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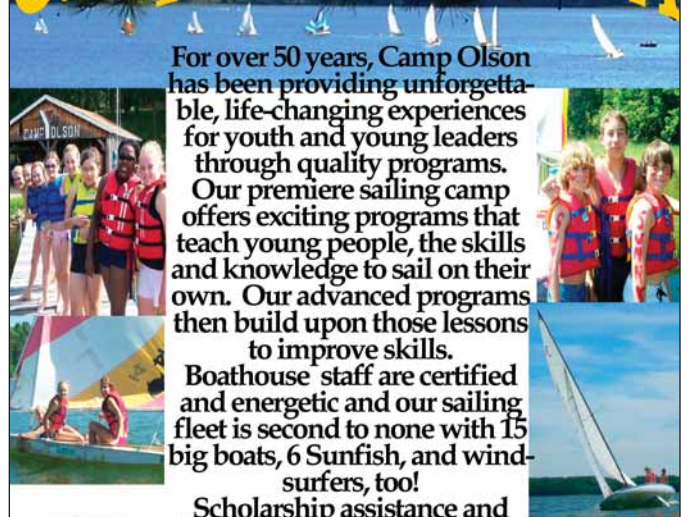
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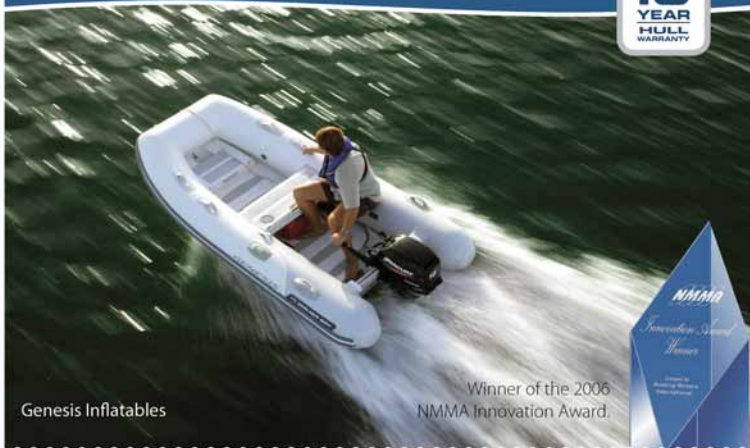
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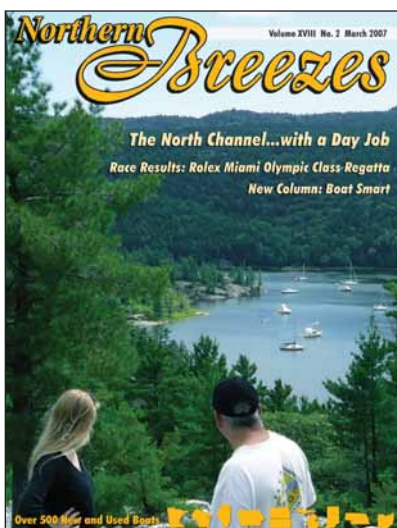
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- 8 **The North Channel...with a Day Job**
by Brian Bartel & Vickie Eiden
- 18 **Boat Smart: Situational Awareness Key to Nighttime Boating**
by Tom Rau
- 22 **Race Results: Rolex Miami Olympic Class Regatta**
- 44 **Celeb Sailing Festival**

Departments

- 14 **Keys to Success at Downwind Starts**
by David Dellenbaugh
- 17 **Researchers to Probe Decline in Great Lakes Water Levels**
- 20 **The Bookshelf**
- 25 **Calendar of Events**
- 26 **Sailing News: Helly Hansen Sails into Chicago, Great Lakes Cruising Club's 2007 Rendezvous, More**
- 29 **Subscriptions: Don't Miss Another Issue!**
- 30 **Sailing Products**
- 32 **Brokerage Multi-list New & Used Boats**
- 37 **The Waterfront:**
Classified And Small Display Ads
- 40 **Advertiser's Index**
- 41 **Showcase**

The Cover



A fresh bucket of lobsters ready to make a fine dinner in the British Virgin Islands. Photo by Randy Dague. Page 44.



After two weeks of touring the North Channel *Passpartout* enjoys sunset at home in Sister Bay, WI. Photo by Vickie Eiden. Page 8.



Cover Photo: Vickie Eiden and "Torpedo Jo" Reis gaze down at *Passpartout* and neighboring sailboats anchored in The Pool of Baie Fine. Photo by Tim Nolan.

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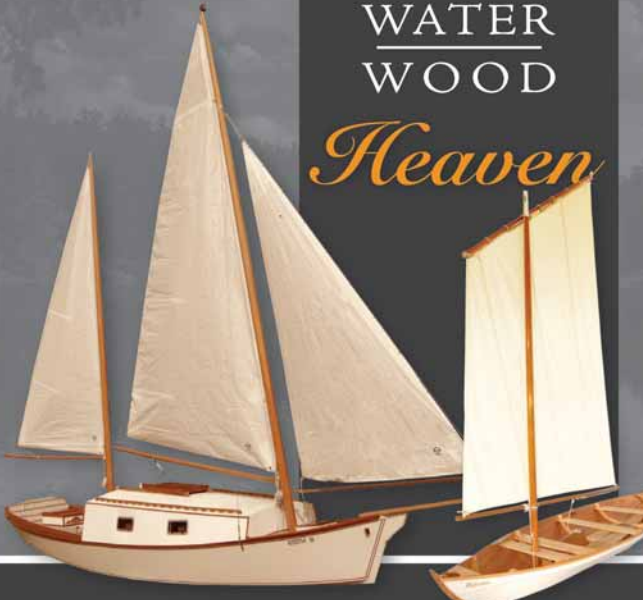


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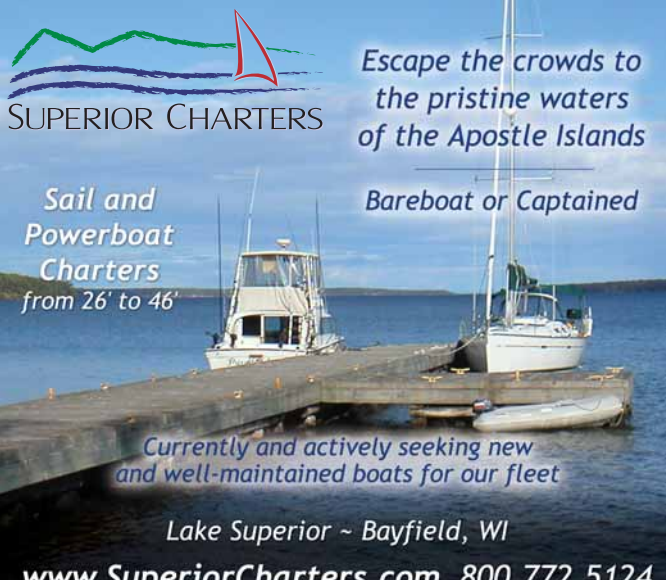
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The North Channel ... with a day job

By Brian Bartel & Vickie Eiden

Years ago, when I graduated from college and got my first job, one of the first things that occurred to me was, “I can’t wait to retire.” Now, halfway to retirement, I still envy retired cruisers who can explore the Great Lakes with a flexible schedule. After all, conventional wisdom among sailors states that the best way to enjoy a sailing vacation is to throw out the schedule and do what the weather tells you to do.

There are few sailors who haven’t heard about the celebrated North Channel, on the northern shore of Lake Huron. The magazines that cater to our sport repeatedly include articles on the North Channel, and boat shows often have one or two people giving seminars about cruising there. Unfortunately, the articles and seminars often describe cruises lasting three weeks, four weeks, or more. To someone aching for the day when he can sail for four weeks at a time, these articles and seminars are entertaining, inspiring...and frustrating. The North



***Passepartout* anchored for a lunch stop at Darch Island.
Photo by Brian Bartel.**

Channel is full of beautiful anchorages, quaint marinas, and quirky towns. It isn’t possible to see it all on a quick one-week vacation.

But you don’t have to see it all at once. In one week you can sample the

highlights and have a pleasant vacation. On August 4, 2006, my wife and I did the unthinkable. With two guests on our Jeanneau Sun Odyssey 45.2, “*Passepartout*,” we sailed from Sister Bay, WI and explored the North Channel — using only six vacation days! In this article you’ll learn how we did it, and you’ll see that, although we had to make some sacrifices, we had (and gave) a lovely 10-day vacation.

“Vacation mode” is that relaxed state one reaches after long stretches of leisure time. The schedule ceases to be important, the daily inefficiencies that creep into one’s life stop being such a big deal, and my bitten-down fingernails start to grow back. It takes me three days to get into vacation mode, and it takes my wife, Kim, closer to four.

Vacation mode hit me very suddenly, at the end of Sunday, day 3. My wife and I were sitting with our friends, Jason Beren and Erin Luken, on a deck outside the Meldrum Bay



After a good night’s sleep, we ate breakfast and looked over the misty, glassy-smooth waters of The Pool. Photo by Jason Beren.

Inn. We had just finished dinner and were laughing and listening to a duet playing the blues. The innkeeper played the drums, and a friend of his from the Carolinas played guitar. We had made it to the North Channel in three days, we were checked in with Canadian customs, and now, as promised, the pace was going to settle down to something resembling a vacation. Our only set-in-stone schedule was to have *Passepartout* in Little Current by next Sunday.

That night I also discovered my favorite food. It's spelled poutine, but the locals pronounce it as if it's Vladimir's last name. It's not a health food. You start with crisp French fries, smother them in gravy, then melt mozzarella cheese over the top. I made it my mission that week to sample poutine wherever it was served. I gained ten pounds.

Following the advice of the Beach Boys, we had decided to get there fast and then take it slow, so the first two days are a bit of a blur. We left Yacht



***Passepartout* tied up and checked into customs at Meldrum Bay. Photo by Jason Beren.**

Works marina at 4 AM Friday and arrived at Beaver Island thirteen hours later. We had time for a quick walk

and a shower before dinner, and after dinner we went right to sleep. On Saturday we sailed to Mackinac

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Erin, Brian, and Kim are entertained by fish inspecting the dinghy painter. Photo by Jason Beren.

Island, and it was the same story; a walk, a bar, a restaurant, and sleep. It was a full day's sail to Meldrum Bay, so we had to get up early Sunday morning. We were still in "delivery mode."

The schedule on Friday and Saturday was a sacrifice. You see, I like Beaver Island and Mackinac Island; you could easily spend a few days in each place. But we only had 10 days, so we pushed on.

Monday morning we watched a 40' Carver leave Meldrum Bay only to return an hour later. It was blowing 30 kt out of the northwest, and the seas were kicking up. But the weather was clear and we were headed east, so off we went for some of the best sailing of my life. Seas were four to six feet, and our beamy cruising boat with a yard sale of toys tied to the deck could still surf. It was a fabulous five-hour sail to the Gore Bay marina, which was well protected. We had a nice time kayaking around the anchorage and talking with other boaters. The staff of Canadian Yacht Charters, based in Gore Bay, was particularly helpful in suggesting other North Channel destinations.

Tuesday we anchored in the

Benjamin Islands group. I spent the afternoon learning how to "Eskimo roll" my kayak. It never worked, and I was mainly rewarded with a lot of swallowed lake water. The Benjamin Islands, however, did offer us beautiful scenery and a chance to anchor North Channel style, with one anchor out and another line to shore. With our draft of 6'8" we typically don't get that close to shore.

On Wednesday we sailed to Killarney and spent the night parked at the Sportsman's Inn. Then it hit me. Although we had all made the transition to vacation mode, we were still sailing from place-to-place every day, not taking the time to truly experience each destination. Did we really need to leave Killarney? I brought it up with the crew and we agreed to stay in Killarney a second night.



On an absolutely calm Saturday morning we motored down Baie Fine on our way to Little Current. Photo by Jason Beren.

Staying put was the right decision, not in the least because I discovered the best poutine in the North Channel at Gateway Marine. After Kim and I went on a short bike ride, I inflated a floating mattress and lay on my back sipping a dark and stormy all afternoon. That night we dined at the Killarney Mountain Lodge.

The highlight of our trip almost didn't happen, and it wouldn't have happened if Jason hadn't brought a hand-held depth gauge. We kept hearing that Baie Fine (pronounced Bay Finn by the locals) and The Pool were amazing places. Baie Fine is a fjord-like bay that leads to a narrow channel which in-turn leads to The Pool, a beautiful and remote anchorage. Although Baie Fine itself is deep, the channel at its west end is only seven feet in places and the channel at its east end, which leads to The Pool, is marked with five-foot depths. Jason surveyed the depths ahead with the dinghy, and we crept over both shall-

low spots, seeing a minimum depth of 7 ft. We had made it to The Pool.

The Pool was extremely calm and there were only two other boats anchored there. We kayaked, hiked and swam in a crystal clear lake just north of The Pool. Although the whole North Channel was beautiful, Baie Fine and The Pool were exquisite. This was a perfect finale for the trip.

Saturday we headed to Little Current, our rendezvous point for the crew change. Crew change!?! That's right, the aces up my sleeve that made such a short trip possible were Jo "Torpedo Jo" Reis and Tim Nolan, two extremely competent and absolutely trustworthy friends of ours. They brought along a volunteer crew from the Hooper Sailing Club in Madison, WI.

After looking at the cost and time of other modes of transportation, we all agreed that chartering a twin-engine plane was the best way to do the crew change. We hired Orion

Flight Services in Sturgeon Bay, WI. Jo, Tim, and the Hoopers flew out of Cherryland Airport in Door County, WI and into the Manitoulin East Municipal Airport. After handshakes, a boat briefing, and well wishes, we switched places. Erin, Jason, Kim and I flew home.

It was just 10 days, and we missed many beautiful North Channel spots, but we saw enough to know that we will definitely return. We experienced some fantastic sailing and broke *Passepartout's* speed record (11.4 kt), we met interesting people, we saw amazing scenery, and I discovered Poutine. Not a bad vacation at all.

