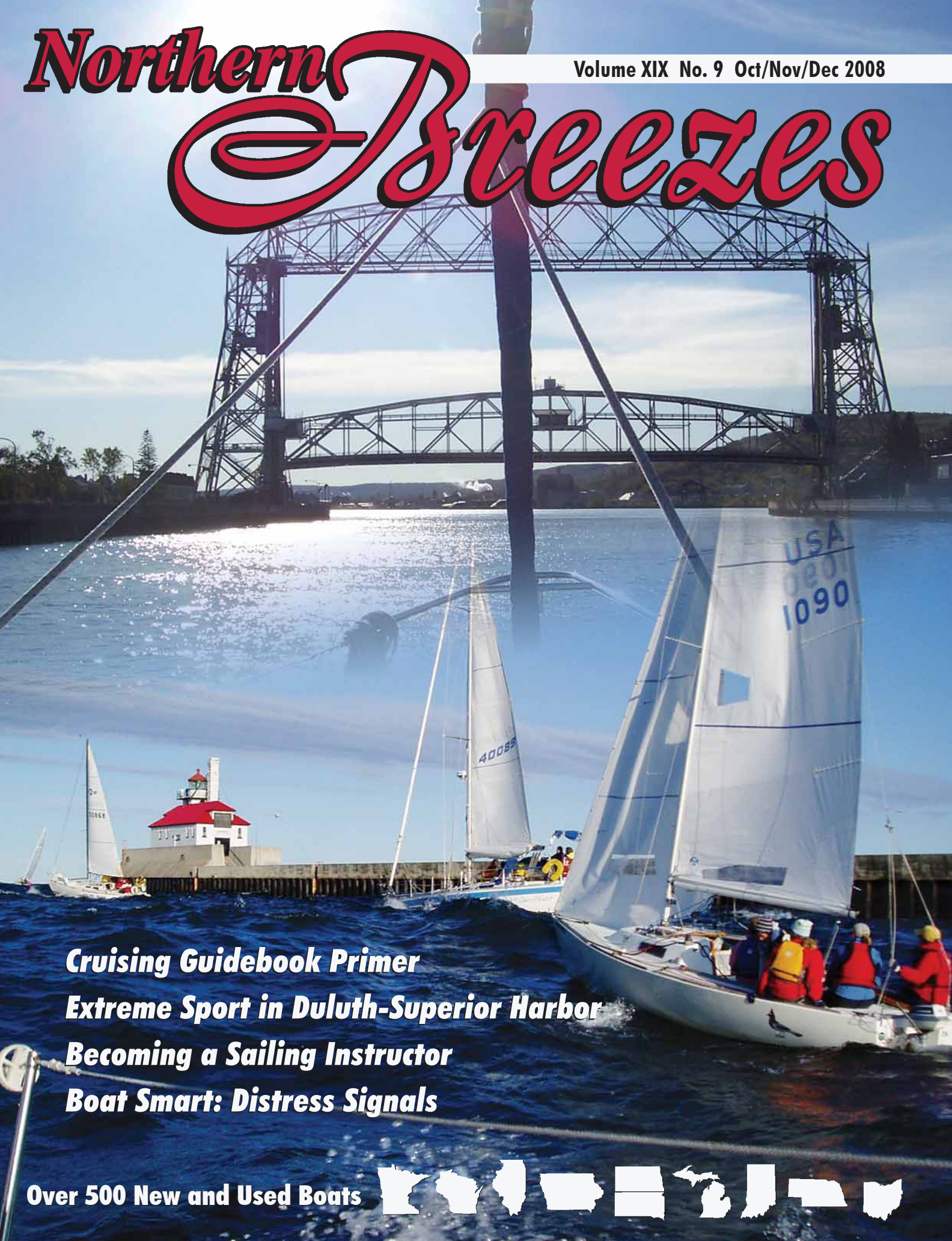


# *Northern Breezes*

Volume XIX No. 9 Oct/Nov/Dec 2008



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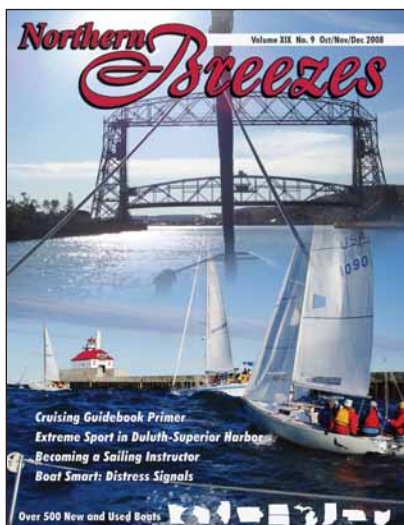
# Northern Breezes

[www.sailingbreezes.com](http://www.sailingbreezes.com)

- 2 **Minneapolis Boat Show: SailFest**
- 3 **Caribbean Adventures Offshore**
- 7 **So you want to be a sailing instructor?**  
*by Tony Green*
- 10 **Cruiser's Notebook: A Guidebook primer**  
*by Cyndi Perkins*
- 16 **Smart moves for asymmetricals**  
*by David Dellenbaugh*
- 36 **Celebrity of Sailing Photos**
- 38 **Extreme Sport: Rail Meat**  
*by Eric Chandler*

## Departments

- 18 **Products for Sailors**
- 19 **Calendar of Events**
- 20 **Sailing News and Shorts**
- 21 **Subscriptions: Don't Miss Another Issue!**
- 22 **Racing News: Rolex IRC Nationals**
- 24 **Boatsmart: Distress Signals May Not Always Attract Attention** *by Tom Rau*
- 25 **Brokerage Multi-list New & Used Boats**
- 29 **Advertiser's Index**
- 30 **The Waterfront:**  
Classified And Small Display Ads
- 33 **Showcase: Charters, Boats, Marinas & More.**
- 40 **Strictly Sail Chicago Boatshow**



## The Cover

On the cover:

A tranquil Duluth Lift Bridge with an "extreme sport" departure for Wednesday night racing below.

Photos by Mark Siekmeier and Eric Chandler.  
Composition by Alan Kretzschmar.



Page 7, Captain Thom working with Katerina Pulcova and her husband, Vladan Pulec. *Photo by Tony Green*



Page 22, Bill Martin's Stripes (Santa Cruz 70) from Ann Arbor, MI. The 2008 Rolex US-IRC National Champion. *Photo by Walter Cooper / Rolex*



Page 36, Amy and Danielle on deck in the Apostle Islands.



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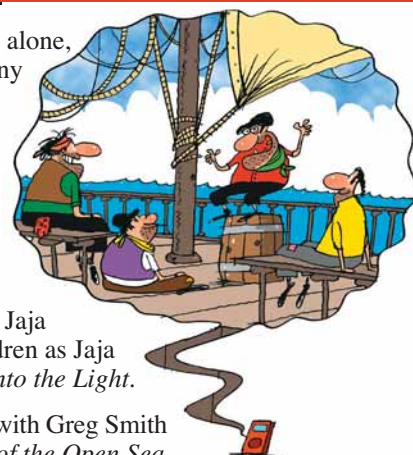
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## Northern Breezes

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# So you want to be a sailing instructor?

by Tony Green

These were Captain Thom Burns' first words as he picked up the phone on that cold afternoon in February. I had called in to Northern Breezes Sailing School to inquire about American Sailing Association (ASA) instructor clinics and the staff patched me through to Thom. I had expected to be brushed aside and dismissed under the mistaken assumption that only the few and extremely salty ever get to be instructors, but I called anyway. We were suffering through the worst Minnesota winter in seven years and thoughts of sailing were keeping me from depression and insanity. I had read all of the current issues of the sailing magazines (twice) as well as all of the library books on boating that looked interesting and a few that didn't. The Internet still had plenty of information left, and one day while surfing, the idea of teaching sailing suddenly looked brilliant and irresistible. So I picked up the phone.

Allow me to introduce myself. My name is Tony and I am a recovering stock analyst and confirmed boataholic. I dropped out of the rat race two years ago to stay home with my two daughters and decide what to do next. I'm still figuring out what to be when I grow up, but getting paid to be on the water is currently at the top of my list. As I share my new aspirations with friends, family and strangers, the usual response is an enthusiastic (and envious) "that is so awesome!" Sometimes I get a more reserved "that's interesting," complete with cynical eye roll and get-a-real-job body language. If my wife is with me, she may get a sympathetic look that says "you poor thing." Well, I had a real job for 19 years and an early mid-life crisis was driving me into something completely different. Where else could I match my passion for sailing and know-it-all tendencies with income potential? I've owned boats, done the bareboat drill in the Apostle Islands, and teaching looked like a great way to go while waiting for Larry Ellison to return my calls about joining the BMW-Oracle

America's Cup team.

Back to that February phone call. Thom Burns was encouraging and even seemed somewhat excited after I told him a little about myself. Hey, I wasn't being dismissed! I soon learned why. Northern Breezes loses about 20% of its Basic Keelboat instructors each year due to relocations, family, boat and other commitments. New instructors must be added annually just to stay even, and the school is in a growth phase, making staffing needs even greater. 2008 has seen a trickle of power boaters crossing over into sailing as they choke on high gas prices and that trend is likely to continue. Thom further explained that instructors for entry level courses are especially important, as they create the first impression of the sailing school, and a satisfied student typically returns for more advanced classes, such as Basic Coastal Cruising, Bareboat Charter and Advanced Coastal Cruising. These lead to repeat customers that are attracted to the school's vacation courses in Bayfield, Wisconsin and the British Virgin Islands, often accompanied by friends and family, who get hooked and

the cycle continues. In fact, I first met Thom at one of these advanced classes; Coastal Navigation (ASA-105), a 20-hour classroom course taught in a local church basement. Usually held in the spring and fall, it is a nice off-season revenue stream for the school and keeps students interested and involved in the sport when they can't get on the water.

Prospective sailing instructors begin at the ASA website ([http://www.american-sailing.com/become\\_an\\_instructor.html](http://www.american-sailing.com/become_an_instructor.html)), where a nationwide list of instructor clinics is maintained. Application is made directly with ASA, which reviews the candidate's sailing resume and then notifies the appropriate local sailing school if the applicant is accepted. An enrollment fee (\$250 for Basic Keelboat) is paid to ASA. Course materials are mailed out, including two pre-tests, which must be completed prior to the first day of the clinic. In Minnesota, only Northern Breezes is listed and the school has two ASA certified Instructor Evaluators on staff; Thom Burns and his brother Captain Steve Burns. Basic Smallboat and Basic



**Instructor candidates, Tony and Michael, discuss the day's itinerary with Captain Thom. Photos by Vladan Pulec**

Keelboat instructor clinics are held on Lake Minnetonka, normally in May and June, while advanced instructor clinics are taught on Lake Superior and in the Caribbean.

Prerequisites for an ASA Basic Keelboat instructor include: being an ASA member in good standing; age 18 or older; at least 3 years sailing experience; teaching experience or can demonstrate an aptitude for clearly communicating sailing concepts to the novice sailor; and capable of performing the standards described in the ASA International Log Book. But don't I need a Captain's license to teach? Well, no, as it turns out, for what I would be doing initially. According to the ASA website, you need a U.S. Coast Guard Captain's license if you answer "Yes" to all of the following questions:

1. Is the instructor or boat owner receiving any compensation or consideration?
2. Is the boat equipped with auxiliary power?
3. Is the boat operating on waters under the jurisdiction of the U.S. Coast Guard?

Based on these requirements, I would be allowed to teach on local waters, such as Lake Minnetonka, White Bear Lake and Medicine Lake, but would not be permitted to instruct for pay on the Great Lakes or oceans, which are under Coast Guard authority.

