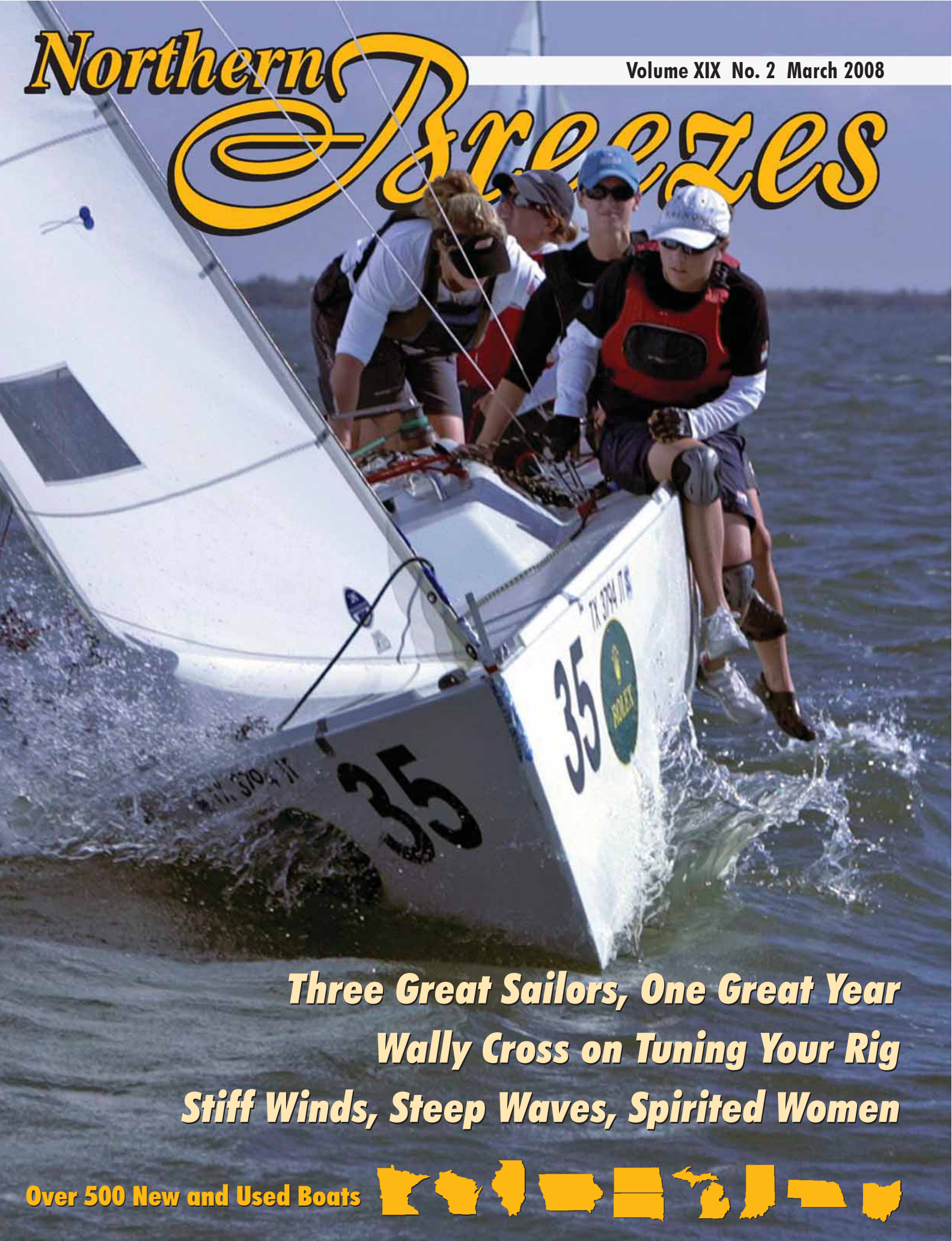


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Volume XIX No. 2 March 2008



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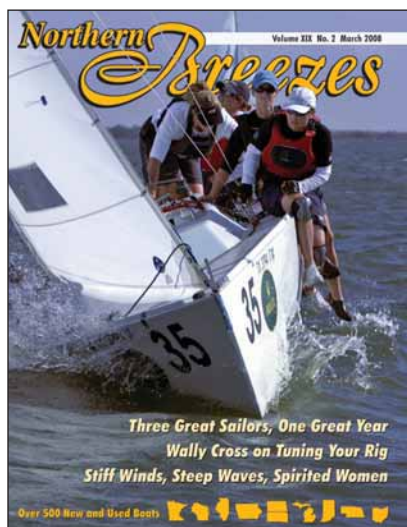
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## The Cover



On the cover:

Bow: 35 Sail: USA  
Class: J/22  
Skipper/Crew: Sally Barkow, Nashotah, WI USA; Debbie Capozzi, Bayport, NY USA; Amanda Callahan, Canton, MA Club: PLYC 2007 Rolex International Women's Keelboat Championship  
© ROLEX/Dan Nerney



Prize ceremony at the Houston Yacht club. From left: Colette Bennett, Rolex Watch USA, Sally Barkow, Annie Lush, Amanda Callahan and Debbie Capozzi, 2007 Rolex International Women's Keelboat Championship winners.  
© ROLEX/Dan Nerney Page 8.



2007 Rolex International Women's Keelboat Championship. *SheMight* Class: J/22 Skipper/Crew: Jennifer Child, Minneapolis, MN; Caitrin Mullan, Saint Paul, MN; Diane Brown, Bloomington, MN; Danielle Anderson, Minneapolis, MN; Club: Wayzata Yacht Club  
© ROLEX/Dan Nerney Page 36.



Sun, Sailing & Smiles... Jan Burns and Frank Holmes sail the groove aboard Aerie in Bayfield, WI. Photo by Michele Pufahl-Burns. Page 38.



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on left and  
Hannah, 9,  
practice  
docking.



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



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# Three Mid-Westerners Had Memorable Years: A Paralympics Grandfather, an African American Captain Retraces His Ancestral Roots and a Phenomenal, Olympic Class Woman Takes Herself and Team to New World Class Levels

By Thom Burns

## Team Captain Hook

In August 2006, Bert Foster, a longtime Wayzata Minnesota Yacht Club member, past Commodore, and race committee chairman went to Newport, Rhode Island at the invitation of Paralympics Coach Betsy Alison. Bert had raced Ensigns for 18 years and Sonars for 21 years at WYC. Bert secured a mainsail trimming position in the 4-day Claggett Clinic and Regatta.

Bert learned that he was impressed and intrigued by 3-person Paralympics format Sonar sailing and he learned that he was a lousy mainsheet trimmer due partly to having one non-functional arm, a lack of strength in the other arm and his overall age at nearly 70. Bert knew his only option was to be at the helm of his own boat.

After his return to Wayzata, his long-time Sonar partner and able bodied mainsail trimmer, Ernie Brody made a very generous offer. "If you put the team together, I will be your Boatswain. Stephanie (Brody) and I will come to every regatta, in our motor home, and take care of the boat, including putting all of the special adaptive equipment on it and tricking it out with the go-fast goodies." Bert couldn't refuse and started putting a team together.

Selection for the US Disabled Sailing team required participation in three qualifying regattas. They would happen in the next four months with the Miami Olympic Classes Regatta in January. Team Captain Hook, (Bert wears a hook on his right arm) finished third overall and qualified as the second boat of the US Disabled Sailing Team.

The team achieved moderate success during the winter regatta season in Florida. In order to take themselves to next level, three 10 day training sessions

were scheduled in May, June and July. Former Olympic Sailing Coach Gordy Bowers conducted the sessions. In August the team went to Chicago and won the North American Disabled Championship. The Paralympics Selection Trials were scheduled for October in Newport. They would be 16 races in nine days.

The number one boat of the US Disabled Sailing Team, skippered by Rick Doerr of Clifton, New Jersey held a slim lead through the first three days. But on day four, Captain Hook slipped



**Bert Foster**



**Captain Bill Pinkney**

into first place by one point. The next day was a layover day and Bert's 71st birthday. He enjoyed his pedestal position the entire day!

The day or moment was short lived. Shifty winds and fierce competition from Doerr and the fleet put Rick back in the lead by a slim margin. It stayed this way through day eight. On the final race of the final day, Captain Hook needed to win and keep Doerr two boats back. The competition was tight with several lead changes. Rick Doerr sailed an excellent race and will represent the U.S. in China.

Bert put a gallant effort together for a Paralympics campaign in only ten months. In the finals, they took four firsts and Doerr took five firsts. After the regatta, Paralympics Coach Betsy

Alison invited Team Captain Hook to be the training partner for the Doerr team. They are going to China!

## Captain Bill Pinkney

Captain Bill Pinkney is a product of Chicago's Southside. After a corporate career, he became the first black man to sail solo around the world. He became Master of the replica Amistad, the freedom ship, when it was still timbers in Connecticut where he oversaw the building of the ship as it took its beautiful form. He cherishes the part that he was able to play.

Pinkney's most sought after goal was to arrive at the shores of his ancestral home continent Africa as the Master of a sailing ship, remembering his ancestors that left as cargo on sailing ships.

As Pinkney traveled back home and then to the west coast of Africa (another Captain sailed across the Atlantic), he wrote about his visit to Portugal, a country that had a monopoly on the export of slaves for 200 years.

"As the sun sets in the west, a glow that comes not from the sky lights the path to new horizons. Amistad is departing Portugal with a glow of accomplishment, for the ship, for the programs, for our state and for the nation."

"During our stay in this beautiful country we have met face to face and presented the Amistad story to over 800 students from the schools in Lisbon, we traveled to the sites of the beginnings of the Atlantic Slave Trade, participated in a colloquium with leading Portuguese scholars, were visited by the American Ambassador and his staff, and were welcomed by dancers from Angola, Guinea-Bissau, Cape Verde and other Afro-Portuguese communities accompanied by drummers from Brazil.



The highlight of our stay was the Inter-Faith day sail. Our beautiful vessel glided smoothly down the river under the bridge that is a smaller version of the Golden Gate. The sails were raised by young women and men from the Jewish and Muslim communities side by side with our students and crew, many of whom were Christian. (They were) talking, laughing and sharing the lyrics of songs that they all know. This whole scene was being looked down upon from the hill next to the bridge by the statue of Christ the Redeemer. (It) is the same as the one that looks down on the harbor of Rio de Janeiro.

This is why we came; to bring people together to explore not the differences but rather their similarities. We had started the ball rolling; members of the organizers were ecstatic and saddened that we could not do more of these types of sails. I introduced them to a local ship owner who had the perfect site to continue this type of interaction long after we were gone.

Our presence in Lisbon and everywhere we went in Portugal was a statement of what Amistad means: Friendship. We made friends everywhere, our interpreters, our dock mates, the Immigration Police who stopped over regularly to see how we were doing, and just plain Amistad "groupies". Our stay in Cascais, Portugal was wonderful. The beauty, tranquility and facilities will be hard to reproduce as we move south.

Yes, there is a glow as we leave, not only in our hearts but in the smiles of those who watch us depart."

Pinkney arrived in Sierra Leone, Africa in December. He is Master of a Sailing Vessel, the Freedom Ship, Amistad. He has had an amazing year.

## Sally Barkow

Sally Barkow, the Nashotah, Wisconsin native and her crew have spent the best part of 2007 gaining experience in preparation for the 2008 Olympics racing aboard the Yngling. Known as Team 7, the team is made up of Barkow; Carrie Howe from Grosse Pointe Farms,



**Prize ceremony at the Houston Yacht club. From left: Colette Bennett, Rolex Watch USA, Sally Barkow, Annie Lush, Amanda Callahan and Debbie Capozzi, 2007 Rolex International Women's Keelboat Championship winners. ROLEX/Dan Nerney**

Michigan; Debbie Capozzi from Bayport, New York; and additional members who come aboard the bigger boats to fill out the crew. Together they've been paying their dues in a vast learning curve through most of 2007 with a mixture of success and near success in a consistent trend toward a higher level of sailing.

Although the team won the Yngling worlds in 2005, they were third in 2006 and second in 2007, proving how greatly improved the racing competition has become. Recently, the two times defending Olympic Champion from Britain was eliminated in her country's trials by Sarah Ayton who also finished first over the Barkow team at this year's Yngling worlds.