The Return Cruise

When I (Vickie Eiden) was invited to join the return crew for the North Channel trip I was thrilled for several reasons; 1) our crew of eight was comprised of good friends, including several expert sailors, 2) I'd never been there, and 3) there's a lot of

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interesting history in the area...and I'm a museumaholic. A perfect blend, but a lot to squeeze into seven days; we enthusiastically jumped on board, knowing there would be compromises but that we'd have a good time regardless.

I should mention that the outbound and return cruises had rather different vacation styles. Both groups had fantastic weeks in the North Channel and visited several of the same spots, but with distinct variances. Firstly, crew size; the Return Crew had twice as many crewmembers, which made for "friendlier" accommodations but a highly social atmosphere. Secondly, we anchored out more, allowing us a few more kayaking adventures and several nights gazing up at the final dazzling streaks of the Perseid meteor shower. Thirdly, we had four enthusiastic hobbyist chefs on board who enjoyed the challenge and camaraderie of creating gourmet feasts in a tiny floating kitchen, which also greatly pleased the remainder of the crew.

The hidden message behind these perks: for those who are wont to be more budget-conscious, a brilliant vacation can still be had! Our crew



The Handoff: Brian Bartel and Jo Reis discuss Baie Fine shallow spots. Photo by Tim Nolan.

was comprised of a number of individuals who are currently paying for advanced degrees, starting new business ventures and buying homes. We spent less by anchoring out, eating in, and splitting our costs between eight people, and our thriftiness rewarded

us with a very rich experience indeed.

The morning of Sunday, August 13, our crew met at the Cherryland Airport for a chartered flight to Manitoulin Island; the 10-seat airplane gave us an aerial preview of the waters we would enjoy for the next week. During the cozy cab ride to the Little Current Marina I'll admit I felt a twinge of longing as we sped past the Little Current-Howland Museum, but it was only Day One and there would surely be more museums.

The chatty crew change gave us the opportunity to hear a first-hand account of the highlights of the Outbound Crew's week and get several recommendations, then we in the quartet of chefs provisioned the boat. Another perk for the return voyage was that the Outbound Crew had thoughtfully abandoned a fair amount of rather nice "leftovers"...including a few cases of Canadian beer. We spent our first night in the marina dining on chicken curry, washed down with bottles of Molson.



John Dreger, Wes Culberson, Andy Evenson, "Torpedo Jo" Reis, Dale Carder, Vickie Eiden (co-author), Mary Giblin and Tim Nolan, the Return Crew, arrive at the Manitoulin East Municipal Airport.



While Vickie Eiden (co-author) takes the helm, Mary Giblin trims the spinnaker on the way to Drummond Island. Photo by Tim Nolan.

Eagerly anticipating a bit of down time, I had brought a book I'd been meaning to read for ages; the title of Jules Verne's "Around the World in Eighty Days" seemed to hold a challenge similar to that of sailing through the North Channel in one week. At the time I hadn't realized that it contained our vessel's namesake, *Passpartout*, a character who had earned this name by his

ability to get himself out of tricky situations. I considered this a good omen for our voyage.

Monday we followed the wind towards Killarney Bay, timing our exodus with the opening of the historic Little Current Swing Bridge. The shorelines we passed were simply exquisite in their natural form and my imagination took flight as I daydreamed of early fur-traders nav-

igating these waters in canoes, riding low under the weight of raw fur, over 200 years earlier. I waved wistfully as we motored past Killarney and the red fish and chips bus, but Tim, our Great Loop veteran, had good reason to be enthusiastic about proceeding to Covered Portage Cove. A climb up the rocky cliffs revealed wild blueberries, beautiful outcroppings, and a morbidly fascinating pile of dried bear scat laden with pink crayfish exoskeleton. Back on board, we uncorked a Shiraz and created our "Italian night" dinner — spicy pasta sauce over penne.

We arose early Tuesday to begin our journey along the stunning freshwater fjord that creates Baie Fine. Anchored in The Pool, we hiked up to Topaz Lake for a swim. Peering down into the bright, clear water of this aptly-named lake the rock walls cradling it seem to drop into the center of the earth...freaky but cool. Kayaking that evening we discovered a small waterfall and impressive beaver dam in the stream connecting The Pool to Artist Lake, then slept well after a hearty dinner of mushroom-zucchini risotto and a few dice games.

Wednesday morning we cut the weed ball off our anchor and began

Continued on Page 42

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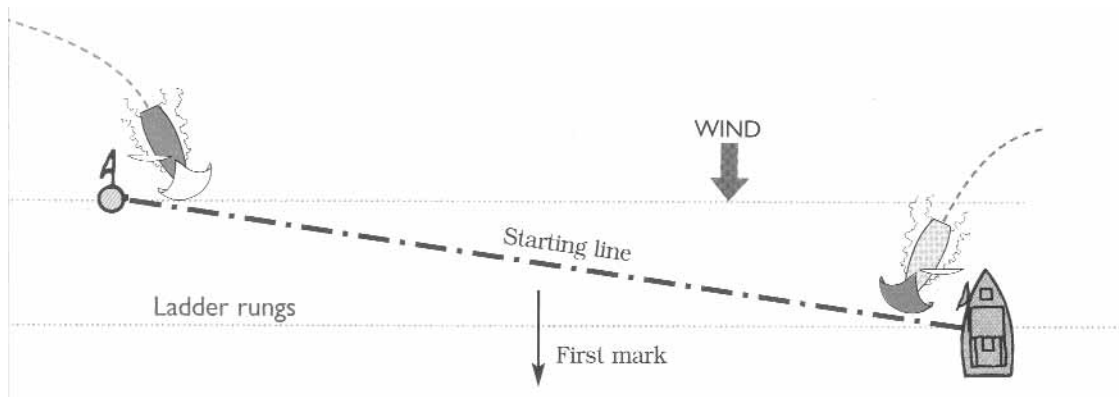
by David Dellenbaugh

There aren't too many races that start downwind anymore, but when they do, it's good to know a few strategic and tactical moves.

Most downwind starts are a lot like upwind starts. You want to be on the line, near the favored end, with speed and clear air. However,

it's harder to get a good start downwind because if you're in the front row you often get bad air from the boats that are not. And sometimes it's hard to remember how barging works when you approach a starting mark on a reach or run.

One obvious difference is that most downwind starts involve spinnakers. This places an added premium on preparation and crew work. Here are ideas about getting a better start when the first leg is a reach or run:



Picking the 'favored' end *

At an upwind start, the favored end is the one that's farther upwind, or on the higher ladder rung. At a downwind start (one where you can't fetch the first mark), the favored end is the one that's more downwind, or on the lower ladder rung.

To determine which end is more downwind, you can use the same techniques you use for finding the favored end at an upwind start. In fact, one easy method is to pretend that you are starting to windward. If you figure out which end would be favored for an upwind start, the other end will be favored for going downwind!

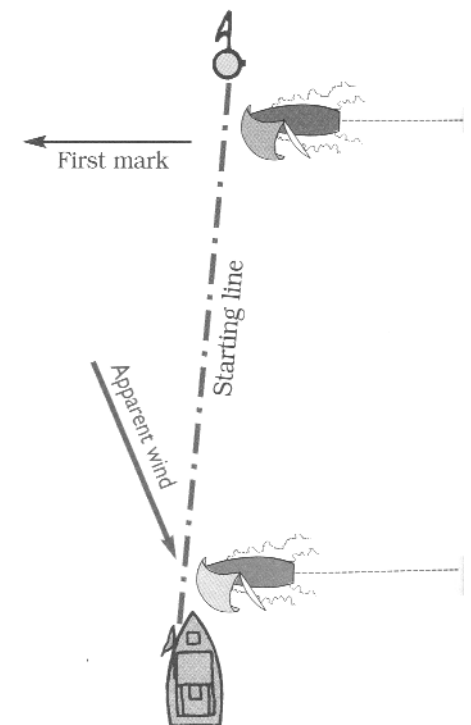
* The real 'favored' end is the one where you will have a better start, taking into account many factors. But often we use this term to describe the end that is farther to windward or, at a downwind start, to leeward.

Starting on a reach

When you start the race on a reach, picking the favored end is usually a little more complicated. Sometimes you can just choose the end that's closer to the first mark, but this does not consider the fact that starting at opposite ends will give you different sailing angles (and speeds).

If the wind is light or the first reach is broad, it's often better to start at the leeward end so you have a higher and faster angle of sail. But if it's windy and the first reach is tight, it may be better to start at the windward end, especially if you are overpowered or if you're having a hard time holding a spinnaker.

Another important factor is clear air. One good thing about starting at the windward end is that you can usually avoid wind shadows. That may not be so easy to do if you start closer to the leeward end, unless your apparent wind is forward of the boats lined up to windward. If your masthead fly is pointing at or just behind those boats, the leeward end may not be a great place to start.



- If you have a choice of head-sails, start racing with your biggest one. This might not be the perfect sail for going upwind in the existing conditions, but you don't have to go upwind — you're just looking for the best speed while reaching to the starting line.

- Since you won't be racing upwind, set your jib leads outboard and forward so they are as effective as possible for reaching. Ease the backstay, outhaul and cunningham to their offwind settings.

- Before the start, make sure you sail the angle of the first leg with a spinnaker. Spend enough time to get in the groove for the existing conditions before you start the race. Use this time to get a feel for the boat, figure out your target speed, and pre-set your topping lift height and vang tension.

- During the starting sequence, try the following approach: Go to the place where you want to start, then sail a port-tack beam reach for about a minute. Tack and sail on a starboard tack beam reach for another minute or so until you get back to your starting place. Then tack again and repeat this. Adjust your timing so you end up on the starting line at the gun.

By following this pattern you can practice your final approach a few times, maintain good speed throughout the pre-start, and avoid getting too far away from the spot where you want to start.

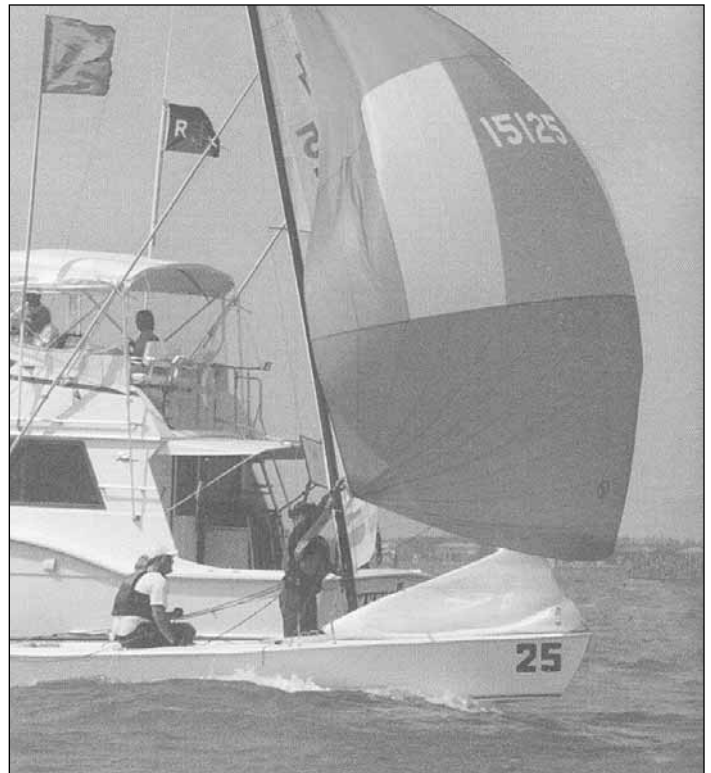


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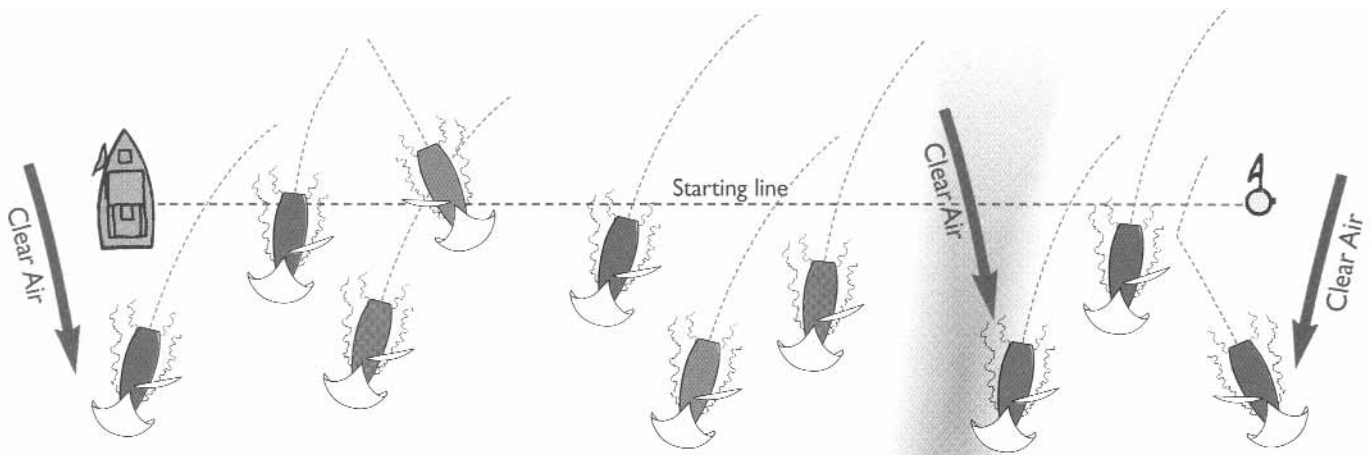
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2. (Fig.) An advantageous or superior position.

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Ingredients for a good downwind start

The goals and tactics of starting downwind are not a lot different than starting upwind, except the mayhem is usually compounded with spinnakers.

Front row - You want to cross the line as soon as possible after the starting signal. However, it's harder to restart if you are OCS, so you might want to be slightly conservative here. One strategy is to hold your spinnaker hoist until you are absolutely sure you will not be early.

