

Northern Breezes

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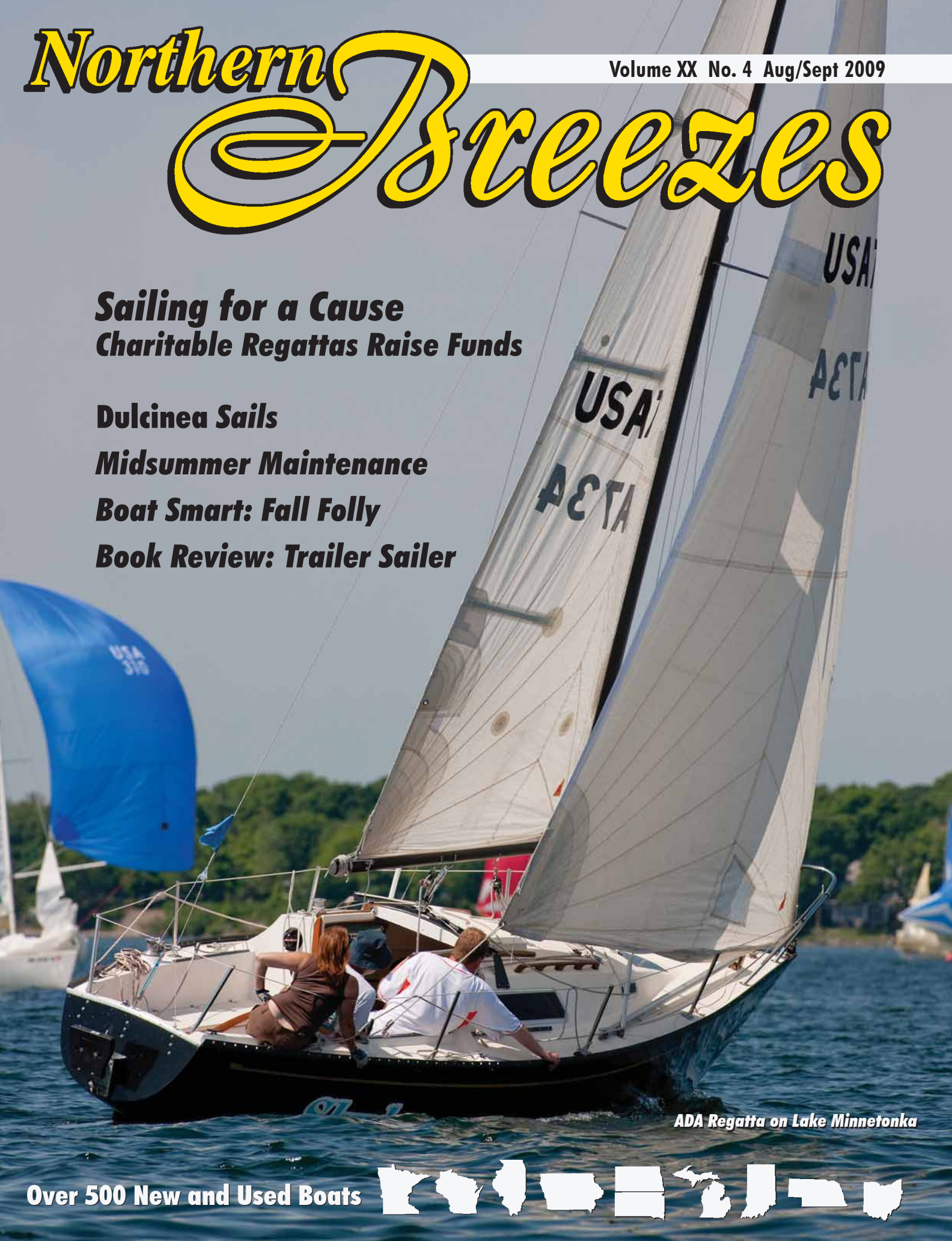
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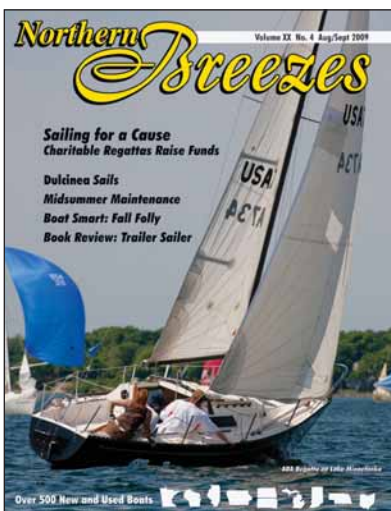
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Cover Photo:
SKYDANCER
heading for the
windward mark at this
year's ADA Regatta
on Lake Minnetonka.

Photo by
J H Peterson



Page 7, **Dulcinea**, commissioning on Memorial Day, 2008,
White Bear Lake, MN. Photo by *Granger Whitney*



Page 10, Lifejacket built out of a cooler and a folding chair.
Photo by *Matthew Gardam*



Page 27, Sonar **TALLY HO** mixes it up with **Capri 25** fleet
at this year's ADA Regatta. Photo by *J H Peterson*



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A Third Rebirth of a Woody

by Granger B. Whitney

In last year's "Northern Breezes" I wrote about the fascination a small gaff rigged half-scale harbor pilot sloop had for me and the intimidating task that stood before us in her restoration. By way of review of that article: The 20' boat was hand built over a couple of years by Lee Pastor, a Ford Motor Company engineer in a yard north of Chicago, being finished in 1941, only in time for Lee to enter military service for the duration of WWII. On return, he sailed, restored, and refined the little craft to have the features that you would expect to find on any full scale blue water cruiser. Ford transferred Lee to St. Paul, Minnesota where he sailed, and restored again, the boat in Lake Pepin until his death. The boat sat dry in brokerage for several years after a brief failure serving as a Courage Center training vessel. A friend bought the boat with intentions to restore it, and after a brief St. Louis River, Spirit Lake dunking several years followed, again, on the cradle dry, mostly out of doors. The fall of 2007 brought her to my attention, and the third restoration project ensued.

She was initially renamed the *Guppy* (a tongue in cheek observation) which was shortly revised to *Dulcinea*, corroborated by her commissioning on Memorial Day, 26 May 2008. A crowd



***Dulcinea*, commissioning on Memorial Day, 26 May 2008, White Bear Lake, MN.**

of over 50 souls paid witness to her rebirth and acceptance by the ancient Gods of the Sea.

Her restoration, under the auspices of White Bear Boat Works, included sistering broken ribs, backing up certain planks, digging out entirely a variety of plank caulking, splicing in structural pieces at her stem and rudder post, garboard fastenings and reinforcement, a keel and ballast reconfiguration with a steel sandwich over the wood keel, a steel keel base skid with a full length

wing, also it became necessary to delaminate then restore and re-laminate her mast. Putting her in Bristol Fashion included all new plank caulking, fasteners reset, stripping all old hull finishes, sanding and more sanding, new through hulls, new sleeves and bolts for the stainless chain plates (bowsprit and mast), new teak rub-rail, a West Epoxy saturation coating, three prime coats, three finish coats at the waterline and above, with a sacrificial bottom paint also in three coats. Teak topsides were all sanded, caulking restored, and teak oiled in multiple applications all summer 2008. The mast was reinforced with a fiberglass mat/epoxy lamination, while other spars were stripped and varnished.

Sails were cleaned, reinforced, where required, with a replaced 115 genoa. Running and standing rigs were refurbished, lines replaced, winches lubricated, with certain items supplemented/replaced. Other sails are planned: a new main with two conventional reef points (currently the main is roller-reefed on the boom via a gear-boxed gooseneck), an accommodation for a double headed cutter rig, a topsail, and a spinnaker. Winches serve the





main halyard, the gaff lift, the genoa sheets, and the anchor.

Cabin goodies were all put back into service, pressure water with tankage, a full featured galley, VHF and FM radios (the later with a cassette player), safety equipment and fire extinguishers, two electric and one manual bilge pumps, and a new water closet with holding tank. Sailing instruments restored/replaced include: compass, wind, speed, and depth as well as a bilge sensor... all with night lighting

DULCINEA SAILS

Being berthed at the White Bear Boat Works docks on White Bear Lake has its advantages. Taking but a few minutes to prepare for getting underway, a skipper can go from an agonizingly dull business meeting to being afloat, reaching out under the sun in less than a half an hour. New canvas covers, color coordinated in teal to match her freeboard include a boom cover, or an optional full boat stem to stern cover. Her new hull sides are amply protected by a combination of fenders and vinyl dock plank strips. The maiden sailing season and its varied weather conditions of 2008 was mostly a delight with the restored hull swelling nicely.

