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Volume XXI No. 1 Feb/Mar 2010



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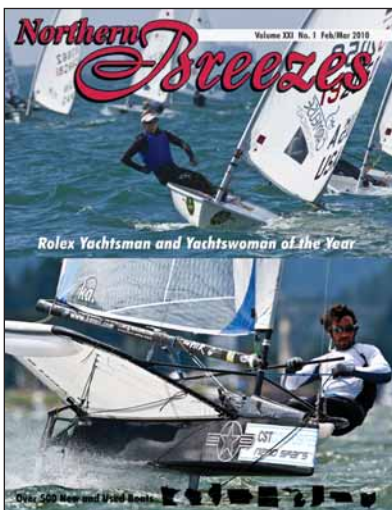
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Rolex Yachtswoman of the Year—
Anna Tunnicliffe
from the 2009 Rolex
Miami OCR

*Photo by
USSTAG/
Walter Cooper*

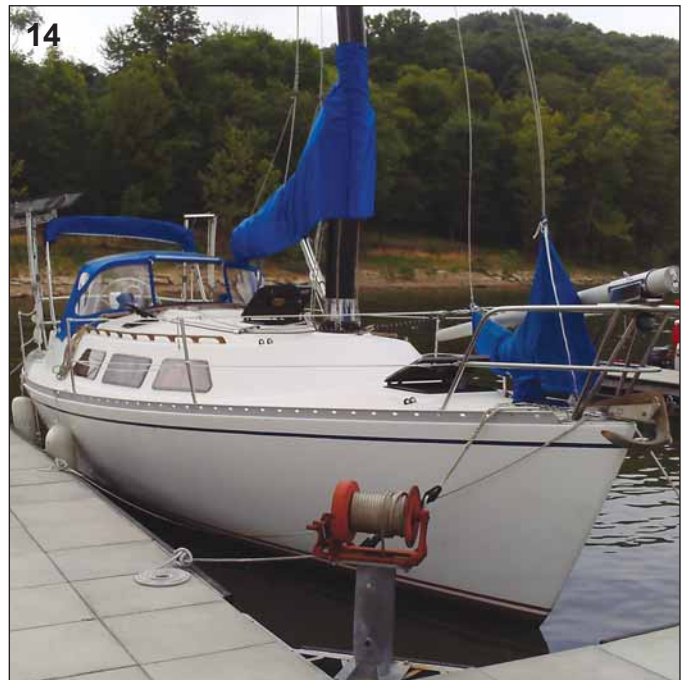
Cover Photo Bottom:
Rolex Yachtsman of the Year—
Bora Gulari
from the 2009 CST
Composites
International Moth
World Championship

*Photo by
AmoryRoss.com*



Page 8, Rolex Yachtsman of the Year—Bora Gulari.

Photo by Sean Trew



Page 14, Freedom 32 Electric Yacht conversion boat.



Page 10, Edd and Judi Clair relaxing in the salon of their sailboat *Clair de Lune*.

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Rolex Yachtsman and Yachtswoman of the Year Have Midwest Roots

Bora Gulari and Anna Tunnicliffe are 2009 Rolex Yachtsman and Yachtswoman of the Year Winners

Composites International Moth World Champion Bora Gulari and Semaine Olympique Française Laser Radial Champion Anna Tunnicliffe today were named US SAILING's 2009 Rolex Yachtsman and Yachtswoman of the Year. A shortlist of 10 male and five female sailors – determined from nominations submitted by members of US SAILING – was evaluated by a panel of sailing journalists who selected these two sailors for the noteworthy distinction.

Established in 1961 by US SAILING and sponsored by Rolex Watch U.S.A. since 1980, the Rolex Yachtsman and Yachtswoman of the Year awards recognize the outstanding on-the-water competitive achievement of an individual man and woman in the calendar year just concluded. The winners will be honored and presented with specially engraved Rolex timepieces during a luncheon on February 26, 2010, at the New York Yacht Club in Manhattan.

Rolex Yachtsman of the Year – Bora Gulari (Detroit, Mich.) has been named US SAILING's 2009 Rolex Yachtsman of the Year, earning the coveted award with his very first appearance on the shortlist of nominees. Gulari had

tough competition for the honor: all but one of the 10 male nominees, Gulari included, had won a world championship title. Ultimately, 10 of the 14 panel members gave Gulari their first-place vote, acknowledging his growth from square one in the Moth class two years ago to winner of the CST Composites International Moth World Championship in 2009 as nothing short of remarkable. Although many sailors compete for years

Moth class, while another panelist felt that the sport was witnessing a watershed moment in terms of the class taking off in the U.S. In existence since 1929, the Moth is a development class with a design rule that has remained basically unchanged, while the craft has gone from a home-built, flat-bottomed skiff to the current version incorporating hydrofoils on which the craft flies across the water.

“I just do this because I love it, and I think this year was the start of great things to come for dinghy sailing in the U.S.,” said Gulari. “With the addition of the foils, the Moths became easier to sail and a lot more rewarding . . . generating a level of excitement for sailing in some of the top sailors in the country that I have not seen before. I don't think it will take people away from traditional dinghy classes, but the

Moth is so fun that it's attracting people that have never had any interest in dinghies, and its bringing people back to dinghies who thought they were done getting wet.”

Gulari's sensational year also included a win of the Harken McLube Moth Pacific Rim Championship along with second-place finishes at the Moth U.S. National Championship and U.S. Pacific Coast Championship. He was a member of the winning teams at the Audi Melges 20 Miami Winter Series Event No. 1, as well as the Muskegon Yacht Club One Design Regatta and Bayview Yacht Club North Channel Race, both in Melges 24s. First-place finishes at the Sperry Top-Sider Detroit NOOD, the CYC Race to Macinac, Bayview Mackinac Race and the Super Mackinaw Race were aboard Phil O'Neil's Natalie J. Gulari's need for speed also saw him take a turn in the Viper 640, placing second out of 40 boats at the North American Championship.



Rolex Yachtsman of the Year—Bora Gulari
Photo: Sean Trew



Rolex Yachtswoman of the Year—Anna Tunnicliffe
Photo: USSTAG/Walter Cooper

in a class before making it to the elite level, Gulari won his first Moth world championship his second time out and became the first American in 33 years to claim the class' world title. One of the panel members witnessed the first two days of competition at the worlds and attested to the high level of talent in the

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A native of Istanbul, Turkey, Gulari came to the U.S. as a toddler when his parents did their post-doctoral work at Stony Brook University on Long Island, before the family settled in Detroit when his father and mother took professorships at, respectively, the University of Michigan and Wayne State University. Both parents were sailors and they introduced Gulari to windsurfing at age four, with his Dad giving him a golf umbrella to use when a suitable-size rig was not available. It was not until he attended the University of Michigan, from which he graduated in 2001 with a degree in Aerospace Engineering, that he actually set foot in a dinghy. From his late start in dinghies during college Gulari went directly into the crew position in a 49er campaign taking aim at the 2004 Olympics. His team's best performance was a victory at the class' North American Championship in 2001. After Gulari's unsuccessful bid to make the 2004 Olympic Team, he raced Melges 24s and considered going back to his windsurfing roots with an Olympic campaign in the RS:X when he read an article by Rohan Veal about the foiling Moth which led to his watching YouTube videos and reading blogs and articles on this new technology. For a speed-obsessed sailor, the Moth seemed like the next logical choice, and Gulari put a deposit on a Moth having never seen the boat in person. Bringing things full circle, in September of 2009, Gulari set a new speed record – 30.31 knots in a Moth – breaking the previous speed record of 27.9 knots which had been held for almost three years.

“It’s absolutely overwhelming,” said Gulari about winning the award. “None of my accomplishments in 2009 would be even remotely possible without an amazing level of support from a huge group of people. My family, friends, boat owners, Bayview Yacht Club, my fellow Mothies all over the world, the sailing media, and a forward-looking Awards Panel — this award recognizes all of you. So thank you!”