Unlike previous Olympics, the 2008 version will focus on super races in the finals which count double and some match racing. These are skill sets which must be mastered in the tricky currents off Qingdao, China, the Olympic sailing venue.

In the match racing piece of the competition, Team 7 won the BoatU.S. Santa Maria Match Race Championships, in J-22s. They also won the Brasils Women's Cup Match Racing in Swedish Match 40s and fared well in

the International One Design 33s.

The Yngling regattas have been a mixed bag as the competition has really stepped it up worldwide. They opened the year with a win in the Miami Olympic Classes Regatta, followed by a second in the Yngling Worlds. Then in Europe, they took gold at Palma de Mallorca, Spain; silver at Semaine Olympique Francaise; and, a sixth at the Breitling Regatta in Holland. The China experience followed with a fourth in tricky conditions at Qingdao.

Team 7 finally came home to Houston, Texas to defend the Rolex International Keelboat Championship in a chartered J-22. After a rough start, they took over first on day two and remained there for the rest of the regatta, taking the last race off to pack up the boat. "We pulled off the hat trick," noted the exuberant crew. "We hope all this preparation pays off (in the Olympics)."

Look for Team 7 with skipper Sally Barkow, crew Debbie Capozzi and Carrie Howe to represent the U.S. well in China.

*Thom Burns publishes Northern Breezes Sailing Magazine and Sailing Breezes Internet Magazine.*

# Meeting Up With a Woody

by Granger B. Whitney

Late last summer, a friend of mine, Peter Gesell, invited me to spend a weekend in Bayfield, WI, rigging and sailing a 28' vintage design, recently built, wooden cutter that had come to his attention earlier that year. She was one-quarter scale version of a late 1800's West Coast lumber hauler. A blunt entry at the bow, a rail well above her deck, hefty cabin sides, a spacious working deck, powered by a double headed gaff rig. Her fully deployed gaffed main was something to behold. She was simply gorgeous in a very muscular way, and our Sunday's sail was entirely fulfilling. Other craft couldn't stay away, complimenting us on the gull-like manner of her full sail set, her lines from a by-gone era, as well as the cockpit-bound helmsman...Peter's black lab Wintonka. After trying her up and making her secure, I was feeling quite satisfied and looking forward to a cold beer and a generous hot bowl of stew at one of the local pubs. As we stepped along the back of the pier-way, a number of hulks decorated the usual bone yard one grows to admire in most marinas. There amongst that collection was a strange little lady.

## Falling for Her

Initially, I noted her and moved on. But then, steps were retraced. I asked Peter if he knew anything about her. He answered in the affirmative with the astounding claim that the craft was his. My thirst and hunger left me as we peeled back her covers. There she was...all 20 feet of her (bowsprit included) at an absurd 7-1/2 feet at the beam. Custom built in 1940-41 from a mid-twenties design, she looked so winsome, perched up there on her cradle, caulk drooping out of her hull's strip planking joints. She had suffered 3 seasons stone dry...and she had me from very first sight. Her spars, hardware, instruments, standing and running rig all indicated a builder who had outrageous desires to take her into blue water. Her teak topsides were still pristine thanks to a well fit cover. Her cockpit was extraordinarily deep with high comings, and her cabin was a thing of beauty, with all the features of an ocean-going vessel. She continues to persuade observers that she

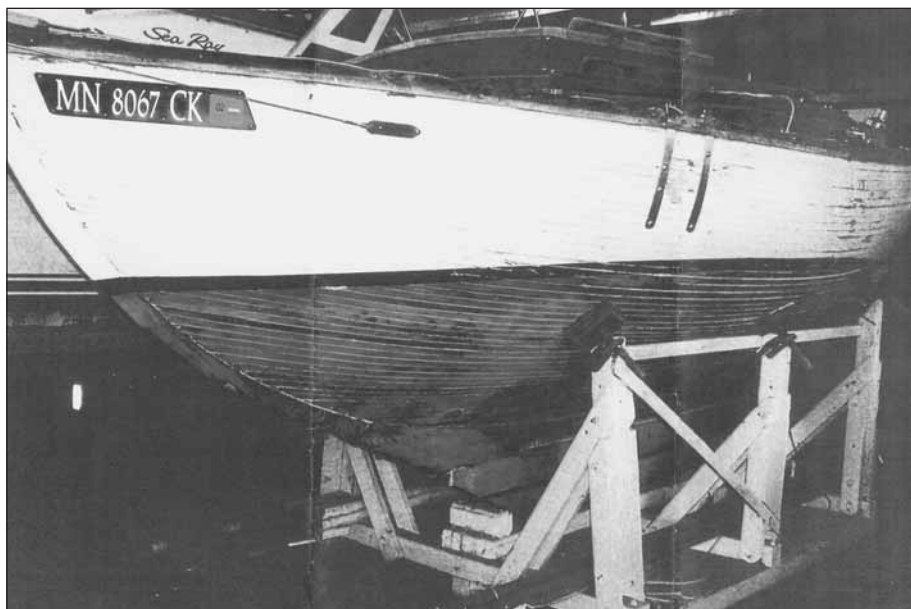


Photo of the boat on its cradle prior to restoration...

is another 5 feet larger than she is...if not more. In spite of her old-school dignity, she was fitted and shaped in such a way as to invite unexpected speed. I was lost to this little gem, in spite of an inclination for ocean sailing aboard 40 to 60 foot fully founded vessels that hold another special place in my sailor's heart.

## Restoration...Going Forward

In the late fall, last year, Peter agreed to commit the boat to a consortium ownership plan which would in turn undertake a very serious restoration project directed by the well established White Bear Boat Works crew. Hauling the boat from Bayfield to White Bear Lake had some interesting challenges, which in spite of them, landed the craft in good order at WBBW's shop. Jason Brown, WBBW's principal, and Eric Hegland, WBBW's lead tradesman, equally have fallen hard for the little craft. These two invite your stopping by for a look-see. Even as a work in progress, our little "Guppy" captures imaginations and conversation. Detailed inspection of her revealed virtually no rot ( a wonderful surprise). Several damage zones appeared to be easily restored to a sound condition. We quickly drafted a scope of work, a division of labor, a few feature modifications, and a potential expanded sail

plan...and set to work. I ran all about her, taking measure of everything, and so have produced an architectural line drawing of the boat which serves well in our planning as well as appreciating the genius of her design. We are all pumped about getting her splashed in the early coming season where she will be berthed at WBBW's Marina.

## Getting Intimate with Her

A great example of the work had to do with the tedium of stripping, scrapping, sanding the hull, and then facing the nasty business of going after the even more tedious work of caulk removal. Plank strips had a bevel joint on the adjoining buried faces. The years had formed a wide variety of joint gaps. Replacement spotty caulking had every variable imaginable, some almost falling out, some just plain stubborn beyond words or reason. We messed around with about every tool that we could come with to make the job easier, but it gave way only to peck, pry, saw, pluck techniques accompanied by salty expressions. Some earlier additions to the ship's ballast included steel tubes scabbed onto the keel which were not entirely conducive to a smooth and speedy ride. A new keel wrap in steel featuring a "wing" were employed given the advice of marine engineering. After a test

season under genoa and main, we are expecting to add a baby stay with staysail, a topsail, a larger 165% genoa forward, and a spinnaker from the masthead. There are already “strings” all over the place for her running rig...so prudence will have to be employed.

### The Ownership Consortium

Typically, a wooden craft’s restoration constitutes a labor of love and a measured awareness of costs is necessary, in

that the craft ends up in a very unique market when resale is to be considered. Similar concerns are involved in insuring the boat. We are following all these related matters and have concluded that a composite, or consortium ownership plan will make the entire venture more feasible as well as developing some real “people skills” amongst the owner-crew participants while participating in a truly unique sailing experience. We intend to race the boat ( a three-man crew with

spinnaker) under PHRF rules with the Black Bear Yacht Racing Association, and as stated above, keep her berthed at White Bear Boat Works. Sailors interested in participating in this venture should contact Granger Whitney 651-493-3859 (cell: 651-235-3668).

*Granger B. Whitney is currently a co-owner of a Holder 20 on White Bear Lake, Minnesota, while a steady bi-annual charterer in Lake Michigan.*

# The Little Boat Story

by Peter Gesell

This is a story of a little Boat that could. The boat, *Shel-Lon*, as she was known to her builder and creator, Lee Pastor and sole owner for over 60 years. My history with the boat is limited to the past few years. I found her at Hooper’s Yachts, Afton, MN. She was an anomaly in a number of ways. The first being the beauty and shape of her hull. When you see her you will understand what I mean, I believe. Although it was love at first sight, for me, I could not quite bring myself to the point where I felt that I could justify buying and owning a sailboat, let alone a wooden one. From the first time I saw her, and climbed aboard her beauty was apparent. In the interim, I continued to consult my copy of Details of Classic Boat Construction by Larry Pardey and the latest editions of Wooden Boat Magazine. I dreamed of building my own little wooden boat. However, a few more visits over the next year to the boat Yard; she captured my imagination. Following one of these visits; I was convinced; then I was pulling her out of the yard.

From Hooper’s I took her to the St. Louis River; Spirit Lake Marina, to be exact. I had hoped to move to Duluth, so I thought no better place to begin my adventure with this little boat. Besides I had had a wonderful conversation with the owner, Jim King. I say that because that fall Jim had a untimely death as a result of a boating accident. That fall, while most boaters were in the process of pulling their boats out of the water I was happily going in. The memory of

seeing that boat being held in the slings of that seemingly very large Marine Travel Lift will not leave me soon. She seemed so small for such a large piece of machinery. Once in the water, she took on water, lots of it. But as she sat in the sling over the next few hours her plank-ing swelling up, the inflow subsided to a trickle.

Once we got the mast up I took to acquainting myself with the boat. Of course my dog, Tonka, seemed as intrigued by her and was more than willing to come aboard and join the adventure. I can easily recall how fascinated I was with every corner I turned with her. From the wiring to the stereo to setting the sail to discover what a Gaff Rig truly meant. (I really was a newcomer to this

whole idea). There was depth gauges with wind speed and direction indicators. Complete with a refrigerator, fresh water and a biffy. Well that first sail out into the river was a truly tremendous occasion. The Fall colors had come to that part of the world and the sun was shining. Although, the river is not the best place to sail a boat with a full keel. I continued to enjoy and discover the joy of sailing that fall. Believing that I was going to commence work on some of her issues I dry docked her at Spirit Lake that winter. I did end up moving to Duluth early the following year and eventually found an inside storage site at the Clyde Iron Works.

