

Presto - Joe Beckey and Ernest Brody

PHRF 1

Synergy - Ernie Worthley

PHRF II

Serendipity - Amy Gustafson, Mike Maloney



Rosie Ruiz, Flying Cloud, Quebec 4, and Serendipity in the PHRF II Class at the ADA Regatta. Photo by J H Peterson

Racing News and Results



ADA Regatta 2008: Cal 24 *Stinger* going upwind in PHRF I Class. Photo by J H Peterson

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Racing News and Results

WYC and WCSC Kick Off 2008 Season

Despite the late ice out date, and seemingly endless winter, the Wayzata Yacht Club and newly formed Wayzata Community Sailing Center are off to a great start for the coming sailing season.

WYC started things off a week late with the annual J-22 Dave Cool Icebreaker regatta. It was almost just that, as the ice wasn't off the lake until three days before the event. In the end though the near freezing and windy conditions on the weekend of April 26th forced Fleet Captain George Hansen to postpone the event until the following weekend, for the first time in its history.

The regatta is named in memory of "Super Dave" Cool, one of the early and longtime members of

WYC's J-22 Fleet #1. The Fleet is so named as it was the first organized J-22 Fleet in the country. Sailing hull #20, the familiar Snoopy logo on *Joe Cool* could be seen in almost every club race and at many regattas as well. Many longtime Fleet members, the author included, got their first J-22 ride with Dave, and all have many fond memories of racing with him. His son Steve has continued to campaign *Joe Cool* over the years but work and other commitments have kept him from being a regular on the starting line.

Conditions on Saturday the 3rd were not much better than the previous weekend, with winds in the 20-30 range, but at least a little warmer. Only 13 boats were able to make the rescheduled event with only about 10 finishing each race due to a variety of breakdowns and bad luck.

Under the "you can't make this stuff up" category, Steve Cool won the regatta, named in memory of his father, for the first time, sailing the *Joe Cool* for the last time. With the recent acquisition of the property adjacent to the club, and expansion of the Wayzata Community Sailing Center, the Cool family made the generous decision to donate *Joe Cool* to the Sailing Center as an adult and children's training boat. Thus the boat that so many of us associate with J-22 racing on Lake Minnetonka will now take many new sailors out for their initial rides as well, and continue to pass on Dave's love of the sport to new generations.

As with most things in sailing however, the win did not come easily. Steve, along with crew Steve Kennedy and John Klick, started the weekend with an ugly broach - while leading -



Warmer weather. Steve is looking under the boom. Photo: www.DallasJohnson.net.

Racing News and Results

just before the finish of the first race, dropping them to third. However, they posted two more solid finishes before winning the last race of the day, won the first race Sunday morning, then hung on to beat perennial champion Lars Hansen by a single point. Lars was sailing Doug Mann's boat *Pura Vida* (the former *Black Cat*), with Doug in the middle and class newcomer Rich Baker, the new owner of *4 Pete's Sake*, on the bow. Fleet veterans Jappa Lovald, George Hansen and Nick Anderson rounded out the top five. Renamed "Farewell Joe Cool" for the regatta, Steve sent the boat off to the Sailing Center in style.

For the Wayzata Community Sailing Center, the donation of *Joe Cool* is only the latest in a year of major breakthroughs. Most notably the Center acquired the property adjacent to the Yacht Club from the Rosekrans family last summer, finally giving it a lakefront "home" and much needed room to better serve the community. Volunteers and students have been busy throughout the winter turning the property and home into a sailing center that will truly take sailing on Lake Minnetonka to a new level. Under the leadership of Executive Director Cappy Capper, there will be a full spectrum of youth and adult-oriented learn-to-sail programs as well as youth, high school, and collegiate race programs. The vision is that the center truly be "community" asset with programs, boats, and access available to all, as well as outreach programs to bring sailing to children and adults from Minneapolis and St. Paul as well as the western suburbs. With the new property and expanded fleet of boats, the Wayzata Community Sailing Center will be one of the premier facilities in the Midwest, if not the entire country. For more information on programs and activities, see www.WayzataSailing.org.



Joe Cool sailing at Wayzata Yacht Club, MN. Photo: www.DallasJohnson.net.