Rolex Yachtswoman of the Year – Anna Tunnicliffe (Plantation, Fla.) has been named US SAILING’s 2009 Rolex Yachtswoman of the Year. She was nominated to the award’s shortlist for the fifth consecutive year, and, having won the award in 2008 as well, becomes the first woman in 27 years to win the award in back-to-back years, a feat previously accomplished by only four women in the award’s 48 year history: Jan O’Malley in 1969/70, Jane Pegel in 1971/72, Sally Lindsay Honey in 1973/74, and Betsy Alison in 1981/82.

“It’s truly amazing to win this award again,” said an ecstatic Tunnicliffe. “I could not have done half of my season without the help of my crew: Molly Vandemoer, Debbie Capozzi, Liz Bower and Alice Manard. I feel honored, lucky and fortunate to win. Being nominated is an achievement; winning is amazing!”

Since winning the Laser Radial Olympic Gold Medal at the 2008 Games in China, Tunnicliffe has proven her talent and versatility by excelling not only in the singlehanded dinghy but also in skippering several different one-design boats in both fleet and match racing. She dominated the Laser Radial fleet during the 2009 ISAF Sailing World Cup series by winning gold at US SAILING’s Rolex Miami OCR and Semaine Olympique Francaise in France, and bronze at Kieler Woche in Germany. She also won the Laser Radial Women’s North American Championship in Florida and finished third at the Laser Radial World Championship in Japan.

Tunnicliffe’s success on the 2009 match racing circuit was also notable. She won the Detroit Cup in Ultimate 20s and was second at U.S. Women’s Match Racing Championship in St. Thomas sailed in IC 24s. Her medal haul also included bronze collected at the ISAF Nations Cup Grand Final in Brazil sailed in J/24s, and at Skandia Sail for Gold in England, sailing the Elliott 6 Metre, the equipment chosen for the debut of the new women’s match racing event at the 2012 Olympic Regatta.

In October, Tunnicliffe was fleet racing J/24s in Rochester, New York,

where she won the Rolex International Women’s Keelboat Championship. (It was during the 1997 running of this event that she first gained national prominence – at age 14 she was the youngest skipper in the fleet.) Less than a month later, the International Sailing Federation (ISAF) named Tunnicliffe its female 2009 ISAF Rolex World Sailor of the Year for accomplishments during the qualifying period of September, 2008, through August, 2009.

The 27-year-old Tunnicliffe, a native of England, grew up in Perrysburg, Ohio, sailing from the North Cape Yacht Club in Michigan. Her college sailing career at Old Dominion University (Norfolk, Va.), where she earned ICSA All-American honors three times (2003, ’04, ’05), was highlighted with being named the 2005 Quantum Female College Sailor of the Year. Ranked number one in the world in the Laser Radial class since April of 2008, Tunnicliffe’s recent commitment to a match racing campaign in the Elliott 6 Metre focused on the 2012 Olympic Games shows the versatile sailor has no plans to slow down.

“I’m so happy I can do this [sail] for a living,” added Tunnicliffe. “I have more goals to reach in my sailing career, and starting this year [2010] with this award is amazing.”



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Cruiser's Notebook:

Lake Superior stop part of
Alaskan sailing couple's harbor hop 'round the world

by Cyndi Perkins

On a rainy autumn Monday at the Lake Linden Village docks in Michigan's Upper Peninsula, the cruising sailboat "Clair de Lune" of Anchorage, Alaska is defying the calendar. Weathered in by a cold front, Edd and Judi Clair delayed their departure until early October. By then most Lake Superior sailors have yielded to the season, lifting out for the winter or heading for warmer climates as the geese fly South. In comparison, *Clair de Lune*, a 1976 Valiant 40, is considerably behind schedule.

Edd and Judi are not particularly concerned about delays. "I'm from here and we lived in Alaska, so we know about weather," says Judi. They heartily embrace cruising off the beaten path, traveling at Mother Nature's pace. Their secret to enjoying a live-aboard lifestyle is meticulous preparation followed by an easygoing attitude and sense of humor toward dealing with whatever comes up. True cruisers know that something always comes up. If it's not an operational thing, it's a weather thing.

After totally refitting their boat (more about that later), the Clairs embarked on a shakedown cruise to Hawaii and back. Then they pointed the bow south again, heading from Alaska down the California/Mexico coast. An interesting west-to-east transit of the Panama Canal followed. After exploring "the other side," *Clair de Lune* sailed across the Gulf of Mexico into the Eastern U.S. river system. A waiting game ensued as spring floods impeded their progress upriver through the lock system that begins in Mobile and ends in Chicago on Lake Michigan.

Edd jokes that he could write a book



***Clair de Lune* at the Lake Linden docks on a vile late autumn morning.**

titled "Doing the Loop the Wrong Way." Even after the floodwaters receded in spring 2008, swift and powerful opposing currents made for slow going. *Clair de Lune* completed just 77 miles on her first three days headed up the Mississippi River, negotiating tow barges, logs and other debris while avoiding fast-forming ever-shifting shoals on hairpin curves. Judi's top piece of advice for safely navigating the rivers is "Follow the charts, not the buoys." In some stretches of the rivers, there are more buoys washed ashore than in the water while others are submerged.

From the Great Lakes, the couple was in a good position to head in direct yet leisurely fashion to the Caribbean for the winter.

But first came a mandatory and delightful side trip to Judi's home waters. The couple harbor-hopped from the Soo across Lake Superior to the Keweenaw Peninsula's Portage Lake Shipping Canal and into Torch Lake, where they tied up

and plugged in at Lake Linden Village's municipal docks in September rather than July. "We thought we'd be here on the Fourth of July. We were delayed by flooding on the Mississippi," says Edd. "For seven weeks we waited on Kentucky Lake." While in the Land Between the Lakes area in Kentucky the couple with the help of a visiting granddaughter managed to adopt two adorable turtles who are with them still, contentedly clambering about in a sturdy glass bowl. "We are trying to find a good home for them," laughs Judi, explaining that a visiting grandchild talked them into taking on the amphibians. In addition to visits to and from family, the layover also including a side trip to Nashville, Ten., where *Clair de Lune* found plenty of water for its six-foot draft, a hospitable town dock and convenient public transportation to local attractions.

Edd, originally from California, has sailed for many years, breaking away from it to spend several years focusing on

work and family. Newbie Judy took an ASA sanctioned liveboard sailing course in Seward, Alaska. She sincerely recommends the investment. "It was good for me to learn it on my own," she says. After successfully completing the course and having fun doing it, she decided that cruising on a sailboat would be fulfilling. She didn't think Edd was going to jump on her enthusiasm and buy "THE" boat as fast as he did, but when he accelerated the project she willingly kicked in her talents, including sewing.

The times that they are able to set the sails and let the autohelm pilot in the tradewinds are among Edd and Judi's favorite sailing experiences. With an autopilot and windvane for self-steering, *Clair de Lune* does quite well on her own in favorable conditions. Her best performance was wing-on-wing most of the way from California to Hawaii. "We hardly changed the sail set," says Judi. Edd says it turned him into a "Gentlemen Sailor." "For 11 days I had hardly anything to do." Because he now strongly favors downwind routes, Judi predicts that a global circumnavigation is in their future.

The legs of the Clair's cruising journey thus far are San Diego to Hawaii in 17 days, followed by a 26-day sail back to Alaska, then back down the coast to "Frisco Bay" where they stayed for six months before continuing on to Mexico and the pleasures of the Gold Coast, including Barra de Navidad. "The Gold Coast was a fantastic experience," says Judi. In Barra 100 boats anchored in a protected bay created the kind of atmosphere that exemplifies the cruising lifestyle. After listening to the cruiser's net on the radio each morning, to hear news of arrivals, departures, requests for help and random equipment for sale, the Clairs eagerly awaited the local bakery boat for fresh-baked bread. Judi says she loves the "experiences of everything" when encountering towns and villages she has never seen before. "If you're going past, you've got to see this stuff," says Judi. "We're cruisers. That's what we do."

Edd has picked up quite a bit of Spanish, and has found that "as long as

you try a little" communication in foreign countries doesn't need to be a stumbling block. "Costa Rica, Mexico, Panama ... We've had great experiences everywhere."

