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Volume XX No. 2 April/May 2009

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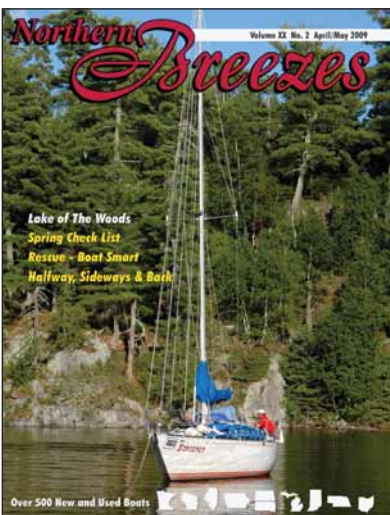
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The Cover



Cover Photo
by Polly Cox

On the cover:
C&C 34 *Sorcerer* owned by Stewart Anderson at Lake of the Woods about 15 km east of Kenora.



Page 7, A downwind run at the family focused Lake of the Woods (LOWISA) Regatta.
Photo by Polly Cox



Page 7, Geoff and Alex Boutcher aboard *Legacy*, a C&C 32.
Photo by Polly Cox



Page 12, Mary Kinnunen staying warm and watching the "lightning drip."
Photo by Connie

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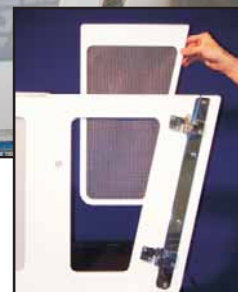
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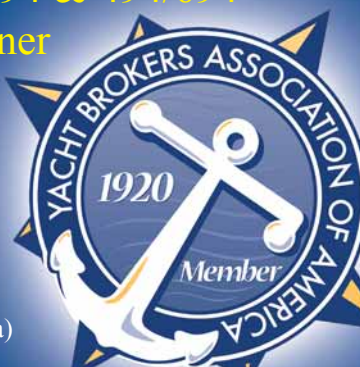
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Canadian Sunsets

LOWISA 43

by Warren White

On the top of the map of Minnesota is a “knob”, which extends towards Kenora Ontario. This “Lake of the Woods” has become the site for an annual, historic week of sailing, sunshine, and socializing. I first joined this week of sailing in 1981 and have returned to Kenora several times since then.

Entering it's 44th annual regatta, *LOWISA* or *Lake of the Woods International Sailing Association* brings sailors from Canada and the US together in a broad mix of boats to compete in several different fleets. Although it is a first class race, *LOWISA* is also a time to appreciate some of the most pristine waters of North America. The experience is akin to sailing in the Boundary Waters Canoe Area of northern Minnesota.

The regatta has it's roots in the mid 1960's when sailors with X-boats, C-scows, and other daysailers would haul their boats (overloaded with food and camping gear) to cruise and camp on the primitive shores of this northern, island filled, area of Lake of the Woods.

Over the past 28 years, I had hauled (dragged) a 7000# 28 footer to the regatta several times. With consideration to the runaway gasoline prices in August 2008, I decided to return to the roots of



Downwind running

The two boats are both C&C 34's. In the lead is *Black Pearl* owned by Blair Magnuson and right behind is *Sorcerer* owned by Stewart Anderson. Both of these boats are moored at Northern Harbour on Lake of the Woods about 15 km east of Kenora.

Photos by Polly Cox

the regatta for *LOWISA 43*. My niece Jennifer and I put a 1963 Flying 15 on the trailer for the 400 mile trip to Kenora Ontario. Still using the original sails and with about 200 pounds of camping equipment stuffed under the deck, we were not going to win any races. We were, however, going to see beautiful sailing, fine weather, and many old friends. We were not disappointed!

The regatta is unique in that the responsibility of Commodore alternates between a Canadian sailor and a US sailor every year. It has drawn as many as 125 boats although 40 to 60 boats is more common. *LOWISA 43's* Commodore was Erin Nuttal of Winnipeg. She represented the third generation of the Nuttal family to be a Commodore. For 2009, the *LOWISA 44* commodore will be the entire John and Marcia Sexton family who sail their trimaran *Splash*. Because they start in the



We call them Star Rafts...
this one was in the bay at Ash Rapids near the
northwestern limits of the sailing area.
Photos by Polly Cox



1963 Flying 15 with my niece Jennifer Sicora (Minneapolis, MN) at the tiller and myself, Warren White (Saint Croix Falls, WI) in the crew cockpit.

last fleet, they need to pass the entire regatta if they wish to do well in the day's pursuit style racing.

That brings us to the fleets, the boats that participate, and the handicapping system.

The daily race course is laid out for 18 to 22 miles of sailing between islands and past specified marks. Generally, the sailing is from 11:00 AM until 4:00 PM. There are six days of racing with a mid-week layover day where the fleet can buy ice and sing karaoke at a resort. On this "layover day", the hard core racers often homogenize crews to enjoy a more intense level of their sport around the buoys.

I recall, with pleasure, 1983, when I first watched a start of the week's sailing. The first fleet off the line were the 17'-22' cabin boats (Ventures, Montgomery's, Balboas), followed by the non-spinnaker (PHRF 200 to 240) boats. Seven fleets later, the Hobie Cats would skitter through the fleet like butterflies on an August morning.

As the years have passed the fleet continues to be diversified and the boats seem to have gotten faster. Many of them are also far better able to serve the needs of a week-long liveaboard without a camp stove in the cockpit. In recent years participants have included Aquarius 21 through Hanse 371 and there are many C&C's, Abbotts, Catalinas and J boats.

The E-scows, 470's, and other "sports car" sailors live on houseboats that are available for a week's charter on the lake.

In 2007, for LOWISA 42, 12 of my in-laws had rented a houseboat as they cruised some 75 miles of the lake. For seven days, three generations of Mary's family raced small boats, laughed, ate, beached and partied.

For my housing in August 2008, I discovered that camping on the shore was a great new way to enjoy the scenery. The fresh blueberries that I picked for breakfast in the early sunlight were abundant. The shoreline generally



Geoff and Alex Boutcher aboard Legacy, a C & C 32.

drops steeply so it is a simple matter to drop an anchor off the stern, tie the bow to a tree, and step ashore without wading.

The bulk of the fleet ties together in various configurations and socializes as though they had not just spent five hours trying to outsail each other on the race-course.

The "star raft" is especially effective to support functions like the "Mount Gay Rum Party" and the "Betty Crocker Night".

The anchorages are in smaller bays or tucked in behind islands.

Of course, there is always that quiet spot around the corner where the crews who desire privacy can tie to a tree and share the environment with 40 pound turtles or Great Northern Pelicans.

Lake of the Woods receives its water from the Rainy River which enters the lake at the southeast corner. The flow leaves the Lake some 60 miles later at the northwest corner as the water flows past Kenora Ontario toward Lake Winnipeg. The south 1/2 of the lake is the Big Traverse; large enough that the horizon is water surface. The north 1/2 of the lake is always within site of land

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because there are islands everywhere! Within 12 miles (20 kilometers because you're in Canada, aye?) of Kenora, there are summer homes on many of the islands. Past this ring of civilization the land is undisturbed and the wildlife is abundant.

