

Northern

Volume XXI No. 3 June/July 2010

Breezes



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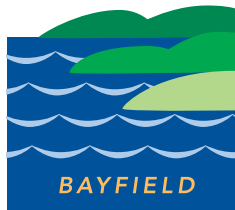
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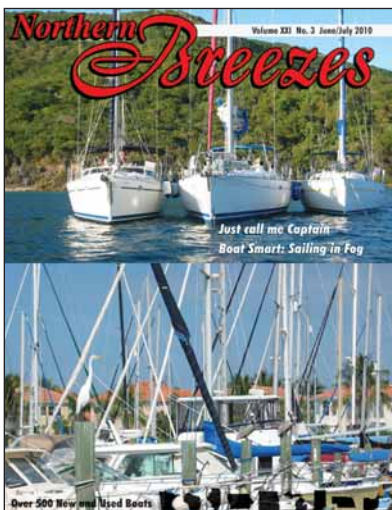
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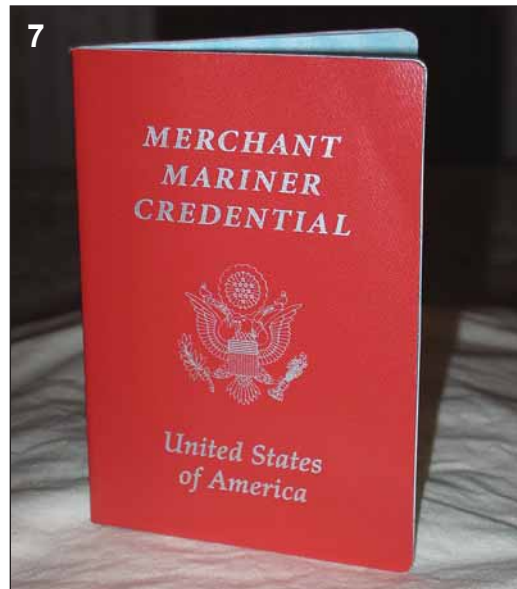
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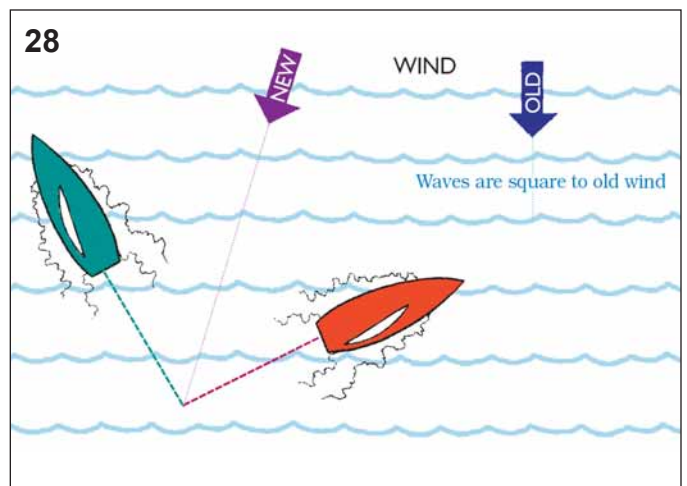


Cover Photos:
Top photo: Northern Breezes Flotilla boats off Peter Island, British Virgin Islands.
Bottom photo: Birds and Boats at Rest, Burnt Store Marina, Charlotte Harbor, Florida.
Photographer: Tony Green



Page 7, Above: The prize—Captain's License. Below: Exam review with Captain Ted Gephart, Superior Marine Training.

Photographer: Tony Green



Page 28, Key Wave Concepts.

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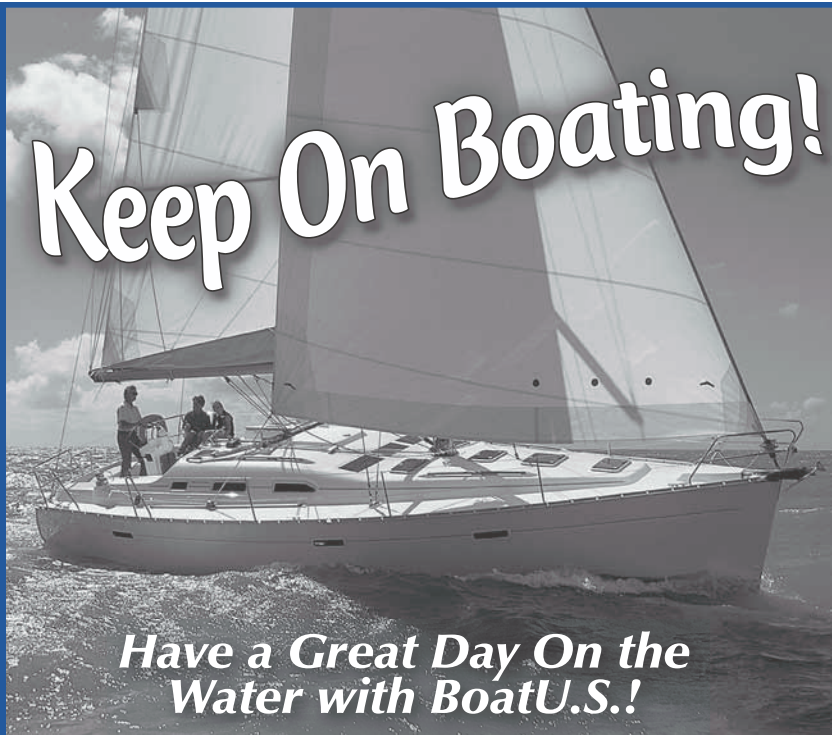
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 Breezes**

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Just call me Captain

by Tony Green

A few years ago, I heard the call of the sea again. I spent the first eight years of my adult life in and around nuclear submarines in Virginia and Hawaii, and fell in love with the ocean. I enjoyed many things about submarines, but concluded that sailing on top of the water was much more enjoyable than being below the surface. Among other things, sunsets observed through a periscope were no match for those experienced from the deck of a small boat. As much as I enjoyed seaside living, Midwestern roots and a lovely St. Paul girl led me to Minnesota in 1995. Kids and careers dominated the next thirteen years. We owned a few boats, sailed the city lakes in Minneapolis, and chartered once a summer on Lake Superior. Recently, I dropped out of the rat race to stay home with my daughters and decided to do something fun before it was too late (see “So You Want to Be a Sailing Instructor?” Northern Breezes Oct/Nov/Dec 2008). I began teaching American Sailing Association (ASA) Basic Keelboat classes for Northern Breezes Sailing School in the summer and Coastal Navigation and Marine Weather in the winter, in addition to working part time in the school office.

I enjoyed teaching and learning the ropes of the sailing business. Family, school and work kept us in Minneapolis despite the short season. The sea was calling, but there were always other priorities. Lake Superior became a willing surrogate for the salt water that I craved. The open water, occasional rough conditions and terrific cruising only a few hours drive from home kept me satisfied. As my interest, experience and confidence in sailing instruction grew, I knew it was time to move up the ladder. In the ASA/Northern Breezes hierarchy, that meant teaching Basic Coastal Cruising and Bareboat Chartering onboard the school’s live-aboard yachts in Bayfield, Wisconsin.



Lake Superior delivery trip.

But there was one major hurdle. To teach on Lake Superior (or any of the Great Lakes or oceans) you need to be licensed by the U.S. Coast Guard. Further motivation to advance was the opportunity to break into the instructor ranks for Northern Breezes’ classes in the British Virgin Islands. I can think of few better jobs than getting paid to sail in the Caribbean in the winter. I was determined to succeed and thought that it couldn’t be that hard to get a license, especially for an ex-Navy guy. I researched the requirements, and learned that it wouldn’t be as easy as I thought. But I did it. Here’s how.

Let me publicly state here that my wife, Kathleen, is a keeper. She was amazingly supportive and knew how much I loved teaching sailing, despite

the belief of many that it is a “play” job. I also need to thank my daughters, Danielle and Amy, who put up with an absentee father for much of last summer while I taught on the evenings and weekends and logged hours in good weather and bad.

The first decision was what type of Coast Guard license to get. The lowest-level license required to teach on the Great Lakes is an Operator of Uninspected Passenger Vessels (OUPV), which restricts you to six paying passengers and vessels smaller than 100 gross tons. This license is usually referred to as a “Six-Pack,” a term I’m told the Coast Guard dislikes. To carry more than six passengers or to operate inspected vessels (usually larger boats like ferries, tugs and tour boats) you

need a Master's license, which carry a tonnage limit; typically 25, 50, 100 or 200 gross tons. Licenses are further subdivided by geography, such as Inland (lakes and rivers), Great Lakes and Near Coastal waters (up to 100 nautical miles offshore). For any level of license, I would need to submit the following items (details can be found at www.uscg.mil):

- Signed application (Coast Guard form 719B)
- Conviction statement and written disclosure of felonies and drug arrests
- Three letters of recommendation
- Physical examination (Form 719K)
- Drug test (Form 719P)
- Documented CPR and First Aid training

- Transportation Worker Identification Credential (TWIC)
- Merchant Mariner Oath, signed and notarized
- Pass a series of written examinations
- Evidence of appropriate sea service (Form 719S)
- \$145 Evaluation and Issuance Fee (payable at www.pay.gov)

The list of requirements looked daunting, although none were too difficult taken individually. Like so many tasks, it was just a matter of time and money. What I wasn't expecting was that the most obvious prerequisite-boating experience-would end up being the bottleneck.

The minimum experience needed for an OUPV (Six-Pack) or Master

Inland was 360 days on the water since age 15, with 90 of those days in the past three years. For a Great Lakes endorsement, 90 days had to be on those waters. A "day" is a minimum of four hours underway (not at anchor or at the dock) and you cannot claim multiple four-hour "days" in any one calendar day. No problem, I thought. I didn't grow up in a boating family, but with almost a decade in the Navy and years of day sailing experience, it was just a matter of filling out the forms. Wrong. There were a couple of catches. The first was the phrase "appropriate sea service." Appropriate meant similarly sized vessels to what I wanted the license for; in my case teaching on 30-40 foot sailing yachts. Nuclear submarines are small by warship standards, but at nearly 7,000 tons, they are much too large to be considered similar to a



Exam review with Captain Ted Gephart, Superior Marine Training.

