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Volume XX No. 3 June/July 2009

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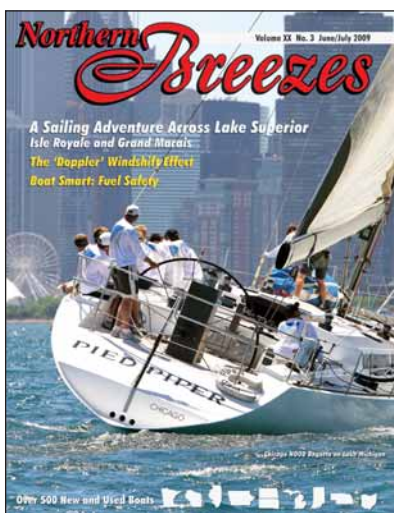
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The Cover



Cover Photo:
Pied Piper a GL 70 owned by Jack Jennings of Chicago, IL., placed second in the 2008 Chicago NOOD Regatta.

The 2009 Chicago NOOD Regatta takes place June 19-21.

Photo provided by Boatingshots.com

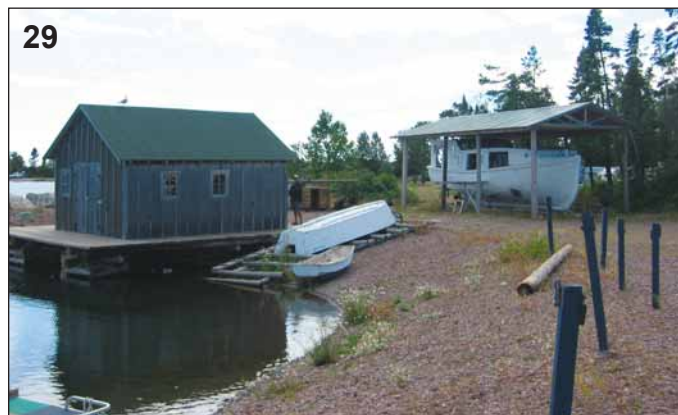


Page 7, *Faith* at Windigo Dock, Isle Royale National Park.
Photo by Perry Phillips



Page 7, Tony Green at Grand Marais Harbor Breakwater, Lake Superior, North Shore of Minnesota.

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Page 29, Grand Marais, Lake Superior, North Shore of Minnesota.

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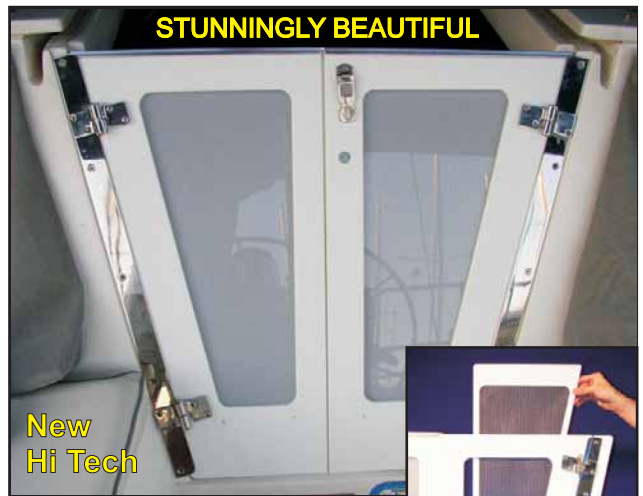
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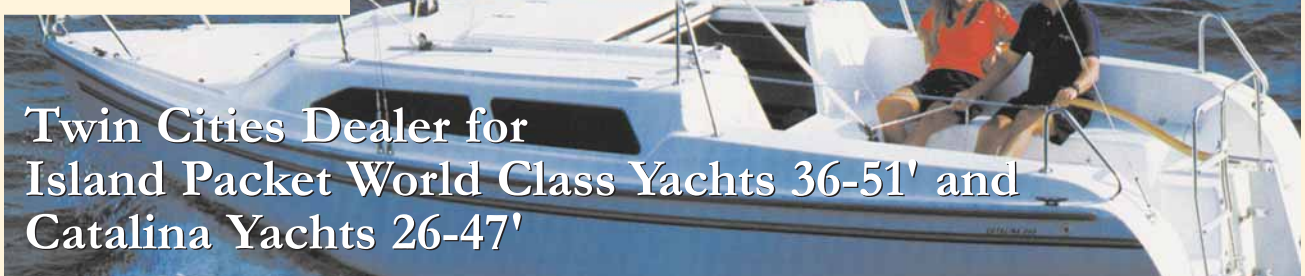
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A Sailing Adventure

Advanced Coastal Cruising to Lake Superior's Isle Royale National Park

by Tony Green

The night crowd at Perkins was somewhat reserved, except for one animated group in a booth by the door. That was us, and there was a certain excitement in the air. Jeff and Sue Erickson, Perry Phillips and I were getting to know each other better before setting out on *Faith*, the Erickson's 39-foot Fairweather Mariner docked at Barker's Island Marina in Superior, Wisconsin. Actually, I was the only stranger, as Perry, Jeff and Sue had sailed together in the Caribbean the previous winter. We were in Superior to embark on an American Sailing Association Advanced Coastal Cruising course (ASA 106). This advanced sailing class is intended for experienced sailors who own their own boats or have bareboat charter experience. It introduces and develops skills such as voyage planning, night sailing, piloting, dead-reckoning, GPS and radar navigation, spinnaker operations, troubleshooting and casualty procedures. We had no idea sitting at that



Faith at Windigo Dock, Isle Royale National Park. Photos by Perry Phillips

late-night Perkins table that we would fulfill all of the ASA requirements and then some over the next five days.

Day 1: We arose at 7:30 AM (that's seven bells in the morning watch, for you nautical junkies). Breakfast was on the fly as we tackled the long list of pre-sail tasks under the supervision of Captain Thom Burns of Northern Breezes Sailing School. The morning was a blur of activity to get the boat prepped, watered, fueled, provisioned and rigged for crossing Lake Superior and soon it was time for lunch. We drove into town and stopped at the Anchor Bar in Superior. The menu was mainly burgers and fresh-cut fries, the décor was a blend of northwoods dive and antique shop and the food was excellent. We marveled at how the two employees handled the lunch rush, including cooking and tending bar. People watching was entertaining, as the diners ranged from power-lunching suits to regulars who look liked they'd be attached to their barstools for awhile. I highly recommend the cashew burger. No, it's not some vegetarian concoction made from

nuts and tofu; it's a real beef hamburger with cashews on top and it's delicious.

We returned to *Faith*, finished some last-minute preparations and left the dock at 4 PM with Isle Royale National Park as our destination. Before leaving Barker's Island, we decided to top off the fuel and empty out the holding tank, just to be safe. The trainee at the fuel dock seemed to have some difficulty getting a suction on the holding tank. We didn't get too concerned, since pumpouts are such a routine task done by a simple vacuum system. What could possibly go wrong? We would soon regret not paying closer attention.

We motored out of the Superior Entry and headed northeast across the big lake, with Windigo dock at the southern end of Isle Royale set into the GPS, 145 miles away. The wind was light and from the northeast, so we motored across the lake all night and into the following morning. I hate motoring. I really don't want to talk about it.

The overnight passage was uneventful, from a shiphandling and navigation standpoint. Seas were calm, shipping traffic was light and the watch routine

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Sue Erickson and Capt. Thom Burns set the spinnaker.

went smoothly. During the entire north-bound voyage, however, the head was hard to operate. Now we were well out in the middle of Lake Superior and it was getting worse. It was more than just friction that a little lubrication would fix. No, this was genuine resistance against the pump handle; perhaps backpressure generated by a blockage somewhere downstream. A little troubleshooting confirmed our fears. The holding tank was completely full, the vent was clogged, presumably with waste, and the tank was pressurized. It seemed that our fuel dock trainee at Barker's Island didn't get a good suction on the holding tank and not only didn't remove the waste, but compounded the problem by adding backflush rinse water that also wasn't pumped. Initial repair efforts were met with a steady stream of brown water. I'll leave the rest of the descriptions to the readers' imagination. We were eventually able to vent and contain the overflowing contents, and if any Coast Guard officials are reading this, not a drop went overboard, I swear. This was certainly advanced cruising, but I didn't remember reading about actual head casualties on the ASA skills list.

Day 2: The wind finally picked up and shifted into the east in the afternoon of the second day and we enthusiastically raised the sails. The motor finally fell silent after running almost around the

clock (at least our batteries were charged) and *Faith* heeled over and put on a burst of speed. We quickly closed the gap to Isle Royale and arrived at Windigo Dock at 7 PM after a 27-hour passage. Of course, the service dock was closed for the night, so our holding tank would remain full until the next day. Fortunately, Windigo has modern bathrooms with running water and flush toilets. We were tired and a bit frustrated at the amount of motoring we had to endure, but were happy to finish off the passage with a brisk reach and had a strong sense of accomplishment at having safely crossed the lake. We had a hot meal, good conversation and the night was capped by a stunning sunset over Washington Harbor.

Day 3: We slept in and rested a bit on Isle Royale. The day was as good as it gets in the northern summer; sunny and 75 F, with just enough of a breeze to keep the bugs off the dock. Windigo is a beautiful and interesting spot and we played tourist for most of the morning. The dock is at the end of a long natural harbor and was the headquarters of the Wendigo (sic) Mining Company from 1890-92. The location briefly supported a year-round community of 135 people, but a workable deposit of copper was never found and the mine quickly failed. In the early 1900s, the area was a private hunting retreat for Duluth businessmen. Today's

site now hosts a small store and a very nice visitor's center with friendly rangers and the original Fresnel lens from the Rock of Ages Lighthouse. There are several hiking trails, including a short nature walk that goes through a small fenced-in area designed to keep moose out. The difference in height, density and variety of plants on either side of this fence is quite dramatic; evidence of how much vegetation these creatures consume. Wild raspberries and thimbleberries were plentiful and we picked them right from the trail as we walked along. Following our hike, we had a hot shower, then moved *Faith* over to the fuel dock to get the head pumped out. We warned them that we were absolutely full, although the National Park staff were unflappable. It sure wasn't the first time they've had a cruising boat show up with a bursting holding tank. We left Windigo from the fuel dock at 1:30 PM, headed for Grand Marais on Minnesota's North Shore. This was to be our shortest leg of "only" 50 nautical miles. Winds were 15-25 knots from the west and we flew along under double-reefed main and staysail. The waves gradually grew to 6-8 feet, but seemed much bigger after dark. It was all pretty interesting and even a bit challenging. Little did we know that it was about to get even more exciting.

