

Northern Breezes

Volume XVIII No. 4 May 2007

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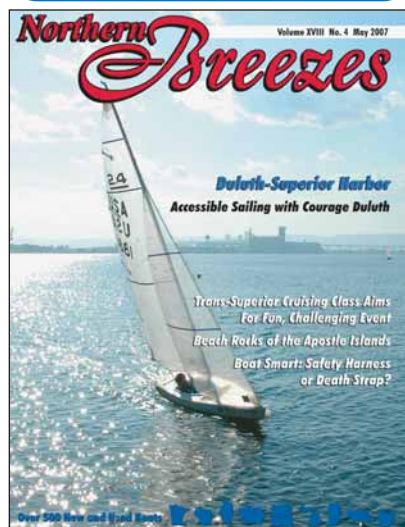
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Photo by John
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From left to right, Sam Tabaka, Scott Anderson and Joe Collelo. Photo by John Danicic. Page 9.

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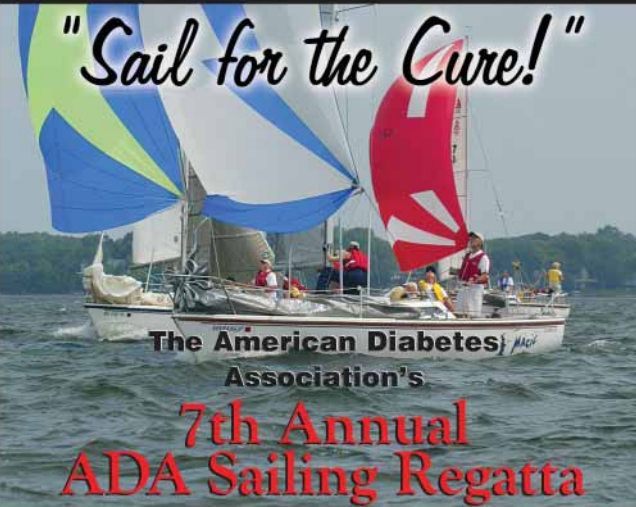
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Emmanuel at sunrise, Rocky Island. Photo by Sandra Huonder. Page 44.

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Disabled Sailors of All Levels and Skills are Welcome!

Story by Vicki McEvoy

Sail along the shores of the big seawaters of Gitchie Gummee! Feel the wind in your hair and the sun on your face. Enjoy the smooth motion as the sailboat glides through the water. Courage Duluth runs a sailing program for people with disabilities that attracts all levels of sailors — from those who have never been on a sailboat to those who enjoy some casual racing in a solo boat. With the proper equipment, sailing can be a universally accessible water sport for people of all levels of functional ability. They sail from the Park Point Recreation Area in the Duluth/Superior Harbor, which is in the St. Louis River estuary and protected from the big waves on Lake Superior.


People new to sailing participate in a group sail on a Soling, a 27-foot light displacement keelboat (www.abbottboats.com/soling.htm).



From left to right, Sam Tabaka, Scott Anderson and Joe Collelo. Photo by John Danicic.



Scott Anderson, Sam Tabaka, and Joe Collelo prepare to take their sailboats out racing. Photo by John Danicic.



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This is an Olympic-class racing sailboat yet is a very stable platform for even the beginner. The Soling has a large center cockpit that allows for safe, dry sailing. Two seats have been adapted in the cockpit to provide comfortable and secure seating for people with disabilities. A hand-operated hydraulic lift permanently mounted at the dock enables people with limited movement to transfer into and out of the boat. There is at least one volunteer on board for each person with a disability. A US Sailing certified sailing instructor employed by Duluth Superior Sailing Association sails the boat out.

Looks of concern fade away. The smiles on their faces show their enjoyment of the motion of the boat and the camaraderie of the shared experience. Shane Lueck, a young man with cerebral palsy who went sailing with some apprehension, felt safe and comfortable knowing that an experienced and trained sailor was in charge of the sailboat. After



From left to right Scott Anderson, Sam Tabaka and Joe Collelo racing. Photo by John Danicic.

some basic instructions, he began learning the art of sailing. A simple adaptation adds a line to the tiller, allowing Shane to pull in or to slack-

en the line to control the direction of the boat. Sarah Seethoff, 21, is handed the sheet, the control line of the mainsail, which allows her to control the set of the sail. And off the boat sails, with the instructor at hand to provide instruction and any needed assistance!

Sailing solo is also a possibility for people with disabilities to pursue. The Courage Duluth program uses a Norlin 2.4 keelboat (www.us24meter.org). This boat is only 13 feet long and weighs 550 pounds, so it is as agile and responsive as a sailing dinghy. But with 400 pounds of lead in the keel under the sailor, it is very stable and requires no hiking past the side of the boat as movable ballast. The sailor sits down inside the cockpit with only his or her head sticking out. All controls are in front of the sailor within easy reach, including hand steering.

The Norlin is ideal for people with disabilities and has been in the Paralympic class since 2000. The 2005 Paralympics in Elba, Italy, had more than 80 boats at the starting line, representing 10 countries.



Sam Tabaka, Scott Anderson and Joe Collelo racing. Photo by John Danicic.

People with disabilities also compete alongside able-bodied sailors, and in 2002 and 2005 people with disabilities won World Championships!

The difficulty of getting into and out of a small cockpit two feet below the dock can be overcome. Some people are able to maneuver in and out without assistance. Others may need a helping hand, and still others utilize the assistance of the manual hydraulic lift. But once in the sailboat, the fun begins!

Scott Anderson, a 45-year-old paraplegic (T5 & 6), has been with the program in its various forms since the 1980s. Scott loves the freedom of sailing with no motors — sailing with only the wind. The thinking aspect of the sport, not just the physical activity, is an important element for him. “Do you tack now or do you wait? What is the wind doing?” asks Anderson. “All those factors you constantly assess and reassess.”

Sam Tabaka, 27, has family members who sail and was a sailor before his spinal cord injury (T10).



**Sarah Seethoff and Shane Lueck getting ready to sail.
Photo by John Danicic.**



**Shane Lueck and Sarah Seethoff having fun synchronizing their sailing.
Photo by John Danicic.**

This program has allowed him to return to a sport he always enjoyed. He encourages others to come out and sail on their own. Sam particularly enjoys the independence he has in controlling and maneuvering the sailboat, but also has fun sailing in company with others. There is an old sailor adage — two or more boats close together, and the race is on!

Joe Collelo's mom, Cheryl, thinks the Courage Duluth sailing program is totally awesome and felt very emotional the first time she saw her son sail. Independence has been limited for Joe, 25, since his traumatic brain injury. Sailing has been one way for him to participate in independent activity. Sailing has opened up a whole new world for him, increased his self-confidence and made him feel special that he can sail.

For some people, sailing has become a family event. Bryan



Shane Lueck and Sarah Seethoff having fun sailing with help from Courage Center volunteers. Photo by John Danicic.

Jensen, who has cerebral palsy, has sailed solo in the Norlin for several years. Bryan likes to relax out on the water and has a sense of accomplishment that he can do this on his own. While Bryan enjoys sailing solo, his wife Raquel, who also has cerebral palsy, participates in the group sail on the Soling. Their able-bodied son Val, who is 12, handles the Norlin with style, and volunteers as a helper with group sails. Val enjoys participating in this fun hobby with his family.

Eric Larson, program coordinator of Courage Duluth, is a Certified Therapeutic Recreation Specialist. Eric is appreciative of the technical assistance and financial support from the many volunteers and partnering organizations. Duluth Superior Sailing Association (www.sailingforall.org) and the Duluth Boat Club (www.duluthboatclub.org) are both valuable resources. Eric believes "it's truly remarkable that a formula including financial assistance from the community, a good amount of creativity on the parts of many and committed volunteer support has resulted in such a win for the Northland."

Great care makes sailing a safe and enjoyable experience for everyone. All volunteers are screened, many continue volunteering summer after summer. Everyone wears PFD's (personal flotation devices), even on the dock, and all equipment is regular-

ly inspected to make sure it is working properly. A small motorboat, which serves as the safety boat, is on hand at all times in case of difficulty out on the water. All this effort is made to ensure the sailing experience is safe and fun!

Courage Center Duluth provides sports and recreational activities for people with disabilities, including such activities as kayaking, biking, swimming, archery, downhill skiing and dogsledding. Courage Center Duluth is part of Courage Center in Minneapolis, a nonprofit rehabilitation and resource center that helps people with disabilities live more independently. For more information go to courage.org.

Vicki McEvoy, a sailing enthusiast, is an administrative assistant in the Marketing Department of Courage Center. John Danicic is a free-lance photographer and also a sailing enthusiast.



Shane Lueck and Sarah Seethoff having fun sailing with help from Courage Center volunteers. Photo by John Danicic.

Michigan Recreational Harbors Receive No Dredging Funds in 2007

by Dale Fitch

The US Army Corps of Engineers recently announced that Manistee, Pentwater and Arcadia harbors will not be dredged during 2007 due to budgetary constraints. None of Michigan's recreational harbors will receive funding for dredging in 2007. Ludington and Manistee harbors serve commercial shipping and have been on a three year rotation for dredging. Ludington's harbor dredging was begun in 2006 and will be completed this year to a project depth of 27.5 feet. Manistee's harbor, while it may be treacherous for commercial traffic, should be safe for recreational boaters.

The smaller harbors of Arcadia and Pentwater rely heavily upon tourism, and the inability of pleasure craft to safely enter these harbors will pose a significant economic loss to these communities. These harbors have been dredged on an annual basis in the past and normally shoal to the extent that boaters have to carefully navigate the channel prior to dredging. Entry during times of large waves is very dangerous. This is the situation that will face recreational boaters in 2007 unless a solution to the dredging is found.

In addition to the problems faced trying to get into these harbors, the

loss of these harbors of refuge will pose additional problems during storms or severe weather. The distance between commercial harbors of Muskegon and Ludington is approximately 60 miles. The distance from Manistee to Frankfort, the next commercial harbor to the north is approximately 27 miles, so that is not a major concern. These distances ignore the recreational harbors of Onekama, 8 miles north of Manistee and White Lake, which is approximately 9 miles north of Muskegon. These harbors, like Pentwater, are recreational harbors and because of shoaling may be hazardous.

The communities involved are devastated by the economic repercussions of this funding decision. Michigan Sea Grant has scheduled public meetings to discuss options available for alternative funding programs. Interested persons should also write to their federal and state legislators concerning the dredging issue. We will continue to monitor this situation and report developments as they occur.

In the meantime, prudent boaters should carefully navigate these harbors. The




most current charts will not reflect the current depths of these harbors. Local marinas will be an excellent source of information regarding the depths and routes to navigate. Above all, vessels navigating these harbors should do so at slow speeds and entry should not be attempted during times of high seas.

Capt. Dale Fitch can be reached at dale@LetsGoSail.net.

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Avoid Bad Air from Other Boats

by David Dellenbaugh

When it comes to other boats, your biggest tactical problem is usually the wind shadows they create. While it's true that you sometimes have to change your course to avoid hitting your competitors or to give them right of way, these problems are generally not as significant as the widespread effects of bad air.

In a big fleet it's not uncommon to sail in disturbed air for at least part of each upwind leg, especially the first one where boats are usually bunched quite close together. But whenever you are affected by another boat's

wind shadow, you can be sure that you are going slower than, and losing ground to, many other boats in the fleet.