10-ton sailboat. Conversely, our 16-foot J-scow was unballasted and had only a paddle for auxiliary power. Too small. Catch number two was the Coast Guard's bias for sea service on federal waters. The logic here was that you were getting a license to operate on waters under federal authority, so that's where your sea time should be. My charter experience on Lake Superior counted, as did my two seasons owning larger boats on Lake Pepin and the St. Croix River. There was also some ride time on OPBs (Other People's Boats), but in the end I could only come up with about half of the necessary 360 days and was frustrated that the majority of my experience did not qualify. To claim sea time on your own vessel(s), you must submit a Coast Guard Form 719S plus proof of ownership such as title, bill-of-sale or insurance documents. To claim time on OPBs, you need to get the owner's signature on the form. Sea service documentation is essentially on the honor system, since the Coast Guard doesn't have the

resources to audit everyone's claimed experience. The temptation to fudge the numbers was strong and I'm sure it happens, but I decided to take the high road. In hindsight, cheating would have robbed me of some wonderful new adventures and friendships, and I'm glad I did it the right way.

So I got busy sailing. My plan was to log 180 days on the water over two years. Ninety days in 2008 and 100 in 2009; pretty ambitious for the short northern sailing season. I taught classes, chartered and sailed on OPBs. I volunteered for boat deliveries, traveled to Florida in the winter, took advanced sailing classes, signed up for group trips and basically agreed to go anywhere with anybody to get out on the water. I sailed new cruising grounds, visited new harbors, sailed after dark, did overnight passages and met lots of new people. And I got plenty of single-handed experience on my own two boats, which was useful as an instructor for when (not if) you have to take over from students. The amount of new



The prize—Captain's License.

experience and confidence I gained was breathtaking. I often sailed in marginal conditions that probably would have kept me ashore if I hadn't needed the sea time. Few of us enjoy sailing in snotty weather, but that's where the real skills are earned. Of course, there's a

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Author Tony Green, training on Lake Superior off Thunder Bay.

fine line between courage and foolhardiness but that judgment comes from experience and education and I was getting plenty of both. The reality is that I am a much better sailor and instructor for having followed the rules. Plus, I had so much fun that I kept on sailing even after hitting the magic number of 360 and ended up with five days of overkill.

In the off season, I bought a study guide and hit the books. Candidates have to pass written tests on Rules of the Road, General Navigation, Charting, Deck Seamanship and Safety. Here, my Navy experience was very useful, as Uncle Sam had taught me a lot of the material when I was training for the submarine fleet. Navigation and charting hadn't changed much since I learned them in the 1980s and much of the firefighting, safety and deck seamanship topics were also review. Additionally, my ASA courses reinforced some of the material, including the Rules of the Road, which required a passing score of 90% for all levels of licenses. I had originally planned to study on my own; then I learned that I would have to travel to one of the Coast Guard's 17 Regional Examination Centers (RECs) to take the tests. The

nearest RECs to my Minneapolis home were St. Louis, Missouri and Toledo, Ohio. The other option was to take the exams at an authorized school and there were a couple near the Twin Cities.

So there I was in April of 2009 listening to Captain Ted Gephart, owner of Superior Marine Training. There were 15 students in the class, mostly power boaters from Minnesota and Wisconsin, although three of us were sailors and one student had traveled from Missouri. Ted plowed through the huge volume of material in the 60-hour class with energy and humor. Some topics were dry and tedious, such as the Code of Federal Regulations, while others like marine weather were more interesting. We covered Rules of the Road every day until we could just about recite the book. Hands-on demonstrations on life rafts and rigging blocks and tackles were useful and there was plenty of charting practice to break up the textbook lessons. Because the sea time for an OUPV and Inland Masters license were the same, I decided to upgrade. Superior Marine offered the Master's course for an additional fee and three more days of classes. Captain Ted also incorporated the Auxiliary Sail and Assistance Towing

material and exams into the Masters course, so I got those endorsements too. He even arranged for on-site drug testing and medical exams for those that needed them. Tuition also included individual consultation on the application process, supported by Ted's 20-plus years of experience training professional mariners.

I was slowly checking things off my list. A new brainchild of bureaucracy is the Department of Homeland Security's Transportation Worker Identification Credential (TWIC). Originally conceived to control access to secure areas of commercial ports, it is now required for all licensed merchant mariners, including Great Lakes sailing instructors. The TWIC is a photo ID card with a chip containing biometric and personal information. It's impressive and official-looking, but it cost me \$145 and a couple of trips to a Roseville, Minnesota office park. I also needed to take an oath and get it notarized. Three letters of recommendation were required for new applicants from people (preferably not relatives) who can attest to one's character and suitability for the duties of Captain or Master. I'm happy to say that it wasn't too hard to find three friends who thought I would make a good captain (Thanks Julia, Brian and Thom).

When the sailboats were hauled out in October, it was time to assemble my application and send it in. I applied for a 50-ton Master's license; I had originally wanted a 100-ton ticket, but you needed 90 days of service on vessels of 51 gross tons or higher or 180 days on vessels over 33.4 tons, according to the rules. For a 50-ton license, only one day on a vessel larger than five tons is required. Interestingly, a Coast Guard ton is based on interior volume, not displacement.

In late November, an envelope came. No, it wasn't my license, but a polite note from the Coast Guard National Maritime Center (NMC). There was a problem with my application. My drug test was seven months old and the limit was six. Damn.



One of the Benefits—Free Caribbean Sailing.

One week, \$60 and another urine sample later, I faxed the new test results (yes, they were negative) to my examiner, a pleasant lady in West Virginia who was very helpful and understanding. The NMC sent me regular updates via e-mail and had a website where I could log in anytime and check the status of my application. My phone calls got returned and I had a very positive experience dealing with the Coast Guard. By mid-December I had my license. It looks like a red passport, complete with holographic images embedded in the pages and a clear pocket in the back for my TWIC card.

The whole process cost me several thousand dollars and many spring, summer and fall days away from my family. Would I do it all over again? Absolutely. It opened up new teaching opportunities previously forbidden by law, raised my pay grade, separated me from other ASA instructors and gave me a cool title. Sure, the designation feeds the ego, but the real value for me was the experience gained in accumulating the sea time I thought I already had. I am a much more confident and capable sailor and instructor for having met all of the requirements as written. I suppose that's why they're required. Officially, I am a 50-ton Inland and Great Lakes

Master, with Auxiliary Sail and Commercial Towing Assistance endorsements. But you can just call me Captain.

Captain Tony Green has been boating since 1985, including eight years on U.S. Navy nuclear submarines. He is an American Sailing Association instructor for Northern Breezes Sailing School and sails with his wife and two daughters on Lake Calhoun in Minneapolis, on the Mississippi River and on Lake Superior.

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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 2010

June 3 - The Leukemia Cup Regatta Kickoff Celebration Featuring Legendary Sailor Gary Jobson -

Listen to stories told by Gary Jobson, mingle with fellow sailors, and learn about the 2010 Leukemia Cup Regatta. White Bear Yacht Club, Dellwood, MN. Visit www.leukemicup.org/mn or call Jared Nielsen at 763-852-3004 for more info.

June 4-6 - Detroit NOOD Regatta - Bayview Yacht Club, Detroit, MI. Visit www.byc.com for more info.

June 4-7 - Chicago Match Race Center Chicago Open - Chicago, IL. Visit www.chicagomatchrace.com for more information

June 11-13 - Chicago NOOD Regatta - Chicago Yacht Club, Chicago, IL. Visit www.chicagoyachtclub.org for more info.

June 11 - Wine On Wayzata Bay - Wayzata Yacht Club, Lake Minnetonka, MN. Wine tasting, dinner apps, boat rides, all on the bay for a \$45 donation to the American Diabetes Association. Buy your tickets at www.WineOnWayzataBay.com

June 12-13 - 10th Annual ADA Regatta - Wayzata Yacht Club, Lake Minnetonka, MN. Visit www.wyc.org for more info.

June 17-25 - Precision Sailboat Rendezvous - Rock Hall, MD (on the Chesapeake) For Owners and interested Sailors. Visit www.sailboatrendezvous.com for more info.

June 18-20 - Wooden Boat Show & Summer Solstice Festival - North House Folk School, Grand Marais, MN. Visit www.northhouse.org or call 218-387-9762 for more info.

June 19-20 - Summer Sailstice - Celebrating sailing on the summer solstice, the longest sailing days of the

year. Visit www.summersailstice.com for more info.

June 19-27 - Cleveland Race Week - Edgewater Yacht Club, Cleveland, OH. Visit www.ewyc.net/CRW2010 for more info.

June 22 - Lee Murdock - Great Lakes music concert - Montague Bandshell, Montague, MI. Visit www.artscouncilofwhitelake.org

June 25 - 72nd Queen's Cup Race from Milwaukee, WI to Grand Haven, MI. South Shore Yacht Club, Milwaukee, WI. Visit www.ssysc.org 414-481-2331

June 30-Aug 29 - Great Lakes United Tall Ships Challenge - Tall ships race through all five Great Lakes making port appearances in cities throughout the US and Canada. Visit www.sail-training.org for more info.

June 30-July 4 - Redpath Toronto Waterfront Festival - Toronto, Ontario. Tall Ships Host Port. Visit www.waterfrontbia.com for more info.

July 2010

July 3-4 - Pepin Open - Lake City Yacht Club, Lake City, MN www.lakecityyachtclub.com. Contact Kirk Severson 507-254-6644.

July 3-9 - 31st Annual Bayfield Race Week - Bayfield, WI. Visit www.wyc.org/ais for more info.