Good speed - There is never a start when you don't want to be going fast as you come off the line. You can get extra speed at a downwind start by approaching on a beam reach and then bearing off just before the gun so your VMG is higher than normal when you cross the line. Ideally you would have your spinnaker flying while you do this. Clear air is also key for speed.

Near 'favored' end - Survey the starting line, figure out which end is better, and try to start somewhere near there. For example, if one end of the line is substantially farther downwind, you should probably start there.

Able to sail the right direction - When picking a place to start, another factor is your strategy for the first leg. Which side of the run do you like? Make sure you are able to sail that way soon after the start.

Lane of clear air - The tough thing about upwind starts is that if you're in the third row off the line you also have bad air. But if you're in the back row at a downwind start, at least you're sure to have clear air! Your goal, however, is to be in the front row with a good lane of clear air.

Inside position - On a short run, another tactical factor at the start might be setting up so you will be inside at the leeward mark. If you will round the mark to port, the boats on the left side (looking downwind) may have an advantage.

Good 'LANE' with clear air

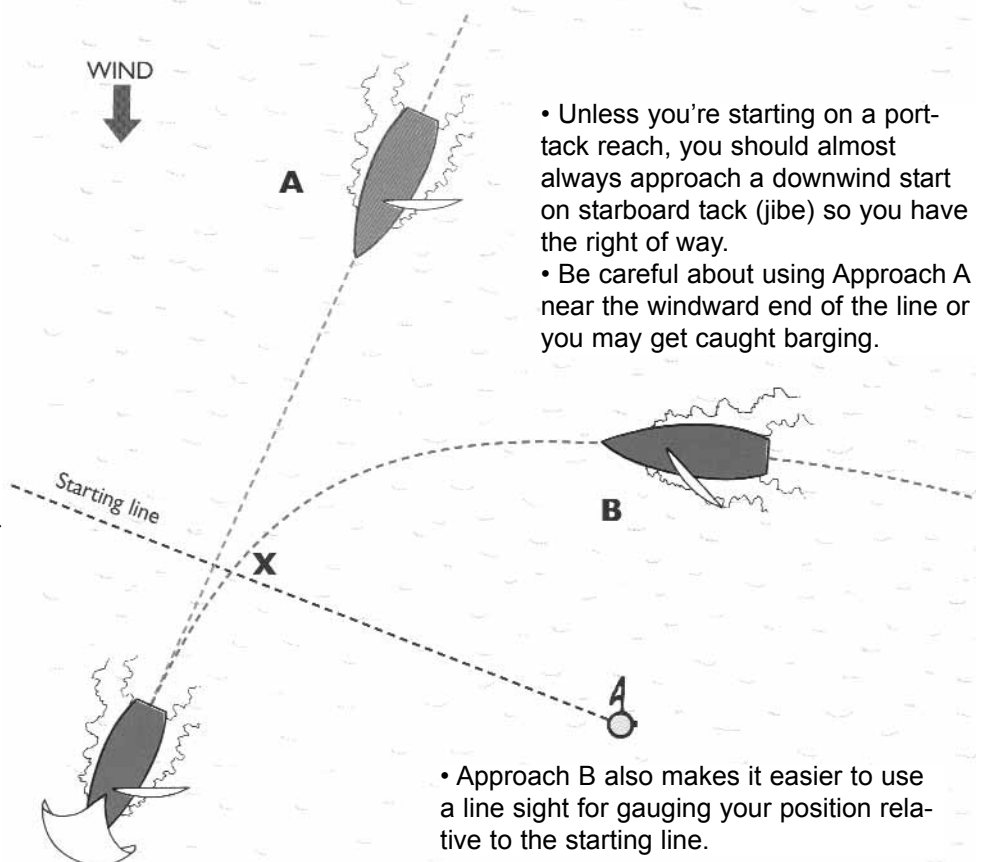
Setting up for a downwind start

Once you've decided where you want to start (X), figure out how you can get there with speed and a lane of clear air. Many sailors approach a downwind starting line on a course that's roughly perpendicular to it (Approach A). My recommendation is to approach the line on a tighter angle, from a direction that is more nearly parallel to it than perpendicular. I like this Approach B for several reasons:

1) You will have better speed when you cross the starting line. A beam reach is your fastest point of sail, so approaching the line on roughly this angle will give you your best VMG when you bear off to cross the line.

2) You are more likely to have the right of way. By approaching the line on a hotter angle, you will be on the leeward side of most boats (including everyone using Approach A) and therefore they will have to keep clear of you.

3) It will be easier to time your start so you cross the line just after the gun. If you take Approach A, you have the least possible flexibility in adjusting your timing. By making your approach roughly parallel to the starting line (and a few boatlengths from it), you can luff your sails (or boat) to slow down and simply bear off when it's time to start.



- Unless you're starting on a port-tack reach, you should almost always approach a downwind start on starboard tack (jibe) so you have the right of way.
- Be careful about using Approach A near the windward end of the line or you may get caught barging.

• Approach B also makes it easier to use a line sight for gauging your position relative to the starting line.

Researchers to Probe Decline in Great Lakes Water Levels

Canada and the United States are launching a \$17.5 million study to determine why water levels in the upper Great Lakes have declined to near-record lows.

The study by the International Joint Commission will consider a number of possible causes, from climate change to erosion caused by dredging in the St. Clair River.

Environment Minister Rona Ambrose announced \$500,000 for the study last week. But officials say that is just the first instalment in what will be a major, five-year research effort.

Ambrose noted that water levels in Georgian Bay together with Lakes Huron and Michigan were as much as 45 centimeters below average this summer.

"Clearly, the health of this ecosystem has global significance," she told as news conference at Parry Sound. "Change is already upon us."

Huron and Michigan are at their lowest levels since the 1960s and Lake Superior is at its lowest since 1926, reports the Canadian Hydrology Service at Burlington, Ont.

The decline has caused problems for navigation, recreation, power

generation and the ecology of the area. Wetlands are drying up, docks are stranded and beaches in some areas are overgrown with weeds.

"People that have lived along the shoreline and thought they have a million-dollar property no longer do, because instead of having a nice beach or a nice rocky shoreline in front, they've got muck with bulrushes growing in it," said Mary Muter of the Georgian Bay Association.

Citing a study by Blair Associates of Oakville, Muter said the Lake Huron-Michigan water level decreased by 2.4 cm between 2000 and 2005, which she described as a major drop.

"If you converted half a centimeter into volume of water you'd be talking millions of gallons of water."

Yet the lower lakes, Ontario and Erie, are at or slightly above normal levels, which has scientists baffled. Normally, water levels throughout the lakes would rise and fall more or

less in tandem.

Computer models simulating climate change predict that water levels will decline throughout the Great Lakes, but don't explain why the upper lakes would be affected more than the others.

"The real thing that's got everybody concerned is not only are Lake Michigan and Huron dropping, but they're dropping relative to Erie," said Frank Quinn, a hydrology consultant at Tecumseh, N.Y.

"The lakes have been low in the past, but the graphs show that all of a sudden starting probably in the late 1980s or early 1990s there came a major difference in the water levels.



"If it was just generally low lake levels you would expect to find the same problem on Erie and Huron." One possible explanation is that global warming has changed rainfall patterns, said Ralph Moulton at the Canadian Hydrographic Service.

Reprinted from The Canadian Press.

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Situational Awareness Key to Nighttime Boating

by Tom Rau

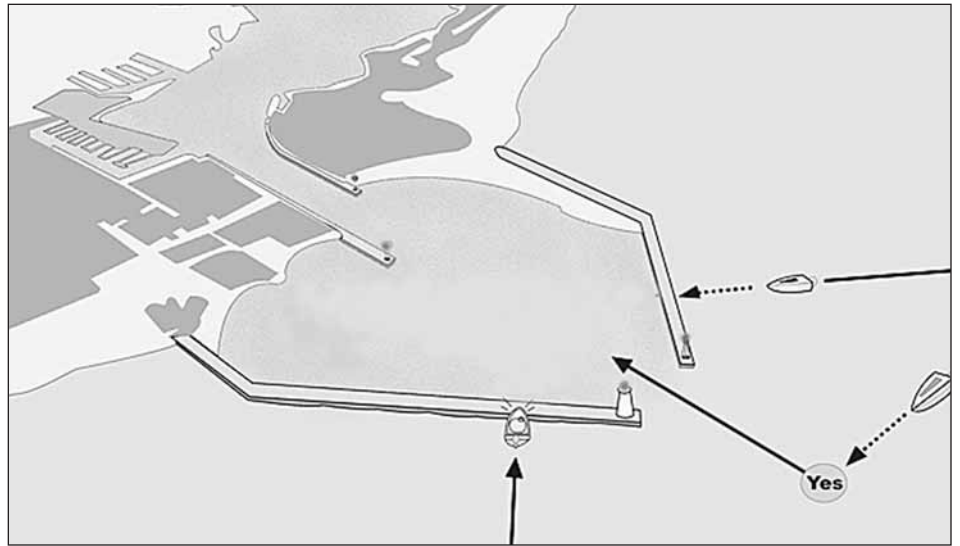
On April 21, 2006, a boater struck the Ludington Harbor north breakwater late at night. The 47 year-old-male operator backed off the rocks and motored to a nearby boat ramp where the Ludington police arrested him for operating a boat under the influence.

The incident once again sparked a lively response from the local maritime community regarding the Ludington north breakwater light. Many claimed it is not bright enough to alert boaters to the breakwater that extends out into Lake Michigan. Since 2004 the harbor has experienced nine breakwater collisions.

The Ludington Daily News ran a front page article the following Monday addressing the light issue. Brian Mulherin, who wrote the article, requested my input on the matter.

I told him it's not the light but heedless boaters approaching the harbor at unsafe speeds that lead to breakwater collisions. Since 1997, I know of 58 breakwater collisions along Lake Michigan's eastern shore between Frankfort, Michigan, and Chicago. Nearly all of the collisions involved harbor systems with breakwaters that reach well out into Lake Michigan with lighted navigation aids standing at the end of the breakwater.

Some lights are green, some are white and some are red. Whether bright or dim, they can be difficult to see against background lights on shore. I know firsthand because I have made port at night in many of these harbors and always with the throttles at clutch speed. I can't fathom racing towards a harbor at night



A sketch of Ludington Harbor shows the proper approach into the harbor at night. There are 19 Ludington like breakwater systems located around Lake Michigan. Yearly, countless boaters safely made nighttime approaches into these harbors. Operating at a safe speed is the key. Illustration/Dan Wrzesinski.

or why anyone else would. Yet, all 58 breakwater collisions involved excessive speed for the prevailing circumstances—in particular background lights on shore.

You would assume that boaters experiencing difficulty picking out navigation lights amongst the shoreline lights would bring back the throttles and asses the situation. Apparently many do since countless boaters enter Michigan harbors at night without incident. That tells me the aids to navigation lights serve their intended purpose of guiding boaters safely into port and that most boaters are in tune with Inland Navigation Rule 6, which addresses safe speed.

Rule 6 reads: "Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be

stopped with a distance appropriate to the prevailing circumstances and conditions." Conditions include visibility, vessel traffic density, weather conditions, depth of water and background lights at night such as shore lights. Rule 6 could just as well be called the rule of common sense or prudent seamanship.

Safe speed and background lights do not only apply to boaters entering harbors but those operating boats in inland lakes and bays as well. The following case reveals how a boater operating at night on Traverse Bay learned Rule 6 the hard way. The accident remains mired in litigation.

Grand Traverse Bay, Michigan, July 14, 2001. Following a fireworks show on Grand Traverse West Bay, Michigan, a 28-foot powerboat with two people aboard slammed into the stern of a 21-foot pontoon boat with



A 27-foot Baja atop the Ludington north breakwater. Coast Guard officials report the boat hit the breakwater traveling at 35 miles per hour.

six people aboard. Reportedly the stern light on the pontoon boat was out when the accident occurred. The stern light outage, however, could not be confirmed due to severe damage to the boat's stern. Deputy Paul Pierce of the Traverse County Marine Sheriff's department was the first official on scene, and he told me a passenger on the pontoon boat had sustained serious injuries. Alcohol was not involved.

So who was at fault? The boater who reportedly failed to display a stern light, or the boater who apparently failed to stop in accordance with Rule 6, which addresses safe speed and prevailing circumstances? Without question, the prevailing circumstances in the collision were state of visibility as well as shoreline lights.

I spoke with Michigan Department of Natural Resources Officer Sean Kehoe the investing officer on the pontoon boat accident. According to Officer Kehoe both boats were in the lower bay heading on a westerly course towards a nearby shore where a major shoreline road rims the lower bay. That night

the road was packed with post fire-works traffic that looked like a string of white and red Christmas tree lights moving along the shore. These background lights certainly qualify as prevailing circumstances that a prudent boater would consider regarding safe speed and state of visibility.

By the way, the fact that one boater is in violation of the rules does not exonerate the boater who runs

into an unlit boat at night. If Rule 6 doesn't hold up in court, attorneys will definitely be flipping pages to Rule 5, which reads: "Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate to the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision."

That countless boaters safely operate in inland waters, bays and near harbor mouths at night without incident clearly indicates that most boaters do abide by the rules. Boat Smart — don't be left out in the dark on a breakwater.

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

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

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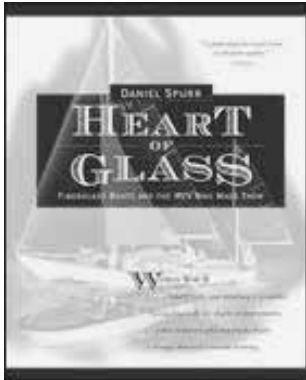
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Heart of Glass

By Daniel Spurr

Nine out of ten sailors today own sturdy, often beautiful, fiberglass craft. Fiberglass brought boating to the non-rich, but the history of that revolution has never been told. Daniel Spurr rectifies this omission with his affectionate account of the fiberglass boat, from its earliest incarnation in World War II to the present. Spurr profiles landmark designs that set the standards in the used-boat market and introduces the vivid personalities who invented the world of boating we know today.