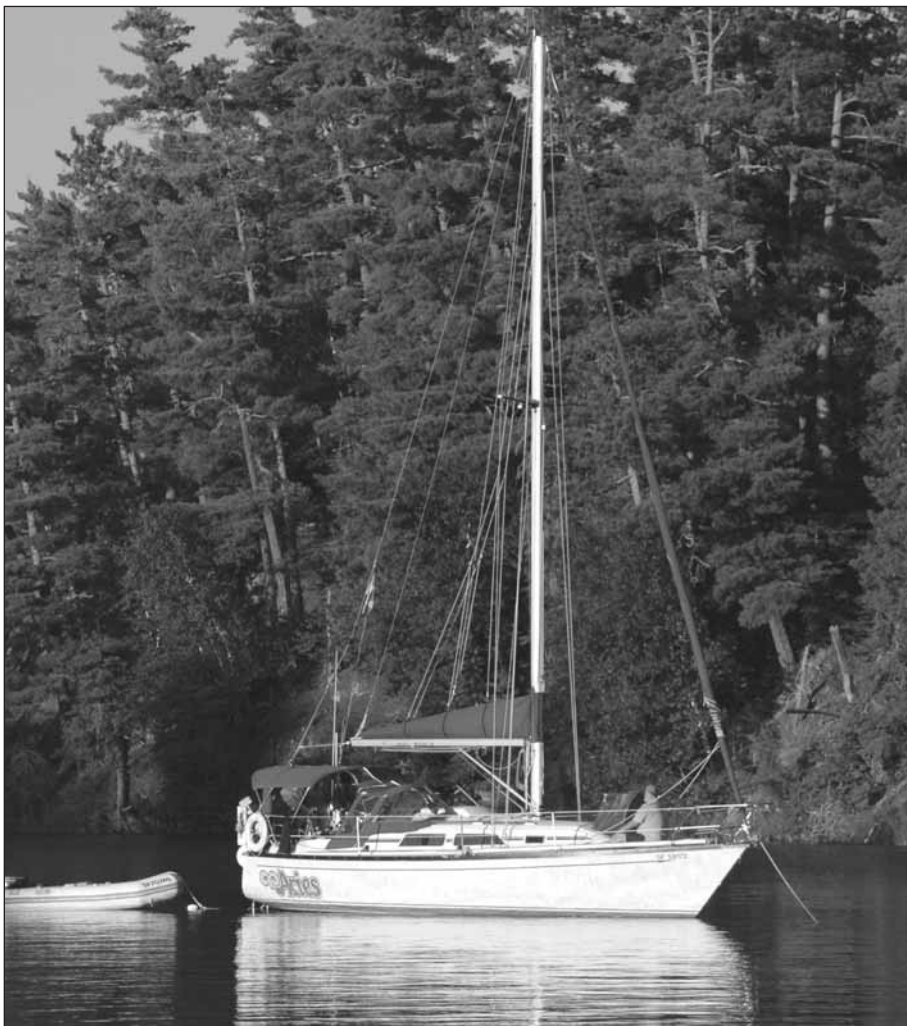
I noted earlier that the Regatta is a world-class race for the sailors who have made it their tradition to spend the August Province Day holiday on the water. The results are tabulated and circulated every evening. Trophies are presented on the final Saturday evening at a banquet back in Kenora.

On the other hand, the racing is not the singular purpose. LOWISA is also a time when old friends meet and newcomers to the regatta become new friends. Some of these friends will go home with a trophy although they may not have had the fastest boat, the most



Rob Fogg and Jill Howes enjoy the weather.

Photos by Polly Cox



The Mirage "ARIES" is owned by Rod and Marianne Nuttal who do not race but are almost always cruising along with the fleet.

proficient crew, or the most sailing skill. There is a long list of traditional traveling trophies which are awarded to participants who best appreciate the lake, who best personify the spirit of the event, or who best demonstrate sportsmanship. Many of these trophies date to the early 1970's. Being selected for one of these honors brings forth a true sense of continuity when you see your name engraved on a little brass plate next to the name of a sailor from 35 years ago.

Driving home from the event in August, I reflected on the international process of organizing, promoting, and participating in a sailing event like none other in the Upper Midwest. Participants travel from Colorado, British Columbia, Iowa, Wisconsin, and Detroit to share a sailing week on this Ontario/Minnesota boundary lake.

LOWISA has a web page at www.lowisa.org/ with many more photos, videos and links to history of this fine event. This web page will also describe the plans for LOWISA 44 to be held August 2 through 8, 2009.

Warren White normally sails his Irwin 28 "In the Mood" on Lake Pepin out of Lake City, Minnesota.

Sailing News

Crow's Nest Yachts Expands into New Oakdale Location



A well-known destination for sailors between Duluth and Chicago is moving into new, expanded headquarters this May. After over 30 years as the “Yacht Dealer of Woodbury,” CROW’S NEST YACHTS is moving across the highway to the northeast corner of highways 494/694 and 94 at the former Oakdale location of Marine Max.

In spite of a slow economy, this was a “once in a lifetime opportunity” according to Crow’s Nest Yachts principal; Reeve Hutchinson. Relocating a market landmark is risky business, however Hutchinson points out that this move “will vastly improve our ability to market brokered and new boats”. The outdoor display area will be “three times larger, twice as visible from both free-way systems, and fully illuminated and paved”. “Given our snowy winters, we also looked for a way to improve how we displayed boats inside”. With more than double the size of the previous building, there will be an ongoing boat show inside with a showroom capable of displaying up to 6 large cruising sailboats.

The expanded location will also cater to those not necessarily in the market for a cruising sail boat, but may be in the market to learn more about the cruising lifestyle. “Whether you want to become a cruising sailor, or maybe become a better cruising sailor,” Hutchinson described a dedicated seminar area with electronic presentation technologies and an extensive periodical

library to support all levels of cruisers.

Crow’s Nest Yachts is a member of the Yacht Brokers Association of America and is the largest stocking dealer of new cruising sailboats in the Midwest. An open house is planned to coincide with national Summer SAILSTICE for Saturday, June 20th. Details will be announced on their website: www.crowsnestyachts-mn.com.

Weems & Plath Acquires Outdoor Weather Instrument Company



Weems & Plath announces the addition of Conant Custom Brass outdoor weather instruments to their family of high quality nautical products. CCB has a 30 year history of manufacturing traditional weather products for the home and office. Using the best materials available, these products designed and crafted by Conant Custom Brass, combine traditional elegance with accuracy for a great

value. “The addition of these outdoor weather products to our existing line will be a benefit to all our customers and will also expose CCB customers to Weems & Plath’s full line of nautical instruments and lamps that they may not have seen before,” says Peter Trogdon, President of Weems & Plath, Inc.

Conant Custom Brass’ innovative weather instruments include a full line of attractive brass thermometers, rain gauges and other outdoor products that will complement the marine instruments that Weems & Plath, now 80 years old, is well known for. Weems & Plath will continue CCB sales and fulfillment activities in Burlington, Vermont.

“The values of quality, service and innovation are the common cornerstones of both companies,” says Trogdon. Steve Conant agrees; “I am so pleased with this arrangement. Weems and Plath is a world-class organization, and their strength and stewardship will assure that the Conant Custom Brass brand maintains its lead in today’s marketplace. Global sourcing capacity, efficient delivery systems and a strong commitment to quality & customer service will provide the brand with great opportunities for growth. I look forward to providing Weems and Plath with design and product development services for years to come.” To see the full line of Conant products, please visit www.conantcustombrass.com.