July 7-11 - U.S. Women's Match Racing Championship - Sonar - Sail Sheboygan, Sheboygan, WI. Visit www.ussailing.org for more info.

July 7-11 - Tall Ships Cleveland - Cleveland, OH. Visit www.cleveland-tallships.com for more info.

July 11 - Thomas R. Smith Sea Scouts Regatta - Chicago Yacht Club, Chicago, IL. Visit www.chicagoyachtclub.org 312-861-7771

July 15-18 - Tall Ship Celebration: Bay City - Bay City, MI. Visit tallshipcelebration.com for more info.

July 17 - 86th Bayview Mackinac Race - Bayview Yacht Club, Detroit, MI. Visit www.byc.com for more info.

July 17-18 - LCYC Small Boat/ Skiff Regatta - Lake City Yacht Club, Lake City, MN www.lakecityyachtclub.com. Contact Kirk Severson 507-254-6644.

July 20 - Lee Murdock - Concert - Fountain Park Chautauqua, Remington, IN. Visit www.fountain-park.org

July 24 - 2010 Chicago Yacht Club Race to Mackinac - Chicago, IL. www.chicagoyachtclub.org.

July 24 - The Hook Race - Racine Yacht Club, Racine, WI to M&M Yacht Club, Menomonee, MI. Visit www.racineyachtclub.org for more info.

July 24-25 - "Go Sailing for Leukemia" sailboat rides - Lake City Yacht Club, Lake City, MN www.lakecityyachtclub.com Contact Maggie Simons: Sail4Leukemia@gmail.com.

July 25-31 - SUNORA Superior North Shore Regatta, a fun sailing week along Superior's beautiful, Canadian "North" Shore. Thunder Bay YC, Jon Block, 807-475-5612. Visit www.sunora.ca

July 28-Aug 3 - Tall Ships Duluth - Duluth, MN. On Lake Superior. Visit www.visitduluth.com for more info.

July 29-Aug 1 - U.S. Singlehanded Championships - Lasers (Men) - Radial (Women) - Pensacola Yacht Club, Pensacola, FL. Visit www.ussailing.org for more info.

July 31 - 74th Annual 100 Miler Race - M&M Yacht Club, Menomonee, MI. Visit www.mmyc.org for more info.

August 2010

Aug 2-6 - LOWISA 45 Regatta - Lake of the Woods, MN. Visit www.lowisa.org for more info.

Aug 4-8 - T-10 North American Championship - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more info.

Aug 6-8 - I-LYA Bay Week Regatta - Put-in-Bay Yacht Club, Put-in-Bay, OH. Visit www.i-lya.org for more info.

Calendar of Events

Aug 6-9 - 19th Annual North American Challenge Cup - Chicago Yacht Club, Chicago, IL. Visit www.chicagoyachtclub.org for more info.

Aug 12-15 - Baylake Bank Tall Ships Festival - Green Bay, WI. Visit www.tallshipgreenbay.com for more info.

Aug 14-16 - Leech Lake Regatta 39 - Shores of Leech Lake Yacht Club, Leech Lake, MN. Visit www.shoresofleechlake.com for more info.

Aug 20-22 - Offshore Verve Cup - Chicago Yacht Club, Chicago, IL. Visit www.chicagoyachtclub.org for more info.

Aug 24-29 - Tall Ships Chicago - Chicago, IL. Visit www.navy pier.com/tallshipschicago for more info.

Aug 27-29 - Holder 20 One Design Nationals - Shorewood Yacht Club, Excelsior, MN www.holder20.com. Contact Tim Carlson: 952-693-6089.

Aug 27-Sept 1 - US SAILING's Rolex International Women's Keelboat Championship - J/22 - Rochester Yacht Club, Rochester, NY. Visit www.ussailing.org for more info.

September 2010

Sept 2 - Lee Murdock - Superior in Song: Folk Songs from the Age of Sail and Steam. St Louis County Historical Museum, Duluth, MN. Visit www.the-historypeople.org 218-733-7568

Sept 3 - Lee Murdock - Split Rock Lighthouse 100 Year Anniv. Concerts, Two Harbors, MN. Contact 218-226-6372 splitrockatmnhs.org

Sept 3-5 - Labor Day Regatta- St. Croix Sailing Club, Hudson, WI. Visit www.stcroixsailing.com for more info.

Sept 10-12 - Leukemia Cup Regatta - Awareness and charity fundraiser. White Bear Lake, MN. Visit www.leukemicup.org/mn or call Jared Nielsen at 763-852-3004 for more info.

Sept 15-18 - J/105 North American Championship - Chicago Yacht Club, Chicago, IL. Visit www.j105.org

Sept 15-19 - U.S. Match Racing Championship for the Prince of Wales Bowl. Ultimate 20s. Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more info.

Sept 23-26 - U.S. Men's and Women's Sailing Championships - Sonars-Men's - Lightnings-Women's - Sail Sheboygan, Sheboygan, WI. Visit www.ussailing.org for more info.

Sept 30-Oct 3 - U.S. Team Racing Championship - Vanguard 15 - Seattle Yacht Club, Seattle, WA. Visit www.ussailing.org for more info.

October 2010

Oct 2- Octoberfest Pursuit - Lake City Yacht Club, Lake City, MN www.lakecityyachtclub.com. Contact Kirk Severson 507-254-6644.

Oct 7-11 - 41st Annual United States Sailboat Show - Annapolis, MD. The world's largest in-water sailboat show. Seminars, clothing & accessories, boats of all sizes. Visit www.usboat.com

November 2010

Nov 20-21 - Timme Angsten Memorial Regatta -

Chicago Yacht Club, Chicago, IL. Visit www.chicagoyachtclub.org for more info.

December 2010

Dec 2-5 - The St. Petersburg Power & Sailboat Show. St. Petersburg, FL. Visit www.strictlysail.com.

January 2011

Jan 17-21 - Key West Race Week 2011 - Key West, FL. Visit www.Premiere-Racing.com for more information

Jan 20-23 - 39th Minneapolis Boat Show - Minneapolis Convention Center, Minneapolis, MN. Visit www.minneapolisboatshow.com for more info.

Jan 27-30 - Strictly Sail Chicago - Navy Pier, Chicago, IL. Visit www.strictlysail.com for more info.



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Races during the day Sunday

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AMERICAN SAILING ASSOCIATION UNVEILS *SAILING MADE EASY* TEXTBOOK

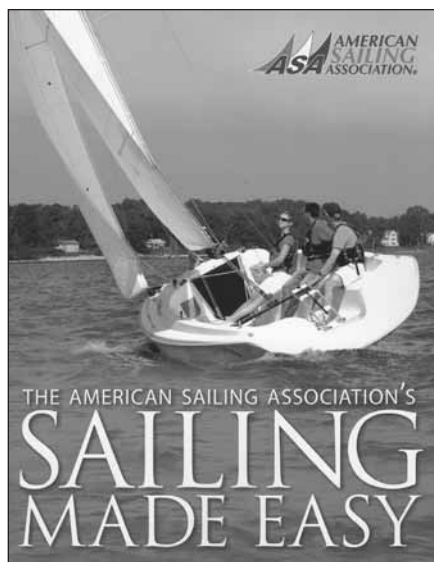
Visually Engaging, Easy-to-Understand Book Sets New Standard in Sailing Education

The American Sailing Association (ASA) has announced the release of its latest book, *Sailing Made Easy*, a highly visual, easy-to-read teaching tool for would-be sailors with little or no prior exposure to the sport. *Sailing Made Easy* will serve as the new official textbook for the ASA's Basic Keelboat Sailing Standard course, ASA 101.

Setting a new standard for sailing education materials, *Sailing Made Easy* was written by a team of expert sailing instructors with more than 150 years of combined sailing experience. It was co-edited by Peter Isler, world famous America's Cup winning navigator and commentator, and Jeremy McGeary, a 30-year veteran sailing writer and editor. The text closely mirrors the customary sequence in which beginning students are introduced to the theory of sailing, the boat in which they will learn, and the skills they will acquire.

"With its high-quality, detailed illustrations and easy-to-understand sailing lexicon, we expect *Sailing Made Easy* to help more people discover the joys of sailing," said Charlie Nobles, executive director of the ASA. "As the leading authority on U.S. sailing instruction, we believe that this is the source book for anyone who is serious about this exciting sport and lifestyle."

Published in full color and containing world-class sailing photography from photojournalist Bob Grieser, *Sailing Made Easy* is both a valuable reference book and an attractive "coffee table" read. Other features include a water-resistant cover, an easy-to-follow layout of two-page "spreads" throughout the book that allows for each topic to be covered in entirety without page-flipping, and an extensive glossary of sailing terms in the back. The basic sailing guide also provides Web references to



address key sailing issues, such as federal and state boating regulations, as well as sources of weather information.

Sailing Made Easy is the first of two books to replace a single book in use since 1984 for instruction in two different course levels, ASA 101 and 103. With the new book, the ASA will offer one text for each of its seven primary levels of student certification. Updated content reflects advances in sailboat engineering and sailing techniques over nearly three decades.

Sailing Made Easy is currently available for purchase on the ASA Web site (www.asa.com) or by calling the association at 310-822-7171. It will also soon be sold in retail book stores and marine stores. The retail price is \$24.95, with discounts given to ASA members,

Leech Lake Regatta 39

August 14-16, 2010
Shores of Leech Lake
Marina & Campground
Walker, MN

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Or

www.shoresofleechlake.com

instructors and schools. The new book corresponding to ASA 103, *Cruising Made Easy*, will be released in the fourth quarter of 2010.

About the American Sailing Association (ASA)

Driven by a clear need for uniform teaching standards and increased access to sailing activities, the American Sailing Association (ASA) has been the leader in U.S. sailing education for nearly three decades. The association has grown to include an international network of more than 300 professionally accredited sailing schools. More than 293,000 students have learned to sail through ASA schools and clubs since 1983. The ASA has strategic partnerships with the U.S. Coast Guard Auxiliary and was instrumental in establishing national education standards through its work on the National Association of State Boating Law Administrators' Education Committee. The ASA has also consulted with the Department of Transportation and the National Parks Service.