The Basic Keelboat instructor clinic was a three-day affair at Shorewood Yacht Club in Excelsior, Minnesota. This well appointed marina is also home to Northern Breezes' Boat Club, where school graduates can sail the same boats on which they learn. Most of the nine instructor candidates were from the Twin Cities metro area, although one came from Minot, North Dakota. The Keelboat clinic ran concurrently with the school's Basic Smallboat instructor clinic, consisting mainly of high school and college students hoping to become counselors at Northern Breezes' Youth Sailing Camp on Medicine Lake. Day one of the clinic included introductions, overview, administrative requirements and sailing. On-the-water time emphasized singlehanded



**Captain Thom instructs Katerina at the wheel and her husband, Vladan. Tony, at right, learns how to work with students in this teaching environment.**

maneuvers, including solo crew overboard drills from all points of sail. These skills were of pass/fail importance, as Thom explained the real possibility of having to take control of the boat and safely operate it without assistance. Day two was spent almost entirely on the lake in gusty winds and waves on Lake Minnetonka. We quickly got comfortable sailing with each other and any competitiveness was left ashore. We were literally all in the same boat and it was apparent that our success did not depend on someone else's failure. It was fun and motivating to witness the cheers and high fives when we successfully rescued Timmy, our boat cushion mascot who kept "falling" overboard. By the end of the second day, we rarely missed our victim on the first try singlehandedly. The final day of the clinic was rainy and raw, so we spent it inside the comfortable clubhouse at Shorewood Yacht Club. Each ASA instructor candidate is required to teach a short class as well as perform a demonstration afloat on an assigned topic. Fortunately, my classroom topic was something I knew well; Rules of the Road, although I ran over the allotted teaching time. My afloat topic was docking under power, which also proved to be manageable. After presentations were

complete, we took the written test. All ASA courses include a formal examination and the Basic Keelboat Instructor test was quite challenging. Even though we were only qualifying to teach introductory classes, a surprisingly high level of knowledge was required. After the exams were graded, Thom did a brief wrap up followed by written course evaluations and individual exit interviews. In these final conferences with Thom, we exchanged feedback about the clinic and reviewed our personal goals and plans to become actual instructors.

In my early conversations with Thom, he described his hiring process. The ASA instructor clinic is all that is technically required to certify students and sign ASA log books. ASA does require that you teach through an affiliated ASA facility. There are only two ASA affiliated schools in Minnesota and Northern Breezes is by far the larger and better known. Since I wasn't interested in starting my own school, Thom and I discussed my working for him. To become a Northern Breezes instructor, Thom encourages prospects to pursue advanced teaching credentials such as Basic Coastal Cruising, Bareboat Charter and Coastal Navigation. This is an opportunity for Thom (or his brother Steve) to fur-



ther ensure there is a good fit between a new instructor and the teaching philosophy of Northern Breezes. Coaching of real students can be observed and personality traits are easily seen under the more challenging conditions of a liveboard course. It sure sounded like a four-day interview to me, but it was sailing time and included advanced instructor credentials (which meant higher pay), so I quickly agreed.

Three weeks after completing the Basic Keelboat instructor clinic, I was on my way to Bayfield with Michael, a fellow graduate. We were registered to take the Basic Coastal Cruising/Bareboat Charter vacation course as instructor candidates. This four-day, fast-paced course allows students to complete two ASA standards in one trip to Lake Superior. As instructor candidates, Michael and I would be in a real teaching environment with genuine students; in our case Vladan Pulec and Katerina Pulcova, a husband and wife team from the Twin Cities. We lived and sailed together for the next four days: docking, tacking, jibing, reefing, heaving to, anchoring, navigating, eating and sleeping. Michael and I acted as crew for the students as well as demonstrating our teaching and sailing skills, with Thom Burns observing and running the occasional casualty drill on us. There are no separate instructor tests for these courses, although ASA requires a minimum score of 90% on the student exams in order to be rated as an instructor. It was an exhausting weekend, but very satisfying as we completed two more ASA instructor requirements, acquired more signatures in our logbooks and qualified for a pay raise.

I was nervous before my first students arrived at Shorewood Yacht Club, but knew that I couldn't show it. Amazingly, my anxiety wore off the moment I met them and we started talking. They were brand new to sailing, and I realized that no matter what, I knew more than they did and would at least teach them something. I spent most of that first class with a smile on my face thinking "I can't believe I'm getting paid

to do this!" Some students were easier to teach than others, but as the summer and fall wore on it was always fun. The most challenging situations occurred when students in the same class had significant differences in abilities or when one of them had clearly been dragged aboard by a spouse or parent. The unmotivated students were rare however, and the low points were more than offset by those golden moments of watching someone get hooked on sailing. Seeing students go from timidly stepping aboard the first day to flying across the lake and safely returning to the slip unassisted on the last day is extremely gratifying. There are few things as rewarding as helping someone learn a new skill and watching them have fun with it.

So would I do it all over again? As we say here in Minnesota, you betcha! Sure, I left a trail of cash along the way. The total cost for Basic Keelboat Instructor certification was under \$300, while the Basic Coastal Cruising, Bareboat Charter and Coastal Navigation Instructor upgrade cost close to \$1,000. The advanced credentials bring a higher wage for classes taught at all levels and I estimate that the payback time for my "graduate" program will only be a couple of years. I'm not likely to get rich doing this, but that was never the goal. Aside from the money, I love the intangible benefits such as increased sailing skills and the confidence that I've achieved during the certification process. I have been pleasantly surprised by the status of my new

position and enjoy it more than I care to admit. And I got an awesome farmer's tan. What really surprised me was how achievable this was. I was a bit conflicted in writing this article; worried that more readers will realize how it's done and pursue teaching, creating a surplus of instructors. Part of me wanted to make the process sound agonizingly difficult and selective, but it just wouldn't be true. Teaching sailing is a blast and is a realistic option open to any avid sailor with moderate knowledge and skills. It's the best part-time job I've ever had. What's next? Obtaining my Coast Guard Captain's license and teaching for Northern Breezes on Lake Superior and in the Virgin Islands. Getting paid to sail in the Caribbean. Are you kidding me? Where do I sign up?

*Tony Green has been boating since 1985, including eight years on U.S. Navy nuclear submarines. He currently teaches for Northern Breezes Sailing School and sails with his wife and two daughters on Lake Calhoun in Minneapolis, on the St. Croix River and on Lake Superior.*

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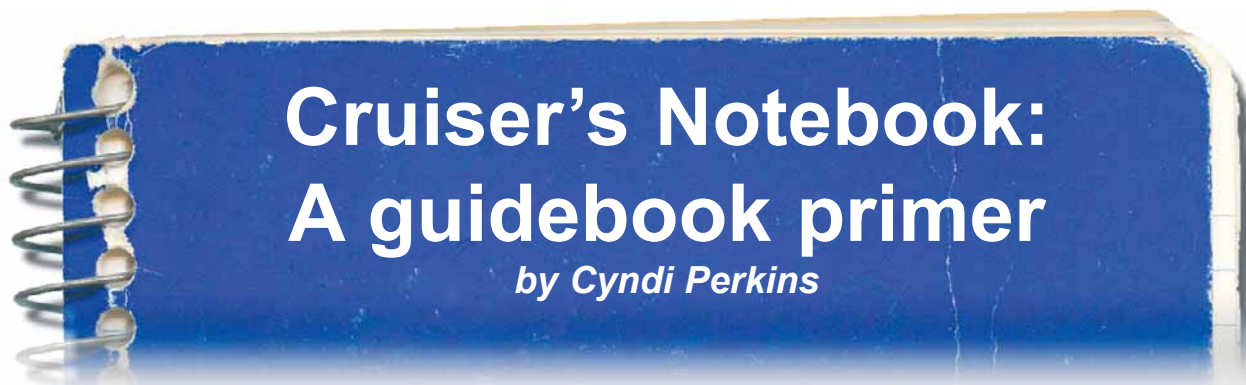
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# Cruiser's Notebook: A guidebook primer

by Cyndi Perkins

Over the years a glut of charts, guides and reference manuals have been crammed into *Chip Ahoy's* bookshelves. Whilst sorting through the hodge-podge to eliminate the space-wasters from the useful material it becomes clear that you truly can't judge a book by its cover.

Some guidebooks that we were told that we couldn't live without were a waste of money. The Quimby's Cruising Guide comes to mind. The lined but otherwise blank spaces on each page in it for "Captain's Notes" strikes me as a ruse for filling pages which are basically built around advertisements, many of which may or may not be of use to boaters. This \$40 guide cannot stand alone; much of the information is skimpy, incomplete or redundant.

The value of a guide cannot be judged by price alone. Some of the cheapest texts have turned out to be our greatest treasures. Skipper Bob falls squarely in this category. The cruising sage's modestly produced notebook-style volumes with such mundane titles as "Anchorages along the Intracoastal Waterway" and "Cruising the New York Canal System" are enormously helpful as both a beforehand primer and while underway.

I confess that in the heat of the moment I have referred to him as "Skipper Boob." I have also heartily cursed author Rick Rhodes ("Cruising Guide from Lake Michigan to Kentucky Lake") whose recommended anchorages on the Illinois River resulted in *Chip Ahoy* running hard aground once in horrendous weather conditions

and bumping twice while attempting other similarly nebulous spots for suggested anchoring. Sorry, gentlemen! Nobody's perfect. Maybe there WAS electricity or a pumpout or no charge the last time you stopped at that particular free dock which is no longer free. Possibly the author's idea of a good place to stop for the night is different than mine. In all cases when using a guidebook the boater must keep in mind the boating style of the author (i.e.: is he a devoted stink-potter or a blow boater with shallow draft?), the experience of the author (anyone can self-publish a guidebook, after all) and the incontrovertible fact that both man-made and natural conditions on lakes,

and oceans are in a constant state of flux. If, as in Rhode's case, the guidebook author is traveling in a small power boat, his observations may not have relevance to larger craft, especially full-keel sailboats.

Liability-waiving disclaimers aside, guidebook authors should be saluted for their courage. They disseminate crucial information that fellow boaters of wildly varying skill levels are relying on. It's a heavy responsibility. No matter how authoritative any guidebook appears to be, we must always remind ourselves that we travel at our own risk reliant on our own wits, current local knowledge and dead reckoning skills. There isn't a guidebook in



***Chip Ahoy's* turtle mascot perches atop the formidable pile of charts and guides we acquired by the time we reached Turner boatyard, where we hauled out for a bottom job and cutlass bearing replacement before tackling Mobile Bay. The chart and guide pile would grow to a veritable mountain by the time we headed up the East Coast and back to Lake Superior.**



**"Superior Way" author Bonnie Dahl and husband Ron, world travelers, are spotted on the Hudson River in upstate New York as *Dahlfin II* is prepared for a transit of the Erie Canal.**

the world that will take you safely from Point A to Point B if you don't do your own homework. That is why you will find me in the cockpit or salon at the end of each travel day reading up on *Chip Ahoy's* next potential destination, listing possible anchorages, fuel stops and emergency duck-ins within our target mileage zone on an index card. I mark pertinent pages in various guides with clothespins or paper clips. While underway in windy conditions, the clothespins are handy anchors to keep us on the proper page. In wet weather, large plastic Ziploc bags work well to protect the guides while still affording visibility. When venturing into unknown territory, I make sure that every guidebook, chart and reference manual that may possibly be of use is placed within arm's reach well in advance of departure. Being ready to go means knowing WHERE you are going. There have been many times when *Chip Ahoy* shoved off earlier than expected due to a change in lock schedules, bridge construction closings, unanticipated rising water, miscalculated falling tides or other waterway situations that require immediate action. I may get caught with half-cooked bacon on the stove or teeth half-brushed, but I will never again be placed in the posi-

tion of not being sure which channel or which marker delineates our proper path. A wrong turn into two feet of water at the head of the Mississippi River entry cured me of that devil-may-care attitude. Captain Scott and a buddy boat had decided on a spontaneous exit from a restaurant dock before I had even opened the chart-book. Quicker than the Captain could ask "which channel?" *Chip Ahoy* was firmly stuck in the muck.

Advancing planning and reading ahead is especially vital when using guides that are not laid out in the direction in which you are traveling. Fred Myers cleverly circumvents this minor irritation with his "Tenn-

Tom Nitty-Gritty CruiseGuide," featuring downbound in one section and upbound in another. The compact size of this classic is another plus. If you hang around the Tenn-Tom long enough, you may even get to meet this guidebook celebrity in person, as our friends Bonnie and Jerry of Blackdog did. He proved to be a delightful dinner companion. Fred has also put out some excellent guides on the Cumberland River and Tennessee River. And like his compadre Skipper Bob, he remains accessible through e-mail for questions, comments and updates that serve to keep his guides as current as possible. Most any guidebook author worth his or her salt appreciates and incorporates suggestions, giving credit where it's due. So don't hesitate to use contact information if you have a hot tip or the opportunity to set the record straight.