After experiencing Central America and transiting the Panama Canal, *Clair De Lune* crossed the Gulf of Mexico to Mobile, Alabama. Edd's 83-year-old mother Kitty was aboard for the entire trip from the Panama Canal to Mobile. She had always wanted to experience the canal and once that was completed there never seemed to be a convenient time to stop in a port and ferry her to an airport. Besides, she truly loves living aboard, say son and daughter-in-law. "She'd live on the boat with us if we let her," says Judi. "In the locks we couldn't count an 83-year-old as a line handler. She was our photographer."

In 2008 it cost \$605 to take a 40-foot sailboat through the Panama Canal. Passing from the Pacific to the Atlantic is done in one day, an estimated 51-mile nine-hour trip. Boaters who miss a lock or otherwise get stuck overnight pay a \$300 fine. Chugging across Lake Gatun their guide started telling them that they weren't going to make the lock in time. Eight knots is the recommended speed. "We don't do eight knots," says Edd. *Clair de Lune* valiantly plowed toward deadline at 6.5 knots. "We pushed it," says Judi. They made it.

In addition to time limits on the Panama Canal there are requirements for lines, bumpers, line handlers and a hired guide. There are three locks up and three down. Boaters should expect to encounter giant

cargo vessels at any time. Rafting of smaller vessels is required, and the bumper of choice is tires wrapped with packing tape. In keeping with the cruising spirit of teamwork, boaters with tires they have no further use for willingly pass them on to new arrivals. With so many boaters willing to help each other out, a Panama Canal passage is not as daunting as it seems. "It went smooth as silk," says Edd. "We hired an agent for \$300 but we could have done it ourselves and we will do it on our own on the way back through. He did do all the paperwork." Contrary to the widely held belief that it takes a long time to get permission to transit, the Clairs say their passage was arranged almost too quickly to physically prepare for it. A fellow cruiser pitched in as one of the required line handlers, another common practice among transiting boaters. Judi said it was definitely helpful for Edd to go through the canal crewing on another boat before piloting *Clair de Lune*. Their local hired guide Julio was "a real nice guy," she says, and it was easy enough to supply the required three

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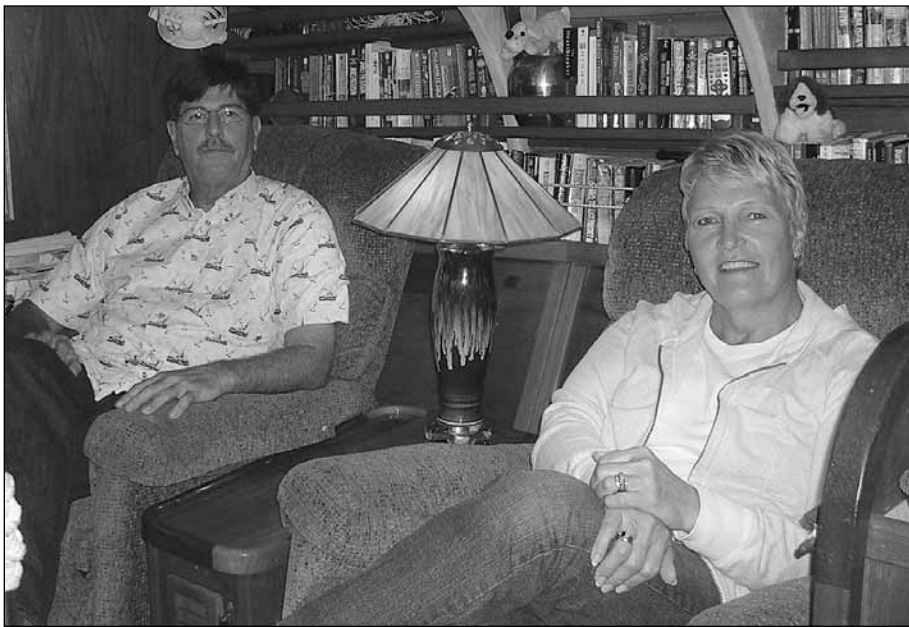
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Edd and Judi Clair relaxing in the salon of their sailboat *Clair de Lune*.

meals, water, soda pop and coffee for the crew as they made their way through the famous channel.

Clair de Lune's free and much easier journey up the Portage Canal to Lake Linden was a homecoming for Judi, with the docks located just a few miles from the little town of Laurium where her mother Leona Walkonen still lives. The couple enjoyed great time with family and friends and were able to make one of Leona's wishes come true after Judi learned that the Portage Lake Lift Bridge operators wouldn't be annoyed to lift the largest, heaviest lift span in the world for the 57-foot keel-stepped mast. "My mom wants to go under the bridge," explains Judi. Since it would be a leisurely three-hour trip out to the north entry of Lake Superior and back, obtaining a couple of lifts on demand was not a problem. Leona got her wish in early October, after *Clair de Lune* stopped for a pumpout and diesel at Houghton County Marina. A couple of days later the Clairs took a weather window, heading for the Soo in favorable although distinctly not balmy conditions on Oct. 9. They were looking forward to shedding the fleece and socks. "We just do warm now, there's no reason to be cold," says Judi.

The couple did enjoy returning to Alaska as cruising tourists, especially in Kodiak, which they say is expensive but

friendly. "We recommend it — there is no better place to check out whales, bears and eagles — but it cost \$9 for a shower at the Laundromat. It was \$6.75 for a washer and \$8 for a dryer."

The couple planned to decide on a route out to the Atlantic once they reached DeTour at the east end of Michigan's Upper Peninsula. Unlike boaters who prefer sheltered grounds, both of them speak reverently and fondly of long passages on wide-open water. To reach the Atlantic, possible routes include the New York canal system through Oswego after venturing across Lake Huron, Georgian Bay and Lake Ontario. Or they may have chosen to retrace the Great Lakes-river system route with favorable currents. When it comes to cruising style, the Clairs prefer anchoring out to staying in a marina. From January-May 2008 they spent just 15 days in marinas. While at anchor they take the dinghy ashore as needed for provisions or excursions. To get around on land they use their folding bikes, or walk, rent cars or use the courtesy cars available at some marinas.

For Hurricane Season the options include Bonne-Aire (St. John's) or Corozal, Belize. Edd noted that it's very important to keep the insurance company happy by ducking below or above the storm lines during the most threatening times of the year.

On overnight passages, the Clairs have settled on a watch system that works for them. Edd is a night person and Judi is a day person, so she begins watch after dinner and ideally stands until midnight. Edd takes over until dawn. During the day they play it by ear, taking turns to nap as needed. "We try to do six on and six off. The goal to short-handing is to feel good so that you can do your part," says Edd. "You don't have that third person."

The sail system is designed for efficiency and safety. "When conditions warrant we snap on," says Ed, "but my theory is to avoid going on deck. All lines for every routine operation are in the cockpit."

The couple was able to put so much thought into a designing the boat to their specific needs because they began from scratch. *Claire de Lune* was rudely used in the cleanup of the 1989 Exxon Valdez oil spill then left to rot in a boatyard for nine years. "The boat was a derelict when we bought her. There was an oil slick instead of an engine," says Edd. "There was no useable plumbing, just mold and mildew." The exhaustive two-year rehab and retrofit including installing a Perkins 4-108 diesel. Wisely remembering that "all work and no play" is no fun, the couple stowed work materials out of sight and continued to entertain family and friends in the boat as-is throughout the project.

A wind generator, solar panels, 17-gallon per hour watermaker and other amenities render the couple self-sufficient for six months, in keeping with their general cruising theme of proper preparation to prevent poor performance. Because they don't like to be cold, the Clairs outfitted their boat with a Wallace forced-air diesel heater. "I think it's the best on the market," says Edd. "Instead of turning off it goes to idle, so it never does cooldown and restart. It's very economical to run."

Clair de Lune carries an EPIRB and a life raft as well as redundant paper and electronic charts and GPS systems, single sideband and a variety of means to obtain up-to-date weather info. The communications system enables them to keep in regular touch with family, including their son

in Anchorage, daughter in Des Moines, and three grandchildren.

