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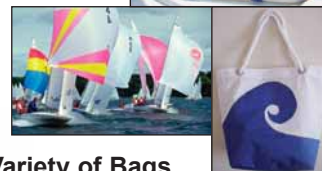
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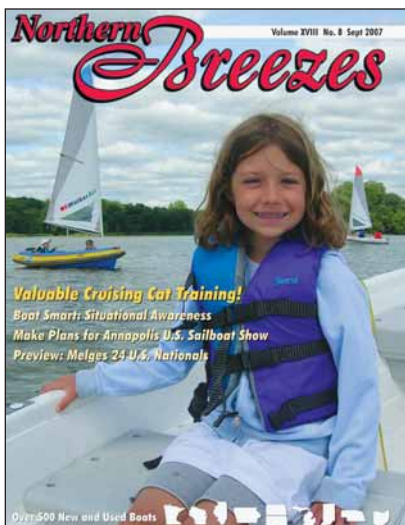
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The Cover



Cover: Youth Sailing on Medicine Lake, MN. It's great to introduce kids to the fun of Sailing.



Ed plans his next departure as Dave readies the stern dockline. Page 8.



Craig Ligibel and daughter, Katie with steamed crabs at Mike's on the South River. Photo by Bill Hooper. Page 33.



Line-up of homebuilt wooden boats at the Huron, Ohio Wooden Boat Show on Lake Erie. Photo by Steve Kinosh

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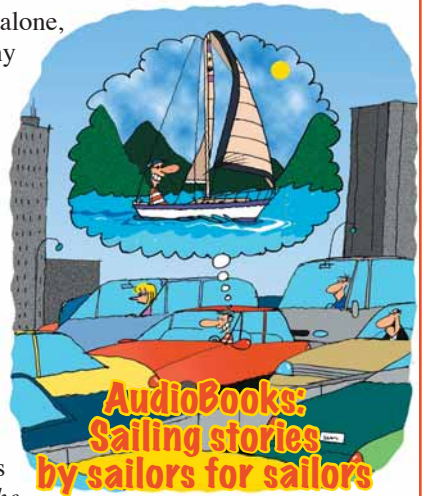
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Letters & Emails

Hello Thom,

Reading the latest issue of Northern Breezes and I am a bit fascinated by George Alexander's LM27. Yachtworld shows it's a Danish built vessel. I am curious about this craft and wondering if George has an E-mail address you could share with me so I may query him.

Love your magazine, keep up the fine work!

Michael "Bones" Bowden
Minneapolis, MN

Corrections:

The captions were switched in the August Celeb Sailing. Brig US Niagara, On Lake Erie, Erie, PA refers to the large picture of a wooden brig. End of the day. Sailing on Lake Erie off the north coast of Cleveland near the E55th Street Marina. Look for the correct ones online at SailingBreezes.com

Editor:

Thank you for running International Marine book reviews in the May issue. Unfortunately, the Collier book is attributed to the wrong publisher. We would like to point out that "The Boatowner's Guide to Corrosion," by Everett Collier, is not published by R.R. Donnelley and Sons, but rather by International Marine Publishing. We hope you might be able to correct this in a future issue.

Thank you again for the good reviews.

International Marine

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Publisher Capt. Thom Burns,
thom@sailingbreezes.com

Managing Editor Alan Kretzschmar

Contributing Live Aboard Editor Barb Theisen

Contributing Editor Michele Pufahl

Contributing Editor Capt. Steve Burns

Art Director Alan Kretzschmar

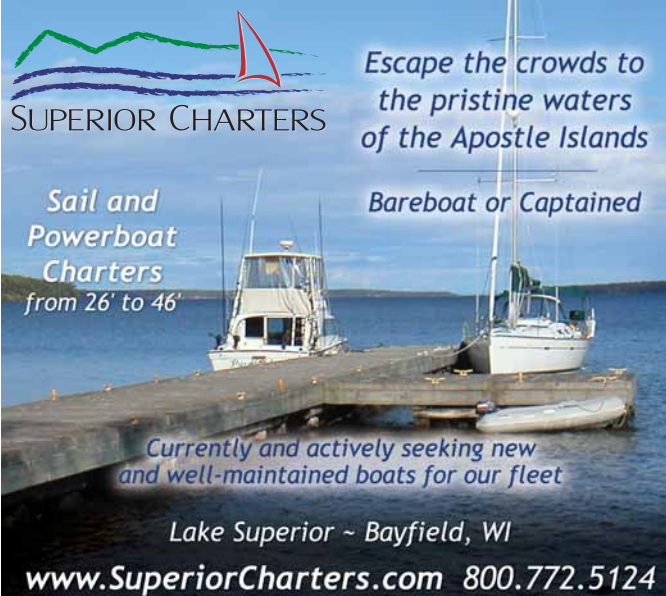
Contributors

Mike Bastin, Thom Burns, Brent Chinnock, David Dellenbaugh, Terence Glommen-McCloskey, Catie Hawk, Bill Hooper, Alan Kretzschmar, Alexis Olson, Michele Pufahl, Tom Rau.

Northern Breezes, Inc.
3949 Winnetka Ave. N.
Minneapolis, MN 55427
763.542.9707 Fax 763.542.8998
info@sailingbreezes.com

Visit Northern Breezes Online at
www.sailingbreezes.com

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The Art of Being Boring

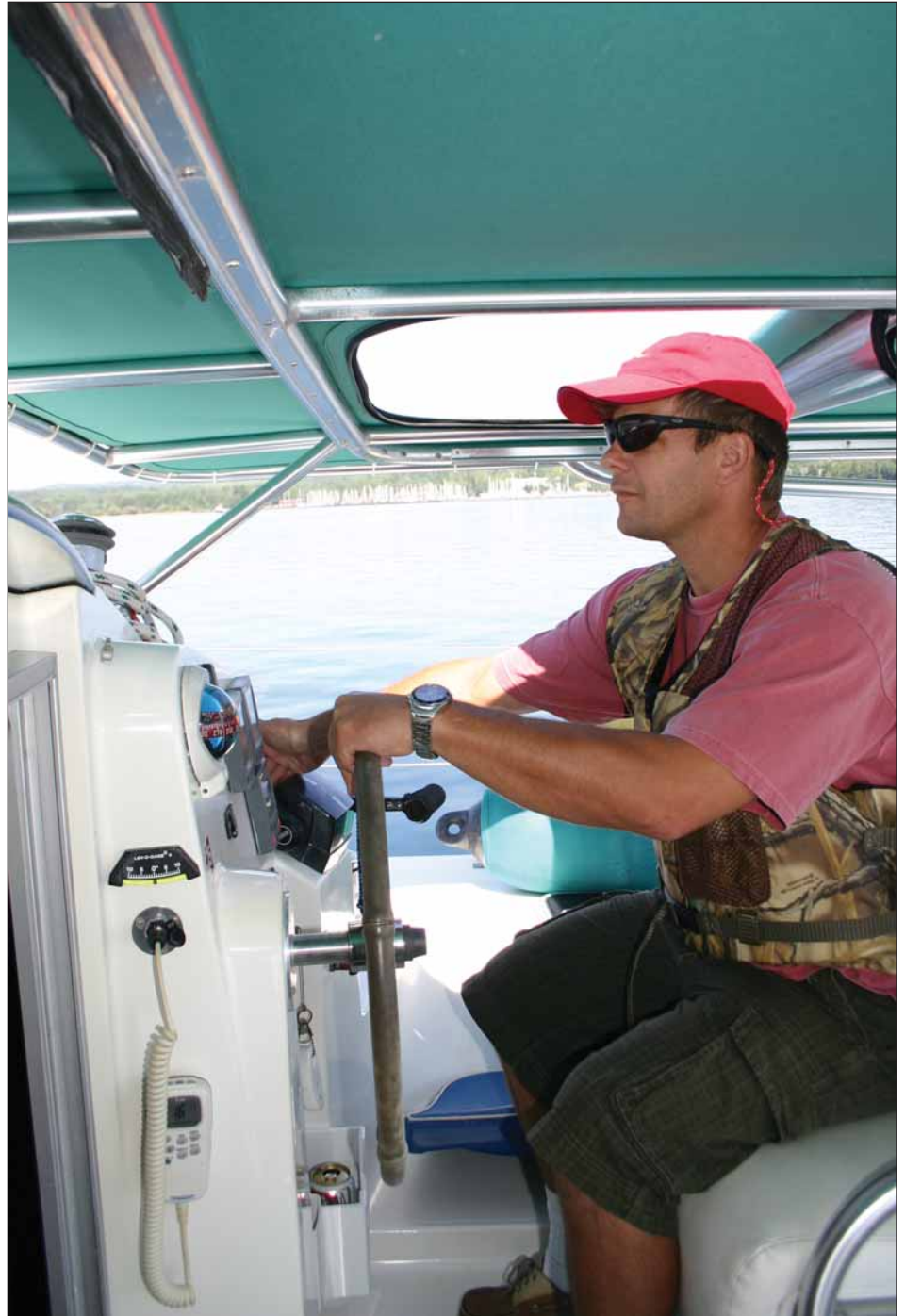
By Michael Bastin

“**M**ake it look boring and you’ll be doing it right!” These were the words of Captain Steve Burns, sailing instructor and guru, to me and two other students at the beginning of our Cruising Catamaran class recently. This was to become our mantra during the following days and proved to be words to take to heart as I was to find out.

How did this all start? Well, like most sailors I have always dreamt of a bigger better boat, and like many I ultimately want to go offshore in that boat and explore far flung exotic locations. Anyway, things were starting to look good, the day was getting closer, and suddenly twin daughters arrived on the scene. This, as you can imagine, tends to change one’s perspective just a little.

Monohulls, while being a lot of fun, aren’t really suited to two precocious 4 year olds! Next step was to look at the alternative, a vessel with more than one hull. Oh, I had heard all the horror stories of catamarans capsizing in open water and not being recoverable, and how they can’t sail to windward, can’t tack, get blown around a lot, and tend to break in half due to the pressures being applied to the bridge decks. But if this was all still true then why were the charter companies getting more and more of them, and why weren’t they all sinking while being delivered to their exotic new homes?

I needed to find out and so I did my research. It turns out that they are just as safe for open water as monohulls and all the urban legends about them are based on small hobie style catamarans or larger mostly homebuilt vessels constructed halfway through last century! These issues are not really relevant to the modern breed of cruising catamaran. Of course the



First thing to do was get a feel for how *Calico* handled under power. Ed tests how *Calico* handles.

newer catamarans do need to be sailed a little differently, reefed earlier, and are harder to find slips for than most monohulls but the benefits more than balance up for the disadvantages.

So what was the next step? Simple, book a charter in the BVI and take the kids and another family down there to see what it was like sailing a catamaran with small children.

The only problem was that I had never sailed a large catamaran before and knew from reading that they required some different skills to sail and handle. Since my wife was the only other person going on the trip with sailing experience it made sense to increase our knowledge and skill level and that meant taking a class.

Being in Minnesota the obvious choice was Northern Breezes Sailing School, an ASA certified school that offers a large selection of sailing classes in both Minnesota and the BVI. I contacted Thom Burns, the schools owner, and secured a place in the July class. The class ran from Monday to Wednesday out of Bayfield, WI on Lake Superior and we were able to pre-board on Sunday night.