Heart of Glass is published by International Marine and is available for \$27.95.

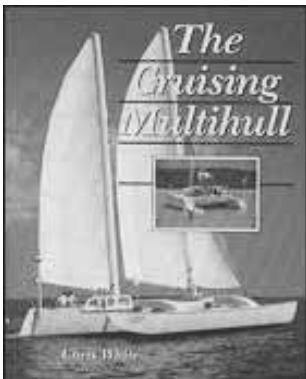
The Cruising Multihull

by Chris White

Long typecast as the hotrods of the sea--fast but dangerous--modern cruising multihulls actually are among the safest and most comfortable cruising sailboats available. Modern multihulls offer significant advantages over single-hull sailboats: They sail faster, have more living space, more comfortable, more stable, can sail safely in much shallower water, and, because their stability comes from widely spaced hulls and not from tons of lead off the keel, they don't sink. A typical weekend cruiser's circle of operations might double if he switches to a multihull. The U.S. Navy decided that applications requiring an extremely steady platform at sea were best suited to, of all things, a catamaran.

The Cruising Multihull supplies the reader with all the latest information about design, construction, rigs, seamanship, safety, and a point-by-point rebuttal of the "accepted wisdom" concerning multihull dangers. It will help you decide whether a multihull is right for you; which multihull--cat or tri--is best for your needs; whether you should build one yourself, have one built, or buy one off the rack. And, of course, The Cruising Multihull shows you how to get the most from your boat.

The Cruising Multihull is published by International Marine Publishing and is available at for \$21.95.

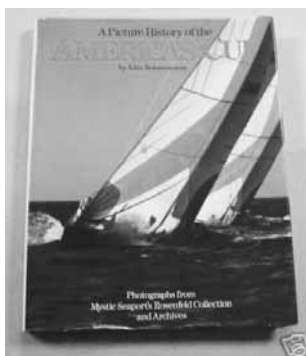


A Picture History of the America's Cup

By John Rousmaniere

This is one of the best books on the America's Cup for photo references that was ever published. The photos are from Mystic Seaport's Rosenfeld Collection and Archives. The book covers the start of the America's Cup racing through the 1988 catamaran Big Boat fiasco. The author, John Rousmaniere, signed it. It was published in 1989 by Mystic Seaport Museum Stores and covers many of the works of the Rosenfeld family who were famous photographers of Yacht Races from the 20's to the 60's.

A Picture History of the America's Cup is published by Mystic Seaport Museum Stores.



THE BOOKSHELF

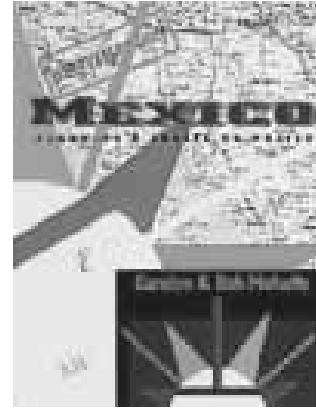
Mexico, Planning a Cruise to Mexico

By Carolyn and Bob Mehaffy

Destination Mexico tells you everything you need to know about getting yourself and your boat ready for a cruise of weeks or months in Mexican waters. For the practical, hands-on pleasure boat skipper you'll find advice on clothing and provisioning, recreational and galley equipment, toiletries and medical aids.

The authors, veterans of Mexican cruising, guide you through the intricacies of government paperwork, insurance, even crew selection and buddy boats. The second half comprises an alphabetical listing of equipment you're likely to need including electrical, mechanical and navigational gear. Twenty-five years of cruising experience have gone into this comprehensive discussion of electrical, mechanical, and navigational gear. How do you select batteries, GPS, dinghies, and other essentials? What cost and maintenance factors are involved? Destination Mexico provides all the answers to these and all the other questions you are likely to ask when preparing for the Mexican cruise of your dreams.

Mexico is published by Paradise Cay Publications and is available for \$15.95.



Fighting Finish, The Volvo Ocean Race

By Gary Jobson

Covering 32,700 nautical miles over 10 months, spanning four oceans and stopping at 10 ports on five continents, the Volvo Ocean Race is the world's premier ocean sailing event. This book presents a unique history of the race that has changed the sport of open-ocean racing forever and provides complete coverage of the race itself, from its start in Southampton, England, in September 2001, to its finish in Kiel, Germany, in June 2002. All of the action from every leg of the race is presented in full detail, combining images from the world's foremost sailing photographers with the history of the race and the ambitious, adventurous competitors.

Fighting Finish is published by Nomad Press and is available for \$44.95



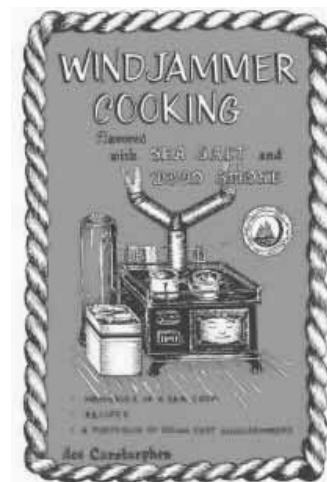
WindJammer Cooking

by Dee Carstarphen

How would you like to cook for forty-five hungry people on an ancient, black-iron, wood-burning stove in a galley where you pump your water, cool the stores with ice, create pies, cakes, bread and pastry totally from scratch, and where an oven thermometer may as well be a figment of the imagination?

Well, here is the cook that will make the whole thing look easy as rolling out an apple pie crust in the Windjammer Cooking cook book by Dee Carstarphen.

WindJammer Cooking is published by Pen and Ink Press and is available for \$11.95.



Racing News and Results

Rolex Miami Olympic Class Regatta

Miami, FL

Record Number of Sailors at US SAILING's 2007

Rolex Miami OCR

Over 500 of the world's top Olympic and Paralympic class sailors representing 43 countries competed on the waters of Biscayne Bay from January 21 to 27, 2007.

As the only International Sailing Federation (ISAF) Grade-One ranking event in the U.S. for competition in all 14 Olympic and Paralympic classes, the Rolex Miami OCR attracts elite sailors from around the globe. The event, with five days of fleet racing from Monday, January 22 through Friday, January 26, and one day of medal racing (for Olympic classes only) on Saturday, January 27, celebrates its 18th year in 2007 as one of the world's top competitions for sailors training for the Olympic and Paralympic Games. Saturday's medal races follow the new Olympic format, lining up the top 10 teams in each class on the starting line on the final day of racing.

A list of entrants and their hometowns are available at www.RolexMiamiOCR.org.

Results

24mR

1) Stellan Berlin, SWE; 2) *Resolution*, Megan Pascoe, GBR; 3) *Excaliber*, Helena Lucas, GBR; 4) *And I*, Allan Leibel, CAN; 5) Bjornar Erikstad, NOR; 6) Paul Tingley, CAN; 7) Bruce Millar, CAN; 8) *ALOVE4SAILING.COM*, James Malm, USA; 9) *White Buffalo*, John Ruf, USA; 10) *ALOVE4SAILING.COM*, Nick Scandone, USA; 11) *Kingfisher*, Jim



Rolex Miami Olympic Class Regatta start. Photo courtesy of Walter Cooper/US SAILING.

Gluek, USA; 12) *Admire The Dream Com*, Roger Cleworth, USA; 15) Mark LeBlanc, USA; 16) Charles Rosenfield, USA; 17) *Psyco Therapy*, David Trude, USA; 21) *Carwile LeRoy*, Carwile LeRoy, USA; 23) Dave Humble, USA; 23) Rayburn McKay, USA;

470 Men

1) Nick Rogers, GBR; 2) *Bumble B*, Mathew Belcher, AUS; 3) Gustavo Martinez, ESP; 4) Gideon Kliger, ISR; 5) Nathan Wilmot, AUS; 6) *TC X*, Sven Coster, NED; 7) *The Classroom*, Mikee Anderson-Mitterling, USA; 8) Onan Barreiros, ESP; 9) *Fu Kin Su Pah*, Nic Asher, GBR; 10) Alvaro Marinho, POR; 21) Stuart McNay, USA; 22) *Oui Oui*, Justin Law, USA; 24) Charles Modica, USA; 26) *Gnar Kill*, Adam Roberts, USA; 29) Enrique Quintero, USA; 30) Charles Fox, USA; 31) John Michael, USA.

470 Women

1) Marcelien de Koning, NED;

2) Ingrid Petitjean, FRA; 3) Amanda Clark, USA; 4) *The Corner Office*, Erin Maxwell, USA; 5) *Tinakia*, Christina Bassadone, GBR; 6) Giulia Conti, ITA; 7) Sylvia Vogl, AUT; 8) *wof*, Lenka Smidova, CZE; 9) Signe Livbjerg, DEN; 10) Henriette Koch, DEN; 15) Molly Carapiet, USA; 18) Sara Fox, USA.

49er

1) Morgan Larson, USA; 2) *Dizzie Miss Lizzie*, Stevie Morrison, GBR; 3) *Azur Rougail*, Lagraviere Morgan, FRA; 4) Tim Wadlow, USA; 5) Iker Martinez de Lizarduy, ESP; 6) Jan Peter Peckolt, GER; 7) Dyen Manu, FRA; 8) *Kriemhild*, Nico Luca Marc Delle Karth, AUT; 9) *Loose Morals*, Paul Campbell-James, GBR; 10) Pietro Sibello, ITA; 13) *Wing'in It*, Dalton Bergan, USA; 36) John Heineken, USA; 37) Jonathan Goldsberry, USA; 38) *RUsailing*, Patrick Rynne, USA; 43) Mike Coe, USA; 44) G Nelson, USA; 45) *Anchor Counseling Centre*, Bryan Buffaloe, USA; 46) *Niabelle*, John Gilmour, USA.

Racing News and Results

Finn

1) Peer Moberg, NOR; 2) Jonas Hoegh-Christensen, DEN; 3) Daniel Birgmark, SWE; 4) Christopher Cook, CAN; 5) Dan Slater, NZL; 6) Pieter-Jan Postma, NED; 7) Johan Tilander, SWE; 8) Ed Wright, GBR; 9) Ed Greig, GBR; 10) Zach Railey, USA; 15) Geoffrey Ewenson, USA; 20) Darrell Peck, USA; 21) Andrew Casey, USA; 22) Brian Ledbetter, USA; 23) Bryan Boyd, USA; 26) Henry Sprague, USA; 28) Andrew Kern, USA; 29) Ian Cook, USA; 30) Forrest Gay, USA; 31) R. Philip Ramming, USA; 32) Ken Luczynski, USA; 33) D. Scott Mason, USA; 34) Mike Visser, USA; 36) Louie Nady, USA; 37) Conrad Brown, USA; 38) Phil Tate, USA; 39) Jeremy Pape, USA; 40) Tad Springer, USA; 42) Charles Rudinsky, USA; 45) George Twist, USA; 46) Andras Nady, USA; 47) Tom Rossano, USA.

Laser

1) Gustavo Lima, POR; 2) *Nelson Bay Laser Sales*, Tom Slingsby, AUS; 3) Michael Blackburn, AUS; 4) *Peugeot*, Matias Del Solar, CHI; 5) *Stallion*, Paul Goodison, GBR; 6) Maciej Grabowski, POL; 7) Vasilij

Zbogar, SLO; 8) *Handy Storage*, Brad Funk, USA; 9) *Eq. de France Militaire*, Felix Pruvot, FRA; 10) Rasmus Myrgren, SWE; 18) *CampbellSailing.com*, Andrew Campbell, USA; 35) Kurt Taulbee, USA; 39) Kyle Rogachenko, USA; 42) Clayton Johnson, USA; 45) John Pearce, USA; 49) Fred Strammer, USA; 50) Luke Lawrence, USA; 51) Zack Marks, USA; 54) Andrew Fox, USA; 55) Brendan Fahey, USA; 56) Zeke Horowitz, USA; 57) Erik Bowers, USA; 58) Derick Vranizan, USA; 63) *Has Ben*, Benjamin Richardson, USA; 64) Josh Garber, USA; 66) *Mojo*, Tyler Andrews, USA; 73) Matt Allen, USA; 74) Matthew Goetting, USA; 77) Philip Hood, USA; 81) Roman Plutenko, USA; 82) Kevin Shockey, USA; 83) Ted Morgan, USA; 84) *Laser*, Niklas Anderson, USA; 86) *Trench Digger*, Mighael Schalka, USA; 89) *GDK*, Brian Raney, USA; 90) Jeffrey Olson, USA; 91) Robert Tan, USA; 92) Christopher Taylor, USA; 93) Alden Shattuck, USA; 97) Robert Dudenhofer, USA; 98) Andreas Bernard, USA; 99) Caleb Everett, USA; 100) Tip Clifton, USA; 102) Ryan Pesch, USA; 105) Daniel Kuehn, USA; 109) *The Belafonte*, Christopher Wenner, USA; 109) Brandon Cairnes, USA.

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Racing News and Results

Laser Radial

1) Audi, Sari Multala, FIN; 2) Gintare Volungeviciute, LTU; 3) Evi Van Acker, BEL; 4) *Carmeuse*, Anna Tunnicliffe, USA; 5) Karin Soderstrom, SWE; 6) Tania Elias Calles, MEX; 7) Solenne Brain, FRA; 8) Lizzie Vickers, GBR; 9) Charlotte Dobson, GBR; 10) *License to Kill*, Elin Maria Samdal, NOR; 31) Anne Haeger, USA; 33) Emily Billing, USA; 35) Paige Railey, USA; 40) Genoa Griffin, USA; 41) Sarah Lihan, USA; 44) Claire Dennis, USA; 45) Katie Maxim, USA; 47) Maggie Shea, USA; 50) Krysta Rohde, USA; 54) Kim Witkowski, USA; 55) *Fly Girl*, Lauren Knoles, USA; 56) *Lagniappe*, Michelle Davis, USA; 58) Caroline Wright, USA; 59) Lindsay Allen, USA; 61) Meghan Pesch, USA; 62) Erika Vranizan, USA; 63) Allison Robin, USA; 67) Caroline Dixon, USA.

