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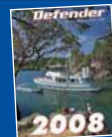
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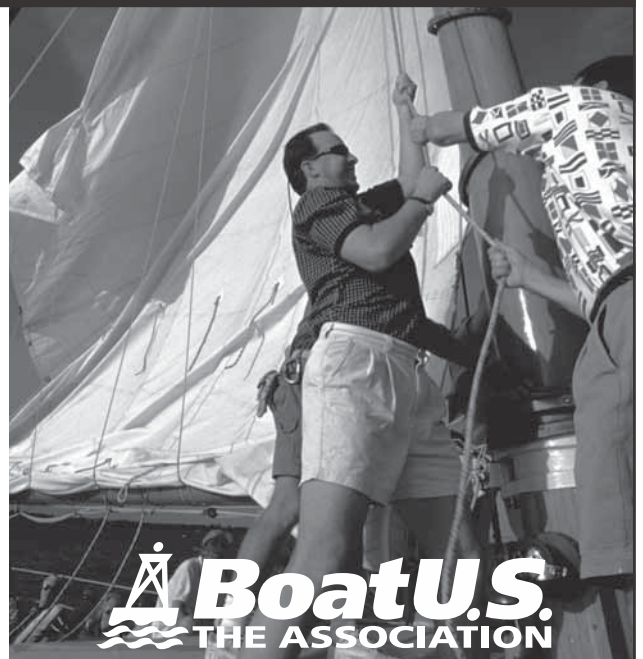
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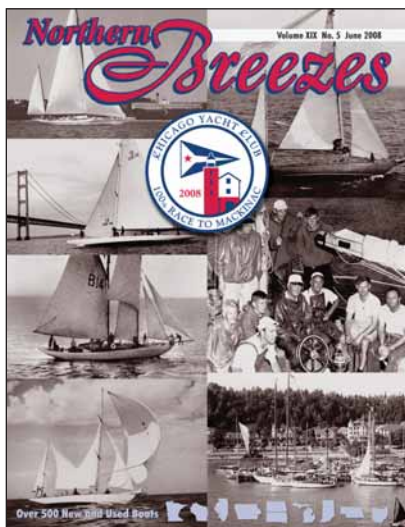
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The Cover



On the cover:

An assortment of historical photos celebrating the 100th running of the Chicago Yacht Club Race to Mackinac.

Photos provided by Chicago Yacht Club.



Juniors on Thistles at Bay Week. Page 9.



Captain Scott helps the Haugen Family of Sleepy Eye, Minnesota raise the mast of *Faith Afloat* the *Wardell Way*, at Wardell Boat Yard, end of the Erie Canal. We traveled many miles on our first loop with this delightful family who took sailing lessons from Northern Breezes. Page 16.



Chicago to Mackinac Race. Photo provided by Boatingshots.com Page 26.



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Publisher Capt. Thom Burns,
 thom@sailingbreezes.com

Managing Editor Alan Kretzschmar

Contributing Live Aboard Editor Barb Theisen

Contributing Editor Michele Pufahl-Burns

Contributing Editor Capt. Steve Burns

Art Director Alan Kretzschmar

Contributors
 Carl Behrend, Thom Burns, David Dellenbaugh,
 Tom Embertson, Susan Erickson, Lillian Hipp,
 Alan Kretzschmar, Alexis Olson, Cyndi Perkins,
 Michele Pufahl-Burns, Joseph Racheli, Tom Rau.

Northern Breezes, Inc.
 3949 Winnetka Ave. N.
 Minneapolis, MN 55427
 763.542.9707 Fax 763.542.8998
 info@sailingbreezes.com

Visit Northern Breezes Online at
 www.sailingbreezes.com

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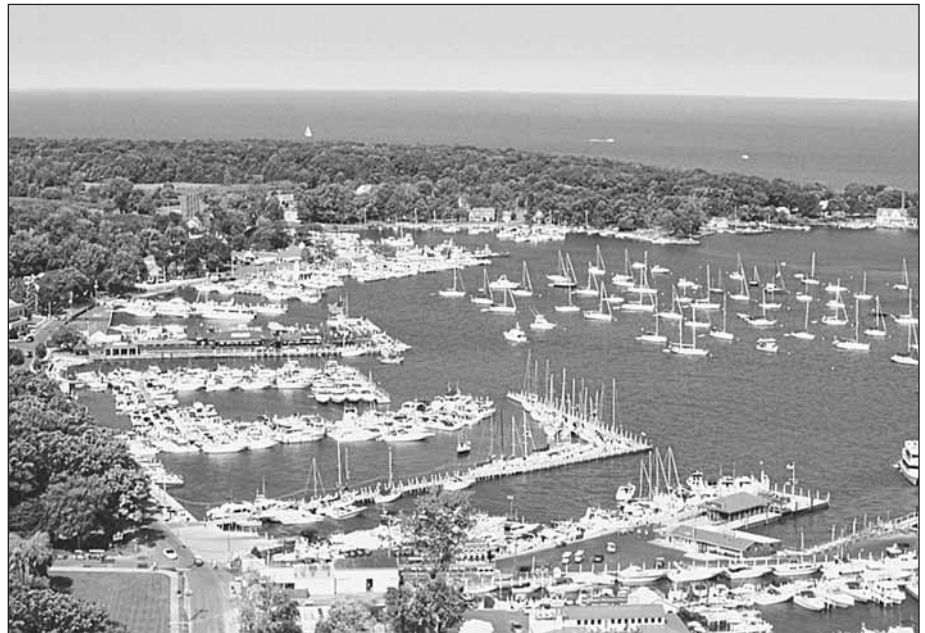
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Progressive Presents the I-LYA Bay Week Regattas sponsored by GMC

Variety of Events Offers Something for Everyone

While Lake Erie may be the smallest of the Great Lakes, come July it will seem like the largest when hundreds of boating enthusiasts gather on it to participate in the Inter-Lake Yachting Association (I-LYA) Bay Week Regattas presented by Progressive, a leading boat insurer and the number one seller of personal watercraft insurance in the country, and sponsored by GMC. Held at Put-in-Bay, South Bass Island, Ohio, the I-LYA Bay Week Regattas encompass three separate events to challenge nautical abilities: the Junior Regatta (July 13-17), the Powerboat Regatta (July 30-August 3); and the Sailing Regatta (August 4-6).

A quaint Victorian resort village, Put-in-Bay lures participants back to the I-LYA Bay Week Regattas again and



Put-in-Bay aerial. Photo credit Cal Agor.

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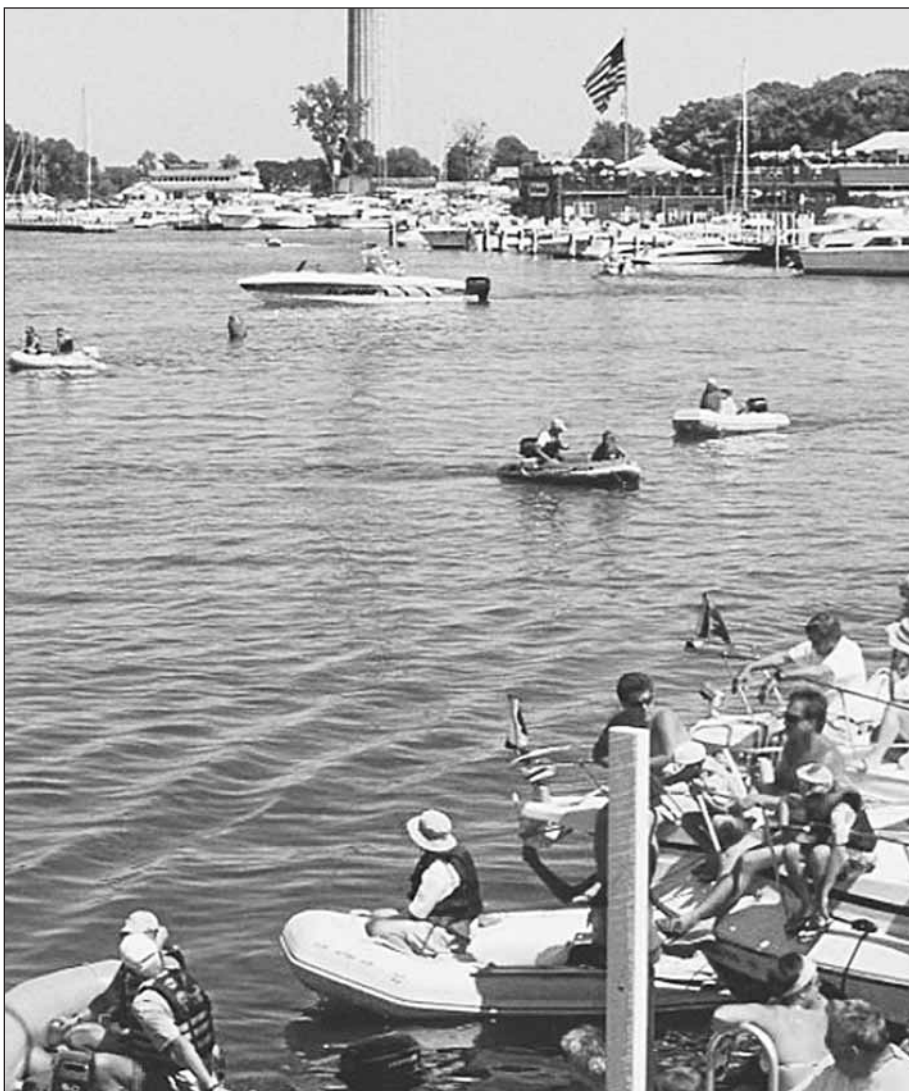
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Power Dinghies at Bay Week. Photo credit Jim Bedford.

again with its charm and ambience. Considered the jewel in the crown of Lake Erie's Ohio islands, Put-in-Bay was made famous as the squadron home port of Commodore Oliver Hazard Perry who won the Battle of Lake Erie during the War of 1812. In addition to the natural beauty of the area, the surrounding islands offer tactical racing challenges that allow the I-LYA Bay Week Regattas to provide both hard-core competition as well as extreme recreational fun.

"Many of our participants have been racing in Bay Week since they were young kids," said I-LYA Commodore Jack Atkinson (Elyria, Ohio). "As adults they are eager to return with their own families, to reunite with friends they met as competitors on-the-water, and to create new memories centered on this wonderful summer tra-

dition in this special place."

Contributing to the rich maritime heritage of the area, the I-LYA was formed in 1885 to promote the interest of boat owners and other members. It is not only the oldest yacht racing association in the country but also one of the largest, with 146 member yacht clubs located in the states that surround Lake Erie: Indiana, Michigan, New York, Ohio, Pennsylvania and the Canadian province of Ontario.

The I-LYA Bay Week Junior Regatta at Put-in-Bay features more than 160 juniors (ages 13-18) racing in five one-design classes: Thistle, 420, Club FJ, Laser and Laser Radial. Sailing in one-design classes places the emphasis on the skill of the competitor, rather than the equipment. Held annually for over 50 years, the Junior Regatta is also a

stepping-stone to the US SAILING national junior sailing championships for the Sears Cup, Bemis and Smythe Trophies, serving as the Area E Quarter-Finals for these ladder events.

Backed by 115 years of tradition, the I-LYA Bay Week Sailing Regatta has long been a proving ground for some of the best sailors and fastest boats on the Great Lakes. It regularly encompasses the national championship of various participating classes, and racers, from pre-teens to veterans of 30+ years, can compete in classes for Handicap (LE-PHRF, JAM, MORC, Offshore Multihull); One-Design (Interlake, Thistle, JY15); Offshore One-Design (Tartan 10, J/22, J/24, J/105, Beneteau 36.7); and One-Design Centerboard & Catamaran. A Cruising Class offering optional casual racing is also available. Generating buzz for 2008 is the Melges 24 fleet from Detroit who will make their first appearance at this event.

The I-LYA Deepwater Races are feeder races (Friday, August 1, from Cleveland; Saturday, August 2, from Sandusky, Port Clinton and Toledo; and Sunday, August 3, from Detroit) that will see those respective fleets navigate the challenging waters around the Bass Islands to assemble at the bustling waterfront of Put-in-Bay in time to participate in the Sailing Regatta. While the feeder races are optional, they offer an exciting and fun way to prepare for the I-LYA Bay Week Sailing Regatta. Whether cruising or racing to Put-In-Bay, participants will find reserved spots at the City Docks with docking charges covered by the event entry fee.

When racing gets underway on Monday, August 4 the many moods of Lake Erie will test sailors with challenging wind shifts, current and notorious chop while they navigate the islands and reefs. After racing, the sailors can look forward to shore-based social activities including the Captain Morgan Rum party, the Deepwater Awards, Ladies Tea and Sailors' Steak Fry.

Open to all racing classes participating in the I-LYA Bay Week Sailing Regatta, the Third Annual Tri-Area

Juniors on Thistles at Bay Week.



2 for the power regatta. For online registration, the Notice of Race and additional information, visit www.i-lya.com; or contact the individual event chairmen: Phil Moehle, Junior Regatta Chairman, moefam@roadrunner.com; Ed Skoch, Sailing Regatta Chairman, ejskoch@oh.rr.com; or Alan Chapman, Power Boat Regatta Chairman, sailor224@aol.com.

Presenting sponsors for 2008 are Progressive Insurance and GMC.

