

Northern Breezes

Volume XVIII No. 9 Oct/Nov 2007

Sailing Western Lake Superior

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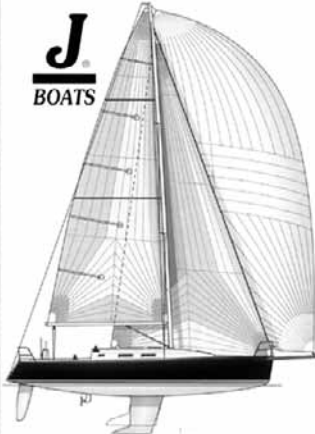


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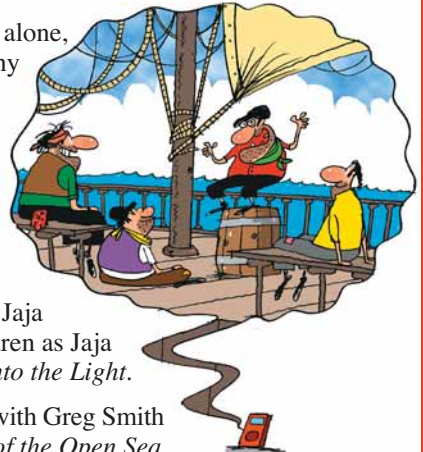
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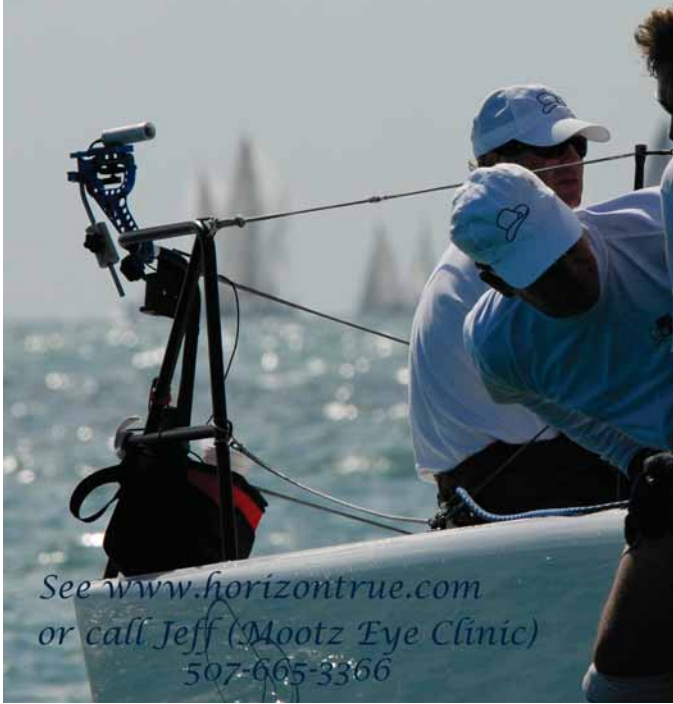
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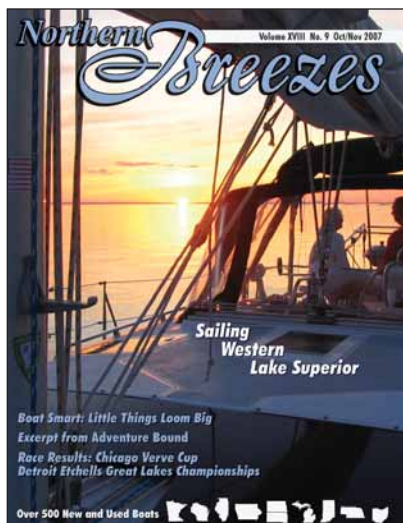
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Sam and John at sunset in Lighthouse Bay, Western Lake Superior. Page 8.



Jim at the helm as we cross to Silver Bay. Page 8.



It's always great to reach out and touch the water. British Virgin Islands. Photo by Sandy Kershner. Page 34.