The little craft is well handled by her new Yamaha 4 hp, 4 cycle long stem outboard engine. The engine contained fuel tank allows for two circumnavigations of the lake, while the transom con-

cealed tank provides a full season of powered maneuvering under normal sail-power use. A one-third throttle setting gives an easy 6 knot speed.

Setting sail under an authentic gaff rig presents several more tasks than the conventional modern rig. Hoisting the gaff topping lift coincidentally with the main halyard is the first challenge, and those skills get repeated in reverse when dousing or reefing sail. Outhauls on the gaff and the boom assist in trim. The mainsail appears substantially over scale with its head dangling well off the mast and much higher than the gooseneck of the gaff. But, when well trimmed, the massive trapezoid gives the impression of a powerhouse. Playing her genoa in a conventional manner (she has a roller reefing option as well as a hanked-on headsail plan) the boat moves out smartly. KIND OF LIKE A PETERBUILT TRUCK. She handles in a purposeful, deliberate way, not at all fast, but very assuredly. Her full keel gives her rudder the feel of an afterthought. One learns to guide her through a turn with a fair degree of patience to find out how much influence your last urging has made. The whole thing makes immense sense as the bowsprit dips in rhythm to our pace as it responds to whatever the condition are on the water's surface. The little rascal is completely deceptive in her ability to persuade her crew that they have the privilege of being far out at sea aboard a craft twice her size. I can hard-

ly wait to further complicate her rig and sail-plan so as to find out if all can be set before the opposing shoreline forces the impossible next maneuver. She handles well single-handed with critical lines all fed to the cockpit, and can engage other crew assistance as the skipper sees fit.

SHARING THE JOY

Most good things are immeasurably enhanced when they can be shared, particularly if the carefully applied expenses run to a level that sharing them makes much more sense. From the outset I have held the opinion that there are other "wingnuts" out there that would take pleasure in having the experience that I am willing to speculate that only little *Dulcinea*, on White bear Lake can provide. Not only is the sailing experience unique (try a setting sun dipping up and down over her nose on your return to port), but the anchorage experience would have to rival being underway. *Dulcinea* is set up with every above- and below deck lighting requirement imaginable, plentiful ventilation with screens, and accommodations for every personal need expected during overnight stays. She'll comfortably sleep two below deck with others on deck. The cockpit seats two well, with her decks accepting another two. I don't recommend more than four sailors. Her movement under sail or power doesn't appear to be much affected by a crew from one to four as her gross weight approaches 4,300 lbs. and her fat wooden hull enhance stability.

A preliminary draft partnership agreement has been prepared to facilitate shared ownership. Details of her costs and other business/technical matters are available. Contact: Granger Whitney, 2801-A Lexington Ave. No., Roseville, MN 55113-2020, ph: 651-493-3859, cell: 651-235-3668, fx: 651-493-3869, or e-mail: grangerwhitney@hotmail.com

Granger B. Whitney, of Roseville, MN, sails on White Bear Lake, Minnesota and charters on Lake Michigan.

The Trailer Sailer Owner's Manual

Buy—Outfit—Trail—Maintain

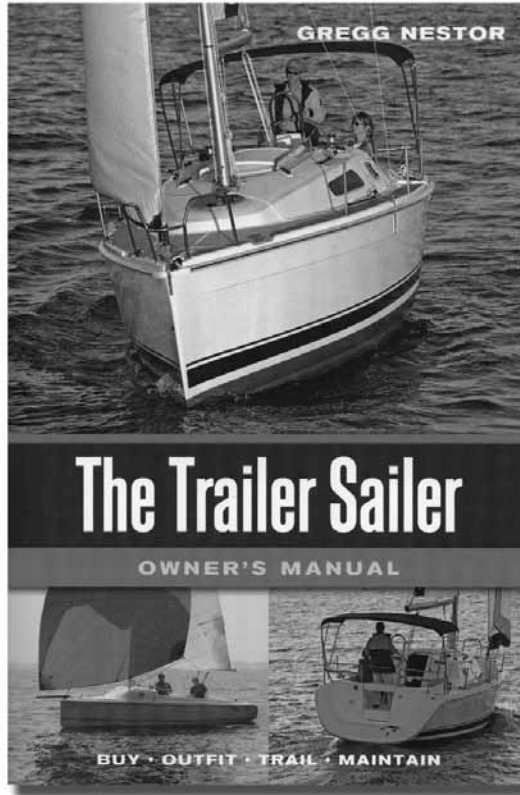
by Gregg Nestor

A Book Review by Tony Green

“Another book on trailer sailing?” my wife asked. Her sentiments echoed mine when I first picked up *The Trailer Sailer Owner's Manual*, by Gregg Nestor. But knowing Mr. Nestor's reputation as a boating author, I gave his new book a chance and was very glad that I did.

Several chapters and a surprising amount of new information made this book stand out from others in my library. There are sections on buying and selling a boat and a very thorough discussion on the often-neglected trailer. After all, “trailer sailer” begins with trailer, Nestor points out. The weather primer is excellent, as is the list of Amish cleaning supplies; simple, inexpensive and environmentally friendly compounds for any boat cleaning job. There also are the expected topics on anchors, knots, batteries, outboards and the like that are informative and thorough.

The short, focused chapters provide for easy reading and make it easy to skip a chapter without losing continuity. There are a few obscure topics that will likely be skimmed by most, such as reducing electrical noise interference and blocks and tackles. Knowing the difference between a Gun Tackle and a Luff Tackle may be salty, but isn't practical knowledge for the average trailer sailer, in my opinion. Likewise, I found the section on sealants and adhesives to be very helpful, but you'll need to sift through a lot of specialty chemical jargon to answer the question “what should I rebed my cam cleats with?” I found the discussion on acrylic polymer latex versus vinyl polymer latex interesting, but suspect that many readers won't. If this is



you, just skip to the recommendations list at the end of the chapter.

There are several chapters alone that are worth the price of the entire book. One is the section on float plans; specifically the recommendation to leave a copy under the windshield wiper of your tow vehicle at the launch ramp. I've since adopted this practice and always do it when solo-sail-

ing in order to expedite search and rescue efforts if ever necessary. And the final chapter consisting of 11 pages of checklists is also priceless. Using these lists could pay for the book many times over from one avoided mishap.

Another book on trailer sailing? Yes, but I'm adding this one to my library.

Publisher: Paradise Cay
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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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Before I Die—A Journey from Maryland to Costa Rica

by Matthew Gardam

As I sit here in Denver I think back over the last year, and forward to three weeks from now. Yesterday, in a blinding snowstorm, we mailed first and final payment for our boat. The clincher. It's done. Costa Rica or bust.

Born in Kempton, PA, schooled in Philadelphia, and moved to Denver, I now look forward to moving back east to Maryland, onto my boat, and then on to Costa Rica. The next step...the biggest step.

After staring at a computer screen for five years I hit thirty. I decided it was time for a radical change in perspective. I was making more money than I needed and hated what the company I worked for had become. This wasn't a life. This was stress; this was domination and being dominated. This was hiring and firing and late nights. Broken promises and compromised integrity for the sake of the company. This was not who I am. So I quit, deciding it was time to do something great, something hard, something new, something different.

Late one night looking through Craigslist for a new line of work I started to wander into the boat sales section. I was shocked to see how inexpensive they were, and pretty soon I was hooked. After two months I found a 36 foot

Lapworth with Costa Rica written all over it.

My girlfriend Shana and I started talking about this seriously and after a few weeks we made a date for the move: mid to late February. At first it seemed so far away, but we made a date and started working. Details started to fall into place and hard things turned out to be easy. This was happening. The hardest part was the commitment; everything else was enjoyable. Shana would not be surprised to hear me say that.

It's lousy sailing south of San Diego unless you hit it mid February, so we had to wait, and the deal for the boat is all that went south by winter's end. And then I found my *strange* boat. I call it this because it doesn't have a brand — it was a prototype lifeboat for a large ocean liner and the current owner had bought it and adjusted the shape of the hull making it look like a tasteful version of an old Gallion. We snatched at the opportunity, and here I am three weeks from the biggest adventure of my life — of our lives. The best, and hopefully the first of many.



The Boat.



I built the lifejackets out of a cooler and a folding chair.