Supporting sponsors for 2008 are long-time sponsor West Marine, as well as La-Z-Boy and Lakeland Boating.

Challenge will be decided among teams from Cleveland, Detroit and the Western Lake Erie Basin. Boats registered for the regatta will automatically become eligible and be included in the scoring for no additional fee. The winning area will receive a cash prize of \$1,000 to be distributed to their Junior program, along with a case of Captain Morgan Rum for the sailors.

Since 1908 when the Class C speed boat *Rainmaker* won the main event at an average speed of 22.04 knots, the I-LYA Bay Week Power Boat Regatta has been one of the most festive and fun family events on Lake Erie. The best performer in the four tests of seamanship, boat handling and overall knowledge -- predicted log races, docking, chicane (maneuvering a sequence of tight serpentine curves) and weather prediction - will be awarded the Commodore's Trophy. The action continues with a Flying Mile Contest (timed by radar gun in a 500' area), Junior Navigation Contest, Canoe and Inflatable Raft Races, Miniature Golf Outing, Kids Fishing Derby, Softball Game and Golf Scrambles. An adult party, sponsored by Captain Morgan Rum, is also a welcome favorite on the social events list.

Registration will close two weeks in advance of the sail regatta, and on June



Yacht *Infrared* at Bay Week. Photo credit Jenny Everson.

Twenty Tips for Mainsail Trimmers!

by David Dellenbaugh

On most boats, the mainsail is the biggest sail and therefore affects your upwind speed more than any other speed variable. It also has a lot to do with pointing ability. So if you are the person holding the mainsheet (whether you are the helmsperson or a dedicated mainsail trimmer), it's important to do as good a job as possible.

Pre-race mainsail set-up

Like almost every other crew job, being a good mainsail trimmer requires practice and preparation to optimize performance. Here are some things you can and should do before the racing begins.

Telltails Place bright-colored telltales on the aft end of the top two batten pockets. These will tell you when the airflow around the upper part of the sail is stalling.

Battens Be sure the battens are inserted correctly and securely in their pockets. Use stiffer battens in heavy air

and bendier, more tapered ones in light air (to avoid hard spots at their inboard ends).

Sail controls Get familiar with all your sail controls including outhaul, vang, cunningham, backstay and traveler. Know where each one leads and how to adjust it.

Set up all these control lines so they are untangled, out of the way and even on each side.

Halyard Hoist the halyard so the head of the main is all the way up to the black band. After sailing for a while, check the halyard again for possible stretch or slippage.

Flogging While sailing, try to minimize the amount of time your mainsail is luffing so you maintain the sail's shape as long as possible. If you have a leech cord, set it just tight enough to eliminate flutter.

Rig tuning The main trimmer is often responsible for rig tuning as this has a large impact on mainsail shape. Make sure you have enough time before racing to check out the mast on both tacks and make any adjustments necessary.

Cleats On small boats, adjust your main camcleat so the jaws are just below the sheet when you're holding it from a hiked-out position. You want the cam low enough so the sheet won't cleat automatically, but high enough so you can cleat it occasionally when you want.

Tuning Before the race, spend time sailing upwind with another boat. Set up your mainsail trim, and when you are going fast, put a reference mark on the mainsheet. This is a quick guide for getting your mainsail trim in the ballpark while you are racing.

Go-fast trim guidelines

Trimming the main may seem like a challenge, but if you follow a few guidelines, even an inexperienced trimmer can make this sail go fast.

Hold it! Don't cleat the sheet! The wind and waves are always changing and require constant adjustment of the sheet to keep the boat going fast. Plus, holding the mainsheet is one of the best ways to feel what the boat needs.

Traveler Set the traveler car so when you trim the main (to the point where you have the right twist), the boom is roughly on the boat's centerline. This is a good all-around trim position. In light air, the traveler may have to be all the way to windward. In ideal pointing conditions, carry the boom above middle; when you're overpowered, start dropping it to leeward.

Top batten twist Another good rule of thumb is to trim your mainsheet so the upper batten is parallel to the boom. In light or lumpy conditions (or when you're overpowered), ease the sheet so the top batten falls off slightly to leeward; in flat water and medium winds, trim the sheet harder so the batten actually angles to windward.

Twirling telltale When you have the right amount of sheet tension, the telltale on the end of the top batten should be twirling (stalling) about half the time and streaming (flowing) the rest. This is a rough guideline that works for many boats most of the time. In ideal



On smaller boats, the main trimmer is also the helmsperson and tactician, so you must be able to adjust the main quickly without spending much time looking at it. On bigger boats, crew jobs are more specialized so the main trimmer can focus on his or her sail for almost the entire race. That can also be a problem since the main does not exist in a vacuum; you must integrate your trim with steering, tactics, jib trim, etc.

pointing conditions, you can trim the sheet harder so the top telltale is stalled almost all the time.

Helm The trim of your mainsail has a large effect on windward helm and rudder angle. When you want less helm (usually in strong wind), make the main less powerful by easing the sheet, adding twist, making the sail flatter and so on. When you want more helm (e.g. for feel and lift in light air), do the opposite.

Pointing The mainsail is your biggest tool in the pointing-speed trade-off. When you want to go faster, drop the traveler to leeward and/or ease the sheet. When you would rather point higher, pull the traveler up and trim the sheet. In general, the tighter your leech, the more helm you will have and the higher you can point. But make sure you're going fast first.

Cunningham The purpose of the cunningham is not to remove wrinkles from the luff of the main - it's to adjust the fore-and-aft position of the sail's draft. Pull it tighter to move draft forward and make the sail flatter (usually good ideas in breezes); ease the cunningham to move the draft aft and make

the sail fuller (good in light air). Don't worry about wrinkles - just go for the best shape and often you will have some 'speed wrinkles.'

Backstay Use your backstay to control the overall fullness of the mainsail. The harder you pull on the backstay, the flatter your sail will get. Just keep a few things in mind: 1) The backstay also has a huge effect on the jib, so make sure you coordinate any adjustments with the jib trimmer; 2) Every time you adjust the backstay, re-adjust the sheet and cunningham.

Overbend? When it's windy you may see 'overbend wrinkles' extending from the lower mainsail luff toward the clew. These indicate that the mast is bent so much that the sail's shape is turning inside out. If you're overpowered, it's good to see a hint of these wrinkles so you know the sail is very flat. But if these wrinkles show up too soon or are too pronounced, take steps to reduce mast bend.

Shift gears Use your mainsheet like a throttle. If the boat feels fast, trim the sheet harder and go for more height. If the boat feels slow, ease the sheet for

acceleration, and bear off slightly. Keep changing mainsail trim to match the changing conditions.

Look around Spend time looking at how other sailors trim their mainsails. It's very helpful to get in a motorboat and look at other boats. It's also a great idea for any trimmer to keep a camera handy and take photos of the main when the boat is fast (or slow).

Communicate Perhaps the most important quality of all good sail trimmers is the effort they make to communicate with other people on the boat. The mainsail is just one part of a complex speed package, so making the boat go fast requires working closely with the skipper, jib trimmer and crew who warn you about wind and waves.

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

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Cruising Recipe "New Feature" Easy Breakfast Recipe for a "One Pan" Dish

Breakfast Frittata

(Serves four people)
Cook in a non-stick fry pan.

Whisk together;

6 eggs
½ cup grated cheese (your choice)
2 Tbsp milk or cream
Add a dash of salt, pepper

In a pan, fry with 1 Tbsp butter or oil, Until lightly brown;
1 cooked potato diced
½ cup bell peppers diced
½ cup onion diced
½ cup celery diced
Add a dash of salt, pepper

When lightly browned, add whisked eggs.

Make it spicy with Cayenne, Cajun or Caribbean spice!

Lower heat and cover with lid, or foil.

Simmer on low heat a few minutes until egg mix is cooked

The beauty of this recipe is that you can substitute any veggies,

Or use leftovers. You can also add cooked meats, such as

Sausage, bacon, or ham, just reduce the amount of potato.

By Joseph Racheli
Racheli's Deli
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Joseph cooked aboard Northern Breezes Sailing School boats in the British Virgin Islands in February and March. He received rave reviews from his guests!

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Adventure Bound: A Father and Daughter Circumnavigate the Greatest Lake in the World

By Carl Behrend

CHAPTER 13— THE CANADIAN SHORE

After what seemed to be an eternity of following our compass through the fog, we finally spotted the Canadian shoreline. Like a giant peeking over the top of a fence, the mountaintops of Corbeil Point welcomed us through the fog. By this time, the waters had calmed and were nearly as smooth as glass. We motored on using the outboard. We checked our speed and our progress on our handheld GPS unit.

With the dangerous open water crossing behind us, and the beauty of the Canadian shore drifting past at 5 ½ miles per hour, I now truly began to relax and enjoy the trip. A feeling of elation



Naomi exploring Lamb Island on the Canadian side.

enveloped us. The warm sunlight melted away the fog. The beauty of the massive granite rock mountains reaching down to the deep, clear waters of Lake Superior soothed all thoughts of any storms on the lake, past or future. They were momentarily forgotten.

Canada was immediately beautiful and has not ceased to awe me yet. We stopped at a little fishery out of Batchawana Bay. The lake stayed flat all day. But we motored to the Montreal River. We saw a lot of loons and a lot of awesome scenery.

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Across Batchawana Bay and on toward Coppermine Point, we glided across the calm waters, taking in the unfolding beauty all around us. Coppermine Point, on a calm day, is a reminder that not all shipwrecks on the Great Lakes were caused by collisions or heavy seas. Sometimes, fire would destroy vessels on the lakes.

A spectacular fire off Coppermine Point, on the night of June 26, 1907 claimed the 26-year-old wooden Canadian steamer *Batchawana*, just a few miles from Batchawana Bay. Down bound with a load of iron ore from Fort William to the Algoma Steel Company in Sault Ste. Marie, Ont., the 209-foot, 674-ton vessel somehow caught fire. The ship was quickly engulfed in flames. The crew took to the lifeboats and was saved. But their ship had made her last trip.

Rounding Coppermine Point, we looked out on the lake and saw the form of a fish tug out in the distance. As we traveled on, we could see that both of us were headed in the same direction. I smiled and turned to Naomi.

I pointed to the fish tug and said, "It looks like we'll be having fresh fish for supper tonight."

"Can you do that? Buy fish right off their boat?"

"Of course. The fishermen can eliminate the middleman. We can get fresh fish."

So both of our boats cruised toward the small harbor, which was protected by some rocky islands. The tug reached the harbor ahead of us. They had already tied up and unloaded. The harbor was rather quiet when we pulled up the boat.



Canada camping on a big rock at Coldwell Harbor.

It was nice to stretch our legs a little. It was already early afternoon.

We made our way into the fish house and were greeted by a woman behind a counter. We told her about our trip and that we would like to buy some fish. She weighed some trout and smoked whitefish. She packed it in ice and a cardboard box. We strapped the fish onto our boat, shoved off and we were on our way.

Later that fall at Whitefish Point, one of the fishermen from the tug was at the Edmund Fitzgerald memorial service. The service is held each Nov. 10 as a reminder of the terrible storm that sank the great freighter and her crew. The fisherman told those gathered how on the night of the storm, the water along the shore here was 5 feet higher than normal. He also said that a lot of wreckage from the Fitzgerald was washed ashore near his fishery, including a lifeboat from the Fitzgerald.

Naomi and I continued west along the rocky Canadian coast. It was one of the best days of my life. We motored along at top speeds of 6 mph. over waters that looked just like glass. The water was so clear and pure we could see the boulders and crevices below us to 30 feet deep. Naomi lay sprawled out on

one of the bows of the boat, while I leaned back against the side stays and took in the warmth of the sun. There are not many days like this on Lake Superior. So when they come along, enjoy them.

Up until this point, I still had doubts about the trip. I kept asking myself questions. Am I crazy taking this much time off work? Is it foolhardy to attempt such a voyage? Will we make it all the way around this time? But when the weather is fine and the awesome beauty of the rugged shoreline is drifting by you have no doubts. The answer is yes, yes, yes, and more than yes-this was the right thing to do. It was the trip of a lifetime. There would be days ahead when I would ask myself these questions again. But for today, we just sat back and enjoyed ourselves.

By late afternoon, we were approaching the mouth of the Montreal River. So we pulled up at the mouth in front of a small resort. Our 2 ½-gallon supply of gasoline was getting rather low from running our motor all day. We walked up to the resort. It consisted of a few small cabins. We found the office and went inside.

The office served as a small store for the visitors at the resort. The manager was a friendly Canadian who said he was filling in for his brother who was away. When we asked about gasoline, he said they didn't have gas. But he said there was a place a few miles up the road. He said he would give us a ride over there and back. So we enjoyed the conversation as well as the ride. This was the kind of nice people we met along our way. They made the trip more enjoyable.



Pulled up on the rugged and beautiful Canadian shore.



Naomi takes a bath in cold Canadian waters.

Back at the river mouth, we launched the boat. We could see Montreal Island in the distance. The golden sun of late afternoon made everything around appear even more beautiful. Setting our course for the island, we planned to camp there that night.