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Halfway, Sideways & Back

3 days. 79 miles. 1 meltdown.

by Mary Kinnunen

We were five miles off Wisconsin's shore and Flash Gordon was shuddering with every punch in the nose.

The 10 p.m.-2 a.m. watch had seen shifting winds and heavy rain. Ahead of us was the system's core, where lightning bolts dissolved into massive dripping pearls.

Under bare poles, Connie and I took turns at the tiller, motoring onward.

More bonding

We'd crewed on *Flash Gordon*, a Tripp 33 racer, for its July transport to Racine. Now it was late August and we were on my boat, *Revision*, a 1990 Catalina Capri 26. Our plan was to sail from Marinette to Escanaba, a city near the top of the bay of Green Bay where I've got family I've been meaning visit to, you know, show them my boat.

Connie and I never made it.

But getting halfway there was fun.

To Escanaba!

With a forecast of 10-15 kts. SSW air, we cast off at 7:30 a.m., anticipating one long run north. Once past the Ogden Street bridge and on the sparkling bay, we hoisted sail and began waiting for the breeze.

By noon we were cheering when it gusted to 10. So, with a boat speed of 3,

rather than the expected 5 knots, we'd be reaching Escanaba in the moonlight. And we know how strange that is.

Our other options:

—motor sail to Eskey, which was never really considered as we aren't keen on motor sailing;

—sail East to Wisconsin's Door Peninsula, rich in small harbor towns offering good food, tap beer and pretty sunsets;

—sail West to Michigan's Cedar River, the lone harbor between Marinette and Escanaba, which has something of a bad rap.

Heading East, we quickly picked up some speed and before long the features of the peninsula's limestone cliffs, a bony ridge of the Niagara Escarpment, became defined. Wisconsin's Door Peninsula is a jewel of natural and man-made amenities that tourists, like us, love. And since it was the dog days of summer, there would



Aboard *Flash Gordon*, the tired author watches lightning drip

be a lot of us loving it—maybe even that guy from early summer, the powerboater at the Egg Harbor sunset, when my husband and I were on *Revision* and Connie and Ronn were on their Gulf Pilot 32, *Waseekaa*. He had one fine sound

system blasting "Don't Let The Sun Go Down On Me".

Not that Connie and I have anything against Sir John's singing, but we decided to take our chances at Cedar River—the marina less traveled.

State Harbor of Refuge

Via cellphone the harbormaster told us there were plenty of open slips and to stay in the center of the river. Her "center" directive got our attention as Connie and I had heard stories; we knew the rap and we'd even witnessed a charter limp back from Cedar River with its windlass torn from the foredeck.

Sailing northwest, I tried to not let this image twist my docking anticipation into docking anxiety, but I found myself wishing I knew precisely where *Faith Afloat* had run aground.

Passing the green can a mile out Connie peered through the glasses and pointed toward white rocks marking the entryway, asking, "What's up with that?"

She'd found the buoys alright. They were red, to port of the river, and close to shore.



Connie at the helm, from "Revision 08: The Video"

Confusing! But as we edged closer, the green buoys popped out and the channel became apparent: The “center” of the river flows hard south into the bay so we needed to approach sideways.

Half-an-hour later *Revision* was tied up at a floating dock, the first celebratory libation had been poured, and the depth alarm had only gone off once. Hallelujah!

Inside the office the harbormaster entered my information into the database. Our rent was \$26, which included use of bicycles, a fire ring, and the Women’s Room, which was clean. For dinner, we walked the shoulder of M-35 to the Lighthouse Inn with Connie yelling, “Take me with!” at the hogs roaring toward Milwaukee for Harley’s birthday party.

We ate a good dinner on the back deck then bought dessert at the gas station farther down the road. Returning to the marina, we found a Watkins berthed off *Revision’s* bow. This was good fortune as it was father and son sailors named Ken who, in addition to being fans of skiing the UP’s hills, also picked



The boat with the editor's mark and typewriter font

up our restaurant/bar tab the next night. Thank you, guys!

Connie finds her shoes

We rose to a forecast of 15-25 kts SSE wind with a 50/50 chance of thunder-

storms, most likely in early evening. Casting off at 8 a.m., our hope was to reach Escanaba before the low-pressure system began dumping wet stuff and things got swirly.

(Continued on page 28)

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Timely rescue marks Boat Smart's Twenty-Third Season

by Tom Rau

Posted May 27, 2008 What a great way to launch the Boat Smart column's 23rd season with a story of a timely life-saving rescue. Now the story.

Friday, May 16, 2008, Station Ludington, Lake Michigan. Coast Guard Station Ludington received a call on the International Distress Frequency, VHF-FM Channel 16, at 5:25 p.m. The captain of a 28-foot powerboat reported he had lost his starboard engine and was proceeding towards Ludington on his port engine. He provided his GPS position and requested that the Coast Guard monitor his progress. Soon after his initial call the captain reported that his port engine had failed and that the boat was now adrift and taking on water with five people aboard.

Coast Guard Station Ludington launched a 30-foot rescue boat and within 17 minutes reached the disabled craft 7.8 miles due west of Ludington Harbor. "The boat was listing to port," said Coast Guard coxswain, Tim Evans. The Coast Guard crew removed a 15-year-old boy and 12-year-old girl, their mother and father and the captain. All were wearing life jackets.

Two Coasties then boarded the boat with a dewatering pump. "When they lifted the engine hatches water was at the deck," said Evans. A series of six-foot swells rolled over the stern driving the stern down and bow up. The boat sank, with the pump, leaving the two crewmen floundering in the 46-degree water.

"We pulled the crewmen aboard. It's a good thing they were wearing dry suits," said Evans.

The 410 foot long car ferry S.S. Badger transiting from Manitowoc, Wisconsin to Ludington also picked up the distress call over Channel 16. "My second mate on watch, Allan Chrenka,



The photo shot from a Coast Guard rescue boat was taken moments before a 28-foot powerboat sank in 350 feet of water, Lake Michigan. Five people were rescued in addition to two coasties who ended up in 46-degree water after attempting to dewater the doomed craft. Photo: Coast Guardsman Michael Williams, Sta. Ludington

intercepted the call and at the time the distress vessel was about six miles off our bow," said Captain Dean Hobbs. Captain Hobbs notified his company officials of the situation and requested permission to assist the distressed vessel if necessary.

Authorization was granted. Captain Hobbs placed the engine room on standby and directed his deck crew to make ready their rescue boat. As it was the Coast Guard rescue boat reached the vessel moments before the Badger arrived on scene. The Badger continued on to Ludington Harbor

Boat Smart Brief

What a joy it is to pass along smart boating behavior that resulted in the timely rescue of five people. I love writing these stories.

Much of the success of this rescue is due to Bob Boyd, captain of the ill-fated 28-foot boat. Let's review some key factors that led to a successful rescue.

Float Plan. Mr. Boyd and friends come over on the car ferry Badger to Manitowoc, Wisconsin to pick up his 28-

foot Carver from winter storage. His plan was to follow the Badger on the 60-mile track across Lake Michigan to Ludington. Earlier while aboard Badger he had advised Badger officials of his intentions. Although the Badger was not responsible for tracking his voyage at least somebody other than the captain was aware of his voyage and his expected time of arrival in Ludington.

It can't be stressed enough that boaters inform family or friends of why, where, and when the boating will take place, the boat's description and name, and whether it carries a marine radio or cell phone and the number. Should an emergency develop, that information will allow searchers to execute a timely rescue.