Many of these activities have already begun. Local high school teams from Wayzata, Hopkins and Orono as well as the University of Minnesota and University of St. Thomas, were out practicing before the ice was even off the lake, and posted some early wins at spring regattas. In the LMSS High School Invitational, Wayzata High School sailors Kaye Siemers and Elise Gehling beat 15 other teams for the title, while in the seasons last college regatta hosted by the Sailing Center, the University of Minnesota finished first, and the University of St. Thomas fifth, out of 14 competitors from around the Midwest.

Youth programs will begin once the school year is out, utilizing the Sailing Center's Prams, Optis, Lasers, and 420's. For aspiring racers there will be instruction and numerous local youth regattas organized by Twin Cities Youth Sailing, including the Mike Plant Junior Regatta hosted by the Sailing Center. It is named in honor of a local sailor who died training for a solo race around the world. New for this year will be adult instruction in J-22's. *Joe Cool*, together with J-22 #809, will cre-

ate a fleet of keelboats providing teen and adult learn to sail lessons. Together with the learn-to-race programs at Wayzata Yacht Club and numerous opportunities to crew in club races, community members of all ages and abilities will have a "one stop" shop for developing their skills and learning the sport that for so many of us has become a lifelong passion.

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5th Annual Leukemia Cup Regatta to Set Sail for a Cure Sept. 12, 13 & 14

White Bear Lake Event to Honor Sailor Scott Nocton and Six-year-old Isaac Colby

The Leukemia Cup Regatta is a racing and fundraising competition that combines the joy of sailing with the important task of raising money to cure blood cancers and improve the quality of life for patients and their families. Since 1993, sailors from across the country have raised an amazing \$23 million for research, patient aid, advocacy and education through the Regatta. The Minnesota Leukemia Cup – Minnesota's most successful charitable sailing event -- has been held since 2004 each September on White Bear Lake. Docked at White Bear Boat Works, it is co-hosted by Black Bear Yacht Racing Association and White Bear Yacht Club. Since 2004, Minnesota sailors have raised nearly \$240,000 in honor of patients challenged by blood cancers ... Patients like Scott Nocton and Isaac Colby (pictured).

2008 Honorary Skipper & Crew – Scott Nocton & Isaac Colby

The LLS mission is personified by its patients, who represent the



Isaac Colby

daily and lifelong challenges that a blood cancer diagnosis brings to them and their families. In 2008, sailors in Minnesota will raise funds and awareness in honor of Scott Nocton of Fridley and Isaac Colby of South St. Paul. Scott, a Lutheran pastor and a Leech Lake sailor who has supported The Leukemia Cup Regatta for several years, was diagnosed with acute lymphocytic leukemia (ALL) in October, 2007. He completed two rounds of chemotherapy in January

and is currently in full remission; he received a bone marrow/stem-cell transplant in March at the University of Minnesota. His lone sibling, a sister, was his stem-cell donor. He has been married to Christine for 18 years, and they have three daughters: Jordan (15), Paige (11) and Isabelle (10). Scott says, "Being diagnosed with leukemia was a shock, to say the least. But since then, God has blessed us in countless ways. My treatment continues to go very well, and I am very confident that I will beat this and that God has something special in store for me once I have."

Six-year-old Isaac was diagnosed with Burkitt's lymphoma in May of 2007. Burkitt's is a particularly aggressive form of non-Hodgkin's lymphoma; fortunately, after two rounds of chemotherapy, Isaac is now cancer-free and is able to attend kindergarten with his friends. He has his blood drawn every month and has a CT scan every three months; these procedures will continue until this July, after which he will see an oncologist every few months for at least another year. When he grows up, Isaac would like to be a firefighter and a baseball player AND see as many different animals as he possibly can! Isaac's mother, Jenny, says, "He is a wonderful, joyful kid who is a blessing and fun to be around. He makes friends wherever he goes and will try anything! I am so proud of my son and so grateful he is healthy!"

Save the Date! Leukemia Cup Kickoff at West Marine – July 14

Take advantage of exclusive discounts at West Marine (13889 Ridgedale Dr., Minnetonka 55305). Mingling begins at 5:00 p.m.; pro-



Leukemia Cup Regatta. Photo by Pat Dunsworth:
<http://www.patdunsworth.com/photo.htm>.

gram begins at 6:30 p.m. Enjoy refreshments and camaraderie with fellow sailors! Meet Honored Skipper and Crew and register to Set Sail for a Cure! RSVP to Nicki Hyser: Nicki.Hyser@LLS.org; (763) 545-3309, ext. 102.