The existence of wind shadows on a beat is one obvious reason why the leaders of a fleet keep getting farther ahead and the tail enders get further behind. So one of your main tactical challenges on any beat is figuring out how to keep your air clear as long as possible. Here are some ideas on how to do this:

- **Know the location of bad air.**

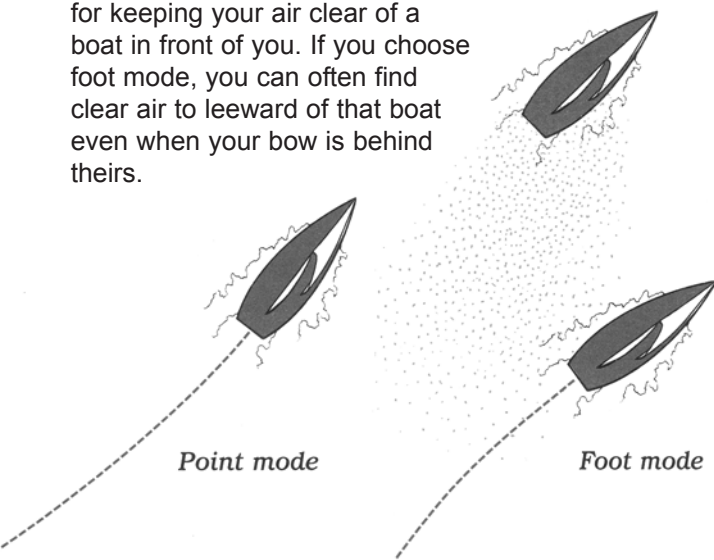
If you want to avoid wind shadows, you must know where they are. Remember that dirty air extends to leeward of a boat in the direction opposite to her apparent wind.

- **How bad is bad air?**

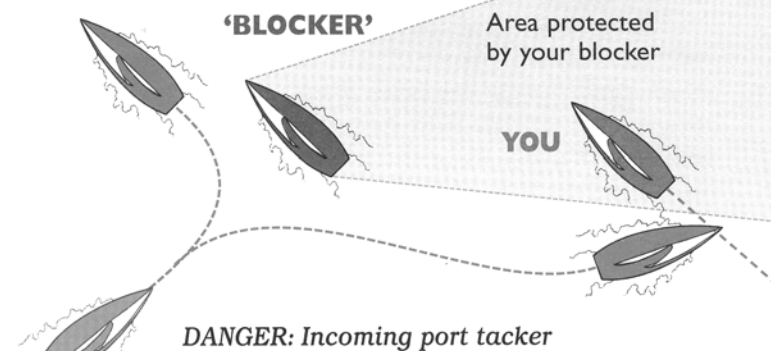
Your tactics should take into account the relative importance of avoiding bad air. For example, in light wind it is usually very slow to sit in another boat's wind shadow. When someone tacks on your breeze, you must almost always do something to

A. When somebody tacks on your wind

If you want to stay on the same tack, you have two basic options for keeping your air clear of a boat in front of you. If you choose foot mode, you can often find clear air to leeward of that boat even when your bow is behind theirs.



B. Use a 'blocker' to protect your lane



Set up above another starboard tacker

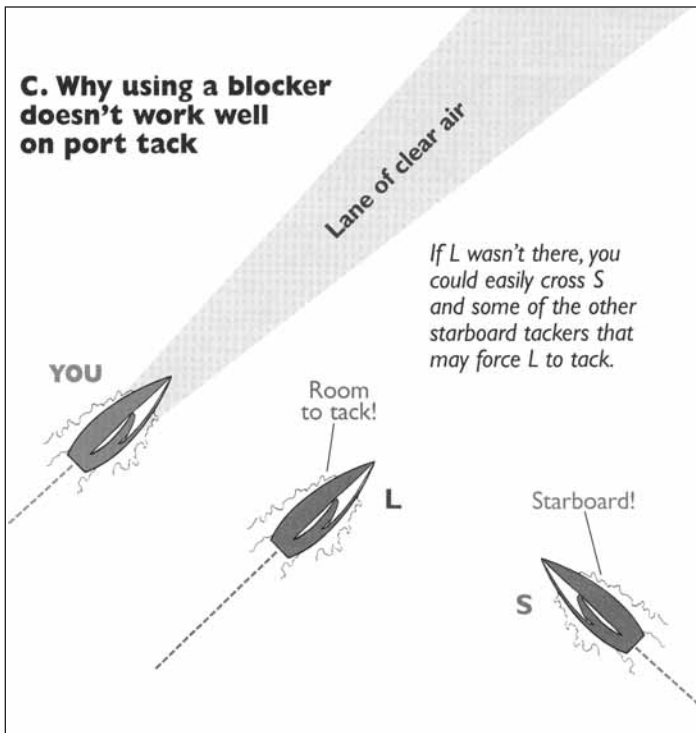
On starboard tack, one of the biggest threats to your lane of clear air is a port tacker that can't cross you. If they tack on your lee bow, their bad air will force you to tack and look for a new lane of clear air. Prevent this by setting up several boatlengths to windward of, and roughly on the same ladder rung as, another starboard tacker (see diagram and photo). This boat is now your 'blocker' and will deflect incoming port tackers away from your lee bow. Boats on port tack that would have been in a position to lee-bow you will now have only two other choices - either lee-bow your blocker, or bear off behind your blocker and duck you as well.

Pinch up above bad air

By shifting into 'point mode,' you can often keep your air clear to windward of a boat that tacks in front of you. You won't be able to maintain this height for long, however, so choose this option only when you have a short way to go on this tack (e.g. you're almost to the layline).

Foot off below bad air

By shifting into 'foot mode,' you can get a lane of clear air to leeward of a boat that tacks to windward of you. However, you often have to give up a lot of height in the process, so don't pursue this option unless you plan to stay on the same tack long enough to gain back what you lose.



clear your air, even if this means putting your strategic plan on hold for a minute. But in heavy air, bad air is much less harmful, so you might decide to keep sailing in a boat's dirty air.

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Photo by JH Peterson

One of the best ways to protect your lane on starboard tack is by using another starboard tacker as a ‘blocker.’ You have to be far enough away from the leeward boat so she will not be hurting you, but close enough that she will deflect any incoming port-tackers who might lee-bow you.

• **How valuable is clear air?**

Your tactical plan should also reflect the ease or difficulty of finding clear air. When you’re racing in a large fleet, it can be very difficult to avoid other boat’s dirty air, especially on the first beat. Therefore, it might be worth doing almost anything to find your own lane of clear air - even sailing toward the unfavored side of the course!

In a small fleet, however, clear air is easy to find. So make sure that you are in clear air almost all the time, and don’t be willing to give up very much (e.g. sail in the wrong direction) in order to find clear air.

• **Steer clear of your competitors.**

When you’re trying to sail fast with clear air, it’s almost always better to keep away from other boats if possible. Every boat leaves behind an area of disturbed wind and water that will make you go slower. It’s not always easy to avoid this, but here are some things to try:

• Look to windward and ahead for “lanes” or “zones” of clear air. Try to anticipate how you can position yourself in these areas of fewer boats where you will have a better chance of avoiding bad air.

• Sometimes you must be willing to compromise a bit on your strategic plan in order to keep sailing fast.

• Don’t make a habit of tacking on other boats, and they will tend to leave you alone as well.

• Avoid putting yourself in positions (e.g. on the layline) where boats ahead of you are likely to tack.

• Wave a port tacker across. When you’re in a good lane on starboard tack, it’s better to duck a port tacker than to have her lee-bow you.

• **Use other boats to help you.**

There are a few times when the presence of other boats can actually help you maintain clear air.

• When you’re on starboard tack, use a ‘blocker’ on your leeward side to keep port tackers from tacking on your lee bow (see Diagram B).

• When you’re in a good lane on port tack and you’re almost crossing a starboard tacker, ask them if you can cross. This is often a better way to keep clear air than tacking or making a big duck.

• Put yourself in a ‘safe leeward’ position on other boats. You’ll get a lift and more pressure as the wind bends around the front of their sailplan.

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

www.speedandsmarts.com

DNR Questions Of The Month

Q: Water quality is important to all of us. Are there any simple things people can do to help keep our lakes, rivers and wetlands healthy?

A: Removing trash along a riverbank, lakeshore or from a wetland is that step in the right direction. Through the DNR's Adopt-a-River program, people can sign up to "adopt" a section of a lake, river or wetland to ensure its long-term health through annual cleanups. Volunteers choose their own site from shorelines that have not yet been adopted. The program supplies "how-to" assistance, free rubbish bags, gloves and recognition after a reporting of cleanup results. Between 1989 and 2006 more than 2,200 cleanups have been completed by more than 66,000 volunteers in 64 Minnesota counties. They have removed about 4.8 million pounds of rubbish from 7,500 miles of Minnesota's public waters, utilizing 226,000 hours of effort.

For information on the Adopt-a-River program, visit the DNR's Web site at http://www.dnr.state.mn.us/adopt_river/index.html.

- Paul Nordell, Adopt-a-River Program coordinator

Q: People who venture out onto a lake in the winter to fish or enjoy another form of activity may often hear booming and cracking sounds from the ice below them. What causes this? What does that mean?

A: The groaning and cracking of ice does not necessarily mean that the lake is unsafe. As the temperature changes, there are tremendous forces at work on the massive ice sheet. The forces exhibited by lake ice are similar to those acting on the earth's crust. A sheet of ice can develop fault lines, and sudden shifts along these faults can cause the separated sheets to collide, pushing upwards, creating pressure ridges.

These areas can be dangerous, particularly to vehicle traffic as they can cause injuries if someone were to collide with them. The potentially weakened ice underneath these ridges may also cause someone to break through and plunge into frigid waters of the lake below. Shifting ice can also push up along shorelines and form large, leaning ice heaves and potentially hazardous conditions. Parents should be careful that children do not play on or around these dangerous ice formations.

- Greg Spoden, DNR Division of Waters; Kim Elverum, DNR boat and water safety

Q: Spring is the time when wildlife babies are born. What should people do, if anything, if they find what appears to be an abandoned wildlife baby, or a baby bird that fell out of its nest?

A: The arrival of spring also means the arrival of newborns and just-hatched wildlife. These youngsters soon venture into the world on shaky legs or fragile wings. All too often, well-meaning people pick up animals, particularly white-tailed deer fawns and young birds, believing that these animals have been orphaned or abandoned and need to be saved. This is almost never the case because the parents are usually waiting nearby. In fact, a would-be rescuer is causing more harm than good to the young animal. Those early unsteady steps and flights are part of normal development, helping the young learn how to care for themselves. So, it's important for people to remember that wild animals belong in the wild.

- Lori Naumann, DNR Nongame Wildlife Program

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Beach Rocks of the Apostle Islands

The Apostle Islands were shaped during the last ice age, which ended about 10,000 years ago. As continental glaciers advanced through the region they scoured the landscape, removing debris down to the sandstone bedrock. As the glaciers retreated they left deposits of glacial till composed of boulders, gravel, and sand across the landscape. This is the source of the various rocks found in the islands today.

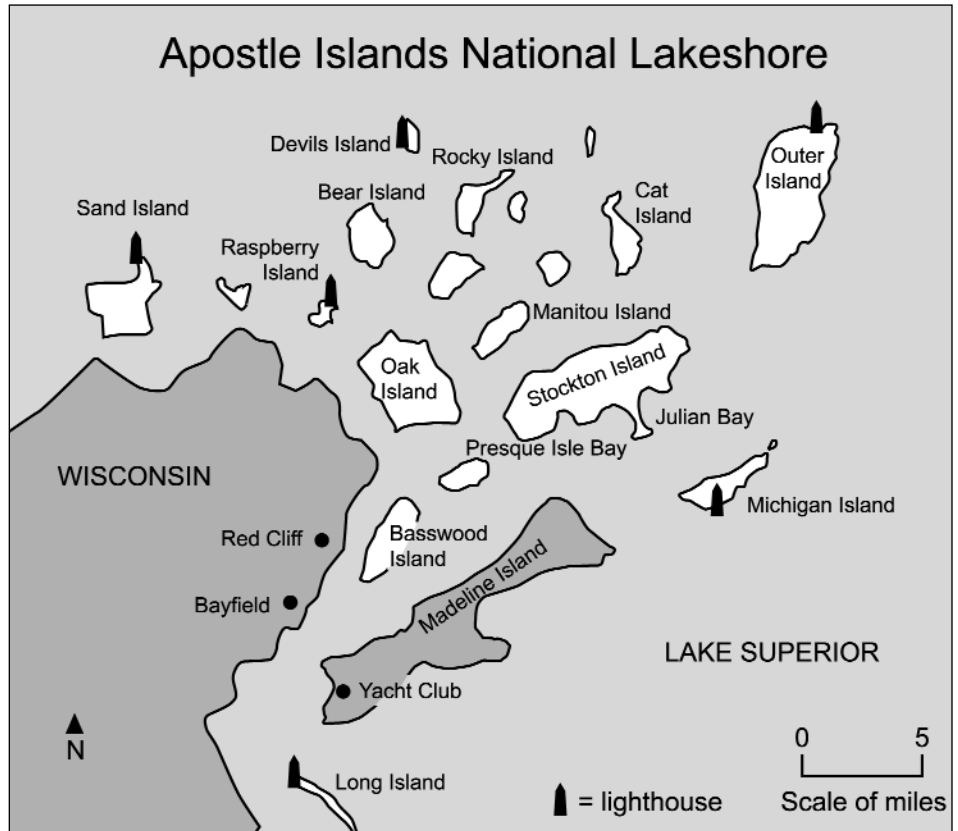
Beach Sand

Most beach sand in the Apostle Islands is composed predominantly of quartz and feldspar. Other minerals include olivine, hornblende, and augite. Geologically, the sand is young, reflecting its origin from glacial deposits, stream deposits, and shoreline erosion.