Boat Checks. Before departing Manitowoc, Mr. Boyd made sure all appropriate safety equipment was aboard especially life jackets; electronics including the radio were properly functioning along with bilge pumps and navigation lights. While departing Manitowoc harbor he had opened the deck engine hatches to make sure he was not taking on water. A prudent move especially after a long winter storage.

Immediate Notification. When Mr. Boyd, lost his starboard engine, he immediately called the Coast Guard on VHF-FM Channel 16 and advised them of the causality and his position. The Badger also picked up the distress call. I urge boaters to call immediately should they have concerns about the boat, health issues of people aboard, or weather. Mr. Boyd had no idea soon after making the initial call the other engine would die nor that the boat was taking on water. When he placed the second call the Coast Guard and the Badger knew his position and were ready to respond. Having a marine



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218-547-1188 Tom Beriou
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radio is a huge advantage because other vessels can hear the distress call.

Had Mr. Boyd not lost the second engine the Coast Guard would have monitored his passage until he was safely moored. Let me stress again immediately call the Coast Guard should trouble arise. It's a win, win for all.

Life Jackets. Not only were there enough life jackets aboard for the crew, Mr. Boyd, after the second engine failed, directed all aboard to don life jackets. At the first hint of trouble with the boat or weather, don life jackets. Recreational boats can quickly sink as illustrated in this case.

Kudos. I salute coasties Tim Evans, Mike Smith and Michael Williams who manned the rescue boat, and Captain Hobbs and his crew.

Mishap Cause. The boat sank in 350 feet of water so the exact cause will never be known. Mr. Boyd asked me what I would have done differently. I advised I would've followed Coast Guard standard operating procedures and made engine checks every hour. Although he did open the engine deck hatches when he initially got underway, thereafter with two to four-foot seas and with an inexperienced crew, we agreed that engine checks were no longer an option.

Mr. Boyd's situational awareness and timely action resulted in the quick

rescue of five people. Boat Smart, follow his lead, take command.

Tom Rau is a retired 27-year Coast Guard veteran, boating safety columnist, and author of Boat Smart Chronicles,

Lake Michigan Devours Its Wounded. His book is a 20-year journal of recreational boating mishaps with valuable lessons learned. It, along with recent rescue stories, can be viewed at: www.boatsmart.net

Northern Breezes SAILING SCHOOL

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Jessica, 13, on left and Hannah, 9, practice docking.



Older Teen Camp at Shorewood Yacht Club on Lake Minnetonka

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NorthernBreezesSchool.com Northern Breezes Sailing School
SailingBreezes.com Minneapolis, MN

Boat U.S.

Spring Commissioning Checklist

To help boaters have a trouble-free summer boating season, BoatU.S., the nation's largest recreational boating association, has a spring commissioning checklist. Whether you have a power or sailboat, inboard or outboard, following this checklist is an easy way to get ready for the season.

BEFORE YOU LAUNCH:

- Inspect and lubricate seacocks. Hoses and hose clamps should be inspected and replaced as necessary.

- Replace deteriorated zincs.

- Inspect prop(s) for dings, pitting and distortion. Make sure cotter pins are secure. Grip the prop and try moving the shaft - if it's loose, the cutlass bearing may need to be replaced.

- Check to make sure the rudder-stock hasn't been bent.

- Inspect the hull for blisters, distortions and stress cracks.

- Make sure your engine intake sea strainer is free of corrosion and properly secured.

- Check the engine shaft and rudder stuffing boxes for looseness. After the boat is launched, be sure to check these as well as through-hulls for leaks.

- Use a hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as necessary. **OUTDRIVES and OUTBOARD ENGINES:**

- Inspect rubber outdrive bellows for cracked, dried and/or deteriorated spots (look especially in the folds), and replace if suspect.

- Check power steering and power trim oil levels. Replace worn-out zincs.

- Inspect outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable has to be replaced.

ENGINES AND FUEL SYSTEMS:

- Inspect fuel lines, including fill and vent hoses, for softness, brittleness or cracking. Check all joints for leaks and make sure all lines are well supported with non-combustible clips or straps with smooth edges.

- Inspect fuel tanks, fuel pumps and filters for leaks. Clamps should be snug and free of rust. Clean fuel filters.

- Inspect cooling hoses and fittings

Spring Into...



... Your List

for stiffness, rot, leaks and/or cracking. Make sure they fit snugly and are double-clamped.

- Every few years, remove and inspect exhaust manifold for corrosion.

- Clean and tighten electrical connections, especially both ends of battery cables. Wire-brush battery terminals and fill cells with distilled water.

- Inspect bilge blower hose for leaks.

SAILBOAT RIGGING:

- Inspect fittings for cracks and rust. Inspect wire halyards and running backstays for "fishhooks" and rust.

- Remove tape on turnbuckles and lubricate threads, preferably with Teflon. Replace old tape with fresh tape.

- Recaulk through-deck chainplates as necessary (generally, once a decade).

- **TRAILERS:**

- Inspect tire treads and sidewalls for cracks or lack of tread and replace as necessary. Check air pressure. Don't forget the spare!

- Inspect bearings and repack as necessary.

- Test tail and back-up lights. Test winch to make sure it's working properly.

- Inspect trailer frame for rust. Sand and paint to prevent further deterioration.

MISCELLANEOUS:

- Check expiration dates on flares and fire extinguishers.

- Check stove and remote tanks for loose fittings and leaking hoses.

- Inspect bilge pump and float switch to make sure it's working properly.

- Inspect dock and anchor lines for chafing.

- Update or replace old charts, waterway guides.

- Check shore power cable connections for burns, which indicates the cable needs to be replaced.

- Make sure your boating license and/or registration is up to date. Don't forget your trailer tags.

- Review your boat insurance policy and update coverage if needed. Be sure you have fuel spill insurance coverage.

- Make sure you have a properly sized and wearable life jackets in good condition for each passenger, including kids and pets.

More checklists are also available at <http://www.BoatUS.com/freebies>.

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.

April 2009

Apr 8 - Fort Lauderdale to Charleston Race - 408 nautical miles straight up the Gulfstream. For more info, including the NOR and online entry, visit the official race website www.fortlauderdalecharlestonrace.org.

Apr 15-19 - Strictly Sail Pacific - On San Francisco Bay at Jack London Square, Oakland, CA. Visit www.strictlysail.com for more info.

May 2009

May 2 - Duluth Superior Sailing Association Boat Auction and Gear Swap at Barker's Island Marina, Superior, WI. Contact Dale Hedkte, 218-355-8413.

May 29-31, 2009, Detroit NOOD Regatta, Bayview Yacht Club, Detroit, MI Info: office@byc.com or 313-822-1853.

June 2009

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

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

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

July 2009

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

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

July 25, Port Huron to Mackinaw Island Race, Bayview Yacht Club, Detroit, MI. Info: office@byc.com or 313-822-1853.

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

August 2009

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

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

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

October 2009

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

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

FREE ISSUE!

A newsletter to improve your race results this year.

If you're eager to learn more about how to sail fast, don't miss Dave Delenbaugh's new monthly newsletter called *Speed and Smarts*.

This exciting, 12-page publication is packed full of practical, hands-on tips about strategy, boatspeed, tactics, rules and more!