The lake was as smooth as glass again. The light reflecting from its surface looked like mother of pearl. This

was a rare day indeed. So unlike the day in May 1924 when the up bound steamer *Orinoco*, with the barge *Chieftain* in tow, encountered 60 mph. winds and sub-freezing temperatures. The ship began leaking badly. Captain Anthony Lawrence ordered the towline dropped. Later, he ordered 19 of his men into the lifeboats while he and two others remained on board in an attempt to nurse the vessel to shore. As the crew in the

lifeboats struggled to reach Montreal Island, they watched their 295-foot ship plunge to the bottom of the lake. The brave captain, the chief engineer and the wheelman all went down with the ship. The men in the lifeboats were having a desperate struggle to survive. Two of the men died of exposure. Fortunately, the tug *Gargantua* happened to be in the area. The tug picked up the 17 men who had survived. They were alive, in part, due to the heroism of the three who had gone down with the ship. The *Gargantua* was able to make it to the lee of Montreal Island and anchor safely.

There is a resort we stopped at on the Montreal River. I called Mommy. We bought some food, got some gas. Then we headed out to Montreal Island.

This is the seventh of a series of excerpts from Carl Behrend's book Adventure Bound. For more information on how to purchase books, CD's or to arrange bookings call (906) 387-2331 or visit www.greatlakeslegends.com.

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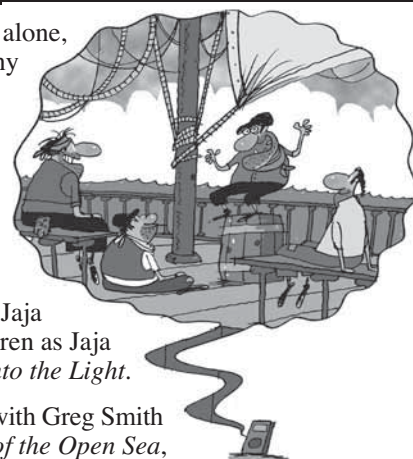
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Great Lakes Captains Deserve Utmost Respect

by Tom Rau



Size and strength do carry sway, but when it comes to large commercial motor vessels and small recreational boats, the one most often intimidated is the large motor vessel. I plead with boaters to give them the respect they deserve. The photo above shows Captain Ron Brezinski piloting the *Wilfred Sykes* into Grand Haven Harbor. Photos: Tom Rau/Boat Smart

While conducting research for my book, “The Boat Smart Chronicles, Lake Michigan Devours Its Wounded,” I rode aboard with a number of commercial captains from large motor vessels to captains of small passenger-carrying vessels. From their vantage point on the bridge, I was able to witness firsthand the ordeals and tribulations imposed upon them by recreational boaters—transgressions they must so often bear in silent indignation. I think the world of these captains: truly the Great Lakes’ consummate maritime professionals.

Not only do these professional captains deserve utmost respect, but more so they deserve a little empathy from the boating public on the challenges they face, especially while making port. Let’s go aboard the motor vessel *Wilfred Sykes* to walk a step or two in the captain’s shoes.

The steamer *Wilfred Sykes* is a 671-foot long bulk carrier capable of carrying 21,550 tons of cargo in her six compartments below decks. I picked the boat up in Muskegon and rode her down to Grand Haven. We departed Muskegon at sunrise. The *Sykes* had dumped a load in the early hours at the VerPlank dock located at the east end of Muskegon Lake and was now on her way to the VerPlank docks in Spring Lake. A two port visit across 24 hours would call for an 18-hour workday for the crew.

The departure from Muskegon Harbor carried us out into a placid Lake Michigan. By the time we reached the waters off the Grand Haven harbor mouth, the morning sun sat 15 degrees above the eastern horizon, casting eye-squinting rays across a glimmering surface.

Despite the fact that the *Sykes* carried electronic charts that inter-

faced with GPS input to pin point a vessels’ position on a LCD screen, the captain, for the most part, relied on time-proven methods—reading nature’s telltale signs.

Captain Ron Brezinski, pointed to the harbor mouth: “If you look closely you can see darker water around the harbor mouth. That’s river sediment. Notice it’s setting towards the south. That means a surface current that will set us south,” said Captain Brezinski.



The captain then pointed out wave movement from the northwest and a slight breeze that brushed surface waters indicating wind direction. At the moment, a calm Lake Michigan hardly announced these subtle movements, but to the veteran captain they seemed apparent, slight as they might be. All can influence the large bulk carrier, often in opposing directions. Imagine the challenge dealing with these elemental influences while maneuvering through a sea of boats.

While riding aboard the car ferry *Emerald Isle* that runs between Beaver Island and Charlevoix, Michigan, Captain Kevin McDonough told me while approaching the Charlevoix harbor mouth he can experience river currents, lake currents and wind—all working in opposite directions. At 130-foot long and weighting 380 gross tons fully loaded, boat handling in a close-quarter environment can be challenging. Throw in a bunch of recreational boaters into the mix and watch the sweat flow.

That morning the *Sykes*' captain set up an approach to the Grand Haven harbor mouth three quarters of a mile out. Captain Brezinski said, "If I start my final approach too soon I could find myself making unwanted maneuvers to stay on course as the elements play on my vessel. If I make it too late I could miss the mouth" One can understand,

then, why small boats can raise havoc once the large boat commences its final approach. The last thing the captain needs is to make unnecessary course maneuvers. Fortunately, most recreational boaters follow the common sense rule—the rule of gross tonnage.

Entering the Grand Haven channel the size of the motor vessel became apparent as we passed the lighthouse on the South Pier. I've passed the light structure numerous times aboard Coast Guard small boats and always looked upward at the 51-foot high cylindrical light that loomed over the Coast Guard small boat. Now, I was looking down onto the top of the lighthouse.

Entering the Grand River, the captain piloted through a series of lateral buoys marking safe passage through the shoal-ridden waters. He used landmarks on shore as reference points for the helmsman to steer on while making slight compass changes when needed. Like any experienced boat handler, the captain was a boat length or so ahead of his position. The maneuver he made now could moments later raise havoc should he miscalculate even a subtle course change, especially in a narrow channel. He certainly doesn't need recreational boaters throwing unexpected surprises onto his tenuous path.

The *Sykes* does carry a bow thruster a rotating propeller device located


beneath the bow that allows the captain to pivot the bow left and right. However, the thruster is of little use at speeds above three knots, or in winds exceeding twenty-five knots.

Watching the veteran captain focus on the task at hand, one would conclude that it was his first channel transit as a master. Even though he has made countless passages in his 12 years as master, he focused on the task at hand as if the experience were anew.

Most boaters would be utterly impressed, as I was, by the professional skills displayed by Captain Brezinski and his crew. Smart boaters can show their respect by staying well out of the captain's workspace, and I believe most do except for a few loggerheads. Boat Smart- give them space only a loggerhead wouldn't.

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

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



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Cruiser's Notebook: Mastering the Mast

By Cyndi Perkins

Stepping and unstepping the mast are necessary tasks for sailors planning to cruise eastern North America's canals and rivers. Count on Captain Scott breezily assuring all who ask that it's a piece of cake, nothing more than a half-hour job. Count on me rolling my eyes behind his back when he offers these words of wisdom.

It's true that the stick goes down or up in short order. The basic requirements are a crane and willing hands. It's the work before and after that is time-consuming. The 47-foot deck-stepped mast of our 32-foot DownEast *Chip Ahoy* has been through 10 steps/unsteps. I was on hand for each, with the exception of the initial raising when Captain Scott bought the boat at Brennan Marine in Bay City, Michigan.

More than a decade after *Chip Ahoy's* launching, our 2006 sailing explorations found us slowly chugging against an opposing current on the

Hudson River, homeward North during our second navigation of America's Great Circle Loop. By this time, lowering the mast - as well as dealing with the inconveniences of carrying it on deck - was Old Hat. Not fun, but not a heart-thumping ordeal. And this time we had extra help. Our 24-year-old son Scotty had joined us at Solomon's Island on the Chesapeake Bay to complete the journey to Lake Superior. This would be his first experience taking down the stick.

As we hung a left off the Hudson and entered Catskill Creek in upstate New York, my first priority was not mast-dropping in preparation for entering the Erie Canal. I was on a mission to find a hot, clean shower. The last time we'd stopped anywhere with shower facilities was on Saturday, May 27 in Annapolis, Maryland. It was now Saturday, June 3. Going even one more day with dirty hair was not to be endured. Skipping regular shampoos

makes a cruising woman crabby. And a bucket bath or sunshower won't suffice in chilly, rainy weather.

Our sail up the Chessie and through the C&D Canal was relatively uneventful. But we'd had a romping, rough sail skirting the crab pots down Delaware Bay followed by a grueling overnight passage in pea-soup fog coming into New York Harbor. After a night of tensely tracking and reporting our position to avoid colliding with considerable shipping traffic, we hove-to off Sandy Hook in the damp dawn, biding our time until the fog lifted from zero visibility to a pathetically better-than-nothing five feet. Entering the giant NY port half-blind was made even more dramatic when exiting U.S. warships jammed our radar and GPS and sent police boats zipping over to warn us against venturing closer to the impressive behemoths. *Chip Ahoy* skimmed just outside of the buoys, giving the military flotilla a wide berth. A cabin cruiser disoriented in the murk without radar meekly trailed in our path.

We rested just one day at the Statue of Liberty anchorage before traveling up the Hudson to the Haverstraw Bay anchorage where we were blasted by a spectacular thunder and lightning storm. Another day of slow travel with a top speed of only 4 mph brought us to the rickety but welcome floating dock of Mariner on the Hudson Restaurant at Highland Landing, across from Poughkeepsie, New York. Here a night's sleep can be had with purchase of dinner. There were no entrees under \$18 on the menu, but price be damned, Captain Scott and I greatly enjoyed our Lobster for two garnished with shrimp, mussels,



To have a shorter mast that could be stepped for easy sailing on the Tennessee River as the rest of the mastless cruising contingent continued to motor along.



Captain Scott helps the Haugen Family of Sleepy Eye, Minnesota raise the mast of *Faith Afloat* the *Wardell Way*, at Wardell Boat Yard, end of the Erie Canal. We traveled many miles on our first loop with this delightful family.

clams and pasta. We also splurged on Blue Point oysters while Scotty pronounced the mozzarella sticks with fresh marinara sauce the best he has ever had. And my, the cold beer tasted fine!

On the previous Loop we had taken care of mast business at another Catskill Creek facility, Hop-O-Nose Marina. Its shower wins my vote as the worst on the entire Loop. There were other spider-infested and unspeakably filthy contenders, but Hop-O-Nose's decrepit bath house won by virtue of a faucet that spewed freezing water into the shower stall and refused to turn off. I was chilled to the bone by the time I got out of there. New marina owners in 2004 had promised a better facility was in the works, but that was still not the case in 2006. This boater doesn't always mind roughing it, but if I am going to pay \$1.75 per foot per night for dockage, I darned well better be able to take a decent shower. So we decided to switch it up and try Riverview Marine Services, where venerable Lake Superior cruisers Bonnie and Ron Dahl had been berthed when we passed by on our previous trip.

Boaters should be prepared for a powerful current on narrow Catskill Creek, especially during periods of heavy rainfall. When the creek and tidal Hudson are approaching flood stage, the tides become unpredictable. Call or radio ahead to your marina of choice to

request docking assistance and watch out for other boaters who may lose control of their vessels in the unexpected swirls and eddies. As we docked in close quarters we had to fend off a small power boat caught by surprise and swiftly pulled into our stern.

Riverview's bathhouse-laundry room was as immaculate as promised with plenty of hot water. Consummate New Yorker Mike and his fine crew couldn't have been more pleasant or accommodating during our two-night stay. We enjoyed roaming around the hilly town, where fuzzy white wind-borne seeds snowed upon us and the landscape was green and blooming, scented with apple-blossoms, early roses and budding peonies. The old-school brownstone and gingerbread Victorian architecture is lovely, but there are areas where one should not venture alone, especially after dark. We stuffed our-

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Between loads of laundry and a stab at provisioning - there is only a small convenience store with very little grocery selection downtown - we unhanked and stowed the sails and re-assembled the mast cradles that Captain Scott built in Hammond, Indiana on Lake Michigan at the start of our journey. The three supports at the bow, deck center and stern are easily bolted and bracketed together. We had to take a very expensive taxi trip to a lumberyard to procure our materials. Some facilities that step masts actually have cradle "graveyards" where boaters may forage for suitable lumber or existing cradles. One of our previous supports was acquired at Hop-O-Nose after a boat named *Indian Summer* made use of it. We later left it for recycling at Wardell Boat Yard at the end of the Erie Canal. Like *Indian Summer* we left our name and travel path magic-markered on the cradle. Who knows, we may see it again in future travels!

Experience has taught us to carry a saw and power drill aboard. Captain Scott also has cradle dimensions sketched out to ensure the structure height will allow us to keep our full dodger up. On our first Loop we traveled the entire river system without any

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Mast-support graffiti with *Chip Ahoy* anchored for the night at Jackson Camp, just past the Divide Cut at the start of the Tenn-Tom waterway.

shield from the elements. It was quite uncomfortable at times.

Disconnecting and bundling the rigging is a painstaking job that requires organization and attention to detail. We have specific containers for cotter pins and the like to ensure that everything that is taken off goes back on just so. Down in Florida on our first Loop we met a couple who lost their mast in the middle of the night on the Gulf of Mexico. The captain had not heeded the warning at Turner Marine Services to double-check his cotter pin replacement.