Benchmarks of a true cruiser include a willingness to cheerfully admit to running aground or dragging anchor. The Clairs admit to several groundings, and proudly report that in all eight instances they “got off by themselves.” For anchors and tackle they carry two CQRs, a Danforth, a Bruce-style claw and the appropriate chain-rope set-ups, along with a hydraulic winch to assist in the hauling. One of the biggest anchoring challenges was Hawaii, where the Clairs say they found cruising friendlier than anticipated but not a good place to stay on the hook for an extended period of time. “There’s lot of surf,” notes Edd.

The Clairs began their travels with St. Bernard Sophie, who became ill and sadly perished. They cherish their boat dog memories, including how such a large dog managed could magnificently manage to make herself so comfortable on a sailboat. But they aren’t looking for any other pets — besides the aforementioned turtles — “until we’re land lubbers

again,” says Judi. Too many countries have pet quarantine requirements.

In the future, the couple plans on traveling back through the Panama Canal “and then we’ll get lost in the South Pacific for a while,” says Judi, obviously relishing the thought.

“We have been rediscovering ourselves. There is stress but it balances out. We both saw chiropractors when we were constantly at work. We are in better health than we were 10 years ago,” she says.

On November 24 I received an update on the Clair’s progress. They were in the river system at Kentucky Lake, on the Tennessee River headed for the Tenn-Tom waterway. They reported some very cold nights but little drama, save for an autopilot failure on Lake Michigan that diverted them to Holland, Michigan. There are repair services and marinas available in the area but Edd said he was able to use on-board spares, completing the repair “in just a couple of hours.” Having started the Loop the wrong way, *Clair de Lune* has set sights on doing it the “right way,” closing their loop with a

trip up the East Coast of the U.S. and into the Hudson River at New York Harbor. Upriver they can catch the Erie Canal and start working their way back to Lake Superior. First of course comes the winter in the Caribbean. For snowbound sailors that is a delightful thought.

“Off the water, we have had fun also since leaving your area,” wrote Edd and Judi. “We flew to Anchorage with our daughter and her family and visited our son and his family for a week. Then returned to our daughter’s home in Iowa for another week of grand parenting. In Alaska, we had all three grandkids there for a week. Very special.

“That’s all our excitement for now. More to come.”

Cyndi Perkins and husband Scott, Houghton County Harbormaster, have been sailing Lake Superior for 14 years and have completed two 6,000-mile passages of America’s Great Circle Loop aboard their 32-foot DownEaster Chip Ahoy. Opinions expressed by the author are solely hers and not necessarily the opinion of Northern Breezes magazine.

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Electric Yacht: Clean, Green, Quiet.

Product Review by Tony Green

What sailboat system generates more foul language than any other? Engines, right? Marine heads are second and electronics come in third, especially when owners throw the manuals away without reading them.

As much as we rely on our auxiliary engines, many of us hate them with a passion. The vast majority of sailboat engines are internal combustion outboards or inboard diesels, with a few inboard gas motors still around. What's not to love? They can be hard to start and require a warm-up period, they are sometimes temperamental and stall at low speeds (usually when you need them most), both the fuel and exhaust are smelly and dangerous, the cooling systems can clog, maintenance and winterizing are not trivial and worst of all in the 21st century, they are powered by (gasp) fossil fuels.

For decades, our paradigm has demanded internal combustion engines to meet our needs on the road and on the water. Electric Yacht of Golden Valley, Minnesota, is out to change that way of thinking. The company's electric propulsion systems offer a clean, green and quiet



Electric Yacht Components and Motor.

alternative to traditional sailboat auxiliaries for a large number of sailors. Chances are you're one of them.

Electric Yacht was founded in 2007 by Scott McMillan, an electrical engineer and sailor who began tinkering with electric motors on his own boats. The company's target market is the increasing number of sailboats with aging inboard engines that are in need of overhaul or replacement. Within that market are large subsets of lake sailors, racers, weekenders and coastal cruisers for whom a big diesel is serious overkill. Electric propulsion offers a simpler and more enjoyable option for the many boat owners who only use their engines for short distances to get in and out of the slip, ramp, mooring or anchorage.

The company's electric motors mount to existing engine rails and propeller shafts. Multiple reduction ratio options accommodate different boat and propeller sizes and installation can easily be done with the boat in the water. Wiring connections are simple, with pre-fabricated cables provided to connect batteries, motor, throttle quadrant and battery monitor. An average conversion from inboard diesel to electric is weight and cost neutral compared with an engine rebuild, space is usually gained and your bilge will never smell like fuel again. List prices vary from \$3,695 for a Model 100*ib* (48 VDC, 5 HP) to \$5,495 for a Model 260*ib* (12HP @ 48VDC, 18HP @ 72VDC). Horsepower ratings between electric and internal combustion are not directly comparable,

since electric motors do not have power siphoned off for engine-driven auxiliaries such as cooling pumps, fuel pump, alternator, etc. Typically, an electric system can replace a diesel or gas engine of twice the horsepower without a significant loss in top speed.

In addition to the Electric Yacht system, you will need batteries and a charger. The cost of eight flooded lead-acid batteries and a charger is about \$1,500, while more advanced AGM batteries with charger are closer to \$2,500. The motor and controller are basically maintenance-free, although battery management and upkeep still apply. If AGM or lithium batteries are used, this can be reduced significantly. The company has more than 40 installations worldwide and can power sailboats up to 40 feet long.

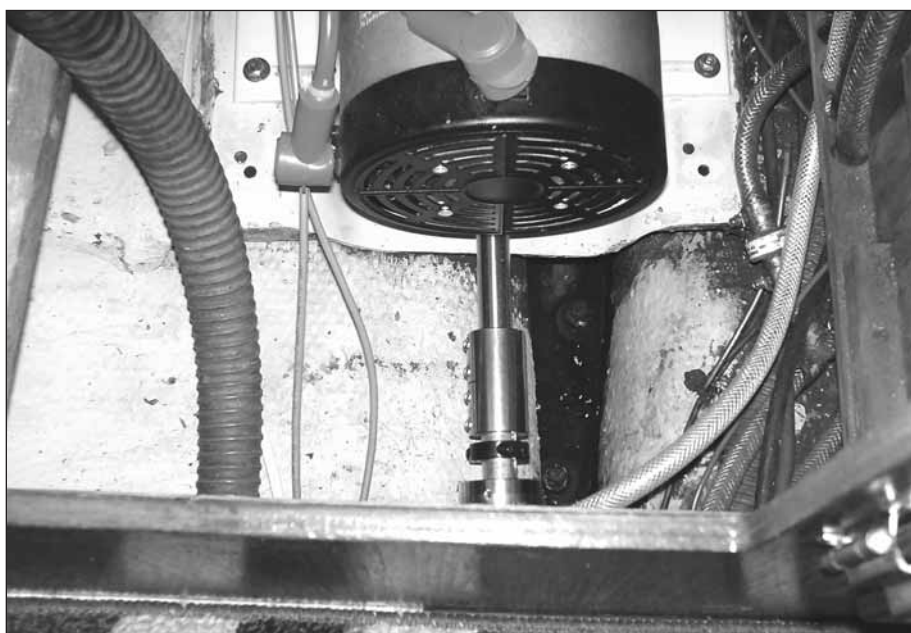
Electric propulsion's critics normally focus on two limitations: lack of power and range. Sure these systems are nifty, but can they punch through high winds, waves or currents and can they really drive the boat for more than a few hours? As I would learn, power is not a problem for Electric Yacht. But range is



Freedom 32 Electric Yacht conversion boat.

limited and there's just no getting around the fact that battery technology, while improving, is the weak link. Traditional lead-acid batteries are the most affordable and are widely available. Lithium batteries are lighter and have increased life and range, but cost more. The company is optimistic that industry investments in hybrid and electric automobiles will provide much needed advancement in electrical storage for the boating market. These improvements will only increase the size of Electric Yacht's target market, and most boaters should still be satisfied with today's technology.

I met Scott McMillan, company President and Chief Engineer, and Bill Tomlinson, Director of Marketing, for a test sail on Lake Koronis in central Minnesota. This 3,000-acre, five-mile-long lake is the perfect application for this technology. Scott's Catalina 27 is kept on a mooring and the motor is used to get on and off the buoy and for sunset cruises and quiet puttering around the lake. The boat normally sits all week while a wind generator recharges the batteries and is more than ready for the next weekend. That use pattern describes a lot of sailboats out there, mine included.