When it comes to meeting guidebook celebrities, Bonnie Dahl of "Lake Superior Way" tops our list. We are awed, honored and delighted each and every time we share an anchorage or



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harbor with Bonnie and her delightful and knowledgeable husband Ron. Bonnie autographed our most recent copy of "Superior Way" when we met up with Dahlfin at the Waterford docks at the entry of the Erie Canal. As I have mentioned in previous Cruiser's Notebook features, "Superior Way" is an essential guide and no boater should cruise the greatest of all the Great Lakes without it. Bonnie is not a flowery writer. Her favorite adjective is "interesting." But her lean, spare prose still manages to effectively convey the wondrous natural and man-made attractions found on and around the lake. We particularly value her advice on approaches to harbors and diagrams that indicate potential anchorages.

Claiborne S. Young is another mainstay among venerable cruising guide writers. His Gulf and Florida cruising guides abound in nautical bookstores. These weighty tomes contain a lot of historical information and restaurant recommendations that never fail to make me hungry, even if the restaurant no longer exists or has undergone a change in management. We found ourselves using Young's material as more of an adjunct than a primary guide, simply because there is a lot of extraneous info to sift through to get to the meat of practical matters. The sketches of anchoring possibilities proved useful, as did the break-out sections covering harbor/bay/inlet approaches. The best strategy for Young's guides is to read up beforehand and bookmark cogent passages so you are not frantically riffling through a 500-page book at the last minute while the Captain is hollering "do we turn to port or starboard here?" or "where is that sunken wreck?". Constant readers such as myself may enjoy boning up on the history and dining spots once you have stopped somewhere for the evening or a few days. I picked up a lot of trivia with which to regale the Captain as we passed by various sites - he wasn't always a receptive listener, but at least it kept me entertained!

Our adventures on the water have

been significantly aided by Dozier's Waterway Guides. Regularly updated, easy to use and extremely comprehensive, the guides are well worth the price, if only to track the bridges one encounters while transiting America's Great Circle Loop. The grids listing marina amenities and contact numbers are also enormously helpful. Sometimes a hail on the radio won't do it; you need to pick up that cell phone and call 'em direct, especially if you want a price quote on fuel or dockage, which most marinas will not provide over the public airwaves. I do admit a certain prejudice against the Great Lakes version, because some of the material related to going ashore up in my neck of the Superior woods is outdated and too general, as if the contrib-

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## *Guidebooks... Do not leave home without them!*

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utors merely "visited" here by phone. Perhaps I am just subconsciously peeved because I was not asked to contribute! In any event, I can heartily recommend investing in the Waterway Guides and as we add updated versions we have no reservations about passing along the older versions. They still contain great information that is far better than nothing for the cruisers who can't afford new guidebooks and/or are kidding themselves that they can get along just fine without them.

While many guidebooks may be "nice" not "needs," charts are absolutely vital. Do not leave home without them! We have encountered more than one deluded boater for whom ignorance is not bliss. For every delivery captain bragging that he can make it safely and on-time from Tarpon Springs to Corpus Christi navigating by restaurant placemat, there is an intrepid yet woefully ignorant soul flying blind and paying dearly for his delusions. We were hailed

on the Tennessee by a solo sailor who wanted to know "which way to turn" coming around a bend that would have taken him into swampy kayak territory had he continued on his dead-end path. We later heard him hailing a marina at dark and being informed that approach depths were three feet. He had shrugged off our offer to raft him up for a look at our charts and some info on where he could put in for the night with a four-foot draft. He was later stranded in Mobile with a disabled boat and no funds, his dream to sail the waters of the world abandoned. Another character taking a homemade pontoon boat down the Missouri River into the Mississippi told us that charts would just spoil his fun. He bought the charts AFTER he had navigated a particular stretch of water, as a souvenir. All I can say is wow, no wonder his wife and kids refused to travel with him! Also in this clueless category are the monkey-see monkey-do boaters who simply latch onto the flotilla and blindly follow the leader. Heaven help them if they lose the pack and are left to their own devices.

I cannot emphasize enough the need to check ahead in your charts to make sure you have what you need for the next leg of your trip. Dismay and disorientation accompanied two of our most memorable errors in this category, when we found ourselves without paper charts for entering Biscayne Bay and later ran out of "directions" as we headed from the Erie Canal into Lake Erie. In the canal case, rudimentary computer charts were a lifesaver (although I feared a heart attack when the computer blipped into reboot mode at one point and took a few minutes to come back up). As we approached our Biscayne entry a nearby luxury yacht responded to our queries and obligingly radioed waypoints and specific directions. Our first mission upon reaching land was to hunt down the proper charts. For affordability and all-inclusive information, it's hard to beat Jan and Bill Moeller's "Intracoastal Waterway Norfolk to Miami: A Cockpit

Cruising Handbook." The mile-by-mile rundown on anchorages, fuel stops, dangerous areas and reference points was particularly suited for us because like this couple we also travel the ICW on a 32-foot cutter. The companion "Intracoastal Waterway Chartbook: Norfolk, Virginia to Miami, Florida," cost considerably less than the 10 individual strip charts we would have needed to purchase for our journey through this area. The chartbook features authentic NOAA maps. Major inlets are also included, but those venturing outside the ICW would also need to invest in the full charts in order to plot a safe course.

Many of the full heartland river charts do not offer a good bang for the buck, but you'll want to invest anyway because something is better than nothing. Accustomed to excellent Richardson's' charts for Great Lakes sailing, I remember my dismay when I first flipped through the Illinois, Mississippi and Ohio River Corps of Engineers charts. They are very primitive and do not show water depth because levels are always fluctuating. Buoy positions are not fixed due to the fluctuations and, in the case of the "Mighty Mississipp," powerful currents often pull the markers out of position.

On our first extended cruise south on America's Great Circle Loop, we purchased a chart/guidebook bundle from Bluewater. We had very sketchy ideas on what to purchase. Bluewater took the guesswork out of the process, packaging up all charts and guides



**Cruisers convene at Boot Key Harbor City Marina in Marathon, Florida for a chartbook marking and chalk talk on the journeys ahead, from the Bahamas to the New England coast.**

needed from the rivers to the Florida Keys quite nicely for us and efficiently shipping it to our staging marina in Hammond, Indiana. The company's helpful chart/guidebook department can be reached on the internet at bluewaterweb.com or by calling toll-free 1-800-942-2583.

As we traveled, we spoke to other cruisers about which guidebooks they were using as well as internet sources that provided solid updates. There were many times that guidebooks were not in stock at various marinas or quickly sold out when a glob of cruising boats entered port, so we learned to be quick at snatching what we needed as soon as we saw it. At West

Marine/Boat US stores, staff obligingly called around to other area stores to locate guidebooks not in stock at that location. During longer stays in one area or another, we were able to order guides and have them shipped directly to the marina where we were staying.

We also were blessed with a number of homemade guides provided by experienced cruisers we met up with along the way. They'd kept track of mileage, inviting anchorages, affordable fuel and marina stops, dining spots and other beneficial information willingly shared at chalk talks, Happy Hours and potlucks along the rivers.

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**Fern's river school seminar at Hoppie's Marina on the Mississippi River is essential for successfully navigating one of the most remote and turbulent stretches of America's Great Circle Loop.**

The scanner/printer combo that we carry aboard *Chip Ahoy* was perfect for duplicating these handy notes for our use and to pass along to others. Part of the joy of cruising is sharing knowledge and we are grateful that so many boaters eliminated the guesswork for us as we explored ports new to us.

Freebies aside, plan on spending a considerable amount of cash on charts and guides. And no matter how discerning you attempt to be, occasionally you'll occasionally acquire a lemon. Take heart and make lemonade! Little nuggets of wisdom may be squeezed from almost any guide that at first glance appears to be completely useless. A small handbook "Cruising Guide to Lake Erie" by F.L. Davis - a \$7.99 impulse purchase by Capt. Scott - proved to be a godsend when *Chip Ahoy* and companion sailboat *Faith Afloat* decided on an unscheduled stop after 30-hour sail from Buffalo, New York. The first harbor we attempted, Fairport/Grand River, was dismal, offering a non-responsive marina that ignored us on the radio and even as we circled in front of it, at which point *Faith Afloat* fetched up hard on an uncharted shoal ironically situated near the sailing club. *Faith Afloat* had kedged off the hump by the time we finally got through to the marina on our cell phone. We were

informed that the marina did not have diesel fuel but would order a truck if a large quantity would be purchased. Yeah, right. Helloooo - we are in sailboats! Desperately flipping through our only Lake Erie guide, I noted that it listed Mentor Harbor, about five miles west of Fairport, as a privately owned and

maintained yacht club. Considering it likely that we would be turned away, we still had to try, using the phone number listed in the guide. In a little under two hours both boats were tied up in a well-sheltered harbor offering non-snobby hospitality, a host of affordable and thoughtful amenities, a nearby grocery store for restocking provisions and ample room for *Faith Afloat* to load/unload changing crews and accompanying luggage.

The investment in "Cruising Guide to the Florida Keys" by Capt. Frank Papy has not yet yielded similar benefits. Poorly edited, badly organized, the frequent misspellings drive this grammar martinet to distraction, as do the confusingly marked mini charts that basically show us all the places Papy went where we can't take our boat. The tide tables with accompanying correction calculations are equally confounding. The pictures are pretty, we get to see what kind of fish Papy caught, but had I had the chance to flip through this mish-mash before Captain Scott was talked into buying it, and it would have



**Radar, GPS and laptop charts are standard navigational tools aboard *Chip Ahoy*, but we don't leave port without our paper charts!**

been hastily replaced on the shelf.

I am not tossing it, however. It cost \$19.95! In fact, the entire sort-and-discard project I began turned out to be a wash. We are keeping all of our guidebooks, no matter how lame, if for no

other reason than so I can remind the Captain, "We have that one, honey. The pictures are very pretty."

*Cyndi Perkins and husband Scott, Houghton County Harbormaster, have been sailing Lake Superior for 14 years*

*and have completed two 6,000-mile passages of America's Great Circle Loop aboard their 32-foot DownEaster Chip Ahoy. Opinions expressed by the author are solely hers and not necessarily the opinion of Northern Breezes magazine.*



Relaxing with a novel after my chart and guidebook studying is completed for the evening. As part of preparation for the next day's transit, I list every possible dock, anchorage, fuel stop and other points of interest within 100 miles on an index card for easy reference while we are underway.

## Quality Pre-owned Sail Boats For Sale

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# Smart Moves for Asymmetricals

by David Dellenbaugh

When you're sailing a boat that has a symmetrical spinnaker, the biggest gains and losses usually occur on the upwind legs. But with asymmetricals, it's exactly the opposite. Gains and losses on the beats are relatively small-but on the runs they can be huge!

There are two main reasons for this. First, boats with asymmetrical chutes sail much higher angles downwind, which means they are normally split very far apart on runs. With this much separation, even the smallest shifts or puffs can make a big difference.

The second reason is that asymmetrical boats tend to have a much wider range of performance. It's not uncommon for one boat to sail a knot or two faster, or 10 degrees higher or lower than another boat. This produces large disparities in downwind performance.

Because of the potential for big gains and losses, it is important to sail fast and smart on runs. Here are a couple of the most important points:

- Jibe back through puffs - Symmetrical boats sail low angles that allow them to head in almost the same direction that a puff is going and therefore stay in a puff longer. Because asymmetrical boats sail higher angles, they tend to go across and out of puffs. To stay in better pressure longer, jibe when you get to the far side of the puff so you can sail back through it.

- Play most shifts as persistent - On runs, asymmetrical boats sail fast with the wind so they don't experience as many shifts. In fact, even if the wind direction is oscillating, they might see only one shift during the course of a 10-minute run. Therefore, they should play that as a persistent shift.