That second winter she looked quite lonely sitting in that huge empty



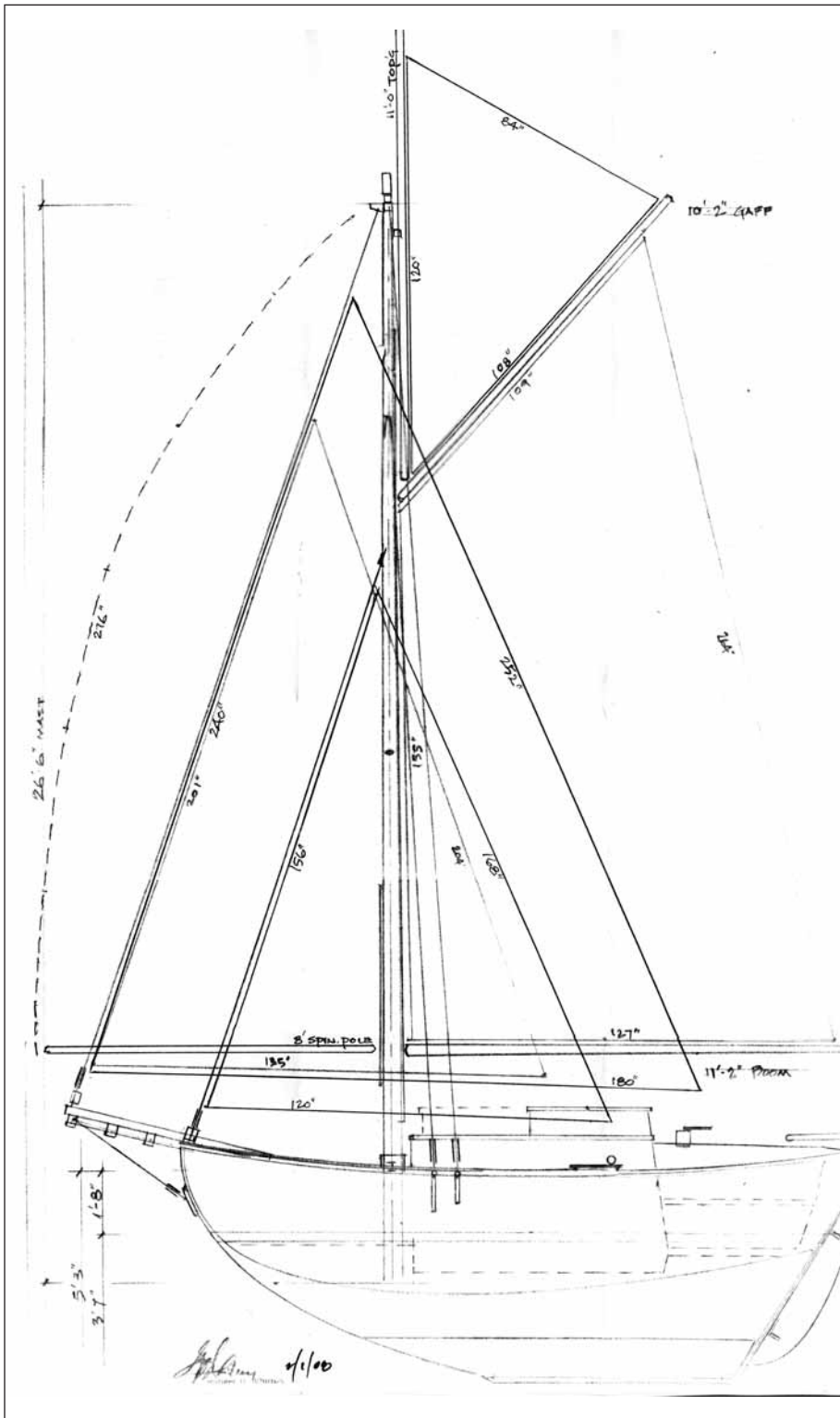
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**Architectural line drawing of the boat's elevation, intended sail plan**

space, but Alex, who was developing the site said he always loved going down to look at her as he moved through the development process. The project, of retrofitting the boat, slowed as I struggled to make this boat a priority. Unfortunately she went by the wayside as I began to look at larger and

more complete vessels, of wood and sail. I came close to purchasing two different boats, but could never let the little one go. When I finally did find another boat, I hauled her over to Bayfield to sit in Ken Dobson's "Boat-Yard". That is where she and Granger were introduced. Because *Shel-Lon* has

been in the area for such a long time, many people have come to know her.

The builder, Lee Pastor was connected with Ford Motor Co. We believe that he built the boat while he was living in the Chicago area and then brought it with him to St. Paul. When I recently caught up with Jim Johnson of Seven Seas, at the Minneapolis Boat Show, he was more than pleased to talk about his remembrances of the boat and it's builder. The first piece was that Jim had sold Lee his flat bed trailer. The boat and cradle rests on the trailer, which were all very nicely done. Jim also recounted, remembered the very large outboard (an 18 hp. mercury), which he speculated was something Lee would use with some frequency, when the Boat was kept on Lake Pepin. In further questioning, Jim recounted how Lee would frequent his shop knowing exactly what it was he wanted, not consulting or asking Jim what his thoughts would be on the matter at hand. Apparently Lee knew exactly what it was he was after and did not much consider what others thought at that point in the process. By looking at the boat you can pretty much tell that he had done quite a bit of updating to the rig; there is a roller furling jib and a crank boom for reefing. It is the hull design which is of so much interest.

The symmetry of such a small craft lends itself to a time bygone. Many who see this "little" big boat suspect that it might be of a Herreshoff design. A designer who for many was and is the greatest this country has seen. Herreshoff's design and boats constructed where of a great notoriety. Our little boat is reminiscent of this bygone era of sail. When perhaps the only means of propulsion was that harnessed by the wind. Granger, has said that he felt she might be of a design such as a harbor tender. Whatever its influences of design or actual plans from which it was built, the little boat continues to capture peoples imagination wherever she goes.

*Peter Gesell of St. Paul, Minnesota, has been a "Hooper" at Madison, Wisconsin. He's always wanted to build his own sailboat.*

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

By Carl Behrend

## CHAPTER 6—SAILING ON LAKE SUPERIOR

You don't just put your 16-foot sailboat into Lake Superior one day and say, "I think I'll sail around Lake Superior today."

It wasn't long after my divorce that I bought a house near Munising—a small town on the shores of Munising Bay—that I would launch my sailboat in Lake Superior. At the time, I actually had two catamaran sailboats. One was a 16-foot Hobie Cat. The second boat was a 15-foot Sol Cat. I kept the Hobie Cat down on Indian Lake where I still sailed with Steve and the Indian Lake Yacht Club. I kept the Sol Cat on Lake Superior.

Many days were spent sailing on Munising Bay. The water of Lake

Superior, although it's cold, has an almost irresistible attraction. The water is clear and seemingly alive with an invigorating energy all its own. It wasn't long and I was spending most of my time sailing on the lake. It just so happened that my girlfriend's brother Jimmers was into racing Hobie Cats. That winter he invited me to go with him to Mexico and work as a crew for him in the Hobie Cat midwinter's west races. Actually, he had invited his sister Cindy. But she declined. So as a noble gesture, I volunteered.

Off to Mexico we went. When we arrived, we set up camp at a campground on the beach at San Felipe on the Sea of Cortez. There were hundreds of boats. Altogether, I think there were 215. Their brightly colored sails were lined up

along the beach. It was quite a spectacle. We set up our boat and we were ready to race.

The next morning, the races began. Jimmer was a pretty good sailor and I learned a lot of new tricks from him. We placed 8th, 4th and 1st. We probably would have gotten a trophy, but the last race was cancelled due to problems with the race committee's boat. Although I enjoyed the races, I really rather would have spent more time exploring the coastline of the Baja Peninsula. The serenity was awesome. There were huge mountains and beautiful desert meeting the shoreline. They invited me to explore. But alas, we only sailed circles in a bay congested with boats and people. I was a country boy and it was in my heart to explore. So I did rent a small 3-



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**My son Caleb on our first attempt around the Lake at Vermillion life saving station.**

wheeled all-terrain vehicle and did some exploring. But I really thought it would be nicer to explore by sea.

The next summer, Jimmers was planning on coming up to Munising with his boat. He said he found a good deal on a Hobie 16 that was in good shape. So I sold both my Hobie 16 and my Sol Cat 15-footer and bought the newer Hobie. Jimmers made a set of “wings” which were like two benches on each side of the boat. They were made from aluminum tubing with canvas stretched over the top for seats. These wings greatly increased the usefulness and comfort of the catamaran. That summer, we spent about two weeks sailing together. But, the highlight of the summer was a sailboat trip along the Pictured Rocks National Lakeshore to Grand Marais.

It was a beautiful summer day. We sailed out of Munising at about 9 a.m. We had two Hobie Cats. Jimmers and my son Caleb were on one boat. My second wife Cindy and I were on the other. We left the shelter of the harbor. We ventured out into the open waters of Lake Superior. This was a dream come true to be traveling on Lake Superior’s “Shipwreck Coast.” We were riding along some of the most awesome scenery in the world. We were on 16-foot boats powered only by wind. All I can say is the experience was indescribable. Our boats seemed dwarfed by the

giant rocky cliffs.

We passed Grand Island—that great island of beauty and adventure. We moved along the massive rock cliffs of Pictured Rocks. The winds were light as we sailed past Miners Castle and Miners Beach. But as we rounded Portal Rock, the breeze freshened. We took off like a rocket. The only difficulty we had was as we passed Au Sable Point Lighthouse. Terrific offshore winds coming off the Grand Sable Dunes rocked our boats. The winds almost caused us to capsize. But we sailed on.

One thing I learned about sailing with Jimmers is that you’re always in a race. So when Cindy and I reached Grand Marais about 15 minutes ahead of Jimmers and Caleb, I think he gained respect for me as a sailor. We were having dinner at the restaurant by 1 p.m. We covered the 40 or so miles in only four hours. Not bad. Traveling at 10 mph for a sailboat was quite impressive. We finished lunch and headed out to our boats only to find a thunderstorm moving in. Securing the sailboats, we crawled under them for protection from the rain and wind. Then we all took about an hour-long nap while we waited out the storm.

The weather quickly improved and we were soon on our way back to Munising. As we started out the weather only gave us light winds. So travel was slow at times. But, about the time we reached Miners Castle, a sudden gale

blew in from the northwest. In an instant we were in huge waves. Jimmers and Caleb were ahead of us this time. They were also farther out at sea. Rather than getting beat up in the huge waves, Cindy and I opted to land the boat at Miners Beach.

One advantage of the catamaran is that with the wind pushing on the sails we were shoved right through the treacherous breakers onto the beach. Landing in a conventional boat would have been very dangerous. The Hobie Cat’s shallow draft made the twin hulls seem like a pair of sled runners that helped make landing possible in heavy seas. We pulled the boat far up on land, grabbed the sails and our life jackets and bummed a ride home with some tourists. Our hair was wild and our faces wind-whipped. But we were beaming with smiles as we recounted the tale of our journey to our hosts.

When we returned to Munising, we waited on the dock at Cindy’s parents’ place. We had lost sight of Jimmers and Caleb. We were concerned that they may be in danger. It was getting dark and we could see no sign of them. Finally, we heard them answer our shouts. We were soon all reunited on the shoreline, happy that all of us had survived the storm.

It was the success of that day’s journey that was the beginning of an idea. I began to think that if a person were to pack right, why couldn’t they make a journey around all of Lake Superior? What a trip that would be! I would love to pilot a 16-foot sailboat around the lake that has claimed hundreds of ships, including the mighty Edmund Fitzgerald. To be able to pull the boat up out of the water and camp on the most beautiful and rugged shoreline in the world would be great. Imagine. What a trip that would be!

*This is the fourth 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](http://www.greatlakeslegends.com).*

# Wally Cross on Tuning Your Rig

by David Dellenbaugh

If you want to go fast upwind, one of the first things you need to do is make sure that your rig is tuned properly for the wind and wave conditions. Wally Cross, a long-time sail designer and mainsail trimmer, shares his approach on how to set your mast for closehauled speed.

**DAVID: Wally, what are your priorities for rig tuning when you race on a boat for the first time?**

**WALLY:** If the boat is a one-design I always try to do some homework prior to the first sail. I research which sailmaker is having success in the class and read over their tuning guide for clues about the boat. I view tuning guides as a good starting point but not necessarily the final word. Most of them are a bit dated, but they do eliminate the need for a lot of experimentation.

My first tuning goal is making sure there is symmetry in the rig, tracks, spreaders and so on. It is really important that the main and jib (genoa) set up the same on each tack. Once I am convinced both tacks are similar, I mark jib tracks, halyards, backstay, jib sheets and inhaul for future reference.

For every boat, it's important to develop a tuning sheet that gives the trimmers adjustments for light, medium and strong winds. This guide should have setting numbers for the jib halyards, jib sheet, lead position, main traveler, backstay, and vang in all three wind ranges. Having a resource like this takes some of the mystery out of setting the rig and sails. However, the tuning process constantly changes, so you need to update it continually with real race data.

**Is it important to get your mast straight in the boat? If so, how do you achieve this goal?**

When I view a mast for the first time I check to make sure it is set up straight side to side. To achieve this, start by positioning the tip of the mast on the centerline. There are several ways to do this.

I think the easiest method is to get a low-stretch tape measure with a mainsail slug that fits your mast. Attach the end of this tape measure (right at the slug) to the main halyard and hoist it to the top of your mast. Then measure the distance to identical points on each side of the boat (such as

the jib tracks or the sheer line) that are equidistant from the centerline. Adjust your upper shrouds so this measured distance is the same on each side.

Once the tip is centered, you have to get the entire mast on the boat's centerline. Start tuning the diagonal shrouds until the middle of the mast is straight side to side. It's best to do all this in morning or evening when there is no wind.