For more information, visit www.asa.com.

The advertisement is framed by a decorative rope border. At the top, it says 'Fleet Sails, LLC' in a script font. Below that, it lists 'The Sailing Store', 'Northern Breezes Sailing School', and 'Sailboat Rentals'. The main text includes 'SailCaddy', 'New Hunter and Catalina Trailerables', and 'Walker Bay Dealer'. There is a small illustration of a sailboat. At the bottom, it provides contact information: 'fleetsails@att.net', 'www.fleetsails.com', and '218-547-1188 Tom Beriou LEECH LAKE AREA NOW OPEN near the Hwy 371 "Y"'.

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Sailing News

Gary DeSantis, 59, Sailor's World Killed While Riding Bicycle

Gary DeSantis, owner of Sailor's World Marina on Lake Minnetonka was hit by a motorist while riding his bicycle about 6:15 pm Wednesday, May 19th.

Gary left an extensive sailing legacy in the sailing business, sailboat racing and in mentoring sailors.

In the seventies, Gary and two partners changed

the landing on Smith's Bay to Sailor's World and eventually bought it. While they owned Sailor's World they were at different times the number one Chrysler sailboat dealership, S-2 dealership and Freedom Yachts. Most recently Gary sold Island Packet and Catalina Yachts.

In the mid-nineties, Gary and his wife Cheryl, bought their partners out of Sailor's World. They completely refurbished the marina, club house and grounds transforming Sailor's World into a first rate marina on Lake Minnetonka.

Many, many young folks and members of the sailing community where accepted, trained and mentored by Gary over the years. He was very well respected and loved by many of his employees and contemporaries in and out of the sailing community.

Gary was preceded in death by his father and wife Cheryl Sayler DeSantis. He is survived by children: Rachel, Michael, Elizabeth, Jason and Anna; wife, Michele Erikson DeSantis and step-children JJ and Sam; mother, Elverna DeSantis; and sister, Mary DeSantis.

Gary was not an ordinary man. He was quick to befriend with a warm greeting and smile. Many, many friends and family will miss his friendship and unique humility which defined him in a special way./*Thom Burns*



SUMMER SAILSTICE CELEBRATES 10TH ANNIVERSARY JUNE 19TH 2010

Sailors join forces to create the world's largest celebration of sailing

Once a year, the world's largest sailing celebration takes place on a body of water near you. Join the world for the 10th Summer Sailstice, an annual global celebration of sailing on the longest sailing weekend of the year. Sailors everywhere are invited to start the summer sailing season by hoisting their sails for a ceremonial sail on the solstice weekend of June 19/20.

The 10th anniversary Sailstice starts on June 19th as the sun rises over the international dateline in the Pacific. The goal is to get as many sailboats in as many time zones possible on the water over a 24-hour period. As the sun rises, and sails are hoisted around the world, everyone is encouraged to take a picture and sound a blast as the sun crosses their local solar noon. Last year, almost 4,000 sailboats and 15,000 sailors around the globe celebrated Summer Sailstice.

To participate in this year's event, sailors can sign up for free at www.summersailstice.com and then use the site to make plans for public or private celebrations, recruit crew, post stories and learn about other Sailstice events being organized in their areas. From kite board and foiling moth, to tall ship and blue water cruiser, there are so many ways to get on the water under sail.

Summer Sailstice participants get a chance to win one of over 400 great prizes donated by The Moorings, Hunter Marine, West Marine, Hobie, Harken, Woodenboat and many other marine business favorites. One lucky, grand-prize winner will enjoy a fabulous one-week charter, donated by The Moorings, to the British Virgin Islands.

In addition, sailors can commit to preserving the world's oceans by contributing to Sailors for the Sea for every

mile sailed on Summer Sailstice.

Sailors should plan to sail locally and celebrate globally as they join the whole world sailing! For more information and to sign up visit www.summersailstice.com.

Clean Vessel Act Grants Help Marinas Keep Waters Clean and Healthy

U.S. Fish and Wildlife Service acting Director Rowan Gould announced on May 7, 2010, \$12.8 million will be awarded to 31 states under the Clean Vessel Act grant program in 2010. The grants will be used to fund the construction and installation of sewage pumpout facilities and floating restrooms, to purchase pumpout boats and to provide educational programs for recreational boaters, as they have been since the program's inception in the early 1990s.

"Clean Vessel Act funding supports the construction of facilities in communities that depend largely on recreational boating for their economy - and depend on clean water for their health and the health of their environment," said Gould. "In a time of economic uncertainty, these grants also provide an immediate investment in construction jobs and infrastructure that provide lasting value for recreational boaters, state agencies, and local communities."

To date, the program - administered by the U.S. Fish and Wildlife Service - has awarded more than \$172 million to states to install thousands of sewage pumpout stations. In addition, many states now rely upon mobile sewage pumpout boats to make the sewage collection process more efficient and convenient for boaters. A number of states also have begun installing floating restrooms and pumpout stations in high use areas of lakes and coastal waters.

Funding for the CVA program comes from the Sport Fishing and Boating Trust Fund, formerly known as the Aquatic

Sailing News

Resources Trust Fund, which is supported by excise taxes levied on certain fishing and boating equipment and boat fuels.

Some of the major grant program awards made today include the following:

Indiana: \$189,345 - The Indiana Department of Environmental Management plans to increase the number of pumpout stations at a number of marinas and increase awareness of the Clean Vessel Act. The Department will also encourage marinas to increase public awareness about the importance of boaters adhering to acceptable sewage disposal.

Wisconsin: \$105,000 - The Wisconsin Department of Natural Resources will provide financial assistance awards for the construction or replacement of sanitary pumpout and waste reception facilities along coastal waters of Wisconsin. Wisconsin will continue educational efforts to improve pumpout and waste reception facility use by improving communications with marina operators.

The complete list of all 31 states receiving grants and their programs is online at:

<http://wsfrprograms.fws.gov/Subpages/GrantPrograms/CVA/CVA2010Funding.pdf>

The American Sail Training Association commended by United States Congress

The United States Congress has recognized the American Sail Training Association (ASTA) as the National Sail Training Association of the United States as well as the United State's representative in the International Sail Training Forum. Congress also commended ASTA for its advancement of character building experiences for youth at sea.

The United States Senate passed Senate Resolution #158 on March 10th, 2010. Principle sponsors included

Senators John Kerry (MA), Jack Reed (RI), Sheldon Whitehouse (RI) and Lindsay Graham (SC).

On April 14th, 2010, Representatives Patrick Kennedy (RI) and Elijah Cummings (MD) as well as Congressmen Bill Delahunt (MA), Candice Miller (MI) and James Oberstar (MN) stood in front of Congress to propose the passing of House Resolution #197.

"ASTA's work is critical to preserving our Nation's rich maritime heritage and ensuring that its traditions are passed on to the next generation. Madam Speaker, as the chairman of the Subcommittee on Coast Guard and Maritime Transportation, I urge the adoption of H Res. 197 of the House today and commend the good work of my friend, Congressman Kennedy, on this resolution", said Congressman Cummings. The passing of these resolutions by Congress officially recognized ASTA as the National Sail Training Association of the United States as well as the U.S.'s representative in the International Sail Training Forum.

"The American Sail Training Association is deeply honored to be commended by the United States Congress as the national sail training organization for the United States. In the 37 years since our founding, the American sail training fleet has grown from a handful of vessels to over two hundred magnificent tall ships, each with its own mission and program. During that time, operational safety, professionalism, and the effectiveness of on-board educational programs have increased exponentially as well. ASTA is proud to be able to lead this movement in America, so that our maritime heritage and the craft of sail can be preserved for future generations, and so that young people today can go to sea to find the transformational power of crossing horizons under sail" said Bert Rogers, Executive Director of ASTA.

The American Sail Training Association is a 501(c) (3) nonprofit organization focused on youth education, leadership development and the preservation of the maritime heritage of North America. Since 1973, ASTA has supported Education Under Sail and Youth Character Development. ASTA represents over 200 member vessel operations in the United States and worldwide. It organizes the TALL SHIPS CHALLENGE® Series, manages scholarship programs to make sail training experiences more affordable for young people, grant programs to assist crew of ASTA member vessels with the costs of professional development courses and licensing requirements and publishes "SAIL TALL SHIPS! A Directory of Sail Training and Adventure at Sea".



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Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg
8	Walker Bay Dinghy 270FTD-PVC with Trailer	06	\$3,600	CN
9	Achilles inflatable	UK	\$500	FS
9	West Marine Inflatable	03	\$800	FS
11	Luger, Trlr, Cover	UK	\$875	MA
12	Alumacraft S-12	UK	\$250	MA
12	Avon Redcrest, inflatable, motor mount	UK	\$500	HY
12	Catalina Expedition 12.5, furling main, Trlr	99	\$3,395	WB
12	Sailboard	UK	\$600	FS
12	Sailboard (JA)	UK	\$600	FS
13	Alcort AMF Puffer, Main, Jib	74	\$1,900	WB
13	Caribe Classic, 50HP Merc 4 strk OB, Trlr, More	05	\$12,900	HY
14	Alumacraft S-14, 2 Sails, trailer, fbgls pram hull	UK	\$795	HY
14	Butterfly	UK	\$1,200	MA
14	Seabird Scow	74	\$300	FS
14	Skipper, Trlr	77	\$1,000	FS
14	Sunfish	UK	\$825	MA
14	Sunfish	UK	\$850	MA
14	WD Schock Harbor 14, 2 Sails, Minkota Elect, trlr	04	\$4,000	HY
15	Montgomery, 3 sails, 2HP Yamaha, trlr, head	88	\$4,000	HY
16	AMF Apollo, Trlr, Roller furler	79	\$1,200	FS
16	Hobie Cat, Trlr, Good sails and tramps	80	\$1,700	FS
16	Man-O-War	UK	\$800	FS
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
17	AMF DS, 2 Sails, Trlr, Vang, Ladder, More	73	\$1,200	HY
17	Com-pac, trailer, autopilot, very nice	00	\$13,500	IM
17	Nacra 5.2, 2 Sails, Trlr, 2 butt buckets	78	\$1,400	HY
17	Nacra 5.2, 2 Sails, Trlr, new tramp, More	79	\$2,250	HY
18	Boston Whaler Harpoon 5.2, Trlr, Needs Sails	77	\$1,500	HY
18	Hobie Tiger, NEW, SALE, (lists for \$20,999)	08	\$15,999	AS
18	Hobie, 2 Sets of Sails, Trlr, drifter avail for extra\$\$	80	\$2,200	HY
18	Norwalk Island Sharpee, 1 Main, 3.3 HP, Trlr, More	98	\$9,700	HY
19	Flying Scot 4705, Trlr, Main, Jib, 2 covers, More	91	\$4,750	SC
19	Rhodes (Centerboard), 2 Sails, Galv. Trlr, More	98	\$12,500	HY
20	C Scow, Mainsail, trlr	75	\$990	HY
20	Canon, Two 20' Catamarans, Trlr, Sails, More	68	\$6,000	SC
20	Johnson Seaboat with Trailer	UK	\$800	MA
20	Northeastern Harbor Pilot, Custom, Trlr, More	41	\$59,000	WB
20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
21	Ranger Martini- Fridge, Sink, Reduced Price!	05	\$19,900	CN