Set Sail for a Cure ... Take Home The Leukemia Cup!

The top fundraising boat will be awarded The Leukemia Cup! In 2007, Echo Too – skippered by Brian and Lisa Mathewson – took home the prize for raising over \$13,500. Everyone who raises at least \$8,500 will qualify for a Fantasy Sail in December in Ft. Myers, FL with sailing legend and Leukemia Cup National Chair Gary Jobson. There are more great prizes, dependent on the amount of money an individual raises. The Leukemia & Lymphoma Society staff will educate and support all Leukemia Cup fundraisers – those actually racing in the Regatta and those fundracing on land – in their quest to save lives!

Register to participate in the weekend's events – all at White Bear Boat Works & Marina:

Friday, Sept. 12, Mt. Gay Rum Reception for skippers and crews; five races! (new, this year!) beginning Saturday, Sept. 13, and continuing through Sunday, Sept. 14; breakfasts and lunches for skippers and their crews; silent auction; pasta dinner sponsored by Olive Garden; program featuring Scott Nocton and Isaac Colby; and, fundraising and sailing awards. All information, including the Notice of Race and a link for registration, can be found at www.leukemicup.org/mn.

Save \$10 if you register by Aug. 22 (early fee is \$75); you will receive a Regatta t-shirt with your boat name listed on the sleeve. After Aug. 22, the fee is \$85; although you will receive a tshirt, your boat name will not be listed.

Local and National Sponsors

We are grateful for the support of



Leukemia Cup Regatta. Photo by Pat Dunsworth:
<http://www.patdunsworth.com/photo.htm>.

our Leukemia Cup sponsors! Local sponsors include: Shavlik Technologies, Larry Klopp & Associates, Maplewood Olive Garden Italian Restaurant, Print Pelican, Buerkle Honda, Kowalski's Markets, Maplewood Imports, White Bear Lincoln Mercury, and White Bear Mini Storage; Venue Sponsor, White Bear Boat Works; and, Cohosts:

Black Bear Yacht Racing Association and White Bear Yacht Club. National sponsors include: Jobson Sailing Inc., Sailing World, Mount Gay Rum, West Marine, North Sails, John McCray and Ken Gardiner.

The Leukemia & Lymphoma 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 -- specifi-

cally targeting leukemia, lymphoma and myeloma.

The Need is Critical!

- More than 823,000 Americans have leukemia, lymphoma, or myeloma.

- Every five minutes, someone new is diagnosed with a blood cancer.

- Every 10 minutes, someone dies.

- Leukemia causes more deaths than any other cancer among children under the age of 20.

- Lymphomas are the most common blood cancers, and incidence increases with age.

- The survival rate for myeloma is only 34 percent. Incidence is nearly twice as high among African Americans as for all other races.

Would you like to register to sail and fundraise? Sponsor the event? Volunteer for Regatta Weekend? Donate an auction item? We would love to talk with you! For more information about the Regatta and LLS, visit www.leukemicup.org/mn (Minnesota Details) . Or, contact Nicki Hyser: 763-545-3309, ext. 102; nicki.hyser@lls.org.

Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
8	Walker Bay, Dinghy with Inflated Tubes	05	\$1,600	SC	16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB
9	Achilles Inflatable	UK	\$800	FS	16	Escape PlayCat, Demo	03	\$2,700	AS
9	Mini Scow	86	\$1,000	FS	16	Hobie Cat, Main, Jib, Trlr	UK	\$1,799	MR
9	Walker Bay RID 275, Sail Kit	06	\$1,899	FS	16	Hobie Cat, Mast, Sails, Trlr	UK	\$1,000	MR
9	Walker Bay, 275RID, Sail Kit	08	\$2,295	FS	16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,800	WB
9	West Marine Inflatable	03	\$900	FS	16	Johnson J Scow, Main, Trlr	81	\$2,900	WB
10	Hunter Excite [New], Mylar Sail	06	\$2,450	AS	16	Johnson M Scow, Main, Jib, Trlr	UK	\$980	MA
10	Hunter Xcite, New	04	\$2,500	FS	16	Johnson X, Trlr	UK	\$1,000	MA
11	Luger, Trlr, Cover	UK	\$875	MA	16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY
12	Catalina Expo 12.5, RF Main, Trlr	05	\$4,000	WB	16	Luger, Trlr, 9hp OB, Great Starter Boat	85	\$2,900	FS
12	Catalina Expo 12.5, Roller Furling Main	04	\$3,900	WB	16	Man-O-War	UK	\$800	FS
12	CLC Lightcraft Passagemaker Wooden Boat	07	\$4,500	FS	16	MC Scow, Trlr, 2 Sails	89	\$1,699	HW
12	Escape Captive	98	\$1,000	FS	16	Melges X with Trailer, Sails, Mint	99	\$4,900	CN
12	Johnson Miniscow, Main, Trlr	85	\$1,600	WB	16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY
12	Johnson Miniscow, Main, Trlr	88	\$1,950	WB	16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$14,095	HY
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
12	Johnson Miniscow, Main, Trlr	96	\$2,795	WB	16	Rave Hydrofoil, TRLR, New Sails	03	\$8,500	AS
12	Johnson Optimist Dinghy, Racing Hull, Main	91	\$1,500	WB	16	Rave, Trlr, Good Condition	00	\$4,000	GS
12	Sailboard	UK	\$600	FS	17	Boston Whaler Harpoon 5.2, Trlr	81	\$4,500	FS
13	Catalina, Main, Trlr	00	\$1,995	WB	17	ComPac Suncat, Main, Trlr, Honda, Loaded	00	\$8,900	SC
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY	17	Day Sailer, Trlr, Needs TLC	UK	\$650	MA
14	Catalina 14.2, Main, RF Jib, 2hp Honda	03	\$5,700	WB	17	Hunter 170 [NEW], TRLR	06	\$7,500	AS
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	17	Hunter, Main, RF Jib, Trlr	03	\$4,900	WB
14	Catalina Capri 14.2, Main, Jib, Trlr	89	\$3,500	WB	17	Lockley Newport, Main, Jib, Trlr	79	\$1,800	HY
14	Catalina Capri 14.2, Main, Jib, Trlr	89	\$2,995	WB	17	Sun Cat, New Model, Trlr	07	\$21,500	GS
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB	17	WindRider Trimaran, Furling Jib, w/trlr	04	\$5,199	HW
14	Hunter 140, RF Jib	08	\$5,795	AS	17	WindRider Trimaran, RED! w/Furling Jib	08	\$8,995	HW
14	Hunter 146, 2 Sails, Trlr, Furling	05	\$5,499	HY	17	WindRider, Dealer Boat, Bilge Pump	07	\$7,995	GS
14	Hunter, Never Sailed, Main, RF Jib, Trlr	99	\$2,995	WB	17	WindRider, Furl Jib, Bilge Pump, New Spin	04	\$6,000	FS
14	Laser, 2 Mains, Dolly, Trlr, Extras	05	\$4,850	WB	18	Precision 185, Main, Jib, Trlr, RF, More	07	\$10,565	HY
14	Laser, Main, Cover, Trlr	86	\$2,100	WB	18	Precision 185, Main, Jib, Trlr, RF, More	08	\$10,870	HY
14	Phantom/Sunfish, Sail	UK	\$1,299	MR	18	Precision, Main, Jib, Trlr, More	08	\$17,702	HY
14	Skipper, Trlr	77	\$1,000	FS	18	Seaward Fox, Trlr, Self Tacking Jib, 3hp	92	\$5,000	FS
14	Spindrift Rascal, Trlr	83	\$1,000	FS	19	Flying Scot, 2 Sets Sails, Trlr, Stored Inside	79	\$3,200	HY
14	Sunfish	UK	\$895	MA	19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	98	\$8,000	HY
15	Laser 2, 3 Sails, Trlr, Harness, Paddle	90	Call	HY	19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	99	\$9,500	HY
15	Legacy, New Model, w/Trlr	07	\$12,900	GS	19	West Wight Potter, 3 Sails, DS, Trlr, More	85	\$4,500	HY
15	Montgomery	85	\$4,500	HY	20	Horizon Cat, Loaded, Elec Aux Engin, Trlr	08	\$42,900	GS
15	Picnic Cat, New Model, Trlr	07	\$10,900	GS	20	Melges C Scow, Trlr, New tires, New paint	78	\$1,700	SC
15	Precision K, Main, Jib, Trlr, RF, Motor Mount	08	\$9,040	HY	20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB
15	Precision, Main, Jib, Trlr, RF, Motor Mount	08	\$7,989	HY	20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
15	Squadron Yachts Minuteman, Main, Trlr	80	\$5,500	WB	21	Com-Pac Eclipse, Trlr, Many Access	05	\$24,000	GS
15	Vanguard, Almost New, Cover, Trlr	06	\$5,900	GS	21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$5,100	HY
15	Wood/Canvas Sailing Dinghy	06	\$1,000	FS	21	Hunter 216, Furling Jib, TRLR	08	\$17,990	AS
					21	MacGregor Venture, 3 Sails, Trlr	77	\$795	HY
					21	Precision, 2 Sails, Trlr, RF, Stern Seats	07	\$24,892	HY
					21	Precision, 3 Sails, 5hp Nissan, Trlr, More	91	\$9,550	HY
					21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$9,500	HY