Coal/Glass/Driftwood

Coal is a black or brown rock. It's luster ranges from dull to shiny black to iridescent. Glass is a man-made material that is sometimes found on Lake Superior beaches. It may be blue, green, or brown, but white is the most common color. The edges of glass fragments are often worn smooth with the surfaces pitted from rolling in the sand. Driftwood ranges in size from whole trees to small splinters. It can be mistaken for rock because it is striated and may have sand particles imbedded in its surface.

History-Coal is an organic sedimentary rock consisting of the altered remains of plants. Coal does not occur naturally along the Lake Superior shoreline. Shipwrecks and the careless handling of cargo are the sources of most of the coal found on our beaches.



Basalt

Basalt is a smooth bluish-black rock. Wet basalt has a much darker appearance than dry basalt, which is blue-gray.

History-Basalt is an igneous rock that forms from quickly cooling lava. Basalt found in the park is hundreds of millions of years old.

Quartz

Quartz rocks found here are usually small and may be in a variety of colors. Quartz may appear clear to cloudy and even slightly yellowish. It cannot be scratched with a knife.



History-Quartz is a common mineral. It is found in many rock types and in beach sand.

Slate

Slate is often blue-gray in color but may be green, red, or brown. It breaks easily along a flat plane and is often split into sheets and used for roofing or blackboards.



History-Slate is a metamorphic rock that forms by the alteration of the sedimentary rock shale by heat and pressure.



Granite

Granite may be white or reddish with black flecks, or other combinations of pink, gray, white, red, black, or yellow.

History-Granite is an igneous rock that forms from magma deep underground. The slow cooling process allows minerals to form crystals, giving the rock a speckled appearance.



Sandstone

Sandstone is a brownish to reddish coarse grained rock also known as brownstone. Sandstone rocks may be striped or solid in color. Individual grains of sand are often visible. Sandstone is the bedrock underlying the Apostle Islands. This rock was once quarried as building material. Old quarries are on Stockton, Basswood, and Hermit islands.

History-Sandstone, a sedimentary rock, forms when individual grains of sand are cemented together by various minerals.


Rhyolite

Rhyolite is usually reddish or pale salmon in color. The stone is smooth and hard with small surface holes called vesicles.

History-Rhyolite is an igneous rock with fine crystalline structure that forms from quickly cooling magma. It contains the same minerals as granite.

Beach sand, coal, glass, driftwood, basalt, quartz, slate, granite, sandstone, and rhyolite rocks make up the majority of the Apostle Islands shoreline. Everyone is welcome to come walk the shoreline and enjoy. *See if you can identify which rock is which!*

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Safety Harness or Death Strap?

by Tom Rau

There are sailors who revere safety harnesses as lifelines, yet other sailors swear that safety harnesses are death straps. The fact is they can be both. So how does one explain the yin and yang of safety harnesses? Easily. For the conflict does not lie with the tether line and safety harness, but in its use. The following case file illustrates how a safety harness when used incorrectly can become a death strap.

Holland, Michigan, September 20, 2002. A 50-year-old male had departed Holland, Michigan, at 7 p.m. on Friday evening aboard a 38-foot sailboat in a solo race to Michigan City. On Saturday morning a shoreline resident discovered the boat with the mainsail up, about a mile south of Holland. Responders found the solo sailor dead along side the boat tangled in the jib, secured by a tether and safety harness.

This is why I strongly oppose sailors wearing a safety harness that trails enough tether line to dump them in the water while attached to the boat. Safety harnesses are meant to keep you on the boat, not drag you through the water. What could the captain have done while being dragged through the water with the main sail driving the boat along at eight knots in four-foot seas? The strain on the harness release mechanism may have restricted his ability to release it, especially with nostrils and mouth inhaling water at a rapid rate. As for a knife, it would require tremendous focus to reach for a knife — that is if one were readily available — then draw it up and cut the line. Then add darkness, cold water,



and body shock — the results speak for themselves.

I believe many sailors assume that if they are attached to a boat with a tether line and safety harness they can simply pull themselves back aboard, or if that fails, simply release themselves from the safety harness. Nothing could be further from the truth. Take it from a sailor who knows.

Jeff Allen, who has sailed in a number of major races on Lake Michigan, once experienced an overboard plunge while attached to a safety harness and tether line. During the Queen Cup Race, Jeff had gone forward on the deck of a 33-foot Tartan sailboat late at night to haul down the spinnaker. The sail went aback; he was knocked overboard.

His six-foot tether line was attached to a jack line that ran aft.

Ultimate Safety Harness

The harness line ran down the jack line and Allen found himself being dragged astern at six knots in six to eight-foot seas. I asked him how long he was in the water. “It seemed like an eternity,” said Allen. “I rolled onto my back. I would have drowned face down had I not. It took three crewmen to haul me aboard. Another minute in the water and I would have been done. I hit the rack after the ordeal and slept. I was

physically whipped.”

I have been conducting an ongoing survey with sailors regarding safety harnesses and tether lines. The feedback is not encouraging. Let me share an interview I conducted with the captain of a sailboat. The solo sailor had made an overnight passage from South Manitou Island to Manistee Michigan aboard a 29-foot C&C sloop. I spoke with him at Manistee’s Municipal Marina the following day. He told me he had used a safety harness the night before in heavy weather while hauling down the head sail. “I almost slid over the portside and into the lake,” he said. “I grabbed a life line to keep from going overboard.” He said he was wearing a safety harness.

The captain produced the life harness and six foot tether line he had used. He had attached the tether line

to a jack line that ran fore and aft, center deck. I pointed out that the length of the tether line plus slack in the jack line when taking load would place him in the water for certain. Unless he could quickly release himself he would quickly drown. And he would have drowned since the safety harness d-rings were attached to a carabiner at the end of the tether line. It's nearly impossible to open the release arm of a carabiner under load and detach the eye of the tether line from the carabineer. Then I pointed to the gear he was wearing: weather-proof coveralls that resembled chest waders tightly secured at the ankles. I pointed out that if he went overboard, his outfit would act as a sea anchor that would pull him beneath the surface.

He took my suggestions well, unlike some sailboaters who look at me in scorn as if I had proven their safety harness god to be false. Although, I suspect they felt sheepish for not thinking this issue through. So what would you do if you were being dragged through the water attached to tether line?

If you hesitated with your response, you're dead.

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

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

Boat Smart Brief

Here's what can be done to prevent such a fate. Use a short tether line that will keep you on the boat, and attach it to a hard attachment point like the mast. Do not attach it to a life line or shroud. Use a snaphook as the attachment device. The Offshore Racing Council's Sailing Special Regulations advises that a tether line with a snaphook should be used to attach to the life harness d-rings and a hard attachment point on the boat like the mast. The snaphook allows quick release at both ends. Have a serrated knife readily available on the sailboat in order to cut the tether line if all else fails, including stopping the boat. A person being dragged through the water will quickly drown, so time is of the essence.

Remember, the difference between a safety harness and death strap is in its use. Boat Smart- use it wisely.



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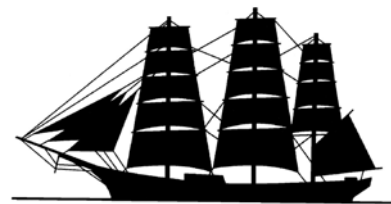
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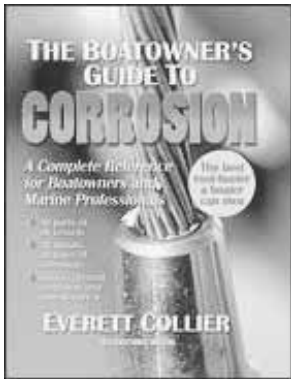
THE BOOKSHELF

The Boatowner's Guide to Corrosion

By Everett Collier

Boatowners fight a never-ending war against the pitiless enemy corrosion. Everett Collier comes to the rescue with this comprehensive, very readable handbook, that tells the boatowner how to: find corrosion problems before they're obvious, take simple steps to prevent corrosion, protect all kinds of metal in every part of the boat and rigging; guard against the dangers of electrolysis. Boatowners will save themselves money, time, and headaches with the benefit of Collier's practical wisdom.

The Boatowner's Guide to Corrosion is published by R.R. Gonnelle & Sons and is available for \$27.95.

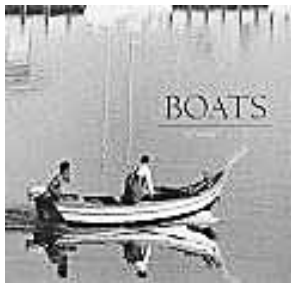


Boats

By Sunny Reynolds

Here's a real treat for travelers, sailors, or anyone with an interest in the nautical. Sumptuous, full-color photographs highlighted with complementary quotes by internationally famous writers, distinguish this comprehensive tribute to myriad vessels around the globe: from the dhows of Kenya to the gondolas of Venice. Sailboats, yachts, schooners, cargo ships, Peruvian reed boats, Chilean fishing craft, and humble rowboats are celebrated in this international photo album of the vessels that ply the waters of the world.

Boats is published by Running Press and is available for \$19.99.



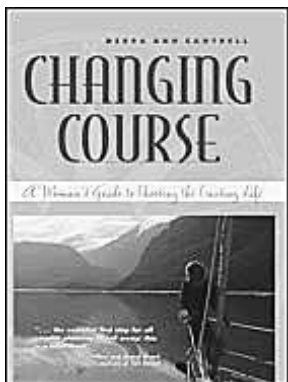
Changing Course

by Debra Ann Cantrell

The human quest for change is constant. As existing dreams are realized, new dreams take their place. On one level, Changing Course is a straightforward, step-by-step examination of pursuing your partner's dreams and joining the seagoing life. On a deeper, more spiritual level, it addresses the levels of change we encounter in everyday life and how--through the experiences of numerous women who have gone before--we can rise through those levels of change to achieve ultimate fulfillment and satisfaction.

Changing Course chronicles the odyssey of making a major lifestyle change from land to sea from a woman's perspective. The moving and often poignant thoughts, feelings, and experiences of more than 100 women illustrate the decision-making process that enabled most of them to move from resisting the change proposed by their partners to embracing the cruising life. It is an inspiring examination of the highs, lows, and day-to-day drama of changing one's life in a fundamental way. From the common fears that prevent individuals from taking risks to the interpersonal dynamics that affect couples and relationships, this one-of-a-kind book explores the phenomenon of change and the growing lifestyle change movement. This thought-provoking and highly personal book explores what women stand to gain when they set forth on such a journey--and what they stand to lose if they do not.

Changing Course is published by International Marine Publishing and is available for \$11.95.



THE BOOKSHELF

Lighthouses

By Leo Marriott

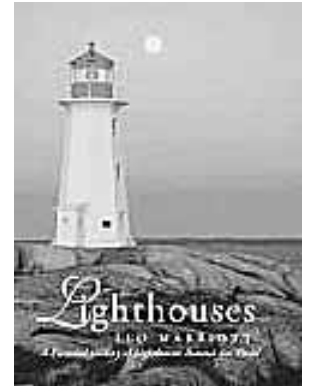
Crossing open waters has always been a dangerous and sometimes deadly vocation, but drawing close to the end destination is the most hazardous part of the sailor's journey. Reaching the right harbor during the night and knowing how to avoid razor-sharp rocks or reefs is a task that can defeat the most experienced navigator - with fatal results.