While I bow to Captain Scott's acumen in handling all of *Chip Ahoy's* operating systems, I do admit to extreme displeasure with his untidy habits. We have seen many boats carrying their masts neatly, even attractively, with every strand of rigging immaculately secured, padding perfectly placed, decks cleared for easy access during locking. Not on our boat. We're as unkempt as the Beverly Hillbilly Clampetts, loops of rigging spaghetti popping out everywhere, old pillows shoved under the mast, odd bits of rope, bungee cords and sail ties holding everything together. We duct-tape a plastic back over the mast bottom to keep out nesting birds and insects. Maneuvering around the mess takes some getting used to. It really doesn't matter, as long as everything is secure. But it gnaws at my anally retentive nature!

Captain Scott just laughs at me.

And I must admit that he has a point. We had to assist two boats transiting the Erie Canal with us because their beautifully presented mast-carrying systems did not hold up in waves and wake. In one case there was so much stress on the cradle supports that it cracked one of them. A sailboat traveling with its mast down is extremely vulnerable. As Captain Scott points out, you are really nothing but a "slow power boat with a battering ram." The slightest motion could tumble mast and rigging overboard. Some boaters carry their mast on the port or starboard side. But this limits your ability to tie up on whichever wall is open in the sometimes crowded locks and places the mast in close proximity to the water - where you don't want it to end up if you get rocked.

Mike himself mans the crane when it is mast-stepping time at Riverview. After consulting on a good tide time for pulling into the well, we cleared the deck of jerry cans, our trusty bike and other flotsam, positioning the dinghy where it wouldn't get in the way. In the well, Scott disconnected the stays. He had loosened them in preparation for the drop but always waits until the last minute to take them off.

With true chivalry Mike suggested that Scott and Scotty stay aboard with his crew member while I put the camera to use ashore. I was more than happy to be excused from my usual duty of stabilizing the mast amidships while it is

being lowered. Mike's number-one concern is safety, so he doesn't permit anyone forward after the crane strap is secured and the initial lifting/lowering begins. After the mast was freed, he calmly instructed the guys to guide it into horizontal position. For us the trickiest part of this process is preventing the mast top from clunking into the wind generator and solar panel astern.

Mike's biggest piece of advice? "Keep a cool head. Nobody should get excited." He asked us to "send a few more boats my way," and we are happy to oblige. If you stop at Riverview Marine Services, be sure and tell Mike that *Chip Ahoy* sent you!

When traveling with a mast on deck, be prepared to sit out anything but nearly flat or totally calm seas. The term "canal" is deceptive. You will encounter sections of wide-open water. Bone up on your charts and guidebooks so you're ready. If you see any whitecaps when approaching these areas, definitely stay in port. Much to Scott and Scotty's chagrin we were delayed by rough conditions on Oneida Lake in the Erie Canal system. The lockmaster at Lock 22 had warned us about the waves but my two bold and impatient men remained willing to stick our nose out on the small but feisty lake until a couple of sailboats ahead of us tested the waters and were forced to beat a hasty retreat. We stayed two nights on the free pier at Sylvan Beach. We were delayed another day when attempting to exit the Oswego Canal for the necessary jump across Lake Ontario into Canada's lovely Trent-Severn Canal. On our first try, *Chip Ahoy* and a buddy boat manned by singlehander Todd O. Smith of Wabasha, Minnesota bashed into two-to-three foot seas that had looked deceptively calm until we passed the harbor breakwater out onto the Great Lake. I couldn't even bear to look at the teetering mast until we inched our way back into calm water. We licked our wounds at the \$1 per foot Oswego Marina where I took advantage of another good hot shower and clean Laundromat while Scott and Scotty further reinforced the cradle system and shifted the mast back to a stable position.

Should your mast be subjected to any stresses, I highly recommend that you use your time in port to make necessary adjustments. In any case, the entire mast cradle system should be checked thoroughly several times per day as part of your maintenance routine.

Putting the mast back in its proper place is always a relief. On Friday, June 23 we stepped at the excellent Bayport Yachting Centre in Midland, Ontario just off Georgian Bay, located next to our accommodations at the hospitable Midland Sailing Club, where we were

hosted by friends Doug and Helen Hill of *Misty Blue II*. The club has its own crane for do-it-yourselfers but it is a members-only service due to liability. No worries, Bayport's staff made the process as easy as possible. Scotty's young muscles came in very handy when it came time to attach the backstay. A sailboat again, we were set for our next big leg of the journey, across Georgian Bay into Lake Huron and from there up the St. Mary's River to the Soo Locks and our own sweet Lake Superior.

Freelance writer Cyndi Perkins and husband Scott, Houghton County Harbormaster, have been sailing Lake Superior for 14 years and completed two circumnavigations of America's Great Circle Loop aboard their 32-foot DownEaster Chip Ahoy. The couple is planning their next extended cruise south in 2008. Cyndi will be sharing top boating destinations with readers in her regular "Cruiser's Notebook" feature. Comments, suggestions and questions (short text messages with no attachments) may be directed to her at svchipahoy@gmail.com.

Ups & Downs

Here are some major considerations to take into account when stepping/unstepping your mast:

Cost: Prices vary considerably and by region, ranging from roughly from \$4-\$9 per mast foot - more, if you are also going to pay to have it prepped and secured for travel. Some yards charge a flat fee for crane use, generally \$50 per hour and up, and a flat rate for personnel, also in the \$40-50 per man per hour range. Tuning the rigging is often an additional charge but worth it if you have an expert available who can teach you how to get the most out of your sailing system. Tipping for a job well done is also appreciated. Even if you do not choose a do-it-yourself stepping/unstepping option you'll want to be on hand to lend a hand and take care of any last minute details, for example disconnecting any wires at the base of the mast.

Mast Transport: Some boaters choose to ship the mast to the location where they will be putting it up. It is expensive, but advantages include not worrying about the stability of the mast on board, having plenty of wiggle room for docking and locking and not hitting your head on the darned thing! Trucking fees vary. On our first cruise down the rivers we met two Ohio sailboaters who teamed up to ship their masts down to Turner Marine on the beautiful Dog River near Mobile, Alabama, splitting the roughly \$1,800 cost. Boaters may be charged a mast storage fee at some yards if the mast arrives before they do.

Communications: Obviously you can't sail with your mast down, but also remember that anything you have mounted on the mast, including the marine radio antenna and mast light, is also disabled. A radio is essential for contacting locks and finding out the intentions of tow-barges and dredges. Captain Scott mounts a spare radio antenna on the aft mast cradle. When anchored we hang a portable, strong white light as high as it will go atop a jury-rigged pole of PVC pipe on the stern.

Since our radar is independently mounted off the stern, that isn't a problem for us, but would be a consideration if your radar is mast-mounted. On the up side, when the mast is down it is an opportune time to replace light bulbs, wiring, spreader boots and any other accoutrements that need attention.

Anchoring/docking: Anchoring is a different beast with the rigging down, especially when winching up. Be mindful of the shift in stress points on your vessel and when at all possible make use of marinas or free docks. When docking, be cautious of your temporary "battering ram" and attempt to keep it from protruding over walkways. We attach a red cloth to alert fellow boaters and passerby to the obstacle. The flag is also a handy "spot" to help you compensate for overhang off the bow when docking or locking. Be extra careful when moving around your boat; you may be surprised at how many habitual hand-holds disappear when the rigging is down. The only thing left to grab on Chip Ahoy's decks are the lifelines and bowsprit railing. Boarding and departures from the boat also present additional safety concerns.

Facilities: Other cruisers are the most up-to-date source for deciding where to raise or lower the mast. When and where you can raise the stick will also be dictated by current water levels and bridge clearances, so keep an ear open for the latest news on the waterway. For example, on the last Loop we could have stepped at Kentucky Lake, but water had already been let out to winter flood levels and there was four feet or less in available wells, not enough for our five-foot draft. After raising the mast in Demopolis, near the end of the Tenn-Tom waterway, we encountered a bridge that was supposed to open on demand but was closed down and unmanned due to construction of a new bridge. Two sailboats with shorter masts led the way under and helped us eyeball the situation as we scraped through by mere inches, brushing but not breaking the radio antenna.

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Calendar of Events

Please email all Calendar items to info@sailingbreezes.com or mail to *Northern Breezes*, 3949 Winnetka Ave. N., Minneapolis, MN 55427; fax to 763-542-8998. Please include event date(s), location, and a contact name and phone number. Event notices are subject to space restriction.

June

June 1 - Northpoint I - NorthWest Sailing Association, New members day sail on Lake Michigan. Visit www.nwsail.com for more info.

June 7 - Racine, WI - NorthWest Sailing Association, Day sail on Lake Michigan. Visit www.nwsail.com for more info.

June 7 - Open House - Milwaukee Community Sailing Center. Informational tours and videos are provided to educate guests about MCSC. Free sailboat rides. 414-224-9424.

June 7 - Rhumblin Regatta - St. Joseph River Yacht Club, St. Joseph, MI. Visit www.rhumblineregatta.com or call 269-983-6393 for more info.

June 7 - Shell Lake Sailing Club - Annual Banquet at Butternut Hills Golf Course Clubhouse. 715-468-2294 or trsbadger@aol.com

June 7-8 - Area E Qualifier for US Match Racing Championship - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more info.

June 7-8 - USMRC Area E Quarterfinals - Bayview Yacht Club, Detroit, MI. Contact Gary Shoemaker at 313-886-4350 or visit www.ussailing.org for more info.

June 13-15 - Practical Seamanship - 3-day Workshop held by North House Folk School, Grand Marais, MN. Visit www.northhouse.org or call 218-387-9762 for more information.

June 13-15 - Sperry Top-Sider NOOD Regatta - Chicago Yacht Club, Chicago, IL. Visit www.ussailing.org for more information.

June 14 - Shell Lake Sailing Club - Social sail around the lake. Stopping for snacks, beverage and lots of sailing camaraderie. 715-468-2294 or trsbadger@aol.com

June 14 - The Blessing of the Fleet - Christ Episcopal Church will be holding a music celebration to honor the annual Bayfield Schubert Festival. Bayfield, WI. Visit www.bayfieldschubertfestival.org for more info.

June 14-15 - 8th Annual ADA Regatta - Wayzata Yacht Club, MN. Visit www.wyc.org for more information.

June 15 - Fathers Day Sail & Picnic Blackwell - NorthWest Sailing Association, IL. Visit www.nwsail.com for more information.

June 16-22 - North American Championship - EYC, Toronto, ON Canada. Contact Tom Elliott at 519.725.5420 or visit www.ussailing.org for more information.

June 19 - Lake Michigan Singlehanded Society, Double Handed Championship. West Shore start Winthrop Harbor, IL. East Shore start Muskegeon, MI. Finish Port Washington, WI. www.LMSSonline.com

June 20 - Craft of Sail - Workshop at North House Folk School, Grand Marais, MN. Visit www.northhouse.org or call 218-387-9762 for more info.

June 20-22 - Area E and K Qualifier for US Match Racing Championship - Sail Sheboygan, Sheboygan, MI. Visit www.ussailing.org for more information.

June 20-22 - Wooden Boat Show & Summer Solstice Festival - North House Folk School is holding the event. Grand Marais, MN. Visit www.northhouse.org or call 218-387-9762 for more information.

June 20-22 - USA Junior Olympic Sailing Festival - Upper Midwest - Lake Forest Sailing, Lake Forest, IL. Visit www.ussailing.org for more info.

June 20-22 - National butterfly Sailing Championships - Up to 70 boats expected at lake DuBay in Central Wisconsin. Visit www.saildubay.org or www.butterflyer.org for more info.

June 21 - Capri/Catalina 14.2 FREE Rally & Race - White Bear Lake (NE Twin Cities Suburban Lake) Minnesota. Contacts: Kim MacDonald at White Bear Boat Works Phone: 651.429.7221 E-mail: wbbwkim@mcleodusa.net or Jim Dugelman at Black Bear Yacht Racing Association. Phone: 651-276-3674 E-mail: Jim.Dugelman@comcast.net

June 21 - Solo Mackinac Challenges - The Great Lakes Singlehanded Society is holding the event. Visit www.solosailor.org for more info.

June 21 - Ed Gans Memorial Montrose Sail - Scenic Chicago, IL. Visit www.nwsail.com for more info.

June 21-22 - Summer Sailstice - Visit www.summersailstice.com for more information.

June 21-22 - US Singlehanded Area K Elims & Sunfish Midwest Series - Lake Bluff - Lake Bluff Yacht Club, Lake Bluff, IL. Contact Fritz Hanselman at 847-362-4880 or visit www.ussailing.org for more information.

June 21-29 - Cleveland Race Week - Edgewater Yacht Club, Cleveland, OH. Contact Michael Dills at 216-281-6470 or 216-281-0265. Visit www.ussailing.org for more information.

June 24 - Cleveland Race Week- Womens Event - Edgewater Yacht Club, Cleveland, OH. Contact Michael Dills at 216 281-6470 or (216) 281-0265. Visit www.ussailing.org for more information.

June 25 - Cleveland Race Week- Juniors - Edgewater Yacht Club, Cleveland, OH. Contact Michael Dills at 216 281 6470 or 216 281 0265. Visit www.ussailing.org for more information.

June 27-29 - Queens Cup - South Shore Yacht Club, Milwaukee, WI. Visit www.ussailing.org for more information.

June 28-July 4 - 29th Annual Bayfield Race Week - Bayfield, WI. Visit www.wyc.org/ais for more info.