Nobody was particularly hungry for dinner and the boat's motion would have made cooking difficult. The five of us



Windigo, Isle Royale National Park. Photos by Perry Phillips



Grand Marais Harbor Breakwater, Lake Superior, North Shore of Minnesota.

shared a large bag of nacho cheese Doritos in the cockpit as we plowed on through the seas. Perry went down below at about 9 PM to plot our position and make the half-hourly log entry. "There's water down here," rang up from the dark cabin. Lovely. Everyone scrambled to investigate and confirmed that there were indeed several gallons of water at the bottom of the companionway ladder. The water seemed to be coming from the battery compartment under the starboard quarter berth, which was higher than the cabin sole. Water near an electrical power source; this could be fun. Sue, Jeff and Thom stayed topside to operate the boat, while Perry and I began to track down the leak(s) below decks. I guess this was more of the advanced part of Advanced Coastal Cruising. Did Thom plan all this, I wondered? Perry and I simultaneously searched for the leak and cleaned up the water, which by now had mixed with bilge and engine compartment mung to create an oily, stinky mess. We both got an overdose and stayed down too long. Perry went up first and was immediately sick over the side. I was extremely queasy but hung on to my Doritos. We still hadn't found the leak and were running out of places to look. Finally, an abandoned through-hull in the starboard lazarette was discovered to be the source of the water. We couldn't figure out what the fitting was used for, but it was quick-

ly plugged. The crisis was over and we returned the rest of the unwanted water back to the lake as Jeff and Sue added another maintenance and repair item to their growing "To Do" list. I washed my hands several times, but couldn't completely remove the smell and feel of the mung water. Sitting on the windward cockpit coaming, only the fresh breeze in my face kept me from feeding the fish.

During a less-than-perfect tack later that night, the staysail sheets fouled each other and we couldn't free the tangle from the cockpit. The wind was building anyway, so Captain Thom ordered the sail dropped completely. The storm sail was hanked on the stay rather than on a roller furler, so somebody would have to go up on the heaving deck in the dark to get it down. Perry and I volunteered, well aware that a nighttime fall overboard into the cold, rough water could be fatal. We had jacklines run on either side of the deck for this exact situation and the boat was well

equipped with harnesses and double tethers. Up we went on deck to lower the stuck staysail. I clipped the longer of the two tethers to the windward jackline and the shorter one to the mast. Thom had taught us to rig tethers so that you could not go overboard if you slipped. Sailors have drowned after falling over the side and then being dragged underwater while still attached to the boat. I shuddered at the thought. The staysail came down easily, but in the process, I turned my back to the wind and waves and lost sight of the dim horizon. My inner ear instantly rebelled and I was overcome with nausea. Since I had rigged my tethers correctly, I was able to get to the leeward lifelines but couldn't quite lean all the way overboard. Two purges later and I felt much better. We decided that it was too rough to remove the sail and carry it back to the cockpit, so Perry and I lashed it to the deck and inner stay with the sheets. We sat on the deck on each side of the sail as we worked, with waves breaking over the foredeck, completely soaking us from the waist down. My legs were getting numb from the cold water and didn't respond well when asked to support my woozy body and stagger back to the cockpit. "I just threw up on your deck," I mumbled, looking at Jeff and Sue. They were good-natured about it and were more relieved that the two of us were safe in the cockpit again. Nevertheless, I was a little ashamed at getting sick, but felt good that



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I had worked through it and helped get the boat out of a tough spot. The seasickness was a first for me in a long time. In the Navy, I made it across the North Atlantic and Pacific Oceans, down to Cape Horn and above the Arctic Circle without getting sick. Queasy, sure, but never lost my Doritos before. Oh well, stuff happens.

Finally, things seemed under control and it was time to focus on the night approach into Grand Marais. Like most ports from a distance, navigation aids were easily confused with the background lights on shore after dark. Is that the red breakwater light or a stoplight? Neither, it's an automobile tail light. Fortunately, visibility was good and it all made sense as we got in closer. There were a few tense moments when the GPS chartplotter showed us heading too far to the left. Visually, we had the harbor entrance lined up perfectly; red on the right and green on the left and we could see the outlines of both breakwaters. By sight, we were right on track, but the GPS said we should turn to starboard. We were confident of our visual fix and knew that charting software was sometimes inaccurate. After a brief discussion, we held our course and ignored the chartplotter. As *Faith* split the breakwaters perfectly, her GPS track plotted merrily across the rocks of the eastern breakwater on the display. I understood where the phrase "GPS-assisted grounding" came from.

Grand Marais Harbor was not much calmer than the open lake. There is an anchorage on the west end, which the cruising guide describes as "tenuous at best." There are private moorings and a public dock built by the Forestry Department on the east side. We opted for the sturdy Forestry dock, even though it was exposed to the weather, and tied up just after midnight. It was a rough night at the pier as *Faith* strained on her mooring lines and we rigged every fender onboard between her port side and the dock timbers.

Days 4 & 5: We woke up at about 8 AM. *Faith* was in one piece, as were we, although the boat had chafed through a 3/4-inch mooring line. We walked over

to the South of the Border Café for a hearty breakfast of pancakes and omelets. The wind howled at 25 knots from the southwest all morning and continued to batter us against the pier. We spent the day working on boat projects, including rerouting the mainsail reefing lines and lazy jacks. Perry washed down the boat and noticed some orange stains on the port side. "Are those Doritos?" he asked, looking at me. Late in the afternoon, the wind shifted to the west and eased to 10-15 knots. We decided to eat dinner while we let the lake calm down and made sure that the wind change was for real. We walked over to the Angry Trout Café on the north side of the harbor. Drinks were outside on Adirondack chairs and we got



The author, Tony Green, at the helm. Photo by Perry Phillips

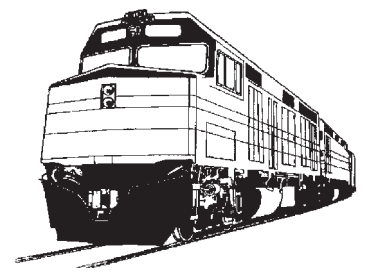
there just in time for the evening otter feeding. We had to wait quite a while for our table, but it was worth it. The fresh whitefish was the best I've ever had and the organic salads and soups were superb as well. The wind remained moderate, and after our dinner digested a bit, we got underway from Grand Marais at 11 PM. The moonlight and visibility were good, but not great, and we picked our way out of the harbor with a spotlight, dodging boats and mooring balls on the way out. A perfect west wind blew at 10-15 knots all night long and we reached down Minnesota's North Shore at 5-6 knots, identifying the lights of familiar land-

marks along the way. We rotated in two-person watch teams, and Perry and I took the midnight-to-four AM shift. *Faith* was enjoying the breeze and galloped along through the night. The ride was bumpy, and we were entertained by Jeff and Sue's laughter from below as they were tossed into the air with each big wave. They couldn't sleep, but didn't care and were clearly having fun. Sleep came easily for me, however, and I crashed in the V-berth, half on the bunk cushion and half on the port bulkhead as we remained heeled over hour after hour on a starboard tack. It was a pity to slow down to practice crew overboard drills. When the sun came up, the wind began to ease and shifted to the northwest. We dug through *Faith's* impressive sail collection and pulled out a lovely cruising spinnaker, complete with dousing sock. We flew the chute until the wind died completely before noon. The lake was calm for about an hour, then the wind swung around and filled in from the southwest. There is a variation of Murphy's Law on Lake Superior that states, "the wind will generally be on the nose when returning to port on the last day of a voyage." I'll bet this happens on other bodies of water. We fired up the diesel for the last several hours and returned to Barker's Island Marina, again through the Superior Entry. We arrived at *Faith's* slip on E-dock at around 7 PM (two bells in the second dog watch). After offloading and cleaning the boat, we said our goodbyes and headed back to the real world. I had a double ration of snack food to keep me alert on the road. I nibbled on beef jerky, trail mix and chips (no Doritos) as I drove home into the setting sun, thinking "life is good." I had a terrific time, gained some great sailing experience, met some wonderful new people and got seasick. It didn't get any better than that.

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

The 'Doppler' Windshift Effect

by David Dellenbaugh



We all know what happens when a train comes toward us at full speed with its horn blowing. At first the sound is very high pitched, but it drops quickly as the train passes by and becomes quite low-pitched while the train speeds away.

The reason for this is what's called the Doppler effect. The sound waves in front of the train are compressed very close together, which results in a higher pitch. Behind the train, the sound waves are much farther apart, resulting in

a dramatically lower pitch.

The Doppler effect is a useful analogy for what happens on a windward-leeward course. When you sail upwind, it's like being on front of the train. Since you are sailing toward the wind, you will get the shifts and puffs at a faster rate than if you were sitting in an anchored boat.

Conversely, on a run you are sailing away from the wind, so you get the shifts and puffs at a slower rate. That's like what happens after the train passes the point where you are standing.

Though you won't hear any changes in pitch when you go from beating to running, you may notice some subtle changes in the wind. To illustrate this, let's consider an example. Suppose you are sailing around on the starting line and you will find that the wind is oscillating every five minutes. As you sail up the first beat, will the shifts come at you at the same rate?

The answer is no. Since you are sailing towards the shifts, you will get them faster, perhaps every three or four minutes. How about when you round the windward mark and sail down the run? Since you are sailing away from the shifts, you will get them less often, perhaps every 7 or 8 minutes!