Since the point of the class was to learn how to handle a large cruising catamaran we were to spend each night in the marina with easy access to restaurants, and shore facilities. On the Sunday evening I arrived at Steve Burn's Fountaine Pajot Athena 38 "Calico" to find him just finishing up washing it and after a quick and friendly hello he directed me to pick a cabin and stow my gear. Calico's slip is the first one on the dock and is only a bit wider than she is, with a finger pier on the seaward side and a long steel wall on the landward side. It is



Ed waits for the order to cast off the stern dock line on our first morning.

one of those slips that cause problems for even the most skilled helmsman and there were many gouges and marks on the steel wall from previous boats that had tried to use it. My first thought was that I hoped he wouldn't want us to try to bring her in and out of it! Not much later Dave Bryant, a retired airline pilot, turned up. It quickly turned

out that he too had a charter in the BVI booked for later in the year and wanted to gain some insights into handling a catamaran before heading down there with his family. Ed



Dave drives Calico backwards using the engines to steer while Ed assists by holding the wheel centered.



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Dave maneuvers under the watchful eye of Steve.

Nelson, a St. Paul fire fighter, was to be the third student and he arrived late Sunday night after the rest of us had turned in. I was impressed that I had not felt or heard anything when he arrived and brought his gear on board. I doubt whether the same would have been said if we had all been on a 38 foot monohull.

Dock time, or start of class, was at 0900. Before then we had already

made Ed's acquaintance and determined that he had been chartering in the BVI and seen the space on the catamarans and wanted to charter down there again but on a catamaran this time. Thus the theme was set. For the next three days conversation both during class and outside of it focused on cruising catamarans and the BVI. Since Steve was very well versed in both subjects, having been going to



The author Mike Bastin taking a break while on the water.

the BVI for some twenty odd years, his opinions and insider information were greatly appreciated by all.

Luckily for us Steve was not only very knowledgeable and highly skilled; he was also a very calm and patient instructor. His credo, "It has to look boring!" was obviously taken to heart by him in his teaching style as well as being passed on to us. For our part, as his students, we weren't to run or look hurried, and definitely no panicking, but to slow everything down. I realized early on that this wasn't just a look cool gimmick to impress the locals even if that was the obvious result; it actually made learning easier and stopped us from overreacting to what was happening with the boat.

Steve started out the class with a walkthrough of the boat and then it was time to disconnect shore power and remove the lazy dock lines in preparation to get under way. The twin diesels had been quietly gurgling and warming up the whole time and after a quick check on the wind direction and strength he had us cast off the remaining two dock lines and he eased *Calico* out in reverse, paralleling the evil steel wall with ease, spun her on the spot and headed out towards open



Ed plans his next departure as Dave readies the stern dockline.

water. He made it look exceedingly easy and I have to admit quite boring.

That was the last time that Steve took the wheel and signaled the commencement of our on the water training. The actual part that we had all been looking forward to and dreading, taking turns as the nominated skipper and helmsman. Handling dock lines and running rigging held no real fear for any of us as we were all well acquainted with sailboats in general but being on the helm we could really screw up. But then again, that's what we were there for, to learn now so we wouldn't screw up when we were on our own with family members at stake.

We quickly fell into an order that remained pretty much constant for the 3 days with Ed going first, Dave second and me bringing up the tail. First off we all had to learn how *Calico* handled under power. Holding the wheel centered and using various combinations of forward and reverse on the port and starboard engines we did wide turns, close turns, spun on the spot, drove forward in a straight line and finally backed the boat up a couple of hundred yards in a straight line. I thought we all did a great job



Ed and Steve go over the planned departure.

and I was particularly proud of my reversing abilities until I managed to forget to hold the wheel centered and the rudders flipped full to one side resulting in a loud bang and red face. To make things worse, it was at this point that Steve very diplomatically pointed out that I was not in fact reversing to where I thought I was. In fact we were all suffering from a per-

ception error to some degree or other while going in forward and reverse; it was just more obvious in reverse. With all of us being used to the centralized helm position of most monohulls the offset helm of the big cat resulted in us pointing the boat 5 to 10 degrees off from where we wanted to go. Once we were made aware of this

Continued on page 36.

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Situational Awareness Key to CG Mid-Season Concerns

by Tom Rau

Oh my, how summer is racing along. Already it's that time in the boating season to pass along Coast-Guard concerns regarding recreational boating and other water-related activities. Although many of the concerns weave familiar patterns over the years, it seems that each season a certain boating behavior stands atop the fold.

This year's standout boating behavior is boat collisions. The most recent collision occurred on Muskegon Lake. On July 25, 2007, a 22-foot powerboat slammed into a 16-foot powerboat at 11 p.m. The larger boat went up and over the smaller boat, slicing off a portion of the stern. A 25-year-old male aboard received head injuries and was transported to Muskegon's Hackley Hospital.

According to Muskegon Marine Division Sgt. Gary Berdinski, the larger boat was eastbound and the other boat westbound. "Had the smaller boat not swerved, it would have been a head-on collision," said Berdinski.

I can't stress enough the importance of maintaining a lookout and bringing back the throttles when operating a boat in confined darkened waters.

Muskegon Lake, as with so many inland lakes, appears as a darkened void beaded with shoreline lights that can distort a boat operator's judgment while creating a sense of detachment from immediate surroundings. While operating a Coast Guard 25-foot inflatable rescue boat at night on Muskegon Lake, I was forever vigilant.



Be Prepared: Four swimmers have drowned along the eastern shore of Lake Michigan during 2007. Swimmers should avoid swimming in heavy surf near piers and seawalls. Beach goers should have a rescue plan to assist those in distress like having ready a life ring or rescue heaving line.

The boat carried a center console with an overhead canopy. Protective glass shielded the console, which housed radar, GPS, a radio, depth finder and engine gauges. These devices emitted light that degraded my night vision. I would often step aside from the center console to avoid the glare. Meanwhile a crewman focused on the radar while I peered into the darkness and steered the boat. I wore protective eye gear to prevent eye-strike from insects.

Even then, I felt a certain degree of apprehension like one might experience while walking into a

darkened room as familiar as it might be. In fact, familiarity, I suspect, contributes to boat collisions: at least that seems to be the case with a recent seawall collision at Ludington Harbor.

On August 2, 2007, a 19-foot aluminum boat slammed into Ludington Harbor's south seawall at 10:30 at night. The four people aboard escaped serious injury, including an 11-year-boy. The operator told Coast Guardsman Dustin McClelland of Station Ludington that he was steering on a waypoint for the Loomis Street boat ramp. The boat ramp sits inside a boat basin

that is protected by seawall arms that extend hundreds of feet out into Lake Michigan.

Whether it be distraction, confusion, or familiarity that caused this veteran boater of Ludington waters to run into the seawall matters little. What matters is that he was racing towards a darkened harbor at night rimmed by distracting shoreline lights that would lead any prudent boater to bring back the throttle.

Several days before, another boater, while approaching Muskegon harbor at night, ran into the north breakwater while steering on a waypoint located within the boat basin. This careless, if not reckless, boating behavior, tempts me to change the name of the column from Boat Smart to Boat Stupid.

Please, I don't mean to be mean, bitter or sarcastic; my displeasure stems from neither, but rather from utter frustration dealing with these needless mishaps. Yet as frustrating as it can be at times, these vexations pale in comparison to my contempt for boaters who call the Coast Guard for assistance on VHF-FM Channel 16, the International Distress and Hailing Frequency, and then fail to follow up once they make the initial call. The Coast Guard refers to these calls as "uncorrelated" calls.

Across the Great Lakes, between 2003 and 2006, the Coast Guard responded to 881 such calls that resulted in the needless deployment of rescue resources and time. Some of these calls were false Maydays made with sinister intent; others were made by children. The Coast Guard urges boaters to educate their youngsters on the proper use of the marine radio, and to monitor its access by children.

For those folks who initially call the Coast Guard for assistance, they must respond once the Coast Guard has responded to their call. Should a boater's radio malfunction, a response to the Coast Guard by cell phone would be in order. Requesting Coast Guard assistance brings us to our next mid-season concern—beach and pier safety.

Already this year I know of four beach and pier fatalities along Lake Michigan's eastern shore. The latest beach fatality occurred on July 19, 2007, off Douglas Beach, near Saugatuck, Michigan. A ten-year-old boy drowned in heavy surf. His parents made the initial call for help on a cell phone. Unfortunately, victims often drown before rescue responders can reach the scene.

In most cases the burden of saving a floundering person in the water falls on those nearest the person in distress. So the question beckons to be asked: how does one assist? It's a crucial question that any beach goer should ask and, in particular, parents or guardians. If any doubt exists on how to respond effectively, then perhaps removing a person from the water or the wearing of a

lifejacket, especially if he or she is in turbulent water or over his or her head.

I'm a frequent beach goer myself, and I carry a 70-foot rescue heaving line with a flotation ball at the end. This will allow me to toss the device to a floundering person while maintaining a safe distance especially if the person is in deep water. Like any rescue method or device, it takes practice. The important thing is to have a game plan and a means to effectively carry it out in due haste.

In other words, the key to water safety is situational awareness. Or as I often say: when you put your guard down around water, that is when you should be foremost on guard.

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

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



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Make a 'Game Plan' For The Windward Leg

by David Dellenbaugh

It's critical to have a good strategic plan for the windward leg because that is usually where the fleet gets farthest apart. When boats are on opposite sides of the beat, their separation can be huge, and even a small change in wind direction, pressure, or current can have a huge impact on the fleet standings.

Of course, if the conditions never change you don't have to worry about strategy. In that case the race will be decided entirely on speed and tactics. But in reality the wind is always changing in both velocity and direction. In fact, the

wind is a lot like a snow flake -it never follows exactly the same pattern in any two races.

Every race has a unique set of strategic conditions, and that's why you need to develop a new strategy for each race. This gameplan must be customized to the particular conditions that you experience in that place at that particular time.