**How do you figure out the right amount of rake for a boat? Do you change rake for the conditions?**

The purpose of raking the mast is to help your boat get the best VMG upwind. To sail at the proper target speed and angle, you need the right amount of rake. If you rake the mast too far aft, the boat will have too much helm and drag; too far forward and the boat will want to drift to leeward when you are sailing close hauled.

There are many ways to measure rake, so you should find one you like and use it consistently. On a one-design boat I will first measure rake using the method described in the best tuning guide for the

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boat. In many classes the normal technique is to measure from the bow to a reference mark on the headstay. To locate this mark, take a jib halyard to the mast and mark it exactly at the black band. Then, with the halyard cleated, swing it out to the headstay and put a mark in the same spot. Other classes, like the Melges 24, measure rake from the top of the mast to the intersection of the hull and transom.

For boats that don't have a tuning guide, I attach a full bucket of water to the main halyard and let this hang vertically with the boat level for and aft. Then I measure from the aft side of the mast to the point where the main halyard intersects the boom.

For a ballpark rake setting, this distance should be about 2% of the boat's I measurement. For example, a Catalina 30 TR has an I of 43, so its main halyard should hang roughly a foot ( $43 \times .02 = .86$  feet) aft of the mast at the boom.

Another way to determine how much rake you need is by sailing the boat and seeing how much windward helm you have. In the perfect world with winds from 10 to 15 knots, your boat should have between 5 and 8 degrees of helm. If you have less helm than this, add rake; if you have more helm, angle the mast forward.

On many boats, you should change your rake based on wind speed. Again, I like to have three rake settings set with light, medium and strong breeze. In light winds I use more rake on most boats because it helps bend the mast more, which flattens the main forward and lets me use a softer headstay. This helps make the jib more powerful, and the flatter entry on the main allows the slot to work. More rake in lighter air also gives the boat a little more helm, or feel.

In medium breeze, set the rake to get 5 to 8 degrees of helm. This is just enough helm to assist the boat when sailing upwind, but not too much to hurt your speed with excessive drag. In big breeze, I reduce the rake, if necessary, so the boat doesn't have too much helm. I also tighten the headstay a lot. A straight headstay in breeze reduces helm, minimizes extra drag on the jib and allows the boat to go faster.

**How tight should your shrouds be and how do you measure this? How often do you adjust rig tension?**

Rig tension seems to be one of the biggest tuning mysteries, so I try to keep it simple by using my eye and basing adjustments on the boat's performance. Before

every start I measure turnbuckle length on all the shrouds - this way I always know the numbers we are using in each race sailed.

I view rig tension like a flap on an airplane. In lighter winds the boat needs to flap down for more drag on the sails to develop lift and speed. As the wind increases, the flap needs to straighten out so the drag decreases and the boat can achieve greater speed.

As usual, I have three settings for shroud tension in light, medium and heavy air. The vertical shrouds (V1s or cap shrouds) should be soft in light air, medium in moderate winds, and tight in big breezes. In light air, I tension the verticals just enough so there is some movement in the leeward shroud when the boat is fully trimmed upwind. In moderate breeze I use more rig tension so the leeward shroud moves only at the top end of that breeze. Once the boat has all the power it needs in heavier air, the



**Wally Cross has been a sailmaker since 1973 and enjoys sailing in owner-driver classes. His race credits include three wins in the Canada's Cup and many successes in one-design, inshore and off-shore events. Wally's passion is helping boats sail faster through rig and sail settings.**

rig should be tight enough so the leeward shroud doesn't move at all.

I also change rig tension based on roughness of the water. For example, if the breeze is moderate but the sea state is rough, I may lean toward a light-air set up with looser shrouds. On the other hand, if the breeze is moderate and the water is very flat, I may go with a tighter, heavy-air set up.

The diagonal shrouds control sideways bend of the mast. You want the mast straight in most conditions, but in light air the middle of the mast should have some leeward sag. To gauge this, sight up the mainsail track from the boom to the top of the mast, looking for roughly one or (a maximum of) two inches of even sag up the mast. This keeps the main from becoming too round forward and helps the boat generate more energy in the slot in light air.

**How much "pre-bend" should you sail with, and what's the best way to get pre-bend in the mast?**

Pre-bend is the amount of mast bend you have at the dock before you hoist your sails. It is created by a combination of factors, including the mast step location, the

position of the mast at the deck and headstay length. Boats that have swept-aft spreaders can also achieve pre-bend by adding shroud tension.

The ideal amount of pre-bend for any boat is a function of mainsail shape just aft of the mast. The goal is to get the proper pre-bend so in light winds the main is not too round up front and in big breeze the sail does not get too flat.

To evaluate pre-bend, I like to set the main up in winds of 10 to 15 knots. With moderate backstay, my goal is to have all the mainsail draft stripes coming off the mast at the same angle. If the top stripe is round (wider angle) and the bottom stripe is straight (narrower angle), then there is too much pre-bend and the step should go forward. If the bottom of the main is round and the top is flat, the step should move aft to get more pre-bend.

Most boats are fast with the mast at maximum J measurement (measured from headstay to the front face of the mast) so we usually try to lock the mast at the deck and adjust pre-bend with either the headstay turnbuckle or the position of the mast step.

On one-designs, the only time I change the pre-bend is in extreme conditions. If it's very light, I like moving the mast step aft to help flatten the entry of the main; in big winds I move the step forward to help the main keep its shape with maximum backstay tension. If the step is too far aft in big breeze the mast will over-bend. This creates a crinkle from the clew to mid-mast, and the main will just luff.

**Are there any inherent tuning differences between one-designs and bigger boats?**

The great thing about one-design sailing is the boats are equal and speed differences come from the sailors, sails and rig adjustments. However, this means one-design boats need more tuning changes than larger boats.

Many smaller boats have their own tricks that doesn't work so well on larger boats. But in almost every boat, no matter what the size, you want a softer rig for light wind and a tighter rig in more breeze.

Big boats are able to generate a lot of their own apparent wind from the height of the mast, and this loads the rig up much faster than on smaller boats. Usually most of the shrouds stay set on larger boats (except for the headstay and backstay), but there are other tuning controls you



Like a number of boats, the popular lightning uses blocks at deck level to induce or limit mast bend. You might think you should put more mast blocks behind the mast in heavy air to get more bend and flatter sails.

In fact, the opposite is usually true. In heavy air you need to pull hard on the backstay to straighten the headstay. If you have too many blocks behind the mast, it will bend too much and the mainsail will be over-flattened.

So when it's windy you usually need to put more blocks in front so you can pull hard on the backstay without getting too much bend. In light air, put more blocks behind the mast so you get enough bend without pulling too hard on the backstay.

don't find on smaller boats. For example, some larger boats use a hydraulic mast step so they can lift or drop the mast to change rig tension.

#### Do you tune a carbon mast differently than an aluminum mast?

Carbon masts seem less sensitive to changes in wind speed than aluminum masts. I think the carbon's panel stiffness has a lot to do with how often the shrouds need to be adjusted. A soft aluminum rig needs constant tuning of the diagonal shrouds as the wind increases (or decreases), while a typical carbon mast is much more forgiving. The carbon rig has more range; we see the same thing in carbon sails.

#### What are some common tuning mistakes that racing sailors make, and how can they correct these?

Many boats I sail have the shrouds too tight for light-air (and even moderate-air) sailing. People worry that if the shrouds are too loose the rig will come down, but safety is not a problem if you are careful.

I start every day with the rig at its "base" setting (the shroud tension that makes the mast straight in 10 to 15 knots of wind). Then I add or take off turns based on the wind and sea conditions for that day. At the end of the day I always put the rig back to the base setting so I'm ready for the next day.

This system works best if you keep a tuning log and have a good understanding

of your base settings. Measure everything and keep track of the changes you make. In light air, find a set-up where you are fast and record how many turns you let off from your base settings for the headstay, V1, D1, D2, and backstay. Then do the same in heavy air and record how many turns you added.

#### The main goal of tuning your rig is to go fast. But are there safety issues sailors should watch out for?

One common problem is making the diagonal shrouds too tight relative to the cap shrouds. This is a safety issue because if the diagonals are tight and the caps (verticals) are loose in comparison, the top of the mast will fall off to leeward; if it goes too far it will break.

Another concern is releasing the backstay (or running backstays) too far. This can cause the mast to "invert" or bend forward, which is the wrong way. If you keep the mast straight side to side with a moderate bend for and aft, the rig will be safe and should be able to sail in almost any condition.

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

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# Coast Guard Great Lakes Boating Report Troubling

by Tom Rau

Isalute the folks at District Nine headquarters in Cleveland for their fine tracking system regarding recreational boating activity across the Great Lakes. Their 2007 report on recreational boating provides insightful and, in some cases, troubling figures. For better or for worse, the report definitely merits review.

During 2007 Coast Guard units across the Great Lakes conducted 4,112 search and rescue cases that involved 9,108 people with 567 lives saved. The down side: 115 lives were lost, an alarming 28-percent increase over 2006 fatality figures.

The leading cause of lives lost was drowning, accounting for 43-percent of deaths; nearly all could have been prevented with life jacket use; none involved heavy weather.

Only one percent of Coast Guard cases involved foul weather. As weather had little to do with most boating mishaps, so too were boaters requiring assistance in deep water far from shore.

Of the 4,112 rescues Coast Guard crews conducted across the Great Lakes, only 17-percent occurred further than a mile off shore and most of those were within five miles. So if it's not weather,

not boaters stranded afar, then why the need for all these rescues?

According to the figures, the leading cause of request for Coast Guard assistance is mechanical breakdowns, followed by boaters' misjudgment and inexperience, followed by boaters running aground. These factors accounted for over 50 percent of Coast Guard responses.

The primary means of notifying the Coast Guard was a cellular phone, which accounted for 37-percent of calls, with the marine radio second at 29-percent. Although apparently effective, the cellu-



During 2007, Coast Guard crews across the Great Lakes responded to 4,112 search and rescue cases. Ninety-five percent of those cases involved recreational water related activities. Photo, Tom Rau/Boat Smart.

lar phone simply does not offer the life-saving advantages of a marine radio.

The marine radio is monitored not only by the Coast Guard, but other recreational boaters, and commercial vessels; it offers radio directional finding capabilities, allowing Coast Guard radio receivers to home in on a distressed vessel; and it is not subject to dead zones that cellular phones experience. The cell phone is an excellent backup to the marine radio but by no means a worthy replacement.

Power boats accounted for 50-percent of rescue cases, followed by sailboats at 14 percent, then by personal watercraft at 11 percent. In all, recreational boaters accounted for 94 percent of rescue calls.

The huge disparity between commercial vessels requiring so little assistance and recreational boaters requiring so much has a great deal to do with federal mandates that govern the commercial fleet. Federal laws mandate that the commercial fleet be boat smart. On the other hand, the only skills that are required of recreational boaters is the

ability to turn an ignition key, hoist a sail, or dip a paddle. This cavalier approach has cost the lives of over 47,000 recreational boaters since 1964 when the Coast Guard began tracking recreational boating fatalities.

These askew figures can be balanced if boaters are required to boat smart. Mandatory education should apply to all boaters regardless of age and date of birth as some states have wiggled into law. I believe the best case for mandatory education hails from adult boaters who have taken a boating safety course. A common response from these folks is how naive they were regarding boating safety and their welfare on the water.

Another strong case for mandatory boating education is my book, *Boat Smart Chronicles, Lake Michigan Devours Its Wounded*. The book is based on over 20 years of documented Coast Guard rescues involving recreational boaters with valuable lessons learned. The book's many cases reveal just how naive boaters can be when it comes to their safety.

Better to learn these lessons on shore than afloat, as one young lad proclaimed. Asked by Jim Shepard, instructor for the United States Power Squadron, why he took the course, the lad responded: "Because I read *Boat Smart Chronicles*, and it scared the heck out of me."

Go to [www.boatsmart.net](http://www.boatsmart.net) and link to boating safety courses offered by the Coast Guard Auxiliary and United States Power Squadron. Be smart this winter, learn to boat smart.

*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](http://www.boatsmart.net), [www.seaworthy.com](http://www.seaworthy.com), [www.amazon.com](http://www.amazon.com), or through local bookstores.*

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# Sailing News

## Zebra mussels confirmed in Ramsey County lakes

In response to a discovery by alert St. Paul Regional Water Services (SPRWS) staff late last week, the Minnesota Department of Natural Resources (DNR) has confirmed the presence of zebra mussels in Vadnais, Sucker and Pleasant lakes in Ramsey County. The lakes are part of a system of reservoirs that provide drinking water for about 417,000 people in St. Paul and eight surrounding communities.