Whether you're a crew or skipper, *Speed and Smarts* will help you sail smarter this year (and next year too!). To receive a free issue, mail or fax your name and address to:



SPEED and Smarts™

P.O. Box 435, Easton, CT 06612
800-356-2200

Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
9	Achilles inflatable	UK	\$500	FS	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
9	West Marine Inflatable	03	\$900	FS	16	Rave Hydrofoil, TRLR, New Sails	03	\$8,200	AS
10	Hunter Xcite, New	04	\$2,500	FS	16	Tanzer, Mainsail, Jib, 2HP Evinrude OB, Trlr	73	\$2,800	WB
10	Walker Bay RID, Perf. Sail kit, like new	02	\$2,000	HY	17	Day Sailer, Trlr, Needs TLC	UK	\$650	MA
11	Luger, Trlr, Cover	UK	\$875	MA	17	Hunter 170 [NEW], TRLR	06	\$7,500	AS
12	Catalina Exp. 12.5, furling main, trlr	99	\$3,395	WB	17	WindRider, with screecher	04	\$6,000	FS
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB	18	Catalina 18MKII, Never sailed, 5HP IB,	06	\$15,995	WB
12	Johnson Miniscow, Main, Trlr	96	\$2,395	WB	18	Precision 185, Main, Jib, Trlr, RF, More	05	\$8,950	HY
12	Sailboard	UK	\$600	FS	18	Precision 185, Main, Jib, Trlr, RF, More	07	\$10,565	HY
13	Vanguard Zuma, Main	05	\$3,600	WB	18	Precision 185, Main, Jib, Trlr, RF, More	08	\$10,870	HY
14	Catalina Capri 14.2, Main, Jib, Trlr, cvr	87	\$2,995	WB	18	Precision, Main, Jib, Trlr, ladder, more	05	\$12,900	HY
14	Glastron Sigma, Mainsail, Jib, Trlr	70	\$1,300	WB	18	Precision, Main, Jib, Trlr, ladder, more	08	\$17,702	HY
14	PS2000 Megabyte, new cond, sails, trlr	06	\$4,500	SC	18	Seaward Fox	92	\$5,000	FS
14	Skipper, Trlr	77	\$1,000	FS	19	O'Day, Swing keel, Mainsail, Jib, 6HP OB,	82	\$3,200	WB
14	Sunfish	UK	\$825	MA	19	Seaward Fox, furler, 4HP Evinrude, trlr,	90	\$6,500	SC
14	W.D. Schock/Capri, must sell, Trlr, Exc Cond	04	\$6,300	SC	19	West Wight Potter, (4) \$4K to \$8K, '85 to '99	UK	Call	HY
15	Precision K, Main, Jib, Trlr, RF, Motor Mount	08	\$9,040	HY	20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
15	Precision, Main, Jib, Trlr, RF, Motor Mount	08	\$7,989	HY	21	Hunter 216, Furler, Spin., 2HP OB, Trlr	04	\$13,500	WB
16	Annapolis Daysailer Mainsail, Jib, Trlr	72	\$1,600	WB	21	Hunter 216, Furling Jib, TRLR	08	\$17,990	AS
16	Hobie Getaway, wings available	08	\$6,199	AS	21	San Juan MKI, Furler, 2 rudders, 4HP OB,	74	\$3,950	WB
16	Hobie, Trlr	82	\$1,000	FS	22	Catalina WingKeel Mainsail, Jib furler Trlr,	88	\$10,500	WB
16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB	22	Catalina, 2 Sails, Trlr, poptop w/ encl, more	80	\$3,900	HY
16	Johnson Daysailer, Main, Jib, Trlr	83	\$1,900	WB	22	Catalina, 3 Sails, 9.9 Chrysler, Trlr, More	81	\$4,400	HY
16	Johnson M Scow, Main, Jib, Trlr	UK	\$980	MA	22	J Boat, Hull #25, a sails, 4.5hp OB, trlr, more	83	\$7,900	HY
16	Johnson MC Scow, mainsail, trailer	87	\$1,995	WB	22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY
16	Johnson X Boat, mainsail, jib, trailer	81	\$2,995	WB	23	Beneteau, Trlr, Genoa, RF, Honda OB	UK	\$12,500	MA
16	M16, Trlr	UK	\$600	FS	23	Hunter, 3 Sails, 8hp OB, Trlr, furling, more	85	\$3,900	HY
16	Man-O-War	74	\$800	FS	23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$950	HY	23	O'Day Tempest, New Hull Paint, 3 Sails, More	UK	\$4,500	HY
16	Precision 165, Main, Jib, new 150%, Trlr	96	\$7,200	HY	23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$14,095	HY	23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
					23	Penn Yan Avenger, Trlr, Trim tabs, Cabin	88	\$6,300	FS
					23	Precision, 2 Sails, 9.9hp Yamaha, Trlr	93	\$13,500	HY
					23	Schock, 3 sails, 6HP Johnson, Trlr	88	\$9,500	HY
					24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS

Legend:

AS=Aquarius Sail
262-691-3794

CM=Cramer Marine
cramermarine.com
800-776-0909
414-272-5998

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

FS=Fleet Sails
218-547-1188

GM=Gunkhole Marine
651-260-6200

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

HH=Hansen's Harbor
www.hansensharbor.com

HW=High Water Marks
612-462-3704

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

IM=Image Yacht Sales
651-269-6434

LB=Lakeland Boatworks
269-795-9441

MA=Martins Sports Afloat
218-963-2452

NE=NestEgg Marine
715-732-4466

NY=Northland Yachts
715-779-3339

OY=Owens Yacht
800-879-2684

PB=Pikes Bay Yacht Sales
715-209-2493

SC=See Classifieds

SD=Sailing World
815-344-9333

SU=Superior Yachts
715-779-5124

SY=Shorewood Yachts
952-474-0600

SW=Sailor's World
952-475-3443

WB=White Bear BW
651-429-7221

LOA	Description	Yr	Price	Bkg
24	C&C, (4) '76 to '78 and from \$3,700 to \$5,500	UK	Call	HY
24	Dufour, 4 Sails, cradle, new elec, more	75	\$4,500	HY
24	J Boat, 3 from '77 to '86 and \$5,000 to \$14,750	UK	Call	HY
24	Mirage, 2 from '76 to '77 and \$3,000 to \$3,200	UK	Call	HY
24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
24	S-2 7.3, 2 from '78 to '86 and \$9,700 to \$9,400	UK	Call	HY
24	Seafarer, Custom Trlr	74	\$8,700	FS
25	Cal, 4 Sails, 11 Hp Diesel,Furler, Electronics	83	\$10,000	HY
25	Cape Dory, 4hp OB, Jib Frl	77	\$6,600	CM
25	Capri, 6 Sails, Trlr, 4 Winches, Compass, More	81	\$8,500	HY
25	Catalina 25 Tall Rig, Main, 110% RF, 9.9 hp	90	\$17,900	WB
25	Catalina 250, Wing Keel, Main, RF, OB	00	\$23,500	WB
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
25	Catalina, Jib Frl, Propane, st cradle	78	\$6,500	CM
25	Columbia 7.6M	79	\$11,500	NE
25	Freedom, 3 Sails, OB, Cradle, Head, Galley	83	\$3,900	HY
25	Hunter, 3 from \$4,800 to \$6,500	UK	Call	HY
25	Hunter, RF Jib, 9.8 OB, Wheel, Bimini, SALE	08	\$35,500	AS
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB
25	O'Day, 2 Sails, 9.9hp, new winches,Trlr, Fulr	75	\$5,500	HY
25	Seaward, 4 sails, 9HP Ynmr, CDI, wheel, trlr	94	\$19,500	HY
26	Bristol, 4 sails, 9.5hp Evin, very nice	68	\$5,600	HY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$11,500	HY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	UK	\$8,500	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Hunter 26- MANY NEW UPGRADES!	94	\$16,500	CN
26	Hunter 26.5, 4 sails, 9.9 Tohatsu OB, trlr, bim	88	\$14,000	HY
26	Hunter 260- NEW UPHOLSTERY!	98	\$22,500	CN
26	Hunter 260, 2 sails, 9.9 4-strk, trlr, CDI, wheel	05	\$30,000	HY
26	Hunter H26, water ballast, 8HP OB, furler, more	95	\$18,000	SC
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$20,900	HY
26	Nonsuch Classic, Single-handed cruiser, loaded	84	\$36,500	SC
26	O'Day, Trlr, New 135% on furler, New Main, More	85	\$16,000	FS
26	Paceship (PY26) fin keel,2-'79 to '80,\$7500-\$9500	UK	Call	HY