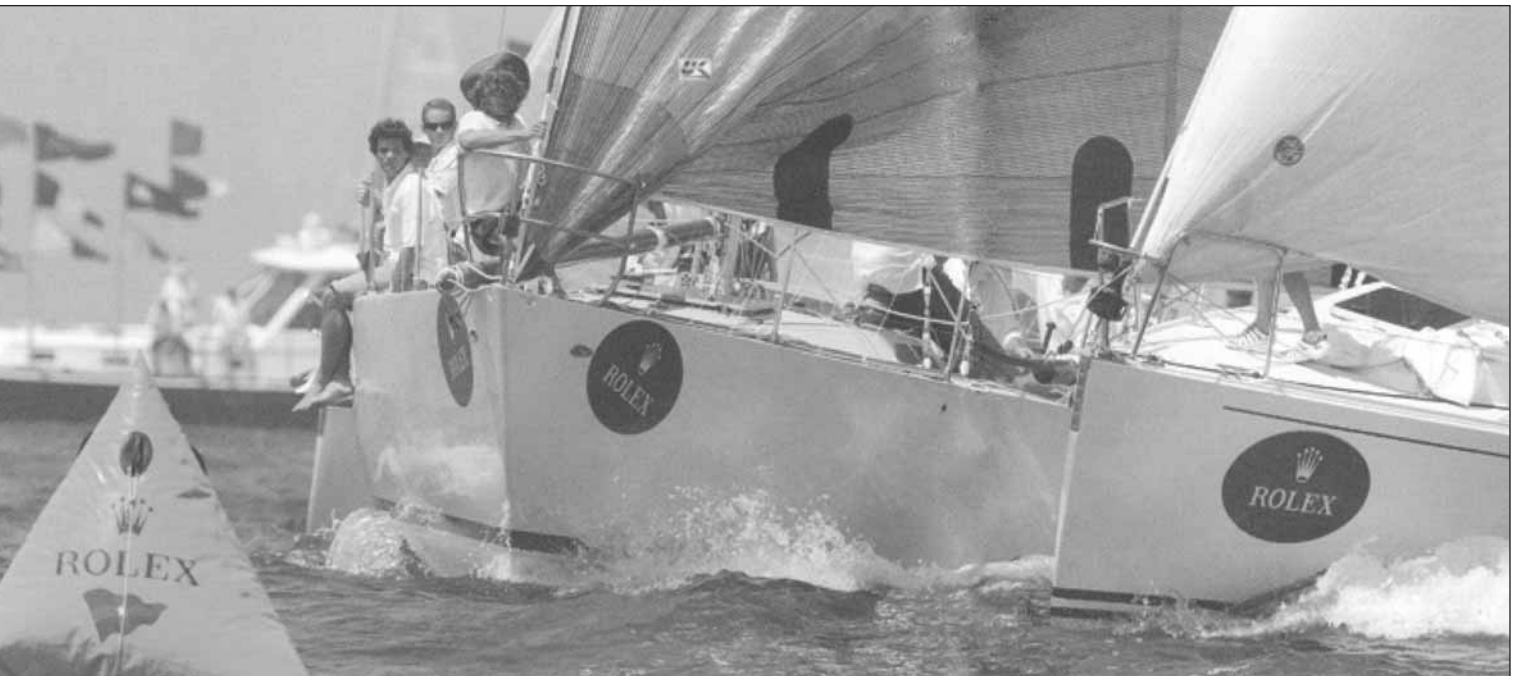
Strategic ingredients

There are many strategic variables that affect how quickly you get to the finish. The five factors that we

will cover in this issue are wind direction, wind velocity, course geometry, current, and waves.

For each variable, there are two important considerations. First, is that element uniform across your windward leg, or does it vary from side to side? For example, if the wind strength is exactly equal all across your course, that variable will not influence your strategy. But if there's a lot more wind on one side, that might be the determining factor in your gameplan.

The second consideration is how you expect each variable to change



It's important to think about strategy before you start sailing up the windward leg. For the first beat, develop a game plan before you get into the starting sequence. This is critical because your position on the starting line will determine where you end up on the course.

For the second or third beat, make a new plan (or revise your old one) before you round the leeward mark. This is important so you won't get stuck going the wrong way at the beginning of the windward leg.

Photo by J.H. Peterson.

as you sail up the beat. For example, will the wind shift direction? If the wind direction remains steady, this will not affect your strategic planning. But unfortunately this is hardly ever the case. Almost all five strategic variables change continuously, and this is something that the top sailors are always expecting.

Gather information

In order to make a strategic plan for the beat, you need to gather as much information as possible about the five strategic areas. This data should come from knowledge of the past, observation of the present, and forecasts of the future.

• Knowledge of the past

Before the regatta even starts, try to find out what the wind normally does in the area where you are sailing. Identifying common trends can be very helpful in planning a strategy. If you have raced in that venue many times before, hopefully you have a notebook filled with strategic notes. If you haven't sailed there, talk to people who are "regulars" and see what kind of 'local

knowledge' you can uncover.

Other good sources of past wind trends are historical data from local airports and online data from meteorological buoys.

• Observation of the present

This will give you the most valid and valuable information, so it should be your primary source for strategic planning. Historical data and future forecasts are helpful, but there is no substitute for what you can see and feel in the course area just before and during your race.

So get out to the race area as early as possible and observe the wind, current, and waves. Keep track of wind direction and velocity and look for trends. Don't stop doing this when your warning signal is made - the wind never stops changing so you have to keep watching it throughout the race.

• Forecasts of the future

In the old days you had to get weather forecasts from the newspaper, radio, or television and these were so general (and 'old'!) that they were almost completely worthless. Now we have two much better options: 1) web-based forecasts,


some of which are fairly good; and 2) private weather and wind forecast services, available to purchase for your particular regatta.

These private weather forecasts are by far the best you can get; they usually give you the predicted wind direction and velocity for each hour of the day, and in many conditions they are quite accurate. However, I recommend using them only as a general guide for strategic planning because your own observations of the race course will definitely give you the best and most up-to-date information available.

Develop your gameplan

A few minutes before the start, or before you round the leeward mark, review your historical notes, your current observations and any forecasts you may have. Then make a strategic plan for the next windward leg. The basic goal of this process should be to identify the 'favored' side of the beat so you can choose a route that will get you to the windward mark fastest.

A sample strategy might sound



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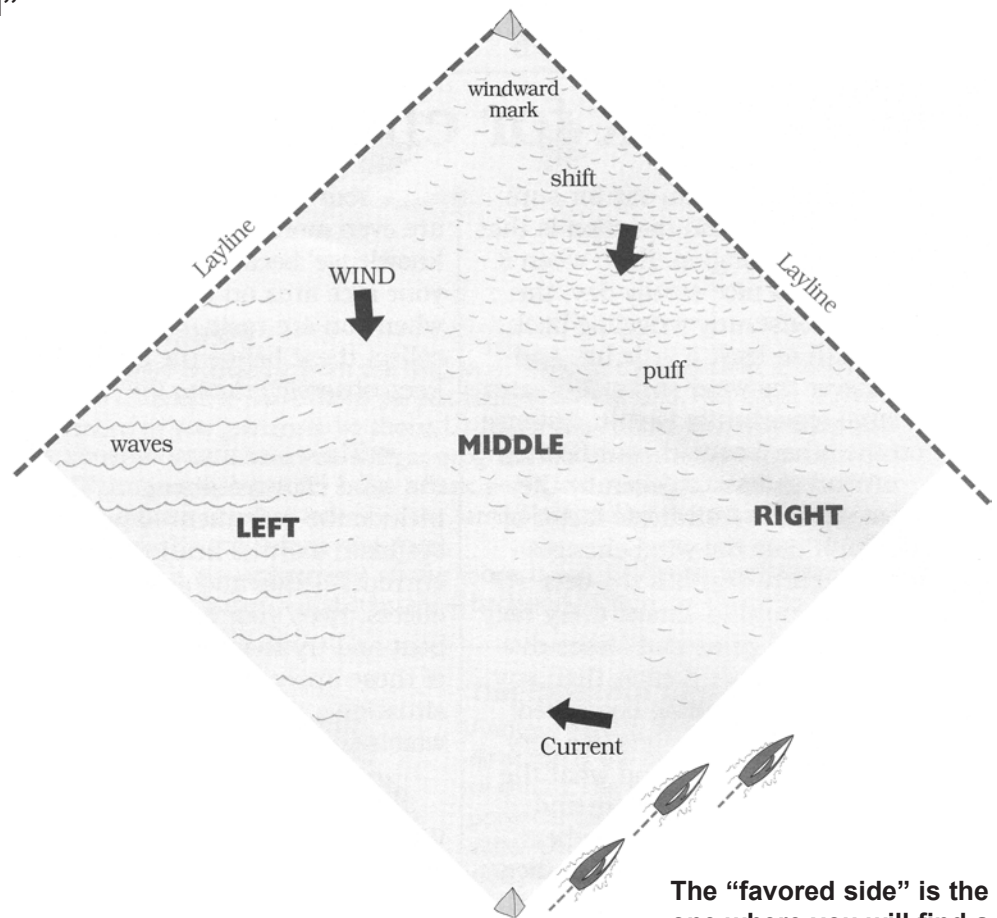


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The Strategic “Playing Field”



When you are planning your strategic moves, you must consider a multitude of factors such as wind direction, wind pressure (puffs and lulls), current, waves, and the location of the windward mark and laylines. The basic question you constantly try to answer is whether you think it is better to be left, right or in the middle.

The “favored side” is the one where you will find a strategic edge.

something like this: “the breeze is oscillating, but also shifting slowly to the right, and velocity looks steady across the course. The waves are uniform across the course and there is no significant current. Therefore we’ll favor the right side, playing the shifts and being careful not to overstand.”

Sometimes the wind conditions are very predictable and it’s easy to come up with a clear strategy; other times the conditions are extremely unpredictable and it seems impossible to figure out what will happen. That’s OK - sometimes the wind is really a bit random.

Even the top competitors begin sailing many beats not knowing which side of the course is favored. When this happens, you simply have to keep strategizing (i.e. collecting information) as you sail up the beat.

The good thing about doing this while racing is that you have all the other boats to help you see the wind patterns.

Sooner or later, you will figure out which side of the course is better and you can head there. The key, however, is what you do before you figure this out. When you’re not sure which side of the beat is favored, it’s probably best to stay somewhere near the middle of the course until things develop.

When I’m hanging out in the middle waiting for a favored side to appear, I watch my competitors to see which of them are most threatening. If the boats on the right seem to be gaining on me, that side is probably better (and vice versa), so I head that way.

The key thing about strategizing is that it’s a fluid, ongoing process.

Since the wind and other variables are always changing, and can’t stop thinking about them until after you finish. And when you make a plan for the beat, you must always be willing to revise it (or throw it away) if (when) the conditions change.

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

Sailing News

U.S. District Court Ruling Threatens Recreational Boating

Legislative Solution, H.R. 2550, Gains Steam in Congress with 27 Co-sponsors

Without Congressional approval of corrective legislation or a successful legal appeal, a September 2006 court decision by the U.S. District Court for Northern California designed to hold the Environmental Protection Agency (EPA) accountable for the regulation of the discharge of ballast water from ocean going commercial ships will have unintended and serious consequences for recreational boating, according to Boat Owners Association of The United States (BoatU.S.).

“As it stands now, a permit will be required for ‘normal operational discharges’ on every recreational boat – even your dinghy – in every state where you boat,” said BoatU.S. Vice President of Government Affairs Margaret Podlich. “This is an attempt to apply a complex permitting system designed for industrial dischargers to recreational boats that will not yield significant environmental benefits.”

Instead, BoatU.S. is pushing for passage of H.R. 2550 “The Recreational Boating Act of 2007.” It would continue a 34-year-old exemption applied to recreational boats and release the EPA from having to implement an expensive and bureaucratic national permit system for all recreational boats by September 30, 2008.

The original lawsuit was brought against EPA in an effort to control the spread of invasive species contained in commercial ships’ ballast water tanks. The tanks, which add stability, are filled overseas and then discharged in U.S. waters when cargo is unloaded. Ballast water is a primary pathway for non-native species, such as the Zebra Mussel, to invade U.S. waters.

However, 99% of recreational boats do not have ballast tanks, nor do they cross oceans in any significant numbers. For over three decades the EPA understood that everyday deck runoff, bilge water, engine cooling water, or grey water from sinks or showers, was not the same as commercial vessels discharging millions of gallons of imported ballast tank water. As a result, it exempted these normal operational discharges from the Clean Water Act permit system. But in 2006 the District Court ruled that EPA overstepped its authority, and started the clock on the September 30, 2008 permit implementation deadline.