Overhead interior view showing driveshaft.

Recharging the batteries is obviously important and options are numerous. For a boat in a marina slip, a traditional shore power charger is normally used. Boats at anchor or on a mooring typically use solar panels, wind generators or a combination of the two. To extend range indefinitely, owners can carry a portable gas generator or install a small diesel generator onboard, although purists might suggest that this is heading in the wrong direction. The Electric Yacht systems can also regenerate power to help charge the batteries. The boat's motion under sail spins the propeller and shaft, turning the electric motor into a generator and putting current back into the batteries.

There would be no puttering for our test run. The lake was whipped up by 15-knot winds with gusts over 20. We were shivering in the cold October rain and northeast wind, but I was secretly pleased to see how Electric Yacht's equipment performed in a healthy breeze and chop. Scott got us underway with a turn of the key. There was no warm-up required and full power was instantly available, even at low speeds. A low hum let me know that the motor was on, and the tone changed with RPM, giving good feedback that the controller was responding. While not silent, it was much quieter than a diesel, and we easily carried on a conversation inside the cabin with the motor running. The Catalina effortlessly plowed through

the building waves and hit hull speed with plenty of reserve. So much for the concern about being underpowered. Battery condition and discharge rate were visible at a glance and the cockpit monitor displayed amps and time left on the battery. At high speed the readout said we had 2.5 hours left, plenty of time to get off the five-mile lake in a hurry if we needed to. Backing off the throttle increased our time remaining and the monitor was instantly updated. Motoring at a couple of knots in a dead calm provides more than eight hours of run time on a full charge. When it was my turn to drive, I put the motor through its paces and Scott even let me dock his boat in the wind and waves to test maneuverability. The single-lever quadrant was similar to operating an inboard auxiliary, without the fear that the motor would stall if idled down in gear, as internal combustion engines can do.

I came away convinced that this technology is well designed, affordable, easy to install and more than capable to meet many sailors' needs. Evaluating these systems requires an honest analysis of what type of sailing you really do. Long-distance voyagers will probably stick with fossil fuels, since they pack more power per pound than batteries. In my opinion, electric propulsion should be considered by the high number of sailors who day sail, race, weekend or coastal cruise within a few miles of shore and just don't run their engines that much. The benefits are many. Instant on with no warm-up time. No more trips to the fuel dock. No oily bilges or fuel and exhaust fumes in the cabin and cockpit. Peaceful motor-sailing. Clean. Green. Quiet. Isn't that what sailing is all about anyway?

More information, including specifications, pricing and customer testimonials are available on the company's website at www.electrICYacht.com.

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

Sailing News

Edey & Duff President Passes— David G. Davignon

David G. Davignon, 62, of Fairhaven, died suddenly on Monday, December 14, 2009, at St. Luke's Hospital in New Bedford. He was the husband of his high school sweetheart Susan (Barrow) Davignon, to whom he had been married for 41 years.

Born in New Bedford, the son of the late Philip and Marie E. (Picard) Davignon, he was a graduate of Fairhaven High School, class of 1965. He continued his education at Southern Arkansas University in Magnolia, Arkansas.

An avid boater, David began working with Edey & Duff in 1970, a boat building company located in Mattapoisett and Marathon, FL. In his 40 years with Edey & Duff, acting as President and General Manager, David endeavored many projects, two of his favorites being the Conch 27, a fishing boat aimed at the fishing guides in the Florida Keys, and the Sakonnet 23, a traditional double ended day sailor.

Survivors include 2 sons, Scott David Davignon of Fairhaven and Timothy John Davignon and his wife, Tanya of Simsbury, CT; five grandchildren, Shannon Ashley Young, Jack Everett Davignon, Lexi Skye Davignon, Will Alan Davignon and Lila Grace Davignon. He is also survived by a brother, Clifford Davignon of Wareham; a sister, Andrea Gimmi and her husband, John of Virginia; and a late brother, Donald Davignon.

US SAILING Mourns the Passing of Roy Disney

Roy Edward Disney passed away Wednesday after a long battle with stomach cancer. In 2008, US SAILING, national governing body of the sport, awarded Disney its prestigious Nathanael G. Herreshoff Trophy for his outstanding contributions to the sport of sailing in the U.S. over many years. Disney was 79.

Gary Jobson, president of US SAILING, had this to say about what Disney meant to the sport: "Roy Disney was great for the sport of sailing. He set a high example for all of us, as a top competitor, visionary and philanthropist. Roy has inspired so many young people to follow their dream of life on the water. Our sport will miss him."

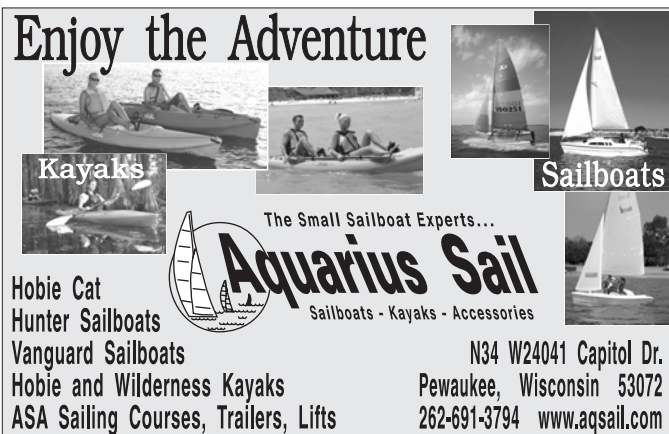
Roy E. Disney's involvement in the sport goes back decades. As a long-time, reliable supporter of

the sport, his impact has been felt across the board: from youth sailing to the Olympic level of the sport and beyond. When US SAILING created the medalist donor program to support the athletes of the US Sailing Team AlphaGraphics, Disney was the first donor to jump on board at the highest level. He is also a top contributor to the California International Sailing Association and several other sailing organizations.

Not only does Disney support various levels of the sport, he is also an accomplished sailor with many titles to his name. He has set records in many of offshore races, including the Transpac Race (which he has sailed 16 times and won once), the Chicago Mackinac Race, and the Newport-Bermuda Race. In 1999, Disney fulfilled a lifelong dream when he and the 12-member crew of his 74-foot Pyewacket sloop -- named for the witch's cat in the 1958 film "Bell, Book & Candle" -- won the biannual, 2,225-mile Transpacific Yacht Race from Los Angeles to Honolulu, setting a course record.

Combining his passion for sailing and for filmmaking, Disney was a powerful voice for sailing, as well as a promoter. His documentary movie "Morning Light," which he co-produced with his wife Leslie DeMeuse-Disney, put a new spotlight on the sport of sailing.

"Sailing with Roy was like being adopted by a family," explained Stan Honey, board member of US SAILING. "He got so much out of his crew, because his loyalty was astounding. His crew was never worried about losing their job. Instead, they just focused on winning."



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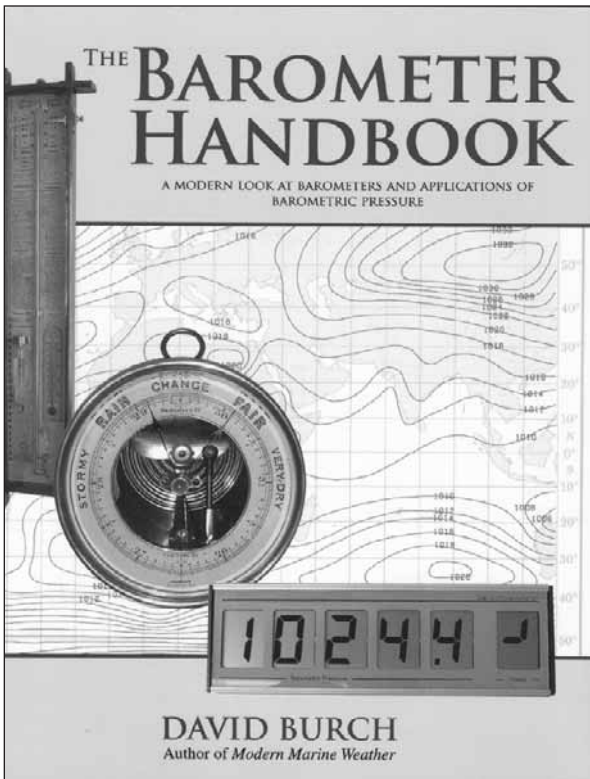
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Reviewed by Thom Burns

To read a David Burch book whether it be Modern Marine Weather, Radar for Mariners or The Barometer Handbook is to delve into a subject in its entirety. He also tries to make solid scientific information and resources in this case critical to weather predictions accessible in lay terms.

