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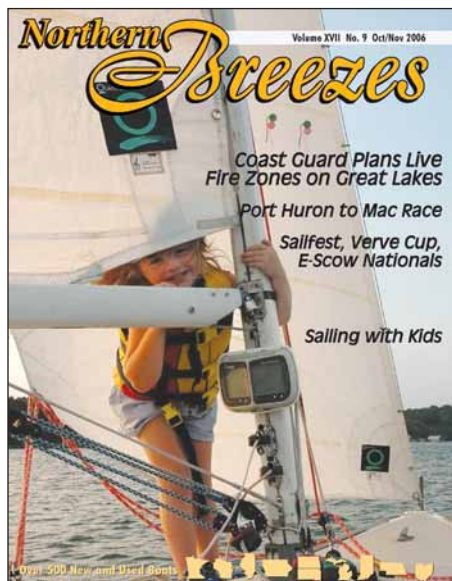
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The Cover



Surface Tension waiting to start the Port Huron to Mac Race. Page 8.




Michael and Jessica are ready to sail. Page 17.


Cover: It's tough to find a foredecker that takes their job seriously. Seen here, crack foredecker Avalon Johnson plays peekaboo while practicing on Wayzata Bay. Photo by www.DallasJohnson.net
Below: *Nitemare* racing in the Verve Cup Race. Page 40.
Photo provided by Boatingshots.com



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Jack Nicholson
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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

Norm Astwood, Marlin Bree, Thom Burns,
David Dellenbaugh, Terence
Glommen-McCloskey IV, Lisa King, Alan
Kretzschmar, Alexis Olson, Michele Pufahl

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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Patrick P. Agnew

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Letters & Emails

Update to Thunder Bay Cruising

Boat policing in Canada has significantly increased over this past summer. We have received reports of numerous customs, Coast Guard and provincial police boardings at Thompson Island, for example. The U.S. boaters questioned there had their remote border crossing paperwork in order and no citations or other problems were reported. Given the ever-increasing presence of homeland security on both sides of the US-Canada border, it is logical to assume there will continue to be a larger police presence in Lake Superior cruising waters next sailing season as well. Be prepared!

Cyndi Perkins

Look for Cyndi's Cruiser's Notebook: Thunder Bay article online at www.sailingbreezes.com in the Sept'06 articles.

-Editors

"Gripping detail."

— Gary Jobson,
America's Cup commentator

In *Broken Seas*, author Marlin Bree tells of Gerry Spiess's incredible struggle to cross the Pacific Ocean in his 10-foot plywood boat, *Yankee Girl*; Helmer Aakvik, a Norwegian fisherman, battles an ice storm on Superior as he searches for a lost partner; Mike Plant sets out solo aboard his ill-fated 60-foot sloop, *Coyote*, and the doomed ore-boat crew struggles during the final hours of the *Edmund Fitzgerald*. And much more.

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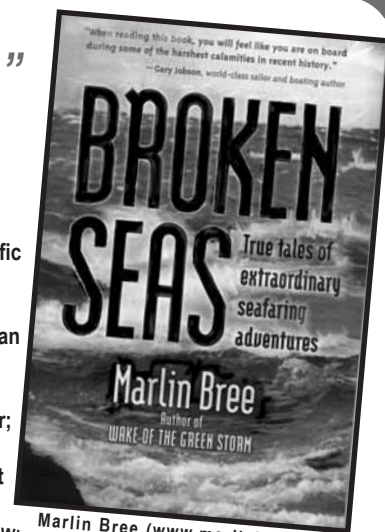
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Port Huron to Mac Race

by Norm Astwood

Early last summer I was asked if I had the chance, would I be interested in sailing the Port Huron to Mackinac Race. I thought about it for about five seconds said I would be glad to.

The name of the boat I crewed on is *Surface Tension* and it is a 36' Nelson/Marek. It has raced numerous "Hook" Races, Chicago/Mac Races and three Port Huron/Mac Races. It has won the Hook Race (Racine to Sturgeon Bay around Door County).

I am 58 years old, have been actively sailing in Central Illinois near Peoria for 11 years, with numerous sailing trips to the Grand Traverse Bay, Beaver Island, Mackinac area. Although I raced locally, I had no experience racing on the Great Lakes. I knew that at my age I was lucky to be getting the chance and it would be stupid not to take it.

I was told we would pick up the boat at Mackinac Island and be part of the crew to take it down to Port Huron. (The boat was doing the Chicago/Mac the week before.) The friend that got me my "ride" (Larry Brethorst) would



Crew sleeps as harbor fills up.

drive with me to Mackinac City where we would leave the car, catch the boat, and drive back after the race. Larry gave me a good idea of equipment to take, (inflatable vest, strobe, tether, etc.), along with clothing suggestions (foul weather gear and not too much

warm or cold weather clothing). The idea is, take everything you might need, but pack light.

Larry, myself, and Mike Reisinger and Mark Lewis out of Springfield, IL took the boat from Mackinac City to Port Huron. (Mike and Mark had been part of the crew that raced the boat in the Chicago-Mac the previous week.) The wind was on the nose all the way, so we motored for 31 hours straight to Port Huron. I was surprised how much freighter traffic there was on the lake.

We got to Port Huron Thursday afternoon before the race. The race is run over two courses. There is an inshore course of 204 Miles and the Southampton Course of 253 miles. (The smaller boats sail the inshore course that hugs the west side of Lake Huron.) All in all, there were over 250 boats that had to be docked at Port Huron before the race. There was a lot of rafting up and Port Huron used the few nights before the race for boat parades and parties. It was a pretty neat deal.



Surface Tension waiting to start.

Crew for the race started showing up Thursday evening. I had the chance to meet them, and knew a few of them. Friday evening the owner of the boat and captain, Jeff Schaefer showed up. I had met Jeff before when he was racing his Star in Peoria. Jeff and the *Surface Tension* are raced out of Racine. We were going to sail with a crew of eight. Besides Larry, me and Jeff, we had Mike Hettel (who I knew from my club), Bob Carson from Springfield, IL, Bob Locke from St. Louis, Judy Cooke from Racine, and Mickey Nielson. Mickey, I also knew (she races Stars out of Racine and she and her husband Chris are the Quantum Sails dealers in Racine).

Saturday morning everyone was anxious to get going, but the fleets start by class and we weren't scheduled to start until 1PM. The boats were rafted along the Black River and in marinas and came down in waves to get to the start. Since there are drawbridges over the river, they are synchronized being raised and lowered to move as many



Boats rafted on Black River with carnival and boat parade.

boats through as fast as possible.

We finally took off and headed into and up the St. Clair River for the starting area in southern Lake Huron. Once we got there we found there was a

delay because of lack of wind. After a half hour the wind built enough to start and before you knew it we were in the countdown and started the race.

The wind was light out of the

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Captain/Owner Jeff Schaefer steering *Surface Tension*.

southeast and we moved out towards the Southampton light to the northeast. As time moved on Jeff encouraged everyone that could, to get some sleep to “store it away” for later. (I wish I could have.) Larry, Mike Hettle and I took the 9PM to Midnight shift as the wind swung towards the south.

When we came back on at 3AM the wind had freshened (8 to 10 knots) and there was a full moon low in the sky. I couldn't believe how beautiful it was and we could see the running lights of 20 to 30 boats. We were all racing towards the Southampton light off Ontario where we would go around it and change course from north north east to the northwest. As the boats converged on the light we were passing some and some were passing us. We had all the crew on duty as we went around the light at 4:40 AM and headed towards Mackinac Island. When we rounded the light (everyone on deck...sail change) there was one boat 100 yards ahead and two 50-75 yards behind. Incredible! Then, except for me, Larry and Mike, everyone went to bed.

The wind continued to freshen and we were surfing down waves as the wind built. When the relief watch came

on deck at 6 AM the wind had moved further to the southwest and strengthened to the point that all extra hands had to sit on the rail. (So much for off watch sleep!)

On the horizon we could see the USCG boat that was following along with the fleet. However, behind it we could see storms moving in. As the wind built to 25 to 30 knots the waves grew to 5 to 7 feet. We had taken the spinnaker down and were flying a jib. Some of the boats in other classes didn't really have a small jib and one of them in front of us had its spinnaker tear to shreds from the high winds. As the storm went on, some of the crew fought sea sickness and tiredness. But the boat was flying and we were excited as we thought about finishing the race before midnight.

In the late afternoon the storms blew out and the wind died almost completely. Our thoughts of an early finish disappeared. The wind freshened enough for us to move, but it swung around to the northwest directly on our nose. As the sun went down, most of us were pretty tired from being bounced around in the storm and lack of sleep. I went down below to the bow and went to sleep on the sails.

I was amazed at how tired you get from riding out a storm, not sleeping and sparse food. When I came back on

deck at midnight I was stiff and sore and even though it was warm I was cold from fatigue. However, walking the jib around the mast as we tacked endlessly (it seemed) warmed me up quickly.

One thing I had learned on this trip was that a racing boat has a lot of sail changes. Every time one comes down, another one goes up. But the sail that comes down has to be repacked and made ready for next time. Another thing is that the deck of a racing sailboat is about the most uncomfortable place to be when trying to rest, even if you are just helping keep the boat balanced by sitting on the rail. It seems there is always a winch or block sticking into your butt. (As a personal note- I have run and finished six marathons in my life and this race was a lot more tiring.)

As we approached the finish line in the latter part of the night there were lots of boats on the horizon tacking back and forth. We were all headed towards the straights by Mission Point Resort where the actual finish was. As we neared the line we lit up the sail with a light so the race committee could also shine a light on us from a quarter mile away on shore and read our number. They fired a cannon to acknowledge they had read the number and recorded our finish. In addition, we



Boats coming down Black River to enter St. Clair River to head up to start.



Boats rafted at Mackinac Island Marina.

read our number and name on the VHF.

There was no dock space available and we anchored. As dawn began to break, we broke out the rum and had a drink to celebrate. I stayed up for a while just enjoying the moment as other boats finished and the harbor filled up.

We finally tied up at the Coal Dock at 1 PM. We all got some drinks and had a crew debriefing as we reviewed things that happened during the race. Later on we had dinner and then to bed. Bacardi Rum sponsored a great party on the grounds of Mission Point the next afternoon. Then we ate dinner and the next morning we took the ferry to the car to drive home while others took the boat back to Racine.

Reflections: These are the thoughts of only one person and I am sure others in the crew saw things differently.

We were lucky that it was warm (75-80 degrees air temperature) and that the lake water was warm (73 degrees). Even though it only took us 37 hours to do the race, we were darn tired from the storm. If it had been cold we could have been really miserable.

Jeff Schaefer said he knew we were not a professional racing crew and we would race the boat as hard as

it could be raced safely. I believe Jeff kept his end of the bargain. I always felt safe on the boat, even though I was sailing in higher winds and bigger seas than ever before. We were always harnessed on at night and entirely during the storm during the day. Oh yah, we finished ninth in our class (out of 13 boats) and 64th of 130 boats on the Southampton course.

The boat: The Nelson/Marek 36 is a racing boat. We carried a couple of spinnakers and a number of jibs. The boat has running backstays, which means that every time you tack one backstay has the tension released as the other one has the tension put on. In addition, even though it is 36' in length it has tiller

steering. Crew accommodations are sparse.

Doing the race was a wonderful experience. Everyone in the crew was fun to be around and they all were competent and experienced (much more so than me). If there was one thing I learned it is how tiring it is to do distance racing. It took me a week to recover from the race. On the other hand, the exhilaration of being involved in such an event is indescribable. The boats and the lake are beautiful. Even now, writing about it six months later I get excited. Sailing over the last 11 years has taken me many places and given me the chance to do a lot of different things. But, the Port Huron to Mackinac Race was really special.

If you ever get the chance to do it, take it. I know I'm glad I did. See you out there.

Norm Astwood has been actively sailing in Central Illinois near Peoria.

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Keeping Outboards Running, Maybe Forever

by Marlin Bree

A veteran sailor's look at the myth and the reality of the much maligned two-cycle outboard engine, from Superior to the North Atlantic

The storm had come up without warning and now my twenty-foot ultralight sloop was out of control. In the wild winds, the bow dug in and *Persistence* went into a semi-pitchpole and lay on her side, not getting back up. Behind me, I heard my small outboard come out of the water and racket unmercifully. It was a sound that I feared.

I was soloing my way into the wilderness archipelago of islands in northern Lake Superior on the Canadian side. If my 5 hp two-cycle outboard gave out here, I would be in deep trouble. Maybe in more ways than one.

I tried to grab the throttle, but another wild downburst came along. The engine roared out of control and there was little help for it. The mast, which now was at about a 45-degree angle to the water, went back down again, mast spreaders almost touching-and scary. The rudder blade was also out of the water.

I had the surprising sailor's luck to be caught in the July 4, 1999, progressive derecho - the Green Storm - that swept over Minnesota's BWCA, snapping old-growth pines like matchsticks in about a half a million acres - the worst blowdown in recorded North American history. One weatherman, Paul Douglas, said the derecho produced downbursts up to 130 mph.

When the downburst-the first of many-passed, the 20-foot boat plopped down again with a splash of water. The spinning prop caught



Marlin Bree on his Nissan Outboard.

water and I finally made my way into the refuge of the small harbor inside Thompson Island.

It had been a hell of a test of an outboard. It had been revved wildly, had been out of the water for minutes at a time, and didn't have cooling water to prevent it from overheating. Or the impeller to bust.

The next day, I tried the engine again - more than a little worried. Despite the abuse, the engine started right up, ran without a hiccup, and, despite being out of the water for minutes at a time at full throttle rpm, did not overheat. It still seemed to have its impeller intact, despite the dire factory warnings of not to operate the engine out of the water. It ran

beautifully as I continued my month's long voyage into the wilderness area.

That engine is still with me these many years. Yes, it's a looked down-upon, somewhat maligned and totally unfashionable two cycle, and, yes, it has had some minor problems in its latter years, but I am not about to change my engine to a four cycle until this thing gives up. That may be a long time from now. Maybe forever.

I am aware of the advances in technology taking place in outboard engines for good old boats. A few years back, I helped built a river skiff for the Saint Paul Science Museum, at its old quarters and in a place overlooking some dinosaur bones. When we put the boat in the Mississippi River, I had to bend over to listen to hear the engine running. That was because it was a one of the newest 4 cycle Hondas of about 40 horsepower and it ran so quietly it hardly even seemed to tick. I liked the "green" concept - it emitted less hydrocarbons and stuff. It got better gas mileage. I was impressed.

I was not so enthusiastic as I looked at prices and weights at a new, small four strokes for my own sailboat. My own engine kept running fine, even after the storm escape, and, frankly, I was not ready to plunk out the \$1500 or so for an equivalent sized four stroke. Nor did I want the added weight on the transom. My engine's 43 pounds was a

handy weight to take off and put on the transom. But the four strokes got into the 50 and 60 pound sizes that took a lot more heft to handle. A lot more.

I don't want to say I won't someday get a four stroke or a new fuel injected two stroke, but I do look upon my two-stroke experiences and those of others with some balance and respect.

I'm for good old outboards for good old boats. To my mind, these engines really are strokes of genius.

Two cycle engines dominated the boating world since Ole Evinrude invented the first practical outboard engine in 1909. For their size, they have considerably more horsepower than a four cycle, along with more torque, and, a quicker buildup of power, which comes on at lower rpms. They have fewer parts than a four cycle, and, they cost less to build, buy and maintain.

I don't know quite how to measure this, but I think the two cycles are a lot tougher, too.

The disadvantages are the ringing noise of the two cycle as well as the unburned fuel and oil that goes up in blue smoke - the environmental pollution blues has gotten the manufacture of old style two cycles banned in the U.S.

But the old two cycles-rugged workhorses of the marine environment-have done more than boaters ever thought they could. For example, I have a friend who crossed the treacherous North Atlantic with one. It was really just an old fishing motor.

Gerry Spiess, formerly of White Bear Lake, Minnesota, took his elderly 4 horsepower Evinrude out of Virginia Beach, Virginia, into the Atlantic on a bracket hanging off the transom of his *Yankee Girl*. But he soon ran into a treacherous storm

and at times, he told me, his engine got hit so hard with waves "I thought it had been torn off." After the Atlantic tamed down, he pulled a little maintenance: he changed the spark plug. Then off he went under his trusty old two stroke. When the winds came up, he ran with sails, but when he neared England, he used his two cycle again. He arrived to a cheering crowd in Falmouth, England, his two-cycle purring along. *Yankee Girl* had set a record for the smallest sailboat-only ten foot LOA-to cross the North Atlantic, from west to east.