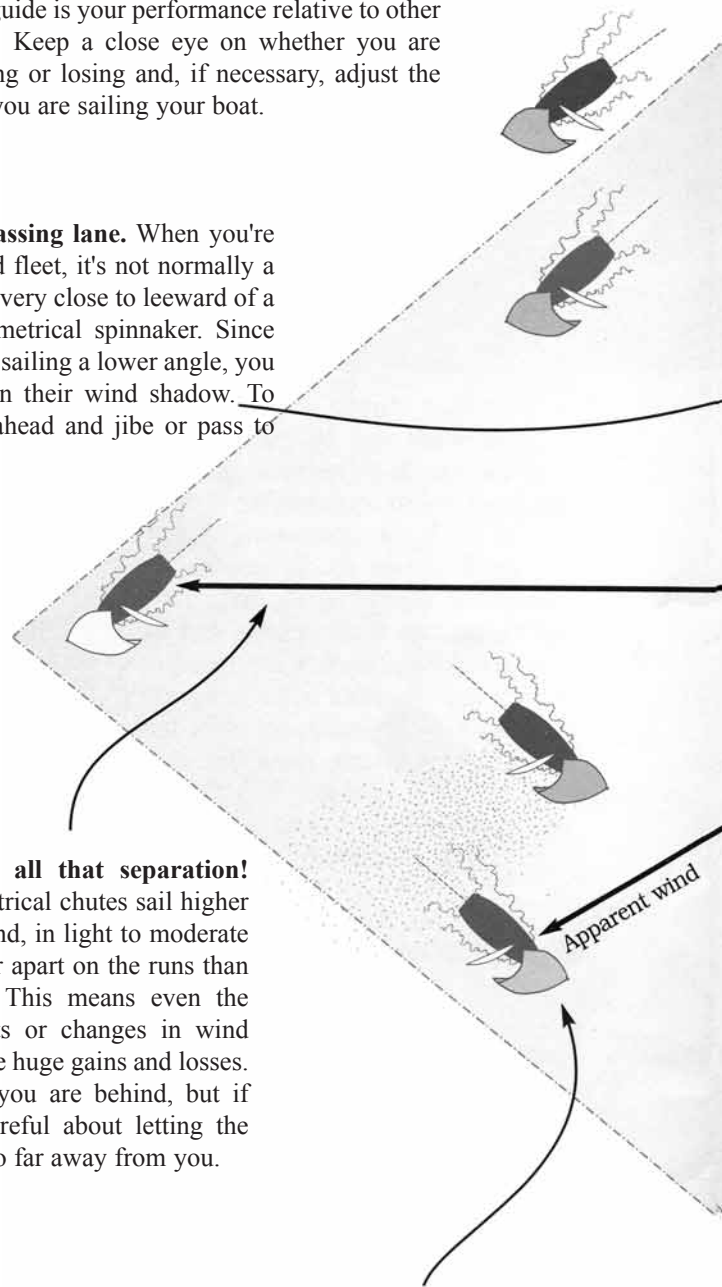


**Watch other boats.** One thing that's fun about asymmetrical boats is you have a wide range of angles and speeds to choose from. But this can also make it tough to find the downwind groove. Besides your sense of feel, the best guide is your performance relative to other boats. Keep a close eye on whether you are gaining or losing and, if necessary, adjust the way you are sailing your boat.

**Pick your passing lane.** When you're sailing in a mixed fleet, it's not normally a great idea to pass very close to leeward of a boat with a symmetrical spinnaker. Since they are probably sailing a lower angle, you could get stuck in their wind shadow. To avoid this, look ahead and jibe or pass to windward.

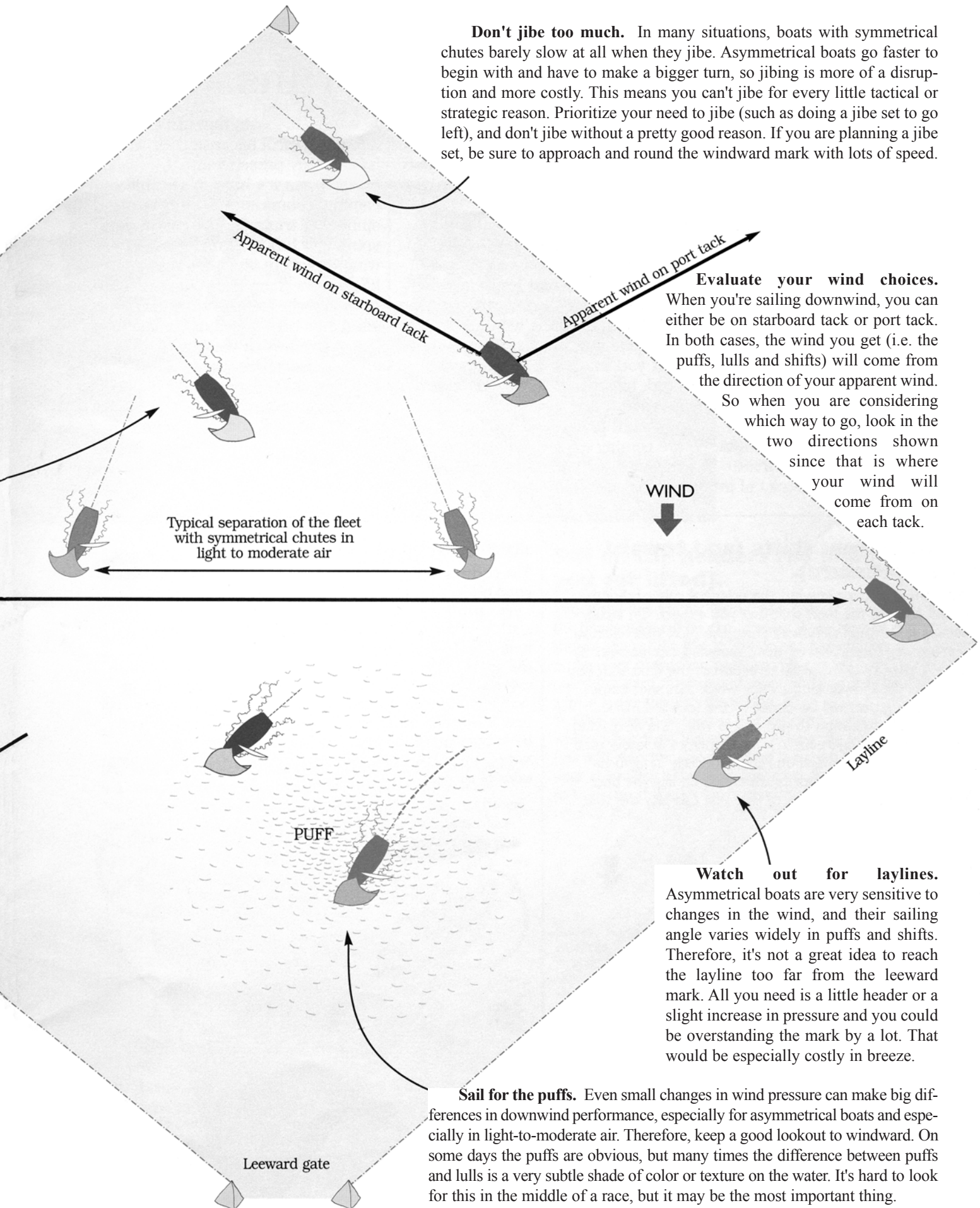
**Wow, look at all that separation!** Boats with asymmetrical chutes sail higher angles downwind and, in light to moderate air, often get further apart on the runs than they do on beats. This means even the smallest wind shifts or changes in wind velocity can produce huge gains and losses. That's great when you are behind, but if you're ahead be careful about letting the boats behind sail too far away from you.

**Keep your air clear.** Remember that clear air comes to you from the direction of your apparent wind. Asymmetrical boats sail relatively high and fast, so their apparent wind is usually pretty far forward. This makes it easier for the leeward, leading boat to keep her air clear in front of the trailing boat. It also means that it's harder for the boat behind to affect a leeward boat with her wind shadow (because she has to get so far forward).





**Don't jibe too much.** In many situations, boats with symmetrical chutes barely slow at all when they jibe. Asymmetrical boats go faster to begin with and have to make a bigger turn, so jibing is more of a disruption and more costly. This means you can't jibe for every little tactical or strategic reason. Prioritize your need to jibe (such as doing a jibe set to go left), and don't jibe without a pretty good reason. If you are planning a jibe set, be sure to approach and round the windward mark with lots of speed.



**Evaluate your wind choices.**

When you're sailing downwind, you can either be on starboard tack or port tack. In both cases, the wind you get (i.e. the puffs, lulls and shifts) will come from the direction of your apparent wind. So when you are considering which way to go, look in the two directions shown since that is where your wind will come from on each tack.

Typical separation of the fleet with symmetrical chutes in light to moderate air

**Watch out for laylines.**

Asymmetrical boats are very sensitive to changes in the wind, and their sailing angle varies widely in puffs and shifts. Therefore, it's not a great idea to reach the layline too far from the leeward mark. All you need is a little header or a slight increase in pressure and you could be overstanding the mark by a lot. That would be especially costly in breeze.

**Sail for the puffs.** Even small changes in wind pressure can make big differences in downwind performance, especially for asymmetrical boats and especially in light-to-moderate air. Therefore, keep a good lookout to windward. On some days the puffs are obvious, but many times the difference between puffs and lulls is a very subtle shade of color or texture on the water. It's hard to look for this in the middle of a race, but it may be the most important thing.

## Fiberglass Stain Remover Tackles Any Dirty Challenge



Ugly fiberglass stains are an eyesore and can be hard to remove without damaging the surface. Users can save time and effort with versatile Fiberglass Stain Remover (FSR) from Davis Instruments.

The unique, non-abrasive gel conquers rust, oil, exhaust, waterline and transom stains on white-painted and gelcoat surfaces. On trailered boats and RVs, FSR effortlessly removes road dirt. The gel is great for cleaning shower stalls and patio furniture and removing rust stains from clothing, sail cloth and even steel stanchions and railings.

Requiring no sanding or compounding, FSR is easily applied with a brush, sponge or cloth. Because it's a gel, it remains only on the stained area and won't drip. With just a quick wipe or rinse after a few minutes, the surface will look like new.

The suggested retail price for a 16-fluid ounce container of Davis FSR is \$10.99. A 67.8-fluid ounce Big Job jug is \$29.99.

Contact Davis Instruments, 3465 Diablo Ave., Hayward, CA 94545. 510-732-9229; Fax: 510-732-9188. [info@davisnet.com](mailto:info@davisnet.com); [www.davisnet.com](http://www.davisnet.com).

## New Recessed Alcohol Stove is Safe and Versatile

Cooking with butane or propane aboard can be a dicey affair with the ever-present risk of explosion. Owners can relax with the new CookMate™ 4200 recessed double burner alcohol stove featuring the SafeFlame™ fuel canister system.

The non-pressurized SafeFlame stainless steel canister system contains a non-flammable wick material that absorbs approximately 1-1/4 qts. of safe, clean alcohol fuel. In contrast to pressurized systems, the SafeFlame canister has no awkward hoses or valves requiring laborious priming and pumping. Alcohol fuel is also easily extinguished with water.

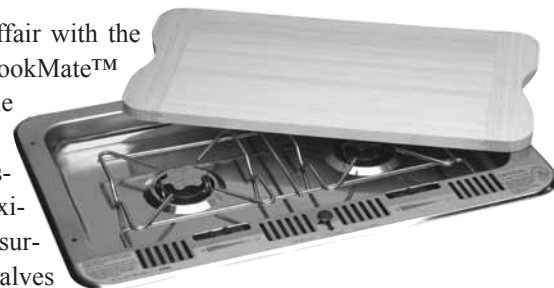
The CookMate 4200 generates 6,800 Btu of heat per burner. This efficient stove can boil 1-1/4 qts. of water in 8 minutes and burn for 4-1/2 hours per fill.

To add to its beauty, the CookMate 4200 is flush-mounted to create an uninterrupted workspace. Its custom-made bamboo cutting board fits neatly over the stove. Even with repeated washing, the hardwood board won't warp. This compact, attractive stainless steel stove measures

5-7/8" H x 22-7/16" W x 14-3/16" D.