Since earliest times the response to these dangers has been to erect a light-bearing tower - a beacon to sailors that could guide them safely into port. Some of these early lighthouses were basic stones on the shores, but others, like the Colossus of Rhodes, a 110-foot (33m) statue of the sun god Helios built in 282 BC in the Mediterranean, became wonders of the ancient world.

Architecturally imposing and with an air of romance to them, lighthouses continue to fascinate us. Often there are tales of strange events connected to lonely lighthouses - tragic stories of keepers and ghosts at sea.

Leo Marriott's *Lighthouses*, illustrated with more than 100 color photographs, takes readers on a historical and international tour of these wonderful structures and recounts tales of great courage and tragedy, as well as details of why and how lighthouses were built.

Lighthouses is published by PRC Publishing, Ltd. and is available for \$65.00.

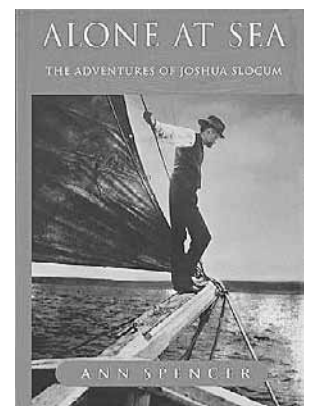


Alone At Sea

By Ann Spencer

I had only a moment to get all sail down and myself upon the peak halliards, out of danger, when I saw the mighty crest towering masthead-high above me. The mountain of water submerged my vessel. She shook in every timber and reeled under the weight of the sea...What would it be like to sail around the world by yourself, especially without the telecommunications and technical equipment we have today? "Alone At Sea" takes readers on such a thrilling journey. In 1895, Joshua Slocum embarked on a three-year, 46,000-mile solo circumnavigation of the globe. His boat, a refitted oyster sloop called *Spray*, took him through pirate-infested waters and horrific storms amidst the ghosts and demons of 36 months of solitude. "Alone At Sea" is his story. On his first solo day, Slocum found himself enveloped by fog so thick "one could almost 'stand on it'" It was as if his loneliness had been made visible as the thick fog "lowered over the sea like a pail"... He and the *Spray* were one small speck on an all-encompassing sea, invisible to the rest of the world. Slocum pondered his invisibility with a growing awareness of his insignificance in the universe: "In the dismal fog I felt myself drifting into loneliness, an insect on a straw in the midst of the elements." This is the first original full-scale biography of Joshua Slocum in over 40 years. Ann Spencer spent years poring over the sailor's own journals and historical records buried in libraries and archives throughout New England the Maritimes. She uncovered new facts, documents photographs now published here. With Spencer's engaging text and peppered with Slocum's own journal entries, "Alone At Sea" is captivating reading for anyone interested in sailing, nautical history, travel and the soul of a true adventurer. Heroes come rarely in real life and this is the story of a too-little known maritime hero.

Alone At Sea is published by Firefly Books Ltd. and is available for \$16.95.



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.

May

May 5 - Vlad Kobal Memorial Regatta - Chicago Yacht Club is holding the event at Belmont Station, Chicago, IL. Visit www.chicagoyachtclub.org for more info.

May 5 - Sanctioned US SAILING Safety At Sea Seminar - Milwaukee Yacht Club, Milwaukee, WI. Contact Milwaukee YC Office at 414-271-4455

May 5 & 10 - Sail Building & Repair - Thursdays 6:30-9:30PM class. MATC Downtown Education Center. Teacher Kathy Kludy. To register sign up for class #50124. Contact Kathy Kludy at 608-838-8632 or kkludy@matcmadison.edu.

May 12 - Lee Murdock - Maple Street Chapel Concrct, Lombard, IL. Visit www.leemurdock.com for more info.

May 17 - Lee Murdock - Carl Sandburg Birthplace Museum, Galesburg, IL. visit www.leemurdock.com for more info.

May 19 -- Sailboat Show / Open House - Clinton Lake (IL) Sailing Association - 3rd Annual FREE sailboat rides on members' sailboats Nationwide Ship Model Museum Display Full-size 18th Century wooden Longboat Nimble 20 yawl and Classic Melonseed www.clsasailing.org or Contact Bill Vokac (217) 369-0015 or email b.vokac@mchsi.com

May 19 - Lee Murdock - Birmingham Unitarian Church, Bloomfield Hills, MI. Visit www.leemurdock.com for more info.

May 19 - 20 - Ice Breaker Sail - North West Sailing Association is holding the event on Lake Geneva. Visit www.nwsail.com for more info.

May 21 - Monroe Boat Club Tuesday Night Series - Monroe Boat Club starts it's Tuesday Night Series today. Monroe, MI. Visit www.ussailing.org for more info.

May 26-28 - Apostle Islands Station Spring Series - Wayzata Yacht Club is hosting the series in Bayfield, WI. Contact Bill Peterson, 952-937-3915 days, or bpeterson@banta.com.

June

June 1-3 - Sperry Top-Sider Detroit NOOD Regatta - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more information.

June 1-3 - Lighthouse Regatta - Fond du Lac Yacht Club, Fond du Lac, WI. Contact elmo@centurytel.net or www.fdl-sail.org.

June 5-July 17 - Sail Building & Repair - Tuesdays 6:30-9:30PM class. MATC Downtown Education Center. Teacher Kathy Kludy. To register sign up for class #10771. Contact Kathy Kludy at 608-838-8632 or kkludy@matcmadison.edu.

June 9 - Informal Shell Lake Race - Shell Lake Sailing Club. Contact Thomas Scott at 715-468-2294 or trsbadger@aol.com.

June 9-10 - American Diabetes Association Regatta. Hosted by Wayzata Yacht Club on Lake Minnetonka, MN. Contact Susan Klimek ADA 1-888-342-2383 ext. 6591 or www.wyc.org.

June 9-10 - UK-Halsey Sailmakers PHRF and One-Design Regatta - Waukegan Yacht Club, Waukegan, IL. Contact John Simons at 847-816-2441 or visit www.ussailing.org for more info.

June 14 - Shell Lake Informal Race - Shell Lake Sailing Club. Contact Thomas Scott at 715-468-2294 or trsbadger@aol.com.

June 15-17 - Lake Erie Rally - Leamington, Ontario. Contact Jim Ehrman at 330-297-0263 or jimsmarine@neo.rr.com.

June 15-17 - Sperry Top-Sider Chicago NOOD Regatta - Chicago Yacht Club, Chicago, IL. Visit www.ussailing.org or www.chicagoyachtclub.org for more information.

June 16-17 - Bayfield Cup Weekend - AIS event. Contact Bill Peterson, 952-937-3915 days, bpeterson@banta.com.

June 17 - Fathers Day Sail & Picnic Blackwell - Trailer Sailors up to 20 foot and Picnic. North West Sailing Association is holding the event. Visit www.nwsail.com for more info.

June 22-28 - I-20 Invitational Sailboat Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact sjbaccus@charter.net or www.fdl-sail.org.

June 23 - Cruisers Party - The "Unofficial" Great Lakes Cruiser party on Lake Superior. Music by Eric Stone and local musicians. Visit www.superiorcharters.com for more info.

June 23-24 - Summer Sailstice - Visit www.summersailstice.com for more info.

June 23-July 1 - Cleveland Race Week - Edgewater Yacht Club, Cleveland, OH. Contact Michael Dills at 216-289-3080 or 216-731-7161 or visit www.ussailing.org for more info.

June 28-July 1 - Catalina 25 Catalina 250 Nationals - Catalina 25 - 250 International Association, Cleveland, OH. Contact Bill Meinert at (260) 982-1929 or visit www.ussailing.org for more info.

June 29-July 1 - USA Junior Olympic Sailing Festival - Bayview Riverfest - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more information.

June 30 - TransWinnebago Cruiser Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact jkbraun@sbcglobal.net or www.fdl-sail.org.

June 30 - Around the Islands Race - LSYA, Contact Mike Spence at 612-376-2266 days, mike_spence@ellerbebecket.com.

June 30 - Lee Murdock - Pullar Stadium, Sault Ste Marie, MI. Visit www.leemurdock.com for more info.

June 30-July 1 - Lake Huron Yachting Association Championship Regatta - Port Huron Yacht Club, Port Huron, MI. Contact Tyson A. Connolly at 810-982-8991 or visit www.ussailing.org for more info.

June 30-July 1 - Area E U.S. Women's Sailing Championship Semi Finals - Bayview Yacht Club, Detroit, M. Contact Sandi Svoboda at 313-574-0645 or visit www.ussailing.org for more info.

Calendar of Events

July

July 2-6 - Apostle Islands Race Week - LSYA, Contact Jim Vaudreuil, 715-855-6203 days, jimv@huebsch-services.com.

July 5-7 - USA Junior Olympic Sailing Festival - Upper Midwest - Wayzata YC & Wayzata Sailing School, Wayzata, MN. Visit ussailing.org or www.wyc.org for more info.

July 6 - Lee Murdock - Shelby, MI. Visit www.leemurdock.com for more info.

July 6-7 - Sailfest - Contact Thom Burns at thom@sailingbreezes.com or 763-542-9707, www.sailingbreezes.com.

July 6-7 - Lake Huron International Regatta - Port Huron Yacht Club, Port Huron, MI. Contact Tyson A. Connolly at 810-982-8991 or visit www.ussailing.org for more info.

July 7 - Lee Murdock - Maumee Bay State Park, Toledo, OH. Visit www.leemurdock.com for more info.

July 7 - Ed Gans Memorial Sail - North West Sailing Association is holding the event in Montrose Harbor. Visit www.nwsail.com for more info.

July 7 - Shell Lake Arts Festival Regatta - Shell Lake Sailing Club. Contact Thomas Scott at 715-468-2294 or trsbadger@aol.com.

July 8-12 - 2007 Day Sailer North American Championship Regatta - Lake Onalaska, LaCrosse, Wisconsin. Registration forms and regatta information will be found on the DSA website at www.DaySailer.org. You can also receive a registration form and information by calling Lee Peterson at 507-875-2324. Information about the LaCrosse Sailing Club and Fleet 132 can be found on the club web site at www.lax-sailing.org.

July 9-14 - Race to Mackinac Week - Chicago Yacht Club is hosting the event. Visit www.chicagoyachtclub.org for more info.

July 14 - Start of the MAC - Watch the start of the MAC race with the North West Sailing Association. Visit www.nwsail.com for more info.

July 15-18 - Rendezvous 2007 - Barker's Island, Superior, WI. Contact Duane Flynn at 218-525-4580 or duflynn@msn.com.

July 21 - Lee Murdock - Bay City State Park Visitors' Center, Bay City, MI. Visit www.leemurdock.com for more info.

July 22 - 26 - Catalina 22 National Championship Regatta - North Cape Yacht Club, LaSalle, MI For Information: www.c22nationals.org or Chris Kretz at sail19lax19@yahoo.com.

July 26 - 29 - Door County Weekend - North West Sailing Association is holding the event. Visit www.nwsail.com for more info.

July 27-29 - USODA Team Race Nationals - USODA / Minnetonka Yacht Club, Deephaven, MN. Visit www.ussailing.org for more info.

July 27-29 - LTYC Invitational Regatta and One-Design Series - Little Traverse Yacht Club, Harbor Springs, MI. Contact Kevin R. Farrell at 314-862-5000 or visit www.ussailing.org for more info.

July 28 - Fondy 40 Miller Sailboat Cruiser Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact www.fdlsail.org.

July 28 - GL 70 Regatta - M & M Yacht Club, Menominee, MI. Visit www.ussailing.org for more info.

Aug

Aug 2-6 - U.S. Independence Cup - Chicago Yacht Club, Chicago, IL. Visit www.ussailing.org for more info.

Aug 4 - Start of Trans Superior International Yacht Race - For more information visit www.transsuperior.com or Contact Dale Hedtke with LSYA at rangerm383@aol.com.