In my book, the small two-cycle outboard also should have had some sort of trophy or record. It had crossed 3,800 miles of a tough ocean and it had given no problems, either in starting or in running, despite heavy waves and rough weather. It was not a new outboard either: Gerry had used it for years on

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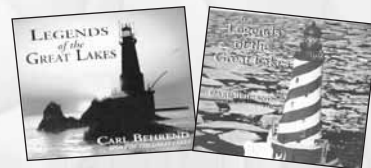
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Author at helm of his sailboat *Persistence* motoring into the slip.

other boats and in testing *Yankee Girl* on Minnesota's White Bear Lake.

A couple of years later, he sailed *Yankee Girl* to attempt to cross the Pacific Ocean, a voyage of almost 8,000 miles. He again chose a two cycle: a new 4-½ horsepower Evinrude, but that almost ended in disaster. After a storm at sea, he could not start the outboard - and he was hundreds of miles from land. Countless breakers had beaten the engine and he'd heard it shudder and bang behind him on the transom. More than once, he wondered if it'd been torn off. But after the storm, he became becalmed, and, with great confidence ("these engines always fire up," he recalled in the book, *Broken Seas*) he pulled the starting cord to get the gas up. But nothing happened. After hours of attempting to start the engine, including changing plugs and checking the fuel supply, he traced the problem to the throttle arm. Peering beneath, he saw that the engine had a shut-off or kill switch at the end of the throttle

arm. If you pushed the button, the engine stopped -what had happened was that the seawater had shorted out the kill switch. With needle-nose pliers, he snipped the wires, bypassing the switch and pulled the starter chord hard. With a whuff of smoke, the little two-stroke started up and soon settled into a raspy idle.

Interestingly enough, the meticulous Spiess, who felt he had to master every detail of his home-built boat and everything aboard, had overlooked something. "You never want to go to sea in a new boat," he often told me. But he had gone to sea with a new and untested outboard.

Once he fixed the kill switch problem, he and the outboard got along famously. In the doldrums on his way to Hawaii (his first port of call and the longest single leg of his voyage), he ran his engine just barely turning over at a fast idle, which was a stately cruising speed of around 2.2 knots (2.53 mph.), which he maintained almost nonstop day and night for the next six days. He'd even refuel while underway by

unscrewing the filler top of his inside six-gallon main gas tank and pour in gas from one of the gas cans from the bilge. He did stop the engine a couple of times to change spark plugs-cheap insurance, he figured. He stopped the engine by choking it off, since the kill switch was dismantled.

The engine was a key to his record crossing and he used it when he could not sail under his twin-jib setup (his preferred way of travel when he had wind - it was much faster). He had done the math on his two cycle: at fast idle, a gallon of pre-mixed gas and oil would last seven hours. A 24-hour run would take only 3.5 gallons. He carried 54 gallons of pre-mix in the bilges, down low for ballast.

Amusingly enough, before he set off on his voyage from Long Beach, California, he sometimes was looked down upon by power boaters with the big yachts with hundreds and even thousands of horsepower that favor the Pacific coast. "How far can you cruise?" he often joked with the yachters; they'd answer maybe 200 to 300 mile range.

Then Gerry did the math: With her two cycle outboard engine, *Yankee Girl* had nearly a thousand mile range. She carried 54 gallons of pre-mix and could power at fast idle 17 statute miles per gallon. That would give him a whopping range of about 918 miles.

The 4.5 horsepower two cycle could push *Yankee Girl* faster than her usual fast-idle cruising speed of 2.5 miles per hour. But speed was not part of his plan: Spiess did not want to go fast, only far. And when he pulled into Sydney, Australia, harbor to a hero's welcome, he and his trusty two cycle had set another record: crossing the world's largest ocean in the smallest boat.

Spiess's records could not have been possible without his trusty two cycle "fishing motor" outboards. In his voyages, he demonstrated how reliable and tough these engines could be. Even as many boaters lust after the shiny new four strokes, the remaining old gas-oil premix two cycles (new ones are not being marketed in the U.S. any more) are gaining some new boating friends. At least they're being appreciated somewhat better.

A while back, when one veteran boater heard at his local marine store about the upcoming ban on two cycles, his answer was to buy two of them, so the story goes. He figured they'd last him the rest of his boating life.

But maybe he should have heard about the guy by the name of Max E. Wawrzniak II. Max really likes two cycles and may even be one of the older engines biggest fans. He has no less than 150 outboards, all two cycles. He allowed he did have one four cycle, but he got rid of it.

Max is a pleasure boater, not a professional mechanic, who works only on his own engines and maybe those of a few other friends. He describes himself as entirely self-taught and swears he's never had any formal outboard repair training. He also has written a delightful new book, *Cheap Outboards: The*

Beginner's Guide to Making an Old Motor Run Forever.

"An old outboard motor (and I do mean old; maybe as old as 50 years)," Max writes, "may provide you with a reliable power source for your boat for considerably less money than a new outboard or even a used late model one." He swears there are a good many two-cycles lurking about hardly used and unloved that can be fixed up inexpensively by most anyone and can run "till doomsday."

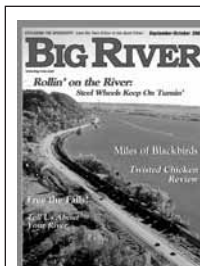
I like that kind of thinking, even though Max is mostly interested in mid-50s to early 70's Johnson's and Evinrudes. He likes these engines because they "are just about the simplest engines ever built and performing minor repairs requires only a modest collection of tools and a minor knowledge of mechanics." He notes, "You probably already own most of the tools you will need."

He observes that many boaters "would rather own a shiny, new 4 cycle outboard motor than a greasy, dented old one, all things being equal. But all is not equal

and that shiny, new outboard will cost a chunk of change."

Heh. Heh. In *Cheap Outboards*, Max goes on to do some math: Considering that even a small new four-cycle can cost you upwards of \$1,500, he argues you can pick up an old two cycle in fairly decent mechanical condition "but not real pretty" for no more than \$150 and probably not more than \$100, if you look in the right places. He argues many old outboards are lightly used and often hidden away and simply forgotten.

Maybe their owners traded for a fashionable new four cycle. Or the two cycle started having some problems. I know something about the latter: after going through several stormy voyages on Lake Superior and years of general use, my 5 hp two cycle Nissan started cutting out at any speed other than idle and fast idle.



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Author on foredeck of his sailboat *Persistence*.

This was by now at least a 12-year-old outboard that had been used pretty hard. I had maintained the engine entirely myself, snapping in a new plug each season, draining and replacing the lower case oil, and, running the engine dry of gas before I put it away for the season by storing it inside my basement.

I had purchased it for a Superior trip after I bonged up my other two cycle: a long shaft 5 hp two-cycle Mariner, which had caught its tip in an unexpected hole in a Cornucopia, Wisconsin, launching ramp. With horror I still remember my wife, Loris, yelling to me: "Your outboards in the water." It had broken its collar and I could not get it repaired right away in the area. A friend of mine Joe Boland, in his 35-foot catamaran, *Tullamore Dew*, generously decided to loan me his new dinghy engine: a Mercury 5 horsepower two cycle. I screwed it tight on my

transom bracket, straight out of its packing carton. It fired up right away and ran beautifully. I came to learn that Tohatsu made this as well as my Nissan two cycle engine.

But now my Nissan wasn't running right and I quickly learned why. "About 90 percent of all two cycles that come into my shop," said Greg, my small engine guru, "are carb problems." His fix was to run some gunk and varnish remover through the carb, and, that worked fine. I also had him replace the water impeller, since the Nissan maintenance manual, which I finally had gotten around to reading again, said the rubber-type impeller should be replaced every two years. After it had been changed after about 12 years, I looked at the original: it looked fine to me, and the mechanic said it looked good to him, though the new impeller provided a slightly better "pee" or discharge.

But what about the old "dunked" two cycle Mariner? After I pulled it out of Superior's icy waters, I dried it carefully, pulled the spark plug and shot in some oil. Then I shoved it into one corner of my garage, lying on its side, figuring I'd do something about it sooner or later. About seven years later, I got the broken metal collar replaced with a used one. I clamped the engine in a bucket of water, connected a running hose to keep up the water level, and snapped on the engine's old fuel supply-dating back to when the outboard got dunked. I pumped up the bulb, choked the engine, then pulled it through a few times. Within two hard pulls, it whuffed into action and ran just fine. I decided to use it as a backup engine on Superior.

These days, I try to take better care of my two cycles. I keep my

Nissan on its swing bracket on *Persistence's* transom covered with a Sunbrella cloth cover I fashioned myself. This cloth covering keeps the sun's heat off a bit and helps to keep the gas from cooking off in the carb during hot days. I always begin each season with fresh, new gas and keep only a small supply in my auxiliary gas tank. I dump some carb cleaner in the gas supply - usually Seafoam. I run lean 100-to-one synthetic oil mix in the gas, and, I use synthetic oil in the lower gears. I snap in a new sparkplug at the beginning of the season. And, most important, I run the gas out of the engine on the boat (I unsnap the fuel-line connector to the engine and let the outboard run out of gas) before I haul *Persistence* at the end of the season. I bring the engine indoors into my basement for storage, upright, in a warm place.

From time to time, I give it a pat. I owe my life to that little engine, but even so I couldn't help but wonder if it was not the time to think about a shiny new four stroke or contemplate eventually getting one of the anticipated small-bore oil injected two strokes. I mentioned this to my outboard guru, Greg, who cut me off sharply: "If you had one of those during the storm, you wouldn't have made it back."

That sharpened up my thinking. Maybe I was fortunate to have a simple, reliable two stroke-especially when I needed it. Makes one think, doesn't it?

Marlin Bree (www.marlin-bree.com) is the author of numerous boating books, including Wake of the Green Storm: A Survivor's Tale, and Broken Seas: True Tales of Extraordinary Seafaring Adventures.


Tips for Sailing with Kids

- Teach kids to swim.
- Establish safety rules and then enforce them.
- Look around your sailboat for any improvements that need to be made to keep the kids safe.
- Let the kids help plan each day's route.
- Teach the kids to steer, read a compass, follow a chart, and cleat down and throw lines.
- Put kids on watches and rotate the watches.
- Get input from the whole family, including the kids.
- Keep a supply of books available in reference to sailing and your destinations.
- Encourage a child's natural sequence of events. Often what begins as play evolves into a learning activity.



- Teach basic piloting and navigation as soon as your child shows interest.
- Look at the stars of the night sky and interest kids in how mariners of old navigated by the stars.
- Emphasize the importance of privacy and alone-time.

- Give each child a "Do not Disturb" indicator so they can get their privacy and alone-time when they want it.
- Invite your children's friends to join your family on cruises.
- Encourage letter writing.
- Bring instruments along for people to play and sing on board.
- Include state or national parks on your itineraries. When at the parks have a ranger give a full tour or explore the park with plenty of literature.
- Have each child keep a combination diary/log/photo album about their trip(s).
- When planning a passage, keep sailing time to several hours with breaks in between.
- Buy a separate life jacket for each child, so the life jacket will fit comfortably and stay stylish enough for the child to want to wear it.



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Winterize Your Boat

Of all 50 states, which would you guess had the most freeze-related claims? Wisconsin? Maine? Michigan? Minnesota? Guess again. An examination of the BoatUS Marine Insurance claim files found that balmy California had more winterizing claims than any other state, including any of the “deep freeze” states. While winters may be much colder in the deep-freeze states, the bitter temperatures are a fact of life and preparations for winter are taken very seriously. But in the more temperate states, like California, Florida, Texas, Louisiana, Alabama, and Georgia, winter tends to be relatively comfortable in most areas with only an occasional cold spell. And if the forecasts aren’t taken seriously, they can do a lot of damage.

Storage Ashore

In some parts of the country, where winter means several months of bitterly cold weather, storing boats ashore is the norm. In warmer climates, however, ice and snow may occur infrequently, and the choice between storage ashore and storage in the water is open to discussion.

Storage in the water means you might get a jump on the boating season next spring. On the other hand, boats stored ashore (on high ground) won’t sink. If you have a choice, storage ashore is a safer bet. Storage ashore may also be less expensive over the life of a boat, since a hull surrounded by air for several months each winter is less likely to develop blisters than a hull that remains in the water. These blisters, the fiberglass equivalent of rot, occur on many boats when water soaks into the laminate below the waterline.

One note of caution: The vast majority of the claims in temperate states involved boats that were being

stored ashore. Since water retains heat longer than air, boats surrounded by air are more vulnerable to a sudden freeze than boats surrounded by water. Even a brief cold spell that lasts only a night or two can do considerable damage. In temperate states, boat owners must winterize engines and freshwater systems, especially when boats are stored ashore. In deep freeze states, boats stored ashore must be winterized earlier than boats stored in the water.

Storage in the Water

This boat in Maryland sank when its plastic thru-hull was shoved underwater by the weight of the snow. The intake was broken by ice (the surveyor who inspected the damage suspected that it was already cracked) and water flowed into the boat (claim #870106).

If the boat must be left in the water, the thru-hulls have to be protected by closing all seacocks and gate valves. Leaving a thru-hull unprotected over the winter is like going on an extended vacation and leaving your home’s front door open. Failure to close thru-hulls is a major cause of loss in the BoatUS insurance program. In a recent study of 40 winter-related claims, seacocks or gate valves left open caused or contributed to the sinking of seven of the boats in the sample group. It should be noted that raising and refurbishing a boat that sinks, even at a dock, is a daunting job that can keep the boat in the repair yard for many weeks over the spring and summer. Whenever a boat is stored in the water over the winter, all thru-hulls, with the exception of the ones for cockpit drains, must be closed or it could be on the bottom next spring. And all thru-hulls, especially the ones for the cockpit drains, must be double-

clamped with stainless steel hose clamps at each end. This is critical. When water freezes it expands and will lift a poorly secured hose off of a fitting. The hose itself is also important. Lightweight hose and PVC tubing can rupture or crack. Use only a heavily reinforced hose, especially at cockpit drains.

If your boat has thru-hulls below the waterline that can’t be closed, either because they are mechanically frozen open or have broken (typical with gate valves, which is why they are not recommended), it should be stored ashore for the winter.

Seacocks are closed by moving the handle down so that the handle is parallel to the hull. Gate valves are closed by turning the wheel clockwise. After the seacock or gate valve has been closed, remove the hose so that it drains and then use an absorbent cloth or turkey baster to eliminate any residual water, which can freeze and crack the nipple. (Taking off the hose also assures you that the valve has closed properly.) Reinstall the hose immediately and secure the two clamps.

It should be noted that thru-hulls above the waterline are not required to have seacocks and most don’t. That doesn’t mean that these thru-hulls aren’t vulnerable. Ordinary plastic thru-hulls deteriorate in sunlight and have been broken when they were shoved underwater by the weight of snow and ice in the cockpit, which then sinks the boat. Plastic thru-hulls near the waterline are especially vulnerable and should be replaced with bronze or Marelon (the latter is the only type of plastic approved for marine use by U.L.).

Winterizing Contracts

With a winterizing contract, make sure that everything is spelled out. Does the contract specify cover-

ing the boat or winterizing the head? How about closing the seacocks?

“I Thought the Yard Would Take Care of That!”

A casual agreement to take care of the boat, or worse, an assumption that a marina or boatyard automatically protects boats from an unexpected freeze can have chilling results:

Claim #920726. The skipper was seriously ill, so he called the boatyard and casually asked if they could winterize his houseboat. No problem! The boat was hauled and blocked. The engine’s cooling system was drained and non-toxic anti-freeze flushed throughout the freshwater system. Unfortunately, an expensive winter cover that had been stored below was left untouched in a locker and the boat was left to endure the harsh Minnesota winter au naturel.

Winterizing Engines

Engines don’t like to be idle, even for three or four months over the winter. BoatUS Marine Insurance claim files contain many stories of engines that froze and failed after skippers failed to winterize their engine properly. Generally, engine blocks that freeze and crack are not covered by a boat’s insurance policy.

But even if the engine makes it through the winter, a half-hearted winterizing effort will come back to haunt you as the engine gets older and wears out prematurely. Unless it is winterized properly, moisture, acids and corrosion will continue unabated. Winterizing the engine is one job that is truly critical; follow the steps below and consult your manual for specifics.

Down Below

Most marinas are like floating ghost towns over the winter, with little to deter prowlers. Electronics and other valuables that can be dismantled should be taken home for safe-

keeping. If you have an EPIRB, make sure it won’t be activated accidentally.