LOA	Description	Yr	Price	Bkg
22	Catalina, 3 Sails, 9.9 Chrysler, Trlr, More	88	\$5,300	HY
22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB
22	Catalina, Wing Keel, Trlr, 6hp OB, more	92	\$7,800	SY
22	Hunter, Main, Jib, 5hp Nissan OB, Trlr	81	\$6,500	WB
22	J22, North Class Sails, Trlr	96	Call	HY
22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY
22	Morgan, Repairable, New Running Rigging	69	\$4,000	FS
22	Sea Ray Express 215, Motor, Fiberglass	00	\$22,500	IY
22	Starwind 223- JUST LISTED	86	\$7,995	CN
22	Voyager, Swing Keel, Trlr	74	\$3,200	SC
23	Beneteau 235, Ex cond.,RF, 9.9 Yamaha 4stk	92	\$14,900	SC
23	Beneteau, Trlr, Genoa, RF, Honda OB	UK	\$12,500	MA
23	Columbia, Trlr, 7.5hp Johnson Longshaft OB	76	\$4,200	SC
23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr, More	74	\$4,500	HY
23	Hunter, 3 Sails, 5hp OB, Trlr, New Rigging	90	\$6,400	HY
23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
23	Hunter, Trlr, Wing, Furler, Nisson	89	\$8,500	FS
23	Irwin, Tandom Trlr, Johnson	70	\$3,000	FS
23	Larson Sport, Motor	85	\$5,900	IY
23	O'Day Pop Top, Trlr, Extras	UK	\$3,500	MA
23	O'Day Ranger, 4' Draft, Trlr, Racer, 6 sails	79	\$4,900	SC
23	O'Day Tempest, New Hull Paint, 3 Sails, More	UK	\$4,500	HY
23	O'Day, Crankable Pop-Top, Trlr, 6'3" hdroom	76	\$3,900	SC
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
23	O'Day, Trlr, 9.9hp Elect Start	79	\$6,000	FS
23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
23	Paceship, Good Superior sailer, Trlr	74	Call	SC
23	Precision, "Mint" 2 Sails, 9.9 Yamaha, More	04	\$25,900	HY
23	Precision, 2 Sails, 8hp Honda 4 strk, Trlr, More	01	\$19,500	HY
23	Precision, 2 Sails, 9.9hp Yamaha, Trlr	93	\$13,500	HY
23	Seaward, 2 Sails, 4hp Nissan, Trlr, Upgrades	90	\$10,900	HY
23	Seaward, 4 Sails, 6hp Johns, Trlr, More	90	\$7,000	HY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
24	C&C, 4 Sails, 8hp Merc, 5 Winches, More	76	Call	HY
24	C&C, 6 Sails, 15hp Evin, Trlr, Anchor, More	78	\$4,000	HY
24	C&C, 8 Sails, 6hp Merc, Galley, 5 Winches	76	\$6,000	HY

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LOA	Description	Yr	Price	Bkg
24	C&C, 9.9hp Evinrude, 4 Sails, Cradle	79	\$4,500	SC
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY
24	J Boat (Hull 4175), 11 Sails, 4hp John, Trlr, More	87	\$9,449	HY
24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,200	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
24	S-2 7.3, 4 Sails, 6hp Suzuki, Elect, More	86	\$9,400	HY
24	San Juan, 8 Sails, 4.5 Merc OB, Elect, More	78	\$5,700	HY
24	San Juan, Trlr, Sails, Race Equipped	78	\$9,999	MR