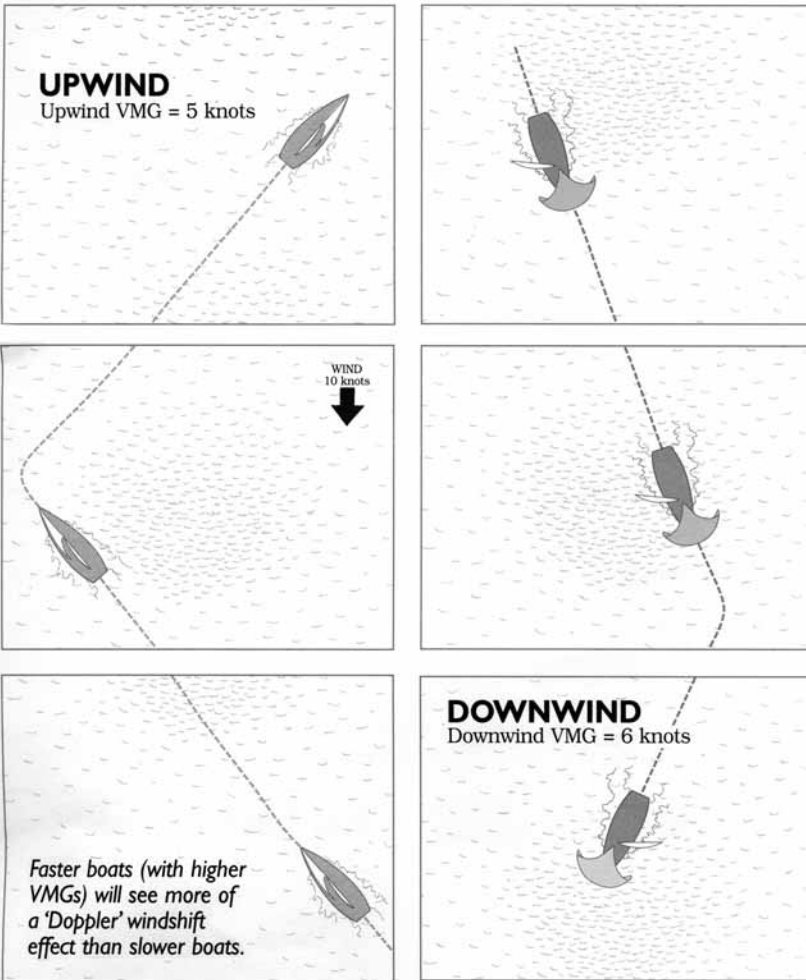
The strategic implications of this phenomenon are significant. For example, if there are 8 minutes between shifts when you are sailing downwind, it is possible you will only see one shift on the run. And if you get only one shift on the run, it means you should treat that as a persistent shift (even though the overall wind pattern is oscillating).

The 'Doppler' windshift effect also explains why better pressure is so critical downwind. Since you are sailing with the wind, you won't see so many puffs, but you can stay in one much longer than on the beats. Therefore, getting into the puff and using it fully is critical for optimum performance.

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

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On a beat, the speed at which you converge with shifts (and puffs) is roughly equal to the sum of the wind speed plus your VMG to windward. In this case, that's 10 (windspeed) plus 5 (VMG), or 15 knots. But on a run, the convergence speed is the wind speed minus your VMG to leeward. Here it's 4 knots (10 minus 6). So on a run the shifts are coming at you several times more slowly than on a beat, so you will experience that many fewer shifts.



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Sailing News

Wisconsin Marina Association Formally Created



For the past several years Wisconsin marina operators have been exploring the creation of a Wisconsin Marina Association. Since 2007, a polling of interested marina operators brought together over 20 interested marinas early on in the process. Financial assistance in 2008 from the Wisconsin Department of Administration's Wisconsin Coastal Management Program and Wisconsin Harbor Towns Association (WHTA) has allowed this Association to become a reality in February 2009 with the election of the Board of Directors.

The Wisconsin Marina Association (WMA) will bring together like-minded owners and operators of marinas, boatyards, yacht clubs and public and private moorage basins. The Association will promote the ethical, educational, communicative and promotional advancement of the recreational boating industry in Wisconsin. Additionally, the Wisconsin Clean Marina Program, in partnership with the University of Wisconsin Sea Grant Institute, will be launched in summer 2009, as a voluntary program promoting environmentally sensitive facility management and boating practices.

Boating has a large economic impact in the Great Lakes region. A report by the Great Lakes Commission estimates that the 4.3 million recreational boats registered in the eight Great

Lakes states generate nearly \$16 billion in spending on boats and boating activities in a single year. That spending directly supports 107,000 jobs, a figure that grows to nearly a quarter million jobs when secondary impacts are taken into consideration. "This Association will be the beginning of great networking opportunities for marina operators in Wisconsin. The industry stands only to gain by sharing ideas and successes", says Jon Kukuk, owner and operator of Nestegg Marine of Marinette and the new Chair of the WMA.

The WMA will be the voice of its members in working with government agencies, affiliated national and local organizations and national or local issues affecting recreational boating. U.S. Representative Steve Kagen, representing northeastern Wisconsin, believes, "the Wisconsin Marina Association will help our state live up to the meaning of its Ojibwe name, 'gathering of waters.'" In doing so, it will help to improve our environment and our economy. I congratulate their new association and look forward to working with them to help restore and conserve our state's waterways."

This Association is a collaborative effort with University of Wisconsin Sea Grant Institute, Wisconsin Department of Natural Resources, Wisconsin Coastal Management Program and WI Harbor Towns Association (WHTA). The WHTA will be releasing a new *Wisconsin Harbor Town Travel Guide* and BoatUS sponsored, *Simple Solutions to Great Lakes Health Guide* in April 2009 for tourists and boaters in an effort to strengthen these initiatives.

Wisconsin marina operators and other related industry professionals are encouraged to join the Wisconsin Marina Association. Visit www.wisconsinharbortowns.org/wma for more information.

Marine Surveyor Phil Peterson is back in Bayfield, WI



Marine Surveyor Phil Peterson is back in Bayfield, WI, after spending the winter running crew boats in the Gulf of Mexico. Peterson signed on as second captain, working for Candy Fleet out of Morgan City, LA. Candy Fleet operates 18 crew boats and supply boats, servicing oil rigs and platforms in the Gulf of Mexico. The crew boat that Peterson was on was a 145 ft. crew boat, working out of ports from Port Fourchon, LA to Galveston, Texas. These boat are quad engine, with four wheels.

"It is amazing what you can do with them while holding them up to a rig. With the quad wheel arrangement, it is possible to walk the boat from side to side," Peterson said.

"The Gulf of Mexico is pretty amazing. Running at night is like driving through farm land in Minnesota or Wisconsin. The platforms in the gulf are lit up just like all the farms with yard lights in the country," Peterson said.

Phil Peterson is a Certified Member of the National Association of Marine Surveyors, Inc., and works out of Bayfield, WI, on Lake Superior. He holds a USCG 100 ton license near coastal, and is available for marine survey work and yacht deliveries. He has been sailing offshore since 1972, and has over 90,000 miles offshore experience. He can be reached at 715.779.0254, or water@cheqnet.net.

Sailing News

White Bear Boat Works Moves into New White Bear Lake Location



After 113 years on White Bear Lake, the historic White Bear Boat Works has moved. Now located at 4120 Hoffman Road in White Bear Lake (just ½ mile south of the former site), the new facility allows for more expanded and efficient sales and service, while maintaining the helpful one-on-one customer service that has been a hallmark of the business. As a dealer for Catalina and Hunter, White Bear Boat Works continues to specialize in sailboats 25' and under, Ocean Kayaks, and extensive fiberglass and rigging repair. A larger, more open boat yard allows for a better display of new and used boats, and the new location allows for convenient small boat demos on Little Goose Lake. The expanded fiberglass and rigging repair building enables White Bear Boat Works to complete repairs on a larger size and variety of boats, and support the growing trend in refurbishing and upgrading older boats. The new ships' store is bigger and brighter, with room to carry more of the parts and accessories both sailors and general boaters are looking for. White Bear Boat Works will continue to manage the marina on White Bear Lake, as well.

Owner Jason Brown is enthusiastic about operating from this new location. "It's great to see that people are refusing to give in to the "doom and gloom" out there. We love to help people who are excited to get out on the water and have fun. This new facility will allow us to do just that - only better!" For more information, check out their website at www.whitebearboatworks.com.

Gougeon Brothers: 40 Years at the Forefront of Epoxy Technology

Since 1969, WEST SYSTEM Brand Epoxy manufacturer Gougeon Brothers, Inc has been known for its consistent, high-quality epoxy products and unparalleled technical support. This year, the company celebrates its 40th year in business.

Company founders Meade and Jan Gougeon started out building production iceboats at their Bay City, Michigan shop, using epoxy for these these lightweight, sail-powered vessels. With the help of a few friends, the brothers formulated an epoxy system suited ideally to their boat-building needs. Many people who saw the iceboats were interested in using the epoxy for their own projects.

By 1971, they'd named their epoxy formulation WEST SYSTEM and were dispensing it, along with a lot of how-to advice, for customers who dropped by the shop.

Through years of sailboat racing, boatbuilding, constructing wind turbine blades and conducting materials testing and research, the company earned wide recognition as an authority on epoxy.

Much of the early success of WEST SYSTEM epoxy was based on its compatibility with wood. However, its superior strength and moisture resistance along with its ability to bond with rein-

forcing fabrics, glass and metal makes it an excellent choice for an array of projects. This versatility, along with reliable customer support, is why WEST SYSTEM remains popular for use in building modern composites and repairing fiberglass boats.

WEST SYSTEM products are now distributed worldwide and sold through full-service retailers, but the company maintains close contact with its customers via a toll-free support line, their bi-annual publication *Epoxyworks*, and web site. Their experienced six-person technical staff fields more than 10,000 client phone inquiries a year. Most of the extensive research and development completed in the Gougeon lab is driven by the needs of WEST SYSTEM customers.

Contact West System, PO Box 665, Bay City, MI 48707. 866-937- 8797; Fax: 989-684-1287. GLO@gougeon.com, www.westsystem.com.



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Racing News

US SAILING Announces 2009 US Sailing Team AlphaGraphics

US SAILING, the national governing body for the sport, is proud to announce the new 2009 US Sailing Team AlphaGraphics (USSTAG). Fueled by elite sailing talent and leadership, the Olympic Sailing Program is building momentum towards the 2012 Olympic and Paralympic Games in Weymouth/Portland, England. The new team consists of rising sailing stars as well as many top sailors in the world, including 2008 Olympic Gold Medalist and US SAILING's Rolex Yachtswoman of the Year Anna Tunnicliffe, 2008 Olympic Silver Medalist Zach Railey, 2008 Paralympic Gold Medalist Maureen McKinnon-Tucker, 2008 Paralympic Bronze Medalist John Ruf and 1988 Olympic Gold Medalist Allison Jolly.