Besides electronics, all flammables—spare cooking fuels, charcoal, paints, thinners, and varnish—should be stored ashore, preferably in a tool shed away from the house. All are fire hazards. Portable propane canisters should never be stored below on a boat, even during the season, as the canisters can rust and leak. Leave at least one fully charged fire extinguisher in clear sight.

Take home all food stuffs, including canned and bottled goods. Bunk cushions should be propped up, or better yet, taken home. Open various locker doors, hatches, ice box lids, etc., to circulate air and inhibit mildew. Metal zippers on cushions will benefit from a few squirts of a light lubricating oil.

On Deck

In addition to ensuring cockpit drains are clear, having a boat cover can keep the cockpit from filling with ice and snow and dragging down the boat.

If your boat could talk, it would ask—perhaps plead—for a winter storage cover. Winter covers, typically canvas or synthetic, are a terrific benefit to your boat’s gelcoat and general well-being. Canvas covers tend to last longer but are also more expensive than their synthetic counterparts.

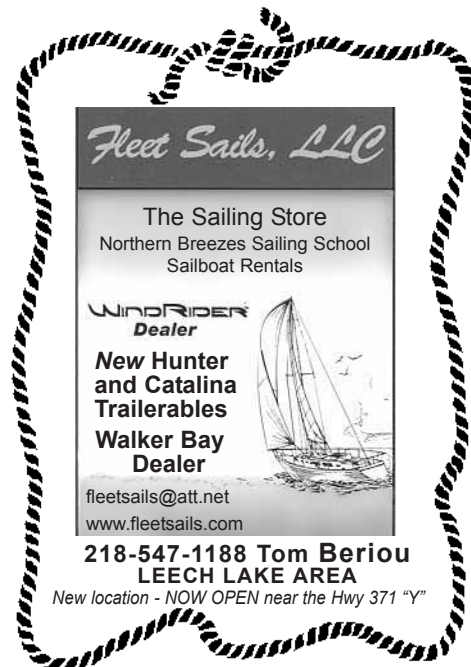
With any cover, a frame, either wood or aluminum, should be used to circulate air and prevent pooling on the cover. Merely draping an old tarp over a cabin may do more harm than good.

Shrink wrapping, a technique borrowed from grocery and department store packagers, is being used by some boatyards to keep boats dry over the winter. With shrink wrapping, heat is applied to a thin plastic so fits snugly over a plastic frame. At the end of the season the entire cover,

including the frame, is disposed of. While shrink wrapping is very effective at keeping moisture out, it will also trap moisture inside and create horrendous mildew problems if vents aren’t used along the entire length of the cover. Another problem: Cabins and decks painted with two-part polyurethane paints may peel or bubble. Vents should be used along the entire length of the cover. Inserting a series of foam pads between the hull and cover also allows condensation to escape.

Finally, some skippers mistakenly believe that biminis, which shield the crew from glaring sun will also protect the boat from freezing rain and snow. Quite the contrary; expensive biminis tend to get ripped apart or aged prematurely while doing absolutely nothing to protect the boat. Biminis should be stowed below, or better yet, taken home and cleaned over the winter.

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Applying 'Leverage'

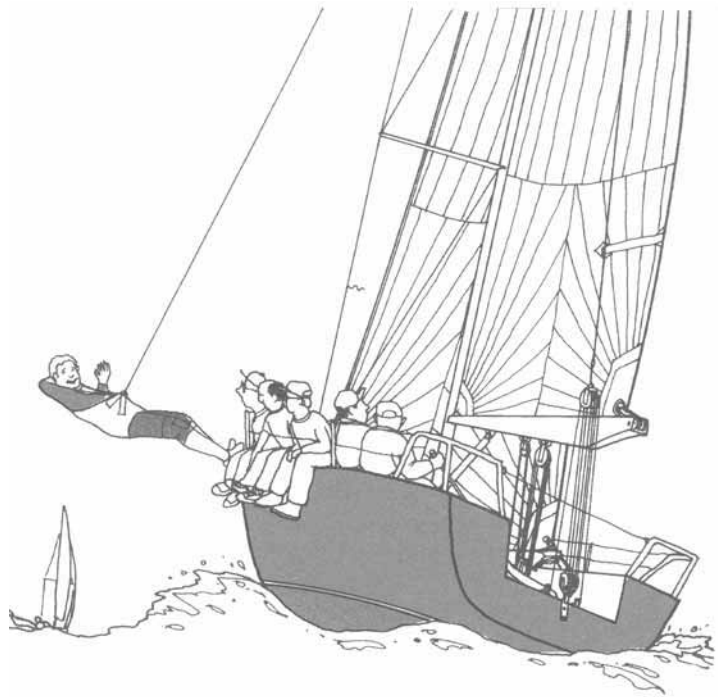
by David Dellenbaugh

It's hard to talk about windshifts without considering the subject of "leverage." Leverage is what you get when you sit on the edge of a seesaw, stand at the end of a diving board, or use a trapeze wire to hang out over the side of a boat.

In the realm of strategy and tactics, leverage is a boat's potential to gain or lose when the wind changes direction. It's essentially a function of the lateral distance between boats across a race course. The farther apart two boats are, the more leverage they have on each other, and vice versa.

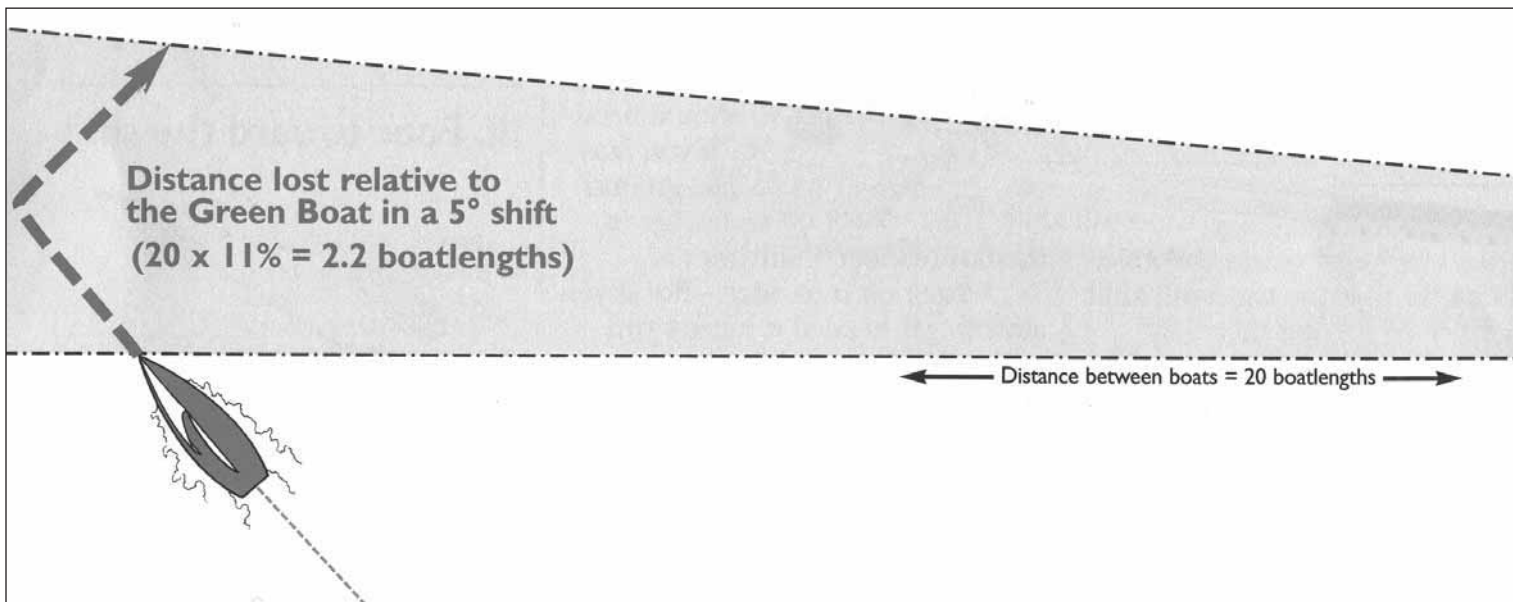
Knowing the geometry of leverage is very important for understanding how much distance you could gain or lose as the result of even a small windshift. A good rule of thumb is that for every 5 degree change in wind direction you will gain or lose roughly 10% of the lateral distance between you and other boats. You'll gain on every boat that is farther away from the shift than you, and you'll lose to every boat that is closer.

For example, let's say you are racing up the first beat and your toughest competitor is even with you in the race, but 20 boatlengths to your right. Now sup-

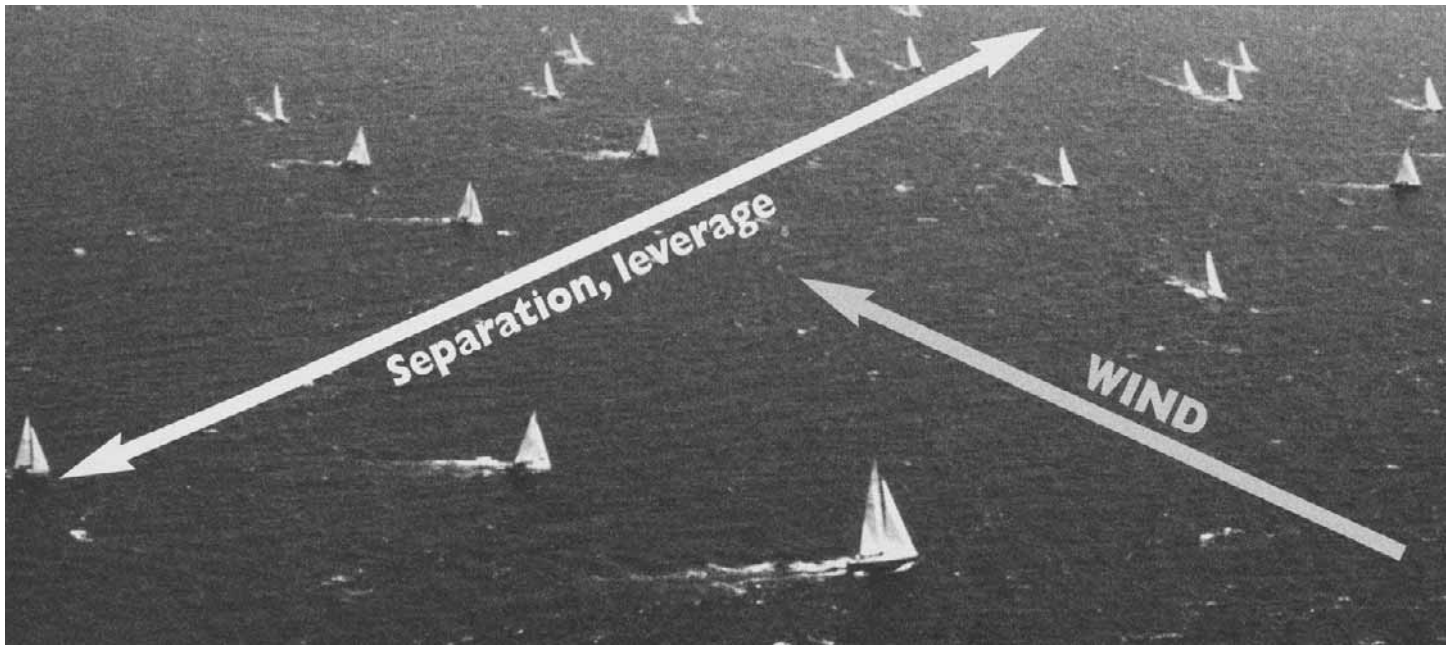


Leverage n.

1. mechanical power resulting from the action of a lever;
2. increased means of accomplishing some purpose.



1. The left boat and right boat are racing upwind. They are approximately 20 boatlengths apart, and each has a tacking angle of about 80 degrees. The wind was initially blowing directly from the north (000 degrees), and the boats were exactly even in the race (because they were on the same 'ladder rung').



“Leverage” is the lateral separation between boats on the race course. By lateral, we mean the amount of separation in a direction that is roughly perpendicular to the wind. If one boat is directly upwind of another, neither has any leverage. In this photo, however, the fleet is pretty spread out. The boats on each side of the course have quite a bit of separation from boats on the other side of the course.

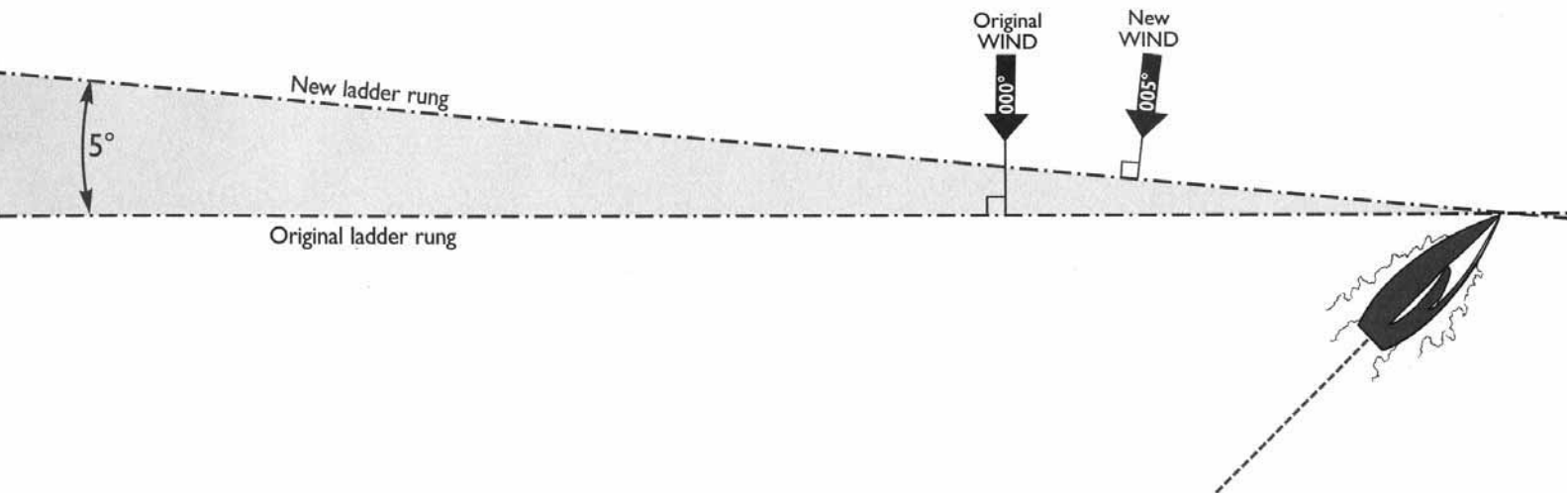
pose the wind shifts 5 degrees to the right (in his favor). You have just lost about 10% of 20 lengths, so you are roughly two lengths behind him.

The Nature of Leverage

Leverage is especially important whenever the wind is shifting persistently because this wind does not return to a median direction, so gains and losses are more ‘perma-

nent’ than with oscillating shifts. In addition, persistent shifts are often larger and occur when boats are spread far apart.

When the wind shifts (persistently or otherwise), the amount of



2. Now the wind shifts five degrees to the right (005 degrees). This puts the right boat ahead (on a higher ladder rung) because she was closer to the shift. According to the chart, a five-degree shift means that boats gain or lose 11% of the lateral separation between them. So in this case the right boat has gained 2.2 boatlengths (11% of 20 lengths) and the left boat has lost the same amount.

How much do you gain in shifts?

Your boat's tacking angle	Size of persistent shift			
	5°	10°	15°	20°
90°	12%	25%	37%	48%
80°	11%	23%	34%	45%
70°	10%	21%	31%	42%

Gain (loss) as % of lateral separation

This chart shows roughly how much you can gain by getting separation, or leverage, in the direction of the persistent shift. The % numbers show distance gained as a percentage of the lateral separation between boats. For example, if your tacking angle is 80° and the wind shifts 10°, you will gain 23% of the distance between you and a boat on the wrong side of the shift. If you are one quarter of a mile apart (which is not unusual on longer legs), you will have gained about 350 feet (or 15 boatlengths if you're racing a J/24)! Obviously, the farther you are from other boats, the bigger your potential reward (and risk!) if the wind shifts.

distance you gain or lose is roughly proportional to two things:

1) The lateral separation between boats.