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
24	Seafairer, Custom Trlr, 7.5 Merc, Jib, 165%	74	\$8,700	FS	26	Shock Endeavor, Yard Trlr	67	\$3,300	CM
24	Seaward, Trlr, Like New 10hp Merc	85	\$5,900	SC	26	Tanzer	79	\$7,500	NE
24	Yankee, 3 Sails, 5HP Nissan, Trlr, More	73	\$4,200	HY	27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY
25	Cal, 4 Sails, 11 Hp Diesel,Furler, Electronics	83	\$11,000	HY	27	Aloha, 5 Sails, 9.9 Yamaha 4strk, More	85	\$11,000	HY
25	Cape Dory, 4hp OB	77	\$6,600	CM	27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS
25	Capri, 6 Sails, Trlr, 4 Winches, Compass, More	81	\$8,500	HY	27	C&C 27, 2 Sets of Sails, 9.9hp OB, Elect	84	\$14,995	NY
25	Catalina	78	\$6,500	CM	27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
25	Catalina 250 Tall Rig, Main, 110% RF, 9.9 hp	90	\$17,900	WB	27	Cape Dory	78	\$19,500	NE
25	Catalina 250, Wing Keel, Main, RF, OB	00	\$23,500	WB	27	Catalina, 4 Sails, A4 IB, Furl, Comp/VHF	74	\$10,500	HY
25	Catalina WB	96	\$17,995	NE	27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY	27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS
25	Catalina, Pop Top, Trlr, 9.9 Honda	80	\$9,500	FS	27	Catalina, Sloop	76	\$12,500	IY
25	Catalina, Swing Keel	80	\$3,000	SY	27	Catalina, Wheel Steering	79	\$11,500	CM
25	Columbia 7.6M, Reduced	79	\$12,500	NE	27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$20,000	CN
25	Columbia, Cutter	68	\$7,000	CM	27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$12,000	HY
25	Freedom, 3 Sails, OB, Trlr, Head, Galley	83	\$3,900	HY	27	Ericson, Main, 4 Jibs, IB, Wheel, More	76	\$12,900	NY
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY	27	Grady White 265 Express Hardtop, Motor	00	\$64,900	IY
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY	27	Home Made (Unknown Brand) 0 Sails, More	76	\$1,200	HY
25	Hunter, Main, Furl Jib, 9.8hp OB, Head, Trlr	06	\$34,900	WB	27	Hunter, 3 Sails, Yanmar IB, Stereo, More	77	\$5,700	HY
25	Hunter, RF Jib, 9.8 OB, Wheel, Bimini, TRLR	08	\$37,500	AS	27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
25	Irwin, 5 Sails, 15hp Yamaha, Trlr	70	\$4,000	HY	27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
25	Irwin, OB, Cradle	72	\$2,000	CM	27	TMI, 5 Sails, 15 Hp, Electronics, More	81	\$12,000	HY
25	Lancer, 6 Sails, autopilot, LORAN, VHF, Trlr	79	\$4,000	SC	28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$19,500	HY
25	MacGregor, 3 Sails, 7.5hp Honda, Trlr, More	81	\$3,300	HY	28	Johnson E Scow, 4 sails, New mast, Trlr	77	\$2,400	SC
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB	28	Kings Cruiser Sloop	57	\$10,000	IY
25	O'Day, 2 Sails, 9.9hp Honda, Trlr, Furler, More	75	\$8,750	HY	28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY	28	Pearson 28 Sloop	78	\$12,500	IY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$11,500	HY	28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY
26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr, More	76	\$5,900	HY	29	Cape Dory, Dsl, Yard Trlr	78	\$22,400	CM
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY	29	Columbia 8.7, 4 Sails, Auto, GPS	82	\$17,995	NY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	UK	Call	HY	29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS	29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN
26	Commodore/Columbia, Trlr, RF, OB, More	83	\$10,000	SC	29	Lancer	78	\$10,995	NE
26	Grampian, Lots of New Gear	72	\$6,000	HY	29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
26	Hacker Race Boat	97	\$115,000	IY	30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$23,900	HY	30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$104,750	HY
26	MacGregor, Swing Keel, Main, Jib, OB, Trlr	91	\$9,000	WB	30	Catalina	88	\$44,000	NE
26	O'Day, Trlr, Sleeps 5, Swing Keel, Sail	86	\$16,999	MR	30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$10,000	HY	30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$49,400	HY
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY	30	Catalina Standard	84	\$26,995	NE
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$8,500	HY	30	Catalina, Main, Genoa, GPS, Auuto-Pilot	80	\$17,500	NY
26	Pearson, OB, Yard Trlr	72	\$7,000	CM	30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
26	Pearson-New Listing/Particulars TBD	UK	Call	HY	30	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$24,000	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY	30	Gemini 3000 Catamaran, 25hp Yamaha,More	87	\$39,995	NY
26	S-2 7.9	84	Call	HY	30	Hunter 30, Lake City - Just Listed	92	\$34,900	CN
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	84	\$15,500	HY	30	Islander MKII, 5 Sails, 12hp Dsl IB, Whl	76	Call	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$14,000	HY	30	Newport 30 MKII	74	\$10,900	NE
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY	30	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	UK	\$15,000	HY
26	Seaward RK	08	\$36,000	GM	30	O'Day 302, 10' beam, Wing keel, Dsl, Crdl	88	\$20,500	SC