Based on results at US SAILING's 2009 Rolex Miami OCR, US SAILING selected the top three boats in each Olympic and Paralympic class for the 2009 USSTAG. Two boats declined to pursue Olympic/Paralympic campaigns, so the Star and SKUD-18 classes include the top two boats. The 10 Olympic classes chosen to compete at the 2012 Olympic Games are: Laser Radial (women), Laser (men), Finn (men), Men's RS:X, Women's RS:X, 49er (men), Men's 470, Women's 470, Star (men) and Elliott 6m (women). The three Paralympic classes chosen for the 2012 Paralympic Games are: 2.4mR (open), SKUD18 (mixed) and Sonar (open).

The members of the 2009 USSTAG are (listed in order of USSTAG ranking):

Olympic Classes

Laser (Men's One Person Dinghy): Brad Funk (Plantation, Fla.); Clay Johnson (Toms River, N.J.); Charlie Buckingham (Newport Beach, Calif.)

Laser Radial (Women's One Person Dinghy): Anna Tunnicliffe (Plantation, Fla.); Paige Railey (Clearwater, Fla.); Emily Billing (Clearwater, Fla.)

Finn (Heavyweight Dinghy): Zach Railey (Clearwater, Fla.); Andrew Casey (Alameda, Calif.); Bryan Boyd (Annapolis, Md.)

Men's RS:X (Men's Windsurfer): Ben Barger (St. Petersburg, Fla.); *Bob Willis (Chicago, Ill.);* Jimi Sobeck (East Quogue, N.Y.)

Women's RS:X (Women's Windsurfer): Farrah Hall (Annapolis, Md.); *Lisa Kremer (Worthington, Minn./Sioux City, Iowa);* Solvig Sayre (Vineyard Haven, Mass.)

Men's 470 (Men's Two Person Dinghy): Stu McNay (Newton, Mass.) and Graham Biehl (San Diego, Calif.); Adam Roberts (San Diego, Calif.) and Nick Martin (San Diego, Calif.); Hans Jensen (Duxbury, Mass.)

Women's 470 (Women's Two Person Dinghy): Erin Maxwell (Stonington, Conn.) and Isabelle Kinsolving (New York, NY); Molly Carapiet (Belvedere, Calif.) and Molly O'Bryan Vandemoer (Redwood City, Calif.); Alison Jolly (St. Petersburg, Fla.) and Darby Smith (Marblehead, Mass.)

49er (Skiff): Erik Storck (Huntington, N.Y.) and Trevor Moore (North Pomfret, Vt.); Joey Pasquali (Santa Cruz, Calif.); Jonny Goldsberry (Sausalito, Calif.) and Charlie Smythe (Austin, Texas)

Star (Men's Keelboat): George Szabo (San Diego, Calif.) and Rick Peters (Barrington, R.I./Venice, Calif.); Andrew Campbell (San Diego, Calif.) and Brad Nichol (Miami Beach, Fla.)

Elliott 6m (Women's Match Racing): Genny Tulloch (San Francisco, Calif.), Jen Morgan Glass (Seattle, Wash.) and Jamie Haines (Jamestown, R.I.); Debbie Capozzi (Bayport, N.Y.), Jackie Schmitz (Washington, D.C.) and Emily Hill (Miami, Fla./New Haven, Conn.); Katy Lovell (New Orleans, La.), Alice Manard (Charleston, S.C.) and Dana Riley (San Rafael, Calif.)

Paralympic Classes

2.4mR (Open One Person Keelboat): *John Ruf (Pewaukee, Wis.);* Mark LeBlanc (New Orleans, La.); Scott Danberg (Cooper City, Fla. and Stamford, Conn.)

SKUD-18 (Mixed Two Person Keelboat): Scott Whitman (Brick, NJ) and Julia Dorsett (Westchester, Pa. and Boca Raton, Fla.); Karen Mitchell (Deerfield Beach, Fla.) and Bob Jones (Issaquah, Wash.)

Sonar (Open Three Person Keelboat): Paul Callahan (Cape Coral, Fla. and Newport, R.I.), Roger Cleworth (Lithia, Fla.) and Tom Brown (Castine, Me.); Rick Doerr (Clifton, NJ), Maureen McKinnon-Tucker (Marblehead, Mass.) and Hugh Freund (South Freeport, Me.); Jen French (St. Petersburg, Fla.), Michael Hersey (Hyannis, Mass.) and Brad Kendell (Tampa, Fla.)

"We're excited about the new team because we've never had this many Olympic and Paralympic sailors return this early in the quad, which is a sign we're delivering more support to the sailors," said Olympic Sailing Chairman Dean Brenner (Wallingford, Conn.). "We're also excited to see a new generation of talented sailors dedicated to Olympic excellence."

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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.

June 2009

June 6 - Northpoint 1 - Winthrop Harbor Daysail. NorthWest Sailing Association. Visit www.nwsail.com

June 6 - Milwaukee Community Sailing Center Open House - Tours of the grounds and wind and weather permitting, a introductory sailboat ride. 414-277-9094 info@sailingcenter.org

June 6 - Rhumblin Regatta - St. Joseph River Yacht Club, St. Joseph, MI. Visit www.rhumblinregatta.com or call 269-983-6393 for more info.

June 6 - Shell Lake Sailing Club Annual Banquet - Butternut Hills Golf Course. Contact Tom Scott at trsbadger@aol.com or call 715-468-2294

June 6 - Area E U.S. Singlehanded Championship Elimination - Edgewater Yacht Club, Cleveland, OH. Visit www.ussailing.org for more info.

June 13 - Ed Gans Memorial Montrose Sail - Scenic Chicago, IL. NorthWest Sailing Association. Visit www.nwsail.com

June 13-14 Area K US Singlehanded Championship Semi-Final - White Bear Lake Yacht Club, Saint Paul, MN. Visit www.ussailing.org for more info.

June 13-14, American Diabetes Association, ADA Regatta, Lake Minnetonka. Awareness and charity fundraiser. www.wyc.org or Ryann Rathman, 763-593-533 X6598.

June 18 - Lake Michigan Singlehanded Society, Double Handed Championship. West Shore start Winthrop Harbor, IL. East Shore start Muskegon, MI. Finish Port Washington, WI. www.LMSSonline.com

June 18-21, International Match Racing, Detroit Cup, Bayview Yacht Club, Detroit, MI Info: office@byc.com or 313-822-1853.

June 19 - Mike Plant Junior Regatta - Twin Cities Youth Sailing. Wayzata Community Sailing Center, Wayzata, MN. www.wayzatasailing.org

June 19-21, 2009, Chicago NOOD Regatta, Chicago Yacht Club, Chicago, IL.

June 19-21 - 12th Annual Wooden Boat Show & Summer Solstice Festival - North House Folk School is holding the event. Grand Marais, MN. Visit www.northhouse.org or call 218-387-9762 for more information.

June 20 - Solo Mackinac Challenges - The Great Lakes Singlehanded Society is holding the event. Visit www.solo-sailor.org for more info.

June 20-21 - 9th Annual Summer Sailstice - Celebrating sailing held annually on the summer solstice, the longest sailing days of the year. Visit www.summersailstice.com for more information.

June 20-28 - Cleveland Race Week - Edgewater Yacht Club, Cleveland, OH. Visit <http://ewyc.org/CRW2009> for more information.

June 21 - Fathers Day Sail & Picnic Blackwell - NorthWest Sailing Association, IL. Visit www.nwsail.com

June 25-28 - U.S. Match Racing Championship Area E+K Semifinal Qualifier - Sailing Center of Sheboygan, WI. Visit www.ussailing.org for more info.

June 26-28 - Area E Semifinals U.S. Men's Championship - Portage Yacht Club, Pinckney, MI. Visit www.ussailing.org for more info.

June 27 - Monroe Sail - Skyline View and Millennium Park - NorthWest Sailing Association, IL. Visit www.nwsail.com

July 2009

July 4 - Shell Lake Art Festival Regatta - Shell Lake Sailing Club. Contact Tom Scott at trsbadger@aol.com or call 715-468-2294

July 4 - Leukemia Cup Regatta - Grand Traverse Yacht Club, Traverse City, MI. www.leukemia-lymphoma.org

July 12 - Thomas R. Smith Sea Scouts Regatta - Experience the thrill of racing 420's. Open to all Sea Scouts who have been registered members since June 1, 2008. Visit www.chicagoyachtclub.org for more info.

July 12 - Kenosha - Sail from this pretty downtown. - NorthWest Sailing Association, IL. Visit www.nwsail.com

July 13-14 - Chubb DRYA US SAILING Jr Singlehanded, Doublehanded and Triplehanded Championship Elim - Crescent Sail Yacht Club. Grosse Pointe Farms, MI. Visit www.ussailing.org for more info.

July 13-15 - Area K Qualifiers for the Chubb US Jr. Singlehanded, Doublehanded and Triplehanded Championships - Wayzata Community Sailing Center. Wayzata, MN. Visit www.ussailing.org for more info.

July 18 - Sailfest 2009 - Sailboat Race and Cruise Rally. North Coast Community Sailing is the new sponsor. Bayfield, WI. Contact us at www.NorthCoastCommunitySailing.org to register and get further information.

July 18 - Start of the 101th MAC - Join the NorthWest Sailing Association, IL and watch the start of the even. Visit www.nwsail.com

July 18 - Chicago's Yacht club race to Mackinac. Chicago Yacht Club. Visit www.ussailing.org for more information.

July 18 - Racine Yacht Club - The HOOK Race 25th running, 189nm race- starting at Racine, WI -around Door County- finishing at the M&M Yacht Club, Menominee, MI Info: www.racineyachtclub.org/the_hook.htm Twitter: HOOKRace

July 18-25 - SUNORA 2009. Superior North Shore Regatta, a fun sailing week along Superior's beautiful, Canadian "North" Shore. Thunder Bay YC, Jon Block, 807-475-5612 or jblock@tbaytel.net.