The CookMate 4200 recessed double burner alcohol stove retails for \$379.95.

Contact InterCon Marketing, 1540 Northgate Blvd., Sarasota, FL 34234. 941-355-4488. [contactus@contoure.com](mailto:contactus@contoure.com); [www.contoure.com](http://www.contoure.com).



## Interlux® Introduces Copper-Free Antifouling Paint Pacifica Meets California VOC Standards



Interlux has introduced Pacifica, a copper-free antifouling paint that uses a controlled biocide release to combat fouling.

"Pacifica provides an alternative antifouling for boatyards and boat owners looking to reduce copper accumulation," said Bob Donat, Interlux Vice President of Marketing. The new paint meets the Volatile Organic Compound (VOC) standards set by the California Air Resources Board.

Ideal for use on all underwater fiberglass, wood and metal surfaces (including aluminum), fast-drying Pacifica allows boats to be painted and launched the same day. It is available in clean, crisp, bright colors including blue, black and white and is compatible with most other antifouling paints.

Pacifica will erode away over time, but it is tough enough to hold up to regular cleanings throughout the year. Priced at about \$200 a gallon.

For more information about Pacifica or any other Interlux product, visit [www.yachtpaint.com](http://www.yachtpaint.com).

# Calendar of Events

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

## October 2008

**Oct 9-13 - 39th Annual United States Sailboat Show**-Held at the City Dock and Harbor, Annapolis, MD. For more information visit [www.usboat.com](http://www.usboat.com) or call 410-268-8828.

**Oct 11-12 - USA Junior Olympic Sailing Festival - Michigan** - Macatawa Bay Yacht Club, Holland, MI. Visit [www.ussailing.org](http://www.ussailing.org) for more information.

**Oct 12 - Around the Lake Race.** Tour-de-Lake, Long distance race, 28 miles. Canandaigua Yacht Club, Canandaigua, NY. visit [www.ussailing.org](http://www.ussailing.org) for more information

**Oct 22-25 - Rolex Osprey Cup.** St. Petersburg Yacht Club, FL. [www.rolexwomensmatch.org](http://www.rolexwomensmatch.org)

**Oct 25-26 - Carolina Ocean Challenge.** South Carolina Yacht Club. Contact Muffy Schulze at 843-342-BOAT.

## December 2008

**Dec 4-7 - Strictly Sail St. Petersburg** - ST. PETERSBURG, FL. Visit [www.strictlysail.com](http://www.strictlysail.com) for more info.

## January 2009

**Jan 14-16 - 34th Annual Fort Lauderdale to Key West Race** - A 160-nautical-mile sprint down the Florida Keys. For more info, including the NOR and online entry, visit the official race website [www.keywestrace.org](http://www.keywestrace.org).

**Jan 19-23 - Acura Key West 2009** -North America's premiere regatta, takes place in Key West, Florida in January, 2009. Premiere Racing's reputation for producing world class racing in this unbeatable venue continues with competition for One-Design PHRF & IRC classes. Acura Key West 2009 invited one design classes include: Corsair 28R, Farr 40, J/105, J/109, J/120, J/80, Melges 24, Melges 32, M 30, RC 44, Swan 42, T-10, and TP52. Visit [Premiere-Racing.com](http://Premiere-Racing.com) for more information

**Jan 21-25 - 37th Minneapolis Boat Show** - Minneapolis Convention Center, Minneapolis, MN. Back by popular demand, the 2nd Annual SailFest, an all-sailing showcase featuring sailboats, gear and accessories plus sailing seminars. Visit [www.minneapolisboatshow.com](http://www.minneapolisboatshow.com) for more info.

**Jan 29-Feb 1 - Strictly Sail Chicago** - Navy Pier, Chicago, IL. The Midwest's only and the nation's largest indoor all-sail boat show....a must do event for all sailors, with more boats, more gear, more seminars and more fun than ever. Visit [www.strictlysail.com](http://www.strictlysail.com) for more info.

## February 2009

**Feb 12-16 - Strictly Sail Miami** - Miamarina at Bayside, Miami, FL. Visit [www.strictlysail.com](http://www.strictlysail.com) for more info.

**Feb 18-22 - Grand Rapids Boat Show** - DeVos Place, Grand Rapids, MI. Visit [www.GRBoatShow.com](http://www.GRBoatShow.com) for more info.

## April 2009

**Apr 8 - Fort Lauderdale to Charleston Race** - 408 nautical miles straight up the Gulfstream. For more info, including the NOR and online entry, visit the official race website [www.fortlauderdalecharlestonrace.org](http://www.fortlauderdalecharlestonrace.org).

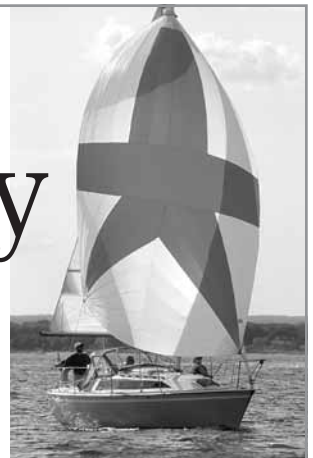
**Apr 15-19 - Strictly Sail Pacific** - On San Francisco Bay at Jack London Square, Oakland, CA. Visit [www.strictlysail.com](http://www.strictlysail.com) for more info.

## July 2009

**July 18 - Chicago's Yacht club race to Mackinac.** Chicago Yacht Club. Visit [www.ussailing.org](http://www.ussailing.org) for more information.

**July 30 Aug 2 - U.S. Single Handed Championship.** Detroit Yacht Club. Visit [www.ussailing.org](http://www.ussailing.org) for more information.

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# Sailing News

## Jeanneau Sun Fast 3200 Arrives in America



### 2008 "European Yacht of the Year" Launched for Fall Inspection

Jeanneau America announces the arrival of the exciting new Sun Fast 3200 to North America. Fast and fun, this new design offers racers an affordable option for a high performance race boat with a comfortable interior. Chosen as the 2008 "European Yacht of the Year" under 10 meters, the Sun Fast 3200's North American debut will be at the US Sailboat Show in Annapolis this fall.

Conceived by Andrieu Yacht Design, the Sun Fast 3200 utilizes Jeanneau's infusion construction technology to create the hull and deck. Lightweight yet strong, infusion construction produces a performance boat affordable enough for the average racer. A simplified sail plan and clean deck layout mean it can be raced either at a top level with full crew, or easily handled short-handed. The unique twin-rudder and tiller configuration offers the helmsman a precise feel from either side, while its integrated bow sprit allow the 3200 to take advantage of modern asymmetrical downwind sail performance.

Despite the Sun Fast 3200's race oriented pedigree, it also features a comfortable full-featured interior not available in most other race boats of this size. The straightforward layout provides a bright and comfortable space below, perfect for getting out of the elements dur-

ing offshore races. The standard interior includes two large aft cabins, large head with shower and a large main salon with a sensible galley.

"For the past 50 years, Jeanneau has been a part of the world's premier racing events. Today, Jeanneau continues this long-standing tradition with the launch of the Sun Fast 3200" says Paul Fenn, President of Jeanneau America. Fenn, who recently returned to Annapolis after participating in the 100th running of the Chicago to Mac Race, looks forward to entering a Sun Fast 3200 in next year's fleet. "The boat has already had a great reception in Europe," Fenn says, "and we look forward to introducing it this fall in the U.S."

The French-based company has been building innovative, forward thinking boats since 1957. Jeanneau's broad range of vessels includes several lines of both sail and powerboats. From their traditional Sun Odyssey sailboats and more cruiser oriented DS line to the performance based Sun Fast models, Jeanneau is positioned to meet the needs of almost any sailor.

Jeanneau America  
www.sunfast3200.com  
www.jeanneau.com

## USED BOAT BUYERS BEWARE:

### HOW TO STEER CLEAR OF A HURRICANE DAMAGED BOAT

By the time the new owner of a nine-year old, \$35,000, 24-foot fishing boat approached the BoatU.S. Consumer Affairs Department for help, it was too late. Shortly after purchasing the vessel the new owner discovered that the boat had been subjected to "excessive trauma" from a hurricane that caused serious structural damage. Unfortunately, the new owner was now left with only one

expensive option: litigation.

While buying a used boat is never easy, recent hurricanes could lead to an increase in the number of hurricane-damaged vessels for sale on the used boat market. While many boats are properly repaired and sold, sellers don't always tell the whole truth and sometimes just finding out whether a boat has been hurricane damaged can be difficult - especially if cosmetic repairs have been made. Here are some tips that could help protect you from inadvertently buying a hurricane damaged vessel:

- **Vote "independent":** Having a survey done by an independent surveyor is key. In the case of the 24-foot fishing vessel, the new owner hired a surveyor - who was recommended by the dealer - for the pre-purchase inspection. The true extent of the hurricane damage was never fully revealed until after the boat's new owner, who lived in another state many miles away received delivery, became suspicious, and then hired his own surveyor.

- **State line shuffle:** Anyone wishing to obscure a boat's history need only cross state lines to avoid detection. That's because unlike automobiles, there are few states that have laws requiring the titles of junked or salvaged boats be "branded" as such. And only 36 states even have a requirement that powerboats be titled. In the case of our 24-footer, the boat was damaged in Texas when a hurricane struck. The absence of salvage title allowed the unscrupulous seller to simply trailer the boat to Ohio to list it for sale with a dealer. A seller who is not willing to document where a boat has been berthed or registered for the past few years should be a red flag that extra vigilance should be taken during the inspection and pre-purchase survey.

- **Fuzzy "background" checks:** Although a few Web sites purport to provide comprehensive background information about used boats, con-

# Sailing News

sumers should be skeptical, since there is no one national clearinghouse for boat information, short of checking the records of each boat by calling the boat registration agencies in every state. And be aware that even if you do that, state boat registration records do not include information about accidents or insurance claims.

• **"As Is" could mean "expensive":** Protections afforded consumers by federal warranty laws and state implied warranty provisions are limited when products are sold "as is". Without a thorough inspection and pre-purchase survey, you may not find any storm-related damages until something major happens and new repair efforts reveal their true extent. And your insurance policy won't cover the repairs since most don't cover pre-existing conditions. If you do buy "as is", consider adding a

statement in the sales contract that says the seller has revealed everything they know about the boat's existing or repaired damages.

• **Eyes Wide Open:** For certain buyers, purchasing a hurricane damaged vessel may be appealing, provided they have the time, budget and sweat equity needed to facilitate repairs. However, knowing it's a "hurricane boat" is a must.

*For more information on boat buying or to get a free copy of the BoatU.S. Guide to Buying and Selling a Boat, go to <http://my.BoatUS.com/consumer>*

## Man watching sailboats saves sailor in distress on Lake Superior

Curt Bush from Cloquet, Minnesota was watching the sailboats in Duluth Harbor from a friends deck high above the water.

Superior was kind of rough when Bush using binoculars saw several sailboats far off on the Lake and something unusual closer to shore. Near Minnesota point, he saw what looked like a sailboat with its mast down. He could not see anyone aboard, and decided it might be a good idea to inform the Coast Guard.

Bush called to report a boat in distress. The Coast Guard called back immediately. They had had another report of a sailboat

in distress about 2 1/2 hours earlier, said First Class Petty Officer Derek Franklin. A crew had been searching for the boat but was unable to locate it in the rough water, he said.

The crew headed back out again, this time in cell phone contact with Bush. Keeping an eye on the sailboat and one ear to his phone, Bush was able to vector the rescue crew to the sailboat.

A single person was aboard, the mast was strapped down, and the sailor had first- and second-degree burns on his legs and hands. He apparently had extinguished a small fire on his boat.

The Coast Guard crew towed the the disabled boat into the harbor where the sailor was transported to Miller-Dawn Medical Center. He was treated and released.

Petty Officer Franklin said, the Coast Guard frequently makes use of help from the public.

Bush said his role in the successful rescue "made me feel real good." Next summer, Bush plans to spend as much time as possible on Lake Superior aboard his newly acquired 26-foot sailboat.