During routine maintenance at the Vadnais Lake water intake facility, SPRWS staff found multiple zebra mussels attached to walls inside the water intake. After confirming identification of the specimens, DNR biologists searched waters upstream of Vadnais Lake and found small zebra mussels attached to rocks and wood on the northern end of Sucker Lake, and in the canal between Sucker and Vadnais lakes. Finding zebra mussels in the canals that flow from Pleasant to Sucker Lake suggests that zebra mussels entered from Pleasant Lake. All three lakes now are considered infested with this invasive species. DNR is determining what connected lakes also may be infested and what actions are needed to prevent further spread of zebra mussels from the infested lakes

Zebra mussels may have entered the chain of lakes via water pumped from the Mississippi River as part of the St. Paul Regional Water Supply system, or by way of recreational activities such as angling or boating.

Zebra mussels can have a significant impact on a lake's ecosystem. They can foul beaches, interfere with food chains and smother native mussels. Zebra mussels also can clog intakes of public water supplies.

The discovery was unwelcome news for both DNR and SPRWS staff. The DNR informed SPRWS as soon as zebra mussels were discovered in the

upper Mississippi River. Over the past two years, the two agencies have worked together to address the potential zebra mussel threat. SPRWS has treated the water pumped from the river during the past two years in an attempt to prevent movement of free-floating zebra mussel larvae, and has been working to examine operational changes that could prevent movement of all invasive species in their operations.



**Zebra mussel held between fingers show size. © MN DNR**

The presence of this invasive species in the water supply system of St. Paul creates new challenges for the environment as well as the managers and engineers of SPRWS. However, the low numbers found suggest that this discovery came at the beginning of the infestation.

Other Great Lakes area water utilities have been dealing with this problem for a number of years and have developed proven techniques for dealing with it. Presence of the mussels will not impact drinking water quality.

## Walker Bay® Boats Wins the NMMA Innovation Award for the Airis Kayak in Miami

### The Lightest, Most Compact High-Pressure Inflatable Kayak in the World

Walker Bay® Boats Inc. is proud to announce that it has once again won the Innovation Award organized by the National Marine Manufacturers Association (NMMA) and judged by Boating Writers International (BWI) at the 67th Annual Miami International

Boat Show, this time for the Airis Inflatable Kayak. "We are thrilled to be recognized by our peers as the recipient of this prestigious award," said Stefano Rista, Product Development Manager. "Innovation is the corner stone of Walker Bay and we are always seeking new ways to improve upon concepts and find ways to get more people out on the water having fun." Airis was the winner of the Inflatables, Small Boats Up to 15' and Tenders category.

Airis Inflatable Kayaks are made using AirWeb™ High Pressure Construction (patent pending), formed from a heavy duty seven layer polymer coated fabric that is joined inside by thousands of drop-stitch fibers, much like an elaborate web. AirWeb Construction allows the kayak to be inflated to more than 6.5 PSI or 0.45 bar, resulting in a rigid and stable hull that is lightweight yet compact enough to be carried in a backpack (included). Judge Trulio commented that, "This construction method has produced the most portable kayak I've ever seen."

Winning companies received their 2008 Miami Innovation Awards during the Miami Media Breakfast, held Thursday, February 14 at the Miami Beach Convention Center. The Innovation Awards, organized by NMMA and judged by BWI, recognize products that best meet the following criteria: innovative distinction from other products currently being manufactured; benefit to the marine industry and/or consumer; practicality; cost-effectiveness; and availability to the consumer within 60 days of receiving the award.

"This year, a total of 50 products were entered in eight different categories," said Zuzana Prochazka, Miami Innovation Awards chair and member of the BWI Board of Directors. "There were some exceptional entries this year, and it made the judging process a challenge. We not only had winners in every

# Sailing News

category for which we received entries, but determined several additional products worth 'Honorable Mentions.' We also gave out an Environmental Award for a grand total of nine awards."

In addition to Prochazka, BWI members rounding out the judging panel include: Jim Barron, technical editor and writer, Trailer Boats magazine; Ben Ellison, electronics editor of Power & Motoryacht and SAIL magazines and author of the electronics blog Panbo.com; Jan Mundy, co-founder and editor of DIY Boat Owner magazine; Lenny Rudow, freelance writer, author and boating editor of Texas Fish & Game magazine; Matt Trulio, editor-at-large of Powerboat magazine and powerboat editor for boats.com; and John Wooldridge, executive editor of PassageMaker magazine.

## About Walker Bay Boats

For over 10 years, Walker Bay® has redefined the benchmark for small boats. Manufacturing an award winning line of exceptionally crafted motorboats, sailboats, rowboats, RIBs, inflatable air deck rollups, and inflatable kayaks, Walker Bay® continues to push the boundaries of innovation with boats that

are durable, versatile, practical and easy to use. With over 60,000 boats in use, Walker Bay® is available in over 50 countries around the world and can be found on the web at [www.walkerbay.com](http://www.walkerbay.com) or [www.airiskayaks.com](http://www.airiskayaks.com).

## About NMMA

National Marine Manufacturers Association (NMMA) is the leading association representing the recreational boating industry. The association is dedicated to industry growth through programs in public policy, market research and data, product quality assurance and marketing communications.

## Interlux® Launches New Program Making \$60,000 In Grants Available To Groups To Enhance Their Waterfronts

Interlux announced today that it would be awarding \$60,000 in grants at the Miami International Boat Show in February 2009. Eight grants from \$5,000 to \$25,000 will be awarded to organizations to create sustainable waterfront environmental improvements in their communities.

At a press reception in Miami today, Bob Donat, Vice President of Marketing for Interlux said "We are excited about launching a program that empowers the boating community to preserve the one thing we have in common - water. The health of our bays, streams, lakes and oceans is vital to the future of boating. The Waterfront Challenge is a real opportunity for everyone to make a difference."

To apply, join The Waterfront Challenge. Applications are now being accepted at [www.wfchallenge.com](http://www.wfchallenge.com) and organizations have from April 1, 2008 to November 5, 2008 to apply. Judging will take place from November 12, 2008 to January 4, 2009, with grant awards being made in Miami in February 2009.

Judges, criteria, and basic ground rules are available at [www.wfchallenge.com](http://www.wfchallenge.com) or contact Douglas Bernon, PhD, at The Waterfront Challenge. Phone: (401) 855-2351 or E-mail: [info@wfchallenge.com](mailto:info@wfchallenge.com).

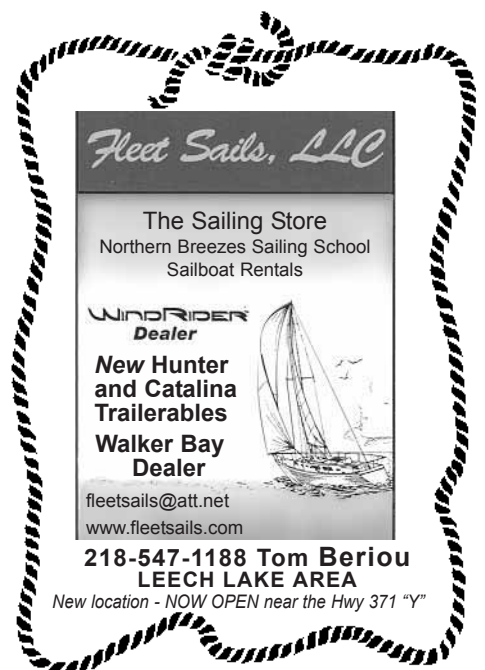
Interlux Yacht Finishes is the leading supplier of high performance marine coatings and forms part of Netherlands-based Akzo Nobel, the world's largest supplier of industrial coatings.

## Wayzata Yacht Club

### Sailboat Racing Seminars On-the-Water Training Sessions

**Classroom Seminars:** Tuesday Evenings in May  
**On-the Water Training:** Saturday Mornings in May  
**Advanced Crew Training:** Tuesday Evenings in June  
**Women-at-the-Helm Seminar:** Date To Be Announced

*For more information regarding specific dates, times, cost, and for membership information, visit our web site at [www.wyc.org](http://www.wyc.org), or e-mail Beth Frampton at [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com).*



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# Calendar of Events

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

## March

**March 1 - Celebration of Sailing** - To help support the Ontario Sailing athletes The Boulevard Club. Space is limited. To reserve your spot contact Brenda Ferguson 1-888-672-7245 ext 221

**March 2 - Lee Murdock** - Sterling Heights Parks & Recreation Coffeehouse Series, Dodge Community Center, Sterling Heights, MI. Contact 586-446-2751.

**March 6 - 9 - ACURA MIAMI GRAND PRIX** - The 2008 Acura Miami Grand Prix invited one design classes are the Farr 40 and Melges 32 classes. Miami, FL. Visit [www.Premier-Racing.com](http://www.Premier-Racing.com) for more info.

**March 15 - Lee Murdock** - Brown Dog House Concerts (John & Ann Sponzilli -- public invited!), Warrenville, IL just call 630-393-1355 for reservations & info or email to [jsponzi@sbcglobal.net](mailto:jsponzi@sbcglobal.net).

**March 19 - Mount Gay Rum Speaker Series** - Detroit Regional Yacht Racing Association, Detroit, MI. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

**March 20 - Terry Foster Presents...** Winter Seminar 6:30-9pm. Wayzata Yacht Club, MN. Improve your racing and get ready for the 2008 sailing season. For further information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

**March 27 - Lee Murdock** - Ginkgo Coffeehouse, 721 N Snelling Ave, St Paul, MN. Contact 651-645-2647.

**March 29 - Sanctioned US SAILING Safety At Sea Seminar** - Chicago Yacht Club, Chicago, IL. Visit [www.ussailing.org](http://www.ussailing.org) or call Sonia Ter Haar at 312 861-7777 for more information.

**March 29 - Lee Murdock** - St Mane Theater, Lanesboro, MN (Lanesboro Art Council sponsor), [info@lanesboroartcouncil.org](mailto:info@lanesboroartcouncil.org) 507-467-2787.

**March 30 - Sanctioned US SAILING Safety At Sea Seminar** - Edgewater Yacht Club, Cleveland, OH. Contact Mike Dills at 216 281-6470 or visit [www.ussailing.org](http://www.ussailing.org) for more info.

**March 30 - Lee Murdock** - Granite City Folk Society Concert at Bo Diddley's Deli, 216 6th Ave South, St Cloud MN 320-255-9811. I'm looking forward to sharing an evening with Paul Imholt, of Duluth, MN

**March 31 - Lee Murdock** - Live From Studio One, KUNI Radio\Cedar Falls, IA -- come to the UNI communications bldg to be in the studio audience, or the show will be broadcast via Iowa Public Radio and cable TV or listen at [www.kuniradio.org](http://www.kuniradio.org).

## April

**April 4 - Lee Murdock** - Green Wood CoffeeHouse Series, at the very beautiful Green Wood Church, 1001 Green Road, Ann Arbor, MI. Contact 734-665-8558.

**April 8 - Lee Murdock** - Delta College, Lecture Theater G 160, University Center (Bay City) MI. Contact (989)686-9198. Global Awareness Day.

**April 9 - Boating Class** - St. Paul Sail and Power Squadron will be holding four consecutive wednesday classes at Bayport, MN. Contact squadron hot line at 651-472-9300 or Hal Fotsch at 651-634-8800 or [halfotschl@comcast.net](mailto:halfotschl@comcast.net).

**April 12 - Lee Murdock** - Tomorrow River Concerts at Jensen Community Center, 487 N Main St, Amherst, WI. Contact 715-341-7195.

**April 17 - Beginning Rules Seminar** 6:30-9pm. Wayzata Yacht Club, MN. This seminar presents the basic race-course rules in easy-to-understand language. For further information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

**April 18-22 - Strictly Sail Pacific** - Oakland, CA. Visit [www.strictlysail.com](http://www.strictlysail.com) for more information.