BoatU.S. is urging all boaters to contact their legislators to co-sponsor H.R. 2550 which is a common sense solution designed to make the previous exemption for

recreational boats permanent. “It’s important to know that H.R. 2550 does not weaken any existing environmental regulations for recreational boaters. The main sources of potential pollution from boats – oil, fuel, sewage and trash – are already regulated and will remain so,” added Podlich.

For more information on this issue, or for help contacting your legislators, go to <http://www.BoatUS.com/gov> BoatU.S. is the nation’s leading advocate for recreational boaters with over 650,000 members.

Cancer Benefits From Thunder Bay Sailing Event

Women take the helm on Lake Superior every August as part of a popular annual sailing event. Sailboats line up at Marina Park for the annual Women at the Helm Race for Hope.

The tradition brings boaters together to raise funds for the Northern Cancer Research Foundation. Over 200 participants are expected this year.



Chair Judi Wood says there are two races, one competitive and one for pure enjoyment. Wood says the charity event got started eight years ago and has raised \$235,000 dollars in pledges for the Northern Cancer Research Foundation. This year the race is being dedicated to a Thunder Bay woman who passed away last year from cancer. The sailors will battle it out on the waves in the 'Irene Prezio Race for Hope.'

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Racing News and Results



Dave Ullman and his Pegasus 505 team show their game faces during last month's breezy 2007 Melges 24 World Championship in Santa Cruz, CA. Ullman went on to win his first-ever World Championship in the Class. (Photo credit: Paul Todd Photography | outsideimages.co.nz).

2007 Melges 24 World Champion Dave Ullman to Lead Racing Clinic at Melges 24 U.S. Nationals

With less than three months remaining until the action begins at the 2007 Melges 24 U.S. National Championship, newly crowned Melges 24 World Champion Dave Ullman has confirmed that he will run a pre-Nationals racing clinic on September 20. The U.S. National Championship is set for Sept. 21 - 23, 2007, at Detroit's Bayview Yacht Club.

Ullman is known as one of the most approachable stars in the high-octane world of the Melges 24. "Many class members have been talking about setting up this kind of race clinic for a long time, and I'm

excited we're finally making it happen," Ullman said. "The best classes always work to improve themselves, and we hope this type of clinic will become an annual tradition for every USMCA National and North American event."

Latis Yachting Solutions is generously sponsoring the clinic, scheduled to take place on Thurs., Sept. 20 on the Detroit River directly adjacent to Bayview. The clinic will consist of boat-handling and starting drills on the water, and Ullman will lead a post-sailing debrief session on the club's waterfront patio. Participants should plan to be on the water from noon until 5:00 pm.

Sailing Legends to Team with Amateur Enthusiasts for 2007 Pro Am Regatta

Bitter End Yacht Club Announces Fall Dates for 21st Annual Event

WHO:

Bitter End Yacht Club, the world's premier sailing and watersports destination, continues the tradition by hosting its one-of-a-kind 21st Annual Pro Am Regatta this Fall.

WHAT:

Bitter End Yacht Club is gearing up for its 21st annual Pro Am Regatta on Virgin Gorda in the British Virgin Islands this Fall, set for October 27-November 3, 2007. The action-packed yearly event, which continues to grow in popularity, features a unique combination of fleet and match racing. The 2007 presenting sponsor for this legendary racing event is Vineyard Vines.

Pro Am Regatta Week, the only event of its kind in the world, offers amateur and old salt sailors the rare opportunity to learn from and race with the rock stars and legends of sailing. In addition to the Pro Am team racing, the adrenaline-pumping action also includes the Musto Scuttlebutt Sailing Championships, the Defiance Day Regatta, and lay day racing on Wednesday for those who want even more on-the-water time. There is also a lively off-the-water social schedule that fellow sailors and other resort guests can enjoy.

Participating skippers already on board include Russell Coutts, Paul Cayard, Ken Read, Dawn Riley, Ben Ainslie, Lowell North, Keith Musto, Rod Johnstone, Bruce Kirby, and Butch Ulmer. Competition takes

Racing News

place on a variety of boats, including Lasers, IC-24s, Hunter 216's, Freedom 30s and Hobie Getaways.

WHEN:

Beginning on Sunday, October 27 through Saturday, November 3, 2007

WHERE:

Bitter End Yacht Club
North Sound, Virgin Gorda, British Virgin Islands

WHY:

Come for the Sport: The wind and water surrounding Bitter End provides some of the best sailing that the Caribbean has to offer, along with world-class diving, snorkeling and a host of other water activities. And where else can you crew for America's Cup Skippers and Olympians?

HOW:

For more information about visiting Bitter End Yacht Club, please call (800) 872-2392, email binfo@beyc.com or cruise the web at www.beyc.com. For additional details on participating in the 2007 Pro Am, contact John Glynn, Bitter End's Director of Special Events, at 203-656-0799 or via e-mail at: jglynn@beyc.com.

Midwest Fleet Is A Solid Foundation For Big Participation

With 33 boats - mostly local - racing at Detroit NOOD regatta, the Midwest fleet is a rock-solid foundation on which to build large numbers for this year's National Championship. "We've got the fastest-growing Melges 24 fleet in the country right now - and possibly the world," Greg McCliment, regatta vice-chairman and Detroit fleet captain, said. "I'll be surprised if we have less than 50 boats here, and we're shooting for 60," he added.

Interested participants may visit http://www.yachtscoring.com/event_registration_info.cfm to register. The early registration deadline is September 10.

McCliment and Regatta Chairman Paul Hulsey are both active racers that campaign their boats throughout the U.S., and they have been working hard to ensure this event caters to the needs of out-of-town teams. For example:

- Out-of-town boats will have haul-out priority at Bayview's two hoists.

- Weigh-in will begin early on Thursday morning.
- Thomas Hardware, sailing outfitters, will be on-site to help sort out the competitors' rigging, deck and clothing requirements. Todd Jones is the owner of Thomas, as well as a long-time racer in the class, and a Governor of Bayview Yacht Club: "We've been outfitting top Melges 24's for years, and we know just what to expect to ensure all the teams' needs are met."

- Bayview partner Yachtscoring.com will ensure that results are available in near-real time. The Official scoring team will enter individual race results from the water - results that will be available on-line, moments after each finish.

- National Championship competitors who plan to race at the Lake Geneva, Wisconsin "Fall Classic" may store their boats at Bayview for no additional cost.

- Bayview will make two internet-connected computers available to all competitors, while free wireless internet will be available to those with their own laptops.

FREE ISSUE!

A newsletter to improve your race results this year.

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

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

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



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Racing News and Results

Motor City Serious About its Racing

One of the biggest reasons that Melges 24 competitors love their boats is their pure speed - and the regatta organizers know it. That's why they specifically chose late September for the Championship - September in the Great Lakes means "breeze on."

"The NOOD Regatta showed what our summer is about - light air and hot sun," Hulsey said. "But mid-September is a different story: Last year we saw 15 knots or more almost every day of the month, with water temperatures averaging 77 degrees."

Well reputed PRO and Bayview Past-Commodore Tim Rumptz will shoot for at least eight races during the three-day event. He plans to set the windward-leeward courses closer to the Canadian shore of Lake St. Clair, where the current flows at less than a knot.

Given the proposed race course location, which requires the fleet to motor through the Detroit River current, the regatta organizers plan to make available multiple power boats to tow the competitors to and from the race course. "We recognize many teams will sail to the course area to familiarize themselves with the day's wind shifts," Hulsey said, "But I think we all agree that a fast tow to the dock at the end of each day will allow the parties to start sooner."

And We're Seriously Social

When it comes to parties, sailors all agree that nobody does it quite like Bayview:

- Thursday, Sept. 20 - Registration and crew weigh in begins. An informal "meet and greet" will take place in the Bayview Bar.
- Friday, Sept. 21, nearby

Crescent Sail Yacht Club will host the competitors for a "garden luau" on their huge lawn just a few miles from Bayview.

- Saturday, Sept. 22, the fun returns to BYC under the Big Top, with live music and dancing all night. Barefoot Wines of Modesto, California will supply enough wine and beer to soothe the bruises from Saturday's racing, and a delicious seafood buffet will take care of the rest of the competitors' needs.

- Sunday, Sept. 23, Bayview will host the Awards Ceremony under the Big Top, with trophies and prizes for the top 5 Corinthian competitors as well as the top 5 overall winners. Individual race winners will also collect prizes.

FROM THE MOTOR CITY TO THE BIRTHPLACE OF THE MELGES 24

Traveling teams have another good reason to come to the Midwest in the fall - only two weeks after Nationals, the Fall Classic regatta serves up big wind on Lake Geneva, Wis., an easy six-hour drive from Detroit, and the home of Melges Performance Sailboats. It's no surprise that Buddy and Harry Melges III are the sailors they are - Lake Geneva's shifty, unpredictable winds and rapidly changing climate challenge sailors constantly.

About Barefoot Cellars Wines

For over 20 years, Sonoma-based Barefoot Cellars Wines have received huge critical and popular success. Barefoot is a proud Sponsor/Partner of the Championship, and their Gold-Medal winning wines will be available throughout the event. More information on Barefoot Cellars Wines is

available at www.barefootwine.com.

About Latis Yachting Solutions

Sponsor/Partner Latis Yachting Solutions will be on-hand to help with all boat transportation needs. Latis is the primary boat logistics partner for Melges Performance Sailboats, Pegasus Racing, and a host of other teams - and their reputation for "making it happen" is well-earned. If you need your boat moved, they will do so on-schedule, allowing you to concentrate on driving your boat instead of your truck. Contact Latis with your transportation questions at info@latisyachting.com or (866) 840-9204.

About The 2007 Melges 24 U.S. National Championships

The 2007 Melges 24 U.S. National Championship is hosted by Bayview Yacht Club, with the support of Sponsor/Partners Barefoot Wines, Yachtscoring.com and Latis Yachting Solutions.

All race information, including on-line registration, is now available at www.melges24racing.com/nationals. The Midwest Region's home page is www.melges24racing.com.

The Melges 24 is the most unique one-design sportboat in the world, and the class continues to enjoy strong growth. More information on the U.S. Melges 24 Class is available at www.usmelges24.com.

New Model Nova Davit

Longer Reaching Arms Use Strong, Lightweight Marelon Components



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

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

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

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

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

www.forespar.com

Mustang Survival Rescue Stick™ Wins MAATS 2007 Innovation Award

The Mustang Survival Rescue Stick™ has been recognized with the Innovation Award for Safety at the Marine Aftermarket Accessories Tradeshow (MAATS) in Las Vegas, NV. Judged by a committee from Boating Writers International, this prestigious Industry award recognizes products for innovation, distinctiveness, benefit to consumers and practicality.

"We are extremely honored to receive the Innovation Award for Safety for the Rescue Stick," said Frank Leffelaar, Manager Marketing Services for Mustang Survival. "The panel recognized its unique capability to rapidly provide more emergency flotation at longer distances than other devices on the market."

The Rescue Stick™ is a powerful rescue tool in the hands of professionals and recreational users. Anyone who can throw a stick can throw it to someone in distress in the water. Designed to be compact (14") and lightweight (just over 1lb) it can be easily stowed on a boat, at the cabin or by the pool. When the unexpected happens it will provide emergency flotation to someone at risk of drowning and increase the likelihood of self-rescue.