Top view of lifejacket.



One of my paintings: "Piano Player."



I have trained my dogs for the trip and have them doing business in a litter box.

Am I making the wrong decision? The thought inevitably crops up, but I always reassure myself with the question, *When I am on my deathbed will I regret this? No.* The answer is always a resounding *No!*

Another type of reinforcement comes from the feedback I get from my friends - once they finally realized that I was serious, that is. "Wow. I would love to do that. I can't believe you are actually going. That's fantastic!"

The drama. Oh, the drama! This past year has been dripping with emotional highs and lows. At first it was exiting, euphoric, fresh. I started to look at the things around me and they seemed hollow, deflated.

There is this power you get from the freedom that you gain by letting go. Insecurity fades because the weight of your relationships lightens. A euphoric

rush of sweet freedom. I could smell the salt, oh my readers! I had to have it, and, best of all, I knew I would. Because I *was* doing it. I never stopped and just kept working towards it and now here I am with green lights ahead.

Was it easy? Yes, except for the commitment. As you and I age, oh my reader, we chain our inner boys and girls up with the shackles of adulthood. Well they are heavy. Very heavy. And the relief always comes with a little pain. As I rubbed my bruised wrists I would always say to myself "Will I regret this when I am on my deathbed?" You just can't beat it.

"No, which I recognized to be an everlasting Yes." -Wallace Stevens

Another thing that gave me the strength was my own nature. My Belgian blood craves perfection, or at

least a striving for it. I feel a burning urge to have the most perfect view, and I have decided the pacific sunset is pretty darn close to it. Maybe it's the artist in me. When I paint the finished product is always different and better than what I started working for. Mistakes I make shape the finish product to create something new and better. It creates a hunger. In three weeks I set out on my hunt for it, the Gulf of Nicoya, Costa Rica. I can see it. I'm there right now. Join me on this trip my readers and gather in close and I'll bring you right along with me.

Matthew Gardam grew up in a creative family. He has been an active artist for 5 years and plans to paint and write during his sailing journey, with his girlfriend and dogs, from Maryland to Costa Rica.

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Keep your speed up

by David Dellenbaugh

When you've fallen behind, good boatspeed is absolutely key for making a comeback. But it's not easy to go fast in the middle of the fleet. It can be tough just keeping up with the leaders, not to mention catching them. Therefore, you must work extra hard at steering, sail trim and boathandling.

When you're in the middle of the pack, you often have to sail in bad air and bumpy water, and you must usually tack more frequently than the boats ahead. Therefore, set up your sails so they are good for acceleration and power. Some ways to do this include:

- Make your sails a little fuller and more powerful;
- Move their draft forward slightly (by using less backstay and mainsheet) to improve acceleration;
- Ease your sheets slightly to add twist and make a wider groove; and
- Don't try to point too high.

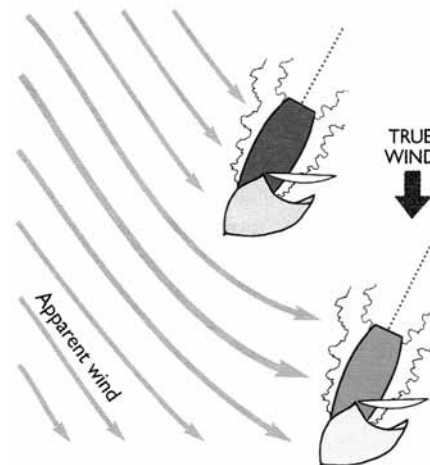
When you are sailing in bad air, you will probably have to find a

"groove" where you go more for forward speed than height. This means you must also adjust your strategy and tactics for this type of performance. For example, make sure you can lead other boats toward the next shift, and avoid getting into positions where you have to hold a thin lane with other boats close to leeward.

Of course, the best way to go fast when you're back in the pack is to find clear air. So look carefully for a good "lane" and do everything you can to protect it for yourself. If you do find clean air and water for a while, be sure to "change gears" by adjusting your sail shapes.

Use other boats to help

One reason why it's important to focus on boatspeed during a comeback is because speed might have been the reason (or one reason) why you fell behind in the first place. Perhaps you had trouble holding your lane right after the start and fell into bad air. Or the other boats just seemed to be going a little better through the water.



Sometimes the presence of other boats will actually help you go faster when you are running or reaching. If you position yourself to leeward of a competitor with your apparent wind just clear ahead of their spinnaker, you will sail a little faster and lower than if the other boat wasn't there. That's because the wind bends around the front of the windward boat's sailplan, and this means you will be sailing in a slight header with a little extra velocity. (Just be careful that you don't let the other boat take your wind!)

In that case, you need to get your boat going faster as soon as possible or you will fall further and further behind. Fortunately, one of the good things about being in the middle of the pack is that there are almost always other boats nearby. Use these "obstacles" to measure, and improve your speed.

Whenever you are in a good lineup with another boat (as in the photo), use this chance to a) gauge how well you are sailing; and b) if you're not going as fast or high, try changing some things to see if you can get going faster.

Good speed require constant communication between sail trimmers and the helmsperson, plus a focus on changing conditions. This can be challenging when you're in the middle of making a comeback because there is a lot happening. It requires extra effort to eliminate or tune out all extraneous "noise."

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



JH Peterson photo

One good thing about being near a lot of other boats is that you get many chances to check your speed. Are you as fast or faster than the boats around you? If not, use the line-ups that occur while racing to try some trim or tuning changes and see what happens.

Midsummer Boat Maintenance Tips From BoatU.S.

Seaworthy, the newsletter from BoatU.S. that helps boaters and anglers prevent damage to their vessels, looked into some of the more common reasons for on-the-water boat troubles that occur mid-season.

“Preventive maintenance will help you avoid the headaches and keep your crew or fishing buddies comfortable and safe,” says *Seaworthy* Editor Bob Adriance. “So going over the boat’s systems in the spring is very important. But now after a couple months of use, it’s time to look at things again. A midsummer check-up will ensure you make it back to home port without a problem.”

Here are some midsummer maintenance tips for both power and sailboats:

- **Through-hulls:** Make a thorough check around any below-the-waterline hole or opening. Check all through-hulls for leaks and cycle sea-cocks to ensure they close properly. If it’s hard to move the handle, make a note to service it next time the boat is out of the water. Any hose clamps should be tight and hose ends secure. A bilge pump cycle counter is a simple upgrade and the best early warning system that unwanted water is coming aboard.
- **Engine belts:** For inboard engines, look in areas near the belts checking for evidence of

black dust — a sure sign that engine pulleys need to be realigned and the belt replaced. Push on the longest run of the belt — it should not deflect more than one half inch.

- **Engine hoses:** Squeeze coolant and fuel hoses with your hands, looking for softness, cracks or bulges. Replace any that are suspect. Wiggle the ends to ensure they are secure and inspect for any possible chafing issues in the engine compartment.
- **Sterndrives:** Inspect the folds in the bellows and replace if they show signs of cracking.
- **Sacrificial zincs and anodes:** A wasted zinc is a sure sign of trouble, possibly stray current at the dock. Ensure all zincs are no less than half gone — and replace them now if they are.
- **Control cables:** Look for chafe, splits or swelling of the plastic jacket — a sure sign the cable needs replacement.
- **Outboard engine mounts:** Smaller engines can sometimes vibrate loose, so re-tighten clamps and ensure the cut-off switch is operable.
- **Hydraulic steering system and trim tabs:** Ensure reservoirs are full. If you have to add fluid, there is leak that must be fixed immediately.
- **Batteries and electrical system:** Dead batteries are often nothing more than corroded connections — sandpaper can easily clean them up. With conventional batteries check water levels

and add if necessary. Inspect cables and wiring for chafe, especially wherever they may pass through a bulkhead.