Aug 4-5 - Across Lake Michigan Sail - Sail across Lake Michigan to Saugatuck, MI. North West Sailing Association is holding the event. Visit www.nwsail.com for more info.

Aug 4-6 - NACC Regatta - Chicago Yacht Club is hosting the event. Visit www.chicagoyachtclub.org for more info.

Aug 4-11 - LOWISA 42 - LOWISA will begin in Kenora Saturday Aug 4 in the afternoon. Contact: sailinfo@lowisa.org or visit www.lowisa.org for more information.

Aug 3 - Lee Murdock - Ludington, MI. Visit www.leemurdock.com for more info.

Aug 10-12 - Verve One Design Regatta - Chicago Yacht Club is hosting the event. Visit www.chicagoyachtclub.org for more info.

Aug 11 - SIR - Shell Lake Sailing Club. Contact Thomas Scott at 715-468-2294 or trsbadger@aol.com.

Aug 11 - Duluth to Bayfield Race - LSYA, Contact Mike Spence at 612-376-2266 days, mike_spence@ellerbebecket.com.

Aug 11-12 - Green Lake Weekend Sail - North West Sailing Association is holding the event in Green Lake, WI for trailer sailors. Visit www.nwsail.com for more info.

Aug 11-13 - 2007 Leech Lake Regatta - Pre-registration deadline is August 4th. Contact 218-547-1819, Shores of Leech Lake Campground and Marina.

Aug 17-19 - Verve Cup Offshore - Chicago Yacht Club is hosting the event. Visit www.chicagoyachtclub.org for more info.

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Sailing News

Great Lakes Cruising Club's 2007 Rendezvous

The Great Lakes Cruising Club's (GLCC) 2007 Rendezvous will be held at the western end of Lake Superior. The event is scheduled from July 15 through 18 at the 430-slip Barker's Island Marina, Wisconsin, in the twin ports of Duluth and Superior.

The annual Rendezvous is the GLCC's premier event. A fleet of up to 100 boats is expected to participate, most of them making the long voyage from the lower lakes. Other members will arrive by car, and some will be bringing their trailerable boats along. "Whatever way they come, it'll be an adventure," said Rear Commodore Duane Flynn.

The Rendezvous Committee, under the leadership of Flynn and Retired Rear Commodore Monnie Goldfine, is planning an extensive program. It will include sightseeing, educational seminars, demonstrations, sports events, social functions, and business meetings.

It was the resounding success of the 2001 Rendezvous that was the major reason for the event's return to Superior-Duluth. "As hosts, we found it so rewarding to hear the comments and responses illustrating the thrill, enjoyment and surprise of those, who took the time to come here in 2001," Flynn said.

A considerable number of the club's members have indicated that they will take the time to cruise the North and East Shore of Lake Superior after the event. They will - either individually or as groups - visit many of the small harbor towns and wilderness anchorages along the way.

The GLCC was founded in 1934, so cruisers could better share infor-

mation about their destinations on the Great Lakes and their tributaries. That still remains the primary function of the club, which today has well over 1,500 members in the U.S. and Canada. Its expansive collection of harbor reports is widely regarded as the authoritative cruising guide to the Great Lakes.

Go to the website www.glclub.com for the latest information on this summer's Duluth-Superior Rendezvous. There you'll find information about all rendezvous events, links to other sites helpful for your trip to and from Duluth Superior; a Q&A link for submitting questions about the event, and more.

Vanguard Sailboats is Acquired by Gavel Securities for Undisclosed Sum



Vanguard Sailboats Inc. announced April 17th its acquisition by Gavel Securities Inc., the parent of Performance Sailcraft Europe Ltd. (PSE) and Laser Sailboats Ltd. (LSB), effective immediately. Financial terms were not disclosed.

Former Vanguard president Chip Johns is to stay on as a consultant during the transition period. He and

PSE President David Graham — now Vanguard's president — had been speaking for some time "about the great value of merging the two companies," Vanguard said.

The transaction "will create opportunities for employees, the industry and most importantly, the sport of dinghy sailing," Graham said in a statement. "Vanguard/PSE have many successful classes other than the Laser class ... Sunfish and Laser SB3," he added. "This transaction will allow further development/distribution of all classes."

"Combining the two well-respected builders from the two continents will be incredibly positive for the growth of dinghy sailing," said Johns. "The combined companies will be able to focus more resources on promoting and growing the sport."

Laser Class President Heini Wellmann and Executive Secretary Jeff Martin issued a statement praising the deal. "We welcome the transaction because it will strengthen and simplify the one design aspects of the Laser class," they said. "It will also help to further develop the class throughout the world and in particular has the potential to further the growth and distribution of the Laser class in developing countries."

Additional information is available at www.teamvanguard.com and www.lasersailing.com.

Shorewood Yacht Club to Dock Fire District's Rescue Boat

Shorewood officials narrowly approved a plan that will move the Excelsior Fire District's rescue boat to an exclusive dock at the Shorewood Yacht Club.

Sailing News

The plan, however, calls for Fire District officials to access the boat from Timber Lane, a provision that two Shorewood City Council members disapproved of.

At its April 9 meeting, the council voted 3-2 to approve the conditional-use permit necessary for the Fire District to park its boat at a new dock to be built this season at the Yacht Club. The dock will extend 80 feet from shore, with access to the dock from Timber Lane, a narrow residential street west of the Yacht Club's entrance.

Fire District officials lobbied for the Timber Lane access, saying it would provide a faster response than using the Yacht Club's entrance and existing docks.

Coast Guard Auxiliary Reminds Boaters About New Rules For Emergency Beacons

Boaters Must Not Operate 121.5/243 MHz Emergency Position Indicating Radio Beacons (EPIRBs) after December 31, 2006.

The Coast Guard Auxiliary is joining with the United States Coast Guard to remind all boaters that beginning January 1, 2007, both 121.5 and 243 MHz Emergency Position Indicating Radio Beacons (EPIRBs) are prohibited from use in both commercial and recreational watercraft. Boaters wishing to have an emergency rescue beacon aboard their vessel must have a digital 406 MHz model.

The January 1, 2007, date to stop using 121.5 MHz EPIRBs is in preparation for February 1, 2009, when satellite processing of distress signals from all 121.5/243 MHz beacons will terminate. Following this termination date, only the 406 MHz beacons will be detected by the

International Cospas-Sarsat Satellite System which provides distress alert and location data for search and rescue operations around the world.


The regulation applies to all Class A, B, and S 121.5/243 MHz EPIRBs. It does not affect 121.5/243 MHz man overboard devices which are designed to work directly with a base alerting unit only and not with the satellite system.

This change, in large part, was brought about by the unreliability of the 121.5/243 MHz beacons in an emergency situation. Data reveals that with a 121.5 MHz beacon, only one alert out of every 50 is a genuine distress situation. This has a significant effect on expending the limited resources of search and rescue personnel and platforms. With 406 MHz beacons, false alerts have been reduced significantly, and, when properly registered, can usually be resolved with a telephone call to the beacon owner. Consequently, real alerts can receive the attention they deserve.

When a 406 MHz beacon signal is received, search and rescue personnel can retrieve information from a registration database. This includes the beacon owner's contact information, emergency contact information, and vessel/aircraft identifying characteristics. Having this information allows the Coast Guard and Coast Guard Auxiliary, or other rescue personnel, to respond appropriately.

In the U.S., users are required by law to directly register their beacon in the U.S. 406 MHz Beacon

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Registration Database at: <http://www.beaconregistration.noaa.gov/> or by calling 1-888-212-SAVE. Other users can register their beacon in their country's national beacon registration database or, if no national database is available, in the International Beacon Registration Database at <https://www.406registration.com/>.

Congressional Extension Of Sales Tax Deduction Includes Boats

Thanks to action taken by Congress in December, tax filers who made a large purchase in 2006, such as a boat, may deduct state and local sales taxes paid if the tax rate applied to the boat was the same as the state's general sales tax.

"Some taxpayers may be confused because the usual extension of these provisions were not approved by Congress until after the IRS had already printed its forms in November for the 2006 tax year," said Elaine Dickinson, assistant vice president of BoatU.S. Government Affairs.

"We've been hearing from our members that even their own accountants are unaware of the extension since it did not appear on the printed 2006 Schedule A (Form 1040)," said Dickinson. A notice on the IRS Web site, <http://www.irs.gov>, outlines the so-called "extender provisions." It also lets taxpayers know that returns with these deductions will not be processed until Feb. 3 to give the agency time to incorporate the latest legislation into its processing systems for '06 returns. To get

the deduction, filers must itemize their deductions.

"Taxpayers may deduct either sales taxes or state income taxes, but not both," said Dickinson. The deduction for state and local general sales taxes may be claimed on Schedule A (Form 1040), line 5, "State and local income taxes." Enter "ST" on the dotted line to the left of line 5 to indicate you are claiming the general sales tax deduction instead of the deduction for state and local income tax, according to the IRS.

For more on state tax deductions, you can download IRS Publication 600, which includes state-by-state tax tables, by going to <http://www.irs.gov> or by calling 1-800-829-1040, 7 a.m. to 10 p.m. weekdays.

BoatU.S. - Boat Owners Association of The United States - is the nation's leading advocate for recreational boaters.

Gap Is Closed With Opening Of TowBoatU.S. Saugatuck, Michigan On-the-Water Response Times Expected to Drop

TowBoatU.S., part of the nation's largest on-the-water towing service for recreational boaters, has opened a new port on Lake Michigan's southeastern shore, TowBoatU.S. Saugatuck. Owned and operated by Capt. Richard Lenardson, the new port is located between TowBoatU.S. Muskegon and TowBoatU.S. South Haven. This brings the total number of TowBoatU.S. ports in Michigan to 15 and it is the third for Lenardson.

Previously, boaters had to wait for assistance to arrive either from Muskegon or South Haven, a distance of a dozen miles or more, potentially in rough weather. "We've closed the gap between these two ports and given the Saugatuck region it's own dedicated response vessel which will greatly reduce response times," said Lenardson. "There's a lot of demand for on-the-water towing services in this area and we hope to continue to grow BoatU.S. membership as well," he added.

A native of Bridgman MI, Lenardson opened TowBoatU.S. St. Joe and TowBoatU.S. South Haven just last year. TowBoatU.S. Saugatuck has a 22-foot Sea Ark stationed at Tower Marina — located just 10-minutes from the open waters of Lake Michigan. The response vessel can be identified by it's distinctive red with white bow stripes and "TowBoatU.S." lettering along its side. The boat carries a full complement of towing and salvage equipment including extra fuel, pumps, airbags and battery "jump packs" to handle every breakdown from running out of fuel to running aground.

Similar to a roadside auto club, BoatU.S. offers on-the-water assistance plans starting at around \$37 a year. Without a towing plan, boaters face costs that nationally average about \$600 per incident.

Boaters in need of towing assistance can reach TowBoatU.S. Saugatuck by calling the company directly at 269-266-2125; by VHF radio on channel 16; or through the BoatU.S. toll-free Dispatch Service at 800-391-4869 or visit

<http://www.BoatUS.com/Towing> for more information.

Trans-Superior Cruising Class Aims For Fun, Challenging Event

Adoption of Atlantic Rally And Southern California Options Allows Cruising Boats To Play In The Longest Freshwater Race In The World

By Thom Burns

The Newport, California to Ensenada, Mexico offshore race is the best attended offshore race in the world with routinely over 500 boats participating. The Atlantic Rally for Cruisers (ARC) has become so popular that a second rally was added. What is the common denominator in both offshore events? The organizers have found a way for cruisers to play in a challenging environment.

The Newport to Ensenada race is commonly plagued with light winds which equates to a long floating contest rather than a fun sailing event. When comparing your average cruising boat or even an older race boat to the ultra-light displacement and high tech sails on modern race boats, the net effect of this offshore race used to be a parade of sail. This was rather unpleasant for the folks who were on the older, slower boats which tend to park in light winds. Many cruising class boats would not finish in the allotted time or would abandon the race altogether. The enlightened folks in the Newport Ocean Sailing Association introduced an engine allowance about twenty years ago when participation was waning in the Cruising Classes. They then began to refine their rating system so that everything from double headsails to dragging three bladed prods is now covered.