July 19-24 - I-LYA Bay Week Junior Regatta - Put-In-Bay Yacht Club, Put in Bay, OH. www.i-lya.com

July 25 - Port Huron to Mackinaw Island Race, Bayview Yacht Club,

Calendar of Events

Detroit, MI. Info: office@byc.com or 313-822-1853.

July 25 - 11th Annual "Woodies on the Water", Lake Superior's Classic Wooden Boat Festival, Barker's Island Marina in Superior, WI. Contact Doug George, email: amazingskiff@msn.com. www.stewartriver.com/woodies.html

July 27-29 - Chubb Area E US SAILING Junior Singlehanded, Doublehanded and Triplehanded Championships - US SAILING/Sandusky Sailing Club Host. Sandusky, OH. Visit www.ussailing.org for more info.

June 29-July 3 - 29th Annual Bayfield Race Week - Wayzata Yacht Club, Apostle Islands, WI. Visit www.bayfieldraceweek.org for more info.

July 30-Aug 2 - U.S. Single Handed Championship. Detroit Yacht Club. Visit www.ussailing.org for more information.

July 31-Aug 2 - 49th Little Traverse

Yacht Club Regatta - Harbor Springs, MI. www.ltyc.org

July 31-Aug 5 - I-LYA Bay Week Sailing Regatta - Put-In-Bay Yacht Club, Put in Bay, OH. www.i-lya.com

August 2009

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

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

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

547-1819 for more info.

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

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

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

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

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

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Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg
9	Achilles inflatable	UK	\$500	FS
9	Sea Eagle Inflatable, includes oars	UK	\$500	HY
9	Water Tender Dinghy, soft-chined	UK	\$250	HY
9	West Marine Inflatable	03	\$900	FS
10	Hunter Xcite, New	04	\$2,500	FS
10	Walker Bay RID, Perf. Sail kit, like new	02	\$2,000	HY
10	Walker Bay, New listing	UK	Call	HY
11	Avon Inflatable R310HP, 8HP 4-strk, Fresh water	00	\$3,000	SC
11	Inflatable Dinghy, New listing	UK	Call	HY
11	Luger, Trlr, Cover	UK	\$875	MA
12	AMF Sunfish, 2 Sails (one new), tiller & rudder	94	\$2,295	HY
12	Catalina Expedition 12.5, furling main, trlr	99	\$3,395	WB
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB
12	Sailboard	UK	\$600	FS
12	Trinka, Main, Trlr	97	\$3,600	WB
13	Vanguard Zuma, Main	05	\$3,600	WB
14	Alumacraft, 2 Sails, trailer	UK	\$795	HY
14	Glastron Sigma, Mainsail, Jib, Trlr	70	\$1,300	WB
14	Hunter 140, Roller furl jib, w/trailer	09	\$7,250	AS
14	O'Day Javelin, Mainsail, Jib, Trlr	79	\$2,100	WB
14	Skipper, Trlr	77	\$1,000	FS
14	Sunfish	UK	\$825	MA
14	WD Schock Harbor 14, 2 Sails, Minkota Elect, trlr	04	\$6,300	HY
15	O'Day, Main, Roller Furling Jib, Trlr	83	\$2,995	WB
15	Precision K, Main, Jib, Trlr, RF, Motor Mount	08	\$8,500	HY
15	Precision, Main, Jib, Trlr, Tiller ext, cover	96	\$3,500	HY
16	Annapolis Daysailer Mainsail, Jib, Trlr	72	\$1,600	WB
16	Capri, 2 Sails, 2HP Tohatsu ('06), Trlr, More	95	\$5,000	HY
16	Hobie, Trlr	82	\$1,000	FS
16	Hobie, White hulls, Multi-color sails, Many extras	83	\$1,750	SC
16	Johnson Daysailer, Main, Jib,Trlr	83	\$1,900	WB
16	Johnson X Boat, mainsail, jib, trailer	81	\$2,995	WB
16	M16, Trlr	UK	\$600	FS
16	Man-O-War	74	\$800	FS
16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$950	HY
16	Precision 165, Main, Jib, new 150%, Trlr, More	96	\$7,200	HY
16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$12,353	HY
16	Raider, Trlr, New rigging 08, fast, fun, stable	04	\$4,400	SC
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
16	Rave Hydrofoil, TRLR, New Sails	03	\$8,200	AS
16	Tanzer, Mainsail, Jib, 2HP Evinrude OB, Trlr	73	\$2,800	WB
17	Hunter 170 [NEW],TRLR	06	\$7,500	AS
17	O'Day Daysailer, New main, Furling Jib, Trlr	82	\$3,800	WB
17	O'Day Daysailor, Trlr	UK	\$1,500	MA
17	WindRider, Blue Exc. Cond., Store indoors, Trlr	03	\$5,500	SC
17	WindRider, with screecher	04	\$6,000	FS
18	Boston Whaler Harpoon 5.2, New listing	UK	Call	HY
18	Cape Dory Typhoon, 7 Sails, Trlr, cushions, More	75	\$5,500	HY
18	Catalina 18MKII, Never sailed, 5HP IB, Furl, More	06	\$15,995	WB

LOA	Description	Yr	Price	Bkg
18	Hobie, 2 Sets of Sails, Trlr, Upgrded rudders	82	\$2,200	HY
18	Precision 185, Main, Jib, Trlr, RF, More	05	\$8,950	HY
18	Precision 185, Main, Jib, Trlr, RF, More	08	\$9,802	HY
18	Seaward Fox	92	\$5,000	FS
19	O'Day, Swing keel, Mainsail, Jib, 6HP OB, Trlr	82	\$3,200	WB
19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	98	\$8,000	HY
19	West Wight Potter, 3 Sails, DS, Trlr, More	85	\$4,500	HY
19	West Wight Potter,Trlr, CDI Furling More	96	\$7,900	HY
20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$3,900	HY
21	Hunter 216, Furler, Spinnaker, 2HP OB, Trlr	04	\$13,500	WB
21	Hunter 216, Furling Jib, TRLR	08	\$17,990	AS
21	San Juan MKI, Furler, 2 rudders, 4HP OB, trlr	74	\$3,950	WB
22	Catalina, Trlr, OB, Genoa, Loaded	76	\$4,500	MA
22	Catalina, WingKeel Mainsail,Jib furler Trlr, Mtr	88	\$9,995	WB
22	Catalina, WingKeel Mainsail,Jib furler Trlr, Mtr	88	\$10,500	WB
22	J Boat, Hull #25, a sails, 4.5hp OB, trlr, more	83	\$7,900	HY
22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY
23	Beneateau First, 6 Sails, Freshwater, Trlr	88	\$12,995	SW
23	Beneteau, Trlr, Genoa, RF, Honda OB	UK	\$12,500	MA
23	Hunter, 3 Sails, 8hp OB, Trlr, furling, more	85	\$3,900	HY
23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
23	O'Day Tempest, New Hull Paint, 3 Sails, More	UK	\$4,500	HY
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$5,800	WB
23	Paceship PY-23, Main, Jib, 150 Genoa, Trlr	80	\$9,700	WB
23	Penn Yan Avenger, Trlr, Trim tabs, Cabin	88	\$6,300	FS
23	Precision, 2 Sails, 6HP Merc, Trlr, Furler, More	01	\$25,000	HY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
24	C&C, 5 Sails, L Lines, Galley, 5 Winches, more	76	\$4,000	HY
24	C&C, 6 Sails, 15hp Evin, Trlr, Anchor, More	78	\$4,000	HY
24	Cal, fire & smoke damage, hull & keel OK	86	\$3,000	HY
24	Dufour, 4 Sails, cradle, new elec, more	75	\$4,500	HY
24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr, More	77	\$3,000	HY
24	J Boat (Hull 4305), 4 Sails, 3.5hp, race equipt	86	\$14,750	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
24	Pacific Seacraft Dana, IB Diesel, LPG, More	91	\$59,995	NY
24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
24	Seafarer, Custom Trlr	74	\$8,700	FS
25	Cal, 4 Sails, 11 Hp Diesel,Furler, Electronics	83	\$10,000	HY
25	Cape Dory, 4hp OB, Jib Frl	77	\$6,600	CM
25	Capri, 6 Sails, Trlr, 4 Winches, Compass, More	81	\$8,500	HY
25	Catalina 25 Tall Rig, Main, 9.9 hp Evin, Trlr	90	\$17,900	WB
25	Catalina 250, Wing Keel, Main, RF, OB, Trlr	00	\$23,500	WB
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
25	Catalina, Jib Frl, Propane, st cradle	78	\$6,500	CM
25	Catalina, Tall Rig, Fin keel, Roller furler, 10HP dsl	87	\$13,500	SC
25	Ericson 25+, 15 HP OMC Saildrive, Main, More	79	\$9,995	NY
25	Ericson, 5 Sails, 9.9 Evin, Trlr, L lines, DS, More	73	\$6,900	HY