Calendar of Events

June 28 - Monroe Sail - Skyscraper views and picturesque Chicago Lighthouse NorthWest Sailing Association, IL. Visit www.nwsail.com for more information.

June 30 - Ropework: Essentials of Knot Tying - Workshop held by North House Folk School, Grand Marais, MN. Visit www.northhouse.org or call 218-387-9762 for more information.

July

July 3 - Sonora Reed Trio - Christ Episcopal Church will be holding a music celebration to honor the annual Bayfield Schubert Festival. Bayfield, WI. Visit www.bayfieldschubertfestival.org for more information.

July 4-6 - USA Junior Olympic Sailing Festival - Bayview Riverfest - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more information.

July 5 - Shell Lake Art Festival - Shell Lake, WI. Contact Tom Scott at trsbadger@aol.com or call 715-468-2294.

July 10 - The Highland String Quartet - Christ Episcopal Church will be holding a music celebration to honor the annual Bayfield Schubert Festival. Bayfield, WI. Visit www.bayfieldschubertfestival.org for more info.

July 12 - Shell Lake Sailing Club - Social sail around the lake. Stopping for snacks, beverage and lots of sailing camaraderie. 715-468-2294 or trsbadger@aol.com

July 12 - Port Huron to Mackinaw Island Race - Visit www.wyc.org/ais for more information.

July 12-13 - Area E Eliminations for the U.S. Men's and Women's Championship - Edgewater Yacht Club, Cleveland, OH. Visit www.ussailing.org for more information.

July 13 - Thomas R. Smith Sea Scouts Regatta - Experience the thrill of racing 420's. Open to all Sea Scouts who have been registered members since July 1, 2007. Call Amanda Platt at 312-861-7777x7771 for more info.

July 13-18 - Inter-Lake Yachting Association Junior Championship - Put-In-Bay Yacht Club, Put in Bay, OH. Contact Phil Moehle at 440-963-3028 or visit www.nwsail.com for more info.

July 14-18 - US Junior Championship Smythe Area K Elimination - Portage Lake Yacht Club, Onekama, MI. Contact Cappy Capper at 952-476-5875 or visit www.ussailing.org for more information.

July 17 - Bayfield Schubert Festival - Christ Episcopal Church will be holding a music celebration to honor the annual Bayfield Schubert Festival. Bayfield, WI. Visit www.bayfieldschubertfestival.org for more info.

July 19 - Start of the 100th MAC - Join the NorthWest Sailing Association and watch the start of the event. Visit www.nwsail.com for more information.

July 19 - 24th Annual In-Water Antique & Wooden Boat Show - McHenry, IL. Contact Tom at 815-385-0454 or visit www.finewoodboats.com.

July 19 - 100th Chicago to Mackinac Race - Visit www.chicagoyachtclub.org or www.wyc.org/ais for more info.

July 24 - Bayfield Schubert Festival - Christ Episcopal Church will be holding a music celebration to honor the annual Bayfield Schubert Festival. Bayfield,

WI. Visit www.bayfieldschubertfestival.org for more info.

July 25-27 - 2008 ROLEX US-IRC National Championship - Little Traverse Yacht Club, Harbor Springs, MI. Contact Kevin Farrell at 231-526-7919 or visit www.ussailing.org for more information.

July 25-27 - 17th Annual Antique & Classic Wooden Boat Show - Minocqua, WI. Contact Heather Beach at 800-44-North or hbeach@minocqua.org. Visit www.minocqua.org for more info.

July 26 - Venetian Night - Northwest Sailing Association will be holding the event. Visit www.nwsail.com or call 815-455-4637 or 815-575-4089 for more information.

July 26 - 28th Annual Antique & Classic Boat Show - Arnolds Park, IA. Contact Mike Hagan at 605-334-1030 or 712-330-6506 or mike@hagangroup.com.

July 26 - 10th Annual "Woodies on Water" - Superior, WI. Contact Doug George at 612-889-9142 or amazingskiff@msn.com.

July 26-27 - Harbor Springs Regatta - Visit www.wyc.org/ais for more info.



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2008 Marks 100th Running for Chicago Yacht Club Race to Mackinac

The world's longest annual freshwater distance race kicks off July 19, 2008



Photo provided by Boatingshots.com.

For the 100th time since 1898, sailors will gather in Chicago to begin the 333 mile sailing race to Mackinac Island, Mich. The Chicago Yacht Club Race to Mackinac, presented by Lands' End, is one of the oldest and most prestigious freshwater sailing races, and attracts some of the best sailors in the world. The race kicks off July 19, 2008.

"The Mac," as the race is affectionately known, will host 460 boats a record entrance with approximately 5,000 sailors competing in this world class sporting event. Although the Mac remains primarily an amateur event, this race has a proven track record of attracting some of the finest sailing talent in the sport. Record holders include renowned sailor Roy Disney with his monohull *Pyewacket* at 23 hours, 30 minutes and 34 seconds in 2002, and famous adventurer the late Steve Fosset on *Stars and Stripes*, which set the multihull record of 18 hours, 50 minutes, and 32 seconds in 1998. We will see both record holders back in 2008; Roy Disney will serve as the honorary chairman of the race and *Stars and Stripes* will compete again, skippered by Chicagooan Don Wilson.

In addition to the record number of competitor entries and the promise of

exciting competition, all 460 boats will be tracked by GPS satellite technology this year, the largest offshore sailing fleet on record ever to be tracked. This technology enables friends, families, and everyone on shore to follow the race as it unfolds on the web.

Chicago Yacht Club is proud to host this world-famous event in sailing, and welcomes you to follow all of the action this July. To learn more about the 100th running of the Chicago Yacht Club Race to Mackinac, go to the official website at www.chicagoyachtclub.org/racetomackinac.



Race to Mackinac Frequently Asked Questions

How long is the race?

333 statute miles (289.4 nautical miles) from Chicago, starting just off Navy Pier, to Mackinac Island, Michigan. It is the longest annual freshwater sailing distance race in the world. The boats cross the finish line between the lighthouse on Round Island and the race committee trailer on Mackinac Island

When was the first Race to Mackinac?

The first Mac Race was held in 1898 as an informal race of 5 boats. *Vanenna* won in 51 hours. The second Mac didn't come until 1904 and then intermittently until after WWI. Every Year since 1921 has seen the running of the Race to Mackinac. 2008 marks the 100th running.

How many boats participate?

There are usually about 300 boats and 3,000 crew members in the Chicago Yacht Club Race to Mackinac. Participation is by invitation from the Chicago Yacht Club. 2008 marks a record number of entrants at 460 boats.

What do the winners receive?

The Chicago Yacht Club Race to Mackinac is an amateur event, so no prize money is awarded. The Section winners will receive a plaque, a flag, and bragging rights for the next year. The overall winners have their names engraved on the permanent trophies that are displayed at Chicago Yacht Club.

What is the record for the fastest race?

Pyewacket, owned and skippered by Roy Disney set the monohull record in 2002 with an elapsed time of 23 hours 30 minutes and 34 seconds. This broke the 14 year record of 25 hours 50 minutes and 44 seconds established by the yacht *Pied Piper*, a Santa Cruz 70 owned and skippered by Dick Jennings of Evanston, IL. For multihulls, the record of 18 hours 50 minutes and 32 seconds was set in 1998 by Steve Fossett on *Stars and Stripes*, the catamaran previously sailed by Dennis

Conner in the America's Cup. The race usually takes most of the fleet between 40 and 60 hours to finish.

How can big boats and small boats race against each other?

Boats are handicapped by a series of mathematical rating systems which predict how fast they should be capable of sailing under a variety of conditions. Applying these ratings to each boat's elapsed time on the racecourse determines which boat sailed the best relative to their rating, and therefore determines the winner. This allows the entire fleet to compete against each other.

How does the race start?

The fleet is divided into groups or sections based on rating. Each section is comprised of 8-28 boats of similar ratings. Each section starts the race at a specific time, beginning at 12:00 PM on July 19th and proceeding every 10 minutes until the last section has started. A cannon is fired at the specific start time for each section.

The objective is to cross the starting line under full sail immediately after the starting gun for your section is fired. Boats crossing the starting line too early are required to turn back and restart, a significant penalty.

What do the boats do at night?

The boats will race around the clock until they reach Mackinac Island; so sailing at night is required. Running lights and lighted instruments are required for navigation and safety. Additionally, the crew will work in shifts, or "watches," so that there is time for sleeping, eating, etc...

What do the boats do during storms?

Storms are common on Lake Michigan and the boats are required to be equipped to handle them. Generally the procedure calls for shortening sail area and making adjustments to minimizing the chance of damage to the boat, equipment, and crew. The boats will continue to race during storms and many racers may opt for life jackets and safety harnesses for safety.

Stormy Macs: **1970:** More than half of the 167 yachts took refuge from northerly winds gusting past 60 mph. Only 79 starters finished. **1937:** "Year of the big blow" winds 75 mph; only 8 of 42 boats finished. **1925:** *Virginia* survived to win; only 8 of 21 finished. **1911:** Winds reached 80 mph, and the *Amorita* won in 31:14:30, a record that stood until Dick

Jennings *Pied Piper* topped it in 1987 (25:50:44).

It should, be noted that for the Chicago Race to Mackinac, the Chicago Yacht Club, with the assistance and support of the US Coast Guard and many other support groups, maintains one of the finest safety records in all of sailing.

What is an Island Goat?

Racers who complete 25 Mackinac races are invited to join the exclusive "Island Goat Sailing Society." Originally named for their appearance, aroma, and behavior upon reaching Mackinac Island, these salty veterans represent an elite chapter in the heritage of the Race to Mackinac. The Island Goat Sailing Society was established by Hobart "Red" Olson in 1950. Island goats have raced at least 8,325 miles from Chicago to Mackinac Island. For a list of all goats, go to www.islandgoats.org.

How can spectators find out where the boats are during the race?

Spectators can logon to www.chicagoyachtclub.org/racetomackinac during the race and click on the "Race Tracking" to watch real time GPS positioning of all 460 boats during the race. Additionally, results will be posted and updated on this website as the racers finish.

2008 Race to Mackinac to be Largest Sailing Fleet Ever Tracked

The Chicago Yacht Club Race to Mackinac is not only the longest annual freshwater sailing race in the world, but for 2008 will also set the mark as the largest offshore sailing fleet ever tracked by GPS. For the first time, Chicago Yacht Club will require all 460 participants in "The Mac" to have a position transponder aboard. Now friends, family and everyone on shore will know exactly where the boats are sailing during the 333 mile race from Chicago to Mackinac Island, Mich. 2008 marks the 100th running of the Chicago Yacht Club Race to Mackinac, which begins Saturday, July 19th.

"Chicago Yacht Club has long been a pioneer in tracking sailboat races. This year, we will take the next step in that journey by placing position transponders on all entered boats. With all boats being tracked, the Mac will truly become a spectator sport. Anyone, whether they are

located in Chicago, Mackinac Island, or on the other side of the world, will be able to track the hourly progress of any of the 460 boats," Greg Miarecki, chair of the 2008 Mackinac Committee remarked. "We are very much looking forward to bringing the excitement of this race to millions of people."

Tracking efforts like this help make the sport of sailing more community friendly and globally visible. Chicago Yacht Club is proud to make this world-famous event available to the world and welcomes all spectators to join in the action. Access to tracking, information on all of the competitors and race updates for the 100th running of the Chicago Yacht Club Race to Mackinac are available at the official website at www.chicagoyachtclub.org/racetomackinac.

Over 100 Years of the Chicago Yacht Club Race to Mackinac

1898 August 6, 1898 five yachts start in the Race from Chicago to Mackinac Island.

1904 The second Race to Mackinac.

1905 First female skipper Miss Evelyn Wright and her all woman crew sailed the sloop *Lady Eileen*. This was also the year of the slowest race; *Mistral's* elapsed time was 94 hours, 10 minutes.

1906 The Mackinac Cup is purchased and adopted as perpetual trophy for the annual Chicago Yacht Club Race to Mackinac.



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Inferno blazes it's way under Mackinac Bridge. Photo provided by Boatingshots.com.

1908 William Hale Thompson, Mayor of Chicago, entered his 81 foot racing schooner *Valmore* and the era of the big schooners started.

1909 For the first time in local yachting history, the story of the progress of the yachts in the Race to Mackinac was reported back to Chicago by wireless telegraph.

1911 Commodore Baum's *Amorita* establishes elapsed time record for the Mackinac race which stood for 76 years at 31 h 14 min 30 sec. This year sailors experienced an 80 mph gale. *Vencendor* wrecked on the rocks of Fisherman's Island off Charlevoix. Thankfully, no lives were lost.

1912-1913 As an aftermath of the 1911 race, several owners favored a shorter race ending in Harbor Springs on Little Traverse Bay.

1914 The Mackinac race resumed on its full course, with only five yachts competing. New racing rules allowed the P-Class sloop *Olympian* to participate, which won the race

1917-1920 Race to Mackinac is suspended during WWI. WWI took away many yachtsmen and put many boats out of commission.

1921 The new Universal rule promoted the P, Q and R class racing yachts and they began to dominate the race

1924 R class sloop *Sari* wins Mac. She was the only R ever to win a Mackinac race and proved that even the smaller sister of the great Ns, Ps and Qs could stand on her own among the

Universals.

1925 One of the most grueling races to date, it was a beat to windward practically the entire distance. Only 8 out of 21 starters finished, 6 were driven back to Chicago in the first 12 hours. The Q sloop *Virginia* won.