The Rescue Stick™ can be thrown up to 100 feet - twice the distance of a ring buoy or rope bag, provides 35 lb. of flotation in seconds - triple that of a ring buoy, automatically inflates in seconds upon contact with the water, extremely easy to use - anyone who can throw a stick can use it, simple to repack and reuse - insert a new bobbin and screw in the replacement handle containing the CO2 cylinder

For further information please contact: Rob McMahon,
P: 604.244.6739, rmcmahon@mustangsurvival.com,
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StraitEdge 2T Kayak - Two Person Self-Bailing Kayak

Most self-bailing inflatable kayaks are designed for paddling white water. They typically have quite a bit of rocker to allow quick turning and other maneuvers. The StraitEdge 2T Inflatable Kayak is the first tandem sit-on-top inflatable kayak to incorporate an aluminum bow and stern frame to improve tracking in open water conditions. The hull design is similar to a hard-shell sit-on-top kayak, yet



it can be packed away into its duffel bag and paddled in most remote locations. Whether you are storing it in your closet or the trunk of your car, you can be sure that you are always just a few pumps away from your next adventure. Three seating positions allow for the kayak to be set up in solo or tandem mode.

FEATURES:

New advanced inflation valves; Rod holders; StraitEdgeT System - unique bow and stern design Hard edge bow and stern for improved tracking Molded rubber handles Reinforced bow seam Bungee deck lacing Adjustable back support Mesh pocket Self-bailing ports Welded seams Thigh straps compatible

BackBoneT - Adding Rigidity to your Kayak with a Bow-to-Stern BackBoneT Model AE2023-AF1, AE2023-AFX, AE2023-AFC.

“Give your kayak the strength of a spine”. The BackBoneT is a bow-to-stern frame for all AdvancedFrameT inflatable kayaks, which enhances both rigidity and tracking performance. The BackBoneT is designed to be positioned under the inflatable floor and installed prior to inflation of your kayak. Made of high strength anodized aluminum alloy and impact resistant plastic for durable and light weight performance. Sold in three sizes to fit all three AdvancedFrameT kayak models as well as older models too.

For more information or to find a dealer near you, please visit our website at www.advancedelements.com or call for our free catalog 866-262-9076 or email info@advancedelements.com.

Paradigm's New AMS Marine Speakers

Paradigm's new X-treme Moisture Application speakers “rock” the boat while withstanding harsh weather elements.

Excessive moisture, harsh UV rays, fluctuation in temperature, corrosive salt spray, fog, ice, snow, and even wind can be detrimental to the average marine speaker's performance. Paradigm's superior AMS “X” marine models are designed to withstand full exposure to any environment where excessive moisture is a problem. For optimum performance in extreme atmospheres, “X” models feature crossover networks treated with a protective conformal coating and stainless steel grilles, brackets, and hardware, providing rigorous protection from excessive moisture.

The area behind the boat wall or ceiling is essentially an infinite baffle, leaving a speaker prone to uncontrolled resonances and standing waves. Bass can become bloated with poor definition and midrange neutrality, clarity and imaging all suffer. By contrast, the rigid high-strength design of the AMS mounting system further increases wall rigidity by sandwiching and strengthening the area around the mounting hole.

Trickle-down technology from the award-winning high-end Paradigm® Reference Series, these exceptionally rigid, low-mass domes, with treated textile suspensions, ensure remarkably uniform and instantaneous power response. Drivers exhibit astonishing timbral clarity and transparency, usually associated with the best freestanding designs.

Not your typical in-wall/in-ceiling application, AMS v.3 circuit boards have been updated to FR-4 military specifications. They also boast the highest-quality component parts, hand-selected for close tolerance: film capacitors; ceramic resistors; steel air/core inductors. In this latest generation, crossovers have been carefully “tweaked” for better frequency and phase response.

AMS “X” model speakers are designed for easy drop-in installation.

For more information about Paradigm, please visit www.paradigm.com.

Calendar of Events

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

Sept

Sept 1 - Friendship Race - Port Huron Yacht Club, Port Huron, MI. Contact Tyson A. Connolly at 810-982-8991 or visit www.ussailing.org for more info.

Sept. 1-2- Labor Day Regatta- Saint Croix Sailing Club, Hudson, WI. Contact Steve Roffers at scsracechair@gmail.com or visit www.stcroixsailing.com for more info.

Sept 1-3 - Fall AIS Series - Contact Bill Peterson, 952-937-3915 days, or bpeter-son@banta.com.

Sept 2 - Ladies Skipper Race - Chicago Yacht Club is hosting this event at Belmont, IL. Contact Richard Young at 312-607-2200 or it@cmn.net or the Monroe Front Desk at 312-861-7777.

Sept 2 - Memorial / Leukemia Cup - Port Huron Yacht Club, Port Huron, MI. Contact Tyson A. Connolly at 810-982-8991 or visit www.ussailing.org for more info.

Sept 2 - Shell Lake Town & Country Days Regatta - Shell Lake Sailing Club. Contact Thomas Scott at 715-468-2294 or trsbadger@aol.com.

Sept 3 - Lee Murdock - Listen to Lee Murdock at the Fox Valley Folk Festival, Island Park, Geneva, IL. Visit www.leemurdock.com for more info.

Sept 4-8 - U.S. Women's Match Racing Championship - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more info.

Sept 5-26 - 12th Annual Apostle Islands Lighthouse Celebration - Contact the Bayfield Chamber of Commerce at 800-447-4094 or visit www.bayfield.org for more info.

Sept 7 - Chicago Big Team Regatta - Chicago, IL. Visit bigchi.bigteamregatta.com or email bigchi@bigteamregatta.com.

Sept 9 - LASER / SUNFISH CHALLENGE - Clinton Lake (IL) Sailing Assc. Invitational Open Class, too... Good winds and warm water www.clsasailing.org. Contact Bill Vokac bvokac@mchsi.com (217) 369-0015.

Sept 10 - Commodore's Cruise - Pike & Creek Keel Club, Port Superior, WI. Visit www.pckc.org for more info.

Sept 14-16 - North Central Area Championships - Clear Lake, IA. Contact Todd Wilson at 641-691-0203 for more info.

Sept 14-16 - 4th Annual Minnesota Leukemia Cup Regatta - White Bear Lake, MN. Enjoy a weekend of races, silent auction and dinner. Visit www.leukemicup.org/mn to register or for more info contact Nicki Hyser: 763-545-3309x102, nicki.hyser@lls.org.

Sept 15-16 - How-To-Trot Interlake Invitational - Portage Yacht Club, Pinckney, MI. Contact ruth or Tom Ehman at 734-426-4155 or 734-426-5532 for more info.

Sept 17 - W Scow Blue Chip - Pewaukee Yacht Club, Pewaukee, WI. Visit www.ussailing.org for more info.

Sept 22 - No Sweat Laser Invitational - Portage Yacht Club, Pinckney, MI. Contact Ruth or Tom Ehman at 734-426-4155 or 734-426-5532 for more info.

Sept 22 - Fondy Frostbite Sailboat Cruiser Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact www.fldsail.org.

Sept 22 - 23 - Frostbite Sail - North West Sailing Association is holding the event on Lake Geneva. Visit www.nwsail.com for more info.

Sept 29 - How to Read a Nautical Chart Seminar - Chicago Yacht Club is holding the seminar at Monroe, IL. Visit www.chicagoyachtclub.org for more info.

Sept 29-30 - Snow Flurries Regatta - Port Clinton Yacht Club, Port Clinton, OH. Contact Kathryn Clark at 216-403-5103 or 419-734-7431 for more info.

Sept 29-30 - Hot Scot Flying Scot Invitational - Portage Yacht Club, Pinckney, MI. Contact Ruth or Tom Ehman at 734-426-4155 or 734-426-5532 for more info.

Sept 29-30 - 2007 International FJ Eastern Regional Championships - Auburn Twp, OH. Contact Mike wyatt at 440-478-8208 for more info.

Sept. 29-30 -- GLOW II - Clinton Lake "Remember "THE GLOW" Flying Scot Regatta Multi-state attendance expected to enjoy the original spirit of THE GLOW and build new traditions at Clinton Lake (IL). Visit www.clsasailing.org for directions to Clinton Lake. FS Fleet 135 Contact Bill Vokac (217) 369-0015 or b.vokac@mchsi.com.

October

Oct. 4-8 - 38th Annual Sailboat Show - Annapolis, Maryland. Visit www.usboat.com for more information.

Oct 6-7 - USA Junior Olympic Sailing Festival - Michigan, Macatawa Bay Yacht Club, Holland, MI. Contact Steve Sisson at 888-207-1076 or visit www.ussailing.org for more info.

Oct 13-14 - ACSA Annual Old Fox Regatta - Alum Creek, Delaware, OH. Visit www.alumcreeksailing.com for more information.