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# Racing News and Results

## Rolex US-IRC National Championship Harbor Springs, MI, USA July 25 - 27, 2008

*Stripes* wins with *Painkiller 4* in second by three seconds per mile

Bill Martin (Ann Arbor, MI) steered his Great Lakes 70 *Stripes* to three first place finishes in three races in IRC Class 1 on Sunday to grab first place in the Rolex US-IRC National Championship. Martin wins the second annual championship trophy and much more, a specially engraved Rolex Steel and Platinum Yacht-Master timepiece.

"I've finally won a national championship," Martin said when told of his win. "My wife has a national championship in the Cal 25 Class seven years ago. We're finally even."

Martin attributed his three bullets on the last day to excellent crew work and to Bruce Nelson, his tactician for the regatta. "We had impeccable crew work throughout the regatta and especially in the three final races. Every sail selection was perfect. We hit every lay line perfectly. Bruce and the crew were spot on for the series."



Bill Martin's *Stripes* (Santa Cruz 70) from Ann Arbor, MI, the 2008 Rolex US-IRC National Champion. Photo by Walter Cooper / Rolex

Martin praised the race chairman Kevin Farrell and principal race officer Dick Neville and all the volunteers from Little Traverse Yacht Club, Rolex and US-IRC for a perfect regatta. "The weather couldn't have been better and the race committee gave us great racing," Martin added. "Having the Rolex US-IRC National Championship Regatta in Michigan and for Harbor

Springs was an honor. Winning was an honor, too. We've had four perfect days of sailing."

Martin, a past president of US SAILING and the Athletic Director at the University Michigan, actively campaigns *Stripes* in Great Lakes 70 class competition and in fleet racing as well. Winning the Rolex US-IRC National Championship caps off an excellent month of sailing for Martin and *Stripes*. In the Port Huron Mackinac Race he came second in class and fourth overall. Last week in the Chicago Mackinac Martin took first in class and first in fleet.

Alice Martin, no kin to Bill, came second to the 68 foot *Stripes* by only 3 corrected seconds-per-mile. She sailed her little Sydney 38, *Painkiller 4*, valiantly with a pair of second places and a first place in IRC Class 4 on the last day. She needed just a little less time on the course through the week.

Alice was surely disappointed in her 'second-by-three-seconds' finish. "We can look back over the seven races and see opportunities for improvement. We had excellent sailing in the series and



*Painkiller 4*, Alice Martin's Sydney 38 from Chicago, second overall and IRC 4 class winner. Photo by Walter Cooper / Rolex

# Racing News and Results

certainly congratulate Bill Martin and *Stripes* for a very well sailed regatta.”

Rampage, John Odenbach's Farr/Concordia 47 (Rochester, NY) came third in the championship competition with a consistent three, two, two in IRC Class 2.

*Stripes* also won IRC Class 1, Rampage won IRC Class 2, *Chewbacca* a N/M50 sailed by William Peterson (Bayfield, WI) won IRC Class 3 and *Painkiller 4* won IRC Class 4. The regatta started in Little Traverse Bay off Harbor Springs, Michigan on Friday and concluded seven races later on Sunday. Six of the races were windward leeward and the race on Saturday was a seven-leg 'Tour of the Bay.'

The Rolex US-IRC National Champion is determined by a performance formula. The combined, corrected seconds-per-mile for all races completed will be calculated for the winner of each

class. *Stripes*, the class-winning boat with the lowest combined corrected seconds-per-mile is the Champion.

The 2008 Rolex US-IRC National Championship was sailed in conjunction with the 48th Little Traverse Yacht Club Regatta and One Design Series. The event is known as the "Ugotta Regatta".

Results are posted at <http://www.yachtscoring.com/emenu.cfm?eID=176> For more information, including results and news, visit [www.ltyc.org](http://www.ltyc.org) and follow the links to Yachtscoring.com's interface.

## Cumulative Provisional Final Results

### IRC 1 (IRC - 8 Boats)

1. *Stripes*, Santa Cruz 70 68', William Martin, Ann Arbor, MI; 2. *Thirsty Tiger*, Santa Cruz 70 68, Albert D'Ottavio, Joliet, IL; 3. *Windancer*, Santa Cruz 70 68, John Nedeau, N. Muskegon, MI.

### IRC 2 (IRC - 8 Boats)

1. *Rampage*, Farr Concordia 47 47, John Odenbach, Webster, NY; 2. Natalie J, N/M 46 C/R 46, Philip O'Neil III, Bloomfield Hills, MI; 3. *Vincitore*, Southern Cross Cruiser Racer 52, Jim Mitchell, Gockhuesen, Zurich, Switzerland.

### IRC 3 (IRC - 11 Boats)

1. *Chewbacca*, N/M Int'l 50 49.9, William Peterson, Bayfield, WI; 2. *Eagles Wings*, Grand Soliel 44 43, John Gottwald, Glencoe, IL; 3. *Victrix*, Farr 40 41, Curtis Kime, Grosse Pointe Farms, MI.

### IRC 4 (IRC - 7 Boats)

1. *Painkiller 4*, Sydney 38 38, Alice Martin, Chicago, IL;
2. *Skye*, J 122 40, Bill Zeiler, Wilmette, IL;
3. *Serenissima*, Sydney 38 38, Robin Munden, Chicago, IL.

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# Distress signals may not always attract attention

by Tom Rau



**On July 22, 2008, a couple aboard a 36-foot sailboat snapped a pic with their digital camera of a large powerboat pounding northward on Lake Michigan near Holland, Michigan. “My husband and I couldn’t believe the pounding that boat was taking, enough to find me scrambling below deck for my camera,” said Tina Kelsey. Several hours later the same large boat would break apart off Little Point Sable.**

In most cases, visual distress signals will attract attention to a boater in need, but not always. In those rare cases where they fail to catch the eye, it may have little to do with the eye but rather much to do with the type of distress signal device the eye can detect. Types can be as different as night and day—literally.

And so it was literally the case regarding a recent lifesaving rescue. On July 22, 2008, a 22-foot powerboat rolled over, leaving five fishermen clinging to the hull. The capsizing happened around 10 a.m. on Lake Michigan about three miles off Holland, Michigan.

In an urgent effort to draw attention, the stranded boaters set off several flares they managed to extract from the overturned boat. The hand-held red flares went unnoticed. Determined to attract attention, they attached a distress flag to a fishing pole and waved it overhead. Nearly two hours after the capsizing the orange 3ft x 3ft flag displaying a black square and ball symbol caught the eye of a couple onboard a nearby sailboat.

“When my husband and I first spotted the flag, we first thought it might be a flag used to mark fishing nets,” said Tina

Kelsey. “But then my husband, Bill, noticed the flag moved out of sync with the wave motion.”

Tina aimed in on the flag with binoculars and recognized the orange flag with a black square and ball as a day-time international distress signal, knowledge she had acquired in a United States Power Squadron boating safety course. She immediately called the Coast Guard on VHF-FM Channel 16, the International Distress Frequency.

Coast Guardsman, Andrew Duhaime, Station Holland, picked up the call. “The caller right off provided a position and that she had two people in sight in the water. By the time she made a second call, we were on the rescue boat racing towards the latitude and longitude position she provided,” said Duhaime.

“I can’t believe how quickly they got to us,” said Tina Kelsey. When the Holland Coast Guard rescue boat arrived, all five of the survivors were aboard the sailboat. They were transferred to the Coast Guard rescue boat and returned to shore.

A combination of a visual distress signal and VHF-FM marine radio drew

the eye and ear that led to a successful rescue.

Ironically, Tina Kelsey had a half hour earlier snapped a pic on her digital camera of a 65-foot powerboat pounding northward into head seas. “My husband and I couldn’t believe the pounding that boat was taking, enough to find me scrambling below deck for my camera,” said Tina. Several hours later the large boat would break up off Little Point Sable.

The captain of the doomed craft fired off an urgent Mayday over VHF-FM Channel 16. A nearby boater heard the Mayday and raced to the rescue. The boat sank in moments, leaving a father and his teenage son in desperate straits. Yet, with a heap of hope: both were wearing life jackets. Hopefully their life jackets carried distress signals: in particular, a day-time orange smoke signal in the event the radio distress call went unheard. As it turned out, both were rescued by a “Good Sam” who picked up the distress call along with the Coast Guard.

A lady on shore captured this dramatic boat break-up on a camcorder that caught one of the crewman leaping off the stern.

Whether it be flares, distress flags, or the marine radio, one or all promise to save your life in an emergency. Boat Smart—carry them all.

*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:*

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## Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg
9	Achilles inflatable	UK	\$500	FS
9	Water Tender Dinghy, soft-chined	UK	\$200	HY
9	West Marine Inflatable	03	\$900	FS
10	Hunter Xcite, New	04	\$2,500	FS
10	Walker Bay RID, Perf. Sail kit, like new	02	Call	HY
10	Walker Bay, New listing	UK	Call	HY
11	Inflatable dinghy, particulars TBD	UK	Call	HY
12	Catalina Expedition 12.5, furling main, trlr	99	\$3,395	WB
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB
12	Johnson Miniscow, Main, Trlr	96	\$2,795	WB
12	Sailboard	UK	\$600	FS
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY
14	Catalina 14.2, Main, RF Jib, 2hp Honda	03	\$5,700	WB
14	Catalina Capri 14.2, Main, Jib, Trlr, deck cvr	87	\$2,995	WB
14	Skipper, Trlr	77	\$1,000	FS
15	Legacy, New Model, w/Trlr	07	\$11,500	GS
15	Precision K, Main, Jib, Trlr, RF, Motor Mount	08	\$9,040	HY
15	Precision, Main, Jib, Trlr, RF, Motor Mount	08	\$7,989	HY
16	Annapolis Daysailer Mainsail, Jib, Trlr	72	\$1,600	WB
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB
16	Hobie, Trlr	82	\$1,000	FS
16	Johnson Daysailer, Main, Jib, Motor Mount, Trlr	83	\$2,400	WB
16	Johnson Daysailer, Main, Jib, Trlr	83	\$1,900	WB
16	Johnson MC Scow, mainsail, trailer	87	\$1,995	WB
16	Johnson X Boat, mainsail, jib, trailer	81	\$2,995	WB
16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY
16	M16, Trlr	UK	\$600	FS
16	Man-O-War	74	\$800	FS
16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$950	HY

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16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$14,095	HY
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
16	Rave Hydrofoil, TRLR, New Sails	03	\$8,200	AS
16	Rave, Trlr, Good Condition	00	\$4,000	GS
16	Tanzer, Mainsail, Jib, 2HP Evinrude OB, Trlr	73	\$2,800	WB
17	Hunter 170 [NEW], TRLR	06	\$7,500	AS
17	Windrider Trimaran, Advantage RED	08	\$8,995	HW
17	WindRider, Dealer Boat, Bilge Pump	07	\$7,495	GS
17	WindRider, with screecher	04	\$6,000	FS
18	Precision 185, Main, Jib, Trlr, RF, More	05	\$8,950	HY

### Legend:

AS=Aquarius Sail  
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CM=Cramer Marine  
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CN=Crow's Nest Yachts  
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GM=Gunkhole Marine  
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GS=Great Lakes Sailboat Co.  
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HH=Hansen's Harbor  
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HW=High Water Marks  
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LB=Lakeland Boatworks  
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MA=Martins Sports Afloat  
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MR=Mesabi Recreation  
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NE=NestEgg Marine  
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NY=Northland Yachts  
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PB=Pikes Bay Yacht Sales  
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SC=See Classifieds

SU=Superior Yachts  
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SW=Sailor's World  
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WB=White Bear BW  
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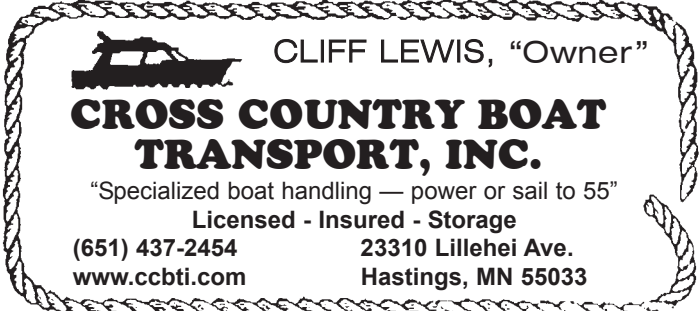
# Northern Breezes