If a boat that is 20 lengths away gains 2 lengths in a windshift, a boat that is 40 lengths away will gain 4 lengths in the same shift. If you have a tiny persistent shift of just one degree (which is almost impossible to measure), a boat that is 100 feet away will gain only about 2 feet, but a boat that is half a mile away in the other corner of the beat will gain more than 60 feet!

2) The size of the windshift.

If one boat gains 4 boatlengths on another in a 10 degree shift, the same boat will gain 8 lengths in a 20 degree shift.

When you combine the potential separation between boats on a long beat or run with persistent shifts that are commonly as much as 10 degrees or 20 degrees, it's obvious you can gain or lose a lot by getting leverage.

The tactics of leverage

Having a lot of leverage on, or separation from, other boats is not necessarily good or bad - it depends on a lot of factors.

Perhaps the most important is the concept of risk and reward.

While you are racing, it's always good to ask yourself one question: Am I happy with my position in this race? If your answer is yes, you shouldn't take much risk. If you answer no, then you would normally be willing to take more of a risk to improve your position.

One way to increase your risk (more chance to gain, but also more chance to lose) is by increasing your leverage. For example, you might split from the boats ahead and sail toward the opposite side of the beat. Similarly, if you want to minimize risk, you should reduce leverage and stay near the fleet.

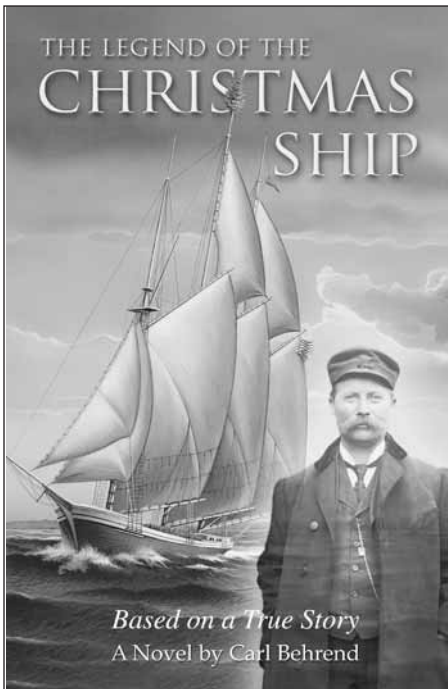
Leverage is closely related to the idea of 'covering.' When you want to stay ahead of another boat, you should cover them tightly, usually by staying directly to windward of them. That way they don't have any leverage on you, and you won't risk losing much distance if the wind shifts.

When you're behind and you need to pass another boat, try to break their cover by getting away from them. The farther ahead of you they are, the more separation, or leverage, you need in order to have a chance to gain enough to catch them. Obviously, it's better to get leverage (or prevent other boats from getting leverage on you) in the direction of the next windshift.

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

Book Review: The Legend of the Christmas Ship by Carl Behrend

Reviewed by Alexis Olson



blustery soul-saver Captain Bundy and his Gospel Ship, and studious Captain Schuenemann skipper of the vessel that each Christmas season hauled thousands of holiday trees to Chicago from Michigan's Upper Peninsula. Witness a tender love affair between two star-cross lovers whose fates intertwine forever. Smell the evergreen boughs, hear the enduring tale of a family's struggle to keep its seasonal business afloat. See how this endeavor would become a holiday tradition for countless numbers of Chicago area residences. Come back in time when electric lights and wireless communications were something new, the Titanic had yet to sail and automobiles were something to marvel at. Carl Behrend does a wonderful job of bringing to life the story of *The Christmas Ship* and all the lives it touched.

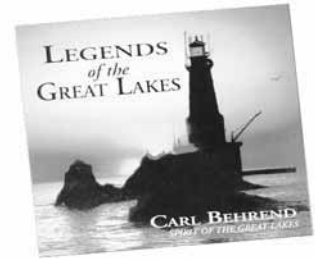
Carl Behrend has grown up on the Great Lakes listening to all the old tales about shipwrecks, great captains who's careers were on the Great Lakes, and ghost stories. Carl has portraided his love for the Great Lakes in music and books, the latest one being the novel *The Legend of The Christmas Ship*. Carl offers a portrait of what The Christmas Tree Ship went through back at the beginning of the 19th century.

The Legend of the Christmas Ship is a story as big as the Great Lakes crashing ashore. This book is crafted from the legends, love and true events surrounding the famous Christmas Tree Ship. Venture back into 1911 Chicago, Illinois. The book starts in Chicago where everyone is busy readying itself for the Christmas holidays. As you read along you meet several bold and inspiring people along the path. Get to know the larger than life characters including Great Lakes pirates, Dan Seavey,



Carl Behrend.

Other Carl Behrend Music and Books



Coast Guard Fires Live Ammo in Great Lakes Exercises

by Thom Burns

The U.S. Coast Guard wants to establish 34 "permanent safety zones" on the five Great Lakes so its crews can practice firing "machine guns, rifles and 9mm guns, according to numerous press accounts. The Guard says its crews need to train for combating terrorists and intercepting smugglers.

The proposed zones have upset ferry boat owners, fishing enthusiasts, sailors and environmentalists -- most of whom missed the Guard's Aug. 1 call for public comment, published in the Federal Register. Congressional concerns from Michigan, Wisconsin, Minnesota and Ohio forced the Guard to extend the comment period to November 13th.

The zones include areas near shore lines and where public ferries cross the waters. Initially Cmdr. Gustav Wulfsuhle of the Guard's 9th District told the Detroit Free Press there were no plans to extend the comment period or hold public hearings.

The Guard promises that boaters and shipping companies will be warned away from the zones when live-fire exercises are being conducted, according to a release.

But Bob Bokram, harbormaster at one Detroit-area marina, told the Detroit Free Press he's worried about some people not getting the word. He said most boats that use his marina are small and don't have or use marine radios. "Most people communicate by cell phone," he said.

According to the Guard's notice in the Federal Register, there would be 14 safe firing zones on Lake Michigan, seven on Lake Superior, six on Lake Huron, four on Lake Erie and three on Lake Ontario.

Two U.S. Coast Guard boats fired

machine guns at a floating target on Lake Superior, eight miles off Two Harbors, MN, drawing criticism from the mayor of Duluth.

Coast Guard crews fired the M-240 machine guns about eight miles offshore from Two Harbors, said Chief Petty Officer Robert Lanier, spokesman for the Coast Guard's Great Lakes district, based in Cleveland.

Duluth Mayor Herb Bergson said he had been led to believe there would be no live fire exercises during the Coast Guard's extended public comment period on the issue, which runs through Nov. 13.

Lanier said the target practice was announced on marine band radio Channel 16 more than two hours before firing began and every 10 minutes during the exercise.

At least two pleasure craft witnessed the firing.

"I'm outraged ... I would think the public is outraged," Bergson said at a hastily called news conference Tuesday afternoon.

Lanier said Tuesday that creation of the permanent zones was put on hold, but live-fire training was not, and that there are no plans to suspend exercises during the public discussion on creating the training zones.

"We need to do the necessary training to conduct our missions of maritime safety, homeland security and national defense. ... We never intended to say that we were putting training on hold," Lanier said.

The Coast Guard has held 24 live-fire exercises across the Great Lakes this year and at least two more are scheduled, though not on Lake Superior, he said.

Bergson criticized the live-fire

training because of the lead bullets that fall into Lake Superior. At a time when the federal government is pushing efforts to clean up the Great Lakes and with state officials encouraging anglers to use lead-free fishing tackle, he said, the same government is putting toxic lead on the lake bottom.

Bergson said the live-fire issue came up during a teleconference last week among several Great Lakes mayors, members of the Great Lakes and St. Lawrence Cities Initiative.

"Everyone was concerned about it," he said.

The mayor said he opposes all live-fire training on the Great Lakes. He said the shooting should be done on land at police ranges where lead is controlled.

Lanier said an internal Coast Guard environmental review found no major impact.

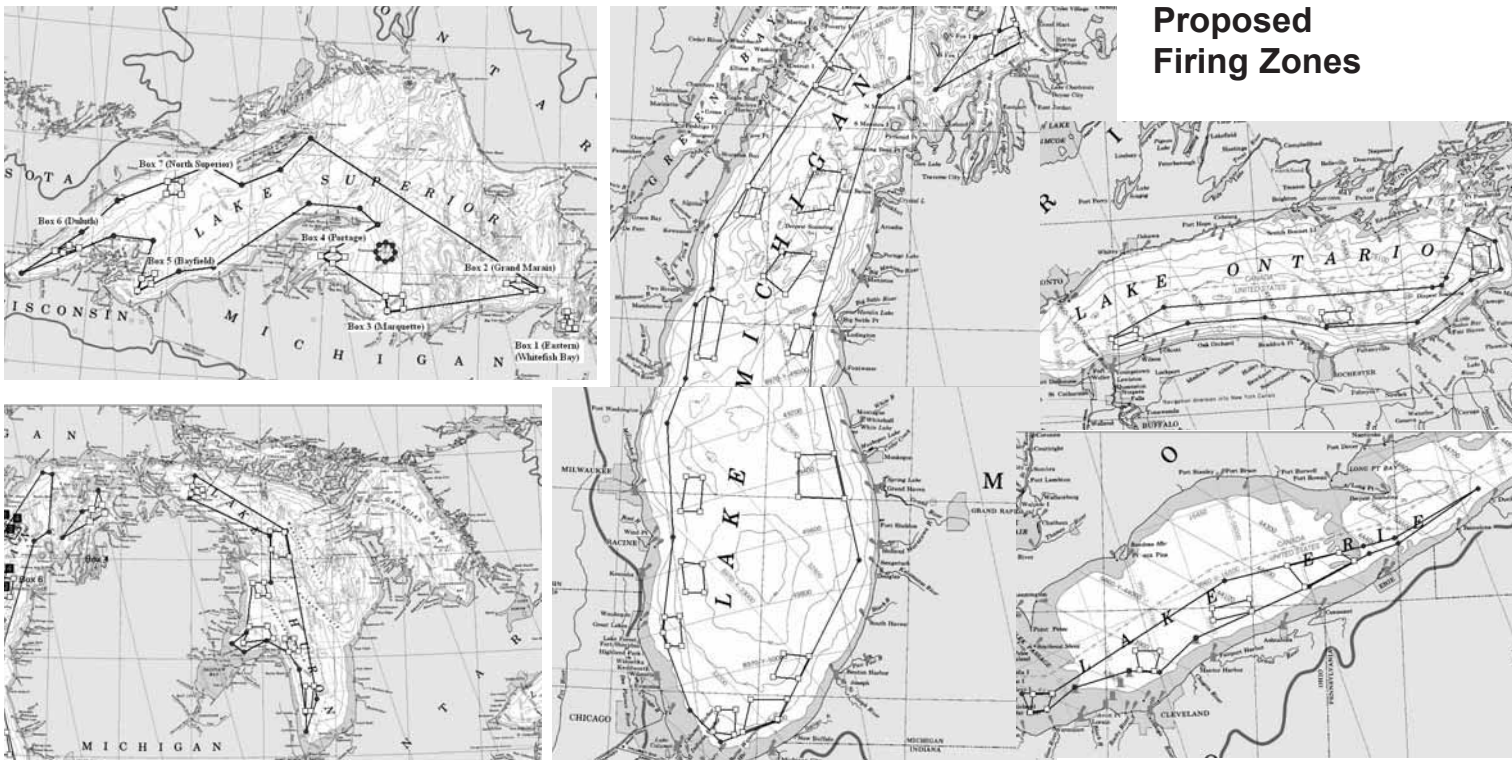
The machine guns on the cutters can fire 600 rounds per minute. The Coast Guard hired consultants and concluded that no damage would occur to the environment.

The Michigan Environmental Council isn't so sure. If the data aren't available to the public, there is no way to determine whether that claim is accurate, the council said in comments to the Guard. Federal law prohibits hunters from using lead shot because it's toxic to waterfowl, the council said.

Cmdr. Gustav Wulfsuhle of the 9th District's enforcement division said the ammunition that will be used in the live-fire exercises is lead inside a copper jacket, about the size of a 1/3-ounce lead fishing weight.

"Where we will be shooting, 5 miles offshore, the water is deep," he said. "We won't be shooting in marsh-

Proposed Firing Zones



es, so waterfowl can't pick it up."

Wulfkuhle said few fish feed on the bottom.

Many Canadians were insulted when the Bush Administration decided to arm the U.S. Coast Guard boats on the Great Lakes with the 600 round per minute machine guns. In the wake of the War of 1812, the U.S. and Canada agreed in a treaty to outlaw gunboats on the Great Lakes. In the aftermath of September 11, the two governments agreed to amend the treaty. Mike Bradley, mayor of Sarnia, Ontario told the Free Press of London, Ontario that he was stunned to learn that one of the sites chosen for practice firing lies about twelve miles north of Sarnia which is across the St. Clair River from Port Huron, Michigan.

The Sarnia mayor seemed unconvinced that any military firing close to Canadian waters can be justified. "We treasure the Great Lakes as a safe zone, not as a free-fire zone," Bradley told the London Free Press. "This is simply unacceptable. You can see the potential for tragedy. I find it incomprehensible this would even be considered."

Publisher's Note

I am a retired navy surface warfare officer with a fairly extensive background in training and firing similar weapons off of small navy ships. The U.S. Coast Guard would be much better off establishing one firing range for the entire Great Lakes where they would send their crews to be trained under some very stringent guidelines enforced by senior personnel using special environmentally friendly ammunition.

Most of the Coast Guard personnel are quite young, eighteen to twenty-two years old, aboard these small boats. The weaponry described in this article is very dangerous. These exercises are probably an accident waiting to happen. The mayors of Sarnia, Ontario and Duluth, Minnesota and dozens of other cities have every right to be concerned as do you, the average recreational sailor.

And, what about the environmental impact of dumping lead into our mostly pristine lakes? We as a nation should have better sense by now than

to take these kinds of risks which future generations will pay for. Please add your voice against this crazy plan. Here's how:

Commander, Ninth Coast Guard District, 1240 E. Ninth Street, Room 2069, Cleveland, OH 44199

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Sailing News

Jim Marshall Passes

James Randolph Marshall, 75, of Duluth, Minnesota. He was a man with a big heart and was proud of being a lifelong Duluthian.

Jim was a salesman extraordinaire for Thermofax machines, Northwestern Mutual Life Insurance and Columbia Steel Casting Company. He and his wife, Beverly, owned and operated Chippewa Camping Outfitters. He is remembered as the first Bombardier Ski-Doo snowmobile dealer in the United States. Jim outfitted and guided numerous canoe trips into the BWCAW. He also operated a scuba diving shop in Duluth. From 1968 until his retirement in 2003, he worked for Columbia Steel Casting Company.

He was a member of Kitchi Gammi Club, Isle Royale Boaters Association, Isle Royale Family and Friends Association. Jim was the captain of his own boat, Skipper Sam II. He was a lifetime member of Duluth Power Squadron and was Port Captain for Duluth for the Great Lakes Cruising Club.

Captain Jim was the proud co-owner and chairman of Lake Superior Port Cities Inc., publisher of Lake Superior Magazine. His knowledge of Lake Superior, storytelling abilities and sense of humor were legendary. He traveled widely over Lake Superior and the hospitality of Skipper Sam II was well known in every port he visited. He contributed a bimonthly column in Lake Superior Magazine called "Lake Superior Journal." He authored the book Lake Superior Journal and was author/contributor and editor of the book Shipwrecks of Lake Superior. His efforts were recognized this year with the Labovitz Lifetime Achievement

Award by the UMD Center for Economic Development.

Major Course Change for Pacific Seacraft Corporation

At the Annual dealer gathering in Fullerton, Pacific Seacraft Corporation unveiled a bold initiative that promises to put the California yacht manufacturer at the forefront of the cruising sailboat market. In addition to their own Pacific Seacraft traditional-style cruisers, they now manufacture and market the Saga brand of high performance cruisers. The recent addition of Saga models to its line optimizes Pacific Seacraft's production efficiency and also attracts a fresh new sailing clientele to its expanded line of products. The company's new business strategy is designed to capitalize on the synergies between the brands.

A key element in Pacific Seacraft's future plans is the recent appointment of Allan Poole to the CEO position. Mr. Poole is a life-long industry veteran with solid management credentials from executive stints at several leading North American and European boat builders. He began his career in Great Britain as a boat-builder immediately after graduation from Strathclyde University in Glasgow with a degree in engineering. Subsequently, he has held high level positions at several US and Canadian firms. A lifelong sailor, his sailing resume ranges from world championship IOR "Ton Cup" racing to cruising around the Caribbean with his wife and family.