LOA	Description	Yr	Price	Bkg
21	San Juan MKI, Furler, 2 rudders, 4HP OB, trlr	74	\$3,950	WB
22	CAL 22, 2 Main, 5 Jib, Spinnaker, Trlr, More	86	\$14,900	WB
22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	99	\$13,900	WB
22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	88	\$10,500	WB
22	Catalina MKI, wing keel, mainsail, trlr, Jib furler	79	\$5,800	WB
22	Catalina, Trlr, 6.5 Evinrude	73	\$4,300	FS
22	Chrysler, 3 Sails, 10 HP, Trlr, Ladder, More	77	\$4,000	HY
22	Morgan, Yard Trlr	69	\$4,000	FS
22	O'Day, 3 sails, 12 HP, Trlr, Ladder, Safety gear	72	\$3,500	HY
23	Hunter 23.5, Water ballast, 2 Sails, 5HP, More	93	\$12,500	HY
23	Hunter, New Listing	85	Call	HY
23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mrk	87	\$6,900	FS
23	O'Day 23, Main, Jib, Evin 9.9HP OB, Trlr	79	\$9,500	WB
23	O'Day Tempest, 3 Sails, New Trlr, Paint, More	6?	\$5,900	HY
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
23	Schock, 5 sails, 9.9HP Evin OB, trlr, head, more	90	\$9,500	HY
24	C&C, 3' Fin, Trlr, 110%, 150%	76	\$5,600	FS
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
24	C&C, 6 Sails, 15 HP Evinrude, Trlr, Anchor, More	78	\$4,000	HY
24	CAL, fire & smoke damage, hull & keel OK	86	\$3,000	HY
24	Dufour, 4 Sails, cradle, new elec, more	75	\$4,500	HY
24	Eastward Ho, 3 Sails, Volvo IB Dsl, cutter rig, More	77	\$16,000	HY
24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
24	J Boat (Hull 4305), 4 Sails, 3.5hp, race equipt	86	\$14,750	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	Seafarer, Custom Trlr	74	\$6,000	FS
24	Sovereign, Fully rigged, Trlr, 9.9 four strk, More	82	\$8,900	SC
25	Catalina 250, Wing Keel, Main, RF, OB, Trlr	00	\$19,500	WB
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
25	Catalina, 5 sails, 9.9HP Johnson, trlr, More	80	\$8,000	HY
25	Catalina, Swing keel, Main, 3 Jib, Trlr, 10HP, More	78	\$5,500	SC
25	Catalina, Swing keel, Main, Jib, Trlr, 9.9HP, More	80	\$9,000	WB
25	Catalina, Trlr, Swing, Furling headsail, pop-top	86	\$9,000	FS
25	Cheoy Lee, 3 Sails, 30HP Evinrude, Trlr, More	65	\$12,000	HY
25	Ericson, 5 Sails, 9.9 Evin, Trlr, L lines, DS, More	73	\$6,900	HY
25	Freedom, 3 Sails, OB, Cradle, Head, Galley	83	\$3,900	HY
25	Hunter 25.5, 2 Sails, Yanmar Dsl, furler, more	85	Call	HY
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
25	Hunter, RF Jib, 9.8 OB, Wheel, NEW, SALE	08	\$35,500	AS
25	Irwin 10/4, custom tdm trlr, IB, many updates	75	\$11,000	FS

LOA	Description	Yr	Price	Bkg
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB
25	Merit, 8 sails, Trlr, vang, KM, DS, L Lines, more	82	\$5,500	HY
25	O'Day, 3 Sails, 15 HP, Trlr, L lines, Frlr, More	77	\$8,500	HY
25	O'Day, Trlr, 3 sails	75	\$4,200	FS
25	Pearson w/ trlr	85	\$7,995	NE
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$7,000	HY
26	C&C, New Awlgrip hull sides (navy blue) IB Power	78	\$10,995	NY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	78	\$5,000	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Hunter 26 REDUCED PRICE!	95	\$15,900	CN
26	Hunter 26- NEW LOWER PRICE!	94	\$15,500	CN
26	Hunter 260, 3 sails, 9.9 Nissan, trlt, wheel, More	01	\$22,000	HY
26	MacGregor 26x Power Sailor, 2 Sails, Trlr, More	96	\$13,300	HY
26	Nimble Kodiak 26, shoal keel, 20HP OB, trlr, More	93	\$24,900	WB
26	O'Day, Trlr, New 135%, w/furler, New Main, more	85	\$11,250	FS
26	Paceship (PY26) fin keel, 5 Sails, 8HP IB	79	\$7,950	HY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$7,500	HY
26	Paceship (PY26) shoal/swing, 6 sails, more	79	\$13,000	HY
26	Pearson, 3 Sails, cradle, 3 winches, DS, More	70	\$4,000	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Loaded	71	\$2,900	HY
26	Pearson, New listing	UK	Call	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S2 7.9, class ready, 8hp Honda 4str, tdm trlr	82	\$11,000	FS
26	S-2 8M, New cushions, New sails in 07&06, More	82	\$11,500	NY
26	San Juan, New Listing	75	Call	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Shock Endeavor, Yard Trlr	67	\$1,500	CM
27	C&C, 2 Sails, A4 IB, furler, galley, autohelm, More	77	\$15,000	HY
27	C&C, 2 Sails, Furler, Needs clean up, Make offer	UK	Call	HY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	Catalina 270, 2 Sails, 18HP Perk, frlr, wheel	94	\$35,000	HY

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LOA	Description	Yr	Price	Bkg
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$7,900	HY
27	Catalina, IB Dsl, Cradle/Trlr	79	\$10,000	FS
27	Catalina, Wheel Steering, Jib Frl	79	\$10,500	CM
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$9,000	HY
27	Dufour, 7 Sails, 12hp Volvo Dsl, Elect, More	74	\$12,000	HY
27	Home Made (Unknown Brand) 0 Sails, More	76	Call	HY
27	Hunter 27, Loaded, In-mast furling, much more	05	\$49,875	SC
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$15,000	HY
28	Catalina	97	\$54,000	NE
28	Irwin	72	\$4,995	NE
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY
28	Pearson, 5 Sails, 30hp A4, Furling, Elect, More	78	\$13,500	HY
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY
29	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$13,900	HY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$16,500	NY
29	Hunter 29.5, 2 Sails, Yanmar IB, Whl, More	95	\$37,900	HY