# Waterfront

# Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
18	Precision 185, Main, Jib, Trlr, RF, More	07	\$10,565	HY	24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
18	Precision 185, Main, Jib, Trlr, RF, More	08	\$10,870	HY	24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
18	Precision, Main, Jib, Trlr, ladder, more	05	\$12,900	HY	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
18	Precision, Main, Jib, Trlr, More	08	\$17,702	HY	24	C&C, 6 Sails, 15hp Evin, Trlr, Anchor, More	78	\$4,000	HY
18	Seaward Fox	92	\$5,000	FS	24	C&C, 8 Sails, 6hp Merc, Galley, 5 Winches	76	\$4,000	HY
19	Flying Scot, "Family Pkg" like new w/galv trlr	04	\$11,900	GS	24	Hunter 240, Mainsail, 110 jib, Asym.Spinnkr, More	02	\$16,900	SC
19	O'Day Mariner, 2 sails, 4HP OB, Trlr, cover	69	\$2,750	HY	24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
19	O'Day, Swing keel, Mainsail, Jib, 6HP OB, Trlr	82	\$3,200	WB	24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY
19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	98	\$8,000	HY	24	J Boat (Hull 4175), 11 Sails, 4hp John, Trlr, More	87	\$9,449	HY
19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	99	\$9,500	HY	24	J Boat (Hull 4305), 4 Sails, 3.5hp, race equipt	86	\$14,750	HY
19	West Wight Potter, 3 Sails, DS, Trlr, More	85	\$4,500	HY	24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
19	West Wight Potter, Trlr, CDI Furling More	96	\$7,900	HY	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
20	Horizon Cat, Loaded, Elec Aux Engin, Trlr	08	\$39,900	GS	24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
20	Horizon Cat, Many options incl Diesel & Trlr	04	\$29,500	GS	24	Pacific Seacraft Dana, IB Diesel, LPG, More	91	\$59,995	NY
20	Thame River, Twin Keel, Trlr	68	\$3,000	CM	24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
21	Com-Pac Eclipse, Trlr, Many Access	05	\$22,000	GS	24	S-2 7.3, 4 Sails, 6hp Suzuki, Elect, More	86	\$9,400	HY
21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$4,500	HY	24	San Juan, 8 Sails, 4.5 Merc OB, Elect, More	78	\$5,700	HY
21	Hunter 216, Furler, Spinnaker, 2HP OB, Trlr	04	\$13,500	WB	24	Seafarer, Custom Trlr	74	\$8,700	FS
21	Hunter 216, Furling Jib, TRLR	08	\$17,990	AS	25	Cal, 4 Sails, 11 Hp Diesel, Furler, Electronics	83	\$11,000	HY
21	Precision, 2 Sails, Trlr, RF, Stern Seats	07	\$24,892	HY	25	Cape Dory, 4hp OB	77	\$6,600	CM
21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$9,500	HY	25	Capri, 6 Sails, Trlr, 4 Winches, Compass, More	81	\$8,500	HY
21	Precision, Shoal draft, 135 furling genoa, Trlr	95	\$8,800	SC	25	Catalina	78	\$6,500	CM
21	San Juan MKI, Furler, 2 rudders, 4HP OB, trlr	74	\$3,950	WB	25	Catalina 25 Tall Rig, Main, 110% RF, 9.9 hp	90	\$17,900	WB
22	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY	25	Catalina 250, Wing Keel, Main, RF, OB	00	\$23,500	WB
22	Catalina WingKeel Mainsail, Jib furler Trlr, Mtr	88	\$10,500	WB	25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
22	Catalina, 3 Sails, 9.9 Chrysler, Trlr, More	88	\$4,400	HY	25	Columbia 7.6M, Reduced	79	\$11,500	NE
22	Catalina, Swing keel, Furler, Nissan OB, trlr	76	\$3,900	WB	25	Columbia, Cutter	68	\$7,000	CM
22	J Boat, Hull #25, a sails, 4.5hp OB, trlr, more	83	Call	HY	25	Ericson 25+, 15 HP OMC Saildrive, Main, More	79	\$9,995	NY
22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY	25	Freedom, 3 Sails, OB, Cradle, Head, Galley	83	\$3,900	HY
22	Sea Ray Express 215, Motor, Fiberglass	00	\$22,500	PB	25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
22	Starwind 223- JUST LISTED	86	\$5,200	CN	25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY
23	Hunter, 3 Sails, 5hp OB, Trlr, New Rigging	90	\$6,400	HY	25	Hunter, 25.5, New Listing, particulars TBD	UK	Call	HY
23	Hunter, 3 Sails, 8hp OB, Trlr, furling, more	85	\$5,500	HY	25	Hunter, 5 Sails, tandem trlr, 9.9HP, Shr Pwr	78	\$6,500	HY
23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS	25	Hunter, RF Jib, 9.8 OB, Wheel, Bimini, SALE	08	\$37,500	AS
23	Larson Sport, Motor	85	\$5,900	PB	25	Irwin, 5 Sails, 15hp Yamaha, Trlr	70	\$4,000	HY
23	O'Day Tempest, New Hull Paint, 3 Sails, More	UK	\$4,500	HY	25	Irwin, OB, Cradle	72	\$2,000	CM
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS	25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB
23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB	25	O'Day, 2 Sails, 9.9hp, new winches, Trlr, Fulr	75	\$8,750	HY
23	Penn Yan Avenger, Trlr, Trim tabs, Cabin	88	\$6,300	FS	25	O'Day, Mainsail, 2 Genoa's w/furling, Needs work	78	\$2,000	NY
23	Precision, 2 Sails, 8hp Honda 4 strk, Trlr, nice	01	\$19,500	HY	26	Bristol, 4 sails, 9.5hp Evin, very nice	68	\$5,600	HY
23	Precision, 2 Sails, 9.9hp Yamaha, Trlr	93	\$13,500	HY	26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY

LOA	Description	Yr	Price	Bkg
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$11,500	HY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	UK	Call	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Grampian, Lots of New Gear	72	\$6,000	HY
26	Hacker Race Boat	97	\$115,000	PB
26	Hunter 26.5, 4 sails, 9.9 Tohatsu OB, trlr, bim	88	\$14,000	HY
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$22,500	HY
26	MacGregor, 2005 25hp OB, Trlr, GPS, More	95	\$14,000	SC
26	O'Day, Trlr, New 135% on furler, New Main, More	85	\$16,000	FS
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$10,000	HY
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$8,500	HY
26	Pearson, OB, Yard Trlr	72	\$7,000	CM
26	Pearson-New Listing/Particulars TBD	UK	Call	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S-2 7.9	84	Call	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	84	\$14,000	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$14,000	HY
26	S2 8.0B, Trlr, Autopilot, New 4 Stroke Sail Drive	80	\$16,500	IM
26	S-2 8M, New cushions, New sails in 07&06, More	82	\$11,500	NY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Seaward RK	08	\$36,000	GM
26	Shock Endeavor, Yard Trlr	67	\$3,300	CM
26	Tanzer	79	\$7,500	NE
27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY
27	Aloha, 5 Sails, 9.9 Yamaha 4strk, More	85	\$6,000	HY
27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS
27	C&C 27, 2 Sets of Sails, 9.9hp OB, Elect	84	\$14,995	NY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	Cape Dory	78	\$19,500	NE
27	Catalina, 4 Sails, A4 IB, Furl, Comp/VHF	74	\$10,500	HY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY



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LOA	Description	Yr	Price	Bkg
27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS
27	Catalina, Like new kevlar sails, Ultraleather interior	95	Call	IM
27	Catalina, Wheel Steering	79	\$11,500	CM
27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$19,975	CN
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$9,000	HY
27	Ericson, Main, 4 Jibs, IB, Wheel, More	76	\$12,900	NY
27	Grady White 265 Express Hardtop, Motor	00	\$64,900	PB
27	Home Made (Unknown Brand) 0 Sails, More	76	\$1,200	HY
27	Hunter, Lake City, Meticulous	78	\$11,000	IM
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$15,000	HY
28	Johnson E Skow (Hull 22), 2 sets sails, Trlr	79	\$2,200	HY
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY
29	Bayfield, 3 sails, Yanmar IB, wheel, electron.	84	\$23,500	HY
29	Cape Dory, Dsl, Yard Trlr	78	\$22,400	CM
29	Columbia columbia 29	65	\$5,000	PB
29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN
29	Lancer	78	\$10,995	NE
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
29	Ranger, Lake City, 13 Sails	74	\$9,700	IM
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY

**Legend:**

AS=Aquarius Sail 262-691-3794	FS=Fleet Sails 218-547-1188	GM=Gunkhole Marine 651-260-6200	HY=Hooper's Yachts 651-436-8795 800-377-8795	MR=Mesabi Recreation 218-749-6719	SC=See Classifieds
CM=Cramer Marine cramermarine.com 800-776-0909 414-272-5998	GS=Great Lakes Sailboat Co. 517-339-1760	IM=Image Yacht Sales 651-269-6434	LB=Lakeland Boatworks 269-795-9441	NE=NestEgg Marine 715-732-4466	SU=Superior Yachts 800-772-5124
CN=Crow's Nest Yachts 651-739-2880	HH=Hansen's Harbor www.hansensharbor.com	MA=Martins Sports Afloat 218-963-2452	NY=Northland Yachts 715-779-3339	OY=Owens Yacht 800-879-2684	SY=Shorewood Yachts 952-474-0600
	HW=High Water Marks 612-462-3704		PB=Pikes Bay Yacht Sales 715-209-2493		SW=Sailor's World 952-475-3443
					WB=White Bear BW 651-429-7221