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LOA	Description	Yr	Price	Bkg
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$8,500	HY
26	Pearson, OB, Yard Trlr	72	\$7,000	CM
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S-2 7.9, 2 to choose from	UK	\$14,000	HY
26	S2 7.9, 4 sails, elec head, 6HP OB, trlr, more	83	\$11,500	FS
26	S2 7.9, Beaut. Cond, many updates, Trlr, more	82	\$16,500	SC
26	S2 8.0B, Trlr, Autopilot, New 4 Stroke Sail Drive	80	\$16,500	IM
26	San Juan 7.7, 6 sails, 9.9HP OB, Trlr, more	79	\$6,900	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Seaward RK	09	\$39,500	GM
26	Shock Endeavor, Yard Trlr	67	\$1,500	CM
26	Tanzer	79	\$7,500	NE

Legend:

AS=Aquarius Sail 262-691-3794 CM=Cramer Marine cramermarine.com 800-776-0909 414-272-5998 CN=Crow's Nest Yachts 651-739-2880	FS=Fleet Sails 218-547-1188 GM=Gunkhole Marine 651-260-6200 GS=Great Lakes Sailboat Co. 517-339-1760 HH=Hansen's Harbor www.hansensharbor.com HW=High Water Marks 612-462-3704	HY=Hooper's Yachts 651-436-8795 800-377-8795 IM=Image Yacht Sales 651-269-6434 LB=Lakeland Boatworks 269-795-9441 MA=Martins Sports Afloat 218-963-2452	NE=NestEgg Marine 715-732-4466 NY=Northland Yachts 715-779-3339 OY=Owens Yacht 800-879-2684 PB=Pikes Bay Yacht Sales 715-209-2493 SC=See Classifieds	SD= Sailing World 815-344-9333 SU=Superior Yachts 715-779-5124 SY=Shorewood Yachts 952-474-0600 SW=Sailor's World 952-475-3443 WB=White Bear BW 651-429-7221
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LOA	Description	Yr	Price	Bkg
27	Aloha, 5 Sails, 9.9 Yamaha 4strk, More	85	\$6,000	HY
27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	Cape Dory	78	\$19,500	NE
27	Captiva, 18HP Ynmr, trlr, 155 genoa, More	87	\$16,500	SC
27	Catalina	77	\$6,000	NE
27	Catalina 270, 2 Sails, 18HP Perk, frlr, wheel	94	\$35,000	HY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY
27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS
27	Catalina, Like new kevlar sails, Ultraleather interior	95	\$33,900	IM
27	Catalina, Wheel Steering, Jib Frl	79	\$10,500	CM
27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$19,975	CN
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$9,000	HY
27	Hunter, Lake City, Meticulous	78	\$11,000	IM
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$15,000	HY
28	Hunter	89	\$6,000	NE
28	Johnson E Scow (Hull 22), 2 sets sails, Trlr	79	\$2,200	HY
28	Melges E Scow, wood hull, good cond. Trlr, more	72	\$2,500	SC
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY
29	Bayfield, 3 sails, Yanmar IB, wheel, electron.	84	\$23,500	HY
29	Cape Dory, Dsl, Yard Trlr, Jib Frl	78	\$22,400	CM
29	Ericson 29T, New interior, Pepin, Wisconsin	79	\$19,000	IM
29	Hunter 29.5, 18HP Ynmr, Upgrades, Cradle, more	95	\$39,900	SC
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN
29	Lancer	78	\$10,995	NE
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$85,000	HY
30	Bristol 29.9, Exc cond, dsl, new uphol, cradle	78	\$28,000	SC
30	C&C, Lake City, Helm Wheel	74	\$10,900	IM
30	Catalina	88	\$44,000	NE
30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$46,900	HY
30	Catalina Tall Rig	94	\$54,200	NE
30	Catalina, many extras	79	\$17,000	CM
30	Chance 30/30, 8 sails, Palmer 27hp IB, more	73	\$10,000	HY
30	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$24,000	HY
30	J Boat (Hull #291), 10 sails, 12HP Ynmr, more	81	\$32,000	HY
30	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	74	\$15,000	HY
30	Pearson Flyer, 5 sails, BMW IB, Club racer	81	\$9,900	HY
30	Pearson, 4 Sails, A4, Elect, More	74	\$7,000	HY
30	S-2 30'- Exceptional! NEW LISTING	80	\$28,500	CN
30	S2 9.1, New UK Head Sail - Very Fast	85	\$34,000	IM
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$27,500	HY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$29,000	HY
31	Catalina 310	00	\$72,995	NE
31	Catalina 310	01	\$74,995	NE

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www.hansensharbor.com

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IM=Image Yacht Sales
651-269-6434