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29	Hunter 29.5, 2 Sails, Yanmar IB, Whl, More	95	\$40,900	HY	35	Beneteau 345 First, joy to sail, classic	84	\$36,000	SC
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN	35	Ericson	80	\$36,000	NE
29	Lancer	78	\$10,995	NE	35	Freedom 350 Yacht	93	\$79,500	NY
29	Paceship-Northwind, Main, Furl Genoa, IB, More	70	\$6,995	NY	35	Freedom 350, New Windlass, Dodger	93	\$71,500	SU
30	Catalina 30- FANTASTIC!! ON OUR LOT	86	\$29,500	CN	35	Hunter 35.5, Well Equipped, Fast Sailer	90	\$63,000	SU
30	Catalina 30, Main, 135% New Genoa	88	\$28,999	NY	36	Hunter 36- Brand New- SAVE OVER \$35k	08	Call	CN
30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$46,900	HY	36	Hunter 36- NEW LISTING! Nice!	04	\$118,500	CN
30	Catalina Tall Rig	97	\$19,499	NE	36	Islander, 4 sails, 50 HP dsl, Frlx, wheel, More	77	\$48,000	HY
30	Catalina, many extras	79	\$17,000	CM	36	Jeanneau 36i	08	\$152,900	NY
30	Contest, 3 Sails, 28HP IB, Trlr, Furl, L lines, More	70	\$12,000	HY	36	Jeanneau SO36i, 3 Cabin, Canvas,Windlass	08	\$152,900	SU
30	J Boat (Hull #291), 10 sails, 12HP Ynmr, more	81	\$32,000	HY	36	Magellan 36	76	\$34,995	NY
30	Monroe Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$48,995	NY
30	Nonsuch (Classic), Main, Westbk Dsl IB, More	82	\$55,900	HY	37	Hunter 37.5 Legend, 5 Sails, 34HP Yanmar, More	92	\$85,000	HY
30	Pearson, 5 Sails, A4 IB, VHF, Stereo, Rails, More	75	\$7,000	HY	37	Hunter 376- Includes Avon Dinghy	97	\$92,900	CN
30	Pearson, Jib Frl, A-4, Steel Skid	72	\$9,500	CM	37	Hunter 376- NEW LISTING!	98	\$88,000	CN
30	Tartan 30, mainsail, furling genoa	77	\$18,900	NY	37	Irwin 37 Center Cockpit- NEW LISTING!	73	\$19,900	CN
30	Tartan T-30, In Lake City, Great Trailer	70	\$18,000	IM	37	Irwin 37, Center Cockpit	82	\$59,995	NY
31	Catalina 310	01	\$77,995	NE	37	Rafiki 37, Cutter	77	\$55,000	NY
31	Catalina 310	00	\$72,995	NE	38	C&C Landfall, 3 Sails, Yanmar IB, wheel, more	80	\$48,500	HY
31	Hunter 2006 NEW- MUST SEE!	06	\$82,900	PS	38	Catalina 375, New	09	\$189,900	NE
31	Hunter 31- LIKE NEW- Great Value!	06	\$88,900	CN	38	Hunter H380, Furling main/jib, Elect. Windlass	99	\$98,495	SC
31	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	74	\$9,900	HY	38	Hunter, 3 Sails, 45hp Yanmar, Whl, Furler, More	06	\$150,000	HY
32	Bayfield 32 cutter, 3 Sails, Yanmar, Whl., More	86	\$32,700	HY	38	Morgan 382, Beautiful, All instr, Heat, More	79	\$59,900	NY
32	Beneteau 321, Diesel, Furling Main & Genoa, More	96	\$69,995	NY	39	Jeanneau 39i	08	\$174,900	NY
32	Coronado, Center cockpit, new universal diesel	72	\$9,900	IM	39	Jeanneau SO39i, 3 Cabin, Canvas, Windlass	08	\$174,900	SU
32	J Boat, 4 Sails, 28HP Yanmar, Wheel, Furler, more	01	\$129,000	HY	40	C&C, 14 sails, Furling, Diesel, Awlgrip, More	80	\$74,995	NY
32	Rhodes Sloop, 5 sails, A4, new paint, more	57	\$50,000	HY	40	C&C, 8 sails, 30hp Yanm, furler, elec, more	80	\$55,000	HY
33	C&C, New Engine, Elect, Dodger	75	\$29,900	NY	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$150,000	NY
33	Hunter, Virtually New, Lake City, in mast furler	05	\$92,900	IM	41	Hunter EXCEPTIONAL- Inside and out!	04	\$184,999	PS
33	Jeanneau SO33i, NEW!, Canvas, 2 Cabin	10	\$126,900	SU	41	Sceptre, New bow thruster, Sails, Inst, More	87	\$220,000	NY
33	Le Comte Medilist	67	\$20,000	NE	42	Beneteau 423, Furl Main & Jib, Dsl, Loaded, More	05	\$190,000	NY
33	Ranger, 2 Sails, A4 IB, Whl, Furlex, More	76	\$19,000	HY	42	Catalina 42mkII, Low hrs & loaded	06	\$229,900	NE
33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY	42	Catalina 42mkII, Low hrs & loaded	08	\$269,900	NE
34	Beneteau 343 MOTIVATED SELLER!	06	\$109,900	CN	43	Hood, 19 sails, IB Dsl, electronics, beautiful	66	\$48,000	HY
34	C&C, 5 sails, A4, Whl, Furler, Dodger, 10 Winches	78	\$21,000	HY	44	Jeanneau SO44i, 3 Cabin, 2 Head, NEW!	09	\$299,000	SU
34	Cal, Main, Genoa, Spin, Dsl, Elect, More	75	\$24,995	NY	46	Hylas 45.5, 2 Cabin, 2 Head, Center Cockpit	95	\$269,000	SU
34	Catalina 34, Main, Furl, Genoa, Radar, More	89	\$59,900	NY	49	Hunter NEW- Outfitted for premium performance!	09	\$415,000	PS
34	Hunter	86	\$28,880	NE	49	Jeanneau 49i	08	\$318,900	NY
34	Hunter 340, clean, teak int., roller furling, more	98	\$74,000	SC	49	Jeanneau SO49i, 4 Cabin, 4 Head, Bow Thruster	08	\$318,900	SU
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$22,500	NY	56	10-Meter Racing Sloop, Wood hull, project boat	27	\$25,000	HY
34	Pacific Seacraft, Yanmar Dsl, Furl, Whl, more	90	\$95,000	HY	85	Custom LiveAboard- EXCEPTIONAL!	88	\$429,000	CN
35	BaBa Cutter	85	\$120,000	NY					

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	Music: Carl Behrend	\$18	SC	
	Music: Lee Murdock Songs	\$15	SC	
	Rental: WindRider Rentals	Call	SC	
	Wanted: Used Johnson or Evinrude 2-6hp	Call	SC	
	Sails: 3 Tornado Mains - Smyth and North, More	\$2,000	SC	
	Light capacity hoist	UK	\$150	MA
	Furler, luff 29' fits 25 foot sailboat	06	\$1,500	FS
	Mainsail Luff 23'6", foot 8'4", leech 24'10"	06	\$500	FS
	Racing sails 22' sloop rig, \$500 each	UK	\$500	FS
	Harken #8 Winches set of two	06	\$300	FS
	10kg Bruce anchor, 20x3/8 proof, 200' 5/8 3 strand	09	\$200	FS
	SS Windline anchor bow roller	09	\$100	FS
	Simpson-Lawrence manual windlass	09	\$500	FS
	Magma Gourmet series	UK	\$200	FS
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Operating in fog demands boat smarts

by Tom Rau

Often, I chat with boaters regarding a wide range of boat-smart topics, fog being one. That topic came to the forefront after a fog bank shrouded the waters off Manistee during the Salmon Splash 333 fishing Tournament. The captains I spoke with emphasized safety and situational awareness when operating in fog: in other words, boat smart.

Manistee's 2009 Salmon Splash 333 Best of the Best boasted a \$10,000 first-place prize. Needless to say, fog was not going to deter anglers from pursuing the grand prize, even if it meant running in fog, which they did on the second day of the tournament. In all, there were 58 boats in the tournament.

With that many boats picking their way through the fog in close proximity, the chance for collisions seemed imminent, yet none occurred, or at least none that were reported. Several captains I spoke with told me they lost fishing lines, severed when boats crossed their stern. "But that comes with the territory," said one captain, referring to the fog, especially when fishing lines extend well off the stern.

What impressed me about the anglers I spoke with and the tournament guidelines is that safety ruled. Matthew Salerno and his brother Tony, who won the \$10,000 prize aboard their boat *Living a Dream*, told me they troll at about 2.5 knots with a forward lookout at all times. Safety equipment is readily at hand and the crew is familiar with its use.

Communicating with other tournament boats is prohibited, whether it be a cell phone or marine radio, unless in the event of an emergency. These anglers were literally on their own and alone in the fog. "We kept our eyes on the radar at all times," said Matt Salerno. Not all the boats, however, carried radar but still kept safe by following a basic navigation rule.

Rule 6 of the Navigation Rules states: "Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions."

One of the conditions addressed in the rules is state of visibility. Apparently, these anglers, some of whom were Coast Guard licensed captains, understood the rules and so complied. However, not all the boaters on the lake that day

were part of the tournament, nor exercising boat smarts: one such boater nearly slammed into one of the tournament boats.

"We were fishing a mile off Big Point Sable in a hundred and thirty feet of water, when out of the fog emerged

this 35-foot powerboat heading right at us, pulling a dingy off its stern," said the captain of the tournament boat *Katch-Me*. "We waved our arms and hollered as he bore down on us." The captain figures the boat was traveling about 15 knots.

One of the crewman aboard believes the boat operator was not expecting to encounter in fog a fleet of boats on Lake Michigan on a Thursday morning. Thursday morning or Saturday afternoon has little to do with maintaining a proper lookout and using all available means to avoid a collision in fog. Also, towing a dinghy behind a boat in fog is not too bright. Another boat could run over the tow line and foul its prop(s), or the boater pulling it might snag the towing line while backing down to avoid a collision.

What I find disturbing about this incident is that the tournament boaters were using all means available to assure not only their own safety, but that of their fellow anglers. Then, along comes a boater who seems oblivious to the safety of others. or worse yet, was just boat stupid.

I suspect it is the latter; until boaters are required to boat smart, those that do must keep a very sharp lookout fog or not.

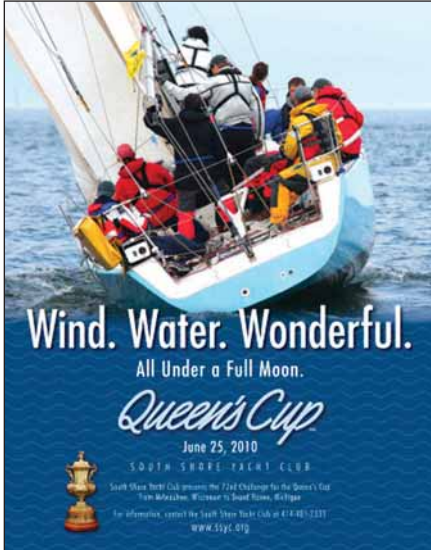
Tom Rau is a retired 27-year Coast Guard veteran, boating safety columnist, and author of Boat Smart Chronicles, Lake Michigan Devours Its Wounded. His book is a 20-year journal of recreational boating mishaps with valuable lessons learned. It, along with recent rescue stories, can be viewed at: www.boatsmart.net



Fog and speed a deadly mix. On July 23, 2009 a 17-foot aluminum powerboat with four people aboard slammed into Ludington's north breakwater late at night in heavy fog. Earlier that day another powerboat in heavy fog nearly ran into a boat off Big Point Sable during a major Lake Michigan fishing tournament. Photo Ludington Daily News/ Brian Mulherin

Racing News

SOUTH SHORE YACHT CLUB'S QUEEN'S CUPSM RACE



The 72nd sailing of the Queen's Cup Race will be held on June 25, 2010. This is an over-night race from Milwaukee, Wisconsin to Grand Haven, Michigan. The scheduled time of the warning signal for the first start is 5:55 PM CDT. 180-200 boats are expected to participate.