RS-X Men

1) Przemyslaw Miarczyński, POL; 2) Joao Rodrigues, POR; 3) Samuel Launay, FRA; 4) Nick Dempsey, GBR; 5) Ivan Pastor, ESP; 6) Nicolas Huguet, FRA; 7) Byron Kokkalanis, GRE; 8) Reutemann Mariano, ARG; 9) Piotr Myszka, POL; 10) Gal Fridman, ISR; 22) *Benjamin Barger*, Benjamin Barger, USA; 29) Bob Willis, USA; 34) Mark Powell, USA; 35) Jimi Soback, USA; 41) *rsx*, Eric Rahnenfuehrer, USA.

RS-X Women

1) Marina Alabau, ESP; 2) Flavia Tartaglino, ITA; 3) Bryony Shaw, GBR; 4) Zofia Klepacka, POL; 5) Marta Hlavaty, POL; 6) Lise Vidal, FRA; 7) Antonia Frey, GRE; 8) Lee-el korzits, ISR; 9) Romy Kinzl, GER; 10) Lucy Horwood, GBR; 21) Nancy Rios, USA; 23) Farrah Hall, USA; 24)

Karen Marriott, USA; 25) Sedef Koktenturk, USA.

SKUD

1) *What?*, Scott Whitman, USA; 2) *Houle Electric*, David Cook, CAN; 3) *Sailing for Life*, Karen Mitchell, USA; 4) Gustaf Fresk, SWE; 5) *Gentoo 42*, Allan Smith, GBR; 6) *Angel Solutions*, John McRoberts, CAN; 7) *The Craft*, Simon Harle, GBR; 8) *United Shores*, Skeels Everhart, USA; 9) *Eagle One*, Mark Lewis, USA; 10) *Thora*, Judith Figgures, GBR.

Sonar

1) *Reposte*, Dan Parsons, GBR; 2) *Valiant*, Rick Doerr, USA; 3) *Chimera*, John Robertson, GBR; 4) *Sighaoith*, Paul McCarthy, IRL; 5) *GREEK TRAGEDY*, Vasilis Christoforou, GRE; 6) *Shamrock*, John Twomey, IRL; 7) *CVS/ pharmacy*, Paul Callahan, USA; 8) Ken Kelly, CAN; 9) *Captain Hook*, Albert Foster, USA; 10) *Dash*, David Schroeder, USA; 11) Jennifer French, USA; 12) Mike Hersey, USA; 13) *BLEW BaYOU*, Kerry Gruson, USA; 14) *Picture Perfect*, Annette Bourbonniere, USA.

Star

1) Fredrik Loof, SWE; 2) Hamish Pepper, NZL; 3) Ross Macdonald, CAN; 4) Afonso Domingos, POR; 5) Robert Stanjek, GER; 6) Xavier Rohart, FRA; 7) Mateusz Kusznierevicz, POL; 8) George Szabo, USA; 9) Benny Andersen, DEN; 10) John Dane, USA; 15) Rick Merriman, USA; 19) Mark Reynolds, USA; 22) John MacCausland, USA; 24) Augie Diaz, USA; 25) Andrew Macdonald, USA; 26) Karl Anderson, USA; 34) Jock Kohlhas, USA; 36) Vince Brun, USA; 38) Peter Vessella, USA; 40) Bill Allen, USA; 45) Todd

Gay, USA; 54) John Manderson, USA; 55) Jon VanderMolen, USA; 58) Sam Rowse, USA; 59) Tomas Hornos, USA; 60) Robert Teitge, USA; 63) Jim VanderMolen, USA; 67) Aaron Serinis, USA.

Tornado

1) *Marinepool*, Darren Bundock, AUS; 2) Leigh Mc Millan, GBR; 3) Fernando Echavarri, ESP; 4) *MARINE NATIONALE*, Xavier Revil, FRA; 5) *Russiaone*, Andrey Kirilyuk, RUS; 6) *Mrs Gibbons*, Rob Wilson, GBR; 7) Olivier Backes, FRA; 8) Yann Guichard, FRA; 9) *T-Systems.Konig&Cie*, Roland Gaebler, GER; 10) *Advanced Equity 1*, John Lovell, USA; 20) Robbie Daniel, USA; 26) *Advanced Equities 2*, Donald Thinschmidt, USA; 29) Olli Jason, USA; 31) Ben Malcheski, USA; 32) *Frankenstein*, Chris Tuckfield, USA; 34) Mike Easton, USA; 35) *Nopple*, Sarah Newberry, USA; 36) Colin Merrick, USA; 37) John Esquivel, USA; 40) Gary Chu, USA; 41) Michael Grandfield, USA.

Yngling

1) Sally Barkow, USA; 2) *Mirabaud*, Sarah Ayton, GBR; 3) Anne Le Helley, FRA; 4) *s/y cilimÄä*, Silja Lehtinen, FIN; 5) Ulrike Schuemann, GER; 6) Anna Basalkina, RUS; 7) Victoria Rawlinson, GBR; 8) Vlada Iliencko, RUS; 9) *Equipe de France Militaire*, Anne-Claire Le Berre, FRA; 10) *Top Energy*, Sharon Ferris, NZL; 11) *Spidey*, Carol Cronin, USA; 12) *JingLing*, Andrea Borenius, FIN; 13) Kelly Hand, CAN; 14) Siren Sundby, NOR; 15) Citron, Yumiko Shige, JPN; 16) *Frank*, Sarah Bury, CAN; 17) Anne Marie Shewfelt, CAN; 18) Altani Danezi, GRE.

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.

March

March 8-11 - Miami Grand Prix Race - Miami, FL. Visit www.Premier-Racing.com for more info.

March 9 - Big Regattas, Get Results Seminar - Wayzata Yacht Club, Wayzata, MN. Visit www.wyc.org for more info.

March 29-April 1 - U.S. Youth Multihull Championship - Alamitos Bay Yacht Club, Long Beach, CA. Visit www.ussailing.org for more info.

March 30 - Sail, Keel and Rudder Trim Seminar - Wayzata Yacht Club, Wayzata, MN. Visit www.wyc.org for more info.

April

April 13 - Wind and Waves Strategy - Wayzata Yacht Club, Wayzata, MN. Visit www.wyc.org for more info.

April 26 - 25th Annual Bay Bridge Boat Show - The oldest and largest inwater spring boat show on the Chesapeake Bay. Kent Island, Maryland. Contact 410-268-8828 or visit www.usboat.com to order tickets online.

May

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

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 2-3 - Lighthouse Regatta - Fond du Lac Yacht Club, Fond du Lac, WI. Contact elmo@centruytel.net or www.fldsail.org.

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

June 14 - SIR - 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 for more information.

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

June 23-28 - I-20 Invitational Sailboat Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact sjbaccus@charter.net or www.fldsail.org.

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.fldsail.org.

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

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 for more info.

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

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Helly Hansen Sails into Chicago



Chicago's First Helly Hansen store opened in Lincoln Park November 24.

Helly Hansen, the Norwegian-based active apparel and footwear brand, opened its first Chicago retail store at Clybourn Galleria in Lincoln Park, just off Kennedy Expressway on the way to the waterfront. The 2,800-square-foot shop will feature the complete line of Helly Hansen outerwear, base layers, fleece, down jackets, footwear and accessories for water, mountain, and trail sports activities.

Helly Hansen, Norway's premier apparel export, was founded in 1877 by Helly Juell Hansen, a Norwegian fisherman and sea captain who invented oiled canvas waterproof fabrics to keep his crew warm and dry while working on the frigid North Sea. Today, 129 years later, Helly Hansen is the world's most experienced and authentic performance apparel brand for all seasons.

"Helly Hansen knows cold, wet weather better than anyone," said George McGowan, owner and operator of the Chicago store. "We work very hard to be part of the community when we open a store. Helly Hansen has a strong reputation with experienced outdoor enthusiasts who know Helly for its history and quality, and we are seeing a very positive response from urban shoppers who are drawn to our progressive Scandinavian design and colors. We are committed to be an

expert resource of high quality gear for Chicago's dynamic watersport and wintersport communities."

The Clybourn store will feature Helly Hansen's premium ski and snowboard jackets and pants, boating and paddling apparel, water sports and trail footwear, HH Warm base layers with LIFA technology, softshell jackets for light and fast adventures and street wear to accommodate an active lifestyle.

In February, for the first time, Helly Hansen participated directly at Strictly Sail Chicago, carrying boat shoes, foul weather gear, base layers and accessories. Helly Hansen intends to carry a full line of sailing gear at all of its midwest locations.

For more information on Helly Hansen's products, visit www.hellyhansenusa.com, contact the new store at 773-248-6250, or visit 1841 N Clybourn Ave, Chicago, IL 60614. Helly Hansen Great Lakes has two other locations: Helly Hansen Minneapolis - Ridgedale Mall, and Helly Hansen St. Paul - Grand Avenue. Helly Hansen Great Lakes sells online at www.hellyhansenusa.com.

Sailboat Manufacturers Gain in Big Boats

Small-boat Market Declines in 2006

Overall domestic sailboat production declined in 2006, although the big-boat markets saw gains, according to an annual study released today during Strictly Sail Miami.

Production declined 7 percent, to its lowest level since it peaked in 2000, according to Rick Walter of Market Research Associates. However, the numbers do not necessarily reflect a downward spiral, said Walter, since it was a year of high oil

prices, the uncertainty of the Iraq War and a sluggish real estate market.

"The real estate market fizzled and nerves frazzled," said Walter.

The results of the study were presented by The Sailing Company during a State of the Industry breakfast. The Newport, R.I.-based company publishes *Sailing World*, *Cruising World* and *Power Cruising*.

Production in the small-boat market fell. Sales of boats smaller than 11 feet tumbled 28 percent, while boats 12 to 19 feet made modest gains of 3 percent. Small boats make up more than three-quarters of the total market, Walter said.

Production of boats over 36 feet increased, with most of those gains in the 41- to 45-foot category. That can be attributed to the introduction of new models and higher exports, according to Walter.

The sailboat market outperformed the powerboat market which declined in most sectors in 2006.

The Great Lakes Cruising Club's (GLCC) 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,

Sailing News

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 information 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.

For more info: www.glclub.com/rendezvous

Boaters Urged To Resolve To Be Safer In 2007

Coast Guard Auxiliary offers four easy-to-follow tips for a safer year on the water

It's barely two weeks into the new year; many New Year's resolutions have already been cast aside like used wrapping paper, leaving those making the broken resolution discouraged and disheartened, and wondering if they'll ever make a pledge they can stick to.

Well, hope is on the way. The Coast Guard Auxiliary is offering boaters and water enthusiasts four easy-to follow tips for those who want to resolve to be safer boaters this year:

Always wear your life jacket: Statistics show time and time again that many boating fatalities could have been avoided, simply by wearing a life jacket. Wearing a life jacket while boating is like wearing a seat belt when driving or riding in a vehicle. Simply put, life jackets save lives! Resolve to wear one anytime you are on or near the water.

Be prepared — take a safe boating course: Most drivers were required to take some sort of driver's education course before getting their drivers license. Statistics show that 80 percent of those involved in boating fatalities never

took a boating safety course. Knowledge is power, and that knowledge may help you be "SEMPER PARATUS" (the Coast Guard's motto, which means "always ready") and may in fact, save your life! Resolve to make this year the year you improve your boating safety knowledge and skills.


Get a free Vessel Safety Check: Boats that are properly equipped, in good operating condition, and are safe from hazards are less likely to be involved in a accidents and fatalities. Know before you go — request a free Vessel Safety Check by visiting www.safetyseal.net, and clicking on "I WANT A VSC." Resolve to make sure your boat is a safe boat.

Avoid alcohol while on or near the water: Approximately 40 percent of all boating fatalities involve the use of alcohol. If you are drunk and get into an accident on the water, but are fortunate enough to survive, you will likely suffer financial and social consequences, such as large fines (similar to driving under the influence), and the loss of automobile driving privileges. But alcohol doesn't just impact the operator; passengers who have been imbibing are 10 times more likely to fall overboard and drown. Simply put, water and alcohol don't mix! Resolve to be a sober boater.

By following these four, easy-to-follow tips on how to stay safe on or around the water, the Coast Guard Auxiliary hope that you and your loved ones will enjoy 2007, and be around to make more New Years resolutions come next January.

Lost Passenger Ship, North American Located in Atlantic

The Great Lakes passenger ship S.S. *North American* which sank in September of 1967 while on a voyage from Erie Pennsylvania to Newport News, Virginia has been found. A research team, this past July aboard Quest



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Sailing News

Marine's R/V Quest located the ship close to the edge of the continental shelf approximately 140 miles off the New England coast in 250 feet of water.

Considered the Queen of the Great Lakes, the S.S. *North American* was built in Ecorse Michigan, and launched January 16th 1913. Constructed for the Chicago, Duluth and Georgian Bay Transit Company, she was the first ship built anywhere exclusively for cruising. Her career on the Great Lakes spanned 51 years from 1913 to 1964.

In 1967 the ship was sold to the Seafarers International Union for further use as a training ship. The 280 ft., 2317 gross ton ship was being towed by the tug Michael McAllister to a shipyard for conversion to a training ship when it sank suddenly on the night of September 13th, 1967. Swells from the approaching Hurricane Doria proved too much for the aging ship and contributed to her loss. No one was injured in the sinking and the tug reached port safely.

Quest Marine's research team led by Captain Eric Takakjian conducted three days of survey diving operations at the wreck site over the period 15-17 July 2006. Three dive teams of two divers each accomplished photographic and physical measurement documentation of the wreck. The divers included Takakjian, Patrick Rooney, Steven Gatto, Tom Packer, Heather Knowles and David Caldwell. Due to the depth all dive teams breathed custom blended helium based gas mixtures. Decompression was accomplished with the use of multiple oxygen-enriched gases.