# Northern Breezes

# Waterfront

# Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$104,000	HY	34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
30	Beneteau First 305, 3 Sails, 18HP diesel	87	\$34,900	SC	34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
30	C&C, cruiser, dodger, bimini, 13HP diesel	81	\$24,900	SC	34	Catalina MK II, Great Bargain, Shows as New	02	Call	IM
30	C&C, Lake City, Helm Wheel	74	\$13,000	IM	34	Gemini 34 Catamaran	99	\$110,000	NY
30	Cal 9.2, Lake City, Cheap, Must Go.	83	\$6,000	IM	34	Hunter 34- BRAND NEW LISTING	84	\$32,995	CN
30	Cape Dory Motorsailer, Reefer/Freezes, 4 sails	88	\$49,500	NY	34	Hunter 340- BRAND NEW LISTING	98	\$69,900	CN
30	Catalina	88	\$27,500	NE	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
30	Catalina	88	\$44,000	NE	34	Pacific Seacraft Voyagemaker, 4 Sails, Yanmar	95	\$142,000	HY
30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY	34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$95,000	HY
30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$46,900	HY	34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
30	Catalina, Exc cond, Diesel, Roller furl, More	92	\$49,000	SC	34	Tartan 3400 - CHARTER READY	07	\$239,000	CN
30	Catalina, Main, Genoa, GPS, Auuto-Pilot	80	\$17,500	NY	35	Catalina 350	04	\$134,999	NE
30	Chance 30/30, 8 sails, Palmer 27hp IB, more	73	\$10,000	HY	35	Catalina 350	06	\$164,995	NE
30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY	35	Ericson	70	\$14,999	NE
30	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$24,000	HY	35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
30	Gemini 3000 Catamaran, 25hp Yamaha, More	87	\$39,995	NY	35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$32,900	HY
30	Newport MKII	74	\$10,900	NE	35	Scanmar, Modern, Exc cond, Aft cabin, More	86	\$61,000	SC
30	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	UK	\$15,000	HY	36	Cal	69	\$24,900	NE
30	Pearson Flyer, 5 sails, BMW IB, Club racer	81	Call	HY	36	Hunter 36-NEW-BEAUTIFUL	08	Call	CN
30	Pearson-New Listing/Particulars TBD	74	Call	HY	36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
30	S2 9.1, New UK Head Sail - Very Fast	85	\$34,000	IM	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$27,500	HY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
30	Tartan 30, Upgraded sails, New uphol, More	77	\$18,995	NY	36	Sabre	86	\$89,900	NE
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$29,000	HY	37	Beneteau 373 - NEW - Save \$\$15K	07	Call	CN
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	37	Hunter 376, Incl 2008 Bayfield Slip	97	\$97,900	CN
30	Yankee, Sparkman & Stevens	73	\$14,000	NE	37	Tartan 3700CCR - NEW - Save \$\$37K	07	\$269,900	CN
31	Fisher Mark II Motorsailer	90	\$129,900	PB	39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
31	Pearson 31-2, 5 sails, Yanmar, wheel, more	89	\$42,000	HY	40	C&C, 14 sails, Furling, Diesel, Awlgrip, More	80	\$74,995	NY
32	Beneteau 321, Diesel, Furling Main & Genoa, More	96	\$69,995	NY	40	C&C, 8 sails, 30hp Yanm, furler, elec, more	80	\$65,000	HY
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$28,500	HY	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$275,000	NY
32	C&C, 4 sails, 13hp Yanmar, wheel, more	84	\$35,000	HY	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
32	Catalina 320	02	\$103,995	NE	41	Hunter 410, BRAND NEW LISTING	00	\$133,900	CN
32	Catalina 320, 3 sails, 29hp perk, furling, more	94	\$85,000	HY	42	Catalina 42 MkII, 3 Cabins	01	\$189,999	NE
32	Larson Cabrio 330, Motor	02	\$69,900	PB	43	Hood, 19 sails, Dsl, electronics, beautiful	66	\$88,000	HY
32	Mirage, 4 sails, new Furlex, Yanmar IB, whl	88	\$30,000	HY	43	Serendipity, Full racing sail inventory, More	80	\$27,500	NY
32	Seaward RK	08	\$124,000	GM	44	Hartley Fijian Topsail Ketch, 5 sails, dsl	82	\$45,000	HY
33	C&C, New Engine, Elect, Dodger	75	\$34,995	NY	45	Fabola Diva 451	97	\$170,000	PB
33	Hunter 33.5-EXCELLENT CONDITION	92	\$59,985	CN	45	Jeanneau SO45, 4 Cabin, 2 Head, Extras	08	Call	SU
33	Hunter 33-NEW LISTING	80	\$19,900	CN	45	Morgan, Nelson-Marek FAST CRUISER	83	\$99,900	CN
33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY	46	Tartan, Main, Furl Jib, All Inst., Heat/Air, More	93	\$198,000	NY
34	Bavaria Cruiser, 2 Sails, Volvo IB, Whl, More	08	\$166,000	HY	47	McKinna Sedan, Dsl	00	\$339,000	PB
34	Beneteau 343 LIKE NEW - Bayfield	06	\$119,900	CN	56	10-Meter Racing Sloop	27	\$25,000	HY

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
<b>Miscellaneous</b>					10	Walker Bay, new listing	UK	Call	HY
	Charter the Apostle Islands with Superior Charters		Call	SC	10	Walker Bay RID, Perf. Sail kit, like new	02	Call	HY
	Deliveries: Professional, Sail and power		Call	SC	11	Inflatable dinghy, new listing	UK	Call	HY
	Instruction: Northern Breezes Sailing School (ASA)		Call	SC	22	Sea Ray Express 215, Motor, Fiberglass	00	\$22,500	PB
	Music: Carl Behrend		\$18	SC	23	Larson Sport, Motor	85	\$5,900	PB
	Music: Lee Murdock Songs		\$15	SC	23	Penn Yan Avenger, 5.7 ltr, trlr, trim tabs	88	\$6,300	FS
	Rental: WindRider Rentals		Call	SC	26	Hacker Race Boat	97	\$115,000	PB
	Wanted: Used Johnson or Evinrude 2-6hp		Call	SC	27	Grady White 265 Express Hardtop, Motor	00	\$64,900	PB
9	Water Tender Dinghy, soft-chined	UK	\$200	HY	32	Larson Cabrio 330, Motor	02	\$69,900	PB
					47	McKinna Sedan, Dsl	00	\$339,000	PB

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	GM=Gunkhole Marine 651-260-6200	IM=Image Yacht Sales 651-269-6434	NE=NestEgg Marine 715-732-4466	SU=Superior Yachts 800-772-5124
	GS=Great Lakes Sailboat Co. 517-339-1760	LB=Lakeland Boatworks 269-795-9441	NY=Northland Yachts 715-779-3339	SY=Shorewood Yachts 952-474-0600
	HH=Hansen's Harbor www.hansensharbor.com	MA=Martins Sports Afloat 218-963-2452	OY=Owens Yacht 800-879-2684	SW=Sailor's World 952-475-3443
	HW=High Water Marks 612-462-3704		PB=Pikes Bay Yacht Sales 715-209-2493	WB=White Bear BW 651-429-7221

**Advertiser's Index**

Apostle Islands Marina . . . . .	.31	NestEgg Marine . . . . .	.13, 25
Aquarius Sail of WI . . . . .	.25	Northern Breezes Sailing School . . . . .	.3, 31
Audio Sea Stories . . . . .	.6	Northern Breezes Subscription . . . . .	.21
Boatingshots.com . . . . .	.39	North Sail Outlet . . . . .	.31
Commodore's Marine . . . . .	.31	Northland Yachts . . . . .	.5, 25
Cramer Marine . . . . .	.25	Overland Navigation . . . . .	.30
Cross Country Boat Transport . . . . .	.27	Phil Peterson Enterprises, Inc. . . . .	.32
Crow's Nest Yachts . . . . .	.5, 25	Pike's Bay Marina . . . . .	.6
Cruising Direct . . . . .	.19	Pikes Bay Yacht Sales . . . . .	.6, 25
Dorsal Sails & Canvas . . . . .	.31	Pro Valor Charters . . . . .	.6
Fairclough Sailmakers . . . . .	.3	Refrigeration Parts Solution . . . . .	.13
Fleet Sails . . . . .	.21, 25	Sail la Vie . . . . .	.37
Glenmore Marine Delivery . . . . .	.31	Seven Seas . . . . .	.25
Good Old Boat . . . . .	.6	Shorewood Yacht Club . . . . .	.3, 25
Great Lakes Sailboat Co. . . . .	.25	Speed & Smarts . . . . .	.23
Gunkhole Marine . . . . .	.25	Strictly Sail Chicago . . . . .	.40
Hansen's Harbor . . . . .	.34	Superior Charters . . . . .	.31, 33
High Water Marks . . . . .	.25	Superior Marine Training . . . . .	.31
Hooper's Yachts . . . . .	.9, 25	Superior Yachts . . . . .	.25, 30, 33
Horizon True . . . . .	.5	UK Superior Loft . . . . .	.31
Image Charters & Yacht Sales . . . . .	.15, 25	Walkie's Diesel . . . . .	.31
J. H. Peterson Photography . . . . .	.23	Western Sailcraft . . . . .	.30
Lettertech . . . . .	.31	White Bear Boat Works . . . . .	.11, 25
Masthead Enterprises . . . . .	.32	WindRider Trimaran . . . . .	.35
Minneapolis Boat Show . . . . .	.2	Yacht Brokers . . . . .	.15

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Midwestern Sailors Worldwide



**Mariska on Lake Michigan.**  
*Above photos by Lisa Kezios*



**Amy and Danielle on deck, Apostle Islands.**



**Seaplanes at Beach Club, Madeline Island, Wisconsin.**



**Devils Island Sea Caves, Apostle Islands National Lakeshore, Wisconsin.**

### ***Let's Celebrate!***

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

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**Outer Island sandspit, Apostle Islands National Lakeshore, Wisconsin.**



**Sunset at Windigo Dock, Isle Royale National Park, Lake Superior.**

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# Extreme Sport: Rail Meat

by Eric Chandler

**L**uke shouts, "Big wave!"

"What?" I ask. A frigid wall of Lake Superior smacks me. I snort water out of my nostrils. My rain jacket is now a soaking joke. And we haven't even started racing.

For years, I looked at the big lake on Wednesday nights in Duluth and saw the weekly regatta put on by the Duluth Yacht Club ([duluthyachtclub.com](http://duluthyachtclub.com)). My family and I sat on the deck at Baja Billy's so the kids could look at the tranquil blue filled with white triangles of sail. I imagined the sailors with their topsiders and ascots chortling about the stock market while they passed around the chardonnay.

I discovered that my friend Luke was a crew member on one of the racing boats. Last September, on the last race of the season, I asked my buddy if I could tag along. He told me to bring every piece of rain gear and winter gear I owned.

"Can I bring Sam?" I asked, thinking of the placid evening I'd have out on the water with my 6-year old son.

Slowly, with a smirk, Luke said, "Maybe you should try it yourself once."



**Luke Huls and Crewmate - Most know the steel structure in the background as Duluth's Aerial Bridge.**



**Regatta toward the Lift Bridge. Every Wednesday evening, sailors from the Duluth Yacht Club hold a regatta on Lake Superior. Novice sailors such as the author are welcome to ride along.**

I agreed, not processing that the 20 knot winds out of the northeast were fetching up eight foot swells on the lake.

At the skipper's meeting in the marina at Park Point, everybody made sure rookies like me had a ride. I was invited onto the Weatherly with Captain Tom. I'm a landlubber but figured I'd be okay as long as I didn't spill any caviar. I should've expected rougher seas as I watched Captain Tom counting heads. We followed the other boats through the calm waters toward the Aerial Lift Bridge. Or as I now call it, the Portal of Doom. One of the guys said it was good to have more crewmen than normal since we could use the "rail meat" in the strong wind.

We spat out past the lighthouse and the skipper hollered some commands for us to start raising the sails. Luke looked me in the eye and yelled, "Winch!"

"Huh?"

"Winch!" and held out his hand. I stared back. I'm pretty sure he wants me to give him something, I thought.

Another crewman reached under where I was sitting and grabbed a winch handle so Luke could help tighten down the lines that adjusted the sails. A winch. I knew that.

As we jockeyed for position prior to the start, Luke laughed and pointed at a boat near us. I laughed, unseeing and clueless. (Someone on another vessel was puking up lunch.) Luke pointed at another boat. I nodded knowingly. Again, I was too obsessed with holding on to see that one of their deckhands was overboard. A couple of "Big waves!" later, Luke asked me if I was okay. "Fine! Yeah! Awesome!" I answered with a forced grin that looked like I had gas-pain.

Suddenly, we were off and racing. We headed across the start line and up along the north shore. I gave up on taking pictures as I needed both hands to keep from going swimming. Each time we got ready to tack, Captain Tom would ask, "Everybody ready?" I'd whimper, "No" to myself. He'd say, "Here ... we ... G O O O O O O!"

He whipped the helm to lee, the main-sail boom flew across over my head as I crawled over the cabin through the ropes and cleats, banged my shins, and threw my legs over the opposite rail while the boat leaned the other direction. My true calling at last: self-adjusting ballast.

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## Sailing Through the Portal of Doom

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At one point, as we pounded through the waves, there was a horrendous crack from inside the hull. When the skipper perked up, I worried. Someone joked, "I hope that's not the keel." Someone else answered, "If it was, you'd know." He pantomimed us capsizing with his hands. I looked over to shore, because my wife had our kids at Baja Billy's. Great. My kids will watch Papa go down with the ship while

they're eating fajitas. I looked like I was waving, but I was trying to send the semaphore signals for "Save me."

Luke punched me on the shoulder and hollered over the wind, "So, you still want to bring Sam?" I shook my head and tried to speak, but I was hypothermic from my coating of Gitchee Gumee.

Finished at the marina, I celebrated my survival under a wonderful sunset. My left kneecap was my only dry body part. Sailing was a boxing match, not a game of croquet. But, you know what? **It was Awesome!** I highly recommend hitching a ride at the skipper's meeting. Depending on the wind, Rail Meat, is the new extreme sport.



Dry author before the start.

*Eric Chandler is a husband, father of two, and cross-country skier who lives in Duluth, MN. After high school in Plymouth, NH, and the Air Force Academy in Colorado, he served for 10 years in the US Air Force as an F-16 pilot. After 9/11, he joined the Minnesota Air National Guard and deployed to Iraq twice to fly in Operation Iraqi Freedom. He's now an F-16 instructor pilot and semi-serious writer.*

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