A powered up *Nitemare*. Photo provided by BoatingShots.com. Page 36.

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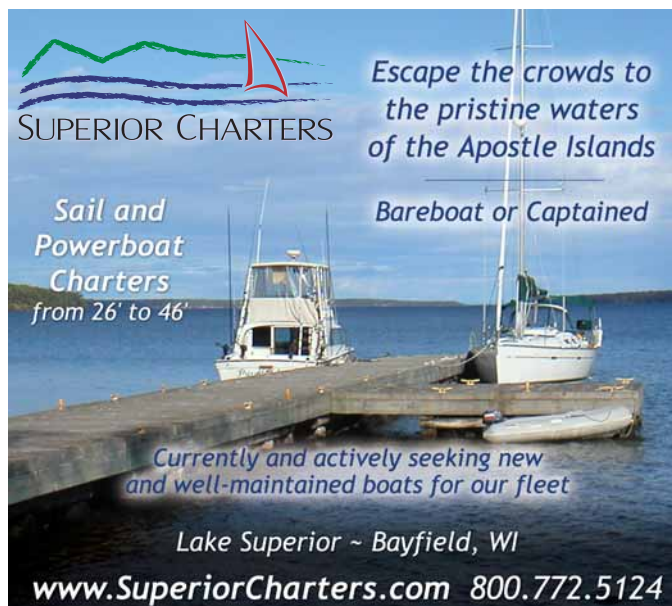
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Sailing Western Lake Superior

by Sam Huonder

So who wouldn't want to own a sailboat? This is the question I ask myself, somewhat bitterly, as I climb back into my bunk at 5:00 in the morning, the second time I was up checking our anchor set because the wind shifted. It started at 12:30 a.m. when I had been wrenched from a sound sleep, knowing something was different. The anchorage that was peaceful when I went to sleep had a screaming northwest wind blowing through. This time I laid there for a few minutes waiting and hoping that Jim would feel it and wake up. But either he was sound asleep or doing a good job of faking it. So I got up and checked the anchor again and determined that our swing was safe and we weren't dragging. As I wrapped back up in the V berth, I was feeling pretty sorry for myself. Before drifting off to sleep again I started counting my grievances. The first five days of our two week sailing vacation had not gotten off to a great start. First there were battery



Jim at the helm as we cross to Silver Bay.

issues, necessitating the replacement of our house bank of batteries. Then there was the broken shackle and the mangled sail slide and the broken

reef point and the collapsing boat hook along with an autopilot that when turned on caused the boat to turn sharply and unexpectedly to port or starboard. With this inventory in progress, I drifted off to sleep again.

My husband Jim, our friend John and I had left Bayfield late on Tuesday night, hoping to make it to Isle Royale. We had tried to set sail earlier in the day but forecasted bad weather kept us in the marina. Finally at about 8 p.m. Jim and John could no longer stand my taunts and calling my bluff said it was time to go. Lack of winds meant we had to motor as we headed into the North Channel and made our way past Madeline Island but we weren't worried, we would just use the autopilot. Well, at least that was the plan but the AP had other ideas. I steadied *Emmanuel* on her course and then turned the AP from standby to auto. What a surprise when the AP slammed us into a hard turn to port