The results have been impressive. The six cruising classes are the second largest group in the race with 146 entrants one week before this year's race. Only the twelve PHRF classes total more with 197 entries.

The Trans-Superior Race Committee, chaired by Dale Hedtke, has adopted most of the Newport Ocean Sailing Association formulas and rules for the Cruising Class in this year's Trans-Superior Race. The

only significant difference is based on the length of the race. The Newport to Ensenada race is 125 nautical miles, engines can only be used for a maximum of twelve hours. Since the Trans-Superior is the longest freshwater race in the world at approximately 343 nautical miles, the engine time allowed has been increased to not more than 24 hours. This pretty much ensures that the adventure can be completed in a reasonable time even with light winds.

A quick look at the engine penalty formula reveals that the penalty for engine use is significant. Approximately two hours are added to the corrected time for every hour of engine use. Additionally, Cruising Class boats only compete within their class and are not scored against other classes in any overall trophy categories. "The main reason I like this formula and class is that we finish with the rest of the fleet for the most part and enjoy the camaraderie of the people and event while sailing our old

boats fast," noted Thom Burns who sailed Aerie, an Islander 36, in the past two Tran-Superior races.

"The Cruising Class is for family and friends who really want to have a great adventure on Lake Superior aboard whatever boat they have. We welcome cruising class boats," said Race Chairman Hedtke. Whatever sails you may have, from spinnakers, genakers, double headsails, they are all covered with rating adjustments so that the class can be pretty diverse.

Cruisers can add the adventure of sailing the length of Lake Superior from the vicinity of Gross Cap light at the base of White Fish Bay at the eastern end of Lake Superior to the finish off the lift bridge in Duluth, Minnesota on the western end of Lake Superior, while finishing with the fleet.

For more info:

<http://www.transsuperior.com> or Dale Hedtke at 218-728-4802.

Captain Thom Burns publishes Northern Breezes and Sailing Breezes magazines.

Sail or Power



Kit or Complete
mike@multimarine.com

Helly Hansen Hydro Power Footwear

Reviews by Michele Pufahl-Burns and Thom Burns

One of the logistical challenges I face when packing and preparing for two weeks of sailing in the Caribbean is what to take for my feet. True, most of the time is spent on the boat, but I do like off-boat time to amble about locations we're anchored or taking more serious hikes where I'm trying to get more of a work-out.

Enter Helly Hansen's *Hydro Power W* multi-sport shoe. Helly took their watersport technology and added support and overall comfort to make footwear that is not only great for on the water but also takes you off the boat and onto the trails with lots of comfort and style.

I was very impressed by this shoe both on and off the boat. The Ultra Storm Grip worked like a champ when I had to work jib sheets free

that had fouled far up on the foredeck in 8 foot seas. I felt completely confident scampering about the deck even after getting completely soaked. And after a fresh water rinse they were dry in no time.

I recently put the Hydro Power shoe through its paces on land, participating in a "lap-o-thon" fund raiser for my son's track team. Ten laps, or just over 2 miles later, my feet felt comfortable, well supported, and ready for another ten laps.

The LIFA mesh and outsole protect the feet but are also extremely cool and light weight. The heel and arch support, along with the full speed lacing system, allow the shoe to completely cradle the foot without feeling stiff or constricted. And with the Serdia odor absorption sock liner



Helly Hansen Hydro Power W Footwear.

cover I can wear them without socks, which is a no-no with regular sneakers. Sporty looking, versatile, and comfortable, the Hydro Power W will deliver whether on the water or trail.

Michele is a contributing editor to Northern Breezes magazine and put her heart and sole into this review.

I recently had the opportunity to test the *Helly Hansen Hydro Power footwear* for three weeks in the Caribbean in a saltwater environment and also ashore and walking along the beach. Aboard the new Beneteau 50.4 Pasaje III the shoe was absolutely spectacular in gripping the deck in wet or dry conditions. The shoe was great in the transition from dinghy to shore and hiking around in a wet environment along the beach and rocks. One notable plus was how you could wash the shoe in fresh water

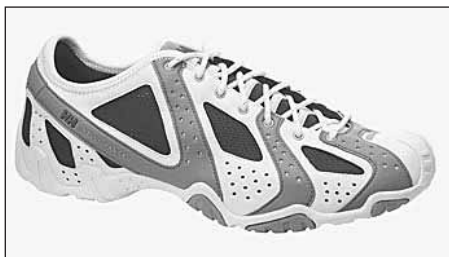
and have them dry in less than an hour.

Helly Hansen describes these shoes as a multi activity shoe for water and trail performance. All synthetic quick drying upper in a sporty oxford style, with contrast colored stabilizing high visibility overlays, a lace up front, and stretch fabric collar. Lifa® advanced moisture wicking fabric lining, cushioned, removable machine-washable footbed with W2® quick draining design for maximum dryness. Improved Storm Grip® wet/dry sporty traction outsole.

This shoe will rank among the very best boat shoes for traction, grip and versatility. I recommend that you check this shoe out before you buy your next boat shoe.

Captain Thom Burns publishes Northern Breezes and Sailing Breezes magazines.

Visit www.hellyhansenusa.com to check the Hydro Power shoe out along with several other Helly Hansen products.



Helly Hansen Hydro Power Footwear.



Top and bottom of Helly Hansen Hydro Power Footwear.

Shurhold Products Keep Boats Ship Shape

Boaters watch Ship Shape TV for entertainment and helpful hints they can use on their craft. To make sure viewers make the right choice in their boat care products, the 2007 season of Ship Shape TV will feature various brushes, scrubbers, handles and Yacht Brite products from Shurhold Industries.

Ship Shape TV is a half hour how-to boat improvement television series. Hosted by John Greviskis, each episode teaches viewers how to accessorize and improvements and repairs to their boats. The show covers regular maintenance procedures, ranging from simple cleaning tips to extensive re-power projects.

Shurhold Industries manufactures brushes, mops, squeegees and other boating accessories. They offer a full line of professional-grade, Yacht Brite boat surface care cleaners, polishes and maintenance products.

Contact Shurhold, 800-962-6241; Fax: 772-286-9620. info@shurhold.com; www.shurhold.com.

SeaPack Emergency Desalination System

Now Available at West Marine

Turns Seawater Into Thirst-Quenching, Life Saving Drink

Manta Ventures, LLC today announced that US retailer West Marine now offers its unique SeaPack Emergency Desalination System.

SeaPack removes pure water from the sea and transforms it into a drink that is high in calories to provide life-sustaining energy - without having to hand pump or use electrical power. The passive system is portable, compact, easy-to-use - and low-cost.

During an emergency situation at sea, reliability and simplicity are vital. SeaPack makes a survival drink from any available water supply - salt water, brackish water, even muddy water. It is small enough to fit in a kayak, liferaft canister or in an emergency ditch bag and costs about \$100 per pack.

West Marine has nearly 400 stores located in 38 states, Puerto Rico and Canada. Its catalog and Internet channels offer customers approximately 50,000 products. Visit www.westmarine.com or in the US call 1+800.685.4838.

For more information about SeaPack, visit www.sea-pack.com or call 757-619-3614.

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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	16	Hobie	77	\$800	FS
10	Hunter Liberty, Sail Kit, New	04	\$2,299	FS	16	Hobie Adventure Island	07	\$2,999	AS
10	Hunter Xcite, New	04	\$2,700	FS	16	Hobie Cat, Main, Jib, Trlr	UK	\$1,799	MR
10	WindRider Trimaran, S-O-T, Car Top Tri	03	\$1,495	HW	16	Hobie Cat, Mast, Sails, Trlr	UK	\$1,000	MR
10	WindRider, Yellow	02	\$1,295	GS	16	Hobie Getaway	07	\$6,399	AS
11	Hunter Xcite Turbo	06	\$2,699	AS	16	Hobie, Trlr	79	\$1,400	FS
12	Catalina Expo 12.5, Freestanding CF Mast	05	\$2,995	GS	16	Island Packet Big Fish	06	\$3,995	SW
12	Escape Captiva, Polyethylene Hull, Furl Main	00	\$1,700	WB	16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB
12	Hobie Bravo	07	\$3,095	AS	16	Johnson M Scow, Main, Jib, Trlr	UK	\$980	MA
12	Hobie Bravo, Furl Main, Trlr, Kick-up Rudder	03	\$2,500	HY	16	Johnson X, Trlr	UK	\$1,000	MA
13	Barnett Butterfly, Main	77	\$1,900	WB	16	M-16, 2 Sets Main & Jibs, Trlr, Race Ready	89	\$3,000	HY
13	Chrysler Pirateer, Main, Trlr	77	\$2,800	WB	16	M16, Trlr	UK	\$600	FS
13	Escape Rumba, Daysailer, RF Mast	01	\$1,500	WB	16	Melges M-16, Trlr, Two Sets of Sails	UK	\$950	MA
13	Hobie Wave	07	\$4,495	AS	16	Melges X with Trailer, Club Champ, Mint	99	\$5,900	CN
13	Swiftly, Wooden Boat, Sails, Trlr	00	\$4,500	WB	16	Paceship, Trlr	72	\$1,200	FS
14	Am Fiberglass Corp "T" for Two	77	\$900	FS	16	Rave Hydrofoil, All Options, Trlr	03	\$10,000	AS
14	American Daysailer, Main, Jib, Trlr	89	\$1,900	WB	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
14	Aqua Finn by AMF (Sunfish)	81	\$1,400	FS	16	Rave, Dealer Boat, Trlr Kit	05	\$13,900	GS
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	16	Rave, Trlr, Good Condition	00	\$4,000	GS
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$4,000	WB	16	WindRider, New boat, Excellent, w/Options	05	\$4,450	GS
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$3,500	WB	16	WindRider, Pump, Spray Diverter, Trlr	02	\$2,700	AS
14	Catalina Capri 14.2, Main, RF Jib, Trlr	94	\$2,800	WB	16	X Boat, 2 Sails, Red	77	\$600	FS
14	Catalina Capri 14.2, Main, Jib, Trlr	87	\$2,995	WB	16	X Boat, Single Sail, Green	UK	\$600	FS
14	Hunter 146, Trlr, Furler	05	\$5,999	FS	17	Catalina 16.5, Centerboard, Trlr, Honda OB	95	\$4,900	SY
14	Hunter 146, Trlr, Furler, Slightly Used	04	\$5,499	FS	17	Com-Pac Sun Cat, Trlr, Motor, IB, Hardware	02	\$16,500	GS
14	Johnson Mini Scow	UK	\$950	MA	17	Hunter 170, Float, Trlr, Motor Mount	06	\$8,200	FS
14	O'Day Javilin BSU	UK	\$600	FS	17	Hunter 170, Roller Furling Jib	07	\$8,259	AS
14	Phantom/Sunfish, Sail	UK	\$1,299	MR	17	Silverline Dolphin, Trlr	77	\$1,500	FS
14	Picnic Cat, Well Equipped, Trlr	07	\$11,500	GS	17	WindRider Trimaran, Advantage New!	07	\$8,200	HW
14	Schock Capri 14, Main, RF Jib, Trlr	04	\$6,850	WB	17	WindRider Trimaran, Trlr, Furling Jib	02	\$5,199	HW
14	Schock Harbor, Never Sailed	06	\$6,900	CN	17	WindRider Trimaran, Trlr, Furling Jib	04	\$6,590	HW
14	Skipper, Trlr	77	\$1,000	FS	17	WindRider Trimaran, Trlr, Furling Jib	05	\$7,350	HW
14	Spindrift Rascel, Trlr	83	\$1,000	FS	17	WindRider, Dealer Boat, Bilge Pump	06	\$7,995	GS
14	Sunfish, Main, Trlr	77	\$2,700	WB	17	WindRider, Hmbt Trlr, Furl, Bilge	02	\$5,000	FS
14	Sunfish, Main, Trlr	UK	\$895	MA	18	American Sail, Trlr, Cover, Seats 6	04	\$6,500	SC
15	Albacore, Main, Jib, Trlr, New Rigging	68	\$1,100	HY	18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB
15	Bongo, Main, Spinnaker, Trlr, Will Deliver	05	\$6,500	SC	18	Precision 185, 2 Sails, Trlr, Harken Furling	03	\$8,000	HY
15	Charger Bendit, Main, 2 Jibs, Trlr	81	\$1,400	WB	18	Victoria, 3 Sails, 3hp Nissan, Trlr, More	84	\$2,900	HY
15	Coronado, Plaining Boat w/hiking wire	82	\$599	HW	18	Victoria, 3 Sails, 3hp Yamaha, Trlr, More	80	\$5,000	HY
15	Legacy, New Boom Tender Model, Trlr	07	\$14,900	GS	19	Com-Pac, Bristol Cond, CDI, Honda, Trlr	00	\$15,900	GS
16	AM Fiberglass, Trlr, Main, Jib	73	\$1,000	FS	19	O'Day Mariner, Trlr, Johnson 6 LS, Radio	72	\$2,800	SC
16	Catalina 16.5, INCLUDES TRAILER	06	\$6,900	CN	19	O'Day Mariner, Trlr, Motor Mount, More	78	\$2,950	AS
16	Custom Wooden Sail/Rowboat, Trlr	82	\$5,900	WB	19	O'Day, Trlr, Spinnaker, Genoa, Reduced	UK	\$2,950	MA
16	Escape PlayCat	03	\$3,000	AS	19	Paceship, Cabin, Trlr	72	\$950	FS
16	Glastron 159, Main, Trlr	74	\$1,200	WB	19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl	04	\$21,000	HY
					19	Seaward Fox, Ready to Sail, Trlr, Compass	92	\$5,000	SC
					19	Vanguard, Furl Jib	80	\$700	FS
					19	West Wight Potter, Every Option, Upgrades	00	\$10,900	GS
					20	Balboa, New Cushions, 5hp Johnson OB	70	\$3,800	SC