LOA	Description	Yr	Price	Bkg
30	Pearson-New Listing/Particulars TBD	74	Call	HY
30	Penn Yan Sport Fish, Motor	78	\$29,500	IY
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$27,500	HY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$29,000	HY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
30	Yankee, Sparkman & Stevens, Reduced	73	\$14,000	NE
31	Cruisers 3170 Esprit, Motor	88	\$22,000	IY
31	Pearson 31- NEW LISTING	87	\$39,500	CN
31	Tartan 3100, 5 Sails, 18hp Wstrbk IB, Whl	95	\$79,500	HY
32	Bayliner 3255 Avanti	95	\$58,000	IY
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$28,500	HY
32	Catalina 320	02	\$103,995	NE
32	Columbia 9.6, Updated Instruments, AP	79	\$23,500	NY
32	Ericson, Cradle, 25hp Dsl, More	85	\$46,500	SC
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl, More	98	\$135,000	HY
32	Larson Cabrio 330, Motor	02	\$70,000	IY
32	Seaward RK	08	\$124,000	GM
33	Beneteau 331, 5 Sails, 27hp Wsrbk, Whl, More	01	\$79,000	HY
33	C&C, New Engine, Elect, Dodger	75	\$34,995	NY
33	Cape Dory, New Updates, Exc Cond, Dsl	81	\$47,900	SC
33	Hunter 33.5-EXCELLENT CONDITION	92	\$59,985	CN
33	Hunter 33-NEW LISTING	80	\$19,900	CN
33	Mainship Pilot Express, Dsl, Fiberglass	02	\$96,000	IY
33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY
34	Bavaria Cruiser, 2 Sails, Volvo IB, Whl, More	08	\$166,670	HY
34	Beneteau 343 LIKE NEW - Bayfield	06	\$123,900	CN
34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
34	Gemini 34 Catamaran	99	\$120,000	NY
34	Hunter 340- BRAND NEW LISTING	98	\$74,900	CN
34	Hunter, Dsl, elect, Furl Gen, Reefer	84	\$34,995	NY
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
34	Pacific Seacraft Voyagemaker, 4 Sails, Yanmar	95	\$142,000	HY
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$95,000	HY
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
34	Tartan 3400 - CHARTER READY	07	\$239,000	CN
35	Catalina 350	03	\$129,499	NE
35	Catalina 350	04	\$134,999	NE
35	Catalina 350	06	\$174,900	NE



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35	Ericson	70	\$18,499	NE
35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, More	94	\$67,500	HY
35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$32,900	HY
36	Cal	69	\$24,900	NE
36	Catalina, Dsl, Elect, Dodger, Furling, More	85	\$57,995	NY
36	Hunter 36-NEW-BEAUTIFUL	08	Call	CN
36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
36	Sabre	86	\$89,900	NE
37	Beneteau 373 - NEW - Save \$\$15K	07	Call	CN
37	Hunter 376, Incl 2008 Bayfield Slip	97	\$103,900	CN
37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$80,900	NY
37	Little Harbor Yawl, 16 Sails, Yanmar, Whl, More	67	Call	HY
37	Tartan 3700, Main, Furl Gen., Autopilot, GPS	96	\$275,000	NY
37	Tartan 3700CCR - NEW - Save \$\$37K	07	\$277,200	CN
38	C&C, Racer/Cruiser, North Sails, RF, Crdl	77	\$28,000	SC
38	Catalina 380	01	\$164,000	NE
38	Catalina 387	04	\$184,999	NE
38	Hunter 38, **Dealer Demo**, Save 27K	06	\$189,900	CN
38	Hunter 38-NEW Listing	06	\$190,000	CN
39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$295,000	NY
40	Silverton Aft Cabin	87	\$67,900	IY
40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
41	Tartan 4100, This one has it all, Must See	97	\$259,900	NY
42	Catalina 42 MkII, 3 Cabins	01	\$189,999	NE