The race is open to boats of the LMPHRF, LMPHRF multihull, and one-design classes that meet the following restrictions:

a) 10 entries are required for a one-design class, except 3 entries for the GL 70 class. If the minimum requirement is not met, the entries may be assigned to the PHRF fleet.

b) 5 multihull entries are required for there to be a multihull fleet.

c) 5 entries are required for the short-handed division.

Registration will take place from 11:00 AM on Thursday, June 24, through 3:00 PM on Friday. The Queen's Cup Cocktail Party will be held on Thursday, starting at 6:00 PM.

Milwaukee's Summerfest celebration will be going on that Thursday and Friday. It is a fun place to spend a few hours, and will have shuttle buses run-

ning between the Summerfest grounds and SSSYC both days.

For additional information, please contact SSSYC at:

(414) 481 2331 or info@ssyc.org

Chicago to Mac Race Sells out with 375 boat fleet

The Chicago Yacht Club announced that the 102nd Chicago Yacht Club Race to Mackinac, Presented by Veuve Clicquot is sold out at 375 paid entries.

"We are very pleased that the race continues to have such a wide appeal across the region and nationally. We are especially pleased that we could open up the race to more boats in 2010 to meet the increase in demand," said Greg Freeman, Race Chair.

Boats that want to enter the race may ask to be put on the wait list. Interested skippers should contact the Chicago Yacht Club at the e-mail address below.

"There are always boats that drop out and we'll do our best to accommodate as many of the wait listed boats as we can. We encourage them to submit their entries as soon as possible since the wait list will be managed on a first come, first served basis," Freeman adds

The Schedule of Events for the 2010 Chicago Yacht Club Race to Mackinac is posted on the race website at www.cycracetomackinac.com

For more information contact racecoordinator@chicagoyachtclub.org



Countdown to the VELUX 5 OCEANS: La Rochelle (France) October, 17, 2010. A victorious Bernard Stamm wins the VELUX 5 Oceans race in 2007. The solo Swiss sailor led all three legs, aboard his yacht Cheminees Poujoulat during the race and arrived into Bilbao, Basque Region, Spain in first place to take the outright win on this final leg from Norfolk, Virginia, USA. Photo: WWI/onEdition

Racing News

The Hook Race

The 27th consecutive running of the Hook Race will be held on July 24, 2010, beginning at the Racine Yacht Club in Racine, Wisconsin and finishing at M&M Yacht club in Menominee, Michigan. Highlights of the event include all divisions PHRF; reasonable entry fee and safety requirements; doublehanded division; growing multihull section; music/entertainment/games; pre-race party at Racine Yacht Club; great buffets, both pre- and post-race.

There will be amenities for both Racers and Cruisers at the finish. The finish line is a short walk from and within view of the M&M Yacht Club (www.mmyc.org), which is adjacent to



the Menominee Municipal Marina - www.menomineemarina.com

There will be a spectator area near finish line; transient dockage for racers

- Hot showers, fuel, pumpouts, laundry facilities, Internet access, ice, boater's lounge and much more at the municipal marina

- For cruisers, shuttle from Nest Egg Marina to M&M Yacht Club (reservations required)

- Nearby: Restaurants, Bars, Ship's Store, Shops, Antique Mall—all adjacent to or within a few blocks of the marina. Racers will have priority dockage at the municipal marina.

Contacts: Buck Mercer, HOOK Race Chairman, at 262-752-0571, or via e-mail at mercerc@shaklee.net

Racine Yacht Club at 262-634-8585, visit www.racineyachtclub.org or e-mail office@racineyachtclub.org

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Sail Locally - Celebrate Globally - June 19, 2010

Key wave concepts

by David Dellenbaugh

Waves are like snowflakes. No two are exactly the same, and therefore you have to treat each one as a unique and different entity. The same is true in the big picture—every sequence of waves you face during a race will be at least a little different from anything you have ever seen before. So you must continually work at finding the optimal path through the waves you face.

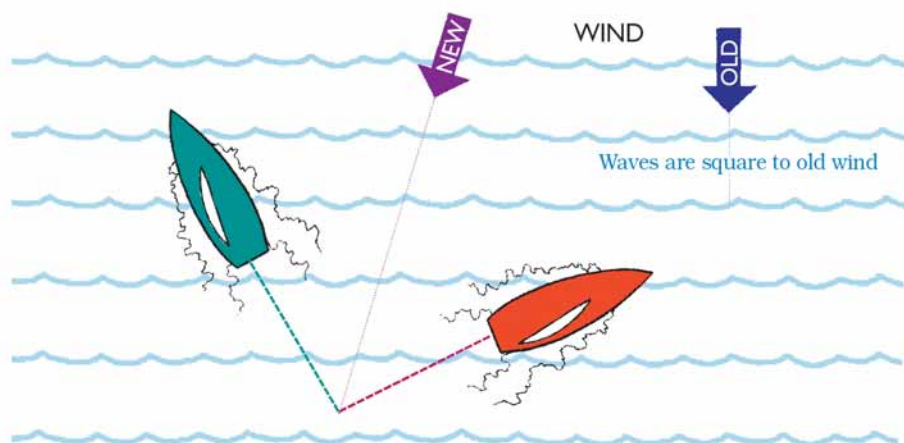
When you get to the race course, it is helpful to ask a few questions to understand the waves and how they will affect your race:

- *What's causing the waves?* The size and shape of waves will depend on whether they are caused by wind, current or boats. You could have smooth swells from a storm far away, steep chop when a strong breeze blows over shallow water or when current flows against the wind, or random chop from motorboats in a spectator fleet.

- *Are the waves the normal size that you would expect for the wind velocity?* For various reasons, the waves might be larger or smaller than normal (see below). This could have huge implications for steering, trimming and sailing the boat.

- *Are the waves perpendicular to the wind direction?* If the waves are flowing in the same direction as the wind, then you will generally have symmetry from tack to tack. But if not, you will need to set things up differently on each tack.

- *Are you going faster or slower than the waves downwind?* Figure out if the waves are helping you (i.e. they're going faster than you) or hurting you (you're faster than them). Also, do surfing conditions exist? This is key to knowing if you are allowed to pump your sails. Here are further explanations of some of these concepts.



Check for wave asymmetry

When you're racing upwind, are the waves equal on each tack? They are usually similar on port and starboard tacks because waves are created by the wind and therefore they come from that direction. However, this is not always the case. Sometimes the waves are not perpendicular to the wind, and this can have a huge impact on the way you sail your boat.

There are several reasons why waves may be different from tack to tack:

- *Windshifts* - If the waves are at first aligned with the wind, any change in wind direction will make them unaligned (at least for a while). This is very common.
- *Presence of nearby land* - If there is land to windward of the course, it could affect how waves move across the racing area.
- *A distant storm* - When you're racing on the ocean, there are often swells coming from a direction that's very different from your sailing wind.
- *Cross-current* - If you have a strong current that is not aligned with the wind, it often creates waves that aren't square to the wind.

When you first start sailing in your race area, check to see if the waves are the same on each tack. If not, make the appropriate sail trim adjustments. For example, you will have to make your sails fuller and more twisted on the bumpier tack (which goes more directly into the waves). On the other (smoother) tack you may be able to trim your sails much flatter and tighter. You can point higher on this tack, too, and keep your weight a little farther forward.

There are also strategic implications of wave asymmetry. For example, if port tack is smoother it might mean the wind has shifted to the right. When wave asymmetry is caused by a persistent windshift, it's better to sail the smoother tack first since that will take you in the direction where the wind is shifting.

Motorboat waves

It would be hard to run most sailboat races without motorboats, but it sure would be nice if we could run them without motorboat wakes! Unfortunately, waves from motorboats are a fact of life in most racing venues, and the good sailors simply figure out how to handle them.

Motorboat waves differ from wind generated waves in several important ways. They are often steeper and closer together (and therefore can potentially hurt your speed much more). Boat waves typically hit you at strange angles (rather than straight with the wind). And, fortunately, they usually come and go pretty quickly.

The first rule for maintaining speed through waves is to hit them at an angle (instead of head on). This is normally worth doing even if it requires a significant alteration in the course you have been sailing. In fact, it may even make sense to tack or jibe so big waves hit your stern rather than your bow.

The second rule of thumb for motorboat waves is to make sure you are going fast just before you hit them. In other words, be proactive by bearing off (or heading up on a run), easing (or trimming) your sails, moving weight aft, etc. Don't wait until the first wave hits you before making these changes!

As I mentioned above, you ideally want to hit motorboat waves at an oblique angle and fully powered up. But sometimes you can't do both. When the waves are coming at you parallel to the wind, you have to make a choice. It's usually better to hit waves at an angle even if you have to pinch up and lose a little speed. This seems better than bearing off for speed and hitting the waves head on.

Waves relative to wind

In any wind velocity, there is a certain size and shape of waves that you normally see with that amount of wind. In a five-knot breeze, for example, the water surface should be almost totally flat. In 18 knots of wind, however, you expect to see fairly good-sized waves with whitecaps.

But as every sailor knows, you don't always get 'normal' sea conditions. You might see bigger or smaller waves than what's typical for that wind velocity, and this will affect how you set up and sail your boat.

When I'm racing, I categorize the wave state in three general ways:

1) Normal waves for the wind; 2) More wind than waves; and 3) More waves than wind. Here's a closer look at each.

'More wind than waves'

This is almost always a fun condition for sailing (unless you're trying to do a windy jibe). It's great (or painting and speed, and makes staying in the 'groove' pretty easy.

Here are several times when you are likely to see this condition:

- A building breeze—the breeze is up but the waves haven't had time to build yet
- An offshore breeze—the water is flatter as you get closer to land because there is less 'fetch' for the waves to build.
- Current flowing with the wind.