- **Shorepower cable:** Look for burn marks on the plug ends and the connection to the boat. Replace both the plug and receptacle immediately if you find any.
 - **Head:** If your boat has a flushing toilet and its handle is getting hard to operate, you’ve likely got calcium buildup. Pour a cup of vinegar into bowl pumping only once or twice. Let it sit for one night before flushing with one-fourth cup of mineral oil.
 - **On deck:** Old, stiff, or chafed dock lines should be replaced. Also check anchor line and chain shackles and any splices.
 - **Sailboats only:** Look for any broken strands on standing rigging. You can find them by running a loose rag up the rigging, which will snag on any broken ends. Cracked swages are an indicator for immediate replacement. Contact a rigger if you suspect a problem. Running rigging also needs to be looked at — especially the roller furling line.
 - **Trailers:** Inspect bearings and ensure they are well packed with grease. Hydraulic brake reservoirs should be full. Lastly, check the tires for wear and ensure lugs are tight.
- More checklists are also available at <http://www.BoatUS.com/freebies>.*

J H Peterson

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6th Annual Leukemia Cup Regatta to Set Sail for a Cure Sept. 18, 19 & 20

White Bear Lake Event to Honor Sailor Bud Markhart and Twelve-year-old Jake McLean

The Leukemia & Lymphoma Society's Leukemia Cup Regatta is a fundraising event that gives sailors an opportunity to give back to the community while doing something they love - sailing. Funds raised go to support leading-edge cancer research and provide critical services to patients and their families. Throughout the country, LLS Regattas have raised more than \$26 million to support our mission.

The Minnesota Leukemia Cup Regatta - Minnesota's most successful charitable sailing event - has been held since 2004 each September on White Bear Lake. Docked at White Bear Boat Works, it is co-hosted by Black Bear Yacht Racing Association and White Bear Yacht Club. Since 2004, Minnesota sailors have raised over \$345,000 in honor of patients like Bud Markhart and Jake McLean.

2009 Honorary Skipper & Crew - Bud Markhart & Jake McLean

The LLS mission is personified by its patients, who represent the daily and lifelong challenges that a blood cancer diagnosis brings to them and their families. In 2009, Minnesota sailors will raise funds in honor of Bud Markhart of White Bear Lake and Jake McLean of Stillwater.

Bud, a professor of Horticultural Science at the University of Minnesota was diagnosed with chronic lymphocytic leukemia (CLL), a blood cancer, and melanoma, a skin cancer in July of 2008. Bud is a White Bear Lake sailor who is looking forward to participating in this year's Regatta. He would also like to give sailors some advice: "Have fun sailing and always wear sunscreen."



Bud Markhart

Jacob McLean was diagnosed with acute lymphocytic leukemia in February 2002. Following his diagnosis, five-year-old Jake endured spinal taps, daily chemotherapy, and horrible side effects caused by medication. His mother, Karen, says, "Through it all, Jake maintained a positive attitude. He has had an incredible amount of courage, strength, and faith." Today, Jake is in remission and will celebrate his 13th birthday on August 8.



Jake McLean

The Need is Critical

Every four minutes, someone in the United States is diagnosed with leukemia, lymphoma or myeloma; every 10 minutes, someone dies. This means that in 2009, an estimated 139,860 Americans will be diagnosed with leukemia, lymphoma or myeloma. 53,240 of those diagnosed will lose their

battle to a blood cancer. By participating in The Leukemia Cup Regatta, you will affirm your commitment to supporting the many Minnesotans living with blood cancers, and ensure the continuation of research vital to the eradication of blood cancer for the future!

The Leukemia Cup Regatta Schedule of Events

Friday, Sept. 18 - The festivities will start with a cocktail reception that will feature complimentary Mount Gay Rum drinks and hors d'oeuvres provided by Rudy's Redeye Grill.

Saturday, Sept. 19 - Participants will enjoy a complimentary breakfast and lunch, as well as three action-packed races on beautiful White Bear Lake. After the races there will be cocktails, a silent auction, and dinner provided by Olive Garden.

Sunday, Sept. 20 - Sunday will begin with a complimentary breakfast followed by the final two races of the Regatta. The day will conclude with participants enjoying lunch while the LLS hosts a raffle drawing and presents sailing and fundraising awards.

Participate in This Year's Regatta!

Would you like to register to sail and fundraise? Sponsor an event? Volunteer for Regatta weekend? Donate an auction item? We would love to talk with you! For more information about the Regatta and LLS, please contact Jared Nielsen at (763) 852-3004 or visit our website at www.leukemicup.org/mn.

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.

August 2009

Aug 2-8, LOWISA The Lake of the Woods International Sailing Association's LOWISA Regatta has distinguished itself as a pinnacle event within the sport of sailing by virtue of its traditions, longevity and by the pristine waters of its majestic setting on Lake of the Woods. Contact: www.lowisa.org.

Aug 7-9, Gull Lake Yacht Club 49th Annual Fun Regatta - Near Brainerd, MN. Open class competition. Free camping. Visit www.GLYC.com or email: Claire@EnvisionEventsLLC.com

Aug 8, Trans-Superior, bi-annual race from the base of Whitefish Bay to Duluth, MN. The "longest" freshwater race in the world. Info: transsuperior@gmail.com

Aug 8-10 - 38th Annual Leech Lake Regatta - Leech Lake, MN. Visit www.shoresofleechlake.com or call 218-547-1819 for more info.

Aug 14 - Solo Challenge - Lake Michigan Singlehanded Society is holding the event in Racine, WI. Visit www.LMSSonline.com for more information.

Aug 15-16 - Milwaukee Irish Fest - Sail to Milwaukee on Saturday to Irishfest, Sail home on Sunday - NorthWest Sailing Association, IL. Visit www.nwsail.com

Aug 22 - Waukegan Day Sail - NorthWest Sailing Association, IL. Visit www.nwsail.com

Aug 28 - Lobster Boil Fundraiser - Maine Lobster at Milwaukee Community Sailing Center. Reservations required. 414-277-9094 info@sailingcenter.org

Aug 28-30, 2009, Beneteau First 36.7 North American Championship, Bayview Yacht Club, Detroit, MI Info: office@byc.com or 313-822-1853.

September 2009

Sept 4-6 - Leukemia Cup Regatta-Port Huron Yacht Club, Port Huron, MI. www.leukemia-lymphoma.org

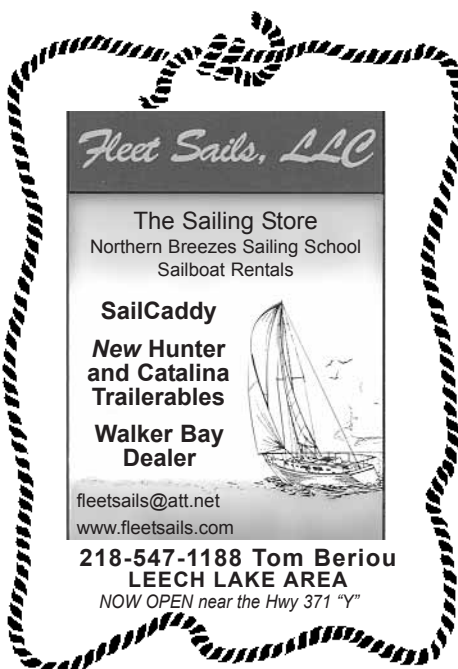
Sept 5-6 - Labor Day Regatta- Saint Croix Sailing Club, Hudson, WI. Visit www.stcroixsailing.com for more info.

Sept 6 - Town and Country Days Regatta - Shell Lake Sailing Club. Contact Tom Scott at trsbadger@aol.com or call 715-468-2294

Sept 18-20 - Leukemia Cup Regatta - White Bear Lake, MN. Racing and fundraising to fight blood cancers. Contact: Jared.Nielsen@lls.org, 763-852-3004. www.leukemia-lymphoma.org

October 2009

October 3-4 - Leukemia Cup Regatta - North Star Sail Club, Harrison Township, MI. www.leukemia-lymphoma.org



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Oct 8-12 - 40th Annual United States Sailboat Show. Annapolis, MD. The world's largest in-water sailboat show. Seminars, clothing & accessories, boats of all sizes. Enjoy historic Annapolis. Info: 410-268-8828.

Oct 7-10, Rolex International Women's Keelboat Championship, Rochester Yacht Club, Lake Ontario, NY. Info: staff@rochesteryc.com or 585-342-5511.

Oct 14-17 - U.S. Championship of Champions - Carlyle Sailing Association. St. Louis, MO. Visit www.ussailing.org for more info.

January 2010

Jan 18-22 - Key West Race Week 2010 - Key West, FL. Visit www.Premiere-Racing.com

Jan 20-24 - 38th Minneapolis Boat Show - Minneapolis Convention Center, MN. Visit www.minneapolis-boatshow.com for more info.