According to Burch and my U. S.

Navy experience, with the exception of trained meteorological crews, barometers in the past were used at sea primarily to learn if the pressure was going up or down, and how rapidly or slowly the changes were occurring. From this limited observation set, we made an educated guess of likely consequences, usually in conjunction with other observations. Outside of professional marine use, little effort was made to know the true pressure for several reasons. We did not know what to do with it if we had it, and more often we could not get it if we wanted it, because most barometers were not calibrated.

"This has changed. We now have many valuable applications of accurate pressure, we also have affordable ways to get it, and we have convenient ways to prove our instruments work properly," according to Burch.

"The barometer remains the most important tool for evaluating and predicting the weather. This book explains why knowing accurate values of the atmospheric pressure can improve this

process and benefit all applications. Ways to evaluate and calibrate aneroid and electronic barometers using readily available data by Internet or telephone are clearly described. Tactical applications to marine navigation are covered. The book also includes worldwide aver-

The Captain who watches his barometer watches his ship.

age monthly pressures and their standard deviations."

These nuggets of information allow the average recreational mariner to calibrate their barometers. With this accurate information, Burch shows how to apply it to modern weather predictions. The Barometer Handbook would be a welcome addition on the bookshelf of serious mariners concerned about generating accurate weather predictions. If you leave it on the coffee table, it may lead you to display your vast collection of calibrated barometric devices.

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- January 21 Team Racing
- February 13: North U Racing Trim
- February 25: Lake Minnetonka Wind
- March 25: Rules of Racing
- April 15: Terry Foster Presents...
- Tuesdays in May: Rules and Sail Trim
- Saturdays in May: On-the-Water

Visit www.wyc.org/seminars, or email wycseminars@gmail.com.

Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
8	Walker Bay, Sailkit, Dinghy w/Inflated Tubes	05	\$1,600	SC	20	C Scow, Mainsail, trlr	75	\$990	HY
9	Achilles inflatable	UK	\$500	FS	20	Northeastern Harbor Pilot, Custom, Trlr, More	41	\$59,000	WB
9	West Marine Inflatable	03	\$800	FS	20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
11	Luger, Trlr, Cover	UK	\$875	MA	21	Ranger Martini- Fridge, Sink, RARE!	05	\$24,900	CN
12	Catalina Expedition 12.5, furling main, Trlr	99	\$3,395	WB	21	San Juan MKI, Furler, 2 rudders, 4HP OB, trlr	74	\$3,950	WB
12	Johnson Miniscow, Main	92	\$1,695	WB	22	Capri, Wing Keel, Pristine Cond, OB, RF	89	\$9,500	SC
12	Sailboard	UK	\$600	FS	22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	06	\$21,995	WB
12	Sunfish	UK	\$400	FS	22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	88	\$10,500	WB
13	Alcort AMF Puffer, Main, Jib	74	\$1,900	WB	22	Catalina Capri, Wing Keel, Main, RF Jib, Ext	02	\$15,900	WB
14	Alumacraft, 2 Sails, trailer	UK	\$795	HY	22	Catalina, swing keel, Main, Jib, Trlr, Evin 7.5HP	79	\$5,800	WB
14	Catalina 14.2 Fixed Keel, Main, Furling Jib, Trlr	03	\$4,895	WB	22	Catalina, Trlr, 6.5 Evinrude	73	\$4,300	FS
14	Catalina 14.2, Main, Furling Jib, Cockpit cvr	93	\$3,995	WB	22	Catalina, Wing, Furler, Trlr	89	\$6,300	FS
14	Catalina Capri 14.2, Main, Jib, Trlr	85	\$2,895	WB	22	Chrysler, 3 sails, 6 HP Evinrude, Trlr, More	74	\$4,900	HY
14	Homar Phantom, Main, Trlr	78	\$2,499	WB	22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY
14	Hunter 140, Roller Furling Jib	09	\$5,900	AS	22	Morgan, Yard Trlr	69	\$4,000	FS
14	Seabird Scow	74	\$300	FS	22	O'Day, 3 sails, 12 HP, Trlr, Ladder, Safety gear	72	\$3,500	HY
14	Skipper, Trlr	77	\$1,000	FS	22	O'Day, 3 sails, 7.5 OB, Trlr, 3 winches, L lines	82	\$3,900	HY
14	Sunfish	UK	\$825	MA	23	Hunter, 3 Sails, 8hp OB, Trlr, furling, more	85	\$3,900	HY
14	Sunfish, Trlr	UK	\$1,100	MA	23	Hunter, New Listing	85	Call	HY
14	WD Schock Harbor 14, 2 Sails, Minkota Elect, trlr	04	\$5,550	HY	23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mrk	87	\$6,900	FS
15	Hunter 146, Main, Roller Furling Jib, Trlr, More	03	\$3,995	WB	23	O'Day 23, Main, Jib, Evin 9.9HP OB, Trlr	79	\$9,500	WB
15	O'Day, Main, Jib, Needs centerboard	82	\$1,500	WB	23	O'Day Tempest, New Hull Paint, 3 Sails, More	6?	\$4,500	HY
15	O'Day, Main, Roller Furling Jib, Trlr	83	\$2,995	WB	23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
15	Precision, 2 Sails, Trlr, Motor mount, More	02	\$2,750	HY	23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$5,800	WB
16	AMF Apollo, Trlr, Roller furler	79	\$1,200	FS	23	Paceship, 3 Sails, 7.5hp Evin, Trlr, Rails, More	80	\$5,500	HY
16	Com-Pac, Nissan 4strk OB, Sails, Refurbished	83	\$3,500	SW	23	Penn Yan Avenger, Trlr	88	\$5,900	FS
16	Hobie Cat, Trlr, Good sails and tramps	80	\$1,700	FS	23	Precision, 2 Sails, 9.9 Ymha 4strk OB, Trlr, More	04	\$24,500	HY
16	Johnson Daysailer, Main, Jib, Trlr	83	\$1,900	WB	24	C&C, 3' Fin, Trlr, 110%, 150%	76	\$5,600	FS
16	Luger Leeward 16, Main, Jib, 2.5HP OB, Trlr, More	76	\$2,700	WB	24	C&C, 4 Sails, 4.5 Merc, Trlr, L lines, nice	77	\$6,500	HY
16	Man-O-War	UK	\$800	FS	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
16	Paceship, 3 Sails, trlr, 5 HP OB	73	\$1,200	HY	24	C&C, 6 Sails, 15 HP Evinrude, Trlr, Anchor, More	78	\$4,000	HY
16	Precision 165, 3 Sails, 3.5 Nissan OB, Trlr, More	01	\$6,495	HY	24	Cal, fire & smoke damage, hull & keel OK	86	\$3,000	HY
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC	24	Dufour, 4 Sails, cradle, new elec, more	75	\$4,500	HY
17	Catalina, Trlr, Furler, 2 hp Honda	06	\$7,500	FS	24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
17	Hunter, Furling headsail	05	\$5,500	FS	24	J Boat (Hull 4305), 4 Sails, 3.5hp, race equipt	86	\$14,750	HY
17	Nacra 5.2 Catamaran, Main, Jib, trapeze, Trlr	79	\$1,900	WB	24	Mirage, 4 Sails (2 new), 5 HP Nissan, Trlr, More	79	\$3,500	HY
17	O'Day Daysailer II, Main, Jib, 2HP OB, Trlr, More	76	\$2,750	WB	24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
17	O'Day Daysailer, New main, Furling jib, Trlr, More	82	\$3,800	WB	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
17	O'Day, Trlr	UK	\$1,200	FS	24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
17	WindRider, Red, Main, Furling, Jib, Trlr	09	\$7,000	SC	24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
18	Boston Whaler Harpoon 5.2, Trlr, Needs Sails	77	\$1,500	HY	24	San Juan, 13 Sails, 5 HP Mercury, Trlr, race gear	74	\$6,500	HY
18	Hobie Tiger, NEW, SALE, (lists for \$20,999)	08	\$15,999	AS	24	Seafarer, Custom Trlr	74	\$6,000	FS
18	Hobie, 2 Sets of Sails, Trlr, Upgrded rudders	82	\$2,200	HY	25	Cal, 4 Sails, 11 Hp Diesel, Furler, Electronics	83	\$8,800	HY
18	Seaward Fox, Trlr, 3HP	92	\$5,000	FS	25	Catalina 250, Wing Keel, Main, RF, OB, Trlr	00	\$23,500	WB
19	Nacra 5.2 Catamaran, 2 Sails, Trlr, new tramp	79	\$2,250	HY	25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
19	Rhodes (Centerboard), 2 Sails, Galv. Trlr, More	98	\$12,500	HY	25	Catalina, Trlr, Swing, Furling headsail, pop-top	86	\$9,000	FS
					25	Ericson, 5 Sails, 9.9 Evin, Trlr, L lines, DS, More	73	\$6,900	HY
					25	Freedom, 3 Sails, OB, Cradle, Head, Galley	83	\$3,900	HY
					25	Hunter 25.5, 2 Sails, Yanmar Dsl, furler, more	85	\$12,000	HY
					25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY

LOA	Description	Yr	Price	Bkg
25	Hunter, 5 Sails, tandem trlr, 9.9HP, Shr Pwr	78	\$6,500	HY
25	Hunter, RF Jib, 9.8 OB, Wheel, NEW, SALE	08	\$35,500	AS
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB
25	Merit, 8 sails, Trlr, vang, KM, DS, L Lines, more	82	\$5,500	HY
25	O'Day, Trlr, 3 sails	75	\$4,200	FS
25	Pearson w/ trlr	85	\$7,995	NE
26	Balboa, 5 Sails, 9.9 Evin, Trlr, L lines, More	71	\$4,200	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	\$7,000	HY
26	C&C, New Awlgrip hull sides (navy blue) IB Power	78	\$10,995	NY
26	Capri	90	\$17,900	SW
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	78	\$5,000	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Hunter 26 New Listing!	95	\$17,500	CN
26	Hunter 26- MANY NEW UPGRADES!	94	\$16,500	CN
26	Lindenburg, 10 sails, 7 HP Johnson, KM/DS, more	78	\$5,500	HY
26	MacGregor 26x- Fit for Superior Cruising	95	\$14,900	CN
26	MacGregor 26x- IN-BOOM FURLING!	98	\$18,900	CN
26	O'Day, Mainsail, 2 Genoas w/furling	79	\$16,900	NY
26	O'Day, Trlr, New 135%, w/furler, New Main	85	\$11,250	FS
26	Paceship (PY26) fin keel, 5 Sails, 8HP IB	79	\$9,500	HY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$7,500	HY
26	Paceship (PY26) shoal/swing, 6 sails, more	79	\$13,000	HY
26	Pearson Commander, OB, Yard Trlr	72	\$1,500	CM
26	Pearson, 3 Sails, cradle, 3 winches, DS, More	70	\$4,000	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$6,995	HY
26	Pearson, New listing	UK	Call	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S 2 7.9, 10hp IB Dsl, Fiberglass, Trlr	83	\$17,995	SW
26	S 2 7.9, Trlr, Updates	82	\$10,995	SW
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$11,900	HY
26	S2 8.0B, Trlr, Autopilot, New 4 Stroke Sail Drive	80	\$16,500	IM
26	S-2 8M, New cushions, New sails in 07&06, More	82	\$11,500	NY
26	San Juan, New Listing	75	Call	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Shock Endeavor, Yard Trlr	67	\$1,500	CM
27	C&C, 2 Sails, Furlex, Needs clean up, Make offer	UK	Call	HY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	Catalina 270, 2 Sails, 18HP Perk, frlr, wheel	94	\$35,000	HY

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LOA	Description	Yr	Price	Bkg
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$7,900	HY
27	Catalina, IB Dsl, Cradle/Trlr	79	\$10,000	FS
27	Catalina, Wheel Steering, Jib Frl	79	\$10,500	CM
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$9,000	HY
27	Ericson, Exc Cond, Electronics, Whl, A4, 5 Sails	76	\$10,900	SC
27	Home Made (Unknown Brand) 0 Sails, More	76	\$1,200	HY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$15,000	HY
28	Catalina	97	\$54,000	NE

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	HW=High Water Marks 612-462-3704		SC=See Classifieds	WB=White Bear BW 651-429-7221