**April 29 - Rules, Tactics & Strategy Seminar** 7:30-9:30 p.m. Wayzata Yacht Club, MN. For further information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

## May

**May 3 - On-the-Water Training Seminar** 8:30 am -1:00pm Wayzata Yacht Club, MN. Two hours of practice starts at three minute intervals. For further information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

**May 6 - Rules, Tactics & Strategy Seminar** 7:30-9:30 p.m. Wayzata Yacht Club, MN. For further information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

**May 7 -Boating Class** - St. Paul Sail and Power Squadron will be holding four consecutive wednesday classes at Bayport, MN. Contact squadron hot line at 651-472-9300 or Hal Fotsch at 651-634-8800 or [halfotschl@comcast.net](mailto:halfotschl@comcast.net).

**May 10 - On-the-Water Training Seminar** 8:30 am -1:00pm Wayzata Yacht Club, MN. Short course, perpendicular to the wind, in which boats practice overtaking, luffing, and mark rounding. For information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

# Racing News and Results



## Rolex US-IRC National Championship Set for the Midwest

**Little Traverse Yacht Club's 48th Annual Regatta Doubles as US-IRC's Pinnacle Event**

Little Traverse Yacht Club's (LTYC) 48th Annual Regatta and One Design Series, fondly known as the "Ugotta Regatta" that follows the Mackinac Races each year, will attract extra attention this year when it doubles as the second Rolex US-IRC National Championship. Scheduled for Friday through Sunday, July 25-27, 2008, the event will take place on Little Traverse Bay, Lake Michigan, adjacent to Harbor Springs, Mich., where the LTYC is located.

"As more and more sailors encourage us in the expansion of the IRC Rule," said US-IRC Executive Director John Mendez, "it is appropriate that we move events around the country to enable more competitors to participate. This year celebrates the

100th running of the Chicago-Mac race, which is a sound reason to follow that event with the Rolex US-IRC National Championship in the Midwest this year."

Mendez encouraged all competitors to enter early, as many Mackinac race boats are expected to make the approximately 50 nm delivery to Harbor Springs for the event, and the fleet will be limited to 50 in IRC Division 1, where the battle for the Rolex US-IRC National crown will ensue. (One-design classes with a minimum of 10 boats will be given separate starts.) There also will be a PHRF Division 2 (with the same boat minimum required for a separate one-design start) sailing for the 2008 LTYC PHRF Regatta title.

IRC Division 1 (and any and all one-design classes, including for PHRF) will sail all three days, while PHRF Division II will sail only Saturday and Sunday. Scheduled are three windward-leeward races on Friday; a traditional "Tour of the Bay" race of 7-10 legs (weighted at 1.5 in scoring) on Saturday, followed by three windward-leeward races for all classes on Sunday. Three separate courses will be utilized for the windward-leeward races.


"Little Traverse Yacht Club, established in 1895, is one of the oldest yacht clubs in the Midwest and has a long history of commitment to innovation in sailing," said Event Chair Kevin Farrell. "We are thrilled to host the 2008 Rolex US-IRC National Championship in Harbor Springs as part of the 48th LTYC Regatta and One Design Series."

Early on-line entry deadline is no later than June 20, with late entries accepted through Friday, July 18, 2008. To access on-line registration, the NOR and more information, visit [www.LTYC.org](http://www.LTYC.org) and follow the links to [Yachtscoring.com](http://Yachtscoring.com)'s interface.

IRC rating applications for US boats can be obtained from US SAILING ([irc@ussailing.org](mailto:irc@ussailing.org)) and for boats from other nations at [www.rorcrating.com](http://www.rorcrating.com)

The Storm Trysail Club's Block Island Race Week presented by Rolex hosted the inaugural Rolex US-IRC National Championship during its 22nd biennial running last June. Blue Yankee, Bob and Farley Towse's (Stamford, Conn.) Reichel/Pugh 66, won the event with a string of four victories in six races.

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# Racing News and Results

For more US-IRC information contact John Mendez, [info@us-irc.com](mailto:info@us-irc.com).

## Leukemia Cup 2007 White Bear Lake, MN Sept. 14-16, 2007

### Results

#### C22 Fleet

1) *Echo Too*, Capri 22, Klopp/Mathewson; 2) *Bakara*, Capri 22, Michaud; 3) *Voodoo Chile*, Capri 22, Yearsley; 4) *Lucky Duck*, Capri 22, Drake; 5) *Make My Day*, Capri 22, Dugelman; 6) *HausBoat*, Capri 22, Witthaus; 7) *Three Rings*, Capri 22, Igielski; 8) *Improv*, Capri 22, Schwarz; 9) *Carpe Diem*, Capri 22, Preston; 10) *Nauticlew*, Capri 22, McCoy; 11) *Y3K*, Capri 22, Loomis.

#### Holder20 Fleet

1) *Hold Her*, Holder 20, Sorrentino; 2) *Hobie One Kenobi*, Holder 20, Gundlach; 3) *Slainte*, Holder 20, Whitney.

#### PHRF 1 Fleet

1) *License 2 Chill*, Harmony 22, Hegland; 2) *Cyclone*, Santana 23, Ruedenberg; 3) *Priority*, Starwind 223, Currier; 4) *Jahazi-II*, J-22, Shores; 5) *Sails Tacks*, Capri 18, Quirk; 6) *Athena*, Beneteau First 235, Beauchamp; 7) *Surprise*, Catalina 22 (SK), Kokko/Moris; 8) *High on a Puff Too*, Catalina 250, Riccardo.

#### Typhoon Fleet

1) *Das Boot jr.*, Cape Dory Typhoon, Koenig; 2) *Green Bean*, Cape Dory Typhoon, Schultz; 3) *Lost Pleiad*, Cape Dory Typhoon, Robertshaw.

#### A-Scow Fleet

1) *InnoVation*, Tom Burton; 2) *Type "A"*, Jason Brown; 3) *A Men*, Hod Irvine; 4) *Snitch*, Ken Broen; 5) *Hufflepuff*, Lee Alnes; 6) *Victory*, Fletcher Driscoll; 7) *Gryphon*, George Hill; 8) *Hedwig*, Jon Morris; 9) *Felix Felicis*, Larry Pardee.

#### Lower Portsmouth Fleet

1) E-Scow, *Loon-E-Tics*, Tim Black; 2) Johnson 18, *Madi*, Sprouls; 3) E-Scow, *The Big Trip*, Matt Petersen; 4) Johnson 18, *I Last Breath* Blair Wicklund; 5) C-Scow, *Sea Cow*, Sean Wagner.

#### Multihull Fleet

1) ARC-22, *RAIL GUN*, Tom Haberman; 2) SuperCat 17, *Wind Dancer*, Neil Christenson; 3) ARC-22, *Snoop-Dog*, Craig Jennings; 4) Nacra 5.5 Uni, *Mojo*, Tom Garske; 5) SuperCat 15, *Woodstock*, Jon Kirschhoffer.

#### Upper Portsmouth Fleet

1) X-Boat, *Rocket*, Wheeler Morris; 2) X-Boat, *Black Pearl*, Eddie Cox; 3) X-Boat, *X-JBW*, Willy Crary; 4) O'Day Daysailor, *Riff*, Peter Schwarz; 5) Club 420, *Legacy II*, John Reed.

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## Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg
9	Escape, Furling Main Sail	00	\$1,095	FS
9	Mini Scow	86	\$1,000	FS
9	Walker Bay RID 275, Sail Kit	06	\$2,299	FS
9	West Marine Inflatable	03	\$900	FS
10	Hunter Excite [New], Mylar Sail	06	\$2,450	AS
10	Hunter Xcite, New	04	\$2,500	FS
10	WindRider, Yellow	02	\$1,095	GS
12	Catalina Expo, Furling Main, Trlr	03	\$3,900	WB
12	CLC Lightcraft Passagemaker Wooden Boat	07	\$4,500	FS
12	Escape	96	Call	HY
12	Johnson Miniscow, Main	93	\$1,200	WB
12	Johnson Miniscow, Main, Trlr	85	\$1,600	WB
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB
12	O'Day Widgeon, Trlr	74	\$1,250	FS
12	Sailboard	UK	\$600	FS
13	Chrysler Pirateer, Main, Jib, Trlr	77	\$2,800	WB
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY
14	Am Fiberglass Corp "T" for Two	77	\$900	FS
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB
14	Hunter 140, RF Jib	08	\$5,795	AS
14	O'Day Javilin BSU	UK	\$600	FS
14	Phantom/Sunfish, Sail	UK	\$1,299	MR
14	Skipper, Trlr	77	\$1,000	FS
14	Taft Cat	UK	\$500	FS
15	Legacy, New Model, w/Trlr	07	\$13,900	GS
15	Picnic Cat, New Model, Trlr	07	\$11,795	GS
15	Precision K, Main, Jib, Trlr, RF, Motor Mount	08	\$9,040	HY
15	Precision, Main, Jib, Trlr, RF, Motor Mount	08	\$7,989	HY
15	Precision, Main, Trlr, Needs Jib, Boat Cvr	94	\$3,000	HY
15	Vanguard, Almost New, Cover, Trlr	06	\$5,900	GS

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15	Wood/Canvas Sailing Dinghy	06	\$1,000	FS
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB
16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	97	\$2,500	WB
16	ComPac 16-2- NEW LISTING	87	\$4,900	CN
16	Escape PlayCat, Demo	03	\$2,700	AS
16	Hobie Cat, Main, Jib, Trlr	UK	\$1,799	MR
16	Hobie Cat, Mast, Sails, Trlr	UK	\$1,000	MR
16	Island Packet Big Fish	06	\$2,995	SW
16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,800	WB
16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB

### 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
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	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	