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Sailing News

Sailing Center announces plans to transform Lake Michigan shoreline with new "green" facility



Credit: Jim Schields with HGA Architects

The Milwaukee Community Sailing Center (MCSC) is pleased to announce that its capital campaign for a new facility - *the Campaign for Today's Youth and Tomorrow's LeaderSHIP* - is nearing completion. In a community-wide effort to support the future of MCSC, more than 500 individuals, organizations and companies generously contributed to the fundraising campaign. Because of this outstanding support, MCSC broke ground on the nearly \$1.5 million building on June 6, 2009, for the newest, environmentally friendly facility on Lake Michigan.

MCSC outgrows facility; looks to expand

For more than 30 years, MCSC has been operating from a facility with less than 900 square feet of administrative and classroom space and no indoor plumbing. The current facility can accommodate just 12 students at a time.

Despite this severe space limitation, MCSC has provided sailing experiences to more than 100,000 people in southeastern Wisconsin, and has used sailing as a tool to touch the lives of more than 20,000 at-risk and disadvantaged children, as well as children and adults with disabilities.

In order to expand its reach in the Milwaukee community and maintain its

fleet of much used boats, in 2005, MCSC christened its capital campaign, *the Campaign for Today's Youth and Tomorrow's LeaderSHIP*. More than 500 individuals, organizations and companies have generously contributed thus far. Because of this support, MCSC will break ground on a new, environmentally conscious building in late spring 2009.

Fountaine Pajot Launches New Lipari 41 Catamaran



Fountaine Pajot has just launched the stunning new Lipari 41, a world class cruising multihull that shatters the benchmarks set by its peers.

From the yard of the world's leader in cruising catamarans, the Lipari 41 replaces the immensely popular Lavezzi 40 and brings with it enhanced performance and design.

The catamaran has been constructed with a low centre of gravity and light displacement of 7.6T to ensure safety, stability with optimal comfort and performance in all conditions. Its two 20Hp standard engines provide a cruising speed of 7.7 knots, while the option of two larger 30Hp engines offers up to 9.5 knots if required.

Aesthetically, the Lipari 41 represents the pinnacle of European excellence with elegant lines and a revolutionary design that maximizes space, storage and comfort.

The catamaran's ergonomically designed deck provides convenient centralized handling with obstacle-free movement. Built with advanced RTM éco technology, the Lipari 41 outshines

its competitors in innovation with the mast built into the deck rather than the roof for reinforced structural rigidity and ease of handling.

The Lipari 41 also features an integrated dual-seating helm station with excellent visibility and has the cockpit and saloon on the same level to help make short and long passages a cruising pleasure.

The cockpit features all-weather protection, ample seating for eight guests, a stainless steel framed dining table and open-plan entertaining facilitated by a large sliding door opening into the saloon.

Inside, the saloon and galley have been designed for spacious and relaxed living with large windows that provide outstanding natural light, ventilation and visibility, beautiful timber cabinetry and the highest standard of fixtures, trims and upholstery. Dining for eight is comfortably accommodated with the saloon's stylish table that also has stainless steel legs, an integrated plate stand and extraordinary under-bench storage. The adjacent chart table is also large, comfortable and practical.

The generously-equipped galley has been cleverly designed to ensure entertaining onboard is a breeze with an easy access 'piano-hinged refrigerator', outstanding storage and quality designer fixtures.

Each of the roomy cabins is well-ventilated with large portholes, superb visibility and an abundance of hanging and cupboard space.

The Lipari 41 is available in two versions: The Quatuor features four cabins with two separate bathrooms and is ideal for family and charter use. The Maestro is a true Owner's version with an exclusive private suite in the starboard hull including a decadent queen sized bed, desk, library and beautiful ensuite with contemporary designer fixtures.

Sailing News

Lipari 41 Specifications

LOA: 11.95 m / 39.21 ft

LWL: 11.82 m / 38.78 ft

Beam: 6.75 m / 22.15 ft

Draft: 1.10 m / 3.61 ft

Air draft: 17.56 m / 57.61m

Full load displacement: 9 800 kg

Sail area:

- Genoa: 33 m² / 355 sq ft (approx.)

- Mainsail: 56 m² / 602 sq ft (approx.)

Engines: 2 x 20 cv / 2 x 14.70 kW

Tank capacities:

Freshwater: 2 x 265 l (approx.) / 2 x 70 US gallon (approx.)

Diesel: 300 l (approx.) / 2 x 79.23 US gallon (approx.)

Boat CE certified: Category A : 8 pers., category B : 10 pers., category C : 12 pers., category D : 15 pers

Architect and Designer: Cabinet Joubert / Nivel

Lake they fell in love with the area as a sailing destination.

Then while living and sailing on a lake near St Cloud, they would come to Leech to sail their 26-foot sailboat that they kept in a private harbor on Steamboat Bay. Within a year they secured some bare land and began clearing it.

On weekends they would come up and sail the lake, sleep on the boat and clear the land. Out of the tangle of the woods a building site emerged, and new home plans were drawn. However selling their St. Cloud area home became the challenge.

During the building process and while living out of a travel trailer on the property, friends inquired about getting someone from the Twin Cities to start a sailing class for the local residents. Being an experienced sailor, Tom took on the job of getting certified as an American Sailing Association (ASA) instructor, and a branch of the Northern Breezes Sailing School was born.

Before long a sailor wanted to sell his current sailboat and get a bigger one. Thus the sailboat brokerage business was born.

Presently 39 sailboats on the lot are available for resale. After several years and a couple of relocations, Fleet Sails found itself at the location previously known as Dick's Marine.

The sailing school has received the coveted "Sailing School of the Year" award presented by the ASA. Tom loves sailing and especially introducing new students to the challenges of harnessing the wind in a sailboat.

Fleet Sails quietly celebrated their 10th year in the sailboat business. Quiet is one of the joys of sailing.

Tom has served two terms on the Leech Lake Area Chamber of Commerce Board of Directors, is active with the Retail Service Committee, maintains a master's license from the state of Minnesota, a U.S. Coast Guard license and is certified to teach for the ASA.

Judy still travels throughout the country in the medical field, and the couple spends winters in Ft. Myers Beach, Fla., where they have a sailboat and Tom teaches sailing; obviously a year-round passion.



Fleet Sails, LLC of Walker, which recently celebrated its 10th anniversary, began as a private holding company for a fleet of sailboats throughout the country.

Tom and Judy Beriou have loved sailing the lakes of Minnesota and in 1998 purchased their first out-of-state boat, a new 36-foot Catalina in San Diego, Calif., and sailed there whenever their travels brought them to the West Coast.

To cover the ownership and storage costs, they formed Fleet Sails, LLC to oversee the chartering of the boat when they were not able to sail it themselves. In 2000, while visiting friends on Leech