Harken Equips 11 of 12 America's Syndicates



For the 2007 edition of the America's Cup in Valencia, Spain, Harken is supplying the 2003 Defender and 10 of 11 Challengers including the 1995, 2000 Cup winner and 2006 AAC Champion Emirates Team New Zealand with full winch and hardware systems. These packages include custom made blocks, mainsheet systems, genoa systems and full winch system packages.

Harken engineers began preparing for the upcoming Cup immediately following the successful 2002/03 event held in New Zealand. For the last several years, they have devoted significant time and energy meeting syndicate demands for increasingly lighter weight and stronger sail control systems.

"Harken engineers researched new materials, acquired state-of-the-art design tools and software, and developed in-house testing facilities, allowing us to cycle test blocks at full Safe Working Loads, test bearing efficiency, determine how different line effects sheave diameters, and the longevity of bearings," said company president Peter Harken. These upgrades have resulted in new cutting-edge gear, the ability to optimize hardware that needed updating, and redesign gear we wanted to improve."

Harken Valencia

Harken Valencia is up and running. The On-Site Regatta Compound offers a full line of spare components and assembled products for sale, warranty and repair.

The Compound houses a machine shop for product maintenance during the Cup with Tech Team personnel on-site 24/7. Two engineers will be available for the duration of the event.

Trickle-Down

During the America's Cup years of wear and tear on our gear is compressed into six months. We analyze bearings, coatings, mechanisms, materials, gear ratios, and systems layouts as well as how easy the gear is to service and maintain. The results transmit directly into new hardware and winch designs for your boat.

Deck Hardware

For the 2007 Cup, Harken engineers used soft-attachment rope LOUPS™ to handle full block loads, decreasing weight by 20%. Blocks are designed for easy maintenance.

Genoa Systems

The "XY" genoa systems feature Harken-designed and built custom hydraulic cylinders to move lead positions under load. Traveler car legs can be straight or bent to allow trimmers to move the sheave carrier all the way outboard or inboard and still meet the requirements of the V5 rules.

PCRX Mainsheet Traveler

This new Pivoting Track system allows AC boats using different foot length mainsails or booms to align the car to the load for greatly increased traveler efficiency. The track bonds to the boat using a series of bobbins carbon-taped to the traveler bulkhead. Eliminating fasteners and integrating

Sailing News

the traveler into the deck saved considerable weight. A titanium rod used as the hinge pin save more weight. The track easily removes for service. The PCRX Traveler was nominated by the jury at the 2005 DAME competition held at the METS trade show.

Winch Systems

Winch engineers kept the basic winch designs the same, but concentrated on weight reduction. FEA (Finite Element Analysis) on the winch bases, housing and drums determined where material could be removed. New software allowed us to fine tune our winches and test different gear materials and treatments.

- The 1111 primaries come with carbon drums and titanium gears
- The AC version of the 990 winch is almost 3 kg lighter than the

2003 AC winch.

- A three-speed AC version with a 1:1 first gear ratio was added to the 65.3 STAC using carbon drum and titanium gears.

Pedestals & Disconnect Systems

- Pedestals feature stiff, lightweight carbon handles with smaller diameter, aerodynamic grips.
- The pedestal tube is stiffer and lighter weight.
- The disconnect system comes with carbon brackets, carbon levers, a longer clutch coupler and radial spring to help fast connections.

Gear Boxes

The gear boxes were completely redesigned.

- Boxes feature solid aluminum housings with larger bevel gears.

- Weights were optimized to keep boxes stiff for 8-man input and to prevent bevel gear wear.

- Disconnect brackets and levers are carbon

- Boxes can be lubricated with oil (or grease) to minimize service and increase bevel longevity.

Harken, Inc. is a leading manufacturer and distributor of innovative sailboat hardware and accessories. Headquartered in Pewaukee, Wisconsin, Harken manufactures in USA and Italy. Their network includes offices in Rhode Island, California, Florida, France, Italy, Japan, Slovenia, Sweden, Australia and the United Kingdom and New Zealand.

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High-Efficiency Electric Outboard Runs On Lead Or Lithium-Manganese Batteries

When an electric outboard needs to be very efficient to make the best use of limited battery supply, the powerful and lightweight BaseTravel 801 from Torqeedo may be the ideal solution. Torqeedo's award-winning electric outboards are an innovative alternative to low-power internal combustion engines and conventional trolling motors.

The BaseTravel 801 comes with a fixed, non-foldable shaft and connects to standard lead batteries. It operates at 24 V and has the same superior efficiency as other Torqeedo models.

When mobility or back-up batteries is desired, Torqeedo's replaceable 7.7-lb. lithium-manganese battery can serve as a lightweight yet powerful additional power supply. It is available as an accessory.

The unit weighs just over 20 lbs. and delivers propulsive power of 336 watts, which is comparable to a 2 hp combustion outboard. Its input power is 800 watts.

An efficient propeller features a big diameter, a high pitch and runs at low revs. Torqeedo's 12"x10" propeller shows the highest diameter and pitch in its power class.

Available in 23" short shaft or 28" long shaft models, suggested retail price of Torqeedo's BaseTravel 801 is \$1,199. The optional 7.7 lb. lithium-manganese battery costs \$599.

Contact Torqeedo Inc., 847-726-0054. usa@torqeedo.com; www.torqeedo.com.

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Use Barnacle Buster to safely clean engine heat exchangers, air conditioning systems, piping systems, outdrives, outboards, or just about anywhere marine growth is found. Available ready-to-use or concentrated in (US) one gallon bottles, five gallon pails, 55 gallon drums and 250 gallon tanks (for those really, really big cleaning jobs).

Priced from \$US24.95 per US gallon at leading marine retailers or visit www.trac-online.com.

Product information release prepared by Home Port Marine Marketing. <http://www.homeportmarine.com>

High-Density Filler Creates Strong Cure

To suit different applications, epoxy can be thickened with adhesive fillers. Developed for maximum physical properties, WEST SYSTEM® Brand 404 High-Density Filler is ideal for hardware bonding where high-cyclic loads are expected.

By modifying the resin/hardener mixture, it can also be used for filleting and gap-filling where maximum strength is necessary. WEST SYSTEM 404 High-Density Filler is an off-white powder. When mixed with epoxy, it cures to an exceptionally strong plastic.

The WEST SYSTEM product line includes resin, hardeners, fillers and additives for coating, bonding and fairing applications. These products can be used on wood, fiberglass or metal. WEST SYSTEM also provides dispensers, reinforcing materials, application tools and instructional publications.

The suggested retail price of the 15.2-ounce WEST SYSTEM 404 High-Density Filler is \$11.35. The 43-ounce container costs \$27.10. The 30-pound size retails for \$195.60.

Contact West System, 866-937-8797; www.westsystem.com.



New Replacement LED Outshines Traditional Bulbs



Recognizing the many benefits of LED technology, boaters have been replacing their traditional incandescent, Xenon and halogen lighting systems. Providing bright yet efficient illumination is ABI/Precision Lighting's new Chip Technology LED MR-16.

Contact Darren Thompson, ABI/Precision Lighting, Ph: 1-800-422-1301, Fax: 1-800-624-9977, Email: info@abimarine.com, URL: www.abimarine.com

Latest Lightweight Diesel Delivers Enhanced Design

At the forefront of technology, Yanmar Marine USA Corp upgrades its lightweight 54 hp diesel with the introduction of the new 4JH4AE engine. This fuel-efficient diesel engine provides a more compact design and better overall performance.

To further reduce exhaust emissions, the 4JH4AE features an improved fuel injector, filtration accuracy and a new fuel pump. It meets current emission regulations.

With direct fuel injection, the innovative 4JH4AE is a powerful, naturally aspirated, 4-stroke diesel engine. It has a displacement of 2.19L and a bore and stroke of 88mm x 90mm. The new engine is available with a selection of drives, including a SD50 Saildrive.

Based in Adairville, Georgia, Yanmar Marine USA Corp offers the broadest range of pleasure craft diesel engines in the industry, ranging from 9 to 900 hp. They have a reputation for reliable, powerful and compact marine propulsion engines.

Contact Yanmar Marine USA Corp., 101 International Parkway, Adairville, GA 30103.
www.yanmarmarine.com.

Furlex goes electric!

Two versions: original equipment and upgrade kit

Furling the sail at the touch of a button can easily be considered the height of comfort and convenience but only found on mega yachts.

Now - with the Furlex 200E (Electric) - Seldén is offering the luxury of push-button sailing for the masses. The Furlex 200E (Electric) is intended for boats with a forestay diameter of 1/4" - 5'16" (i.e. yachts of about 30 feet to 35 feet).

Owners with a manual Furlex 200S system can upgrade to electric power. The control line, drum and line guard assembly are replaced with a Furlex 200E motor housing unit. The through-deck components for the cables and the electric control box are all included in the upgrade kit.

The Furlex 200E (Electric) is designed around a highly efficient 12V or 24V electric motor. Power is transmitted to a self locking worm gear to rotate the luff extrusion. The motor uses only 30 amps under normal load. Since it only takes 20- 30 seconds to reef or furl the sail the power consumption is negligible.

In order to counteract overloading, the system comes with a built-in overload cut-out. If the sail is reefed without previously easing the sheet, the power is immediately switched off. The overload cut-out is automatically reactivated a few seconds after the In or Out buttons are released. In the event of a loss of power the sail can be reefed manually.

The Furlex 200E had its world première in November at METS (Marine Equipment Trade Show) in Amsterdam. Seldén plans on starting series production in spring 2007.

A complete original equipment system will cost somewhere in the region of \$3000-\$4000. An upgrade kit for use with a manual Furlex will cost about \$2000.

For more information: sa@seldenus.com



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	Capri 16.5, Main, Jib, Trlr	96	\$2,900	HY
10	Hunter Liberty, Sail Kit, New	04	\$2,299	FS	16	Catalina 16.5, New	06	\$6,900	CN
10	Hunter Xcite, New	04	\$2,700	FS	16	Custom Wooden Sail/Rowboat, Trlr	82	\$5,900	WB
10	WindRider Trimaran, S-O-T, Car Top Tri	03	\$1,495	HW	16	Escape PlayCat	03	\$3,000	AS
10	WindRider, Yellow	02	\$1,295	GS	16	Glastron 159, Main, Trlr	74	\$1,200	WB
11	Hunter Xcite Turbo	06	\$2,699	AS	16	Hobie	77	\$800	FS
12	Catalina Expo 12.5, Freestanding CF Mast	05	\$2,995	GS	16	Hobie Cat, Main, Jib, Trlr	UK	\$1,799	MR
12	Escape Captiva, Polyethylene Hull, Furl Main	00	\$1,700	WB	16	Hobie Cat, Mast, Sails, Trlr	UK	\$1,000	MR
12	Hobie Bravo	07	\$3,095	AS	16	Hobie Getaway	07	\$6,399	AS
13	Barnett Butterfly, Main	77	\$1,900	WB	16	Hobie, Trlr	79	\$1,400	FS
13	Barnett Butterfly, New Main, New Mast	78	\$1,900	WB	16	Island Packet Big Fish	06	\$3,995	SW
13	Chrysler Pirateer, Main, Trlr	77	\$2,800	WB	16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB
13	Escape Rumba, Daysailer, RF Mast	01	\$1,500	WB	16	Johnson X Boat, Wooden Hull, Main, Jib, Trlr	42	\$1,800	WB
13	Hobie Wave	07	\$4,495	AS	16	Laser, 3 Sails, Trlr, Boat Cover, Anchor	92	\$4,400	HY
13	Swiftly, Wooden Boat, Sails, Trlr	00	\$4,500	WB	16	M-16, 2 Sets Main & Jibs, Trlr, Race Ready	89	\$3,000	HY
13	Zuma, Main	88	\$1,500	WB	16	M16, Trlr	UK	\$600	FS
14	Am Fiberglass Corp "T" for Two	77	\$900	FS	16	Melges X with Trailer- Mint	99	\$6,500	CN
14	American Daysailer, Main, Jib, Trlr	89	\$1,900	WB	16	Paceship, Trlr	72	\$1,200	FS
14	Aqua Finn by AMF (Sunfish)	81	\$1,400	FS	16	Precision 16.5, 2 Sails, 2hp Yamaha, Trlr	97	\$5,975	HY
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	16	Rave Hydrofoil, All Options, Trlr	03	\$10,000	AS
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$4,000	WB	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$3,500	WB	16	Rave, Dealer Boat, Trlr Kit	05	\$13,900	GS
14	Catalina Capri 14.2, Main, RF Jib, Trlr	94	\$2,800	WB	16	Rave, Trlr, Good Condition	00	\$4,000	GS
14	Catalina Capri 14.2, Main, Jib, Trlr	87	\$2,995	WB	16	WindRider, New boat, Excellent, w/Options	05	\$4,450	GS
14	Hunter 146, Trlr, Furler	05	\$5,999	FS	16	WindRider, Pump, Spray Diverter, Trlr	02	\$2,700	AS
14	Hunter 146, Trlr, Furler, Slightly Used	04	\$5,499	FS	16	X Boat, 2 Sails, Red	77	\$600	FS
14	O'Day Javilin BSU	UK	\$600	FS	16	X Boat, Single Sail, Green	UK	\$600	FS
14	Phantom/Sunfish, Sail	UK	\$1,299	MR	17	Catalina 16.5, Centerboard, Trlr, Honda OB	95	\$4,900	SY
14	Picnic Cat, Well Equipped, Trlr	06	\$11,500	GS	17	Com-Pac Sun Cat, Trlr, Motor, IB, Hardware	02	\$16,500	GS
14	Schock Capri 14, Main, RF Jib, Trlr	04	\$6,850	WB	17	Hobie 17 Sport, Roller Furling Jib	07	\$11,899	AS
14	Schock Harbor, New, Never Splashed	06	\$6,900	CN	17	Hobie Adventure Island	07	\$2,999	AS
14	Skipper, Trlr	77	\$1,000	FS	17	Hunter 170, Float, Trlr, Motor Mount	06	\$8,200	FS
14	Spindrift Rascel, Trlr	83	\$1,000	FS	17	Hunter 170, Roller Furling Jib	07	\$8,259	AS
14	Sunfish, Main, Trlr	77	\$2,700	WB	17	Silverline Dolphin, Trlr	77	\$1,500	FS
15	Albacore, Main, Jib, Trlr, New Rigging	68	\$1,100	HY	17	WindRider Trimaran, Advantage New!	07	\$8,200	HW
15	Charger Bendit, Main, 2 Jibs, Trlr	81	\$1,400	WB	17	WindRider Trimaran, Trlr, Furling Jib	02	\$5,199	HW
15	Coronado, Plaining Boat w/hiking wire	82	\$599	HW	17	WindRider Trimaran, Trlr, Furling Jib	04	\$6,590	HW
15	Legacy, New Boom Tender Model, Trlr	07	\$14,900	GS	17	WindRider Trimaran, Trlr, Furling Jib	05	\$7,350	HW
15	West Wight Potter, 2 Sails, Trlr, More	84	\$3,500	HY	17	WindRider, Dealer Boat, Bilge Pump	06	\$7,995	GS
16	AM Fiberglass, Trlr, Main, Jib	73	\$1,000	FS	17	WindRider, Hmbt Trlr, Furl, Bilge	02	\$5,000	FS
					18	American Sail, Trlr, Cover, Seats 6	04	\$6,500	SC
					18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB
					18	Precision 185, 2 Sails, Trlr, Harken Furling	03	\$8,000	HY
					18	Victoria, 3 Sails, 3hp Nissan, Trlr, More	84	\$2,900	HY