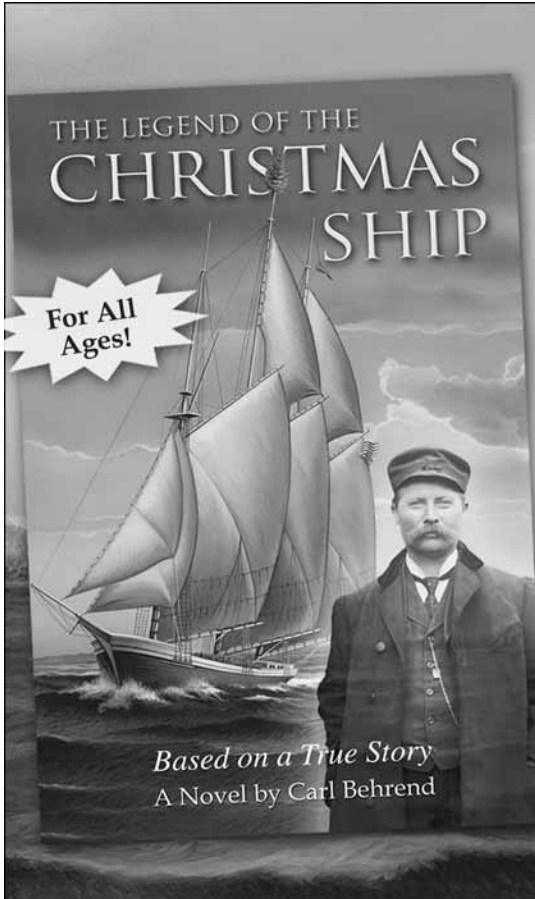


Julian Bay in the early morning.

and of course I can't turn off the Auto because the wheel is spinning and I can't get my hand in between the spokes to shut it off. Finally I am able to stab the little button and turn the boat back to the original heading and catch my breath. Jim looks at me and asks what the heck happened. I shrug my shoulders and say let's try it again so we did. Again, steady the boat on her course; turn on Auto and wham, hard turn to starboard this time. More frantic efforts on my part to reach the off button and regain control of the boat once more. By this time Jim and I are a bit shaken and utterly at a loss so we resign ourselves to hand steering. Not a happy thought. We have over 80 miles and 12 hours to go and someone will have to be actively helming it all the way. Oh well. Sailing teaches you to be flexible, we tell each other, so we'll adjust. It was full dark by the time we passed the northern tip of Madeline and rounded Stockton to port and it was pretty cool being out there in the dark all by

ourselves. I made a fresh pot of coffee and Jim and I sat in the cockpit chatting while John tried to get some sleep below. Since our visibility is greatly reduced I am now keenly aware that I am sailing between Stockton Island to port and Michigan and Outer Island to starboard. But I'm not worried for I have radar and GPS! Who needs stars to guide me, I have technology. (Note to self - after installing a hideously expensive new radar/chartplotter MFD, take the time to learn it before expecting it to guide you through a night sail with little visibility, you doofus.) I can't for the life of me figure out how to steer the course I have laid in. I try following the little cursor and the dotted black line on the screen. I make a 30 degree turn to starboard and Jim pops out of the cabin, "Everything okay Hon?" he asks. I smile and say cheerfully "just a little course correction, no problem!" A few more minutes pass and I'm confused again. This time it's a 45 degree turn to port. Jim pops

his head out of the cabin again with a quizzical look and I give him the thumbs up. A few more minutes go by and I turn hard to starboard again. This time Jim returns to the cockpit asking me "Another course correction Dear?" Just a minute later John lumbers out of his berth and up on deck and asks what the heck I'm doing. By now I am thoroughly demoralized and I turn the helm over to the men and seek refuge below with my paper charts. All this electronic stuff has my head swimming. I can hear John and Jim conferring in the cockpit trying to figure out the problem with the autopilot. I join them shortly thereafter and we try to puzzle out the radar and chartplotter but we are no match for the little gray box. John and Jim point out that we are all tired, we're having equipment problems and we have no good reason to press on to Isle Royale. Nothing kills cruisers like trying to stick to a schedule so we decide to turn back. There is enough light from



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Jim and John do the moon dance.

the quarter moon that we are confident we can get back to Julian Bay and get the anchor down. It's about midnight by the time we are settled in and while John and Jim head for the cabin and some sleep, I find myself held on deck, spellbound. As fascinating as I find the Apostle Islands to be during the day, nighttime has a strange allure for me which probably goes back to my childhood when I loved to sneak out of the house. In pajamas and bare feet I would wander the neighborhood in the wee hours of the morning, loving how different, how foreign and mysterious the things I knew in daylight, seemed in the dark of night. I have always been a bit of a night owl and I love being up when the rest of the world is sleeping. I sit on the bow pulpit seat for a long time until fatigue wins out and I go to bed.