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Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
9	Achilles inflatable	UK	\$500	FS	18	Hobie Tiger, NEW, SALE, (lists for \$20,999)	08	\$15,999	AS
9	Escape	00	\$1,000	FS	18	Hobie, 2 Sets of Sails, Trlr, Upgrded rudders	82	\$2,200	HY
9	Walker Bay, 275 RID, p/sail kit, mooring cvr.	05	\$2,100	FS	18	Precision 185, Main, Jib, Trlr, RF, More	08	\$9,802	HY
9	Walker Bay, 275 RID, p/sail kit, NEW	09	\$2,399	FS	18	Seaward Fox, Trlr, 3HP	92	\$5,000	FS
9	West Marine Inflatable	03	\$800	FS	19	Cape Dory Typhoon, Main, Jib, Trlr	71	\$5,900	WB
10	Walker Bay, RID w/performance plus, like new	03	\$2,100	FS	19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	98	\$8,000	HY
11	Luger, Trlr, Cover	UK	\$875	MA	20	Holder, New listing	UK	Call	HY
12	AMF Sunfish, 2 Sails (one new), tiller & rudder	94	\$2,295	HY	20	Northeastern Harbor Pilot, Custom, Trlr, More	41	\$59,000	WB
12	Catalina Expedition 12.5, furling main, Trlr	99	\$3,395	WB	20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
12	Sailboard	UK	\$600	FS	21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$3,900	HY
13	Vanguard Zuma, Main	05	\$3,600	WB	21	Mirage 5.5, 5 Sails, Trlr, Vang, OB/Furl addtl cost	80	\$2,200	HY
14	Alumacraft, 2 Sails, trailer	UK	\$795	HY	21	Ranger Martini- Fridg, Sink, CUTE!	05	\$24,900	CN
14	Barnett 1400, Trlr	94	\$1,800	FS	21	San Juan MKI, Furler, 2 rudders, 4HP OB, trlr	74	\$3,950	WB
14	Catalina Capri 14.2, Main, Jib, Trlr	89	\$3,900	WB	22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	88	\$10,500	WB
14	Holder, Main, Jib, Trlr	86	\$2,995	WB	22	Catalina, swing keel, Main, Jib furler, Trlr, Mtr	79	\$5,800	WB
14	Howmar Phantom, Main, Trlr	78	\$2,499	WB	22	Catalina, Trlr, 6.5 Evinrude	73	\$4,300	FS
14	O'Day Javelin, Main, Jib, Trlr	79	\$1,850	WB	22	Catalina, Trlr, OB, Genoa, Loaded	76	\$2,850	MA
14	O'Day Javelin, Trlr	81	\$1,000	FS	22	J Boat, Hull #25, a sails, 4.5hp OB, trlr, more	83	\$7,900	HY
14	Seabird Mini Scow	74	\$500	FS	22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY
14	Skipper, Trlr	77	\$1,000	FS	22	Morgan, Yard Trlr	69	\$4,000	FS
14	Sunfish	UK	\$825	MA	22	Pearson Ensign, Fiberglass	76	\$6,800	SW
14	Sunfish, Trlr	UK	\$1,100	MA	22	Ranger, 7 Sails, Trlr, Tuff Luff, 4 winches, More	UK	\$5,500	HY
14	WD Schock Harbor 14, 2 Sails, Minkota Elect, trlr	04	\$5,550	HY	23	Beneteau, Trlr, Genoa, RF, Honda OB	UK	\$12,500	MA
15	Hunter 146, Main, Roller Furling Jib, Trlr, More	83	\$3,995	WB	23	Hunter, 3 Sails, 8hp OB, Trlr, furling, more	85	\$3,900	HY
15	Hunter, Trlr, Furling headsail	05	\$4,500	FS	23	Hunter, New Listing	85	Call	HY
15	O'Day, Main, Roller Furling Jib, Trlr	83	\$2,995	WB	23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
16	Capri, 2 Sails, 2HP Tohatsu ('06), Trlr, More	95	\$5,000	HY	23	O'Day 23, Main, Jib, Evinrude 9.9HP outboard	79	\$9,500	WB
16	Catalina Capri	97	\$2,995	SW	23	O'Day Tempest, New Hull Paint, 3 Sails, More	6?	\$4,500	HY
16	Glen - L new hull w/trlr	07	\$1,800	FS	23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
16	Hobie Cat, Trlr, Good sails and tramps	80	\$1,700	FS	23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$5,800	WB
16	Johnson Daysailer, Main, Jib, Trlr	83	\$1,900	WB	23	Paceship PY-23, Main, Jib, 150 Genoa, Trlr	80	\$9,700	WB
16	Johnson MC Scow, Last built, Mint Cond, More	98	\$8,500	SC	23	Penn Yan Avenger, Trlr	88	\$6,000	FS
16	Johnson MC Scow, Last built, Mint Cond, More	98	\$8,500	WB	23	Precision, 3 Sails, 8hp OB, furling, KM/DS, More	99	\$19,000	HY
16	Johnson X Boat, 2 Main, 2 Jib, Deck cvr, Trlr	91	\$2,995	WB	24	C&C, 3' Fin, Trlr, 110%, 150%	76	\$5,600	FS
16	Luger Leeward 16, Main, Jib, 2.5HP OB, Trlr, More	76	\$2,700	WB	24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
16	M16, Trlr	UK	\$600	FS	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
16	Man-O-War	UK	\$800	FS	24	C&C, 5 Sails, L Lines, Galley, 5 Winches, more	76	\$4,000	HY
16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$12,353	HY	24	C&C, 6 Sails, 15hp Evin, Trlr, Anchor, More	78	\$4,000	HY
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC	24	Cal, fire & smoke damage, hull & keel OK	86	\$3,000	HY
17	Catalina 16.5, Main, Jib furler, Trlr, 2.5HP mtr	00	\$5,500	WB	24	Dufour, 4 Sails, cradle, new elec, more	75	\$4,500	HY
17	Catalina, Trlr, Furler	06	\$7,500	FS	24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
17	Hunter 170, Furling headsail	05	\$5,500	FS	24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr, More	77	\$3,000	HY
17	O'Day Daysailer, New main, Furling jib, Trlr, More	82	\$3,800	WB	24	J Boat (Hull 4305), 4 Sails, 3.5hp, race equipt	86	\$14,750	HY
17	O'Day Daysailer, Trlr	UK	\$1,500	MA	24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
18	Boston Whaler Harpoon 5.2, New listing	UK	Call	HY	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
					24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
					24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
					24	Seafarer, Cradle	74	\$3,500	FS
					25	Cal, 4 Sails, 11 Hp Diesel, Furler, Electronics	83	\$8,800	HY

LOA	Description	Yr	Price	Bkg
25	Capri, 6 Sails, Trlr, 4 Winches, Compass, More	81	\$8,500	HY
25	Catalina 25 Tall Rig, Main, 9.9 hp Evin, Trlr	90	\$17,900	WB
25	Catalina 250, Wing Keel, Main, RF, OB, Trlr	00	\$23,500	WB
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
25	Catalina, Tall Rig, Fin keel, Roller furler, 10HP dsl	87	\$13,500	SC
25	Catalina, Trlr, Swing, Furling headsail, pop-top	86	\$9,000	FS
25	Ericson 25+, 15 HP OMC Saildrive, Main, More	79	\$9,995	NY
25	Ericson, 5 Sails, 9.9 Evin, Trlr, L lines, DS, More	73	\$6,900	HY
25	Freedom, 3 Sails, OB, Cradle, Head, Galley	83	\$3,900	HY
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
25	Hunter, 5 Sails, tandem trlr, 9.9HP, Shr Pwr	78	\$6,500	HY
25	Hunter, RF Jib, 9.8 OB, Wheel, NEW, SALE	08	\$35,500	AS
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB
25	Morgan, Trlr, Several Sails, Roller furler, More	76	\$4,000	SC
25	O'Day, 2 Sails, 9.9hp, new winches, Trlr, Furl	75	\$5,500	HY
25	O'Day, 7 Sails, 15HP Evin, Trlr, L lines, More	80	\$7,800	HY
25	O'Day, Mainsail, 2 Genoas w/furling, Needs work	78	\$2,000	NY
25	Seaward, 4 Sails, 9HP Ynmr, CDI, wheel, trlr	94	\$19,500	HY
26	Balboa, 5 Sails, 9.9 Evin, Trlr, L lines, More	71	\$4,200	HY
26	Bristol, 4 sails, 9.5hp Evin, very nice	68	\$5,600	HY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$7,000	HY
26	C&C, New Awlgrip hull sides (navy blue) IB Power	78	\$10,995	NY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$3,500	HY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	UK	\$5,000	HY
26	Columbia, Crdl on flatbed, Fin Keel	75	\$6,000	FS
26	Hunter 26- MANY NEW UPGRADES!	94	\$16,500	CN
26	Hunter 260, H20 Ballast, Spinnaker, Roller furling	95	\$17,000	IM
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$18,500	HY
26	MacGregor 26x- Fit for Superior Cruising	95	\$14,900	CN
26	MacGregor 26x- IN-BOOM FURLING!	98	\$18,900	CN
26	MacGregor, Loaded, 6'1" headroom, 8hp 4-strk	93	\$10,950	FS
26	Nimble Kodiak, Pilot house sloop, Trlr, 15HP	94	\$32,000	SC
26	O'Day, Trlr, New 135%, w/furler, New Main, More	85	\$14,000	FS
26	Paceship (PY26) fin keel, 5 Sails, 8HP IB	79	\$9,500	HY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$7,500	HY
26	Paceship (PY26) shoal/swing, New listing	UK	Call	HY
26	Pearson Commander, OB, Yard Trlr	72	\$1,500	CM
26	Pearson, 3 Sails, cradle, 3 winches, DS, More	70	\$4,000	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$6,995	HY

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26	Pearson, New listing	UK	Call	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S 2 7.9, 10hp IB Dsl, Fiberglass, Trlr	83	\$17,995	SW
26	S 2 7.9, Trlr, Updates	82	\$12,900	SW
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	San Juan 7.7, 6 sails, 9.9HP OB, Trlr, more	79	\$6,900	HY
26	San Juan, New Listing	UK	Call	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Seaward RK	09	\$39,500	GM
26	Shock Endeavor, Yard Trlr	67	\$1,500	CM

Legend:

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Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
27	Aloha, 5 Sails, 9.9 Yamaha 4strk, More	85	\$6,000	HY	31	Hunter 31- LIKE NEW- Great Value!	06	\$88,900	CN
27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,000	FS	31	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	74	\$11,900	HY
27	C&C, 2 Sets of Sails, 9.9hp OB, Elect	84	\$9,995	NY	31	Pearson 31-2, 5 sails, Yanmar, wheel, more	89	\$42,000	HY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY	32	Beneteau 321, Diesel, Furling Main & Genoa, More	96	\$69,995	NY
27	C&C, New Listing	UK	Call	HY	32	Catalina 320	02	\$94,995	NE
27	Cape Dory	78	\$19,500	NE	32	Coronado, Center cockpit, new universal diesel	72	\$11,000	IM
27	Catalina	77	\$6,000	NE	32	J Boat, 4 Sails, 28HP Yanmar, Wheel, Furler, more	01	\$140,000	HY
27	Catalina 270, 2 Sails, 18HP Perk, frlr, wheel	94	\$35,000	HY	32	Rhodes Sloop, 5 sails, A4, new paint, more	57	\$50,000	HY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$7,900	HY	32	Seaward RK	09	\$129,000	GM
27	Catalina, IB Dsl, Cradle/Trlr	79	\$10,000	FS	32	Watkins Sea Wolf, 3 Sails+Spin,Cradle, More	82	\$23,500	SC
27	Catalina, Wheel Steering, Jib Frl	79	\$10,500	CM	33	C&C, New Engine, Elect, Dodger	75	\$32,900	NY
27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$19,975	CN	33	Hunter 33- Good Condition New Diesel	80	\$19,900	CN
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$9,000	HY	33	Hunter 33-NEW LISTING - AS NEW!	05	\$106,900	CN
27	Home Made (Unknown Brand) 0 Sails, More	76	\$1,200	HY	33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY
27	Hunter, Lake City, Meticulous	78	\$7,500	IM	34	Beneteau 343 LIKE NEW - LOADED	06	\$119,900	CN
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$19,000	HY	34	C&C, Main, Furling Genoa, GPS, LPD, More	79	\$30,995	NY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$15,000	HY	34	Cal, Main, Genoa, Spin, Dsl, Elect, More	75	\$24,995	NY
28	Hunter 28- NEW LISTING!	91	\$23,900	CN	34	Catalina 34, Main, Furl, Genoa, Radar, More	87	\$43,900	NY
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY	34	Hunter 340, 3 sails, Ynmr, Frlx, Wheel, Dodgr	99	\$69,000	HY
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$22,500	NY
29	"J" Boat, Main, 150 & 130% Genoa, Trlr, More	84	\$22,500	NY	34	Pacific Seacraft Voyagemaker, 4 Sails, Yanmar	95	\$142,000	HY
29	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	UK	\$16,900	HY	34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY	34	Pacific Seacraft, Yanmar Dsl, Furl, Whl, more	90	\$95,000	HY
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN	35	Catalina 350	04	\$134,999	NE
29	Lancer	78	\$10,995	NE	35	Catalina 350, partnership or outright, loaded	04	\$139,900	HY
29	Northwind, Main, Furl Genoa, IB, Vang, More	70	\$6,995	NY	35	Ericson	80	\$38,000	NE
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY	35	Ericson Sloop	84	\$45,000	IM
30	Bavaria Cruiser, 2 Sails, Volvo IB Dsl, Whl, More	07	\$85,000	HY	35	Freedom 350, 2 Cabin, fresh water boat	93	\$89,500	SU
30	Bristol 29.9, Exc cond, dsl, new uphol, cradle	78	\$28,000	SC	35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$27,000	HY
30	Catalina	88	\$35,000	NE	36	Beneteau First 36.7- PRISTINE!!	02	\$122,500	CN
30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY	36	Cal	69	\$24,900	NE
30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$46,900	HY	36	Hunter 36- NEW- SPECIAL PRICING!	08	\$149,900	CN
30	Catalina, Beautiful boat, Lake City	92	\$49,000	IM	36	Islander, 4 sails, 50 HP dsl, Frlx, wheel, More	77	\$48,000	HY
30	Catalina, many extras	79	\$17,000	CM	36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	\$167,800	SU
30	Contest, 3 Sails, 28HP IB, Trlr, Furl, L lines, More	70	\$12,000	HY	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
30	Gemini 3000 Catamaran, Yamaha 25hp, More	87	\$39,995	NY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$48,995	NY
30	Hunter 30T, Sleep 7, Cradle, Ex. cond., Many extras	91	\$38,900	SC	37	Beneteau 373 - NEW - SPECIAL PRICING!	07	\$149,900	CN
30	J Boat (Hull #291), 10 sails, 12HP Ynmr, more	81	\$32,000	HY	37	Hunter 37.5 Legend, 5 Sails, 34HP Yanmar, More	92	\$86,900	HY
30	Pearson, 3 Sails, 30HP A4 IB, Furl, L lines, More	79	\$12,000	HY	37	Hunter 376- Includes Avon Dinghy	97	\$97,900	CN
30	Pearson, 5 Sails, A4 IB, VHF, Stereo, Rails, More	75	\$7,000	HY	37	Island Packet Yachts 370 Performa, Dsl	09	\$380,000	SW
30	Pearson, Jib Frl, A-4, Steel Skid	72	\$9,500	CM	38	Hunter H380, Furling main/jib, Elect. Windlass	99	\$99,900	SC
30	S 2 9.2 C-center cockpit, Dsl, Fiberglass	83	\$32,900	SW	38	Morgan 382, Beautiful, All instr, Heat, More	79	\$69,900	NY
30	S-2 30'- Exceptional! NEW LISTING	80	\$28,500	CN	38	Tartan 3800- EXCEPTIONAL!!!	98	\$175,000	CN
30	S2 9.1, New UK Head Sail - Very Fast	85	\$34,000	IM	39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	\$198,500	SU
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$27,500	HY	40	C&C, 14 sails, Furling, Diesel, Awlgrip, More	80	\$74,995	NY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$22,000	HY	40	C&C, 8 sails, 30hp Yanm, furler, elec, more	80	\$58,000	HY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$275,000	NY
31	Catalina 310	01	\$74,995	NE	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY

LOA	Description	Yr	Price	Bkg
41	Hunter 410, NEW LIST - GREAT CRUISER	00	\$133,900	CN
41	Island Packet Sp Cruiser, Dsl, Fiberglass	08	\$413,430	SW
42	Beneteau 432, Furl Main & Jib, Dsl, Loaded, More	05	\$210,000	NY
42	Catalina mkII	03	Call	NE
43	Hood, 19 sails, Dsl, electronics, beautiful	66	\$88,000	HY
45	Morgan, Nelson-Marek FAST CRUISER	83	\$99,900	CN
49	Jeanneau SO49i, 4 Cabin, 4 Head, Equipped	08	\$334,900	SU
56	10-Meter Racing Sloop, Wood hull, project boat	27	\$25,000	HY