1926 Interestingly, the racing rules changed to a minimum of 8 tons, barring Q and R boats from competition, cited as being too small to compete in the big boat race.

1927 The racing rules were changed to allow for 2 distinct classes of boats, and the second Mac cup was created. The Chicago Mackinac Trophy is presented to Chicago Yacht Club by Commodore George Woodruff in 1927 to satisfy the demands of cruising yachts (sloops, yawls, schooners) for a separate trophy from racing yachts (Qs, Ps, and other Universal rule type boats).

1933 *Chimon* becomes the first foreign yacht to win the Mackinac, in from the Royal Canadian YC of Toronto, a schooner owned by Henry K. Hill

1936 Race to Mackinac grows up. The race saw 42 yachts, representing 13 clubs. More than a third were new boats.

1937 The Year of the Big Blow. The fleet experiences a 65 mph northwester gale, and out of a fleet of 42, only 8 yachts finish. George Mergenthaler crew on *Reverie* is rescued by the Coast Guard after being swept overboard

1946 With the End of WWII, the Race to Mackinac flourishes. 1946 saw 53 entries

1948 L.L. "Ole" Karas wins 9th Mac victory as skipper on *Cara Mia*, plus his 3 wins crewing a record 62 entries, the fastest race since 1911.

1950 Royono Trophy is established awarded for the first to finish. The trophy was established after John B. Ford Jr's *Royono III* was the first to finish in four consecutive races from 1946 to 1949, yet was never in first placed based on corrected time.

1952 The beginning of the modern era of offshore racing. The Universal division was eliminated. The cruising and racing/cruising divisions were created and eventually became the IOR Grand Prix and the LMYA divisions

1955 The second slowest race to date since 1898. 77 hours, 52 minutes.

1957 The mighty Mackinac Bridge is erected over the Straits of Mackinac

1960 The Island Goats Sailing Society is established by Hobart "Red" Olson. The Minimum Qualifications for an Island Goat: Raced at least 8,325 miles from Chicago to Mackinac Island, making 25 or more races.

1970 Sailors once again experienced a gale, a northerly knocked 45 on the nose for 16 hours, at night exceeding 60 mph. and out of 167 starters, 88 withdrew. Ted Turner racing his 12-meter America's Cup Boat, *American Eagle*, publicly retracts calling Lake Michigan a "mill pond."

1979 Island Goats Sailing Society admits its first "nanny goat" (female member) Anne Juell.

1983 MHS and IOR are used as the two rating rules

1987 Dick Jennings' Santa Cruz 70, *Pied Piper*, establishes new elapsed time record for the Mackinac Race. 25:50:44

1993 Motorola lends 12 Motorola Traxar Global Positioning Systems (GPS) to selected yachts in the race as an experiment in helping the Race Committee track the progress of the race.

1993 Chicago Yacht Club Race to Mackinac commemorative red nun buoy marker erected by Island Goats sailing society and dedicated at Windermere point.

1996 An extremely slow race, *Pied Piper* was the first to finish with a time of nearly 53 hours-more than double the time of her record setting run in 1987.

1996 First time the Mac held and exhibition division for multihulls. Steve Fossett completed the race on *Stars and*

Stripes, one of 2 multihulls built for Dennis Conner's America's Cup campaign in the 1980s. Seven multihulls competed in the division.

1998 Chicago Yacht Club celebrates the 100th Anniversary of the First Race to Mackinac. A permanent trophy was offered for first overall based on Multihull PHRF handicaps. Also the Martin. D. Rieck Trophy was presented by Harken Marine family and offered by the Mac Committee as the Multihull First to Finish trophy. Famous adventurer Steve Fossett set the record this year in 18 hours, 50 minutes and 32 seconds in *Stars and Stripes*.

2000 Real-time positioning on 60 boats, at least 3 yachts in each of 20 sections were equipped with satellite transponders and dedicated GPS receivers that regularly send their exact positions, using SailNet technology. The website sees 100,000 hits.

2002 RaceNet software, developed by Microsoft, tracks the fleet's progress throughout the race with real-time scoring functionality on 50 transponders. A cold front shifting northerly broke booms, dismasted one boat, capsized the 44 foot multi-hull *Caliente*, caused at least 15 boats to withdraw and set another record. Roy Disney's *Pyewacket* breaks 15-year old Mac Race record held by Dick Jennings: 23 hours, 30 minutes.

2003 First year for Americap II rating system as sole handicap scoring system for mohohulls.

2004 55 boats use transponders built by SASCO

2005 Mackinac Committee drafts and launches an on-line entry and race administration program. Also Race to Mackinac becomes a true spectator sport as sophisticated GPS transponders are developed by

FlagShip IS. Seventy-five boats pilot test new transponders.

2005 Record number of website hits, 1.3 million.

2006 Mackinac Committee introduces the Chicago-Mackinac Safety Regulation (CMSR) for monohulls and multihulls. This coalesces ISAF, US SAILING and US Coast Guard safety rules into documents that facilitate and improve compliance. The Chicago Yacht Club Race to Mackinac website and Race tracking site saw over 7 million website hits

2007 Website hits reach all all-time high at 20 million. 30% of the fleet is tracked by GPS. Chicago Yacht Club introduces brand new Cruising Division to race.

2008 100th running of the Chicago Yacht Club Race to Mackinac sees record number of 460 boats entered and race entries close for the first time in history. 2008 also marks the first time there will be 100% GPS coverage of the fleet.

Stars and Stripes Returns to Chicago

Record setting multihull returns to race the 100th Mac

No boat has been able to beat the Chicago Yacht Club Race to Mackinac speed record of 18 hours, 50 minutes, and 32 seconds set by *Stars and Stripes* (US-1) in 1998. The 60-foot catamaran, designed for Dennis Conner's 1988 America's Cup Campaign, was skipped by world-famous adventurer Steve Fossett - the first sailor to have multihulls introduced into "The Mac." His goal? To be the fastest boat in the world's longest annual freshwater sailing race. Before Fossett's untimely death, he made speed sailing a specialty, setting 21 official

world records and 9 distance race records since 1993. 2008 marks the 100th Running of the Chicago Yacht Club Race to Mackinac, and Fossett's record-setting vessel *Stars and Stripes* returns to race on Lake Michigan chartered by Chicagoan Donald Wilson.

Wilson, owner of DRW Holdings, LLC, has been an avid sailor in one-design and match racing competitions throughout the world. "With this year being such a special year in the history of The Mac, we wanted to do something special as well," Wilson explains on why he chose to charter the famous boat. Wilson has competed in previous Mac's in the Tartan-10 class; T-10s are 33 foot monohulls that normally take 50-60 hours to finish the 333 mile race. "This year will be a different kind of ride," Wilson laughed.

When The Mac kicks off July 19, 2008, most of the 460 boat fleet will take between 40 to 60 hours to complete the race. *Stars and Stripes*, on the other hand, has proven to be the fastest boat in 99 years of Mac races. Nevertheless, Wilson humbly says that beating the record is not his top priority. "Our first priority is to have a safe race and our second is to have fun. I feel we have a great crew put together and we are looking forward to an exciting race."

Spectators will be able to follow *Stars and Stripes*' progress online during the 100th running of the Chicago Yacht Club Race to Mackinac. The famous multihull along with all of the other boats in the fleet will be tracked by GPS transponders. This technology enables friends, families, and everyone on shore to follow the race as it unfolds on the web. Check out www.chicagoyachtclub.org/racetomackinac for more details.

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NEW HEAT SENSOR HELPS STOP ONBOARD FIRES

Where there's intense heat aboard, there's going to be a fire. Sea-Fire Marine, a leader in fire suppression technology, works hard not only to find the latest ways to put out fires, but also prevent them. An innovative, early warning system, their new Heat Sensor with display alerts boat owners to dangerously high engine room temperatures.

The economical Heat Sensor system is intended for engine rooms in any sized craft up to large yachts. The sensors are available in two versions. An open model is designed to be mounted on the extinguishing system cylinder and is set at 151°F

which is 55°F lower than the discharge temperature. The other style sensor features an enclosed casing for installation throughout the engine room compartment. It activates at 140°F.

These sensors indicate threatening temps and give owners a chance to stop impending fires. Simple to install, multiple sensors can be fit in an engine room, depending on desired sensitivity. The system is compatible with the full range of Sea-Fire ESRS units, allowing for shutdown override control and cylinder discharge notification.

A rectangular or round mounted display panel with a separate high temperature zone supplies both a visual and audible alarm of threatening amounts of engine room heat. Measuring just 3-1/3" x 2-6/7" x 5/9", the unique display features a weatherproof design and LED dim function for night navigation.

Suggested retail price of the Heat Sensor warning system display from Sea-Fire Marine is \$149. Heat sensors cost \$108 each.



Contact Sea-Fire Marine, 9331-A Philadelphia Rd., Baltimore, MD 21237. 800-445-7680. www.sea-fire.com.

COMPACT POWER UNIT ANSWERS SAILORS' PRAYERS

On a sailboat, every available nook and cranny and extra bit of weight matters. Measuring just 16" L x 18" W x 21" H and weighing only 150 lbs., the compact Kubota 12 hp Marine Power Unit from Next Generation Power is incredibly versatile and can be used for a variety of applications while underway.

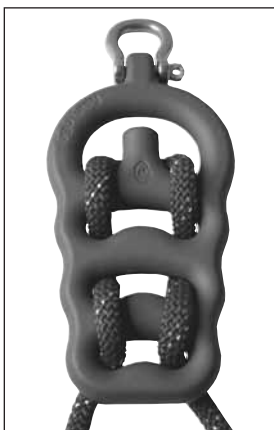
The possibilities are endless with this space-saving unit. It can power refrigeration compressor drives and water maker and hydraulic pumps. Producing 12 hp at 3,600 rpm, the 2-cylinder, diesel unit can be used with a high-output alternator to charge batteries. Heat-exchanger cooled, it features a stainless steel, water-cooled exhaust. An oil pressure and water temperature safety shut down comes standard.

The heavy-duty Kubota 12 hp Marine Power Unit from Next Generation Power has a suggested retail price of \$3,495.



Contact Next Generation Power, 888-463-9879; Fax: 904-642-8175. ngpowersales@bellsouth.net; www.nextgenerationpower.com.

NEW GYB'EASY BOOM BREAK New Three Tension Setting Design Reduces Boom Speed



Wichard has introduced an innovative three-setting boom break system designed to slow boom movement during the potentially dangerous gybe maneuver. The new Gyb'Easy Boom Break is supplied complete with a special Gyb'Flex line, making this the easiest, most compact boom break system available.

Hot-forged from Series 6 aluminum, the new Gyb'Easy is extremely strong and lightweight. The unique 3 setting design can be quickly adjusted depending on wind and sea conditions by simply weaving the 40' Gyb'Flex line through one, two or three available resistance settings. Each additional weave increases resistance, slowing potential boom speed. Easy to rig, the Gyb'Easy is secured to the deck using common deck hardware.

According to Vernon Hultzer, National Sales and Marketing Manager for Wichard USA, "We feel this product will be a great addition to our already successful line of safety products. Our in-house R&D team developed this revolutionary product by drawing on technology from Wichard's Simond division, which is an ice climbing and mountaineering hardware brand focused on reliability and safety. Manufactured from hot-forged aluminum, the Gyb'Easy has no moving parts and requires no maintenance or inspection." Available now at most marine chandlers, the Wichard Gyb'Easy boom break has a suggested retail price of \$289.90.

The French based Wichard Company was founded in 1919. A world leader in marine equipment, Wichard Group brands include Wichard marine hardware, Profurl furling systems and Simond mountaineering and climbing equipment.

For Additional Information Contact: Vernon Hultzer, email: info@wichard-usa.com, 401.683-5055, www.wichard.com

POWERFUL ELECTRIC OUTBOARD IS PERFECT FOR TENDERS



There are many drawbacks to powering a dinghy with a gas outboard. They can be big and heavy, and therefore difficult to load on and off the tender. Oil and gas leaks can stain and leave a foul odor in a boat or car. But the power and maneuverability of an internal combustion engine are still necessary. The award-winning Torqeedo Travel 801 electric outboard offers the lightweight, clean and powerful solution.

The Torqeedo Travel is the only electric outboard with an integrated, removable, lithium-manganese battery. It doesn't require heavy batteries or cumbersome cable connections and is well-suited for use on tenders.

One of the key advantages of the Torqeedo Travel is it's ultra-light. Even including the battery, it's lighter than any gas outboard on the market. This is especially important if the motor needs to be transported a lot or if it's handed from the boat into an unstable tender. The 27-40 lbs. of a small gas outboard may be quite a load, while the Torqeedo motor weighs only 17 lbs., and once mounted, the 8 lb. battery can be installed.

Easy to store in an out-of-the-way place on a boat or at home, the compact 12.2" x 12.6" x 17.7" Travel 801 is completely collapsible. It fits neatly into the included waterproof travel pack, then quickly re-assembles at the waterfront.

Though the Travel is lighter and smaller than a gas outboard, it does compare in performance. This remarkable motor produces the propulsive power of a 2 hp combustion outboard, with considerably higher thrust and low eddy, to push a small tender against wind and waves. The secret of the Travel 801's power lies in its superior efficiency, which is about twice as high as conventional electric outboards and nine times as high as gas outboards of low power classes.