LOA	Description	Yr	Price	Bkg
25	Freedom, 3 Sails, OB, Cradle, Head, Galley	83	\$3,900	HY
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY
25	Hunter, 5 Sails, tandem trlr, 9.9HP, Shr Pwr	78	\$6,500	HY
25	Hunter, RF Jib, 9.8 OB, Wheel, NEW, SALE	08	\$35,500	AS
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB
25	O'Day, 2 Sails, 9.9hp, new winches,Trlr, Furl	75	\$5,500	HY
25	O'Day, 7 Sails, 15HP Evin, Trlr, L lines, More	80	Call	HY
25	O'Day, Mainsail, 2 Genoas w/furling, Needs work	78	\$2,000	NY
25	Seaward, 4 Sails, 9HP Ynmr, CDI, wheel, trlr	94	\$19,500	HY
26	Balboa, 5 Sails, 9.9 Evin, Trlr, L lines, More	71	\$4,200	HY
26	Bristol, 4 sails, 9.5hp Evin, very nice	68	\$5,600	HY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$6,000	HY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$3,500	HY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	UK	\$5,000	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Hunter 26- MANY NEW UPGRADES!	94	\$16,500	CN
26	Hunter 260, 2 sails, 9.9 4-strk, trlr, CDI, wheel	05	\$30,000	HY
26	Hunter 260, H20 Ballast, Spinnaker, Roller furling	95	\$18,000	IM
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$18,500	HY
26	Nimble Kodiak, Pilot house sloop, Trlr, 15HP	94	\$35,000	SC
26	Nonsuch Classic, Single-handed cruiser, loaded	84	\$36,500	SC
26	O'Day, Trlr, New 135% on furler, New Main, More	85	\$16,000	FS
26	Paceship (PY26) fin keel, 5 Sails, 8HP IB	79	\$9,500	HY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$7,500	HY
26	Pearson, 3 Sails, cradle, 3 winches, DS, More	70	\$4,000	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$6,995	HY
26	Pearson, New listing	UK	Call	HY
26	Pearson, OB, Yard Trlr	72	\$7,000	CM
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S 2 7.9, 10hp IB Dsl, Fiberglass, Trlr	83	\$17,995	SW
26	S 2 7.9, Trlr, New Main and Gib in 2006	84	\$13,400	SW
26	S2 7.9, 4 sails, elec head, 6HP OB, trlr, more	83	\$11,500	FS
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	84	\$14,000	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$14,000	HY
26	S2 8.0B, Trlr, Autopilot, New 4 Stroke Sail Drive	80	\$16,500	IM
26	S-2 8M, New cushions, New sails in 07&06, More	82	\$11,500	NY
26	San Juan 7.7, 6 sails, 9.9HP OB, Trlr, more	79	\$4,900	HY
26	San Juan, New Listing	UK	Call	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Seaward RK	09	\$39,500	GM
26	Shock Endeavor, Yard Trlr	67	\$1,500	CM

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LOA	Description	Yr	Price	Bkg
26	South Coast, 4 sails, 9.9 Merc, Trlr, more	78	\$3,000	SC
26	Tanzer	79	\$7,500	NE
27	Aloha, 5 Sails, 9.9 Yamaha 4strk, More	85	\$6,000	HY
27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS
27	C&C 27, 2 Sets of Sails, 9.9hp OB, Elect	84	\$14,995	NY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	C&C, New Listing	UK	Call	HY
27	Cal 27-III, Well-equipped, good shape, Trlr	84	\$14,000	SC
27	Cape Dory	78	\$19,500	NE
27	Captiva, 18HP Ynmr, trlr, 155 genoa, More	87	\$16,500	SC
27	Catalina	77	\$6,000	NE
27	Catalina 270, 2 Sails, 18HP Perk, flrl, wheel	94	\$35,000	HY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$7,900	HY
27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS

Legend:

AS=Aquarius Sail 262-691-3794 CM=Cramer Marine cramermarine.com 800-776-0909 414-272-5998 CN=Crow's Nest Yachts 651-739-2880	FS=Fleet Sails 218-547-1188 GM=Gunkhole Marine 651-260-6200 GS=Great Lakes Sailboat Co. 517-339-1760 HH=Hansen's Harbor www.hansensharbor.com HW=High Water Marks 612-462-3704	HY=Hooper's Yachts 651-436-8795 800-377-8795 IM=Image Yacht Sales 651-269-6434 LB=Lakeland Boatworks 269-795-9441 MA=Martins Sports Afloat 218-963-2452	NE=NestEgg Marine 715-732-4466 NY=Northland Yachts 715-779-3339 OY=Owens Yacht 800-879-2684 PB=Pikes Bay Yacht Sales 715-209-2493 SC=See Classifieds	SD= Sailing World 815-344-9333 SU=Superior Yachts 715-779-5124 SY=Shorewood Yachts 952-474-0600 SW=Sailor's World 952-475-3443 WB=White Bear BW 651-429-7221
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Northern Breezes

Waterfront


Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
27	Catalina, Wheel Steering, Jib Frl	79	\$10,500	CM	32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$25,000	HY
27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$19,975	CN	32	Catalina 320	02	\$94,995	NE
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$9,000	HY	32	Catalina 320, 3 sails, 29hp perk, furling, more	94	\$85,000	HY
27	Ericson, Main, 4 Jibs, IB, Wheel, More	76	\$12,900	NY	32	Coronado, Center cockpit, new universal motor	72	\$12,000	IM
27	Home Made (Unknown Brand) 0 Sails, More	76	\$1,200	HY	32	J Boat, 4 Sails, 28HP Yanmar, Wheel, Furler, more	01	\$140,000	HY
27	Hunter, 4 Sails, IB Dsl, Wheel, Furling, More	80	\$6,000	HY	32	Rhodes Sloop, 5 sails, A4, new paint, more	57	\$50,000	HY
27	Hunter, Lake City, Meticulous	78	\$11,000	IM	32	Seaward RK	09	\$129,000	GM
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$19,000	HY	33	C&C, New Engine, Elect, Dodger	75	\$34,995	NY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$15,000	HY	33	Hunter 33- Good Condition New Diesel	80	\$19,900	CN
28	Hunter	89	\$6,000	NE	33	Hunter 33.5	93	\$55,900	NE
28	Melges E Scow, wood hull, good cond. Trlr, more	72	\$2,500	SC	33	Hunter 33.5-LOWER PRICE-NEW DODGER	92	\$54,900	CN
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY	33	Hunter 33-NEW LISTING - AS NEW!	05	\$106,900	CN
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY	33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY
28	Sirius, Great cond., Wheel, Roller furl, Cradle	85	\$14,700	SC	34	Bavaria Cruiser, 2 Sails, Volvo IB, Whl, More	08	\$120,000	HY
29	Cape Dory, Dsl, Yard Trlr, Jib Frl	78	\$22,400	CM	34	Beneteau 343 LIKE NEW - LOADED	06	\$119,900	CN
29	Ericson 29T, New interior, Pepin, Wisconsin	79	\$19,000	IM	34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
29	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	UK	Call	HY	34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY	34	Hunter 340, 3 sails, Ynmr, Frlx, Wheel, Dodgr	99	\$69,000	HY
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
29	Lancer	78	\$10,995	NE	34	Pacific Seacraft Voyagemaker, 4 Sails, Yanmar	95	\$142,000	HY
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY	34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY	34	Pacific Seacraft, Yanmar Dsl, Furl, Whl, more	90	\$95,000	HY
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$85,000	HY	34	Tartan 3400 - Air Cond - Leather- Loaded	07	\$219,900	CN
30	Bristol 29.9, Exc cond, dsl, new uphol, cradle	78	\$28,000	SC	35	Catalina 350	04	\$134,999	NE
30	C&C, Lake City, Helm Wheel	74	\$10,900	IM	35	Catalina 350, partnership or outright, loaded	04	\$139,900	HY
30	Catalina	88	\$35,000	NE	35	Ericson	80	\$38,000	NE
30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY	35	Ericson, sale pending	70	\$14,999	NE
30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$46,900	HY	35	Freedom 350, 2 Cabin, fresh water boat	93	\$89,500	SU
30	Catalina Tall Rig	94	\$54,200	NE	35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
30	Catalina, Beautiful boat, Lake City	92	\$49,000	IM	35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$27,000	HY
30	Catalina, many extras	79	\$17,000	CM	36	Cal	69	\$24,900	NE
30	Chance 30/30, 8 sails, Palmer 27hp IB, more	73	\$10,000	HY	36	Catalina, V good cond, frlr, enclosure, More	86	\$55,000	SC
30	Contest, New listing	UK	Call	HY	36	Hunter 36- NEW- SPECIAL PRICING!	08	Call	CN
30	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$21,900	HY	36	Islander, 4 sails, 50 HP dsl, Frlx, wheel, more	77	\$48,000	HY
30	J Boat (Hull #291), 10 sails, 12HP Ynmr, more	81	\$32,000	HY	36	Islander, Project boat, Good hull, deck primed	77	\$5,500	HY
30	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	74	\$15,000	HY	36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	\$167,800	SU
30	Pearson, A4 IB, VHF, Stereo, Rails & L lines	75	\$7,000	HY	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
30	Pearson, New listing	79	Call	HY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$48,995	NY
30	S 2 9.2 C-center cockpit, Dsl, Fiberglass	83	\$32,900	SW	37	Beneteau 373 - NEW - SPECIAL PRICING!	07	\$129,900	CN
30	S-2 30'- Exceptional! NEW LISTING	80	\$28,500	CN	37	Hunter 376- Includes Avon Dinghy	97	\$97,900	CN
30	S2 9.1, New UK Head Sail - Very Fast	85	\$34,000	IM	37	Hunter 376 NEW LISTING-BAYFIELD	98	\$99,900	CN
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$27,500	HY	37	Island Packet 37, Dsl, Fiberglass	95	\$179,900	SW
30	Tartan 30, Upgraded sails, New uphol, More	77	\$18,995	NY	37	Island Packet Yachts 370 Performa, Dsl	09	\$380,000	SW
30	Tartan T3000, Freshwater, Roller furl, cradle	82	\$28,000	SC	37	Tartan 3700CCR - NEW - Save \$60K	07	\$249,850	CN
30	Tartan, Sailaway, cond., Upgrades in 06, cradle	77	\$21,000	SC	38	Hunter H380, Furling main/jib, Elect. Windlass	99	\$99,900	SC
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$29,000	HY	38	Tartan 3800- EXCEPTIONAL!!!	98	\$175,000	CN
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	39	Beneteau Oceanis Classic, loaded, new uphol	91	\$98,900	SC
31	Beneteau 311 Keel/CB- RARE!!!	00	\$73,000	CN	39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	\$198,500	SU
31	Catalina 310	01	\$74,995	NE	40	C&C, 14 sails, Furling, Diesel, Awlgrip, More	80	\$74,995	NY
31	Hunter 31- LIKE NEW- Great Value!	06	\$88,900	CN	40	C&C, 8 sails, 30hp Yanm, furler, elec, more	80	\$61,000	HY
31	Pacific Seacraft, well maintained, ready to sail	89	\$89,000	SC	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$275,000	NY
31	Pearson 31-2, 5 sails, Yanmar, wheel, more	89	\$42,000	HY	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
32	Beneteau 321, Diesel, Furling Main & Genoa, More	96	\$69,995	NY	41	Hunter 410, NEW LIST - GREAT CRUISER	00	\$133,900	CN