LOA	Description	Yr	Price	Bkg
18	Victoria, 3 Sails, 3hp Yamaha, Trlr, More	80	\$5,000	HY
19	Com-Pac, Bristol Cond, CDI, Honda, Trlr	00	\$15,900	GS
19	O'Day 192, 7.5hp Merc, Trlr	87	\$3,950	HY
19	O'Day Mariner, Trlr, Motor Mount, More	78	\$2,950	AS
19	Paceship, Cabin, Trlr	72	\$950	FS
19	Starwind, Good Boat, Trlr w/options	83	\$2,950	GS
19	Vanguard, Furl Jib	80	\$700	FS
19	West Wight Potter, Every Option, Upgrades	00	\$10,900	GS
20	Chrysler, Swing Keel, Main, Jib, OB, Trlr	78	\$2,495	WB
20	Hobie Miracle, 2 Jibs, Harness, Mast Float	00	\$5,500	GM
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	Hurricane Deck Boat 218RE, 140 OB, trl	03	\$24,995	GM
21	Impulse, Main, Jib, Spin, OB, Trlr	89	\$3,800	WB
21	Precision, 3 Sails, 5hp Nissan, Trlr, More	00	\$14,500	HY
21	Yngling, Trlr, Membership with MYC	75	\$3,000	SC
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, 3 Sails, 15HP Evinrude, Trlr, Whl	79	\$3,000	HY
22	Chrysler, Trlr, Merc 9.9	75	\$3,500	FS
22	Hunter, 2 Sails, 7.5 Merc, Trlr	85	\$4,200	HY
22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	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	Tanzer, Main, RF Jib, 6hp OB, Trlr, Galley	74	\$5,500	WB
23	American, Standing Headroom, Galley, Trlr	77	\$4,000	SC
23	AMF Paceship, Trlr	77	\$4,995	SY
23	Aquarius, 3 Sails, 9.9 Johnson, Trlr, More	73	\$3,700	HY
23	Hunter 23.5 WB, Main, Jib, OB, Trlr	96	\$7,000	WB
23	Hunter, 4 Sails, 5hp Nissan, Trlr, Galley, More	90	\$7,800	HY
23	Hunter, Trlr, Wing	87	\$6,999	FS

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LOA	Description	Yr	Price	Bkg
23	Hunter, Trlr, Wing, 5hp Nissan	89	\$9,000	FS
23	Hutchins Com-Pac 23/3, Roller Furling, 8hp	95	\$10,500	SY
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	Pop-Top O'Day, Trlr, 7 Sails, 10hp OB	70	\$4,999	SC
23	S-2, Well Maintained	75	\$7,500	CN
24	American, 2 Sails, 9.9 Evinr, Trlr, More	76	\$5,000	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

Legend:

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

Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY	26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
24	Hunter 23.5, Bring Offers-ESTATE SALE	94	\$6,500	CN	26	Capri, Motor, Fiberglass	90	\$18,900	SW
24	Hunter 240, KEPT ON LIFT	04	\$22,900	CN	26	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	74	\$4,900	HY
24	J Boat, 11 Sails, 4hp John, Trlr, More	87	\$11,500	HY	26	Clipper marine, 3 Sails, 9.9hp Merc, Trlr	76	\$6,000	HY
24	J Boat, 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY	26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$5,900	HY
24	J Boat, 9 Sails, 3hp OB, Trlr, Comp, Head	79	\$8,750	HY	26	Commodore, 3 Sails, 9.9 Evin, Trlr, Electr	83	\$9,800	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY	26	Cooper Queenship	87	\$23,000	IY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY	26	Grampian, Lots of New Gear	72	\$6,000	HY
24	O'Day, 9.9 with Electric Start, Trlr, Furl, Wing	89	\$8,000	FS	26	Hunter 26, In Demand!	94	\$15,000	CN
24	S2 7.3, 5 sails, Trlr	85	\$9,999	FS	26	Hunter 26, New	98	\$25,900	CN
24	San Juan, Trlr, Sails, Race Equipped	78	\$9,999	MR	26	J-80, Class Sails, Triad Trlr	06	\$49,900	HY
24	Sidelman, 5hp OB, Trlr	81	\$4,000	SY	26	MacGregor 26x, Whl, 50hp Merc, Trlr, More	01	\$19,999	WB
25	Bayfield, 2 Sails, Yanmar Dsl, Whl, More	77	\$15,000	HY	26	MacGregor, 5 Sails, 8hp John, Trlr, More	94	\$11,900	HY
25	C & C, 5 Sails, OB	73	\$5,000	SY	26	MacGregor, Trlr	94	\$11,850	FS
25	C&C	74	\$2,995	NE	26	McGregor, Very Clean	92	\$7,900	CN
25	C&C, 3 Sails, 9.9 Johnson ('92), shr pwr	75	\$5,000	HY	26	Newer, 9hp Motor	78	\$4,000	SY
25	Catalina, Swing Keel, 3 Sails, 6hp Evinrude	80	\$9,500	HY	26	O'Day, Trlr, Sleeps 5, Swing Keel, Sail	86	\$16,999	MR
25	Catalina, Swing Keel, 3 Sails, 9.9hp Honda	80	\$9,750	HY	26	Paceship (PY26) fin keel, 8 Sails, More	80	\$10,000	HY
25	Catalina, Tall Rig, Main, 3 Jibs, 9.9hp Evin, Trl	90	\$17,900	WB	26	Paceship, Fin Keel, 8 Sails, 7hp Dsl IB	78	\$9,900	HY
25	Columbia 7.6M	79	\$15,500	NE	26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$11,000	HY
25	Ericson, 3 Sails, 8hp Merc, Trlr, Galley	76	\$5,900	HY	26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$7,800	HY
25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$8,500	HY	26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY
25	Freedom, Carbon Fiber Mast, Main, Jib, Spin	82	\$5,500	SY	26	Seaward 26RK, New	07	\$36,000	GM
25	Hunter, 2 Sails, 6hp Evinrude, Trlr, Head	77	\$2,900	HY	26	Seaward 26RK, New, Loaded, OB, Trlr	07	\$63,000	GM
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY	27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY	27	Bayliner Buccaneer, Draft, 3', OB, Trlr	76	\$6,000	FS
25	Hunter, All Options, Trlr	07	\$41,000	AS	27	C&C MK III, 5 Sails, 13hp Yanmar, Whl	81	\$23,900	HY
25	Irwin, 5 Sauks, 15hp Yamaha, Trlr	70	\$7,250	HY	27	C&C MK V, 2 Sails, 9.9 Yamaha 4 Strk OB	85	\$12,000	HY
25	Irwin, Trlr, 8 HP Honda 3 Hd Sails	77	\$7,000	FS	27	Catalina, 11hp IB Dsl, Main, Furl Jib, More	74	\$10,900	HY
25	Lancer, Trlr, Furl, Standing Headroom	81	\$7,000	FS	27	Catalina, 5 Sails, 15HP Evin, Elect, More	75	\$8,000	HY
25	MacGregor, 3 Sails, Mariner OB, Trlr, More	82	\$4,650	HY	27	Com-Pac 27/2, New Listing	86	\$20,000	CN
25	Merit, 4 Sails, 6hp Merc, Trlr, Comp/KM/VHF	85	\$5,900	HY	27	Ericson, 6 Sails, A4 IB, Hood furling, More	73	\$7,750	HY
25	Merit, 8 Sails, 5hp OB, Trlr, 2 Comp, Galley	84	\$8,000	HY	27	Ericson, 8 Sails, 12hp Chry 180 OB, Trlr	73	\$5,900	HY
25	Mirage, 4 Sails, 7HP Volvo IB, 3 Winches	84	\$7,900	HY	27	Hunter	84	\$13,000	NE
25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$8,750	HY	27	Hunter 27, Wow Condition	76	\$11,995	CN
25	O'Day, Cradle, New Sails 2000	76	\$3,500	SY	27	Hunter, 3 Sails, 8HP Yanmar IB, KL/HH VH	77	\$5,700	HY
25	O'Day, Fin Keel, 3 Sails, 15hp Evin, Trlr, More	83	\$6,999	HY	27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
25	O'Day, Main, 2 Genoas, Needs Work	78	\$2,000	NY	27	J Boat, Evinrude 4, Trlr, Galley, More	85	\$19,800	HY
25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$15,500	NY	27	O'Day Sloop	76	\$8,500	IY
25	Seaward S25, Whl, Yanmar IB, Trlr, Extras	01	\$34,900	WB	27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
25	US Yachts, 3 Sails, 9.8 HP Merc, Trlr, More	81	\$6,200	HY	27	O'Day, 7 Sails, 9.9hp OB	77	\$9,500	SY
26	Accent, Full Sail Inv, Dsl, Depth, More	73	\$12,995	NY	27	O'Day, Gas, Fiberglass	76	\$11,900	SW
26	American, 2 Sails, Trlr, 2 Winches, Galley	75	\$5,000	HY	27	Pearson, 4'5" Draft Wing Keel, 12hp Dsl	87	\$24,500	SC
26	AMF Paceship, Dsl, 8 Sails, Extras	80	Call	SC	27	Restored Wooden Ketch, 18hp Yanmar	UK	\$19,900	SC

LOA	Description	Yr	Price	Bkg
27	S-2 27 Sloop, Fiberglass, Gas Motor	86	\$17,900	SW
27	S-2 8.1, 2 Sails, 9.9hp Yamaha, More	86	\$15,000	HY
27	Starwind, IB Dsl, Trlr	85	\$17,500	NE
28	Catalina	03	\$69,999	NE
28	Catalina, Dsl, Fiberglass	03	\$69,900	SW
28	Hunter 285, Dsl, electronics, H/C Water, Trlr	95	\$25,900	GM
28	Islander, Main, 150%, Storm, Spin, Elect	76	\$13,995	NY
28	Kings Cruiser Sloop	57	\$10,000	IY
28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY
28	O'Day	84	\$16,500	NE
28	O'Day, H/C Water, Dsl, Upgrades, VHF	84	\$18,900	SC
28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY
28	Ranger, 5 sails, atomic 4 gas IB, Lifelines, More	76	\$12,000	HY
28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$19,500	SW
28	Spirit, IB Dsl	82	\$12,500	SY
28	Tartan, New Sails, Cradle, Winter Cover	84	\$32,000	SC
29	Bayfield, Depth, Radar, Autopilot, GPS, VHF	83	\$30,000	SC
29	Bayfield, Large Galley, Taff Rail, Whl, Dsl	84	\$25,900	SC
29	Beneteau First 285, Trlr, RF, Auto Pilot, More	90	\$33,000	SC
29	Columbia	77	\$17,500	NE
29	Columbia 8.7, 5 Sails, IB, Cruise Equipped	77	\$15,000	HY
29	Columbia 8.7, A4 Furler, Whl, Trlr, More	77	Call	SC
29	Columbia 8.7, Auto, GPS Radar	82	\$21,995	NY
29	Hunter 29.5, Must See	95	\$39,900	CN
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
29	Paceship, 2 Sails, A4 IB, Furler, Comp/VH	70	\$7,000	HY
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
30	Baba, Dsl, Autopilot, GPS, Radar, More	80	\$71,995	NY
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$105,500	HY
30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
30	Catalina, Dsl, Fiberglass	89	\$42,900	SW
30	Catalina, Dsl, Wing Keel, Whl, Furl Jib, Crdl	79	\$20,000	SC
30	Catalina, Main, Furling Genoa, Dsl, More	80	\$23,500	NY
30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
30	Freedom, 2 Sails, Yanmar, Whl, More	86	\$38,000	HY



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LOA	Description	Yr	Price	Bkg
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	\$31,500	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	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
31	Beneteau First 310, Performance Cruiser	91	\$39,000	SC
31	Cal 31, NEW LISTING	80	\$25,900	CN
31	Pearson MKII, Dsl, GPS, Dinghy, Loaded	88	\$45,000	SC
31	Pearson, New Listing	89	\$31,900	CN
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	00	\$89,995	NE
32	Catalina 320, Reduced	00	\$87,000	NE
32	Catalina 320, Wing	01	\$94,000	NE
32	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	77	\$8,500	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	\$142,000	GM

Legend:

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

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
32	Seaward 32RK, New, Dsl, Trlr, Loaded	07	\$155,000	GM	39	Beneteau 393, 3 Cabins, Loaded	05	\$179,995	NY
33	C&C MkII, Racer-Cruiser, Yanmar Dsl, RF	85	\$49,500	SC	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$325,000	NY
33	Hunter	82	\$28,000	NE	41	Hunter 410, New Listing, Wow! Priced	98	\$121,000	NY
33	Off Shore Ketch *CAT RIGGED* NO STAYS!	86	\$29,900	CN	41	J-125, 3 Sails, Yanmar, Furl, Whl, Elect	00	\$215,000	HY
33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY	41	Princess 412 - 2	85	\$88,000	IY
33	Storebro Royal	84	\$55,500	NE	41	Silverton Aft Cabin	87	\$67,900	IY
33	Tartan, Up Grade Sails, Dsl, Elect	82	Call	NY	42	Vagabond, Main, Furl SS & Genoa, More	83	\$175,000	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY	43	Siren Song, 90hp Dsl, Teak Decks, 19 Sails	UK	\$39,500	NY
34	Catalina, Dsl, Furl Gen, Main, Elect	97	\$84,995	NY	45	Fabola Diva 451	97	\$190,000	IY
34	Catalina MkII, Loaded, New Condition	05	\$149,900	NE	45	Morgan, Nelson/Marek Performance	83	\$99,900	CN
34	Contour Trimaran, 6 Sails, Radar, 3 Furlers	01	\$59,000	SC	50	Luders Yawl, Amazing, Sleeps 6, Exc Cond	47	\$140,000	IY
34	CS Yachts	90	\$68,999	NE					
34	Hunter 340, New Arrival	97	\$73,900	CN					
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY					
34	J 105, Hood Vectran Sails, Yanmar, Electr	02	\$129,000	HY					
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	Freedom, 3 Sails, 27hp Yanmar, Whl, More	94	\$104,000	HY					
35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY					
35	Pearson Alberg, 4 Sails, A4, Edson, More	66	\$15,000	HY					
35	S-2 35C, Dsl, Fiberglass	87	\$66,900	SW	10	Livingston Dinghy, Bi-Hull Fiberglass, OB	83	\$500	HY
35	Tartan 3500, Dodger, Bimini, Dinghy, Motor	00	\$162,000	SC	21	Hurricane Deck Boat 218RE, 140 OB, trl	03	\$24,995	GM
36	Beneteau 361, Commissioned in '02	01	\$99,900	SC	26	Cooper Queenship	87	\$23,000	IY
36	C&C 110	03	\$159,999	NE	32	Larson Cabrio 330	02	\$80,000	IY
36	Catalina, Cruise Ready, Dsl, Extras	88	\$65,000	SC	34	Silverton Convertible	89	\$53,900	IY
36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY	41	Princess 412 - 2	85	\$88,000	IY
36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY	41	Silverton Aft Cabin	87	\$67,900	IY
36	Ta Shing Tashiba	UK	\$135,000	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					
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10	Livingston Dinghy, Bi-Hull Fiberglass, OB	83	\$500	HY
21	Hurricane Deck Boat 218RE, 140 OB, trl	03	\$24,995	GM
26	Cooper Queenship	87	\$23,000	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

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Advertiser's Index

Aquarius Sail of WI	27, 32	NestEgg Marine	13, 32
Barry's Boats	37	Northern Breezes Sailing School	3, 47
Bayport Marina	41	Northern Breezes Subscription	29
Boatingshots.com	46	North Sail Outlet	40
ColorWheelz	5	Northland Yachts	32, 47
Commodore's Marine	37	Phil Peterson Enterprises, Inc.	40
Cross Country Boat Transport	35	Pike's Bay Marina	6
Crow's Nest Yachts	5, 32	RB Marine Electronics	39
Cruising Direct	25	Refrigeration Parts Solution	17
Defender Industries	13	Sail la Vie	2
Fleet Sails	15, 32, 39	Sailfest	46
Forespar	43	Sailors World	3, 32
Good Old Boat	23	Save the Manatee	7
Great Lakes Lighthouse Builders	38	Scandia Marine Products	5
Great Lakes Marine Specialties	17	SCI Foundation	7
Great Lakes Sailboat Co.	32, 38	Seven Seas	33
Gunkhole Marine	32, 38	Shorewood Yacht Club	32, 47
HighWaterMarks	32	Skipper's Choice	6
Hooper's Yachts	9, 32	Speed & Smarts	23
Island Yacht Sales	6, 32	Superior Charters	6
J. H. Peterson Photography	9	Superior Marine Training	39
Koehler	37	Tele-Optics	37
Lakeland Boatworks	6, 32	UK-Halsey Sailmakers	39
Lettertech	38	Walker Bay Boats	2
Marine Solutions	39	Weather Gauge	15
Masthead Enterprises	39	Western Sailcraft	37
Mesabi Recreation	32	White Bear Boat Works	11, 32
Multi Marine	19	YMCA Camp Olson	2
NavStore	17		

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Continued from page 13

our return westward. Making a pit stop in Little Current, we refueled, stocked up at the local deli, created a marinade for our gargantuan steaks, and bought a lunch of fish and chips. We then sailed on to Croker Island, a great stop for kayaking and a geologist's dream for rock hunting. Discovering that the bag of "charcoal" was actually mesquite wood chips, we had nothing over which to grill our massive sirloins, resulting in a spectacular experimental dinner. That

night's impromptu meal of tomato-vodka-cream sauce over penne paired with a Merlot, followed by dessert crepes filled with a rum-soaked raisin and citrus compote was truly a totem of *Passpartout's* luck.

Thursday we proceeded to Drummond Island; back into U.S. waters. As this was a brief stop only to check in with Customs, just one member of the party was allowed to walk to the one general store for the sole purpose of procuring charcoal. As that individual, I considered it a great personal sacrifice to walk directly — if

with hesitation — past the Drummond Island Historical Museum, but our triumphant return to carnivorousism that evening was a great comfort.

With one day of vacation left before the long stretch to Sister Bay, we divided into three shifts for an overnight sail, intending to stop at Mackinac Island for breakfast before continuing on to Beaver Island. Night sailing was quiet, breezy and beautiful, and the experience of navigating by the stars was thrilling, more like flying over the dark, horizon-less water than sailing. We made such good time that we reached Mackinac Island at sunrise, too early for a breakfast Captain "Torpedo" Jo decided we shouldn't wait for: We would proceed to Beaver Island; it was a waste of time to wait for businesses to open.

Talk about a sacrifice! The museums...the horses...the fudge! How could we possibly bypass an island with an ice cream named after it?! I broke down and complained. Our captain held firm, but as we motored under the Mackinac Bridge and watched the sun rise, he diplomatically assured me I would appreciate the extra time on Beaver Island.

We arrived at Beaver Island at 3 PM, two hours before the four museums closed; keeping with the theme of the trip, I selected one to enjoy thoroughly. The Old Mormon Print Shop Museum contains a fascinating exhibit on the dramatic life, reign and death of King James Jesse Strang, ruler of a Mormon settlement on the island from 1848 through 1856. When it closed I looked through a few shops and biked to the lighthouse, admiring the historic homes along the way. That night in the marina we ate thick, spicy chili on the boat before heading to an Irish pub for a nightcap. I have to admit our Captain was right...I thoroughly enjoyed Beaver Island, and with seven museums and living history parks Mackinac Island would have required a much, much longer visit anyway.



After two weeks of touring the North Channel *Passpartout* enjoys sunset at home in Sister Bay, WI. Photo by Vickie Eiden.

Early Saturday we began our journey to *Passpartout's* home port of Sister Bay. Distant storms had sent us eight-foot waves and small craft warnings; several sailors enjoyed the opportunity to take the helm and ride the rougher water, and several shared their bagel sandwiches with the fish. After the tiring day we were grateful to reach Sister Bay, where we opted to go out for dinner and dropped off to bed shortly thereafter.

Sunday we treated ourselves to breakfast at the White Gull Inn (the Door County cherry-stuffed French toast was incredible), cleaned the boat, and thanked Brian for the use of *Passpartout* before driving home. It was a full week of beautiful places, interesting conversations, great food, diverse amusements and learning opportunities that went beyond sailing. Sure, I would have liked to make more stops, but those places will still be there for future trips (mmm, fudge!). Trying to squeeze too much in only leads to stress; the trick to enjoying the North Channel in a week is to go in with a relaxed attitude and be open to the experiences that come your way. Most importantly, make sure you have a mix of good sailors, good cooks, and good storytellers on board; to be honest our crew would have had a blast even if we'd never left the boat.

Conclusion

Despite the hassles associated with travel, planning the logistics of the crew change was surprisingly easy. We just made sure we were docked near the specified airport, and we stepped into the cab that brought the relief crew. The costs weren't outrageous, either, especially if one compares a powerboat's fuel price to the logistics costs of doing a one-week sailing vacation.

People are getting busier and vacation time is getting hard to come by. Unfortunately many people respond to this time pressure by buying a powerboat, a more expensive yet much faster alternative. A one-week North Channel vacation on a powerboat isn't a challenge at all; you just shell out a lot of money for fuel. But a sailor can pay a little less than that for a return flight and a delivery crew, and (s)he can accomplish the same thing.

This is certainly the way I will visit the North Channel in the future — until I retire, that is...

Brian Bartel is the owner of Weather Gauge Marine, a professional captain and yacht delivery service (www.weather-gauge.com). On weekends, he and his wife Kim can be found sailing Passepartout between the harbors and anchorages of Door County.

Vickie Eiden is a freelance writer and owner of Expressive Experiences (www.expressiveexperiences.com), offering creative applied arts workshops for personal and interpersonal wellness. A Hooper of seven years, she spends much of her free time on Madison's Lake Mendota.

Tips for Doing the North Channel in One Week


- Get there fast. Put in some long days early on.
- Despite the short time available, avoid schedules. Go where the wind takes you.
- Sail one-way; don't worry about getting the boat both there and back.
- Have a trusted friend or a delivery service take your boat there or home.
- Talk to your insurance agent about how your vessel is covered with someone else operating it.
- Charter a flight there or home. From this remote location it was cheaper and much less time consuming than flying commercial.

Advantages

- Having your boat delivered preserves vacation time.
- The trip may be impossible otherwise.
- Having your boat help generate new stories for people adds depth to your boat ownership experience.

Disadvantages

- One week only gives you the abridged version of the North Channel.
- A greater percentage of your vacation time will be spent transitioning into "vacation mode."
- A smaller time window means an increased risk of bad weather eating up a greater percentage of your trip.




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Paula Larsen at the helm sailing Lake Superior.
Photo by Adam Scheblein.



A fresh bucket of lobsters ready to make a fine dinner in the British Virgin Islands.

Photo by Randy Dague.



It's follow the leader time at Medicine Lake, Plymouth MN.
Photo by Dona Vanoni.

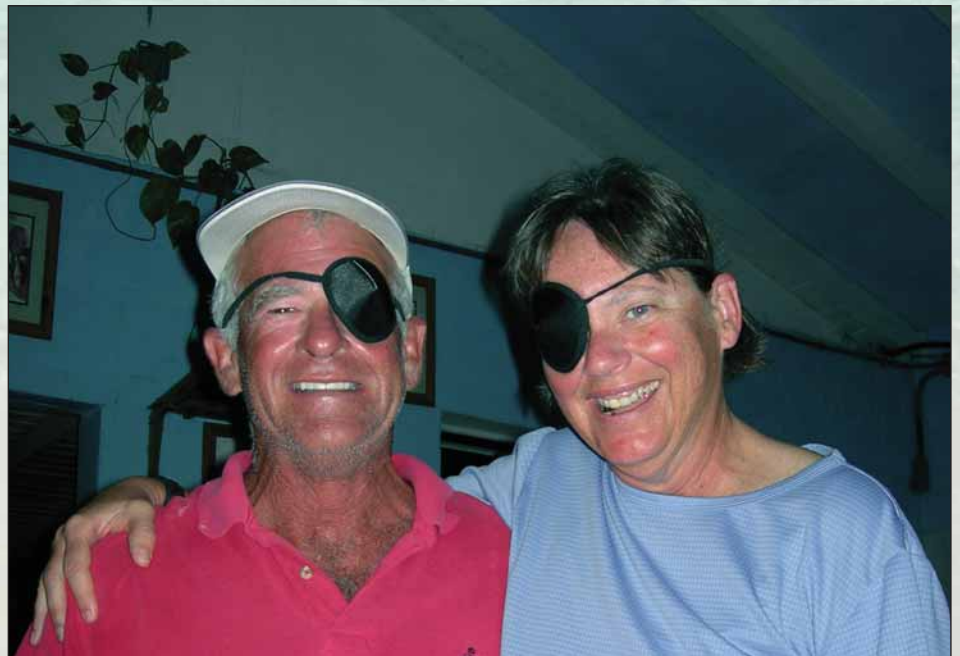


Brent Chinnock overlooking Medicine Lake, Plymouth, MN before sailing.
Photo by Alan Kretzschmar.

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

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Pirates of the Caribbean

Steve and Pat Burns dress up as Pirates in the British Virgin Islands.
Photo by Michele Pufahl-Burns.

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based on a well defined handicap system called PHRF which stands for the Portsmouth Handicap Racing Formula. The normal course is defined above but will be modified in the event of very light air. This event is all about having fun and learning about the pleasures of sailing and sailing fast with an objective.

Sailfest 2007 will be held in Bayfield, Wisconsin.

How do I sign up? Sign up at:

Pike's Bay Marina Ship's Store or Superior Charters Office from June 1st-July 6th *or* Port Superior Marina Clubhouse Room on the evening of July 6th (Late Registration)

or contact us by e-mail at: sailfest@sailingbreezes.com

or visit us on the web at: www.sailingbreezes.com *or* www.wyc.org/ais

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on left and
Hannah, 9,
practice
docking.



Michael holds the boat with
his feet for Jessica's solo sail.

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