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Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
9	Escape, Furling Main Sail	00	\$1,095	FS	16	Johnson X, Trlr	UK	\$1,000	MA
9	Walker Bay RID 275, Sail Kit	06	\$1,900	FS	16	M16, Trlr	UK	\$600	FS
10	Hunter Xcite, New	04	\$2,500	FS	16	Melges X with Trailer, Club Champ, Mint	99	\$6,500	CN
10	WindRider Trimaran, S-O-T, Car Top Tri	03	\$1,495	HW	16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY
10	WindRider, Yellow	02	\$1,095	GS	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
11	Byte, Main	00	\$2,400	WB	16	Rave, Trlr, Good Condition	00	\$4,000	GS
12	Bruno Sailboard	UK	\$600	FS	16	WindRider, New boat, Excellent, w/Options	05	\$4,250	GS
12	Catalina Expo 12.5, Freestanding CF Mast	05	\$2,995	GS	16	X Boat, 2 Sails, Red	77	\$600	FS
12	Escape	96	Call	HY	16	X Boat, Single Sail, Green	UK	\$600	FS
12	Escape, Furling Mainsail	00	\$2,195	FS	17	Com-Pac Sun Cat, Every Option, Trlr, OB	05	\$25,500	GS
12	Holder, Main	86	\$1,100	WB	17	Daysailer, Trlr, Needs TLC	UK	\$650	MA
12	Johnson Miniscow, Main, Trlr	85	\$1,600	WB	17	Hunter 170, Float, Trlr, Motor Mount	07	\$8,000	FS
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB	17	Nimble Mudhen, Main, 2.5 Merc OB, Trlr	92	\$5,500	HY
12	O'Day Widgeon, Trlr	74	\$1,250	FS	17	O'Day Daysailer, Main, Jib, OB, Trlr	72	\$2,995	WB
13	Chrysler Pirateer, Main, Jib, Trlr	77	\$2,800	WB	17	O'Day Daysailer, Trlr	84	\$2,100	FS
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY	17	O'Day Daysailer, 2 Sets of Sails, Trlr	UK	\$1,300	MA
14	Am Fiberglass Corp "T" for Two	77	\$900	FS	17	Seaward Fox, 3 Sails, 4hp Nissan 4 Strk, Trlr	90	\$6,900	HY
14	Aqua Finn by AMF (Sunfish)	81	\$1,400	FS	17	Siren, Gaff Rig, Trlr, Many Mods	74	\$1,900	GS
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	17	WindRider Trimaran, Advantage New!	07	\$8,200	HW
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB	17	WindRider Trimaran, Furling Jib	04	\$5,199	HW
14	O'Day Javilin BSU	UK	\$600	FS	17	WindRider, Dealer Boat, Bilge Pump	06	\$7,995	GS
14	Picnic Cat, Well Equipped, Trlr	07	\$11,500	GS	17	WindRider, Hmbt Trlr, Furl, Bilge	02	\$4,500	FS
14	Skipper, Trlr	77	\$1,000	FS	18	American Sail, Trlr, Cover, Seats 6	04	\$6,500	SC
14	Sunfish	UK	\$895	MA	18	Cape Dory Typhoon Weekender, 4hp Evin, Trl	79	\$5,800	HY
14	Sunfish, Main, Trlr	80	\$2,700	WB	18	Cape Dory Typhoon Weekender, Trlr, More	75	\$5,500	HY
15	Albacore, Main, Jib, Trlr, New Rigging	68	\$1,100	HY	18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB
15	Bongo, Main, Spinnaker, Trlr, Will Deliver	05	\$5,500	SC	18	Chrysler Buccaneer, Main, Jib, Trlr, Furl	72	\$1,330	HY
15	Legacy, New Boom Tender Model, Trlr	07	\$14,500	GS	18	Victoria, Trlr, Full Keel	UK	\$4,500	FS
15	Precision, Main, Trlr, Boat Cover, Needs Jib	96	\$3,200	HY	19	Cape Dory, Classic, Trlr, Super Sharp	79	\$5,700	FS
15	Precision, Main, Trlr, Nissan 2hp 4 Strk OB	07	\$6,300	HY	19	Menger, Yanmar 1GM10, EZ Loader, Extras	90	\$21,500	SC
15	Vanguard, Almost New, Cover, Trlr	06	\$6,500	GS	19	O'Day, Trlr, Excellent Condition	80	\$2,500	SC
16	AM Fiberglass, Trlr, Main, Jib	73	\$1,000	FS	19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl	04	\$18,900	HY
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB	19	Vanguard, Furl Jib	80	\$700	FS
16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	01	\$5,995	WB	19	West Potter	05	\$19,999	NE
16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	97	\$2,500	WB	20	Chrysler, Main, Jib, 3hp Sailing OB, Trlr	78	\$2,800	WB
16	Compac 16CB, Swing Keel, Main, Jib, 2.5 OB	97	\$5,800	WB	20	C-Scow, Trlr, Good Condition	UK	\$1,600	FS
16	Hobie	77	\$800	FS	20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB
16	Island Packet Big Fish, Fiberglass	06	\$2,995	SW	21	Hunter 216, Frl, Trlr, Demo	04	\$13,000	FS
16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,800	WB	21	Impulse, 3 Sails, Trlr, Vang	89	\$3,200	HY
16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB	21	Impulse, Main, Jib, Spin, OB, Trlr	89	\$2,800	WB
16	Johnson J Scow, Main, Trlr	77	\$2,800	WB	21	Luger, Trlr, 9hp OB, Great Starter Boat	87	\$3,500	SC
16	Johnson M Scow, Main, Jib, Trlr	UK	\$980	MA	21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$10,500	HY
16	Johnson M-16, Main, Jib, Trlr	80	\$2,700	WB	22	Bayliner Buccaneer 220, 6 Sails, Trlr, More	80	\$2,400	HY
16	Johnson X, Main, Jib, Extra Sails, Trlr	95	\$4,000	WB	22	Catalina Capri, 5hp Honda 4 strk, Fiberglass	05	\$17,950	SW
16	Johnson X, Main, Jib, Trlr	83	\$1,800	WB	22	Catalina Capri, Main, RF Jib, 5hp Honda, Trlr	06	\$23,500	WB
					22	Catalina Capri, Main, RF Jib, 5hp OB, Trlr	99	\$15,500	WB
					22	Catalina Capri, Main, RF Jib, OB, Trlr	95	\$12,000	WB
					22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY
					22	Catalina, Fixed Wing Keel, Main, RF Jib, Trlr	88	\$7,999	WB

LOA	Description	Yr	Price	Bkg
22	Catalina, Pop Top, Trlr, Motor	83	\$5,500	FS
22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB
22	Catalina, Trlr, Motor	79	\$4,500	FS
22	Columbia, 5 Sails, Well Maintained, Trlr	70	\$4,000	SC
22	Hunter, Main, Jib, 5hp Nissan OB, Trlr	81	\$6,500	WB
22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	HY
22	Laguna, 4 Sails, Trlr, Pop Top, Vang	87	\$3,800	HY
22	Nonsuch, Main, 13hp Westerbeke, Elect	84	\$27,400	HY
22	O'Day 222, Shoal Keel, Main, RF Jib, More	86	\$8,800	WB
22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr	78	\$3,500	HY
22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr	84	\$6,900	HY
22	Sea Ray Express 215, Motor	00	\$27,900	IY
23	AMF Paceship, Trlr	77	\$4,995	SY
23	Beneteau, Trlr, Genoa, RF, Honda OB	UK	\$12,500	MA
23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr	74	\$4,500	HY
23	Hunter, 4 Sails, 5hp Nissan, Trlr, Galley, More	90	\$7,800	HY
23	Hunter, Trlr, Wing	87	\$6,900	FS
23	Hunter, Trlr, Wing, Furler, Nisson	89	\$8,500	FS
23	O'Day Osprey, New Hull Paint, 3 Sails	UK	\$5,000	HY
23	O'Day, 5 Sails, 9.9 Evin, Trlr, Stove	73	\$3,000	HY
23	O'Day, Pop-top, Trlr, Extras	UK	\$3,500	MA
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
23	Precision, Trlr, 6hp Johnson, Dingy, More	93	\$13,200	SC
23	S-2, Well Maintained, Price Reduced!	75	\$6,900	CN
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
24	C&C, 4 Sails, 8 HP Merc, 5 winches, More	76	\$1,000	HY
24	C&C, 5 Sails, 8hp Johnson, Galley, More	76	\$5,500	HY
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
24	Creekmore, 6hp Johnson OB, Trlr, More	80	\$6,500	SC
24	J Boat, 11 Sails, 4hp John, Trlr, More	87	\$10,000	HY
24	J Boat, 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY
24	J Boat, 9 Sails, 3hp OB, Trlr, Comp, Head	79	\$8,750	HY
24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,900	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY

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LOA	Description	Yr	Price	Bkg
24	Mirage, Trlr, Lots of Sails, Race Ready	76	\$3,500	SY
24	S-2 7.3, 4 Sails, Trlr, 15hp OMC, Elect, More	78	\$9,700	HY
24	Yankee, 2 Sails, 5hp Nissan, Trlr, More	73	\$4,200	HY
25	C&C, 3 Sails, 9.9 Johnson ('92), shr pwr	75	\$5,000	HY
25	C&C, Reduced	74	\$2,995	NE
25	Cape Dory 25D, 5 Sails, 8hp Yanmar, Trlr	83	\$23,300	HY
25	Capri, 6 Sails, Trlr, 4 Winches, Compass	81	\$8,500	HY
25	Catalina 250 WK, Furl Genoa, Whl, Trlr	00	\$23,500	SC
25	Catalina 250, Main, 135% Furl Genoa, More	04	\$30,000	WB
25	Catalina, 2 Sails, Trlr, 6hp John OB, Furl	77	\$7,500	HY
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl	80	\$9,500	HY
25	Catalina, 9.9 OB, 5 Sails, Elect, Cradle	78	\$6,995	SC

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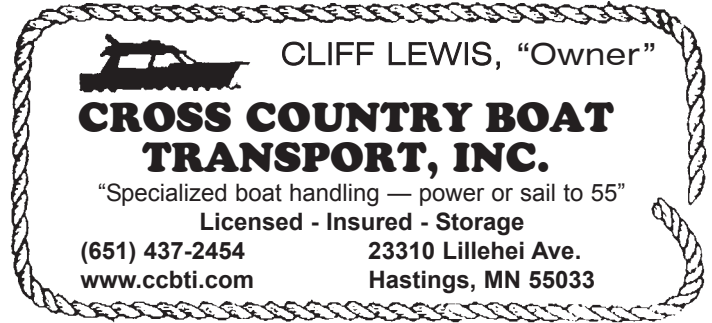
Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
25	Catalina, Swing Keel	80	\$5,000	SY	27	Catalina, 2 Sails, 11hp Univ Dsl, More	74	\$10,900	HY
25	Catalina, Tall Rig, Main, 3 Jibs, 9.9hp Evin, Trlr	90	\$17,900	WB	27	Catalina, 5 Sails, 15HP Evin, Elect, More	75	\$8,000	HY
25	Columbia 7.6M, Reduced	79	\$12,500	NE	27	Catalina, 5 Sails, New Furler, IB, GPS, More	77	\$11,500	HY
25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$6,900	HY	27	Catalina, Dsl, Whl, RF, Auto Helm, More	84	\$15,000	SC
25	Holiday, Wooden, Main, Jib, 6hp Evin, Trlr	55	\$12,000	WB	27	Catalina, Main, Furl Gen, Chute, Trlr	81	\$10,995	NY
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY	27	Catalina, Main, RF Jib, Full Equipment	84	\$9,900	SC
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY	27	Catalina, Sloop	76	\$12,500	IY
25	Irwin, 5 Sauks, 15hp Yamaha, Trlr	70	\$7,250	HY	27	Com-Pac 27/2, Great Condition	86	\$20,000	CN
25	Irwin, Trlr, 8 HP Honda 3 Hd Sails	77	\$6,000	FS	27	Dufour	UK	Call	HY
25	MacGregor, 3 Sails, 7.5hp Honda, Trlr	81	\$3,900	HY	27	Ericson, 6 Sails, A4 IB, Hood furling, More	73	\$4,500	HY
25	Merit, 8 Sails, 5hp OB, Trlr, 2 Comp, Galley	84	\$8,000	HY	27	Hunter	93	\$23,500	NE
25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$8,750	HY	27	Hunter, 3 Sails, Yanmar IB, Stereo	77	\$5,700	HY
25	Olson/Ericson, Motor, Fiberglass	88	\$8,500	SW	27	Hunter, Make Offer, Reduced	84	\$10,500	NE
25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$15,500	NY	27	Ian Farrier F25C, Gas Motor, Fiberglass	96	\$60,000	SW
25	US Yachts, 3 Sails, 9.8 HP Merc, Trlr, More	81	\$6,200	HY	27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
26	Accent, Full Sail Inv, Dsl, Depth, More	73	\$12,995	NY	27	O'Day 272	86	\$13,900	NE
26	C&C, 10' Beam, 6' Headroom, IB	77	\$13,000	FS	27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY	27	TMI	UK	\$12,000	HY
26	Capri, Motor, Fiberglass	90	\$19,900	SW	28	Cape Dory, Main, Selftacking Jib, Dsl, Dinghy	82	\$21,500	NY
26	Chrysler, Trlr, Draws 2'6", 9.9hp OB, 3 Sails	78	\$6,500	SC	28	Catalina MKII	97	\$54,000	NE
26	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	74	\$2,900	HY	28	Hunter 285, Dsl, electronics, H/C Water, Trlr	95	\$23,500	GM
26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr	76	\$5,900	HY	28	Islander, Main, 150%, Storm, Spin, Elect	76	\$10,995	NY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY	28	Kings Cruiser Sloop	57	\$10,000	IY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS	28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY
26	Commodore, 3 Sails, 9.9 Evin, Trlr, Electr	83	\$9,800	HY	28	O'Day, IB, Main, Genoa, More	81	\$17,995	NY
26	Grampian, Lots of New Gear	72	\$6,000	HY	28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY
26	Hacker Race Boat	97	\$115,000	IY	28	Pearson	78	\$12,500	IY
26	J-80, Class Sails, Triad Trlr	06	\$49,900	HY	28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$14,900	SW
26	MacGregor 26 D, 3 Sails, 15hp Mariner, Trlr	88	\$6,000	HY	29	Bayfield, Depth, Radar, Autopilot, GPS, VHF	83	\$30,000	SC
26	MacGregor 26X, Dodger, 40hp Honda, Trlr	00	\$19,995	SC	29	Bayfield, Whl, Newer Instruments, Yanmar Dsl	84	\$24,900	SC
26	MacGregor S, Ready to Sail	95	\$11,500	SC	29	Columbia 8.7, 5 Sails, IB, Cruise Equipped	77	\$12,500	HY
26	Paceship (PY26) fin keel, 8 Sails, More	80	\$10,000	HY	29	Columbia 8.7, 5 Sails, Perkins Dsl, GPS	77	\$16,000	SC
26	Pearson	UK	Call	HY	29	Columbia 8.7, Auto, GPS Radar	82	\$17,995	NY
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY	29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$9,800	HY	29	Hunter 29.5, New Listing	96	\$38,000	CN
26	Pearson, Main, 180%, Storm Jib, 10hp Mtr	72	\$7,495	NY	29	Hunter 29.5, Way Above Average	95	\$39,900	CN
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$5,800	HY	29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN
26	S-2 7.9, Gas, Fiberglass	84	\$13,500	SW	29	Lancer	78	\$10,995	NE
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY	29	Lancer, Motor, Fiberglass	78	\$12,900	SW
26	Seaward 26RK, New	07	\$36,000	GM	29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
26	Seaward 26RK, New, Loaded, OB, Trlr	07	\$63,000	GM	29	Paceship, 2 Sails, A4 IB, Furler, Comp/VH	70	\$7,000	HY
26	Westerly Centar, Trlr, Dsl	72	\$12,900	FS	30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
26	Westerly Centaur, 5 Sails, 27hp Volvo Dsl	71	\$9,000	HY	30	Baba, Dsl, Autopilot, GPS, Radar, More	80	\$69,995	NY
27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY	30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$105,500	HY
27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY	30	Cape Dory Cutter, 2 Sails, Volvo IB, Whl	83	Call	HY
27	Bayliner Buc, 3', Whl, OB, Trlr, New Paint	76	\$6,000	FS	30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
27	C&C	82	\$19,000	HY	30	Catalina 309, Dsl, Fiberglass	07	\$108,000	SW
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY	30	Catalina Sloop, Dsl	84	\$27,000	IY
27	C&C, 9.9hp Yamaha, Full Elect, Stove	84	\$13,000	SC	30	Catalina, Dsl, Fiberglass	89	\$41,900	SW
27	Cape Dory	78	\$19,500	NE	30	Catalina, Dsl, RF, 150 Genoa, Spin, Whl	78	\$18,500	SC