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LOA	Description	Yr	Price	Bkg
42	Vagabond, Main, Furl SS & Genoa, More	83	\$165,000	NY
43	Hood, 90hp Dsl, 19 Sails	UK	\$39,500	NY
45	Fabola Diva 451	97	\$170,000	IY
45	Jeanneau SO45, 4 Cabin, 2 Head, Extras	08	Call	SU
45	Morgan, Nelson-Marek FAST CRUISER	83	\$99,900	CN
46	Tartan, Main, Furl Jib, All Inst., Heat/Air	93	\$229,000	NY
47	McKinna Sedan, Dsl	00	\$345,000	IY
50	Yokosuka Naval Shipyard Yawl	47	\$140,000	IY
56	10-Meter Racing Sloop	27	\$25,000	HY

LOA	Description	Yr	Price	Bkg
	Music: Carl Behrend		\$18	SC
	Music: Lee Murdock Songs		\$15	SC
	Rental: WindRider Rentals		Call	SC
	Wanted: Used Johnson or Evinrude 2-6hp		Call	SC
8	Dinghy, Soft-chined Dinghy	UK	\$200	HY
8	Dinghy, Hard-chined Fiberglass w/Oars	86	450	HY
22	Sea Ray Express 215, Motor, Fiberglass	00	\$22,500	IY
23	Larson Sport, Motor	85	\$5,900	IY
26	Hacker Race Boat	97	\$115,000	IY
27	Grady White 265 Express Hardtop, Motor	00	\$64,900	IY
30	Penn Yan Sport Fish, Motor	78	\$29,500	IY
31	Cruisers 3170 Esprit, Motor	88	\$22,000	IY
32	Bayliner 3255 Avanti	95	\$58,000	IY
32	Larson Cabrio 330, Motor	02	\$70,000	IY
33	Mainship Pilot Express, Dsl, Fiberglass	02	\$96,000	IY
40	Silverton Aft Cabin	87	\$67,900	IY
47	McKinna Sedan, Dsl	00	\$345,000	IY

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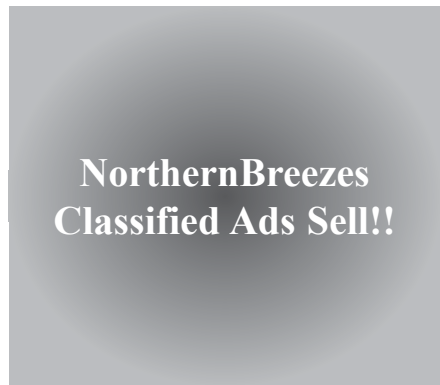
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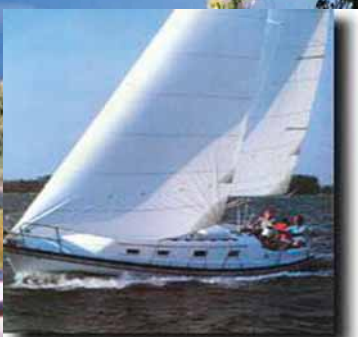
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The photos used in **Celebration Sailing Festival** are sent in by Midwest sailors like you, from all over the world. Have a photo you think other sailors would like to see? Something that might show the true feeling behind why you sail? You can send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

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

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Northern Breezes Sailing Magazine is read by Joe and Norann Dillon while sailing on *Stars & Stripes* in San Diego, California.

Photo by Patrick of the crew.



Morning in the British Virgin Islands. Photo by Sue Erickson.



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based on a well defined handicap system called PHRF which stands for the Portsmouth Handicap Racing Formula. The normal course is defined above but will be modified in the event of very light air. This event is all about having fun and learning about the pleasures of sailing and sailing fast with an objective.

Sailfest 2008 will be held in Bayfield, Wisconsin.

How do I sign up? Sign up at:

Pike's Bay Marina Ship's Store or Superior Charters Office from June 1st-July 4th or Pike's Bay Clubhouse on the evening of July 4th (Late Registration)

or contact us by e-mail at: sailfest@sailingbreezes.com

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