LOA	Description	Yr	Price	Bkg
20	C Scow - Melges, Ready to Sail, Trlr	72	\$700	SC
20	Johnson C, Trlr, Very Clean, Stored Inside	UK	\$2,000	MA
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
21	Impulse, Main, Jib, Spin, OB, Trlr	89	\$3,800	WB
21	MacGregor, 4 Sails, 6hp Johnson, Trlr	77	\$2,000	HY
21	Precision, 3 Sails, 5hp Nissan, Trlr, More	00	\$14,500	HY
22	Bayliner Buccaneer 220, 6 Sails, Trlr, More	80	\$2,900	HY
22	Catalina Capri, Main, RF Jib, OB, Trlr	95	\$12,000	WB
22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY
22	Catalina, Trlr, 3 HP OB, 5 Sails	80	\$3,600	FS
22	Chris Craft Sea Skiff Classic	67	\$5,800	FS
22	Chrysler, Trlr, Merc 9.9	75	\$3,500	FS
22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	HY
22	Nonsuch, Main, 13hp Westerbeke, Elect	84	\$27,400	HY
22	O'Day, 3 Sails, 4hp 4strk OB, Trlr, VHF	72	\$2,500	HY
22	O'Day, Gas, Fiberglass	86	\$4,995	SW
22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr	78	\$4,500	HY
22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr	84	\$7,900	HY
22	Spindrift, 4 Sails, 8hp Evinrude, Trlr, More	84	\$6,000	HY
22	Tanzer, 5 Sails, Trlr, 6hp OB, More	78	\$6,500	HY
22	Tanzer, Main, RF Jib, 6hp OB, Trlr, Galley	74	\$5,500	WB
23	AMF Paceship, Trlr	77	\$4,995	SY
23	Beneteau, Trlr, Genoa, RF, Honda OB	UK	\$12,500	MA
23	Coronado, Trlr, 3 Sails, Chrysler 9.9	73	\$3,850	SC
23	Hunter, 4 Sails, 5hp Nissan, Trlr, Galley, More	90	\$7,800	HY
23	Hunter, Trlr, Wing	87	\$6,999	FS
23	Hunter, Trlr, Wing, 5hp Nissan	89	\$9,000	FS
23	O'Day Osprey, New Hull Paint, 3 Sails	UK	\$5,000	HY
23	O'Day, Trlr, 27-54" Draft	81	\$5,999	FS
23	S-2, Must Sell Now	75	\$6,900	CN
23	Sonar	86	Call	HY
24	American, 2 Sails, 9.9 Evinr, Trlr, More	76	\$3,900	HY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
24	C&C, 4 Sails, 8 HP Merc, 5 winches, More	76	\$1,000	HY
24	C&C, 5 Sails, 8hp Johnson, Galley, More	76	\$5,500	HY
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY

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LOA	Description	Yr	Price	Bkg
24	J Boat, 11 Sails, 4hp John, Trlr, More	87	\$11,500	HY
24	J Boat, 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY
24	J Boat, 9 Sails, 3hp OB, Trlr, Comp, Head	79	\$8,750	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY
24	Mirage, Trlr, Lots of Sails, Race Ready	76	\$3,500	SY
24	O'Day, 9.9 with Electric Start, Trlr, Furl, Wing	89	\$8,000	FS
24	S2 7.3, 5 sails, Trlr	85	\$9,999	FS
24	San Juan, Trlr, Sails, Race Equipped	78	\$9,999	MR
24	Sidelman, 5hp OB, Trlr	81	\$4,000	SY
25	C&C	74	\$2,995	NE
25	C&C, 3 Sails, 9.9 Johnson ('92), shr pwr	75	\$5,000	HY

Legend:

AS=Aquarius Sail
 262-691-3794

BH=BoatHouse of Madison
 608-849-9200

CN=Crow's Nest Yachts
 651-739-2880

FS=Fleet Sails
 218-547-1188

GM=Gunhole Marine
 651-260-6200

GS=Great Lakes Sailboat Co.
 517-339-1760

HH=Hansen's Harbor
 www.hansensharbor.com

HW=High Water Marks
 612-730-9812

HY=Hooper's Yachts
 651-436-8795
 800-377-8795

IY=Island Yacht Sales
 218-428-7306

LB=Lakeland Boatworks
 269-795-9441

MA=Martins Sports Afloat
 218-963-2452

MR=Mesabi Recreation
 218-749-6719

NE=NestEgg Marine
 715-732-4466

NY=Northland Yachts
 715-779-3339

SC=See Classifieds

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
25	Cape Dory, 9.9 Mercury, VHF, Many Extras	80	\$5,900	SC	27	C&C, Yanmar Dsl, Whl, RF, 5 Sails, BBQ	82	\$19,900	SC
25	Capri, 6 Sails, Trlr, 4 Winches, Compass	81	\$9,500	HY	27	Catalina, 4 Sails, Dsl IB, Whl, RF, Galley	80	\$14,800	HY
25	Catalina, Many New Upgrades	80	\$8,990	CN	27	Catalina, 5 Sails, 15HP Evin, Elect, More	75	\$8,000	HY
25	Catalina, Swing Keel	80	\$2,000	SY	27	Catalina, 5 Sails, New Furlex, IB, GPS, More	77	\$11,500	HY
25	Catalina, Tall Rig, Main, 3 Jibs, 9.9hp Evin, Trl	90	\$17,900	WB	27	Com-Pac 27/2, Great Condition	86	\$20,000	CN
25	Columbia 7.6M	79	\$15,500	NE	27	Ericson, 6 Sails, A4 IB, Hood furling, More	73	\$7,750	HY
25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$6,900	HY	27	Ericson, 8 Sails, 12hp Chry 180 OB, Trlr	73	\$5,900	HY
25	Freedom, Carbon Fiber Mast, Main, Jib, Spin	82	\$5,500	SY	27	Ericson, IB Volvo, Steel Cradle, Dinghy	79	\$8,500	SC
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY	27	Hunter, 3 Sails, 8HP Yanmar IB, KL/HH VH	77	\$5,700	HY
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY	27	Hunter, Reduced	84	\$10,999	NE
25	Hunter, All Options, Trlr, Spring Sale	07	\$41,000	AS	27	J Boat, 8 Sails, (new UK set in `02), 8 HP Mtr	87	\$23,500	HY
25	Irwin, 5 Sauks, 15hp Yamaha, Trlr	70	\$7,250	HY	27	J Boat, Evinrude 4, Trlr, Galley, More	85	\$19,800	HY
25	Irwin, Trlr, 8 HP Honda 3 Hd Sails	77	\$7,000	FS	27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
25	Lancer, Trlr, Furl, Standing Headroom	81	\$7,000	FS	27	O'Day, 7 Sails, 9.9hp OB	77	\$9,500	SY
25	Merit, 4 Sails, 6hp Merc, Trlr, Comp/KM/VHF	85	\$5,900	HY	27	O'Day, Gas, Fiberglass	76	\$11,900	SW
25	Merit, 8 Sails, 5hp OB, Trlr, 2 Comp, Galley	84	\$8,000	HY	27	Pearson, 4 Sails, Furler, Instruments, Dsl	87	\$19,900	SC
25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$8,750	HY	27	Starwind, IB Dsl, Trlr, Reduced	85	\$15,995	NE
25	O'Day, Cradle, New Sails 2000	76	\$1,750	SY	28	Catalina	03	\$69,999	NE
25	O'Day, Main, 2 Genoas, Needs Work	78	\$2,000	NY	28	Catalina, Dsl, Fiberglass	03	\$69,900	SW
25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$15,500	NY	28	Hunter 285, Dsl, electronics, H/C Water, Trlr	95	\$25,900	GM
25	US Yachts, 3 Sails, 9.8 HP Merc, Trlr, More	81	\$6,200	HY	28	Islander, Main, 150%, Storm, Spin, Elect	76	\$13,995	NY
26	Accent, Full Sail Inv, Dsl, Depth, More	73	\$12,995	NY	28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY
26	American, 2 Sails, Trlr, 2 Winches, Galley	75	\$2,900	HY	28	O'Day	84	\$16,500	NE
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY	28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY
26	Capri, Motor, Fiberglass	90	\$18,900	SW	28	Pearson	78	\$12,500	IY
26	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	74	\$3,900	HY	28	Pearson, Charter Equipped, RF, Crdl, Dsl	87	\$27,000	SC
26	Clipper marine, 3 Sails, 9.9hp Merc, Trlr	76	\$5,900	HY	28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$19,500	SW
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$5,900	HY	28	Spirit, IB Dsl	82	\$12,500	SY
26	Commodore, 3 Sails, 9.9 Evin, Trlr, Electr	83	\$9,800	HY	28	Tartan, New Sails, Cradle, Winter Cover	84	\$32,000	SC
26	Cooper Queenship	87	\$23,000	IY	29	Bayfield, Depth, Radar, Autopilot, GPS, VHF	83	\$30,000	SC
26	Grampian, Lots of New Gear	72	\$6,000	HY	29	Bayfield, Whl, Galley, Yanmar Dsl, Cradle	84	\$25,900	SC
26	Hacker Race Boat	97	\$115,000	IY	29	Columbia	77	\$17,500	NE
26	J-80, Class Sails, Triad Trlr	06	\$49,900	HY	29	Columbia 8.7, 5 Sails, IB, Cruise Equipped	77	\$15,000	HY
26	Kings Cruiser Sloop	57	\$10,000	IY	29	Columbia 8.7, Auto, GPS Radar	82	\$21,995	NY
26	MacGregor, 40hp Honda, 3 Sails, More	00	\$18,250	SC	29	Hunter 29.5, Way Above Average	95	\$39,900	CN
26	MacGregor, 5 Sails, 8hp John, Trlr, More	94	\$11,900	HY	29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN
26	MacGregor, Trlr	94	\$11,850	FS	29	Lancer	78	\$10,995	NE
26	O'Day, Trlr, Sleeps 5, Swing Keel, Sail	86	\$16,999	MR	29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
26	Paceship (PY26) fin keel, 8 Sails, More	80	\$10,000	HY	29	Paceship, 2 Sails, A4 IB, Furler, Comp/VH	70	\$7,000	HY
26	Paceship, Fin Keel, 8 Sails, 7hp Dsl IB	78	\$9,900	HY	30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$11,000	HY	30	Baba, Dsl, Autopilot, GPS, Radar, More	80	\$71,995	NY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$7,800	HY	30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$105,500	HY
26	S-2 7.9, Gas, Fiberglass	84	\$13,500	SW	30	Cape Dory Cutter, Volvo Dsl, RF, GPS, More	83	\$33,000	SC
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY	30	Catalina	84	\$27,000	IY
26	Seaward 26RK, New	07	\$36,000	GM	30	Catalina 30 Tall, Dsl, Fiberglass	88	\$39,900	SW
26	Seaward 26RK, New, Loaded, OB, Trlr	07	\$63,000	GM	30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY	30	Catalina Tall Rig MKII, Dsl, Fiberglass	92	\$44,900	SW
27	Bayliner Buccaneer, Draft, 3', OB, Trlr	76	\$6,000	FS	30	Catalina, Dsl, Fiberglass	89	\$42,900	SW
27	C&C MK III, 5 Sails, 13hp Yanmar, Whl	81	\$23,900	HY	30	Catalina, Main, Furling Genoa, Dsl, More	80	\$23,500	NY