LOA	Description	Yr	Price	Bkg
30	Catalina, Dsl, Wing Keel, TR, Spin, Whl, Crdl	79	\$20,000	SC
30	Catalina, Main, Furling Genoa, Dsl, More	80	\$23,500	NY
30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
30	J-30, Trlr, IB Dsl	86	\$24,900	SY
30	Lancer, Dsl, Tiller Pilot, Chart Plotter, More	78	\$17,900	NY
30	Newport 30 MKII	74	\$10,900	NE
30	Northstar 1000	UK	Call	HY
30	Pearson	UK	Call	HY
30	Pearson 303, GPS, RF, Dsl, Autopilot	82	\$27,500	SC
30	Penn Yan Sport Fish, Motor	78	\$40,000	IY
30	S-2 9.2, Dsl, Fiberglass	83	\$32,900	SW
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$29,995	HY
30	San Juan, 7 Sails, Volvo IB, Project boat	75	\$5,000	HY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl	81	\$29,000	HY
30	Trojan F-30, Express Hardtop	79	\$24,495	IY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
30	Yankee, Sparkman & Stevens	73	\$16,500	NE
31	Cal 31, EXCELLENT CONDITION	80	\$25,900	CN
31	Cal, 5 Sails, 16hp Univ Dsl IB, Whl, More	83	\$28,000	HY
31	Cruisers 3170 Esprit	88	\$29,900	IY
31	Pearson MKII, Dsl, GPS, Dinghy, Loaded	88	\$45,000	SC
31	Tartan, New Jib & Spin, Well Equipped	94	\$68,000	SC
32	Bayliner 3255 Avanti	95	\$58,000	IY
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$29,500	HY
32	Catalina 320, Wing	00	\$89,995	NE
32	Catalina 320, Wing	01	\$94,000	NE
32	Ericson	74	\$15,500	NE
32	Ericson, 25hp Universal Dsl, RF, Crdl, More	85	\$49,500	SC
32	Gulf Pilothouse/Motor Sailor, Dsl, Furl Jib	89	\$56,900	SC
32	Islander, Main, 150%, Storm, Spin, Elect	80	\$29,900	NY
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl	98	\$135,000	HY
32	Larson Cabrio 330	02	\$80,000	IY
32	Pearson 323, Full Elect, Dinghy	77	\$34,995	NY
32	Seaward 32RK, New, Dsl, Std Equipment	07	\$124,000	GM
32	Seaward 32RK, New, Dsl, Trlr, Loaded	06	\$124,900	GM
32	Seaward 32RK, New, Dsl, Trlr, Loaded	07	\$155,000	GM
33	Beneteau 331	01	\$88,000	HY
33	C&C Mk II	85	Call	HY
33	Hunter	82	\$23,000	NE
33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY



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LOA	Description	Yr	Price	Bkg
33	Tartan, Up Grade Sails, Dsl, Elect	82	Call	NY
34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$125,000	HY
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
34	Silverton Convertible	89	\$53,900	IY
35	Catalina 350	04	\$139,999	NE
35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, Elec	94	\$76,500	HY
35	J-35, Racer/Cruiser, Gorgeous, Extras	89	\$56,000	SC
36	C&C 110	03	\$139,999	NE
36	Catalina Mark II, Dsl, Fiberglass	98	\$102,900	SW
36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$94,500	NY
37	Island Packet, Dsl, Fiberglass	07	\$338,000	SW
37	Island Packet, Dsl, Fiberglass	95	\$169,900	SW
37	Pacific Seacraft, Dsl, Fiberglass	95	\$159,900	SW
37	Rafiki, Dsl, Fiberglass	77	\$79,900	SW
38	C&C, Racer/Cruiser, RF, Refrig, Steel Crdl	77	\$32,000	SC
38	Morgan 382, Dsl, Radar, GPS, Furling	79	\$59,900	NY
39	Beneteau 393, 3 Cabins, Loaded	05	\$169,995	NY
40	C&C, 14 Sails, Furling, Dsl, Awlgrip	80	\$74,995	NY
40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$325,000	NY
40	Silverton Aft Cabin	87	\$67,900	IY
40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY

Legend:

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

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
41	Princess 412 - 2	85	\$75,000	IY		Rental: WindRider Rentals			Call SC
42	Vagabond, Main, Furl SS & Genoa, More	83	\$175,000	NY		Wanted: Crew, Fit Adventuresome Gal to Sail			Call SC
43	C&C Mk II, Race/Cruise, Rebuilt Engine	80	\$72,600	SC		Wanted: Used Johnson/Evinrude, 6hp long/short shaft			Call SC
43	Siren Song, 90hp Dsl, Teak Decks, 19 Sails	UK	\$39,500	NY	7	Howmar Hauler Harbormate, USCG Dinghy	81	350	HY
44	Lancer Motorsailer, Radar, AC/Heat, More	80	\$96,900	SC	8	Dinghy, Hard-chined Fiberglass w/Oars	86	450	HY
45	Fabola Diva 451	97	\$175,000	IY	9	Boston Whaler Squal Dinghy, Sail Kit	77	750	HY
45	Morgan, Nelson/Marek Performance	83	\$99,900	CN	22	Sea Ray Express 215, Motor	00	\$27,900	IY
50	Yokosuka Naval Shipyard Yawl	47	\$140,000	IY	26	Hacker Race Boat	97	\$115,000	IY
Miscellaneous					30	Pen Yan Sport Fish	78	\$40,000	IY
	Charter the Apostle Islands with a diverse fleet			Call SC	30	Trojan F-30	79	\$24,495	IY
	Deliveries: Professional, Sail and power			Call SC	31	Cruiser 3170 Esprit, Gas Engine	88	\$29,900	IY
	Instruction: Northern Breezes Sailing School (ASA)			Call SC	32	Bayliner 3255 Avanti	95	\$58,000	IY
	Jack Stands, 7 Brownell Jack Stands, Like New		\$750	SC	32	Larson Cabrio 330	02	\$80,000	IY
	Music: Carl Behrend		\$18	SC	34	Silverton Convertible	89	\$53,900	IY
	Music: Lee Murdock Songs		\$15	SC	40	Silverton Aft Cabin	87	\$67,900	IY
	Outboard: Honda Outboard BF2, Short Shaft, Used05		\$626	HW	41	Princess 412 - 2	85	\$75,000	IY
	Outboard: Honda Outboard BF2, Long Shaft, Used04		\$726	HW					

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BOATS FOR SALE



15' Bongo, 2005

This boat has only been used four times. The main and spinnaker sails are brand new. Trlr included. Will deliver for \$1.50 per mile. Price New \$15,000 Asking Price \$5,500/BO. Carter 970-690-1212, jcr@datausa.com.

16' Rave Hydrofoil, 2002

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



18' American Sail, 2004

Trlr, Cover, Cushions, Fenders Topping Lift. Very stable boat, seats 6, \$6,500. Crystal Lake, IL. 847-867-4177 or crosstalk@prodi-gy.net.



19' Menger, 1990

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19' O'Day, 1980

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21' Luger, 1987

Great Starter Sailboat! Trlr, Rustic Pine Interior, 9hp Merc OB, Swim Platform, Potty & Can Sleep 4. \$3,500. Fred Osten 651-433-3067 or cordking@gte.net.

22' Columbia, 1970

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23' Precision, 1993

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



24' Creekmore, 1980

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25' Catalina 250 WK, 2000

Furling genoa, cruising spinnaker, new bottom paint, wheel steering, depth & speed, trailer. Evinrude 4 stroke. Well-loved pocket cruiser in Bayfield, WI. \$23,500. 218-851-2080

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26' MacGregor 26X, 2000

Clean, Dodger, Full Camper Enclosure, 40hp Honda, Trlr, VHF, GPS, Fish & Depth Finder, Stove, Head, 3 Sails, New Cushions, Stored Indoors, Email for Full Equipment list jtmiller.1@juno.com. \$30,000 package... asking \$19,995. Catawba, Port Clinton, OH. 419-466-0454.