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
28	Hunter 28- ON OUR LOT	91	\$23,900	CN	34	C&C, Main, Furling Genoa, GPS, LPD, More	79	\$30,995	NY
28	Irwin	72	\$4,995	NE	34	Cal, Main, Genoa, Spin, Dsl, Elect, More	75	\$24,995	NY
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY	34	Catalina 34, Main, Furl, Genoa, Radar, More	89	\$59,900	NY
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY	34	Catalina 34, New Sails, Independent Heat	89	\$59,900	SU
28	Ranger, 5 sails, 30 HP A4, Furlex, More	76	\$9,000	HY	34	Hunter	86	\$28,880	NE
28	Tartan, in Lake City, generator, new mainsail, more	84	\$33,500	IM	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$22,500	NY
29	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$16,900	HY	34	Pacific Seacraft Voyagemaker, 4 Sails, Yanmar	95	\$142,000	HY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$16,500	NY	34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
29	Hunter 29.5, 2 Sails, Yanmar IB, Whl, More	95	\$37,900	HY	34	Pacific Seacraft, Yanmar Dsl, Furl, Whl, more	90	\$95,000	HY
29	Hunter 29.5, 2 Sails, Yanmar IB, Whl, More	95	\$40,900	HY	35	Catalina 350, partnership or outright, loaded	04	\$119,000	HY
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN	35	Ericson	80	\$36,000	NE
29	Lancer	78	\$10,995	NE	35	Ericson Sloop	84	\$42,000	IM
29	Northwind, Main, Furl Genoa, IB, Vang, More	70	\$6,995	NY	35	Freedom 350, Reduced Price, New Windlass, Ddgr	93	\$79,500	SU
30	Bristol 29.9, Exc cond, dsl, new uphol, cradle	78	\$26,000	SC	35	Freedom Yacht	93	\$79,500	NY
30	Catalina 30- FANTASTIC!! ON OUR LOT	86	\$31,900	CN	36	Hunter 36- Brand New- SAVE OVER \$35k	08	Call	CN
30	Catalina 30, Main, 135% New Genoa	88	\$28,999	NY	36	Island Packet Estero	10	\$314,950	SW
30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY	36	Islander, 4 sails, 50 HP dsl, Frlx, wheel, More	77	\$48,000	HY
30	Catalina MK II, Rigid boom vang, Very nice	93	\$38,900	IM	36	Islander, 50hp Perkins, 5 sails, 7 winches, More	77	\$48,000	SC
30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$46,900	HY	36	Jeanneau SO36i, 3 Cabin, Bimini, Dodger,	08	\$155,000	SU
30	Catalina Tall Rig	97	\$19,499	NE	36	Jeanneau Sun Odessy	08	\$167,420	NY
30	Catalina, Beautiful boat, Lake City	92	\$49,000	IM	36	Jeanneau Sun Odessy	08	\$167,420	NY
30	Catalina, Many Extras	79	\$17,000	CM	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
30	Contest, 3 Sails, 28HP IB, Trlr, Furl, L lines, More	70	\$12,000	HY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$48,995	NY
30	J Boat (Hull #291), 10 sails, 12HP Ynmr, more	81	\$32,000	HY	37	Hunter 37.5 Legend, 5 Sails, 34HP Yanmar, More	92	\$86,900	HY
30	Nonsuch (Classic), Main, Westbk Dsl IB, More	82	\$55,900	HY	37	Hunter 376- Includes Avon Dinghy	97	\$92,900	CN
30	Pearson, 5 Sails, A4 IB, VHF, Stereo, Rails, More	75	\$7,000	HY	37	Island Packet IP 370	05	\$259,900	SW
30	Pearson, Jib Frl, A-4, Steel Skid	72	\$9,500	CM	37	Rafiki 37, Cutter	77	\$55,000	NY
30	S 2 9.2 C-center cockpit, Dsl, Fiberglass	83	\$24,900	SW	37	Rafiki 37, Cutter Rig, Tiller Steering	78	\$55,000	SU
30	S2 9.1, New UK Head Sail - Very Fast	85	\$13,900	IM	38	C&C Landfall, 3 Sails, Yanmar IB, Whl, Furl, more	80	\$48,500	HY
30	Tartan 30, mainsail, furling genoa	77	\$18,900	NY	38	Hunter H380, Furling main/jib, Elect. Windlass	99	\$99,900	SC
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$22,000	HY	38	Hunter, 3 Sails, 45hp Yanmar, Whl, Furler, More	06	\$150,000	HY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	38	Morgan 382, Beautiful, All instr, Heat, More	79	\$59,900	NY
31	Catalina 310	01	\$72,995	NE	39	Jeanneau SO39i, 3 Cabin, Bimini, Dodger	08	\$185,000	SU
31	Hunter 31- LIKE NEW- Great Value!	06	\$88,900	CN	39	Jeanneau Sun Odessy	08	\$198,415	NY
31	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	74	\$11,900	HY	40	C&C, 14 sails, Furling, Diesel, Awlgrip, More	80	\$74,995	NY
31	Pearson 31-2, 5 sails, Yanmar, wheel, more	89	\$37,800	HY	40	C&C, 8 sails, 30hp Yanm, furler, elec, more	80	\$58,000	HY
32	Beneteau 321, Diesel, Furling Main, Genoa, More	96	\$69,995	NY	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$150,000	NY
32	Catalina 320	02	\$94,995	NE	41	Hunter 410, DISCOUNTED \$20K	00	\$113,900	CN
32	Coronado, Center cockpit, new universal diesel	72	\$9,900	IM	41	Island Packet Sp Cruiser, Dsl, Fiberglass	08	\$413,430	SW
32	J Boat, 4 Sails, 28HP Yanmar, Wheel, Furler, more	01	\$129,000	HY	41	Sceptre, New bow thruster, Sails, Inst, More	87	\$220,000	NY
32	Rhodes Sloop, 5 sails, A4, new paint, more	57	\$50,000	HY	42	Beneteau 432, Furl Main & Jib, Dsl, Loaded, More	05	\$199,000	NY
33	C&C, New Engine, Elect, Dodger	75	\$30,900	NY	43	Beneteau 430, 3 Cabin, Radar, Canvas, Heat	05	\$199,000	SU
33	Hunter, Virtually New, Lake City	05	\$98,900	IM	43	Hood, 19 sails, IB Dsl, electronics, beautiful	66	\$88,000	HY
33	Jeanneau SO33i, NEW MODEL, Canvas, 2 Cabin	10	\$126,900	SU	49	Grand Banks Eaast Bay	95	\$599,500	NY
33	Ranger, 2 Sails, A4 IB, Whl, Furlex	76	\$19,000	HY	49	Jeanneau SO49i, 4 Cabin, 4 Head, Bow Thruster	08	\$330,000	SU
33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY	49	Jeanneau Sun Odessy	08	\$334,900	NY
34	Beneteau 343 LIKE NEW - LOADED	06	\$119,900	CN	56	10-Meter Racing Sloop, Wood hull, project boat	27	\$25,000	HY
34	C&C, 5 sails, A4, Whl, Furler, Dodger, 10 Winches	78	\$29,000	HY	85	Custom LiveAboard	88	\$429,000	CN

LOA	Description	Yr	Price	Bkg
Miscellaneous				
	Charter the Apostle Islands with Superior Charters	Call		SC
	Deliveries: Professional, Sail and power	Call		SC
	Instruction: Northern Breezes Sailing School (ASA)	Call		SC
	Instruction: Superior Charters Sailing School	Call		SC
	Music: Carl Behrend		\$18	SC
	Music: Lee Murdock Songs		\$15	SC
	Rental: WindRider Rentals	Call		SC
	Wanted: Used Johnson or Evinrude 2-6hp	Call		SC
	Jeanneau Sailboat Dealer on Lake Superior!	Call		SC
	Sailboat Rides & Lessons, Ft. Myers, Florida	Call		SC
	Furlex, luff 29'	06	\$1,500	FS
	Mainsail New Luff 23'6", foot 8'4", leech 24'10"	06	\$500	FS
	Racing sails 22' sloop rig, \$500 each	UK	\$500	FS
	3 speed Lewmar 44 winches, set of two	UK	\$1,200	FS
	Harken #8 Winches set of two	06	\$300	FS
	Harken #16 Self tailing winches set of 2	06	\$700	FS
	10kg Bruce anchor, 20x3/8 proof, 200' 5/8 3 strand	09	\$200	FS
	SS Windline anchor bow roller	09	\$100	FS
	Simpson-Lawrence manual windlass	09	\$500	FS
	Magma Gourmet series	UK	\$200	FS
	2X 60 Watt Solar panels w/regulator	06	\$1,000	FS
	4,000 GPH Bilge pump	09	\$95	FS
23	Penn Yan Avenger, Trlr	88	\$5,900	FS

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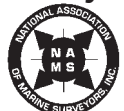


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Look out! New boating humor book Offers “Dangerous” Humor

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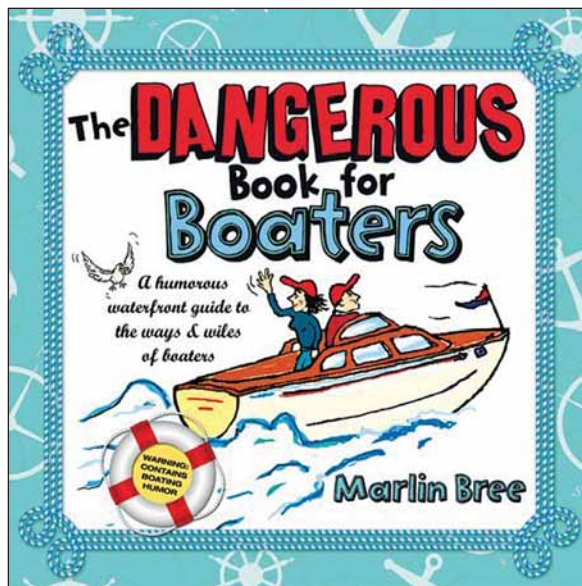
In his good-humored guide to the many idiosyncrasies of boaters and boats, veteran skipper and award-winning boating writer Marlin Bree laughs it up with fellow mariners in *The Dangerous Book for Boaters: A humorous waterfront guide to the ways and wiles of boaters*.

With 60 whimsical illustrations and cartoons, the *Dangerous Book* develops its boating humor in 15 tongue-in-cheek chapters ranging from surviving seasickness to coping with the marine head. *Dangerous* veers into uncharted waters with chock-a-block wit and wisdom ranging from “Skipperhood” to dealing with a party-hearty crew who haven’t a clue—and don’t really want one. Not overlooked are such ripe subjects as nautical dress codes and marlinspike boat operations—or lack of them—and even advice on perfecting the art of romance in a small boat while at sea.

From making sense of salty sayings to defining “naviguessing,” this all-in-one guide to sail and powerboats will give crusty seadogs and their trusty crews a boatload of laughs. “If everything else fails, you can always do one more thing,” author Bree counsels. “You can always laugh!”

Marlin Bree is a veteran sailboater and the best-selling author of numerous boating books including *Alone Against the Atlantic* (written with Gerry Spiess); *Broken Seas: True Tales of Extraordinary Seafaring Adventures*; *Wake of the Green Storm: A Survivor’s Tale*, and *In the Teeth of the Northeast: A Solo Voyage on Lake Superior*. He is a member of Boating Writers International and is the only writer to ever have twice won BWI’s Grand Prize.

Visit www.marlinbree.com for more information.



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