LB=Lakeland Boatworks
269-795-9441

MA=Martins Sports Afloat
218-963-2452

NE=NestEgg Marine
715-732-4466

NY=Northland Yachts
715-779-3339

OY=Owens Yacht
800-879-2684

PB=Pikes Bay Yacht Sales
715-209-2493

SC=See Classifieds

SD= Sailing World
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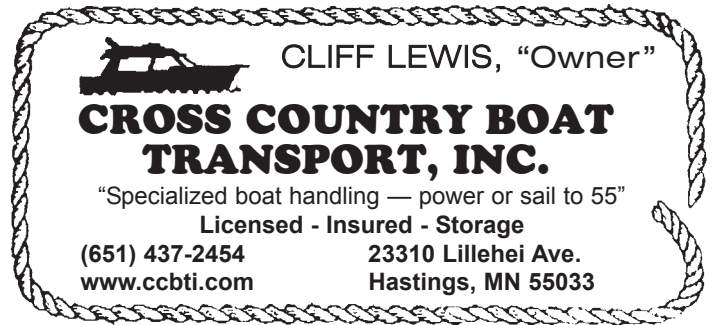
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LOA	Description	Yr	Price	Bkg
31	Hunter 31- LIKE NEW- Great Value!	06	\$88,900	CN
31	Pearson 31-2, 5 sails, Yanmar, wheel, more	89	\$42,000	HY
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$28,500	HY
32	C&C, 4 sails, 13hp Yanmar, wheel, more	84	\$35,000	HY
32	Catalina 320	02	\$103,995	NE
32	Catalina 320, 3 sails, 29hp perk, furling, more	94	\$85,000	HY
32	Catalina, Gorgeous, VC bottom, Lake City	95	\$65,000	IM
32	Coronado, Center cockpit, new universal motor	72	\$12,000	IM
32	Rhodes Sloop, 5 sails, A4, new paint, more	57	\$50,000	HY
32	Seaward RK	09	\$129,000	GM
33	Hunter 33- Good Condition New Diesel	80	\$19,900	CN
33	Hunter 33.5-LOWER PRICE-NEW DODGER	92	\$54,900	CN
33	Hunter 33-NEW LISTING - AS NEW!	05	\$106,900	CN
33	Morgan, spacious, dsl, frlr, new hatch & ports	74	\$20,000	SC
33	Tartan, Freshwater, Radar, newer sails, more	84	\$39,500	SC
34	Bavaria Cruiser, 2 Sails, Volvo IB, Whl, More	08	\$137,000	HY
34	Beneteau 343 LIKE NEW - LOADED	06	\$119,900	CN
34	Hunter 340, 3 sails, Ynmr, Frlx, Wheel, Dodgr	99	\$69,000	HY
34	Pacific Seacraft Voyagemaker, 4 Sails, Yanmar	95	\$142,000	HY
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$95,000	HY
34	Tartan 3400 - Air Cond - Leather- Loaded	07	\$219,900	CN
35	Catalina 350	04	\$134,999	NE
35	Catalina 350, partnership or outright, loaded	04	\$155,000	HY
35	Ericson	70	\$14,999	NE
35	Ericson	80	\$38,000	NE
35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$29,000	HY
36	Cal	69	\$24,900	NE
36	Catalina, V good cond, frlr, enclosure, More	86	\$55,000	SC
36	Hunter 36- NEW- SPECIAL PRICING!	08	Call	CN
36	Islander, 4 sails, 50 HP dsl, Frlx, wheel, more	77	\$48,000	HY
36	Islander, Project boat, Good hull, deck primed	77	\$5,500	HY
36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	\$167,800	SU
37	Beneteau 373 - NEW - SPECIAL PRICING!	07	Call	CN
37	Hunter 376- Includes Avon Dinghy	97	\$97,900	CN
37	Hunter 376 NEW LISTING-BAYFIELD	98	\$99,900	CN
37	Irwin, 40HP Perk, radar, GPS, auto, 2 cabins	81	\$54,900	SC



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LOA	Description	Yr	Price	Bkg
37	Tartan 3700CCR - NEW - Save \$\$54K	07	\$255,900	CN
38	Catalina SS, Newer sails, paint, Exc cond, more	81	\$49,400	SC
39	Beneteau Oceanis Classic, loaded, new uphol	91	\$98,900	SC
39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	\$198,500	SU
40	C&C, 8 sails, 30hp Yanm, furler, elec, more	80	\$61,000	HY
41	Hunter 410, NEW LIST - GREAT CRUISER	00	\$133,900	CN
42	Beneteau 423- "Low Bid" CHARTER READY	05	\$213,990	CN
43	Hood, 19 sails, Dsl, electronics, beautiful	66	\$88,000	HY
45	Morgan, Nelson-Marek FAST CRUISER	83	\$99,900	CN
49	Jeanneau SO49i, 4 Cabin, 4 Head, Equipped	08	\$319,900	SU
56	10-Meter Racing Sloop	27	\$25,000	HY

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10 Walker Bay RID, Perf. Sail kit, like new	02	\$2,000 HY
23 Penn Yan Avenger, 5.7 ltr, trlr, trim tabs	88	\$6,300 FS

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19' Seaward Fox, 1990
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36' Catalina, 1986 Standard rig. Boat is in very good condition with many upgrades, including sails, full enclosure and furling system. 920-887-2714. \$55,000. Check it out at <http://webpages.charter.net/journey36>



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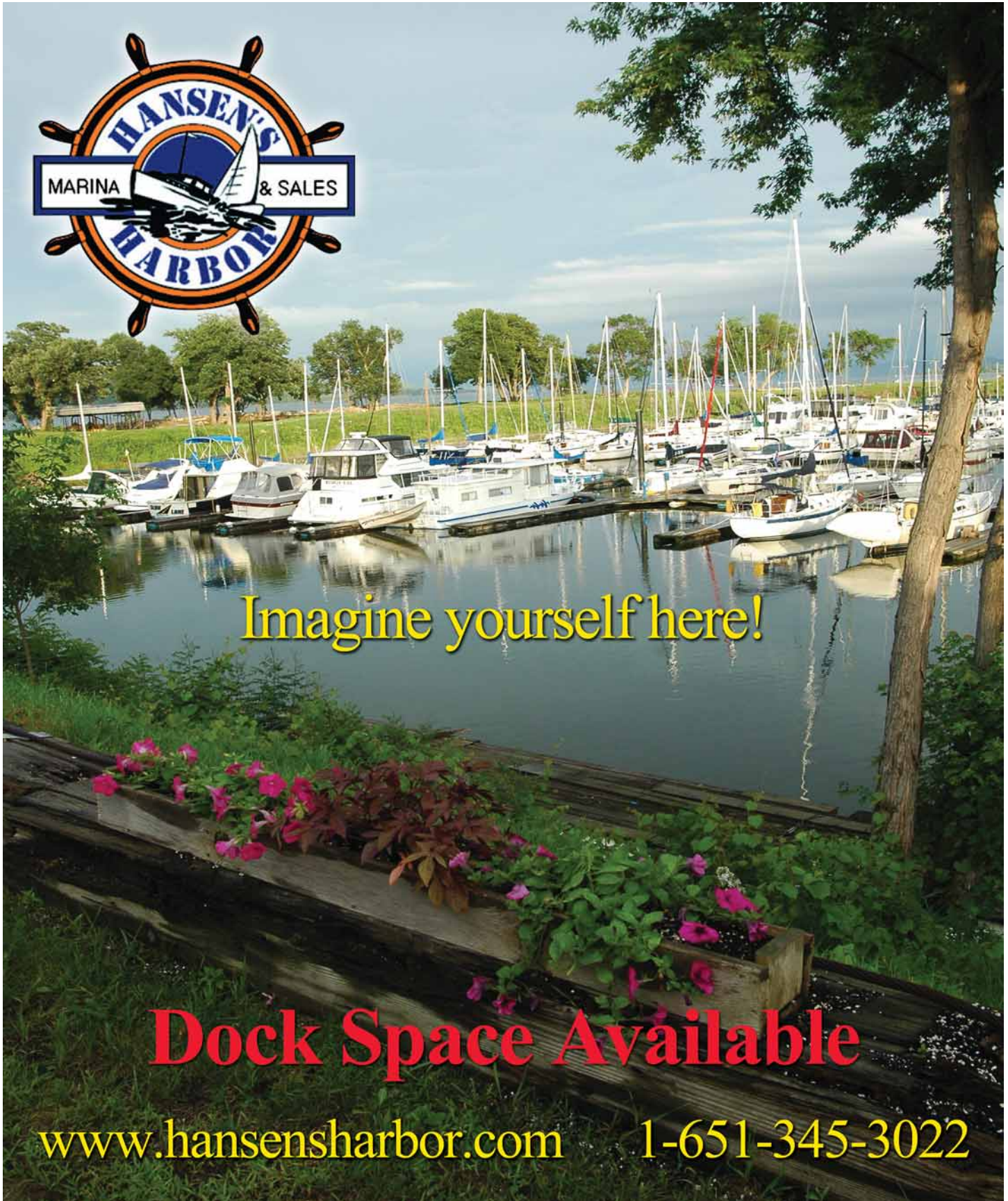


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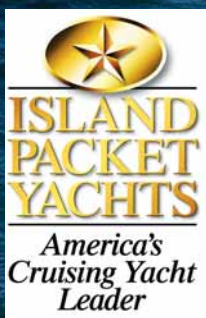


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(Continued from page 13)

Motoring downriver, we passed a dock with a half dozen small fishing boats to starboard. Further on and also to starboard was the pleated rust of the commercial pier, back-dropped by a mix of retired workboats, tall weeds, commercial buildings and heavy equipment. The pier was empty as the two big fishing boats docked there yesterday, were gone.