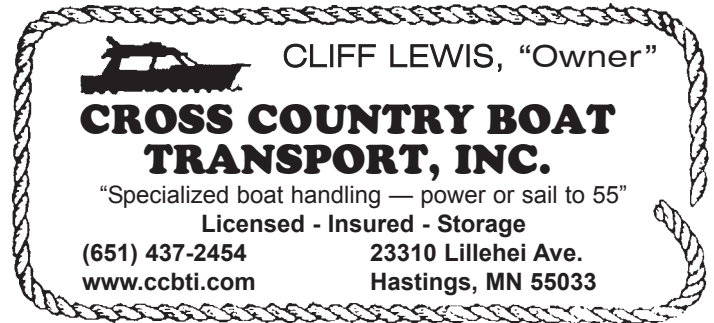
## Northern Breezes

## Waterfront

## Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
16	Johnson M-16 Scow, Main, Jib, Trlr	80	\$2,700	WB	22	Catalina Mk II, 2 Sails, 4hp Mariner, Trlr	98	\$16,650	HY
16	Johnson X, Main, Jib, Extra Sails, Trlr	95	\$4,000	WB	22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY
16	Johnson X, Main, Jib, Trlr	83	\$1,800	WB	22	Catalina, Fixed Wing Keel, Main, RF Jib, Trlr	88	\$7,999	WB
16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY	22	Catalina, Pop Top, Trlr, Motor	83	\$5,500	FS
16	Luger, Trlr, 9hp OB, Great Starter Boat	85	\$2,900	FS	22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB
16	M16, Trlr	UK	\$600	FS	22	Hunter, Main, Jib, 5hp Nissan OB, Trlr	81	\$6,500	WB
16	Melges X with Trailer, Sails, Mint	99	\$4,900	CN	22	J-Boat, 2 Sets Class Sails, 2hp Honda, Trlr	88	\$11,500	HY
16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY	22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	HY
16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$14,095	HY	22	Laguna, 4 Sails, Trlr, Pop Top, Vang	87	\$3,000	HY
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC	22	Morgan, Trlr	69	\$6,000	FS
16	Rave Hydrofoil, TRLR, New Sails	03	\$8,500	AS	22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr	78	\$3,500	HY
16	Rave, Trlr, Good Condition	00	\$4,000	GS	22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr	84	\$6,900	HY
16	X Boat, 2 Sails, Red	77	\$600	FS	22	Sea Ray Express 215, Motor, Fiberglass	00	\$25,110	IY
16	X Boat, Single Sail, Green	UK	\$600	FS	23	AMF Paceship, Trlr	77	\$4,995	SY
17	Com-Pac Sun Cat, Every Option, Trlr, OB	05	\$20,500	GS	23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr	74	\$4,500	HY
17	ComPac Suncat, Main, Trlr, Honda, Loaded	00	\$12,500	SC	23	Hunter 23.5, H20 Ballast, Excellent	97	\$10,900	CN
17	Hunter 170 [NEW], TRLR	06	\$7,500	AS	23	Hunter, 4 Sails, 5hp OB, Trlr, Custom Cover	90	\$8,300	HY
17	Nimble Mudhen, Main, 2.5 Merc OB, Trlr	92	Call	HY	23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
17	O'Day Daysailer, Main, Jib, OB, Trlr	72	\$2,995	WB	23	Hunter, Trlr, Wing, Furler, Nisson	89	\$8,500	FS
17	Siren, Gaff Rig, Trlr, Many Mods	74	\$1,900	GS	23	O'Day Osprey, New Hull Paint, 3 Sails	UK	\$4,500	HY
17	WindRider, Dealer Boat, Bilge Pump	07	\$7,995	GS	23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB	23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
18	Chrysler Buccaneer, Main, Jib, Trlr, Furl	72	\$1,330	HY	23	Precision, "Mint" 2 Sails, 9.9 Yamaha, More	04	\$25,900	HY
18	Precision 185, Main, Jib, Trlr, RF, More	08	\$10,870	HY	23	Precision, 2 Sails, 9.9hp Yamaha, Trlr, More	93	\$13,500	HY
18	Precision 185, Main, Jib, Trlr, RF, More	07	\$10,565	HY	23	Precision, Trlr, 6hp Johnson, Dingy, More	93	\$13,200	SC
18	Precision, Main, Jib, Trlr, More	08	\$17,702	HY	23	S-2, Incl. Trailer & Motor - Blue Hull	75	\$5,500	CN
19	Com-Pac, CDI Genoa, Trlr, OB	82	\$5,900	GS	24	C&C 24, Very Clean	79	\$4,995	SY
19	MacGregor Powersailor 19X, 2 Sails, Trlr	94	\$11,500	HY	24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl	04	\$16,900	HY	24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
19	Vanguard, Furl Jib	80	\$700	FS	24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
19	West Potter	05	\$19,999	NE	24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
19	West Wight Potter, 3 Sails, DS, Trlr	85	\$4,500	HY	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
20	Horizon Cat, Loaded, Elec Aux Engin, Trlr	08	\$43,900	GS	24	C&C, 5 Sails, 8hp Johnson, Galley, More	76	\$5,500	HY
20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB	24	C&C, 8 Sails, 6hp Merc, Galley, 5 Winches	76	\$6,000	HY
21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$5,900	HY	24	C&C, 9.9hp Evinrude, 4 Sails, Cradle	79	\$5,000	SC
21	Hunter 216 (Demo), Swing Keel, RF, Trlr	05	\$14,000	WB	24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
21	Hunter 216, Frl, Trlr, Demo	04	\$13,000	FS	24	Freedom, 9 Sails, 9.9 Hp Honda, Trlr, More	95	\$25,000	HY
21	Hunter 216, Furling Jib, TRLR	07	\$17,200	AS	24	Hunter 240, VHF, 6hp Nissan, RF, Trlr	02	\$19,000	SC
21	Precision, 2 Sails, Trlr, RF, Stern Seats	07	\$24,892	HY	24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr	79	\$8,750	HY
21	Precision, 3 Sails, 5hp Nissan, Trlr, More	91	\$9,550	HY	24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr	77	\$5,000	HY
21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$10,500	HY	24	J Boat (Hull 4175), 11 Sails, 4hp John, Trlr	87	\$10,000	HY
21	Precision, Well Maintained, 6hp Johnson, Trl	88	\$7,800	SC	24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,900	HY
22	Bayliner Bucaneer 220, 6 Sails, Trlr, More	80	Call	HY	24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY
22	Catalina Capri, Main, RF Jib, 5hp Honda, Trlr	06	\$23,500	WB	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY
22	Catalina Capri, Main, RF Jib, 5hp OB, Trlr	99	\$15,500	WB	24	Mirage, Trlr, Lots of Sails, Race Ready	76	\$3,500	SY
22	Catalina Capri, Wing Keel, Main, RF Jib, Mtr	98	\$13,900	WB	24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY

LOA	Description	Yr	Price	Bkg
24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler	78	\$9,700	HY
24	San Juan, 8 Sails, 4.5 Merc OB, Elect	78	\$5,700	HY
24	San Juan, Trlr, Sails, Race Equipped	78	\$9,999	MR
25	Cal, 4 Sails, 11 Hp Diesel, Furler, Electronics	83	\$11,000	HY
25	Cape Dory, 4hp OB	77	\$6,600	CM
25	Capri, 6 Sails, Trlr, 4 Winches, Compass	81	\$8,500	HY
25	Catalina 250 WB, Main, 110% RF, 9.9 hp	90	\$17,900	WB
25	Catalina 250, 3 Sails, 9.9 Evin, Trlr, Whl	00	\$23,500	HY
25	Catalina 250, Main, 135% RF Genoa, 8hp	04	\$30,000	WB
25	Catalina 250, Main, RF, 110% Genoa, OB	95	\$14,000	WB
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl	80	\$9,500	HY
25	Catalina, 5 Sails, 9.9hp OB, Crdl, Pop Top	78	\$7,950	HY
25	Catalina, Pop Top, Trlr, 9.9 Honda 4 Strk	80	\$9,500	FS
25	Catalina, Swing Keel	80	\$4,000	SY
25	Columbia 7.6M, Reduced	79	\$12,500	NE
25	Ericson 25+	79	\$9,900	NY
25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$5,900	HY
25	Holiday, Wooden, Main, Jib, 6hp Evin, Trlr	55	\$12,000	WB
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY
25	Hunter, Main, Furl Jib, 9.8hp OB, Head, Trlr	06	\$34,900	WB
25	Hunter, RF Jib, 9.8 OB, Wheel, Bimini, TRLR	08	\$37,500	AS
25	Irwin, 5 Sails, 15hp Yamaha, Trlr	70	\$7,250	HY
25	Irwin, OB, Cradle	72	\$5,000	CM
25	MacGregor, 3 Sails, 7.5hp Honda, Trlr	81	\$3,900	HY
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB
25	O'Day, 2 Sails, 9.9hp Honda, Trlr, Furler	76	\$8,750	HY
25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$7,500	HY
25	O'Day, Main, Furl Gen (2), Needs Work	78	\$2,000	NY
25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$10,000	NY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl	77	\$11,500	HY
26	Chrysler, 2 Sails, 8 Hp Yamaha, Trlr, Electro.	77	\$8,500	HY
26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr	76	\$5,900	HY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS



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LOA	Description	Yr	Price	Bkg
26	Grampian, Lots of New Gear	72	\$6,000	HY
26	Hacker Race Boat	97	\$115,000	IY
26	Hunter 260- WHEEL STEERING	99	\$24,900	CN
26	J-80, 3 Sails, 4hp Nissan, Trlr, Comp	05	\$48,000	HY
26	MacGregor 26 D, 3 Sails, 15hp Mariner, Trlr	88	\$6,000	HY
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$23,900	HY
26	MacGregor Power 26X, 2 Sails, 50 Hp	99	\$17,500	HY
26	O'Day, Trlr, Sleeps 5, Swing Keel, Sail	86	\$16,999	MR
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$10,000	HY
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$9,800	HY
26	Pearson, New Sails, RF, Elect, Trlr	78	\$9,500	SC
26	Pearson, OB, Yard Trlr	72	\$7,000	CM
26	Pearson-New Listing/Particulars TBD	UK	Call	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$14,000	HY
26	S-2 7.9, Motor, Fiberglass	84	\$13,500	SW
26	S-2 7.9-New Listing/Particulars TBD	UK	Call	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY
26	Seaward RK	08	\$36,000	GM
26	Shock Endeavor, Yard Trlr	67	\$3,300	CM
26	Westerly Centaur, 5 Sails, 27hp Volvo Dsl	71	\$9,000	HY
27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY
27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY
27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS

**Legend:**

AS=Aquarius Sail  
262-691-3794

BH=BoatHouse of Madison  
608-849-9200

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

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

FS=Fleet Sails  
218-547-1188

GM=Gunkhole Marine  
651-260-6200

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

HH=Hansen's Harbor  
www.hansensharbor.com

HW=High Water Marks  
612-462-3704

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

IY=Island Yacht Sales  
218-428-7306

LB=Lakeland Boatworks  
269-795-9441

MA=Martins Sports Afloat  
218-963-2452

MR=Mesabi Recreation  
218-749-6719

NE=NestEgg Marine  
715-732-4466

NY=Northland Yachts  
715-779-3339

SC=See Classifieds

SU=Superior Yachts  
800-772-5124

SY=Shorewood Yachts  
952-474-0600

SW=Sailor's World  
952-475-3443

WB=White Bear BW  
651-429-7221

# Northern Breezes

# Waterfront

# Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
27	C&C 27	84	\$14,995	NY	30	Catalina, 4 Sails, 12hp Yanmar IB, Furl, Whl	79	\$20,000	HY
27	C&C Mk III, 5 Sails, 13hp Yanmar, Whl	81	\$23,900	HY	30	Catalina, Dsl, Fiberglass	89	\$41,900	SW
27	C&C Mk IV, 5 Sails, 13 Hp, Furl, Electronics	82	\$19,000	HY	30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY	30	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$24,000	HY
27	Cape Dory	78	\$19,500	NE	30	Gemini 3000 Catamaran, 25hp Yamaha, More	87	\$39,995	NY
27	Catalina, 2 Sails, 11hp Univ Dsl, More	74	\$10,900	HY	30	Hunter 30, Lake City - Just Listed	92	\$34,900	CN
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY	30	Newport 30 MKII	74	\$10,900	NE
27	Catalina, Dsl, Whl Steering	86	\$12,000	CM	30	Northstar 1000, 3 Sails, A4, Trlr, Whl.	UK	\$15,000	HY
27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS	30	Pearson-New Listing/Particulars TBD	UK	Call	HY
27	Catalina, Sloop	76	\$12,500	IY	30	Penn Yan Sport Fish, Motor	78	\$36,500	IY
27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$20,000	CN	30	S-2 9.2 C, Center Cockpit, Dsl, Fiberglass	83	\$32,900	SW
27	Coronado, 3 Sails, 9.9hp OB, Galley, Trlr	73	Call	HY	30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$27,500	HY
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$12,000	HY	30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl	81	\$29,000	HY
27	Erickson, OB, Yard Cradle	72	\$10,000	CM	30	Trojan F-30, Express Hardtop	79	\$24,495	IY
27	Hunter	93	\$23,500	NE	30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
27	Hunter, 150 Genoa, Harken RF, Dsl, Cradle	78	\$11,200	SC	30	Yankee, Sparkman & Stevens, Reduced	73	\$14,000	NE
27	Hunter, 3 Sails, Yanmar IB, Stereo	77	\$5,700	HY	31	Cruisers 3170 Esprit	88	\$27,000	IY
27	Hunter, Reduced	84	\$10,500	NE	31	Hunter 31 - NEW - Save \$13K\$\$	06	Call	CN
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY	31	Pearson MkII, Dsl, GPS, Dinghy, Loaded	88	\$42,900	SC
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY	32	Bayliner 3255 Avanti	95	\$58,000	IY
27	TMI, 5 Sails, 15 Hp, Electronics	81	\$12,000	HY	32	Bayliner 3270, Gas Engine, Fiberglass	89	\$35,000	IY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$19,500	HY	32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$29,500	HY
28	Kings Cruiser Sloop	57	\$10,000	IY	32	Catalina 320, Wing	00	\$89,995	NE
28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY	32	Catalina 320, Wing	07	\$138,500	NE
28	Newport 28	79	\$15,000	NE	32	Ericson, Reduced	74	\$15,500	NE
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY	32	Islander, Fully Equipped, Electronics	77	\$25,000	SC
28	O'Day, IB, Main, Genoa, More	81	\$17,995	NY	32	Islander, Main, 150%, Storm, Spin, Elect	80	\$29,900	NY
28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY	32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl	98	\$135,000	HY
28	Pearson 28 Sloop	78	\$12,500	IY	32	Larson Cabrio 330	02	\$80,000	IY
28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$12,900	SW	32	Pearson 323, Main, Furl Gen., Dinghy	77	\$34,995	NY
29	Cape Dory, Dsl, Yard Trlr	78	\$22,400	CM	32	Seaward RK	08	\$124,000	GM
29	Columbia 8.7, 5 Sails, Dsl, GPS, VHF	77	\$16,000	SC	33	Beneteau 331, 5 Sails, 27hp Wsrbk, Whl	01	\$88,000	HY
29	Columbia 8.7, Auto, GPS Radar	82	\$17,995	NY	33	C&C	75	\$34,995	NY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY	33	Hunter	82	\$23,000	NE
29	Hunter 29.5, Clean Boat - Offers?	95	\$34,900	CN	33	Hunter 33-NEW LISTING	80	\$19,900	CN
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN	33	Hunter, - NEW - Mariner Pkg - Save \$9,000	07	Call	CN
29	Lancer	78	\$10,995	NE	33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY
29	Lancer, Motor, Fiberglass	78	\$12,900	SW	33	Ranger, Motor, Fiberglass	77	\$17,900	SW
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY	33	Tartan, Up Grade Sails, Dsl, Elect	82	Call	NY
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY	34	Bavaria Cruiser, 2 Sails, Volvo IB, Whl	08	\$166,670	HY
30	Allied Seawind, Dsl, Ketch	65	\$19,500	CM	34	Beneteau 343 LIKE NEW - Bayfield	06	\$127,000	CN
30	Baba, Dsl, Autopilot, GPS, Radar, More	80	\$59,995	NY	34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$114,200	HY	34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
30	Catalina	88	\$44,000	NE	34	Catalina	86	\$46,900	NE
30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY	34	Gemini 34 Catamaran	99	\$110,000	NY
30	Catalina 309, Dsl, Fiberglass	07	\$108,000	SW	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY

# Northern Breezes

# Waterfront

# Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$95,000	HY	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY	41	Island Packet Sp Cruiser, Dsl, Fiberglass	08	\$413,430	SW
35	Catalina 350	03	\$143,900	NE	42	Vagabond, Main, Furl SS & Genoa, More	83	\$165,000	NY
35	Catalina 350	04	\$139,999	NE	43	Siren Song, 90hp Dsl, Teak Decks, 19 Sails	UK	\$39,500	NY
35	Columbia 10.7	84	\$58,995	NY	45	Fabola Diva 451	97	\$175,000	IY
35	Ericson	70	\$22,500	NE	45	Jeanneau SO45, 4 Cabin, 2 Head, Extras	08	Call	SU
35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY	45	Morgan, Nelson-Marek FAST CRUISER	83	\$99,900	CN
35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl	94	\$69,500	HY	46	Tartan, Main, Furl Jib, All Inst., Heat/Air	93	\$229,000	NY
35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$35,000	HY	47	McKinna Sedan, Dsl	00	\$345,000	IY
36	C&C 110	03	\$134,999	NE	50	Yokosuka Naval Shipyard Yawl	47	\$140,000	IY
36	Catalina 36	85	\$57,995	NY					
36	Catalina, Furling, Instruments, 1 Owner	88	\$68,900	SC					
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	\$94,500	NY					
37	Island Packet, Dsl, Fiberglass	07	\$338,000	SW					
37	Island Packet, Dsl, Fiberglass	95	\$169,900	SW					
37	Little Harbor Yawl, 16 Sails, Yanmar, Whl	67	\$115,000	HY					
37	Tartan 3700, Main, Furl Gen., Autopilot, GPS	96	\$275,000	NY					
37	Tartan 3700CCR - NEW - Save \$\$37K	07	\$279,900	CN					
37	Tartan, Fully equipped, Dinghy	78	\$58,900	NY					
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	Beneteau 40-NEW MODEL	08	Call	CN					
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					

## Miscellaneous

Charter the Apostle Islands with Superior Charters	Call	SC
Deliveries: Professional, Sail and power	Call	SC
Instruction: Northern Breezes Sailing School (ASA)	Call	SC
Music: Carl Behrend	\$18	SC
Music: Lee Murdock Songs	\$15	SC
Rental: WindRider Rentals	Call	SC
Slip: 18x32 Slip for Sale at Port Superior Marina, WI	\$56,500	SC
8 Dinghy, Hard-chined Fiberglass w/Oars	86	450 HY
22 Sea Ray Express 215, Motor	00	\$25,110 IY
26 Hacker Race Boat	97	\$115,000 IY
30 Pen Yan Sport Fish	78	\$36,500 IY
30 Trojan F-30	79	\$24,495 IY
31 Cruiser 3170 Esprit, Gas Engine	88	\$27,000 IY
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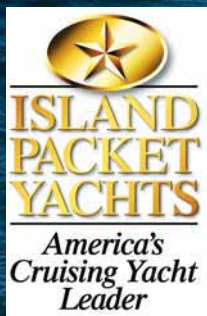
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# Stiff Winds, Steep Waves, and Spirited Women

by Anna Middleton

Sunlight shatters on whitecapped water as dozens of heeled sailboats slice through the spray. One particular boat, *SheMight*, jostles with competitors around the windward mark. As bright colors blossom to port and starboard, *SheMight* flashes out her own plain white spinnaker and dashes with the other boats toward the committee boat bobbing in the blue distance, marking the finish line.

Sailboat races are common sights on Lake Minnetonka during Minnesota's

open-water season. What is uncommon, however, is the all-female crew and skipper that passionately race *SheMight* toward victory. These dedicated women belong to the Minnesota Women's Sailing Team (MWST).

MWST is a strong venue for women of all ages, backgrounds, and sailing experience to step boldly into the exhilarating sport of sailing and racing. A nonprofit organization established in 1995, the team actively competes in the Wayzata Yacht Club's J/22 fleet on Lake

Minnetonka. Some of the valuable opportunities that MWST provides their members are on-the-water training sessions for novice and advanced sailors, social cruises, team-building events, and guest speakers and workshops on various sailing topics.

All Women at least 18 years of age are welcome to join the team. Membership options include first month, second month, and annual membership. (Annual racing members must become crew members of the Wayzata



2007 Rolex International Women's Keelboat Championship. *SheMight* Class: J/22 Skipper/Crew: Jennifer Child, Minneapolis, MN; Caitrin Mullan, Saint Paul, MN; Diane Brown, Bloomington, MN; Danielle Anderson, Minneapolis, MN; Club: Wayzata Yacht Club © ROLEX/Dan Nerney

Yacht Club to participate in club races.)

MWST's goal is to foster leadership skills, encourage camaraderie, strengthen confidence, and increase skill levels for women sailors. Whether setting foot on the deck for the first time or competent captains already, women can hone their skills and have fun in a relaxed, supportive environment.

"The best part of MWST for me is racing with such cool women of all ages," says Leah Willcutt, the team's current Commodore. "I've found such great friends here and had such incredible racing opportunities. I'm personally very interested in leadership and improving my own leadership skills. MWST has done that for me on land and water. Sailing is such a great sport to practice leadership because you need to use all leadership styles, from facilitating a group consensus to being directive."

Because MWST members found that the teamwork, problem-solving, and decision-making skills of competitive sailing gave them lessons which translated well into their daily lives, they founded "Women at the Helm" clinics. For the past seven years, these two-day clinics have proudly ranked as some of the most distinctive and exciting MWST events. The first session of "Women at the Helm" includes seminars by inspirational women sailors. Topics range from international sailing travel to boat ownership, solo cruising, team dynamics, and racing highlights.

"Mostly it's a chance for women to meet other women sailors and be inspired by the fantastic sailing adventures that local women have been on," Willcutt explains.

The second session of "Women at the Helm" is on-the-water training that allows every woman a

chance to steer a boat and work on basic boat handling, with immediate feedback from a coach. Last year's events also included a social grill-out, a raffle, and t-shirts. This year's "Women at the Helm" events are scheduled for June.

Although MWST borrows additional sailboats for "Women at the Helm" and other training events, the team owns their own boat, the beloved J/22 *SheMight*. As experienced racer, trainer, and board member Jenny Child points out, "Sailing with the MWST allows me to 'own' a boat when I would not have had the financial means or time to keep."



*SheMight* splashes into the water in April, classes start in May, and racing usually continues from May into late October. Although the MWST hosts fun activities to help team members stay connected during the bitter winter months, summer racing is quite obviously the mainstay of the team experience. Members have the chance to compete at the Wayzata Yacht Club, the Minnetonka Yacht Club, as well as at regional and international regattas. In fact, at their annual banquet and award ceremony, the Wayzata Yacht Club formally recognized the MWST and *SheMight* for having participated in 56 races last season—more than any other boat in their J/22 fleet.

One More great accomplishment was having nine women skippers from the team sailing in the Women's Bay Races last August. "That's something in itself, and five of them were at the helm during a race for their first time," says Willcutt. "We're very pleased with ourselves about that."



Furthermore, last November four MWST members trailered *SheMight* down to Houston, Texas, and competed in the Rolex International Women's Keelboat Championship. Offering high-quality racing and international recognition, this biennial regatta is generally regarded as the premier women's sailing event in both the United States and worldwide. With 11 races in four days, competition was tough. At least three of the 41 boats entered in the regatta were hopefuls for the 2008 Olympics. *SheMight* held her own; however, and MWST came in 29th overall (barely missing 28th). The team had several impressive races as well, finishing 14th, 15th, and 17th.

Because of the valuable and exciting opportunities that MWST offers, it seems likely that the tide of its popularity will continue to rise in the coming seasons, and anyone calling the wind for this team



is bound to predict a lift into greater recognition, larger trophies, and stronger impact in the lives of women this year. Our website and photos are available at [www.mwst.org](http://www.mwst.org)

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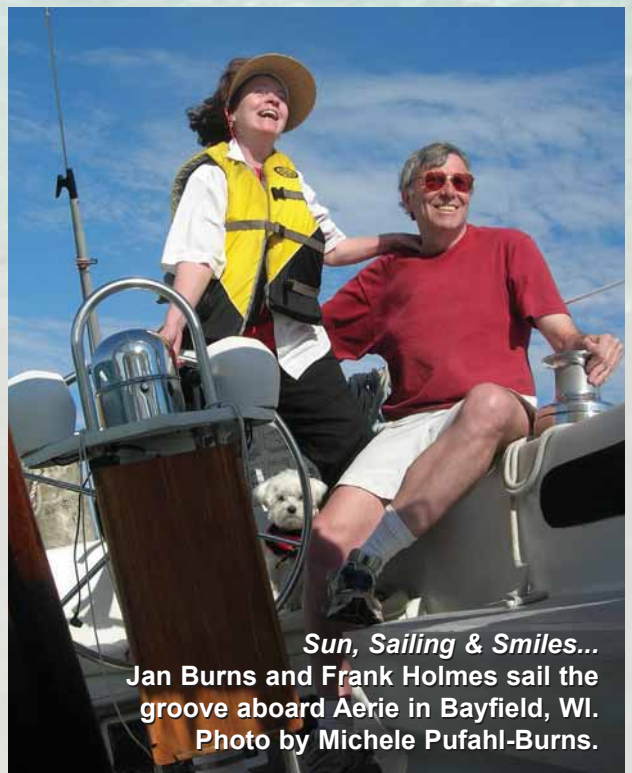
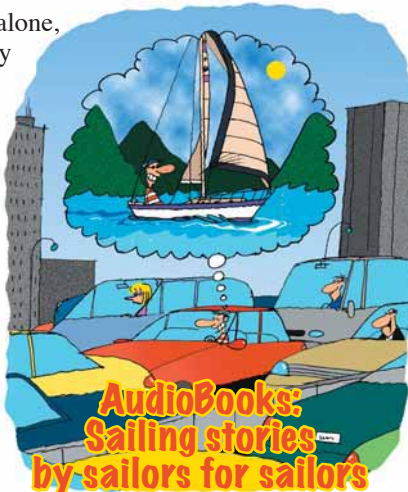
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- Fully adjustable 2'-4' handle with screw-type threads; 8", medium-bristle brush

Model 8563702

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- Affordable and ultra-compact radio designed with an advanced die-cast chassis and full-functioning 25 watt power

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- Measure and fine-tune rigging with excellent accuracy; fits wire, rod or PBO rigging between 2.5-5mm (3/32" to 3/16"), and shroud tensions up to Safe Working Load of 500Kg (1103lb.)

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**\$300<sup>00</sup>**



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