LOA	Description	Yr	Price	Bkg
41	Island Packet Sp Cruiser, Dsl, Fiberglass	08	\$413,430	SW
42	Beneteau 423- "Low Bid" CHARTER READY	05	\$213,990	CN
43	Hood, 19 sails, Dsl, electronics, beautiful	66	\$88,000	HY
45	Morgan, Nelson-Marek FAST CRUISER	83	\$99,900	CN
46	Tartan, Main, Furl Jib, All Inst., Heat/Air, More	93	\$198,000	NY
49	Jeanneau SO49i, 4 Cabin, 4 Head, Equipped	08	\$334,900	SU
56	10-Meter Racing Sloop, Wood hull, project boat	27	\$25,000	HY

Miscellaneous

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Instruction: Superior Charters Sailing School	Call	SC
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Music: Lee Murdock Songs	\$15	SC
Rental: WindRider Rentals	Call	SC
Wanted: Used Johnson or Evinrude 2-6hp	Call	SC
Jeanneau Sailboat Dealer on Lake Superior!	Call	SC
9 Sea Eagle Inflatable, includes oars	UK	\$500 HY
9 Water Tender Dinghy, soft-chined	UK	\$250 HY
10 Walker Bay, New listing	UK	Call HY
10 Walker Bay RID, Perf. Sail kit, like new	02	\$2,000 HY
11 Avon Inflatable R310HP, 8HP 4-strk, Fresh water	00	\$3,000 SC
11 Inflatable Dinghy, New listing	UK	Call HY
23 Penn Yan Avenger, 5.7 ltr, trim tabs	88	\$6,300 FS




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16' Hobie, 1983

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16' Rave Hydrofoil, 2002

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

17' WindRider, 2003

Excellent condition. Stored indoors. Blue hulls, Fully Battened main and jib. New Galv. Trlr. Pictures and details available through email. Contact Matt 612-805-9158 \$5500/BO.

25' Catalina, 1987

Tall Rig, Roller furling, Fin keel, 10 HP diesel, low hours, folding prop, head with holding tank, pop-top with canvas, dual batteries, propane stove, 6 sails. \$13,500. 414-453-4015

26' Nimble Kodiak, 1994

Pilothouse sloop with 15hp Honda and trailer. Many upgrades, including like-new hull painted with awlgrip, bottom redone with VC-17, all electronics, and numerous custom improvements. \$35,000. Call 218-349-1786.

26' Nonsuch Classic, 1984

Ultimate single handed cruiser, High quality, Fully loaded, Fresh water, Lightly used, Located in Iowa with trailer \$36,500 firm, Call Bruce @ 641-627-5744 for details



26' South Coast, 1978

With 4 sails & 86 Mercury 9.9 electric start & Trailer (needs work), Electric keel, Draft on 3'8", up 22". Standing HR sleeps 4, Marine toilet w/25 gal holding tank, Galley has electric pump on 60 gal fresh water tank. Bow anchor well, Two large storage lockers in cockpit. A heck of a deal. \$3,000. 612-824-1060

27' Cal 27-III, 1984

Silver Anniversary Sailboat, well equipped and in pretty darn good shape, including trailer priced at only \$14,000 in Pick City, ND. Questions? Complete inventory and photos email Graveline@usnd.org

27' Captiva, 1987

Excellent sailing boat, 18 hp Yanmar inboard diesel, trailer, draft 3'7", 9'9" beam, 6 opening ports, 6'2" headroom, 155 Genoa headsail, Pengilly, MN, \$16,500 218-244-7556, gsmiller@northlc.com e-mail for pictures, specs



28' Melges E Scow, 1972

classic wood hull # 369 Very good condition. Stored inside, All running and standing rigging replaced in last 15 years. 2 sets of sails and 2 spinnakers. Custom trailer. \$2500.00 218-751-1404 sveinkel@charter.net

28' Sirius, 1985

Great condition, Yanmar 2GM. Wheel Steering, roller furling, newer sails, great condition. Steel cradle. Asking \$14,700. Located Winthrop Harbor, IL. Contact Mike 773-562-0294. premermichael@yahoo.com

30' Bristol 29.9, 1978

Excellent condition. Fresh water. Diesel. Radar, autopilot, depth, wind speed/direction, VHF radio, stereo, new furling jib sail, new upholstery, dodger, bimini, cradle. 715-892-4372. Bayfield, WI. \$28,000



30' Tartan, 1977

Sailaway condition. Upgrades in 2006: Rudder, wiring and panels, tiller w/ Simrad autopilot, Sobstad main. 2008 - custom dodger. With refrigeration, cradle and winter cover. \$21,000 (715) 491-7442 schmitzer@charter.net See http://webpages.charter.net/shenanigans/

30' Tartan T3000, 1982

Freshwater only, A1 condition, Pressurized hot/cold water, Roller furling, Depth/Knotmeter, Marine radio, New canvas, Steel cradle, Diesel, pictures available. \$28,000. swisdorfl@earthlink.net 1-651-345-6227

31' Pacific Seacraft, 1989

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36' Catalina, 1986

Standard rig. Boat is in very good condition with many upgrades, including sails, full enclosure and furling system. 920-887-2714. \$55,000. Check it out at http://webpages.charter.net/journey36

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38' Hunter H380, 1999

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39' Beneteau Oceanis Classic, 1991

Freshwater-only vessel. Loaded with continuous upgrades yearly. Ready to cruise bluewater. Self-leveling 24 radar, Fixed Kato davits, Solar panels, Complete enclosure. Upholstery new in and out, two heads plus large walk-in shower (plus additional shower). Too much to mention. Call Ron at 231-585-6022. \$98,900.

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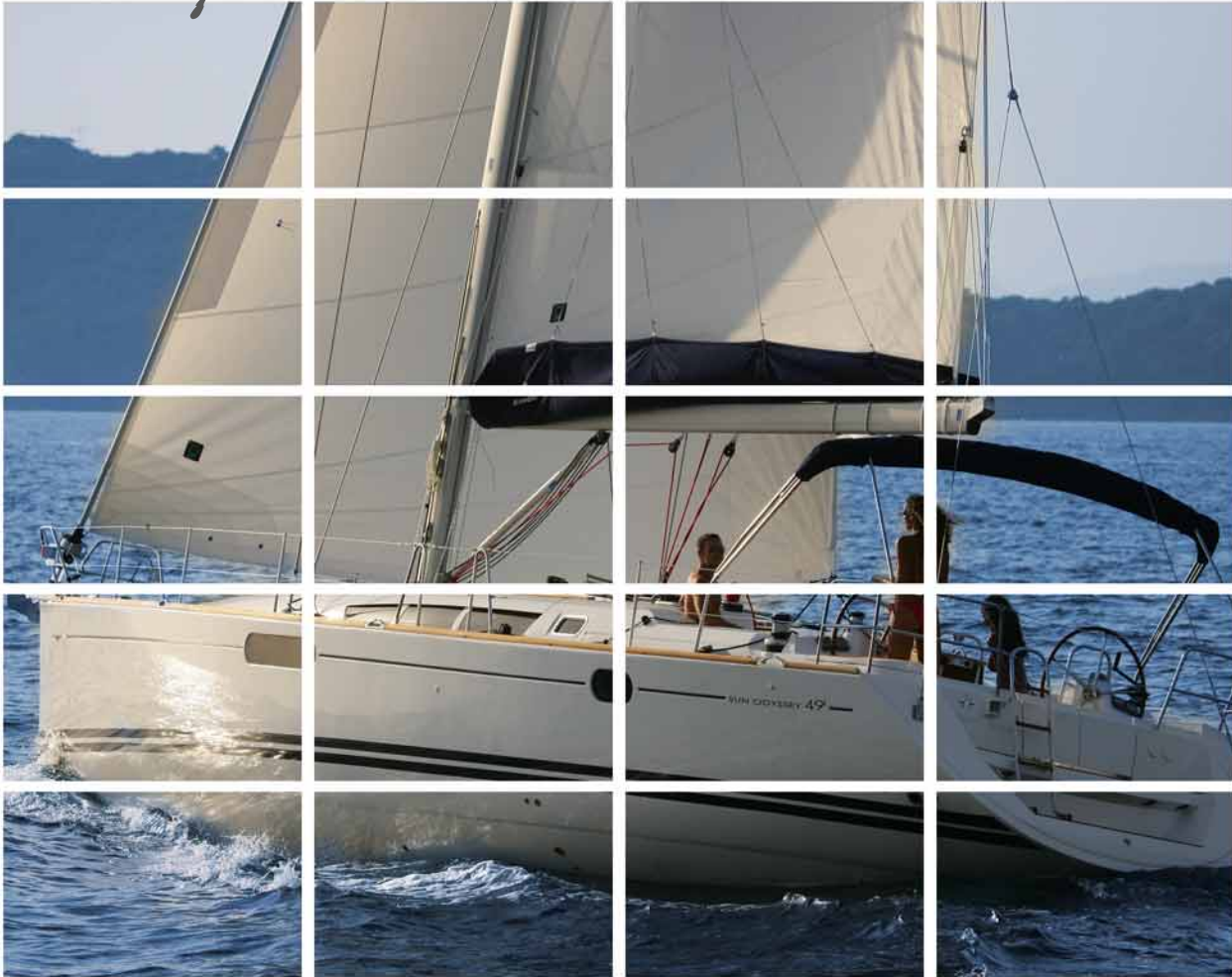
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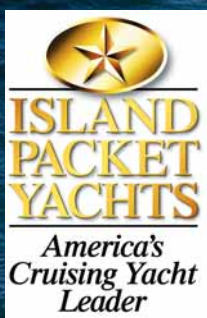
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Avoid being blown away

by Tom Rau

On Sunday, October 5, 2008 around 2 p.m. a 41-foot power boat exploded at the Oak Street Marina in South Haven, Michigan. The explosion illustrates the devastation boat fires can inflict not only to the boat itself but to nearby boats and those aboard.

I spoke with Captain Richard Lenardson of TowBoatU.S., a salvage and towing operation. Richard was nearby when the explosion rocked the marina. "I was around 30 boat docks away when I heard a thunderous explosion followed by a fireball and plume of black smoke," said Richard.

"I responded with my 23-foot tow boat. "When I arrived on scene the boat was engulfed in flames with black smoke boiling up from the inferno. The top cabin of the boat lay smoldering on a nearby grassy knoll. A secondary explosion sent debris through the hull of a boat in an adjacent slip."