When you have more wind than waves, you can trim your sails flatter and harder than you normally would in that breeze. You should sail most boats as flat as possible and go for maximum height (pointing).

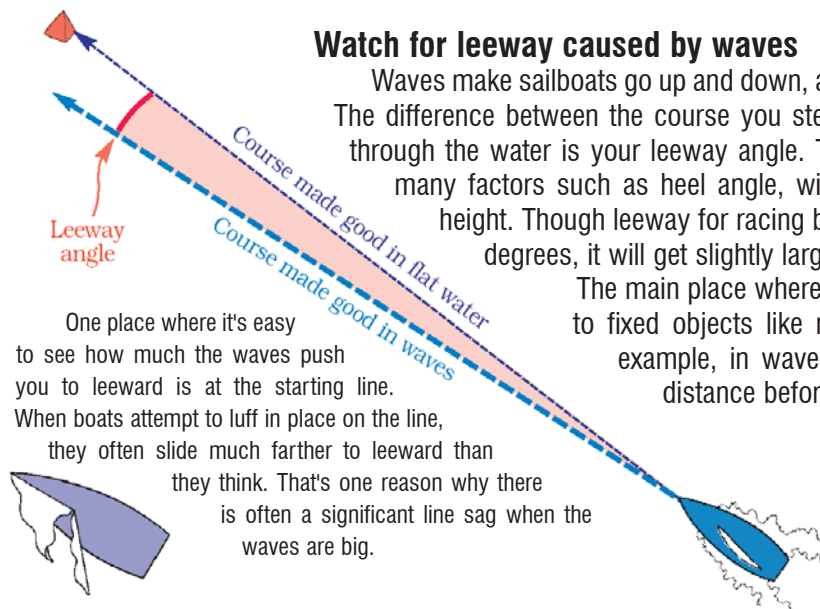
'More waves than wind'

This is almost always a tough condition for sailing (unless you are sailing downwind with enough breeze to surf). It makes finding the groove difficult, and it quickly separates the good sailors from the rest.

You will typically see this condition with:

- A dying breeze—the breeze always changes faster than the wave state.
- An onshore breeze—when the wind is blowing toward the shore, it usually has a long 'fetch' for the waves to build.
- Current flowing against the wind.
- Lots of motorboat wakes (the worst!).

When you have more waves than wind, be careful about trimming too hard or pointing too high. Err on the side of twist, power and footing so you keep going fast



Go fast upwind in waves

Except for those few times when you are able to ride a motorboat wake coming from behind, waves are never helpful when you're racing upwind. It's always faster to sail in flatter water, and that should be your first rule of thumb on beats.

Sailing fast in waves requires a team effort that involves the driver, trimmers and the rest of the crew. You have to look ahead for waves that are coming, shift gears and find the best way to steer through them.

There are three basic strategies for dealing with waves upwind. You can sail directly through the waves, steer over the waves, or try to avoid the waves. More likely, you will do some combination of the above.

Going straight through waves is usually the best option when the waves are everywhere and too small to steer around. The bigger and heavier your boat, the more likely you are to take this approach since it's often impossible or slow to turn your rudder for individual waves.

This is not a great option for bigger waves, but sometimes it is your only choice (e.g. when all the waves are big and steep!). In that case, try to keep the

boat going a little faster than usual up the beat. The most costly mistake is to be too slow when you hit a bad wave.

Anticipation is important. The key to maintaining speed through bad waves is to shift gears before you get to them. That means you need enough warning to power up your sail plan before the bow digs into the first wave.

Steering over the waves is a good idea when they are larger and spaced farther apart, and when going straight through them is slow. The smaller and lighter your boat, the more effective this is.

The basic technique for sailing over waves is to head up on the front side and bear off the back side. In other

words, luff toward the wind a little as you go up the wave and then bear off away from the wind as you go down the back side. The steeper the wave and the faster your speed over the waves, the more sharply you will have to turn your helm and your boat.

In boats that are light enough to be affected by the positioning of crew weight, combine the steering with a rotational movement of your bodies: Lean aft (and maybe in a little) as you go up the wave. Then lean out and forward as you go over the top and down the back side.

Avoiding waves is always the preferred option. This works well when you have identifiable areas of bad waves, such as boat wakes or sets of especially large, steep waves. Since you can never avoid all waves, you must use this in concert with other ways to sail through waves but this strategy should always be a part of your upwind plan.

The techniques that work best in waves are often subtle enough that you never know how well they are working until you measure your performance against nearby boats. So test your wave strategy before the start and continue to evaluate it during the race. If you're not fast, change something and try again!

Put your weight in the right places

One of the reasons why waves make a boat go more slowly is because they cause it to 'hobby-horse,' which disrupts the air flow around its sails and the water flow around its foils. This is especially harmful in lighter air.

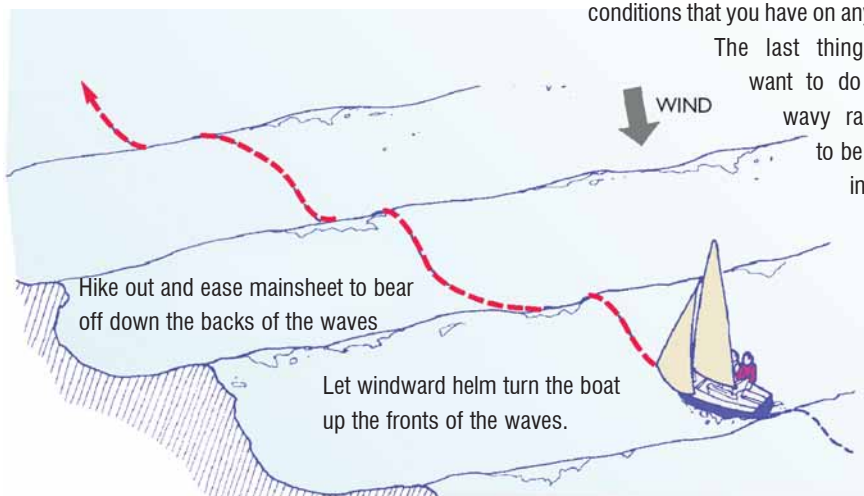
The main goal of positioning your weight in waves, therefore, should be to reduce hobby-horsing. Keep your crew together as much as possible and near the middle of the boat. In light air, the ideal spot is right at the top of the keel, since that is the point around which the sail plan, hull and foils pivot. When conditions are bumpy and light, it's not unusual for crews to sit down below on the cabin sole (in bigger boats) or to crouch down inside the cockpit (one-designs). This reduces the range of motion of the mast and keel/centerboard.

How much to steer in waves!

When you're sailing upwind, waves will always slow you down, so you should avoid them as much as possible (see below). However, when you turn your rudder to steer around waves, the drag you create will also make you go slower. Therefore, you are always searching for the optimal tradeoff between using a lot of rudder and missing waves versus using less rudder and hitting waves.

The only true way to judge whether you are doing a good (fast) job of this is by comparing your performance to that of a nearby boat. That's why it's critical, when you have waves, to train with another boat if possible and to tune up with a competitor before every race. While you are doing this, try different steering techniques to see what is fastest in the unique conditions that you have on any day.

The last thing you want to do in a wavy race is to be looking for



These waves are unusually large, uniform and rounded on top, so it's not necessary to steer around them very much. The ideal course would be a gradual, slight arc to windward on the approaching face of the wave, followed by a similar bearing off down the back side.

In heavy air the crew can't be inside the boat, of course. Instead they should sit tightly together like the crew on the boat above. The fore-and-aft position of their weight depends on the boat, wind strength and wave shape. Generally, the crew should be at least slightly farther aft when it's rough (than when it's flat with the same wind velocity) to keep the bow from plowing into waves.

If you're racing upwind in waves and you think your weight is positioned perfectly but you aren't going fast, try moving your crew a little farther apart. Sometimes the boat doesn't 'click' with the natural frequency of the waves—but different crew spacing may improve this harmony (and therefore your speed!).

the groove as you come off the starting line.

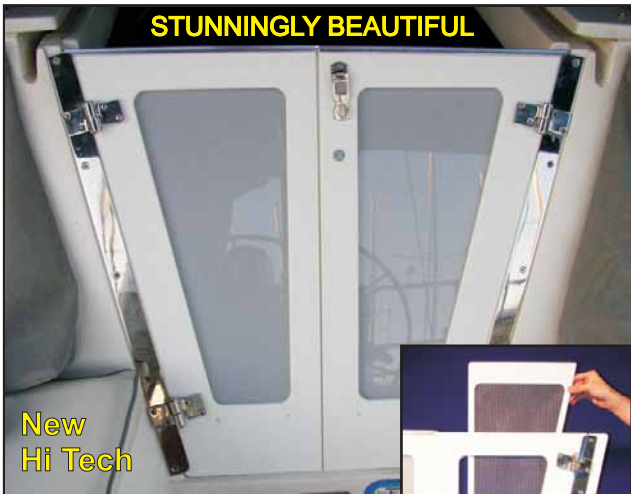
Several factors influence the tradeoff of how aggressively you should steer (i.e. how quickly and how far you should turn the rudder). Here are two important considerations:

- *Size and shape of the waves* - Are the waves big, small, rounded or crested? How steep and close together are they? You don't have to steer much in small waves or even big swells, but medium-size waves can present a tough challenge, especially when they're steep and/or close together,

- *Characteristics of your boat* - Is your boat large or small (relative to the waves), light or heavy? Does it turn easily? Does it have a narrow bow that cuts easily through the waves or a fat bow that slams into waves? All these factors affect the tradeoff of hitting a wave versus turning to miss it.

One thing that's true for all boats and waves is that when you turn the boat, it's best to do this with as little rudder as possible. Reduce drag by steering with sail trim and body weight. For example, use windward helm to allow the boat to carve its own turn to windward on the front of the wave. Then, at the top of the wave, hike out hard and ease the mainsheet or traveler to help bear off down the back side. If you can turn the boat without so much drag, then the tradeoff moves in the direction of steering to miss more waves.

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



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