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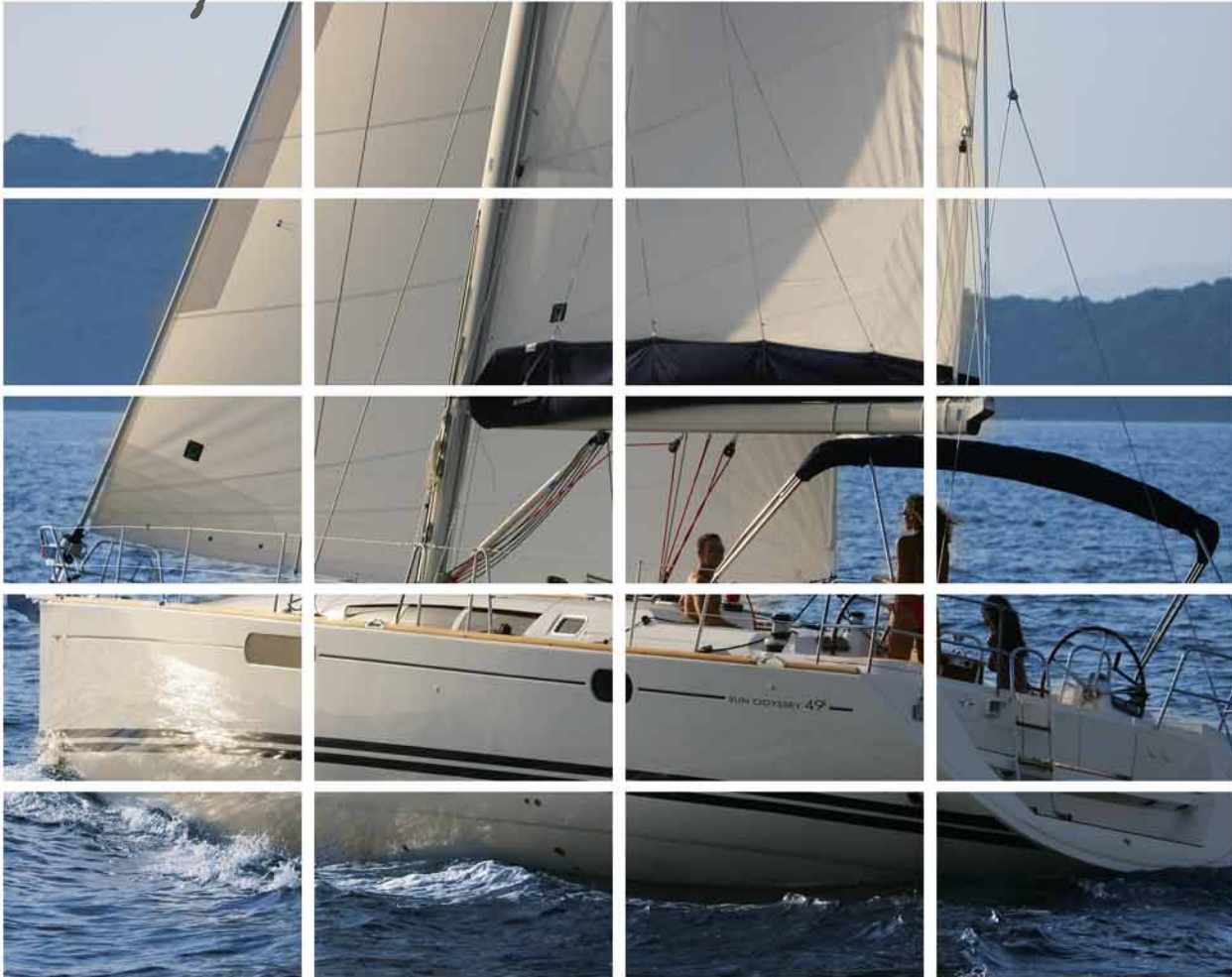
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Racing News

9th Annual ADA Regatta Wayzata Yacht Club, Lake Minnetonka, MN June 13-14, 2009

The regatta in conjunction with the WYC hosted, Wine on Wayzata Bay event, raised over \$36,000 for diabetes research and programs in Minnesota.

Results:

J/24

Dave Bennett

J/22

Merry Beth Hovey

S2 7.9

Dave Richfield/Roger Friedell

MORC II

Dick Johnson

MORC III

Jack Christoferson

Capri 25

Dutch Bull/Lew Sacks

Ensign

Stan Ragnes

Sonar

Mark Kochendorfer

PHRF I

Fred Sommers

PHRF II

Peter Sussman

CScow

Chris Andert

Yngling

Fred Appell



STINGER and *QUICK DRAW* round offset mark with spinnakers set at the 9th Annual ADA Regatta.

Photo by J H Peterson



Capri 25 fleet sailing upwind at the 9th Annual ADA Regatta.

Photo by J H Peterson

Celebration Sailing Festival

Midwestern Sailors Worldwide



Aerial view of Stockton Island, in the Apostle Islands National Lakeshore of Lake Superior.

Photo by Sandra Huonder



Ice of the Keweenaw: Lake Superior was still making ice on Memorial Day Weekend!

Skim ice on Lake Superior, taken in the morning of May 22nd off the Keweenaw Peninsula. We were moving a boat from Washburn to Copper Harbor, and when the sun came up, I thought there was an oil slick on the water. However, closer inspection revealed ice that had made up overnight.

Photos by Phil Peterson



ALMOST II, a Dufour 455, sails on Lake Superior.
Photos provided by Mark Miner



Tony, Outer Island sandspit, Apostle Islands National Lakeshore.
Photo provided by Tony Green

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!

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

Snail Mail: Northern Breezes
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 Minneapolis, MN 55427

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The “fall folly,” the illusive butterfly of boating

by Tom Rau

The potential for boating fatalities on the Great Lakes this time of year can be linked to what I call the “fall folly.” It brings to mind Bob Lind’s classic 1966 hit “Elusive Butterfly of Love.”

I could’ve never dreamt then as a young lad living in Los Angeles when I first heard this haunting melody that so many years later how true the song would resonate in my mind regarding the Great Lakes’ fall and spring boating.

Lind sang: “You might wake up some mornin’ to the sound of something moving past your window in the wind. Don’t be concerned, it will not harm you. It’s only me pursuing somethin’ I’m not sure of...the bright elusive butterfly of love.”

Oh, how tragically so many boaters have greeted the morning with the same bright illusive dream of a harmless day on the water, only to find the illusive butterfly of boating take their lives: I’ll take a broken heart any day.

What I find to be so illusive regarding fall is how summer-like and inviting it still can appear: that is, on the surface, but beware, beneath its waters flows a deadly element—cold water.

According to the latest Coast Guard Great Lakes statistics on recreational boating, forty percent of boating fatalities occur in fall and spring. Why? Cold water. I plead then with boaters to wear a life jacket to prevent the illusive butterfly of boating to wing them off into eternity.

I also plead with boaters: do not wait to the last minute to place their boats in winter storage, especially boaters who must travel afar to winter storage facilities. It painfully brings to mind the three sailors who died in late October 2007 when 10-12 foot seas lifted their 35-foot sail boat onto a Calumet



A storm cloud formation over Lake Michigan looks like giant claws. Great Lakes’ boaters who travel afar to place their boats in winter storage should pay heed to weather forecast. A backup haul-out date is recommended in the event of foul weather. Photos: courtesy Coast Guard Station Holland, Michigan

seawall, smashing it to pieces (more on this story at www.Boatsmart.net, 2007 columns, “Devours Its Wounded.”)

The crew had departed from downtown Chicago in the early evening heading out into heavy weather. By the time they reached Calumet Harbor several hours later, Coast Guard Station Calumet had just sent a heavy weather message to its command in Milwaukee requesting to stand down its 41-foot rescue boat due to heavy weather limitations. The rescue boat would be available only in the event of urgent search and rescue.

A valuable hard-earned lesson regarding the sailboat mishaps is not to wait until the precarious few, if any, remaining days of favorable Great Lakes weather area available. This *now or never* mindset to meet a last minute winter haul-out schedule can be a dicey affair, especially regarding Great Lakes weather in late October. The Great Lakes’ depths are littered with those who dared the odds.

But still should a boater ventured out into heavy weather a pre-underway boat check, to make sure the boat is sea-

worthy, can’t be stressed enough. Not doing so can lead to disaster.

On May 30, 2008, at 11:24 a.m., Coast Guard Sector Lake Michigan received an urgent Mayday from the captain of a 37-foot powerboat, reporting he was taking on water with seven people aboard. He passed his GPS position, which placed him two miles off Waukegan, Illinois. The coastal town, located on the western shore of Lake Michigan, is located approximately 42 miles north of downtown Chicago.

Within minutes, the boat sank, leaving seven people adrift in 47-degree water. All were wearing life jackets and later rescued by the Coast Guard. The captain told Coast Guard rescue swimmer Christopher Bemis that he believes the deck hatch for the forward anchor locker at the bow was not properly secured and that seas pouring over the bow found their way down the hatch and flowed through the hull. The bilge pumps could not keep up with the water intake. Once the boat lost its stability or “righting arm” it was doomed.

Properly securing deck hatches and making sure gaskets around hatches are

water tight should be part of the pre-underway boat check. Once underway, and after filling a "float plan" with friends or loved ones, it's highly advisable to occasionally check engine spaces for possible excessive water intake.

Should water intake raise concerns, immediately call the Coast Guard. This wonderful rescue recourse is there standing by to assist, so by all means call them. But better yet, prevent the need to call them in the first place by boating smart.

Tom Rau is a retired 27-year Coast Guard veteran, boating safety columnist, and author of Boat Smart Chronicles, Lake Michigan Devours Its Wounded. His book is a 20-year journal of recreational boating mishaps with valuable lessons learned. It, along with recent rescue stories, can be viewed at: www.boatsmart.net




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