26' MacGregor S, 1995

She is ready to sail! All sailing has been in freshwater, except 1 trip with family to Florida. Moved to a larger boat. 3 kids keep growing. \$11,500 Contact 314-960-2691 or robschmidt@aaahawk.com.



27' C&C, 1984

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27' Catalina, 1984

With slip in Lake City. Dsl, Wheel, Auto Helm, Depth & Knot Meter, Roller Furling, Shorepower, More. \$15,000 slip #955. Cell 708-380-1558 rkrzyza665@aol.com.

27' Catalina, 1984

For Sale or "Partner" in Wilmette Harbor, (Chicago N. Suburb) IL. Newer '03 Mainsail and Roller Furler Jib, Depth, Knot Meters, VHF, Full Equipment (list). \$9,900 Call 847-644-8609 Luksha1@hotmail.com.



29' Bayfield, 1983

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29' Bayfield, 1984

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30' Catalina, 1978

Well Cared For, Repowered Dsl, Roller Furling, 150 Genoa, Cruising Spinnaker, Wheel Steering, Auto-Helm 4000, Much More. \$18,500 OBO. 815-245-7818.



30' Catalina, 1979

Dsl, Wing Keel, TR, Spinnaker, Furling Jib, Wheel, Bimini, Dodger, AM/FM w/CD, Steel Cradle, Folding MAX Prop, Grill, Cockpit Cushions. Slip located at Dan's Lake Pepin Marina, WI. \$20,000. Call Randy 715-235-5692.

30' Pearson 303, 1982

Autopilot, GPS at helm, roller furling, all instruments, diesel, microwave oven, 2 jibs, 1 mainsail, Manitowoc Marina, \$27,500. Further information/pictures at <http://boatcrazy.com/11113>. Bill 715-241-8803 or email at billdohr@charter.net.

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31' Pearson MkII, 1988

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31' Tartan, 1994

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32' Ericson, 1985

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35' J/35, 1989

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38' C&C MkIII, 1977

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43' C&C 43-Mk II, 1980

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44' Lancer Motorsailer, 1980

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Annapolis U.S. Sailboat Show — A Sailor's Smorgasbord

by Bill Hooper

Annapolis Maryland is the sailing Mecca of the U.S. and when the boat show comes to town it becomes the frenzy of sailors. The 38th Annual U.S. Sailboat Show starts October 4th and ends the 8th. So start making plans now. Most sailors fly into BWI (Baltimore) and rent a car for a 30 minute drive to Annapolis. There are a number of hotels, B&B's, or rooms to rent, but don't delay. They are spendy close to the show, so spread out if you are on a budget. For parking, find a ramp, lot, or go to Eastport and find a spot on the street. Buy tickets at the show or online at www.usboat.com. This time of year, when midwest weather cools off, you are usually treated to another weekend of wearing shorts as you walk the docks and climb on vessels from all over the world. Compare dinghies, daysailors, ocean cruisers, racers and multihulls. Browse tents packed full of accessories, info and fun.

It is one of the largest shows in the world — all sailboats — in the water and nestled in a harbor deep within a town off of a post card full of history, fabulous food and shops. Everything around you is nautical. If you are in



Craig Ligibel and daughter, Katie with steamed crabs at Mike's on the South River.
Photo Bill Hooper

the market for a boat you can talk to builders, designers and sales staff. I am sure you won't need guidance on how to navigate a boat show but, I might be helpful in suggesting where to drop your hook for a bite or other non-boat show landmarks.

Hungry? Get out of the show for a break and try Oyster Shooters at the **Middleton Tavern** (circa 1750), or Maryland Crab Cakes at **McGarvy's**. All within walking distance from the show find all ethnic foods, but don't forget seafood. Grab a water taxi and cross Spa Creek for lunch at **Carol's Creek**, or dinner over the water at the **Chart House** and **O'Learys** for seafood. If steaks are your thing, go to **Lewnes**. The **Boatyard Bar & Grill** and **Davey's Pub** are Eastport local sailor bars, but at the show, all the bars are sailor's bars. Want to get away? Try **Sam's Waterfront Café** (Chesapeake Harbor), or devour steamed blue crabs at **Mike's** on the South River (Riva Road) or

Cantler's. Into fine wines to take home? **Mills Liquors** is tops.

Want history? Take a stroll to **State Circle** to the first U.S. Capitol and see the **Naval Academy**, their harbor, maritime museum (Preble Hall) and John Paul Jones crypt. Or drive across the Bay Bridge to the Eastern Shore to **St. Michaels**. Check out the unique architecture of old town Annapolis by foot.

Want more boats? Walk Eastport or take Bay Ridge Road to Edgewood and see real marina life on Back Creek. Like marine stores? **Faucett's** is impressive or **Weem's & Plath**. You will find a most outstanding selection of nautical art, clothing and artifacts in Annapolis. You will also find a most outstanding selection of sailor people there too and you can become one of them.

Bill Hooper owns Hooper's Yachts in Afton, MN. He has been a regular at the Annapolis Sailboat Show for over twenty years.



Photo Bill Hooper

Celeb Sailing Festival

Midwestern Sailors Worldwide



Jim and Sandra Huonder standing on the rocks by Pellet Island.

Photo by Sandra Huonder

“Wooden Boats: Part of the mystique, beauty and lore of sailing.”

Line-up of homebuilt wooden boats at the Huron, Ohio Wooden Boat Show on Lake Erie.

Photo by Steve Kinosh





“Smile” when you paddle your boat around! This sleek model was on display at the Huron, Ohio Wooden Boat Show.

Photo by Steve Kinosh

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

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Another day in paradise! Sunset in the British Virgin Islands.

Photo by Sandy Kershner

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we adjusted our sight lines and it became much easier to go straight.

Once we had the feel for how to drive *Calico* it was time to head back into the marina and put it into practice. Fenders were deployed and bow and stern lines attached to the starboard side and a single line handler was nominated. Initially Steve was going to have both off-helm students act as line handlers but then decided it was in our best interests to learn how to arrive and depart from a dock with a single line handler. His very valid reasoning was that this was the way we would be doing it most often in real life. This worked out well for us as it not only proved that we could do it easily with a single handler but also allowed the third student to learn through observing the other students at work. We all had the opportunity to do a couple of nose-in dockings and the time just flew by, before we knew it, it was time for a late lunch.

During the morning the wind had been almost non-existent but after eating it had started to pick up a bit and so we headed back out of the marina and hoisted the mainsail. I think we were all a little surprised at just how



Dave is given his line handling instructions.

much effort was required to get the large sail raised. Once it was up it was back into the cavernous cockpit to unfurl the genoa and away we went. The cat made easy work of it even in light air and the feeling of non-heeling was delightful. Steve ran us all through tacking and jibing drills, especially re-enforcing the differences in sail handling between monohulls and catamarans. These included such tactics as delaying the release of the

genoa until the nose was through the wind, and easing the boom across using the helm while jibing. The one thing I did miss was the feedback through the wheel that I was used to on a monohull.

After a fun afternoon of sailing it was time to head back in and since Dave was on the helm, Ed and I lowered and secured the sails before setting the boat up for docking. As we came past the fuel dock I could almost hear Dave's heart miss a beat as Steve nonchalantly told him that he could take *Calico* into its difficult slip. To give Dave credit though, even with a shifting crosswind he did a perfect job. Steve later commented that he normally doesn't let students do that on the first day but he was impressed by how well we were all doing.

With *Calico* secured snugly back into her slip it was time for dinner, refreshments, and recaps of the day's events as well as more talk of the BVI. Since we had the written exam next morning we all took the opportunity to retire fairly early and hit the books.

Tuesday dawned bright and clear with no wind again so at 9 AM as planned we all trudged up the hill to beautiful Pike's Bay Marina club-



Dave casts off the bow dockline as Ed and Steve watch.



Approaching the vacant slip that was to become very familiar over the 3 days.

house and sat for the exam. As it turned out it wasn't as hard as we had all feared it would be and we all passed easily. It was nice to have it out of the way so we could get back to the serious business of learning how to handle the boat.

The wind was finally picking up, still light but at least we could get the sails up. This time we went through the figure 8 and quick turn man overboard drills under sail and never missed our man. Well almost never! I managed to throw the type IV PFD we were using as our "man overboard" in with the straps down and was unable to hook the straps easily to complete the recovery. Steve decided to make the most of it and had Dave (who was on the helm) initiate a new man overboard drill twice more before I finally retrieved the cushion. Dave took it very well and still talked to me after I promised to buy first round that night.

The wind was dying, it was time to practice anchoring drills so we secured the sails and motored to nearby Long Island. Since it was my turn on the helm I brought her into the wind and held her in one spot in 12 feet of water. Meanwhile Steve had Dave and Ed up on the foredeck

deploying the anchor and signaling instructions back to me. With twin diesels it was fairly easy to hold her steady and gently back her down. *Calico's* has an all chain rode and her anchor set easily on the first go and after shutting down the engines we all got together on the foredeck to recap. When the flies started swarming us from the island it was time to go. After weighing anchor the wind had finally



With the bow sprung out against the wind the stern line is cast off.

decided to play the game and we once again hoisted sails and checked out a couple of the lighthouses on the island before going onto a broad reach for the run home. This was to be the best sailing we saw over the three days.

Wednesday followed the lead of the previous couple of days starting with little to no wind. Maneuvering under power was the order of the day again. This time it was a backwards day with plenty of practice reversing into slips. To make it more interesting Steve would have us drive out of the slip and down the fairway. Bringing the boat to a full stop we would then pivot her around 360 degrees before backing all the way back to the slip and docking her in reverse.

Once we had all had plenty of practice at this and felt like capable old hands we headed back out onto the lake to practice the Power Squadron man overboard procedure. None of us had ever seen this before and it relied on the crew calling out the side over which the crewmember had fallen while calling man overboard. The helmsman would then respond by turning hard to that side to get the props away from the person in the water before circling back around to



Ed spins *Calico* on the spot before bringing her back in again.

pick up the crew member. We all agreed that this was a very valuable addition to our skill sets.

Since we had covered all the material in the class and still had some time left Steve asked us what we would like to finish up with and we voted for a visit to the Madeline Island marina. I was fortunate enough to be on the helm again and as we arrived Steve had me bring *Calico* in through the channel and spin her in front of the fuel dock. One of the staff came out and offered to help us but we politely thanked her and said that we were fine. I then brought the boat up to the visitors' docks and with a fair crosswind reversed her in. Once the stern was secured a bit of forward power and the bow was tied off. We had arrived without any trauma and hardly any words spoken. The staff member from the marina came up and said "You guys sure make it look easy!" This was the highlight of my week! Of course, I was sweating profusely and still had copious amounts of adrenaline coursing through my system but I wasn't about to tell her that, a simple thanks would suffice. To

me, this meant that the class had done what it was supposed to and had been worth it. We had looked boring to her and that's what it was all about.

So all I have to say now is "Bring on the BVI, and let's make it boring!"

Michael Bastin is from Australia. Initially coming to the USA to be a sailing instructor and sailing director at YMCA Camp St. Croix in Hudson, WI. He is now an ASA Instructor for Northern Breezes Sailing School, and a freelance writer living in Minneapolis, MN.



"Calico"

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