At the recent Pacific Seacraft Dealer meeting, Poole advised the dealers, "Pacific Seacraft is committed to expand on its 28 year record of building 'America's Best Cruising

Sailboats', according to Fortune Magazine, and not just rely on a well deserved reputation."

I do see a golden opportunity to enhance the quality, durability and value of the Pacific Seacraft line by embracing technical advances made available to us in the 21st century." Poole added, "The addition of Saga to our product line earlier this year introduced an array of modern materials and methods to our plant and its employees. The Pacific Seacraft line can profoundly benefit from this synergy as we apply these advances to our Pacific Seacraft brand. In the same vein the current Sagas we are now building have already been blessed with a myriad of refinements in specification and quality upgrades taken from the Pacific Seacraft legacy as we have adapted the Saga product to suit our standard in-house practices."

Although the specifics were not made public, Poole indicated planning for business through 2008 was well developed. Production capacity has recently been increased, and finally, two completely new Pacific Seacraft models are now under development with one just handed over to Bill Crealock this past week.

Poole concluded, "I am excited and invigorated by this challenge. It's an honor and an opportunity to take the helm at this time in its history and guide it to a new level of prominence in this millennium. I sense the same kind of excitement as the thrill of taking departure for a long ocean voyage - it's the beginning of a great adventure. I invite our dealers, our owners and fans, as well as industry observers to pay close attention to Pacific Seacraft. We have a lot of news forthcoming."

Visit www.pacificseacraft.com to find out about all their new products.

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.

October 2006

Oct 1 - Lee Murdock - Blossom Heath Inn, Saint Clair Shores, MI. Visit www.leemurdock.com for more info.

Oct 3-8 - Education Expedition Aboard the S/V Denis Sullivan - Crew down the St. Lawrence Seaway on Milwaukee's lake schooner *Lake Rymes*. Start at Erie, Pennsylvania across Lake Ontario and up the St. Lawrence Seaway to Montreal. Visit www.discoveryworld.org/sullivan-adventure.html or call Jeff Phillips at 414-765-8640, jphillips@discovery-world.org.

Oct 5-9 - 37th Annual United States Sailboat Show The nation's oldest in-water sailboat show will be held again in Annapolis, Maryland. Show info: 410-268-8828 www.usboat.com

Oct 7 - Hornback Chili Cookoff - Eagle Creek Sailing Club, Indianapolis, IN. Visit www.ecsail.org for more info.

Oct 7-8 - George O'Connell Fall Bay - North Cape Yacht Club, Put in Bay, OH Contact 734 242 5081 or visit www.ussailing.org for more info.

Oct 7-8 - USA Junior Olympic Sailing Festival-Michigan - Macatawa Bay Junior Association, Holland, MI Visit www.ussailing.org for more info.

Oct 10-14 - 35th Annual Conference of the North American Association for Environmental Education (NAAEE) - St. Paul, MN. Visit www.naaee.org/conference to register and get more info.

Oct 12 - Boat Yard History Night - Chicago Yacht Club, IL. Visit www.chicagoyachtclub.org for more info.

Oct 14 - Thistle Fall Blowout - North Cape Yacht Club, LaSalle, MI Contact John Greiner at 419 726-3755 or visit www.ussailing.org for more info.

Oct 14 - Lightning Wandering Moose Regatta - Sheboygan Yacht Club, Sheboygan, WI. Visit www.ussailing.org for more info.

Oct 14-15 - ACSA Annual "Old Fox" Regatta - Alum Creek Sailing Association, OH. Visit www.alumcreek-sailing.com for more information.

Oct 18-Nov 18 - U.S. Maritime Academy Captain's License Class - Master & Six-pack 100 Tons, Sailing & Towing Endorsements. Location: Columbia Yacht Club, Chicago, IL. Thursday & Friday evenings 6:30-8:30, Saturdays 9:30am-5pm Call Capt. Sanders at 360-385-4852 For complete information: www.usmaritime.us.

Oct 28-Nov 4 - 20th Annual Pro Am Regatta at Bitter End Yacht Club - Contact Liz Berglund at 312.482.8900, x112 or lberglund@treacymarketing.com or visit www.beyc.com

November 2006

Nov 2-5 - Strictly Sail St Petersburg - Visit www.sailamerica.com for more info.

Nov 11 - Cotillion Banquets - Northwest Sailing Association will be holding a banquet at the Navy Pier, Chicago, IL. Visit www.nwsail.com for more information, and to sign up.

Nov 16 - Lee Murdock - Fine Arts Council, Warren, OH. Email jmurdock@artistsofnote.com or visit www.leemurdock.com for more info.

Nov 18 - Lee Murdock - The Music Loft at Stoney End Harps, Red Wing, MN. Email jmurdock@artistsofnote.com or visit www.leemurdock.com for more info.

Nov 24-26 - Timme Angsten Regatta - IL. Visit www.chicagoyachtclub.org for more information.

Nov 25 - 15th Annual Christmas Ship Concert - Lee Murdock and the Blue Water Band are performing together at The Dellora A Norris Cultural Arts Center, St. Charles, IL. visit www.norrisculturalarts.com or call 630-584-7200 ext 10 for more information.

December 2006

Dec 2 - Lee Murdock - Forest Park Nature Center, Peoria, IL. Email jmurdock@artistsofnote.com or visit www.leemurdock.com for more info.

Dec 3 - Lee Murdock - The Ark, Ann Arbor, MI. Email jmurdock@artistsofnote.com or visit www.leemurdock.com for more info.

Dec 9 - Lee Murdock - Black Hawk Folk Society, Wautoma, WI. Email jmurdock@artistsofnote.com or visit www.leemurdock.com for more info.

Dec 17 - Lee Murdock - The Lake County Folk Club, Park City, IL. Email jmurdock@artistsofnote.com or visit www.leemurdock.com for more info.

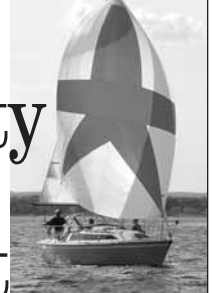
January 2007

Jan 15-19, 2007 - Acura Key West - This regatta is held in Key West, FL. Visit www.Premiere-Racing.com for more information.

Jan 17-21 - Minneapolis Boat Show - Minneapolis, MN. Visit www.minneapolisboatshow.com for more info.

Jan 18-21, 2007 - Strictly Sail Philadelphia - Visit www.sailamerica.com for more info.

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Completely sealed, waterproof and UV- and corrosion-resistant, the units have an ultra long service life. The LED lamps consume a fraction of the energy of traditional lamps and run very cool due to their low current draw. This allows for safer installation where the heat of traditional lamps may cause damage.

Designed and manufactured in New Zealand, the LED Courtesy Lamps are available in 12V and 24V DC versions. They are perfect for steps, lockers, companionways, bilges, nighttime running lights, cockpits, boarding platforms, storage areas and more.

Contact Hella Inc, Phone: 770-631-7500; Fax: 770-631-7560. SOE.sales@HINC.hella.com; www.hellamarine.com.

UNIQUE LADDER DESIGN KEEPS BOATERS SAFE

Falling off the dock or boat into the often-frigid waters of Lake Superior can be embarrassing, but it can also be dangerous. Gordy Ringberg at Pike's Bay Marina in Bayfield, WI, installed 124 Up-N-Out™ Safety Ladders, which feature a unique design that prevents them from curling under the dock when let down into the water. This provides an easy-to-use solution for climbing out of the water after a dunking.

Ringberg positioned one ladder for every two slips, and set up ladders more frequently where appropriate. Though WI does not require marinas to have these ladders, Ringberg said an incident in the summer of 2004 prompted him to research what was available.

"One of our boater's guests fell into the water and panicked a bit because there was no easy way to climb out," he said.

The Up-N-Out Safety Ladder has 5 steps, each with a 12" rise, and has been tested to support 1,000 pounds. Made of all-stainless steel components, the ladder can be used in both salt and fresh water. When deployed the ladder extends 30" to 48". It is anchored by a powder-coated plate with a highly visible yellow Innotek polyarmor coating, and is labeled for emergencies only.

Ringberg likes the Up-N-Out because it's easy to use and doesn't look like a swim ladder, which helps discourage swimming. He also favors the patented design of the ladder, and that it stores up and out of the water.

Contact Premier Materials Technology, Phone: 800-262-2275; info@premiermaterials.com.



Gill's Fall-Winter Line Features Three New Jackets

Gill North America is celebrating the brand's 30th anniversary by introducing an exciting fall-winter line with advanced new fabrics and cutting-edge designs that illustrate Gill's passion for innovation.

Three new products --- the Coast Warm Jacket, the i3 microfleece mid-layer and Softshell Race Jacket embody Gill's signature style-combining versatility with high-tech performance and easy wearability.

The Coast Warm Jacket, i3 microfleece mid-layer and Softshell Race Jacket are part of a new generation of Gill products that draws upon sailors' experience from the last America's Cup campaign to create exceptionally lightweight, yet breathable clothing. The jackets use high-performance, flexible fabrics that stretch fluidly and offer great freedom of movement.

"The company has worked with the most advanced fabric manufacturers in the Far East and employed pioneering technology to introduce the Coast Warm Jacket-a perfect lifestyle jacket for on or off the boat," said David Pritchard, Gill North America President. "The Softshell Race Jacket is a revolutionary new addition to our line that breathes like fleece, but is waterproof like a hard shell, making it ideal 'spray zone' gear."

With a stowable hood for added protection during brisk weather, the Coast Warm features Gill's renowned 2 Dot™ breathable outer shell complete with a warm microfleece lining. Key benefits of the Coast Warm Jacket are waterproof protection and durability. Four colors are unisex; two colors are for women.

For more information on Gill, visit www.gillna.com, or contact Susan O'Reilly at Kenton Smith Advertising & Public Relations, 407-856-6680, Ext. 226; e-mail: susan@kentonsmithadv.com

INFLATABLE FENDERS SAVE SPACE AND PROVIDE PROTECTION

Bad docking, careless neighbors and rafting can all result in damage. Boaters recognize the need for fenders, but finding ways to store them isn't easy. Inflatable fenders from Aeré solve both problems by providing the protection boat owners require while saving necessary space.

Aeré fenders come in over 20 sizes to accommodate nearly any craft and situation. Boaters can use larger fenders to guard against rough walls, or use longer fenders to protect a smaller boat from a larger one while rafted. Hanging the fenders horizontally provides a buffer between the hull and a dock.

Because they inflate and deflate in seconds and are lightweight, any member can handle the fenders. Aeré fenders are made of durable material using high-quality air valves and come in a variety of colors to fully customize the look of any boat.

Flat inflatable fenders are also available. Constructed of heavy-duty materials, they are similar to fender boards and help to protect the stern or swim platform when docking stern-to, rafting stern-to-stern with another boat or preventing smaller craft from damaging the platform while alongside. The fender's design prevents it from rolling under or on top of the dock or platform.

Contact Aeré, Ph: 301-324-1380; Fax: 301-593-6158; info@praktek.com; www.praktek.com.



NMEA ANNOUNCES NMEA 2000® CERTIFIED PRODUCTS FROM LOWRANCE

The National Marine Electronics Association (NMEA) recently announced that five new Lowrance Electronics products are now NMEA 2000® Certified. NMEA 2000® newly certified equipment from Lowrance includes the EP-10 Fuel Flow, EP-15 Fluid Level, EP-20 Engine Interface, EP-25 Speed, and the EP-35 Temp. These devices represent the first of the Electronic Probe (EP) series of devices from Lowrance.

The EP-10 Fuel Flow reports high-precision fuel flow and tank, trip, and seasonal fuel used onto the NMEA 2000® bus. The EP-15 Fluid Level connects to any standard marine level sender to output current fluid level onto NMEA 2000® bus and is configurable for various fluid instances. The product transmits fluid levels of fuel, fresh water, waste water and live well, oil and black water. The EP-20 Engine Interface connects to various OEM engines with a digital output port and transmits engine trim, RPM, engine hours and temperature, fuel flow, voltage, fuel used and engine warnings and diagnostics over the NMEA 2000® bus. The EP-25 Speed is a paddlewheel speed sensor that transmits water reference speed over the NMEA 2000® bus, and the EP-35 is a NMEA 2000® temperature sensor.

For more information, please call 410-975-9425 or visit www.nmea.org.

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Stamoid® Marine fabrics for boating applications are specifically designed for biminis, tops, curtains, covers, or screens. These protective fabrics are treated with a special coating formula to provide durability, light weight, dimensional stability, easy folding, high UV-resistance, mold resistance, and easy maintenance.

Stamoid® Top and Stamoid® Tweed, for boat roofing, are easy to handle due to their flexibility. They can withstand extreme temperatures and remain stable in severe weather. Simple maintenance ensures an exceptionally long life. Stamoid® Open is a stronger composite fabric, for permanent tops and curtains for large boats. These fabrics have a five-year guarantee.

The Soltis® 86 screen provides translucent sun protection. It diffuses more light and provides better visibility from inside to outside, emphasizing interior comfort and privacy. It can be used for cockpit covers, awnings, sun screens, windbreaks, rail awnings, windscreens, and sail shades. It has a two-year guarantee and is manufactured using a patented pre-stressing technology,

For information, contact : FERRARI TEXTILES CORPORATION Tel: (954) 942-3600 E-mail: craig@ferraritextiles.com Web: www.stamoidmarine.com or FRENCH TECHNOLOGY PRESS OFFICE Tel: (312) 327-5260 E-mail: contact.ftpo@ubifrance.fr



Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
9	Walker Bay RID 275, Sail Kit	06	\$2,499	FS	15	Charger Bendit, Main, 2 Jibs, Trlr	81	\$1,400	WB
10	Hunter Excite	04	\$1,995	BH	15	Coronado, Plaining Boat w/hiking wire	82	\$599	HW
10	Hunter Liberty, Sail Kit, New	04	\$2,299	FS	15	Custom Wooden Sail/Rowboat, Trlr	82	\$5,900	WB
10	Hunter Xcite Turbo	06	\$2,899	AS	15	Vanguard Vector, *REduced*	01	\$3,500	BH
10	Hunter Xcite, New	04	\$2,700	FS	15	West Wight Potter, 2 Sails, Trlr, More	84	\$3,500	HY
10	WindRider Trimaran, S-O-T, Car Top Tri	03	\$1,495	HW	16	AM Fiberglass, Trlr, Main, Jib	73	\$1,000	FS
10	WindRider, Yellow	02	\$1,295	GS	16	Capri 16.5, Trlr, *FREE Freight & Prep*	06	\$8,807	BH
12	Barnett Butterfly, Main	77	\$1,900	WB	16	Catalina 16.5, Main, RF Jib	02	\$4,500	WB
12	Catalina 12.5 Expo, *FREE Freight & Prep*	06	\$4,198	BH	16	Catalina 16.5, New	06	\$7,900	CN
12	Catalina Expo 12.5, Freestanding CF Mast	05	\$2,995	GS	16	Catalina Capri 16.5, Trlr	96	\$4,995	BH
12	Hobie Bravo	04	\$2,500	BH	16	Escape PlayCat	03	\$3,000	AS
13	Barnett Butterfly, New Main, New Mast	78	\$1,900	WB	16	Glastron 159, Main, Trlr	74	\$1,200	WB
13	Escape Rumba, Daysailer, RF Mast	01	\$1,500	WB	16	Hobie	77	\$800	FS
13	Hobie Wave	04	\$3,500	BH	16	Hobie Getaway, Trlr, *FREE Freight & Prep*	06	\$6,195	BH
13	Laser, *REduced*	06	\$3,750	BH	16	Hobie, Trlr	79	\$1,400	FS
13	Pamlico 135T, Rudder	06	\$799	SC	16	Hutchins Com-Pac, Trlr, Elec. Trolling Motor	86	\$3,000	SY
13	Swiftly, Wooden Boat, Sails, Trlr	00	\$4,500	WB	16	Island Packet Big Fish	06	\$3,995	SW
13	Zuma, Main	88	\$1,500	WB	16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB
14	Am Fiberglass Corp "T" for Two	77	\$900	FS	16	Johnson J Boat, Main	85	\$2,995	WB
14	American Daysailer, Main, Jib, Trlr	89	\$1,900	WB	16	Johnson MC Scow, Main	84	\$3,000	WB
14	Aqua Finn by AMF (Sunfish)	81	\$1,400	FS	16	Johnson X Boat, Wooden Hull, Main, Jib, Trlr	42	\$1,800	WB
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	16	Laser, 3 Sails, Trlr, Boat Cover, Anchor	92	\$4,400	HY
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$4,000	WB	16	Luger Classic, Good Condition, Solid, Trlr	68	\$1,200	SC
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$3,600	WB	16	M-16, 2 Sets Main & Jibs, Trlr, Race Ready	89	\$3,000	HY
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$3,500	WB	16	M16, Trlr	UK	\$600	FS
14	Catalina Capri 14.2, Main, RF Jib, Trlr	94	\$2,800	WB	16	Melges X with Trailer- Mint	99	\$6,500	CN
14	Catalina Capri 14.2, Main, Jib, Trlr	87	\$2,995	WB	16	Paceship, Trlr	72	\$1,200	FS
14	Catalina Capri 14.2, New Main, RF Jib, Trlr	00	\$4,000	WB	16	Point Jude, Main, Jib, Trlr	92	\$3,500	WB
14	Chrysler Pirateer, Main, Trlr	77	\$2,800	WB	16	Precision 16.5, 2 Sails, 2hp Yamaha, Trlr	97	\$5,975	HY
14	Hunter 146, Trlr, Furler	05	\$5,999	FS	16	Precision 16.5, 2 Sails, Galvanized Trlr, More	03	\$8,900	HY
14	Hunter 146, Trlr, Furler, Slightly Used	04	\$5,499	FS	16	Precision 165, Trlr, *FREE Freight & Prep*	05	\$11,559	BH
14	Megabyte, Trlr	01	\$3,995	BH	16	Precision, Main, Jib, RF, Trlr, Hiking Straps	95	\$4,300	HY
14	O'Day Javilin BSU	UK	\$600	FS	16	Rave Hydrofoil, All Options, Trlr	03	\$10,000	AS
14	Picnic Cat, Loaded PC, Green, Trlr	06	\$11,900	GS	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
14	Schock Capri 14, Main, RF Jib, Trlr	04	\$6,850	WB	16	Rave, Dealer Boat, Trlr Kit	05	\$14,500	GS
14	Schock Harbor, New, Never Splashed	06	\$7,900	CN	16	Rave, Trlr, Good Condition	00	\$5,500	GS
14	Skipper, Trlr	77	\$1,000	FS	16	WindRider, New boat, Excellent, w/Options	05	\$4,750	GS
14	Spindrift Rascel, Trlr	83	\$1,000	FS	16	WindRider, New, Pump and Spray Diverter	04	\$4,550	AS
14	Sunfish, Main, Trlr	77	\$2,200	WB	16	X Boat, 2 Sails, Red	77	\$600	FS
14	Sunfish, Main, Trlr	77	\$2,700	WB	16	X Boat, Single Sail, Green	UK	\$600	FS
14	Wagemaker Wolverine, Restored, Trlr, Exc Cond	55	\$3,800	LB	17	Catalina 16.5, Centerboard, Trlr, Honda OB	95	\$4,900	SY
					17	Com-Pac Sun Cat, Trlr, *FREE Freight & Prep*	06	\$20,197	BH
					17	Com-Pac Sun Cat, Trlr, Motor, IB, Hardware	02	\$16,500	GS
					17	Hunter 170, Float, Trlr, Motor Mount	06	\$8,200	FS
					17	Hunter 170, Main, RF Jib, Trlr	03	\$5,800	WB

LOA	Description	Yr	Price	Bkg
17	Hunter 170, Roller Furling Jib	06	\$7,499	AS
17	Nomad, Trlr, *FREE Freight & Prep*	06	\$14,995	BH
17	Nomad, Trlr, *REDUCED*	04	\$11,500	BH
17	Silverline Dolphin, Trlr	77	\$1,500	FS
17	WindRider Trimaran, Demo, Discounted	05	\$4,999	HW
17	WindRider Trimaran, Expedition New!	05	\$5,999	HW
17	WindRider, Dealer Boat, Bilge Pump	06	\$6,995	GS
17	WindRider, Hmbt Trlr, Furl, Bilge	02	\$5,000	FS
18	American Sail, Trlr, Cover, Seats 6	04	\$6,500	SC
18	Johnson Weekender, Swing Keel, RF, OB, Trl	87	\$3,800	WB
18	Johnson Weekender, Trlr	86	\$1,995	BH
18	Precision 185, 2 Sails, 3.3hp Merc, Trlr	03	\$8,500	HY
18	Precision 185, 2 Sails, Trlr, Harken Furling	03	\$8,000	HY
18	S-2 5.5, Trlr	82	\$3,995	BH
18	Skiff Craft	69	\$16,500	LB
18	Starwind Buccaneer, Main, Jib, Spin, Trlr	82	\$1,500	HY
18	Victoria, 3 Sails, 3hp Nissan, Trlr, More	84	\$2,900	HY
18	Victoria, 3 Sails, 3hp Yamaha, Trlr, More	80	\$5,000	HY
19	Com-Pac, Bristol Cond, CDI, Honda, Trlr	00	\$15,900	GS
19	Lockly Newport, 8hp Mariner, Trlr	81	\$3,600	BH
19	MacGregor, 40hp Tohatsu 4 Stroke Motor	00	\$8,995	BH
19	O'Day Mariner, Trlr, Motor Mount, More	78	\$2,950	AS
19	Paceship, Cabin, Trlr	72	\$950	FS
19	Starwind, Good Boat, Trlr w/options	83	\$3,750	GS
19	Vanguard, Furl Jib	80	\$700	FS
19	West Wight Potter, Every Option, Upgrades	00	\$10,900	GS
20	Balboa, Restored, Slips on Lake Mendota, WI	UK	\$4,400	SC
20	Chrysler, Swing Keel, Main, Jib, OB, Trlr	78	\$2,495	WB
20	Com-Pac Horizon Cat, Mint	03	\$31,500	CN
20	Hobie Miracle, 2 Jibs, Harness, Mast Float	00	\$5,500	GM
20	Horizon Cat, Trlr, *FREE Freight & Prep*	06	\$42,920	BH
20	Johnson C Scow, Trlr, 2 Sails, Good Cond	72	\$650	SC
20	Seaward Fox, 3.5hp Nissan, Trlr	93	\$7,000	BH
20	Seaward Fox, Trlr	97	\$7,500	BH
21	Hunter 216, Frl, Trlr, Demo	04	\$14,500	FS
21	Hunter 216, Furl, Trlr, New	06	\$16,900	FS
21	Hunter 216, RF Jib, Options available	07	\$17,439	AS



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BH=Boat House of Madison 608-849-9200	GM=Gunkhole Marine 651-260-6200	HY=Hooper's Yachts 651-436-8795 800-377-8795	NE=NestEgg Marine 715-732-4466
CN=Crow's Nest Yachts 651-739-2880	GS=Great Lakes Sailboat Co. 517-339-1760	IY=Island Yacht Sales 218-428-7306	NY=Northland Yachts 715-779-3339
	HH=Hansen's Harbor www.hansensharbor.com	LB=Lakeland Boatworks 269-795-9441	SC=See Classifieds
			SK=Skipper's Choice 920-438-8889
			SY=Shorewood Yachts 952-474-0600
			SW=Sailor's World 952-475-3443
			WB=White Bear BW 651-429-7221

Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
21	Hunter 216, Trlr, *FREE Freight & Prep*	07	\$16,995	BH	23	O'Day, Trlr, 27-54" Draft	81	\$5,999	FS
21	Hurricane Deck Boat 218RE, 140 OB, trl	03	\$24,995	GM	23	Precision, Trlr, *FREE Freight & Prep*	04	\$32,477	BH
21	Impulse, Main, Jib, Spin, OB, Trlr	89	\$3,800	WB	23	S-2, Well Maintained	75	\$7,500	CN
21	Jouet, 5 Sails, 6hp Evinrude, Trlr, More	67	\$2,300	HY	23	Sea Sprite	76	\$2,000	SY
21	Precision 21, Trlr, *FREE Freight & Prep*	05	\$24,606	BH	23	Seaward, 6hp Johnson, Trlr, Immaculate	95	\$17,500	SC
21	Precision, Trlr	89	\$7,995	BH	24	American, 2 Sails, 9.9 Evinr, Trlr, More	76	\$5,000	HY
21	Sea Pearl 21 - Tri Cat Ketch, 2 Sails, Trlr	99	\$11,955	HY	24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
22	Bayliner Buccaneer 220, 6 Sails, Trlr, More	80	\$3,400	HY	24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
22	Capri Wing Keel	87	\$5,500	SW	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
22	Capri, 5 Sails, Trlr	89	\$7,500	HY	24	C&C, 4 Sails, 8 HP Merc, 5 winches, More	76	\$1,000	HY
22	Catalina Capri, Main, Jib, Trlr	89	\$9,000	WB	24	C&C, 5 Sails, 8hp Johnson, Galley, More	76	\$5,500	HY
22	Catalina, 2 sails, 9.9 Johnson, Trlr, More	76	\$2,000	HY	24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY	24	Hunter 23.5, Bring Offers-ESTATE SALE	94	\$6,500	CN
22	Catalina, 5 Sails, 5 HP Nissan, Trlr, More	72	\$3,500	HY	24	Hunter 240, KEPT ON LIFT	04	\$22,900	CN
22	Catalina, Sport, Trlr, *FREE Freight & Prep*	06	\$19,835	BH	24	J Boat, 11 Sails, 4hp John, Trlr, More	87	\$11,500	HY
22	Catalina, Trlr, 3 HP OB, 5 Sails	80	\$3,600	FS	24	J Boat, 9 Sails, 3hp OB, Trlr, Comp, Head	79	\$8,750	HY
22	Chris Craft Sea Skiff Classic	67	\$5,800	FS	24	J-24, Actively Raced, World Qualifier	86	\$13,999	HW
22	Chrysler, 3 Sails, 15HP Evinrude, Trlr, Whl	79	\$3,000	HY	24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY
22	Chrysler, 4 Sails, '95 Yamaha 9.9, Trlr, More	79	\$4,500	HY	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY
22	Chrysler, 5 Sails, 15hp Chry150 OB, More	77	\$3,000	HY	24	Mirage, 8 Sails, 7.5hp Merc, Trlr, Loaded	81	\$6,000	HY
22	Chrysler, Trlr, Merc 9.9	75	\$3,500	FS	24	O'Day, 9.9 with Electric Start, Trlr, Furl, Wing	89	\$8,000	FS
22	Hunter, 2 Sails, 7.5 Merc, Trlr	85	\$4,200	HY	24	Pearson, Trlr, 10hp Honda	UK	\$2,500	NY
22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	HY	24	S-2 7.3	81	\$7,900	SY
22	Laguna, Dsl, Fiberglass	87	\$4,995	SW	24	S2 7.3, 5 sails, Trlr	85	\$9,999	FS
22	O'Day, 4 Sails, 4hp Evinrude, Trlr, More	72	\$2,950	HY	24	S-2 7.3, Furlex Furl, Genoa, Trlr, More	81	\$7,900	SW
22	O'Day, Swing Keel, Main, Jib, 6hp OB, Trlr	85	\$8,000	WB	24	Sidelman, 5hp OB, Trlr	81	\$4,000	SY
22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr	78	\$4,500	HY	25	Bayfield, 2 Sails, Yanmar Dsl, Whl, More	77	\$15,000	HY
22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr	84	\$7,900	HY	25	C & C, 5 Sails, OB	73	\$5,000	SY
22	S-2 Grand Slam 6.7, Trlr	80	\$3,995	BH	25	C&C, 3 Sails, 9.9 Johnson ('92), shr pwr	75	\$6,000	HY
22	Tanzer, 5 Sails, 6hp Johnson, Trlr, More	73	\$4,500	HY	25	Catalina	82	\$6,000	NE
22	Tanzer, Main, RF Jib, 6hp OB, Trlr, Galley	74	\$5,500	WB	25	Catalina 250	96	\$16,700	HY
23	AMF Paceship, Trlr	77	\$4,995	SY	25	Catalina, Swing Keel, 3 Sails, 6hp Evinrude	80	\$9,500	HY
23	Aquarius, 3 Sails, 9.9 Johnson, Trlr, More	73	\$3,700	HY	25	Catalina, Swing Keel, 3 Sails, 9.9hp Honda	80	\$9,750	HY
23	ComPac, Trlr, *REDUCED*	84	\$6,995	BH	25	Catalina, Wing Keel, Trlr, *FREE Freight & Prep*	06	\$35,344	BH
23	Ericson, 3 Sails, 6hp Evinrude, Trlr, More	76	\$3,500	HY	25	Ericson, 3 Sails, 8hp Merc, Trlr, Galley	76	\$5,900	HY
23	Hunter 23.5 WB, Main, Jib, OB, Trlr	96	\$7,000	WB	25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$8,500	HY
23	Hunter 235, Trlr, *REDUCED*	95	\$7,495	BH	25	Freedom, Carbon Fiber Mast, Main, Jib, Spin	82	\$5,500	SY
23	Hunter, *REDUCED*	86	\$4,295	BH	25	Hunter, 2 Sails, 6hp Evinrude, Trlr, Head	77	\$2,900	HY
23	Hunter, 4 Sails, 5hp Nissan, Trlr, Galley, More	90	\$7,800	HY	25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
23	Hunter, Nissan 4 Stroke 5hp Motor	90	\$7,500	BH	25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY
23	Hunter, Trlr, Wing	87	\$6,999	FS	25	Irwin, 5 Sauks, 15hp Yamaha, Trlr	70	\$7,250	HY
23	Hunter, Trlr, Wing, 5hp Nissan	89	\$9,000	FS	25	Irwin, Trlr, 8 HP Honda 3 Hd Sails	77	\$7,000	FS
23	Hutchins Com-Pac 23/3, Head Sails, 8hp	97	\$12,600	SY	25	Lancer, Trlr, Furl, Standing Headroom	81	\$7,000	FS
23	Hutchins Com-Pac 23/3, Roller Furling, 8hp	95	\$10,900	SY	25	MacGregor, 3 Sails, Mariner OB, Trlr, More	82	\$4,650	HY
23	O'Day Osprey, New Hull Paint	UK	\$4,000	HY	25	Merit, 4 Sails, 6hp Merc, Trlr, Comp/KM/VHF	85	\$5,900	HY

LOA	Description	Yr	Price	Bkg
25	Merit, 8 Sails, 5hp OB, Trlr, 2 Comp, Galley	84	\$8,000	HY
25	Merit, 9 Sails, 4HP Mariner, KM/DS, Vang	82	\$5,900	HY
25	Mirage, 4 Sails, 7HP Volvo IB, 3 Winches	84	\$8,900	HY
25	O'Day, 3 Sails, 9.9hp Honda, Trlr, Elect	84	\$11,500	HY
25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$8,750	HY
25	O'Day, Cradle, New Sails 2000	76	\$3,500	SY
25	O'Day, Fin Keel, 3 Sails, 15hp Evin, Trlr, More	83	\$6,999	HY
25	O'Day, Main, 2 Genoas, Needs Work	78	\$2,000	NY
25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$15,500	NY
25	Roberts, Trlr, 10hp Honda OB, 5 Sails, More	79	\$4,100	HY
25	US Yachts, 3 Sails, 9.8 HP Merc, Trlr, More	81	\$6,200	HY
26	American, 2 Sails, Trlr, 2 Winches, Galley	75	\$5,000	HY
26	AMF Paceship, Dsl, 8 Sails, Extras	80	Call	SC
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	Capri, Motor, Fiberglass	90	\$18,900	SW
26	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	74	\$4,900	HY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$5,900	HY
26	Commodore, 3 Sails, 9.9 Evin, Trlr, Electr	83	\$9,800	HY
26	Cooper Queenship	87	\$23,000	IY
26	Hacker Race Boat, Trlr	97	\$125,000	IY
26	Hunter 26, In Demand!	94	\$15,000	CN
26	Hunter 26, Mint Condition- BIMINI	97	\$22,500	CN
26	J-80, Class Sails, Triad Trlr	06	\$49,900	HY
26	MacGregor 26X, Honda 4 Stroke 50hp, Trlr	98	\$11,995	BH
26	MacGregor, Trlr	94	\$11,850	FS
26	McGregor, Very Clean	92	\$8,495	CN
26	Paceship (PY26) fin keel, 8 Sails, More	80	\$12,500	HY
26	Paceship, Fin Keel, 8 Sails, 7hp Dsl IB	78	\$9,900	HY
26	Pearson Yachts, Large Cockpit, Newer 9hp	78	\$4,000	SY
26	Pearson, Main, Genoa, Spin, OB, Trlr, More	71	\$14,200	WB
26	Pearson, Main, Jib, Gen, 10hp OB, Furl	72	\$8,995	NY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$7,800	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY
26	Seaward 26RK, New	07	\$36,000	GM
26	Seaward 26RK, New, Loaded, OB, Trlr	07	\$63,000	GM
26	Westerly Centaur, 4 Sails, Volvo Dsl IB, Trlr	72	\$10,000	HY
27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY

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LOA	Description	Yr	Price	Bkg
27	Bayliner Buccaneer, Draft, 3', OB, Trlr	76	\$6,000	FS
27	Catalina, 5 Sails, 15HP Evin, Elect, More	75	\$8,000	HY
27	Com-Pac 27/2, New Listing	96	\$20,000	CN
27	Ericson, 6 Sails, A4 IB, Hood furling, More	73	\$11,750	HY
27	Ericson, 8 Sails, 12hp Chry 180 OB, Trlr	73	\$5,900	HY
27	Hunter	84	\$14,999	NE
27	Hunter 27, Wow Condition	76	\$11,995	CN
27	Hunter, 2 Sails, Yanmar IB, Comp/KM, More	78	\$7,900	HY
27	Hunter, 3 Sails, 8HP Yanmar IB, KL/HH VH	77	\$5,700	HY
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
27	J Boat, Evinrude 4, Trlr, Galley, More	85	\$19,800	HY
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
27	O'Day, 7 Sails, 9.9hp OB	77	\$9,500	SY
27	O'Day, Gas, Fiberglass	76	\$11,900	SW
27	Pearson Renegade, Sloop	67	\$10,000	IY
27	S-2 27 Sloop, Fiberglass, Gas Motor	86	\$17,900	SW
27	Starwind, IB Dsl, Trlr	85	\$19,999	NE
28	Albin Cumulus, Reduced	80	\$21,500	NE
28	Hunter 28.5	87	\$22,500	NE
28	Hunter 28.5	89	\$24,000	NE
28	Hunter 285, Dsl, electronics, H/C Water, Trlr	95	\$25,900	GM
28	Islander, Main, 150%, Storm, Spin, Elect	76	\$13,995	NY
28	Melges E-Scow, Trlr, Good Racing Conditon	87	\$3,300	SC
28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY
28	O'Day	84	\$18,500	NE
28	O'Day, H/C Water, Dsl, Upgrades, VHF	84	\$18,900	SC
28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY

Legend:

AS=Aquarius Sail 262-691-3794	FS=Fleet Sails 218-547-1188	HW=High Water Marks 612-730-9812	MA=Martin's Sports Afloat 218-963-2452	SY=Shorewood Yachts 952-474-0600
BH=Boat House of Madison 608-849-9200	GM=Gunkhole Marine 651-260-6200	HY=Hooper's Yachts 651-436-8795 800-377-8795	NE=NestEgg Marine 715-732-4466	SW=Sailor's World 952-475-3443
CN=Crow's Nest Yachts 651-739-2880	GS=Great Lakes Sailboat Co. 517-339-1760	IY=Island Yacht Sales 218-428-7306	NY=Northland Yachts 715-779-3339	WB=White Bear BW 651-429-7221
	HH=Hansen's Harbor www.hansensharbor.com	LB=Lakeland Boatworks 269-795-9441	SC=See Classifieds	SK=Skipper's Choice 920-438-8889

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
28	Ranger, 5 sails, atomic 4 gas IB, Lifelines, More	76	\$12,000	HY	32	Ericson	74	\$22,000	NE
28	Spirit, IB Dsl	82	\$12,500	SY	32	Paceship Chance 32/28, Reduced	73	\$17,999	NE
29	Columbia	77	\$18,500	NE	32	Seaward 32RK, New, Dsl, Std Equipment	07	\$124,000	GM
29	Columbia 8.7, Auto, GPS Radar	82	\$21,995	NY	32	Seaward 32RK, New, Dsl, Trlr, Loaded	06	\$142,000	GM
29	Hunter 29.5, Must See	95	\$42,000	CN	32	Seaward 32RK, New, Dsl, Trlr, Loaded	07	\$155,000	GM
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN	33	Hunter	82	\$28,000	NE
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY	33	John Hanna Custom Design, 5 Sails, More	66	\$19,900	HY
29	Paceship, 2 Sails, A4 IB, Furler, Comp/VH	70	\$7,000	HY	33	Off Shore Ketch *CAT RIGGED* NO STAYS!	86	\$33,900	CN
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY	33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY
30	Baba, 6 Sails, 35HP Dsl IB, 2 Furlers, More	77	\$67,000	HY	33	Ranger, Main, Furl Genoa, Whl, Crdl	76	\$19,900	NY
30	C&C Mega, 8 Sails, 9.9 Evinrude OB, More	78	\$9,450	HY	33	Storebro Royal	84	\$55,500	NE
30	Cal 9.2, Trlr, RF, Extra Sails	82	\$17,900	SC	33	Tradewind, Full Suite of Sails, Dsl	80	\$60,000	SC
30	Catalina 30 Tall Rig	78	\$17,000	IY	34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY	34	Hunter 336	95	\$59,995	NE
30	Catalina, Main, Furling Genoa, Dsl, More	80	\$23,500	NY	34	Hunter 340, New Arrival	97	\$73,900	CN
30	Century 300 Grande	86	\$44,000	IY	34	J 105, Hood Vectran Sails, Yanmar, Electr	02	\$129,000	HY
30	Du Four	UK	Call	NY	35	Beneteau 350, Main, Furl, Gen, Auto, More	90	\$59,995	NY
30	Freedom, 2 Sails, Yanmar, Whl, More	86	\$38,000	HY	35	Beneteau 351, Furl Main & Gen, Radar	96	\$89,900	NY
30	Islander, 8 Sails, Palmer 60 INB, 9 Winches	74	\$16,900	HY	35	Catalina 350, Dsl, Fiberglass	06	\$165,438	SW
30	Lancer, Dsl, Tiller Pilot, Chart Plotter, More	78	\$23,500	NY	35	Freedom, 3 Sails, 27hp Yanmar, Whl, More	94	\$116,500	HY
30	Newport 30 MKII	74	\$10,900	NE	35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
30	Nordica, 3 Sails, volvo penta 18 HP dsl, More	83	\$21,000	HY	35	Mirage, 4 Sails, 20hp Yanmar, Whl, More	85	\$42,000	HY
30	Pearson	76	\$14,500	NE	35	Pearson Alberg, 4 Sails, A4, Edson, More	66	\$15,000	HY
30	Pearson Coaster, A Real Value	69	\$12,995	NY	35	S-2 35C, Dsl, Fiberglass	87	\$66,900	SW
30	Pearson, Atomic 4 IB, 4 Sails, Depth	74	\$8,000	HY	36	Beneteau 361, Like New	01	\$119,900	CN
30	S-2 9.2 C, 3 Sails, Yanmar, Furl, Whl, More	84	\$31,900	HY	36	Catalina, Cruise Ready, Dsl, Extras	88	\$65,000	SC
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$31,500	HY	36	Hunter 36, New List- AS NEW	05	\$139,900	CN
30	San Juan	UK	\$5,000	HY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
30	Shields, 4 Sails, New Crdl, Comp, KM, More	69	\$14,000	HY	36	Tashing	86	\$145,000	IY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl	81	\$29,000	HY	37	Hunter 376, Big Boat, Small Price	98	\$104,900	CN
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$99,500	NY
31	Cal 31, NEW LISTING	80	\$25,900	CN	37	Pacific Seacraft, Dsl, Fiberglass	95	\$169,900	SW
31	Seafarer Yawl, 3 Sails, Perkins Dsl, More	74	\$15,600	HY	37	Rafiki, Dsl, Fiberglass	77	\$75,000	SW
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$31,500	HY	37	Tartan, New Main & Genoa, Loaded	79	\$57,500	HY
32	Catalina 320, Reduced	00	\$87,000	NE	38	Hunter 380 *RADAR, DINGHY* "MINT"	01	\$131,000	CN
32	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	77	\$8,500	NE	39	Ericson 39	72	\$27,499	NE
32	Endeavor, 2 Sails, 27hp Wstrbk Dsl, Whl	76	\$19,500	HY	39	Mainship Trawler	01	\$175,000	IY

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39	Silverton Convertible	89	\$63,500	IY		Instruction: Northern Breezes Sailing School (ASA)	Call		SC
40	Siren Song, Chicago Mac Winner	UK	\$39,500	NY		Music: Carl Behrend	\$18		SC
41	Hunter 410, New Listing, Wow! Priced	98	\$121,000	NY		Music: Lee Murdock Songs	\$15		SC
41	Princess 412 - 2	85	\$115,000	IY		Rental: WindRider and Kayak Rentals	Call		SC
42	Vagabond, Main, Furl SS & Genoa, More	83	\$175,000	NY		Wanted: Used Johnson or Evinrude, 6hp long/short shaft	Call		SC
44	Tartan 4400- AS NEW- Save \$60k	06	\$539,500	CN	10	Livingston Dinghy, Bi-Hull Fiberglass, OB	83	\$500	HY
45	Island Packet 445, Dsl, Fiberglass, Base Price	06	\$499,950	SW	14	Wagemaker Wolverine, Restored, Trlr, Exc Cond	55	\$3,800	LB
45	Morgan, Nelson/Marek Performance	83	\$99,900	CN	18	Skiff Craft	69	\$16,500	LB
46	Tayana-Offshore Passage, Dsl, Fiberglass	02	\$459,900	SW	21	Hurricane Deck Boat 218RE, 140 OB, trl	03	\$24,995	GM
50	Luders Yawl, Amazing, Sleeps 6, Exc Cond	47	\$142,000	IY	30	Century 300 Grande	86	\$44,000	IY
					39	Mainship Trawler	01	\$195,000	IY
					39	Silverton Convertible	89	\$63,500	IY
Miscellaneous									
	Charter the Apostle Islands with a diverse fleet			Call					SC
	Deliveries: Professional, Sail and power			Call					SC

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20' Johnson C Scow, 1972

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Racing News and Results

Sailfest

Bayfield, Wisconsin

Lake Superior, July 7-8, 2006

Race results

Class 1

1) *Integrity*, Mike LaBore, Hudson, WI; 2) *Anthem*, Bryce Kalow, Bayfield, WI; 3) *Toucan Play*, Todd Ginker, Minnetonka, MN; 4) *Interlude*, Pat Kittler, Shell Lake, MN; 5) *Take Five*, Don Magnus, New Richmond, WI.

Class 2

1) *Aerie*, Steve Burns, New Brighton, MN; 2) *Harpowell*, Lee Ganz, Golden Valley, MN; 3) *Liberte*, Jon Webster, Cottage Grove, MN; 4) *Shanti*, Gail Bowdish, Grand Haven, MI; 5) *Legendary*, Kevin Von Rieder, Stillwater, MN.

Class 3

1) *Shell*, Thom Burns, New Hope, MN; 2) *Gandora*, Scott Rasmussen, St. Louis Park, MN; 3) *Shirley*, Don Maxwell, Plymouth, MN.



Hunter 34, *Jolly Swagman*. Sailing the Sailfest race. Photo by Bill Hooper.

Youth

1) *Anthem*, Bryce Kalow, Bayfield, WI; 2) *Wassail*, Alex Johnson, Phillips, WI; 3) *Jolly Swagman*, James Huonder, Vadnais Heights, MN.

Family

1) *Harpowell*, Lee Ganz, Golden Valley, MN; 2) *Liberte*, Jon Webster, Cottage Grove, MN; 3) *Legnedary*, Kevin Von Rieder, Stillwater, MN; 4) *Shell*, Thom Burns, New Hope, MN; 5) *Prozac*, Del Overholser, Zimmerman, MN.

Couples

1) *Rattler*, Neil Dietsche, Hudson, WI; 2) *Shell*, Thom Burns, New Hope, MN; 3) *Jacqueline Renee*, Robert Silbaugh, Austin, MN; 4) *Gandora*, Scott Rasmussen, St. Louis Park, MN.

Seniors

1) *Puff Along*, William Bickner, Stillwater, MN; 2) *Interlude*, Jon Webster, Cottage Grove, MN.

Single-Handed

1) *Puff Along*, William Bickner, Stillwater, MN; 2) *Shirley*, Don Maxwell, Plymouth, MN; 3) *Ananka*, Gene Broom, St. Croix Falls, WI.



Islander 36 *Aerie* sailing in Sailfest. Photo by Bill Hooper.

Racing News and Results

Overall

1) *Integrity*, Mike LaBore, Hudson, WI; 2) *Aerie*, Steve Burns, New Brighton, MN; 3) *Anthem*, Bryce Kalow, Bayfield, WI; 4) *Harpowell*, Lee Ganz, Golden Valley, MN; 5) *Liberte*, Jon Webster, Cottage Grove, MN.

The Verve Cup Ends With Vivacious Winds and Beautiful Sunshine Aug 20, 2006

Saturday night's rain in the Chicago area gave the Verve Cup an extra boost for Sunday's final racing day. Instead of the light winds from the previous two sailing days, the race day started with beautiful sunshine and a vivacious 10-20 knots of northeasterly winds.

As anticipated, Shawn & Jerry O'Neill, winners of the Mackinac Cup, won their section. Another Mackinac winner and now, Verve Cup winner is Tom Neill, in the GL70 section, with the boat *Nitemare* and Vik Warren's boat, *Rock On!* was able to finish first this time in its section adding to the second place honors taken in the Mackinac Race.

The race finished off with good music from the group Flood Waters and the usual fanfare of Chicago Yacht Club grill with drinks provided by sponsors, St. Pauli Girl and Mount Gay Rum. Subaru, the major sponsor, also gave out free gifts and showed off their sporty vehicles around the dancing crowd.

Following are the results of the 2006 Verve Cup, the largest national regatta in the month of August, hosted by the Chicago Yacht Club. For pictures and more information log on to www.chicagoyachtclub.org.

Race Results

GL 70

1. *Nitemare*, Tom Neill; 1. *Evolution*, Terry Kohler Pete Reichelsdorfer; 3. *Mirage*, Mirage Group Rick Woodworth; 4. *Thirsty Tiger*, Albert D'Ottavio; 5. *Pied Piper*, Jack Jennings.

Farr 40

1. *Inferno*, Phillip Dowd; 2. *Iskra*, Borys Jarymowycz; 3. *Sea Note*, Brian Hill; 4. *Virago*, Stuart Townsend; 5. *Pendragon*, Brian / Scott Jackman / Jackman.

PHRF 1

1. *Trader*, Fred Detwiler; 2. *Pinball Wizard*, Les



Tom Neill's *Nitemare* notches up another victory in the GL70 fleet - Verve Cup Offshore. Photo provided by BoatingShots.com.

Ziolkowski; 3. *Natalie J*, Philip O'Neil III, D.D.S.; 4. *Fine Line*, Rich Montplaisir; 5. *Tyrant*, Donald Thinschmidt.

PHRF 2

1. *Scout*, Jamie Hummert; 2. *Sue*, James Moller; 3. *Raven*, Stan Bailey; 4. *Eagles Wings*, John J Gottwald; 5. *Nitemare*, Tom Neill.

PHRF 3

1. *Eagle*, Jerry/Shawn O'Neill; 2. *Majic*, Dorsey Ruley; 3. *Spirit Walker*, Vern McCain; 4. *Serenissima*, Robin Munden; 5. *Heartbreaker*, Eric Oesterle.

An advertisement for Seaward Yachts. It features a large blue and white sailboat (32 RK) docked at a pier. Text on the ad includes 'Seaward Yachts', '26 RK', 'Featuring an electric retractable bulb keel', 'End of Season Discount', '32 RK IN STOCK', and 'Quiet Electric RE-E-Power Engine available with renewable energy charging'. At the bottom, it says 'Gunkhole Marine 651-260-6200 www.gunkholemarine.com' and includes a small illustration of a sailboat.

Seaward Yachts
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Featuring an electric retractable bulb keel
End of Season Discount
32 RK IN STOCK
Quiet Electric RE-E-Power Engine available with renewable energy charging
Gunk-hole (-hol) n. a small, sheltered cove for anchoring small watercraft. -vi. -holed, -holing to make a series of short pleasure trips by boat, as from island to island.
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651-260-6200
www.gunkholemarine.com

Racing News and Results

Beneteau 40.7

1. *Finesse*, Alan McMillan; 2. *Vayu*, Ron Buzil; 3. *La Tempete*, Tom Weber; 4. *Collaboration 2*, Bob Vickery; 5. *Cancan Deux*, Clemens Boltz.