Torqeedo offers a height-adjustable short shaft model, ideal for tenders and dinghies. Suggested retail price of the Travel 801 from Torqeedo is \$1,699. A back-up battery is available for \$599.

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

Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
8	Walker Bay, Dinghy with Inflated Tubes	05	\$1,600	SC	16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB
9	Achilles Inflatable	UK	\$800	FS	16	Johnson J Scow, Main, Trlr	81	\$2,900	WB
9	Escape, Furling Main Sail	00	\$1,095	FS	16	Johnson M Scow, Main, Jib, Trlr	UK	\$980	MA
9	Mini Scow	86	\$1,000	FS	16	Johnson M-16 Scow, Main, Jib, Trlr	80	\$2,700	WB
9	Walker Bay RID 275, Sail Kit	06	\$1,899	FS	16	Johnson MC Scow, Trlr, 2 Sails	89	\$1,299	HW
9	Walker Bay, 275RID, Sail Kit	08	\$2,295	FS	16	Johnson X, Main, Jib, Extra Sails, Trlr	95	\$4,000	WB
9	West Marine Inflatable	03	\$900	FS	16	Johnson X, Main, Jib, Trlr	83	\$1,800	WB
10	Hunter Excite [New], Mylar Sail	06	\$2,450	AS	16	Johnson X, Main, Jib, Trlr	86	\$2,295	WB
10	Hunter Xcite, New	04	\$2,500	FS	16	Johnson X, Trlr	UK	\$1,000	MA
11	Luger, Trlr, Cover	UK	\$875	MA	16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY
12	CLC Lightcraft Passagemaker Wooden Boat	07	\$4,500	FS	16	Luger, Trlr, 9hp OB, Great Starter Boat	85	\$2,900	FS
12	Escape	96	Call	HY	16	M16, Trlr	UK	\$600	FS
12	Escape Captive	98	\$1,000	FS	16	Melges X with Trailer, Sails, Mint	99	\$4,900	CN
12	Johnson Miniscow, Main, Trlr	85	\$1,600	WB	16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB	16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$14,095	HY
12	Johnson Miniscow, Main, Trlr	96	\$2,795	WB	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
12	Johnson Optimist Dinghy, Racing Hull, Main	91	\$1,500	WB	16	Rave Hydrofoil, TRLR, New Sails	03	\$8,500	AS
12	Sailboard	UK	\$600	FS	16	Rave, Trlr, Good Condition	00	\$4,000	GS
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY	16	X Boat, 2 Sails, Red	77	\$400	FS
14	Am Fiberglass Corp "T" for Two	77	\$700	FS	16	X Boat, Single Sail, Green	UK	\$400	FS
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	17	Boston Whaler Harpoon 5.2, Trlr	81	\$4,500	FS
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB	17	ComPac Suncat, Main, Trlr, Honda, Loaded	00	\$8,900	SC
14	Hunter 140, RF Jib	08	\$5,795	AS	17	Day Sailer, Trlr, Needs TLC	UK	\$650	MA
14	Hunter 146, 2 Sails, Trlr, Furling	05	\$5,499	HY	17	Hunter 170 [NEW], TRLR	06	\$7,500	AS
14	Laser, 2 Mains, Dolly, Trlr, Extras	05	\$4,850	WB	17	O'Day Daysailer, Main, Jib, OB, Trlr	72	\$2,995	WB
14	O'Day Javilin BSU	UK	\$300	FS	17	Siren, Gaff Rig, Trlr, Many Mods	74	\$1,900	GS
14	Phantom/Sunfish, Sail	UK	\$1,299	MR	17	Sun Cat, New Model, Trlr	07	\$21,500	GS
14	Skipper, Trlr	77	\$1,000	FS	17	WindRider Trimaran, Advantage Red!	08	\$8,995	HW
14	Spindrift Rascal, Trlr	83	\$1,000	FS	17	WindRider Trimaran, Furling Jib	04	\$5,199	HW
14	Sunfish	UK	\$895	MA	17	WindRider, Dealer Boat, Bilge Pump	07	\$7,995	GS
14	Taft Cat	UK	\$500	FS	18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$8,750	WB
15	Laser 2, 3 Sails, Trlr, Harness, Paddle	90	Call	HY	18	Precision 185, Main, Jib, Trlr, RF, More	07	\$10,565	HY
15	Legacy, New Model, w/Trlr	07	\$12,900	GS	18	Precision 185, Main, Jib, Trlr, RF, More	08	\$10,870	HY
15	Picnic Cat, New Model, Trlr	07	\$10,900	GS	18	Precision, Main, Jib, Trlr, More	08	\$17,702	HY
15	Precision K, Main, Jib, Trlr, RF, Motor Mount	08	\$9,040	HY	19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl, More	04	\$14,900	HY
15	Precision, Main, Jib, Trlr	94	\$3,750	HY	19	Vanguard, Furl Jib	80	\$400	FS
15	Precision, Main, Jib, Trlr, RF, Motor Mount	08	\$7,989	HY	19	West Potter	05	\$19,999	NE
15	Squadron Yachts Minuteman, Main, Trlr	80	\$5,500	WB	19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	98	\$8,000	HY
15	Vanguard, Almost New, Cover, Trlr	06	\$5,900	GS	19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	99	\$9,500	HY
15	Wood/Canvas Sailing Dinghy	06	\$1,000	FS	19	West Wight Potter, 3 Sails, DS, Trlr, More	85	\$4,500	HY
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB	20	Horizon Cat, Loaded, Elec Aux Engin, Trlr	08	\$42,900	GS
16	ComPac 16-2- NEW LISTING	87	\$4,900	CN	20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB
16	Escape PlayCat, Demo	03	\$2,700	AS	20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
16	Hobie Cat, Main, Jib, Trlr	UK	\$1,799	MR	21	Com-Pac Eclipse, Trlr, Many Access	05	\$24,000	GS
16	Hobie Cat, Mast, Sails, Trlr	UK	\$1,000	MR	21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$5,100	HY
16	Island Packet Big Fish	06	\$4,300	SW	21	Hunter 216, Furling Jib, TRLR	08	\$17,990	AS
16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,800	WB	21	MacGregor Venture, 3 Sails, Trlr	77	\$795	HY
					21	Precision, 2 Sails, Trlr, RF, Stern Seats	07	\$24,892	HY
					21	Precision, 3 Sails, 5hp Nissan, Trlr, More	91	\$9,550	HY
					21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$9,500	HY
					22	Catalina Capri, Wing Keel, Main, RF Jib, Mtr	98	\$13,900	WB
					22	Catalina, 3 Sails, 9.9 Chrysler, Trlr, More	88	\$5,300	HY

LOA	Description	Yr	Price	Bkg
22	Catalina, Fixed Wing Keel, Main, RF Jib, Trlr	88	\$7,999	WB
22	Catalina, Pop Top, Trlr, Motor	83	\$4,000	FS
22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB
22	Catalina, Wing Keel, Trlr, 6hp OB, more	92	\$7,800	SY
22	Hunter, Main, Jib, 5hp Nissan OB, Trlr	81	\$6,500	WB
22	Hunter, Trlr, Motor, 2 Sails, Extras	85	\$9,800	SC
22	J22, North Class Sails, Trlr	96	Call	HY
22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY
22	Morgan, Repairable, New Running Rigging	69	\$4,000	FS
22	Sea Ray Express 215, Motor, Fiberglass	00	\$22,500	IY
22	Starwind 223- JUST LISTED	86	\$7,995	CN
22	Voyager, Swing Keel	74	Call	SC
23	AMF Paceship, Trlr	77	\$4,995	SY
23	Beneteau, Trlr, Genoa, RF, Honda OB	UK	\$12,500	MA
23	Columbia	76	Call	SC
23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr, More	74	\$4,500	HY
23	Hunter, 4 Sails, 5hp OB, Trlr, Custom Cover	90	\$8,300	HY
23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
23	Hunter, Trlr, Wing, Furler, Nissan	89	\$8,500	FS
23	Larson Sport, Motor	85	\$5,900	IY
23	O'Day Pop Top, Trlr, Extras	UK	\$3,500	MA
23	O'Day Ranger	76	Call	SC
23	O'Day Tempest, New Hull Paint, 3 Sails, More	UK	\$4,500	HY
23	O'Day, Crank Top	UK	Call	SC
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
23	Paceship	74	Call	SC
23	Precision, "Mint" 2 Sails, 9.9 Yamaha, More	04	\$25,900	HY
23	Precision, 2 Sails, 9.9hp Yamaha, Trlr	93	\$13,500	HY
23	S-2, Incl. Trailer & Motor - Blue Hull	75	\$5,500	CN
23	Seaward, 2 Sails, 4hp Nissan, Trlr, Upgrades	90	\$10,900	HY
23	Seaward, 4 Sails, 6hp Johns, Trlr, More	90	\$7,000	HY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
24	C&C, 4 Sails, 8hp Merc, 5 Winches, More	76	\$2,000	HY
24	C&C, 6 Sails, 15hp Evin, Trlr, Anchor, More	78	\$4,000	HY
24	C&C, 8 Sails, 6hp Merc, Galley, 5 Winches	76	\$6,000	HY
24	C&C, 9.9hp Evinrude, 4 Sails, Cradle	79	\$5,000	SC
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
24	Creekmore, 6 Sails, 6hp Johnson, Trlr	80	\$4,500	SC

SevenSeas

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952-470-0099

LOA	Description	Yr	Price	Bkg
24	Freedom, 9 Sails, 9.9 Hp Honda, Trlr, More	95	\$25,000	HY
24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY
24	J Boat (Hull 4175), 11 Sails, 4hp John, Trlr, More	87	\$9,449	HY
24	J-24, Many Sails, 4hp Johnson, More	79	\$6,900	SC
24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,900	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
24	S-2 7.3, 4 Sails, 6hp Suzuki, Elect, More	86	\$9,400	HY
24	San Juan, 8 Sails, 4.5 Merc OB, Elect, More	78	\$5,700	HY
24	San Juan, Trlr, Sails, Race Equipped	78	\$9,999	MR
24	Seaward, Trlr	85	Call	SC

Legend:

AS=Aquarius Sail 262-691-3794	CN=Crow's Nest Yachts 651-739-2880	HW=High Water Marks 612-462-3704	MA=Martins Sports Afloat 218-963-2452	SU=Superior Yachts 800-772-5124
BH=BoatHouse of Madison 608-849-9200	FS=Fleet Sails 218-547-1188	HY=Hooper's Yachts 651-436-8795 800-377-8795	MR=Mesabi Recreation 218-749-6719	SY=Shorewood Yachts 952-474-0600
CM=Cramer Marine cramermarine.com 800-776-0909 414-272-5998	GM=Gunkhole Marine 651-260-6200	IY=Island Yacht Sales 218-428-7306	NE=NestEgg Marine 715-732-4466	SW=Sailor's World 952-475-3443
	GS=Great Lakes Sailboat Co. 517-339-1760	LB=Lakeland Boatworks 269-795-9441	NY=Northland Yachts 715-779-3339	WB=White Bear BW 651-429-7221
	HH=Hansen's Harbor www.hansensharbor.com		SC=See Classifieds	

Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
24	Yankee, 3 Sails, 5HP Nissan, Trlr, More	73	\$4,200	HY	27	C&C 27, 2 Sets of Sails, 9.9hp OB, Elect	84	\$14,995	NY
25	Cal, 4 Sails, 11 Hp Diesel,Furler, Electronics	83	\$11,000	HY	27	C&C Mk III, 5 Sails, 13hp Yanmar, Whl, More	81	\$23,900	HY
25	Cape Dory, 4hp OB	77	\$6,600	CM	27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
25	Capri, 6 Sails, Trlr, 4 Winches, Compass, More	81	\$8,500	HY	27	Cape Dory	78	\$19,500	NE
25	Catalina	78	\$6,500	CM	27	Catalina, 2 Sails, 11hp Univ Dsl, More	74	\$9,900	HY
25	Catalina 250 Tall Rig, Main, 110% RF, 9.9 hp	90	\$17,900	WB	27	Catalina, 4 Sails, A4 IB, Furl, Comp/VHF	74	\$10,500	HY
25	Catalina WB	96	\$17,995	NE	27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY	27	Catalina, Auto Helm, Furl, GPS, Slip Avail	77	\$10,900	SC
25	Catalina, Swing Keel	80	\$3,000	SY	27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS
25	Columbia 7.6M, Reduced	79	\$12,500	NE	27	Catalina, Sloop	76	\$12,500	IY
25	Columbia, Cutter	68	\$7,000	CM	27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$20,000	CN
25	Ericson 25, 15hp Saildrive, Main, Genoa	79	\$9,995	NY	27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$12,000	HY
25	Holiday, Wooden, Main, Jib, 6hp Evin, Trlr	55	\$12,000	WB	27	Erickson, OB, Yard Cradle	72	\$7,700	CM
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY	27	Ericson, Main, 4 Jibs, IB, Wheel, More	76	\$12,900	NY
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY	27	Hunter	93	\$23,500	NE
25	Hunter, Main, Furl Jib, 9.8hp OB, Head, Trlr	06	\$34,900	WB	27	Hunter, 3 Sails, Yanmar IB, Stereo, More	77	\$5,700	HY
25	Hunter, Pop Top, Trlr, 6hp Merc	79	\$9,200	FS	27	Hunter, Reduced	84	\$8,500	NE
25	Hunter, RF Jib, 9.8 OB, Wheel, Bimini, TRLR	08	\$37,500	AS	27	J Boat, 8 Sails, (new UK set in `02), 8 HP Mtr	87	\$23,500	HY
25	Irwin, 5 Sails, 15hp Yamaha, Trlr	70	\$4,800	HY	27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
25	Irwin, OB, Cradle	72	\$2,000	CM	27	TMI, 5 Sails, 15 Hp, Electronics, More	81	\$12,000	HY
25	MacGregor, 3 Sails, 7.5hp Honda, Trlr, More	81	\$3,900	HY	28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$19,500	HY
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB	28	Hunter 280, RF, 9hp Yanmar Dsl, Cradle	96	\$30,900	SC
25	O'Day, 2 Sails, 9.9hp Honda, Trlr, Furler, More	75	\$8,750	HY	28	Kings Cruiser Sloop	57	\$10,000	IY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY	28	Newport 28	79	\$15,000	NE
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$11,500	HY	28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY
26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr, More	76	\$5,900	HY	28	Pearson 28 Sloop	78	\$12,500	IY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY	28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY
26	Columbia 26T	UK	Call	HY	28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$12,900	SW
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS	29	Bayfield, Whl, Galley, Yanmar Dsl, Cradle	84	\$20,000	SC
26	Commodore, Trlr, RF, OB, More	83	\$11,000	SC	29	Cape Dory, Dsl, Yard Trlr	78	\$22,400	CM
26	Grampian, Lots of New Gear	72	\$6,000	HY	29	Columbia 8.7, 5 Sails, Dsl, GPS, VHF	77	\$16,000	SC
26	Hacker Race Boat	97	\$115,000	IY	29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY
26	Hunter 260, Never rigged or sailed, Whl, Trlr	05	\$31,500	SC	29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$23,900	HY	29	Lancer	78	\$10,995	NE
26	MacGregor, Swing Keel, Main, Jib, OB, Trlr	91	\$9,000	WB	29	Lancer, Motor, Fiberglass	78	\$12,900	SW
26	O'Day, Trlr, Sleeps 5, Swing Keel, Sail	86	\$16,999	MR	29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$10,000	HY	30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY	30	Allied Seawind, Dsl, Ketch	65	\$19,500	CM
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$9,800	HY	30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$104,750	HY
26	Pearson, New Sails, RF, Elect, Trlr	78	\$9,500	SC	30	Catalina	88	\$44,000	NE
26	Pearson, OB, Yard Trlr	72	\$7,000	CM	30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
26	Pearson-New Listing/Particulars TBD	UK	Call	HY	30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$49,400	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY	30	Catalina Standard	84	\$26,995	NE
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	84	\$15,500	HY	30	Catalina, Dsl, Fiberglass	89	\$41,900	SW
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$14,000	HY	30	Catalina, Main, Genoa, GPS, Auuto-Pilot	80	\$17,500	NY
26	S-2 7.9, Motor, Fiberglass	84	\$13,500	SW	30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
26	S2 8.0A, Dsl, Trlr, Whl, 6 Sails, Galley	78	\$14,000	SC	30	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$24,000	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY	30	Gemini 3000 Catamaran, 25hp Yamaha,More	87	\$39,995	NY
26	Seaward RK	08	\$36,000	GM	30	Hunter 30, Lake City - Just Listed	92	\$34,900	CN
26	Shock Endeavor, Yard Trlr	67	\$3,300	CM	30	Islander MKII, 5 Sails, 12hp Dsl IB, Whl	76	\$19,000	HY
27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY	30	Newport 30 MKII	74	\$10,900	NE
27	Aloha, 5 Sails, 9.9 Yamaha 4strk, More	85	\$11,000	HY	30	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	UK	\$15,000	HY
27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS	30	Pearson-New Listing/Particulars TBD	74	Call	HY

LOA	Description	Yr	Price	Bkg
30	Penn Yan Sport Fish, Motor	78	\$31,500	IY
30	S-2 9.2 C, Center Cockpit, Dsl, Fiberglass	83	\$32,900	SW
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
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
30	Yankee, Sparkman & Stevens, Reduced	73	\$14,000	NE
31	Cruisers 3170 Esprit	88	\$27,000	IY
31	Hunter 31, NEW, NEVER SPLASHED	06	Call	CN
31	Tartan 3100, 5 Sails, 18hp Wstrbk IB, Whl	95	\$79,500	HY
32	Bayliner 3255 Avanti	95	\$58,000	IY
32	Bayliner 3270, Gas Engine, Fiberglass	89	\$35,000	IY
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$29,500	HY
32	Catalina 320	02	\$103,995	NE
32	Columbia 9.6, Updated Instruments, AP	79	\$23,500	NY
32	Ericson Tall Rig, Cradle, 25hp Dsl, More	85	\$46,500	SC
32	Gulf Pilot House Sloop Motor/Sailor, Dsl, Crdl	89	\$59,500	SC
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl, More	98	\$135,000	HY
32	Larson Cabrio 330	02	\$70,000	IY
32	Seaward RK	08	\$124,000	GM
33	Beneteau 331, 5 Sails, 27hp Wsrbk, Whl, More	01	\$86,000	HY
33	C&C, New Engine, Elect, Dodger	75	\$34,995	NY
33	Hunter 33-NEW LISTING	80	\$19,900	CN
33	Mainship Pilot Express, Dsl, Fiberglass	02	\$96,000	IY
33	Ranger, Motor, Fiberglass	77	\$17,900	SW
33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY
34	Bavaria Cruiser, 2 Sails, Volvo IB, Whl, More	08	\$166,670	HY
34	Beneteau 343 LIKE NEW - Bayfield	06	\$123,900	CN
34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
34	Catalina MKII, Furler, Safety Equipment	02	\$109,900	SC
34	Gemini 34 Catamaran	99	\$120,000	NY
34	Hunter 340- BRAND NEW LISTING	98	\$74,900	CN
34	Hunter, Dsl, elect, Furl Gen, Reefer	84	\$34,995	NY
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$95,000	HY
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
34	Tartan 3400 - CHARTER READY	07	\$239,000	CN
35	Catalina 350	04	\$134,999	NE
35	Catalina 350	06	\$174,900	NE
35	Columbia 10.7, Elect, Dsl, Up-Grade Sails	84	\$58,995	NY
35	Ericson	70	\$18,499	NE
35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY



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35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, More	94	\$69,500	HY
35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$35,000	HY
36	Cal	69	\$24,900	NE
36	Catalina, Dsl, Elect, Dodger, Furling, More	85	\$57,995	NY
36	Hunter 36-NEW-BEAUTIFUL	08	Call	CN
36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
37	Beneteau 373 - NEW - Save \$\$15K	07	Call	CN
37	Hunter 376, Incl 2008 Bayfield Slip	97	\$103,900	CN
37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$80,900	NY
37	Island Packet, Dsl, Fiberglass	95	\$169,900	SW
37	Little Harbor Yawl, 16 Sails, Yanmar, Whl, More	67	Call	HY
37	Tartan 3700, Main, Furl Gen., Autopilot, GPS	96	\$275,000	NY
37	Tartan 3700CCR - NEW - Save \$\$37K	07	\$277,200	CN
38	Catalina 387	04	\$184,999	NE
38	Hunter 38, **Dealer Demo**, Save 27K	06	\$189,900	CN
38	Hunter 38-NEW Listing	06	\$190,000	CN
38	Morgan 382, Dsl, Radar, GPS, Furling	79	\$59,900	NY
39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
40	C&C, 14 Sails, Furling, Dsl, Awlgrip	80	\$74,995	NY
40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$295,000	NY
40	Silverton Aft Cabin	87	\$67,900	IY
40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
41	Island Packet Sp Cruiser, Dsl, Fiberglass	08	\$413,430	SW
41	Tartan 4100, This one has it all, Must See	97	\$259,900	NY
42	Catalina 42 MkII, 3 Cabins	01	\$189,999	NE
42	Vagabond, Main, Furl SS & Genoa, More	83	\$165,000	NY
43	Hood, 90hp Dsl, 19 Sails	UK	\$39,500	NY
45	Fabola Diva 451	97	\$175,000	IY

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LOA	Description	Yr	Price	Bkg
45	Jeanneau SO45, 4 Cabin, 2 Head, Extras	08	Call	SU
45	Morgan, Nelson-Marek FAST CRUISER	83	\$99,900	CN
46	Tartan, Main, Furl Jib, All Inst., Heat/Air	93	\$229,000	NY
47	McKinna Sedan, Dsl	00	\$345,000	IY
50	Yokosuka Naval Shipyard Yawl	47	\$140,000	IY
56	10-Meter Racing Sloop	27	\$25,000	HY

LOA	Description	Yr	Price	Bkg
	Wanted: Used Johnson or Evinrude 2-6hp		Call	SC
8	Dinghy, Soft-chined Dinghy	UK	\$200	HY
8	Dinghy, Hard-chined Fiberglass w/Oars	86	450	HY
14	Alumacraft F14, Trlr, 15hp Johnson	81	2500	FS
15	Starcraft, Trlr, 50hp Merc	77	3500	FS
22	Sea Ray Express 215, Motor	00	\$22,500	IY
23	Larson Sport, Motor	85	\$5,900	IY
23	Pen Yan Avenger, 5.7ltr, Trlr, Trim Tabs	88	\$8,500	FS
26	Hacker Race Boat	97	\$115,000	IY
30	Pen Yan Sport Fish	78	\$31,500	IY
31	Cruiser 3170 Esprit, Gas Engine	88	\$27,000	IY
32	Bayliner 3255 Avanti	95	\$58,000	IY
32	Bayliner 3270, Gas Engine	89	\$35,000	IY
32	Larson Cabrio 330	02	\$70,000	IY
33	Mainship Pilot Express	02	\$96,000	IY
40	Silverton Aft Cabin	87	\$67,900	IY
47	McKinna Sedan, Dsl	00	\$345,000	IY

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4.5hp Johnson Long Shaft	UK	\$800 FS
Music: Carl Behrend		\$18 SC
Music: Lee Murdock Songs		\$15 SC
Rental: WindRider Rentals	Call	SC

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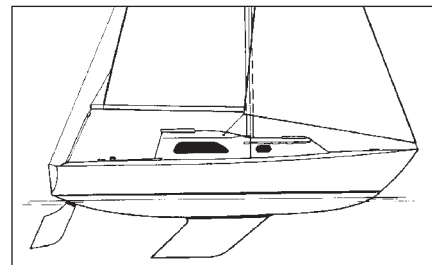
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Northern Breezes

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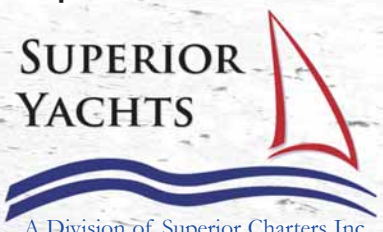
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Northern Breezes

WATERFRONT SHOWCASE

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Celebration Sailing Festival

Midwestern Sailors Worldwide



This is it. I loved it!

Photo by Sue Erickson.

Morning in the British Virgin Islands.

Photo by Sue Erickson.



Let's Celebrate!

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

E-mail: Put "Celeb Sailing Photo" in the subject line to Info@SailingBreezes.com

Snail Mail: Northern Breezes
Celeb Sailing Photo
3949 Winnetka Ave N
Minneapolis, MN 55427



Snorkeling was great in the British Virgin Islands.

Photos by Sue Erickson.

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The view is always fabulous at the BVI's.

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Start By Yourself . . . Finish With The Fleet!



Sailfest 2008 is a family-oriented opportunity for a fun, stress-free sailboat chase experience. A chase is a sailing game in which slower boats start first, often by themselves, and are chased by faster boats over a prescribed course or to a destination. In Sailfest 2008 we use a reverse order start to implement the chase. Each boat in the event is given a time to start based on the boat's speed. This is

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

Sailfest 2008 will be held in Bayfield, Wisconsin.

How do I sign up? Sign up at:

Pike's Bay Marina Ship's Store or Superior Charters Office from June 1st-July 4th or Pike's Bay Clubhouse on the evening of July 4th (Late Registration)

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

or visit us on the web at: www.sailingbreezes.com

Sailfest 2008

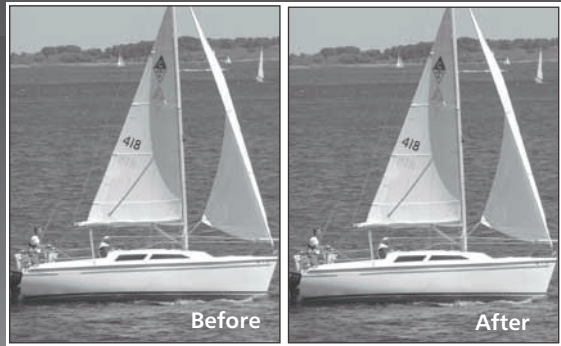
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Contact: Commodore Thom Burns, 763-542-9707,
Email: thom@sailingbreezes.com;
Vice Commodore Vicki Staudte, 651-452-5422,
Email: vstaudte@gmail.com;
Rear Commodore Cindy Kalow, 715-779-5124,
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Jessica, 13,
on left and
Hannah, 9,
practice
docking.



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



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