Reaching a red buoy, I noticed the temperature gauge was running hot and Connie poked her head from the cabin saying, "It's really hot down here."

Then a burning smell showed up.

We did a 180 and headed upriver, making haste slowly.

With the temperature gauge maxed out the harbor suddenly seemed very far away and the rust began looking really appealing. "Get the lines ready for starboard docking!" I yelled, cringing at the thought of throttling up.

As I began the turn Connie disappeared into the cabin.

"I need you up here!" I shouted, to which I heard, "I need my shoes!"

But with just a scrape on the pulpit, we got the boat against the tires and the engine turned off. Then I called BoatUS.

Where?

The insurance company took down the particulars and five minutes later a man



Drafting 3.5' the Catalina C-26 finds a good spot at the dock



The sun goes down on *Revision* and *Waseekaa*, Egg Harbor

from the contracted yacht yard called, wondering where I wanted to be towed.

Looking at Connie I thought about this. "Escanaba?"

He asked questions about the engine—serial number and the like—and when talking symptoms, he mentioned the impeller.

Ah yes. The impeller. That word had come up a few weeks earlier when I'd talked to our marina mechanic about the water vapor drifting out the exhaust. But on subsequent sails there was no more vapor, so the impeller issue was forgotten.

A mechanic was dispatched across the bay and within a couple hours was aboard to replace what was left of the impeller—the core and a thousand bits of rubber. The new one he'd brought, based on information I'd relayed off the housing, was too big, but the previous boat owner made our day: He'd left four spare impellers (three used and one new) in a box of spare parts.

With the new impeller installed I started the engine. The mechanic held his hand to the housing for a few minutes, then said, "It's still hot. I'm going to need my air gun."

After blasting the plugged water hose he left with our thanks and my credit card number. (I can report BoatUS

did right by us.) And now, just five hours after meltdown, the engine, a Universal M2-12, was again sounding like it was looking for a fight—music to my ears.

We sailed in good air, keeping an eye on the gray and white weather systems, one to the north and one to the south, which were merging. I'll admit Connie and I were a bit jumpy and when the only remaining spot of sun was over Cedar River we took it as a sign. Escanaba wasn't going to happen this trip—we got that—but that was okay: We were sailing the boat with the typewriter font and editor's mark on her side.

What the...

I went to the office and informed the harbor master we'd be spending another night.

He typed REVISION on the keypad and waited for the data to load, then said a surname that wasn't mine.

"Huh?" I asked.

"*Revision*," he said. "A powerboat?"

I craned for a peek at the glowing screen. Someone's got a powerboat named *Revision*?

Happy Hooker, Bite Me, Feelin' Nauti, I get, but *Revision*? What strange breed of powerboaters are these people?

Mellowing out

Connie, being the sociable half of the crew, went over to the Watkins to chat and came back with word The Kens wanted to buy us a beer.

So, once again we walked the shoulder to the Lighthouse Inn where we were greeted like long lost friends by last night's waitress who, on this night, was on a bar stool. I was then stopped by a guy who wanted to talk tattoos, a Vietnam vet who held out his arm inked blue with military meaning. He was wondering where I'd gotten the hummingbird on my shoulder. I told him New Orleans. He marveled at the colors of modern ink. I thanked him for his service.

Then I joined Connie and The Kens to swap stories starting with, of course, the engine. The Kens then regaled us with a tale of sailing the bay with water flowing into the engine compartment while Ken the Younger bailed and Ken the Elder pumped the bilge and steered. Yeehaw!

Back at the marina, Connie grabbed the bag of kindling the harbormaster had



First Sail: Skipper Mary gets a feel for the boat, Summer 2006.

where, far above, stars and planets floated. Closer to home were the flickering shadows of our amphibian neighbors.

It was a mellow way to end the day and Cedar River, it turned out, is one fine harbor of refuge. And FYI: the depth alarm had sounded as we took a right from the river into the marina. I think silt had built up around the outer bend—or maybe it was a false reading from weeds.

The next morning we were in the office, enjoying coffee and conversation with Ken the Younger and the harbormaster when the silt issue was brought up. Ken thought maybe that spot would

be good for a warning buoy.

The harbormaster replied, "Yeah. But guys like to fish there."

Okay!

Then Ken offered us his congratulations.

Connie asked him why we should be congratulated.

"You're women—sailing alone," he replied.

"Well," said Connie, smiling, "You guys are sailing alone."

Cue the frog.

Home port

Connie and I sailed *Revision* SSE, finding a breeze around Chamber's Island. There we headed windward and beat toward the Menominee Lighthouse.

The boat's since been tidied up and scrubbed clean of coffee stains, chocolate smudges and potato chip crumbs. The tire smear on the port rubrail remains, not as a keepsake, per se, but rather, a to-do list.

To Escanaba!

"*Revision 08: The Video*" is posted on youtube.com

Mary Kinnunen has worked at jobs ranging from cab driver to magazine publisher to potato harvester. Before moving from her hometown of Marquette, Michigan, to Rhinelander, Wisconsin, in 1994, she and her family lived for a year in Chengdu, Sichuan, PRC, where her husband, Jeff Eaton, was a visiting English scholar at a university. From 1998-2000 she served on Rhinelander City Council, and from 2000-02, as mayor of Rhinelander. In the summer months she and Jeff enjoy sailing their 26-ft. Catalina, Revision.



The Skipper's To-Do list

provided—they aim to please at Cedar River—and we headed to the fire ring, stepping carefully along the sidewalk loaded with frogs soaking up the ambient heat. They gave us what appeared to be dirty looks when my flashlight shone in their eyes, but hey, that was better than the alternative.

In the big Quiet we watched the bonfire burn. Sparks rose into the dark sky

Celebration Sailing Festival

Midwestern Sailors Worldwide



“White Caps” on Lake Michigan. Dick Spears, aboard his MacGregor 25 enroute to Winthrop Harbor from Kenosha, WI. This was a club outing of the Northwest Sailing Association. Left to right in the cockpit are Joe Rittner, Conrad Bazylewski and Dick Spears.

In an email, the publisher, Capt. Thom Burns suggested that they put their companionway boards in and close the companionway hatch.

Photos by Mike Kenny

Let's Celebrate!

The photos used in **Celebration Sailing** are sent in by Midwest sailors like you, from all over the world. Have a photo you think other sailors would like to see? 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. Submission means we have authorization to use them for publication in print and online, and don't expect them back!

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Jessica, 13, on left and Hannah, 9, practice docking.

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