J 109

1. *Zeitgeist*, Robert & Cornelia Zerban; 2. *Lucky Dubie 2*, Len Siegal; 3. *Northstar*, David Gustman; 4. *Full Tilt*, Peter Priede Roy Stewart; 5. *KIII*, Irv Kerbel.

Beneteau 36.7

1. *Bella Luna*, Joe Hyla; 2. *Tried&True*, Robert Foley; 3. *Program*, Warren Levins; 4. *Rally*, Paul Stscherban; 5. *Joie De Vie*, Marty Hastings.

J 105

1. *Convexity*, Donald Wilson c/o DRW; 2. *Vytis*, Tomas Petkus; 3. *Messy Jessy*, Dorin Candea; 4. *Gigi*, David Wagner; 5. *RedPortLeft*, Martin McKenna.

PHRF 4

1. *Skye*, Tom/Jeff Edman/Hoswell; 2.



Dennis Planxty's crew stage great comeback to win first J30 one design section in many years - Verve Cup Offshore. Photo provided by Boatingshots.com.

Chaos, Bernbaum Amedio; 3. *Jason*, Edward Cohen; 4. *Surface Tension*, Jeff Schaefer; 5. *Zoom*, George Miz.

PHRF 5

1. *Bozo's Circus*, Bruce Metcalf; 2. *Regardless*, Team Regardless; 3. *Aftershock*, Bill Newman; 4.

Gauntlet, Guy Hiestand; 5. *Irish Rover*, Geary Finn.

J 30

1. *Planxty*, Dennis Bartley; 2. *Circus*, Mike Bird / Charlie Wurtzebach; 3. *Hallel*, Bill Anderson; 4. *Temptation*, Dell Todd; 5. *Awesome*, Bill & Vivian Smith.

T 10

1. *Tango*, Martin Plonus; 2. *Cheap Thrill*, Nancy & Tim Snyder; 3. *American Flyer*, Steve Knoop; 4. *Notorious*, Blair Ross; 5. *Glider*, Bruce Lamotte.

PHRF 6

1. *Hot Lips*, Steven/ Ross Mash; 2. *Captain Blood*, Douglas Rogers; 3. *Sorcerer*, Don Draper; 4. *Ticklish*, Eric Landman; 5. *Maskwa*, Don Waller.

PHRF 7

1. *J/Guy*, Richard Stearns; 2. *Rampage*, Bill Richardson;

J35 Bozo's Circus launches to the front of PHRF 5 - Verve Cup Offshore. Photo provided by BoatingShots.com.

Racing News and Results

3. *Orion*, Martin Finerty; 4. *Assassin*, Dude Where's Your Boat, Inc./ Susan Just; 5. *Whisper*, Barnes/Johnson/Schneider.

PHRF 8

1. *Jack-A-Roe*, John Dybas; 2. *Decoy*, Ian Fisher; 3. *Kahuna*, Loren Thompson; 4. *Free Agent*, Miles DePaepe; 5. *Mystified*, Thomas McCluskey.

PHRF A

1. *Adios*, John Kosowski; 2. *Blu Interlude*, Thomas Kennedy; 3. *Graffiti Train*, Chris Berger; 4. *Fox*, George Pecherek.

PHRF B

1. *Rock On!*, Vik Warren; 2. *La Otra Vida*, Darius Keblinskas; 3. *Zephyr*, James Wallgren; 4. *Exeter*, John Notch.

E-Scow Nationals

Lake Minnetonka, Minnesota
Sept. 8-10

A record ninety-two E Scows participated in the largest E Scow Nationals ever held. The winner was Brian Porter of Winnetka, Illinois won the E Scow National Championship, held September 8-10, 2006 on Lake Minnetonka near Minneapolis, MN. Finishing second was Dave Magno, of Lavallette New Jersey and third was Gordy Bowers of Wayzata Minnesota. Porter won his third Nationals in a row and seventh total with his star crew of Charlie Harrett and David Navin both of Lake Geneva, WI. Porter won two of the six races held and elected to not sail the last race and keep his final total score of 20 points with finishes of 7-1-1-6-5-(DNS).

This years Nationals attracting boats from 23 different fleets from around the country. Racers from as



E-Scow Nationals. Photo by www.DallasJohnson.net.

far as New Jersey, Colorado, Indiana, Michigan, New York and Charleston, South Carolina competed. Pewaukee, Wisconsin had the largest turnout of off-lake boats with seven, followed by Mendota-Madison, Wisconsin with five.

Winds forecast to be light throughout the event in the days leading up to the event but picked up as a strong high pressure to the North and a stalling low to the south pumped breeze up every day. Most every race had full hiking conditions with a range of 8-22 knots for most races.

Blake Middleton of Wayzata MN was the Principal Race Officer and did a great job keeping up with the constantly shifting winds and repeated general recalls. At the competitors briefing Middleton commented that he had never in his long history of running races ever had to use a Z or Black Flag.

But that was not to be the case as he repeatedly had to use every trick in the book to get the fleet off the line cleanly. Judging the event were Ted Beier, Fred Summers and David Gross.

Race winners were: Race 1 – Sam Roger (Zenda, WI), Race 2 - Brian Porter (Winnetka, IL), Race 3 -Brian Porter (Winnetka, IL), Race 4 – Mark Beaton (Seaside Park, NJ), Race 5 - Sally Barkow (Nashotah WI), Race 6 – Dave Magno (Lavallette, NJ).

Finishing second was Dave Magno of Lavallette New Jersey from Barnegat Bay a hotbed of Eastern Scow racing. Going into the last race he was 11th overall and was able to leapfrog the tightly compacted fleet with his win in the last race. His finished of 4-10-9-(46)-12-1 for a total of 36 points was just two points ahead of ILYA Champion Gordy Bowers of Wayzata, Minnesota who had three seconds in the six race series. His finishes of 13-19-2-(33)-2-2 for 38 points was just enough to beat his local Minnetonka rival Tom Burton who finished fourth overall with 3-(18)-16-5-3-12 for 39 points. Fifth was Kevin Jewett who started the regatta on fire with three fifths in a row followed by a fourth. His last two races of (31) and 22 were his downfall.

Racing News and Results



Gordy Bowers racing the E-Scow Nationals. Photo by www.DallasJohnson.net.

The previous largest NCESA Nationals was in 1992 also hosted by Minnetonka Yacht Club with 83 boats on a sunny and windy September weekend that many will never forget. MYC with its large local E fleet, excellent facilities and amazing ability to provide housing in sailors homes (60 of 92) is a great venue for any class but with over a hundred years of scow racing tradition is well suited with some good organization to host spectacular E Scow Nationals. This years regatta chairs were Chrisy and Pat Hughes and they were tireless promoters and innovators months in advance.

Especially encouraging was the great turnout of young skippers participating. Fifteen skippers were under the age of 30 and five under 25 years of age. The oldest was Dick Turner of Chautauqua NY at 82 who was awarded a special plaque commemorating his 55 years of E-Scow Racing. The youngest was 21 year old Matt Schmidt of Slinger WI, who currently races for the University of Wisconsin-Madison Sailing Team and improved

every race during the event to finish near the top half with a 20 year old boat.

Winning the Red Fleet was Rick Lemberg of Lake Wawasee Indiana; Will Demand of Seaside Park, NJ won the award for first time Nationals Rookie Skipper, and Richard Wight of Mantoloking won the Masters Division Two special service awards were given: The Allen Family of Lake Minnetonka Minnesota for their life-time contribution and service to the National E Scow Class for and to Chrisy Hughes of Lake Minnetonka for her contributions as a women racer and contributor the class for her work to ensure a spectacular 2006 E Nationals Regatta.

Next year's National Championship will be held in Charleston, SC hosted by Carolina Yacht on June 22, 23, and 24th, 2007. This will be followed in 2008 by the 50th Anniversary E Nationals at Chautauqua Lake New York also to be held in June 2008. Full results are available at E-Scow.org along with hundreds of photos take by Tim

Wilkes at timwilkes.com.

NCESA E-Scow Nationals, Sept 8-10, 2006

Final Results

- 1) Brian Porter, Geneva Yacht Club, Winnetka, IL;
- 2) David Magno, Lavallette, NJ;
- 3) Gordy Bowers, Minnetonka Yacht Club, Wayzata, MN;
- 4) Tom Burton, Minnetonka Yacht Club, Deephaven, MN;
- 5) Kevin Jewett, Pewaukee, WI;
- 6) Chris Jewett, Minnetonka, MN;
- 7) Tom Monroe, White Lake Yacht Club, North Muskegon, MI;
- 8) Mike Darrow, Pewaukee Yacht Club, Pewaukee, WI;
- 9) Augie Barkow, Pine Yacht Club, Nashotah, WI;
- 10) Rob Evans, Minnetonka Yacht Club, Orono, WI;
- 11) John Dennis, Minnetonka;
- 12) Bill Allen, Minnetonka;
- 13) Richard Wight, Mantoloking;
- 14) William Demand, Seaside Park, NJ;
- 15) Peter Slocum, Minnetonka;
- 16) Jim Gluek, Pine;
- 17) Sally Barkow, Pine Lake;
- 18) Lon Schoor, Mendota;
- 19) Erik Johnson, Little Egg;
- 20) Robert Koar, Jr, Bay Head Yacht Club;
- 21) Peter Friend, Pewaukee;
- 22) Chad Hillyer, Toms River;
- 23) Mark Beaton, Seaside Park Yacht Club;
- 24) Ken Wruk, Lake Geneva;
- 25) Bob Donat, LEHYC;
- 26) David Strothman, Minnetonka;
- 27) Jule Hannaford, Minnetonka Yacht Club;
- 28) David Chute, Minnetonka;
- 29) Paul Magno, Lavallette, NJ;
- 30) Rick Turner, Chautauqua;
- 31) Vince Driessen, Gull Lake Yacht Club;
- 32) Joel Quadracci, Pine Lake;
- 33) Paul Kobs, Upper Minnetonka;
- 34) C Toby Sutherland, Grand Lake Yacht Club, CO;
- 35) Carl Horrocks, Lavallette Yacht Club;
- 36) Bri Porter;
- 37) Richard Ryon, Little Egg;
- 38) Terry Neff, Minnetonka;
- 39) Jon Schloesser, Oshkosh;
- 40) Jeff Solum, Minnetonka;
- 41) Van Johnson, White Bear, MN;
- 42) David Siege;
- 43) Dick Moran, Pine Lake;
- 44) Rob Terry, Crystal Lake Yacht Club;
- 45) Dan Guidinger, White Bear;
- 46) Ross Griffith, Carolina Yacht

Racing News and Results

Club; 47) Peter Maas, Pine Lake; 48) Dave Irmscher, Wawasee Yacht Club; 49) Matt Schmidt, Mendota Yacht Club; 50) Doug Kuller, Minnetonka Yacht Club; 51) Will Martin, Carolina Yacht Club; 52) Dave Decker, Pewaukee; 53) Russell Lucas, Bay Head; 54) Jason Sutherland, Grand Lake, Colorado; 55) Tom Klaban, Crystal Lake Yacht Club, MI; 56) Robby Wilkins, Columbia Sailing Club; 57) Carl Zinn, Minnetonka; 58) Lance Puccio, Mendota; 59) Dierk Polzin; 60) Rick Lemberg, Wawasee; 61) Bob Herdrich, Wawasee Yacht Club; 62) Walker Wynkoop, Crystal Lake Yacht Club, MI; 63) Sam Rogers, Lake Geneva; 64) John Barlow, Upper Minnetonka Yacht Club; 65) Mark Jordan, Carolina Yacht Club; 66) Brant Nelson, Upper Minnetonka; 67) Bill Burns, Pewaukee; 68) Lee Alnes, White Bear Yacht Club; 69) Fred Chute, Jr., Minnetonka; 70) Woody Jewett, Minnetonka; 71) Doug Love, Bay Head; 72) Rob Davis, Minnetonka; 73) Jeff Seeboth; 74) Bruce Heverly; 75) Justin Segersten, Mendota; 76) Amanda Allen, Minnetonka; 77) Richard Halliday, Crystal Lake; 78) Ed Cox, White Bear Yacht Club; 79) Dave Anderson; 80) JB Van Meter, Wawasee Yacht Club; 81) Dave Abramson; 82) Peter Robinson, Chautauqua Lake Yacht Club; 83) Dick Turner, Chautauqua Lake Yacht Club; 84) Jack Zimmerschied, Minnetonka Yacht Club; 85) James Howey; 86) Chris Ruske, Grand Lake Yacht Club; 87) Mark Kieffer; 88) Bruce O'Donnell, Grand Lake, Colorado; 89) Christopher Creighton, Chautauqua Lake Yacht Club; 90) Warren Wilson, Cormorant Lake Sailing Club; 91) Scott Smith, Minnetonka; 92) Mike DeSantis, Minnetonka.

Corporate Sailing Challenge Benefits Underserved Youth

Chicago, IL (September 12, 2006) - Fair winds and sunny skies greeted the corporate philanthropists who participated in the teambuilding and sailing competition, The BIG Team Regatta Chicago Friday. The national and local organizations Booz Allen Hamilton, The Code Group, Credit Suisse, DRW Trading, The John Buck Company, The Proteus Group, and Sara Lee competed in the regatta organized by GEL (Group Experiential Learning) and Chicago Sailing. Along with generous donations from other sponsors, they raised \$29,500 for Reach the World - Chicago, a youth education program and their sailing partnership with the Judd Goldman Adaptive Sailing Foundation (JFASF).

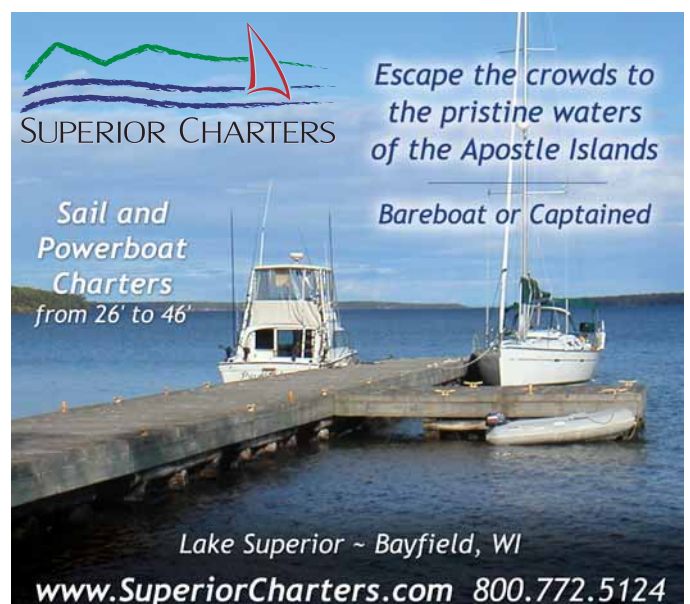
The teams gathered for a morning briefing and breakfast before cruising through the sparkling waves of Lake Michigan learning sailing and seamanship skills and bond-

ing with co-workers. After a morning of training followed by lunch, corporations matched wits and put their teamwork to the test in an afternoon of stiff but friendly competition. DRW Trading triumphed in the races, their two boats capturing both first and second places, followed by the Booz Allen Hamilton Green Team, a valiant third.

The BIG Team Regatta's primary beneficiary, Reach the World (RTW), is a nonprofit educational program that uses the Internet as a gateway to connect low-income students and their teachers with travelers who are on real journeys, in the real world. The students follow these journeys through the website, <http://www.reachtheworld.org>, which provides detailed accounts tailored to fit the ISBE learning standards. Students follow the RTW crew online, and the crewmembers serve as their "eyes and ears" in faraway locations, providing a personal connection with the students and their education. RTW also provides professional development for teachers to learn how to teach with technology, interns to work in the classrooms, interactive field trips, and classroom visits where the crew meet and work with the students. Based in New York City, RTW is now extending its reach to bring global awareness and adventure into Chicago public schools.

The \$29,500 raised from the BIG Team Regatta will have a huge impact on the program in Chicago and will fund fieldtrips for inner-city students to go sailing and further connect in-classroom learning with the real world.

To learn more about the BIG Team Regatta, call 1 888 GEL TEAM or visit www.gelcorp.com. To learn more about Reach the World, please visit www.reachtheworld.org



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