LOA	Description	Yr	Price	Bkg
30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
30	Freedom, 2 Sails, Yanmar, Whl, More	86	\$35,000	HY
30	J-30, Trlr, IB Dsl	86	\$27,000	SY
30	Lancer, Dsl, Tiller Pilot, Chart Plotter, More	78	\$19,900	NY
30	Newport 30 MKII	74	\$10,900	NE
30	Pearson	76	\$14,500	NE
30	Pearson Coaster, A Real Value	69	\$12,995	NY
30	S-2 9.2, Dsl, Fiberglass	83	\$32,900	SW
30	S-2 9.2A, 5 Sails, Yanmar, Furl, Whl, More	78	\$22,250	HY
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$29,995	HY
30	San Juan, 7 Sails, Volvo IB, Project boat	75	\$5,000	HY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl	81	\$29,000	HY
30	Trojan F-30, Express Hardtop	79	\$24,500	IY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
31	Beneteau First 310, Performance Cruiser	91	\$39,000	SC
31	Cal 31, EXCELLENT CONDITION	80	\$25,900	CN
31	Pearson MKII, Dsl, GPS, Dinghy, Loaded	88	\$45,000	SC
31	Seafarer Yawl, 3 Sails, Perkins Dsl, More	74	\$15,600	HY
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$31,500	HY
32	Catalina 320, Reduced	00	\$87,000	NE
32	Catalina 320, Wing	00	\$89,995	NE
32	Catalina 320, Wing	01	\$94,000	NE
32	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	77	\$7,000	NE
32	Ericson	74	\$22,500	NE
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl	98	\$135,000	HY
32	Larson Cabrio 330	02	\$80,000	IY
32	Paceship Chance 32/28, Reduced	73	\$10,999	NE
32	Seaward 32RK, New, Dsl, Std Equipment	07	\$124,000	GM
32	Seaward 32RK, New, Dsl, Trlr, Loaded	06	\$135,000	GM
32	Seaward 32RK, New, Dsl, Trlr, Loaded	07	\$155,000	GM
33	C&C MkII, Racer-Cruiser, Yanmar Dsl, RF	85	\$49,500	SC
33	Hunter	82	\$23,000	NE
33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY
33	Storebro Royal	84	\$48,900	NE
33	Tartan, Up Grade Sails, Dsl, Elect	82	Call	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
34	Catalina MkII, Loaded, New Condition	05	\$139,900	NE
34	Catalina, Dsl, Furl Gen, Main, Elect	97	\$84,995	NY
34	CS Yachts, Reduced	90	\$66,900	NE
34	Hunter 340, INCLUDES DINGHY	97	\$73,900	CN



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LOA	Description	Yr	Price	Bkg
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
34	Pacific Seacraft Crealock, Dsl, Fiberglass	87	\$98,500	SW
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$120,000	HY
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
34	Silverton Convertible	89	\$53,900	IY
35	Beneteau 351, Furl Main & Gen, Radar	96	\$89,900	NY
35	Catalina	06	\$161,995	NE
35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, Elec	94	\$80,000	HY
35	S-2 35C, Dsl, Fiberglass	87	\$66,900	SW
35	Tartan 3500, Dodger, Bimini, Dinghy, Motor	00	\$162,000	SC
36	C&C 110	03	\$149,999	NE
36	Catalina Mark II, Dsl, Fiberglass	98	\$102,900	SW
36	Catalina, Cruise Ready, Dsl, Extras	88	\$65,000	SC
36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
36	Ta Shing Tashiba	86	\$130,000	IY
37	Hunter 376, Big Boat, Small Price	98	\$104,900	CN
37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$99,500	NY
37	Island Packet, Dsl, Fiberglass	95	\$184,900	SW
37	Pacific Seacraft, Dsl, Fiberglass	95	\$169,900	SW
37	Tartan, New Main & Genoa, Loaded	79	\$52,500	HY
38	C&C, Racer/Cruiser, RF, Refrig, Steel Crdl	77	\$33,000	SC
39	Beneteau 393, 3 Cabins, Loaded	05	\$179,995	NY
40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$325,000	NY
41	Hunter 410, New Listing, Wow! Priced	98	\$121,000	NY
41	J-125, 3 Sails, Yanmar, Furl, Whl, Elect	00	\$222,000	HY
41	Princess 412 - 2	85	\$88,000	IY
41	Silverton Aft Cabin	87	\$67,900	IY

Legend:

AS=Aquarius Sail 262-691-3794	FS=Fleet Sails 218-547-1188	HW=High Water Marks 612-730-9812	MA=Martins Sports Afloat 218-963-2452	SY=Shorewood Yachts 952-474-0600
BH=BoatHouse of Madison 608-849-9200	GM=Gunkhole Marine 651-260-6200	HY=Hooper's Yachts 651-436-8795 800-377-8795	MR=Mesabi Recreation 218-749-6719	SW=Sailor's World 952-475-3443
CN=Crow's Nest Yachts 651-739-2880	GS=Great Lakes Sailboat Co. 517-339-1760	IY=Island Yacht Sales 218-428-7306	NE=NestEgg Marine 715-732-4466	WB=White Bear BW 651-429-7221
	HH=Hansen's Harbor www.hansensharbor.com	LB=Lakeland Boatworks 269-795-9441	NY=Northland Yachts 715-779-3339	
			SC=See Classifieds	

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
42	Vagabond, Main, Furl SS & Genoa, More	83	\$175,000	NY		Outboard: Honda Outboard BF2, Short Shaft, Used05		\$626	HW
43	Siren Song, 90hp Dsl, Teak Decks, 19 Sails	UK	\$39,500	NY		Outboard: Honda Outboard BF2, Long Shaft, Used04		\$726	HW
44	Pacemaker Allglass	74	\$75,000	IY		Rental: WindRider and Kayak Rentals		Call	SC
45	Fabola Diva 451	97	\$190,000	IY		Wanted: Used Johnson/Evinrude, 6hp long/short shaft		Call	SC
45	Morgan, Nelson/Marek Performance	83	\$99,900	CN	8	Walker Bay Dinghy	89	425	HY
50	Luders Yawl, Amazing, Sleeps 6, Exc Cond	47	\$140,000	IY	10	Livingston Dinghy, Bi-Hull Fiberglass, OB	83	\$500	HY
					26	Cooper Queenship	87	\$23,000	IY
					26	Hacker Race Boat	97	\$115,000	IY
					30	Trojan F-30	79	\$24,500	IY
					32	Larson Cabrio 330	02	\$80,000	IY
					34	Silverton Convertible	89	\$53,900	IY
					41	Princess 412 - 2	85	\$88,000	IY
					41	Silverton Aft Cabin	87	\$67,900	IY

Miscellaneous

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Instruction: Northern Breezes Sailing School (ASA)	Call	SC
Music: Carl Behrend	\$18	SC
Music: Lee Murdock Songs	\$15	SC

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BOATS FOR SALE



15' Bongo, 2005 - This boat has only been used four times. The main and spinnaker sails are brand new. Trlr included. Will deliver for \$1.50 per mile. Price \$6,500/BO. Carter 970-690-1212, jcr@datausa.com.

16' Rave Hydrofoil, 2002

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



18' American Sail, 2004

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



19' O'Day Mariner, 1972

Rhodes Design Fixed Keel Custom Trailer, 77 Johnson 6 LS, Well Equipped in Good Condition, Newer Sails, Main, Jib, & Genoa, Marine Radio, Sleeps Four. \$2,800. Will Deliver for Cost. 906-296-0812.

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19' Seaward Fox, 1992

Excellent Condition, Ready to Sail, Compass, Knot, Depth, Sleeps 4, No Motor, Performance Trlr Included. \$5,000 715-398-7422.



20' Balboa, 1970?

1970's Lyle Hess Design. New Paint Topsides, New Cushions, 5hp Johnson OB, Ready to Sail. Janesville, WI 608-754-8632 \$3,800/BO.

20' C Scow - Melges, 1972

Sail is in good shape, Ready to sail, Trlr. \$700 507-523-2766 airborne_12146@yahoo.com.

23' Coronado, 1973

With trailer, three sails. Chrysler 9.9. \$3,850 Email c.preamble@clearwire.net. 320-363-4796



25' Cape Dory, 1980

At Madison, Wi. 9.9 Mercury. Elec. start. Genoa. Spinnaker. VHF. New Batt. Off shore gear. Many extras. Asking \$5,900. e-mail: thunderridge@mhtc.net. 608-872-2354.

26' MacGregor, 2000

26X MacGregor, 40hp Honda, Genoa, main, jib, more. \$18,250 Email: ted_john@yahoo.com Ph. after May 15 218-652-3375

27' C&C, 1982

Yanmar Dsl, Wheel, Roller Furler, 5 Sails, VHF, Wind & Speed, AM/FM CD, Dodger, BBQ, Plus all the gear. \$19,900. Dan: 952-423-9195 Email: danhandke@hotmail.com

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27' Ericson, 1979

IB Volvo, Sails, Steel Cradle, 8' Walker Bay Dinghy \$8,500/BO (h) 651-458-4197 (c) 651-206-9800 Email dtkoerner@msn.com. Boat is at Lake City.



27' Pearson, 1987

Excellent Condition, Harken Furler, 4 Sails, Autopilot, Speed/Depth/Wind Instrument. 2 New Batteries, Charger, Hot/Cold Pressure Water, 12hp Universal Dsl, Cockpit Cushions. \$19,900 or best offer. 608-698-1232.

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28' Pearson 1987

Charter equipped, new upholstery and cabin sole. Two sets of sails plus spinnaker, hot/pressure water, VHF, AM/FM/CD, roller furling, cradle, Yanmar diesel, all instruments, enclosed head w/shower. Great for chartering w/guaranteed slip in Lake City. \$27,000. Pete 651-681-0318 petedisENZA@comcast.net

28' Tartan, 1984

Fresh water T28. All the "stuff" including new sails, cradle and full winter cover. On the hard, Lake City, MN. \$32,000. Pictures, more info: Tom 715-442-2442 or wearmed@hbc.com.



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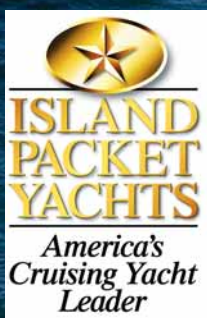
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***Emmanuel at sunrise,
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**Photo by Sandra
Huonder.**

**Kayla Fossen cruising on Lake
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Photo by Katie Crystal.





Thompson Island Harbor Entrance, the North East side. Lake Superior, Ontario, Canada.

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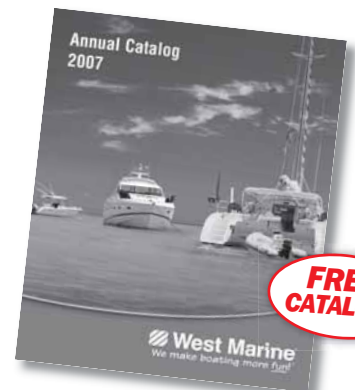
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