The fire had spread to boats in adjacent slips where fire consumed a boat's mooring lines setting it free into the boat basin where it threatened nearby boats. Richard pushed the flaming boat back into its slip in reach of firefighters. At first, firefighters fought the blaze with water, with limited effect. A fire truck carrying foam soon arrived and joined the fight. "While pushing the burning boat back into the slip I could not see ahead with foam coating the windshield. Off to the side, I saw one of the victims climbing up a nearby dock ladder with the skin on his face peeled way," said Richard.

The injured included two men, a woman, and child. All were recovered from the water by rescue personnel. Two of the adults were in critical condition. Fire Chief Ronald Wise of South Haven Area Emergency Services, suspects the boat owner and a friend were using a 28-gallon plastic gas container with an electric transfer pump to pump gas into the boat when the vessel



On October 5, 2008 a 41-foot power boat exploded at a South Haven, Michigan marina. The violent explosion sent four people to the hospital, two in critical condition. For more photos on the fire, visit www.boatsmart.net. Photos courtesy of Ben Plachta CG Auxiliary/Richard Lenardson TowBoatU.S./ Thomas Renner



exploded. Reportedly the electrical source for the pump was the boat's batteries. That the cabin was blown off the boat along with the stern suggests that the source of the explosion occurred within the boat. The mishap remains under investigation.

Boat-Smart tips when fueling a boat:

- Open the engine hatches.
- Run the blower in the engine space and check the exhaust port on the side of boat with your palm to make sure its discharging air. During Coast Guard boat inspections I found a number of boats where the exhaust hose had separated from the discharge port. So, rather than discharging possible gas fumes through the exhaust port it was circulating them around the engine compartment.

- Deploy a sure gas fume detector- your nose. Open those engine hatches and give it a good sniff, especially after refueling a boat.
- Occasionally run a dry cloth over fuel lines especially near connecting points. Sniff the cloth for the odor of gasoline. This procedure is highly recommended after engine work involving gas-line joint connections.
- Michigan rules limit the size of plastic containers to five gallons for transportation of flammable liquid.

Boat Smart, keep it cool. Vent engine compartments before turning the ignition key.

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

Going Green

by Emma Burgeson

In a society that has started to scream Green Practice, very few people have actually experienced life off the grid. Fuel efficient cars and energy saving light bulbs are just the beginning of practicing a sustainable lifestyle. To truly live off the grid, you not only have to save, but also create your own energy. How often do we walk down the street and see homes with solar panels and wind generators, though? Unless you call your house a boat, the likelihood of seeing those expensive energy makers attached to almost every home is slim to none.

One way to live off the grid is to trade in those land lubber legs and head for sea. Cruisers from all over the world drift to the warm waters of the Bahamas and Caribbean Islands. I guess the water attracted my family as well. For six months we lived on a thirty-five foot Island Packet while traveling in South Carolina, Georgia, Florida, and the Bahamas.

Before we left for our trip, many of my friends asked me how I was going to survive. They were jealous that I was "skipping the second half of my sophomore year," but they also admitted that their family would never last together. I would just shrug and reply "We'll manage," and we did. There were times when I felt like running to a room and slamming a door, but I couldn't. Our boat, Paradise, had only two cabins. The forward v-birth belonged to my parents, and the aft quarter birth, though containing my personal items, didn't have room for two teenage girls, so it went to my sister. Most of the time I slept up in the cockpit, the only times I didn't were when we had to lock the boat up at night or when it was buggy. Both of those occasions happened only when we were in The States. There weren't many times when I thought twice about not having a room though.

The cruisers and locals alike were a great bunch. Friends were made by just



"Treasure hunting" at Black Point Settlement on Great Guana Cay from the trip that shows a little of what the beaches looked like filled with plastics. Pretty much every beach exposed to the east looked the same, meaning anything that floated accumulated on the beach.

taking the dinghy over to a boat and introducing yourself. If you decided you didn't like the people, you could simply decide not to spend time with them. I loved a lot of the people we met, but throughout the trip I yearned for a person my age to talk to. My wish was granted when we arrived in Allen's Cay about a month in. We had met the first kids our age in over a month, and instantly became friends. For five weeks our routes became a dance. Sometimes we led and they followed, and sometimes they led while we followed. After the third week, we had to start saying goodbye. The first time was probably the hardest, because it was then we truly believed we wouldn't see them again, but by the third time we had said goodbye, it came to mean "See you sometime later this month!" After goodbye number five or six, it was over. They continued south while we headed back north. Besides their family, there were only two other people I met who were my age.

Though we had hoped to make our way to the Virgin Islands, the Bahamas

were not a bad alternative. We found that there wasn't much elevation; the highest point measured 63 meters (206.7 feet) at Mount Alvernia on Cat Island, and there was not a great variety of vegetation on many of them. Seeing as the land wasn't much to look at, we literally dove deeper. When we heard of a good place to snorkel, we'd hop in the dinghy and motor to that spot. All of our information came from new friends we had met, and by the end of the trip, our maps were full of circles indicating good spear-fishing, snorkeling, and anchorage spots.

One of the hardest parts of the trip was keeping everything up and running. My dad became Mr. Fix It and seemed to be working on something every day. Some cruisers joke about how sailing is "going from one exotic place to another while fixing things," and "you always have five things wrong with your boat, the problem is you only know about three." There is a reality to that. Our biggest problems always had to do with energy in some way. It meant having to run the engine twice a day to keep the batteries charged, trying to get the fridge

to stop sucking so much energy, and keeping lights off. It would have been great to have solar panels or a wind generator, but for such a short trip on a boat we were planning to sell, it just didn't seem like a very good investment.

The boats we traveled with varied in size and type that sometimes reflected upon their owner's personalities, but every person living down there had at least one thing in common. They lived in a world controlled not by people, but by Mother Nature. When the sun shone, solar panels were tipped this way and that to capture as many rays as possible. When the wind blew, it seemed like the hum of every generator could be heard throughout the anchorage. When it rained, the decks were dotted with pots and pans; because when it came from the sky, it meant two things: it was free and it was pure.

It is said that the average American uses one to two hundred gallons of water a day. The U.S Geological Survey found that in 2000, we Americans withdrew 408 billion gallons of water per day, and every year that number increases. Living on a sailboat makes a person realize just how much that is, not only because sailboats have small water tanks, but also because fresh water in the Bahamas ranges from ten to fifty cents a gallon. Every time we filled up our minimal water supply, the price was approximately forty dollars. Our water tank held about 90 gallons; plus we had two thirty-gallon bladders. We tapped into the bladders just three times, but ninety gallons sometimes lasted us as long as eleven days. Per day, each person in our family averaged about two to six gallons of fresh water.

There were a lot of items we lived without that played a huge part in decreasing our water usage. Washing machines and dishwashers were not present in our small home, nor was a yard. Some people might say that not having those everyday objects was cheating, that of course water usage would go down if there were fewer appliances to waste water, but the reality is this: sustainable living is all about

choices. Choosing to live without the luxury of a washing machine or dishwasher is a choice. Because we didn't have a yard, we did not use gallons upon gallons of water for the sole purpose of a nice curb appeal. Every time we flushed our toilet with salt water, we saved ourselves the average of about three and a half gallons of fresh drinking water. Multiply that by four people, then again by five times per day, and that comes to a grand total of seventy gallons a day, just for flushing the toilet.

As live aboards of sixth months, we experienced just four days of rain. The first pitter patter of drops I had heard in over two months brought me above deck to check out what was going on. The last time it had rained had been when we were in Florida two months prior. Then, in the Bahamas, it seemed strange to see the ocean's surge with the pattern of rain upon its surface. It distorted the view of the bottom, but the gentle flowing of water created a mesmerizing effect. I watched it for hours. Most days of rain were anything but calm though. The other three were windy, with gusts up to 35 knots, and had huge, choppy waves. Needless to say, we stayed on the boat. Those days we battened the hatches, zipped down our rain shields surrounding the cockpit, and hunkered down. Reading and writing filled the days, with the occasional movie or episode of a favorite television series. Twice we tried to collect water, but there was never enough to really make a difference. The second time we laid a clean plastic tablecloth over the main hatch and ran the water into our metal bowls. It seemed like there would've been a greater chance of collecting water since there was more surface area, but it was to no avail. Instead, we got free showers. Being soaked with fresh water and not worrying about how much was left was a rare treat. We hung our salt encrusted towels and clothes over the lifelines in hopes of them being de-salted without physically washing them.

Water was only available on islands that were inhabited. Of the approximate 2,500 cays and islands, about thirty are

inhabited. Planning the route around those islands was not difficult, but it was crucial. We did not have a water maker, although it would have been useful. They are also very expensive and not as commonly found in the cruising community as solar panels and wind generators. Most water makers found on cruising boats use the reverse osmosis system, which forces salt water through an extremely fine membrane, trapping the solute (salt and other minerals) on one side, and letting the pure, or almost pure, water get through to the other side into the tank.

Water makers vary in size. Some are small enough for your dinghy or life raft, and some take up a large amount of space between the thru hull and water tank. There are those that come in units with just one large part, or several smaller, individual parts. Of course, there is the ever nagging energy issue. Water makers run on AC power, DC power, and can be specially engineered to run from the energy generated by the engine, but they do require a lot no matter what they're running on. The costs generally run upwards from \$3,000. Most cruisers debate whether the high cost is worth the availability of water, both those who make the leap are generally happy with their situation. If you're planning on living aboard in an area with very limited or no access to fresh water, a water maker would be an excellent choice. Cruising around the East Coast? Maybe not so worth it.

No matter where you cruise, there will always be that one boat with all of the new gadgets. Water makers, solar panels, and wind generators have become a way to live green and more off the grid, and everyone wants them. I truly believe that the majority of boat owners understand that their actions are impacting the earth in a positive way, so there's just one more thing to say: Get sailing, make a difference, and GO GREEN!

Celebration Sailing Festival

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Faith, a 39-foot Fairweather Mariner, at Grand Marais Dock, Minnesota.
Photos by Perry Phillips



Tony Green and Perry Phillips on their passage to Grand Marais, Minnesota.

Read about their adventure on page 7.



Grand Marais, Minnesota

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Sue Erickson at the Helm of *Faith*.

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