Wednesday arrives with lots of sun and wind so we head out of Julian Bay and turn to port. Our course, which takes us northwest with wind out of the north at around 20 knots means some hard upwind sailing as we pass Cat Island to starboard with Manitou and Ironwood to

port. By early afternoon we are drawing near to Devils Island and the wind while staying off the starboard bow is now sending big rollers right at us from the open lake and we start taking the 4 and 5 footers on the nose. While *Emmanuel*, our 1995 Hunter Legend 40.5 has no trouble

staying on her feet in these conditions, we decide we have had enough fun and abandon our plans for heading to Silver Bay. We fall off and start to consider where we will spend the night while I go below to assemble some sandwiches for lunch on the go. We decide to head for Raspberry Island and while on the way John finally forces our Garmin 3210 chartplotter to give up its secrets. Finally, we have a basic understanding of its many screens. There is much joy aboard *Emmanuel* as I pass around the ham sandwiches. At Raspberry Island we tuck in behind the sandy spit and start to relax and Jim turns on the VHF to check the weather when NOAA chimes in with the report of winds switching to the NE after midnight, which makes our anchor spot a bad choice. Up comes the anchor and we start our search for a good overnight spot. The lower water levels this year make it chancy to tuck into Oak Island on either the southern side or the sandy spit on the southeastern tip. We continue our search and eventually make our way to Quarry Bay on Stockton Island. I



***Emmanuel* in her slip at Silver Bay marina.**

find the whole thing disheartening. Here I was expecting to be in Isle Royale and we're almost back where we started from. By the time we get the anchor down I am feeling somewhat grumpy about the whole thing. About that time Jim has the binoculars out and is inspecting the other boats in the anchorage.

"Hey Sam" he says, "there is a Catalina 36 over there by the name of 'Our Lady', isn't that Marek?" he asks. Marek was a fellow sailor we met at Rocky Island and shared a bonfire with a couple of years ago. He and his wife Dorado came to the United States from Russia back in the early 1980's. We had struck up a conversation that night because I have always had a small interest in Russian history which was the result of a fascination with Aleksandr Solzhenitsyn, the Russian novelist and historian back in high school. Some moments live in your memory forever and that night will always be one of them. It was mid October and it was a cool evening. There were three sailboats that night at Rocky Island and the folks on Pendragon, an absolutely gorgeous Lord Valiant, started the impromptu get together. The bonfire burned and Marek spoke and told stories of his life in Russia and gave me the smallest peek into what the words Gulag and Purge meant to those who lived through it. After that night Marek and I stayed in touch by email but had lost contact when I left a previous position back in September of 2006.

Now here we were almost 2 years later. Jim hailed *Our Lady* who responded quickly. We issued an invitation to join us for dessert and coffee, which was accepted with alacrity.

Jim, John and I dined that night on BBQ ribs with green beans and corn bread. A quick galley clean up by the boys and we were ready for our company. I dug out my stash of homemade chocolate cupcakes and



Emmanuel at anchor in Quarry Bay.

made a pot of coffee. Just then we heard the buzzing of an outboard heading our way and we went out to the cockpit to greet our guests. That night Marek was accompanied by his lovely wife Dorado and their handsome son, Alex. It was a happy reunion and we sat and talked until dark.

In the next issue: Follow *Emmanuel* to Silver Bay and Split Rock Lighthouse on the North Shore of Lake Superior.

Sam Hounder is former Commodore of Black Bear Yacht Club and Rear Commodore of Sailfest. She and husband Jim have been sailing together for about 15 years. They keep Emmanuel in Pike's Bay Marina in Bayfield, WI.

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Little Things Loom Big During an Emergency

by Tom Rau

Posted July 17, 2005 On Watch: Muskegon, Lake Michigan, July 1, 2005. A beachside resident called Coast Guard Station Muskegon on Friday afternoon reporting a sailboat floundering off the beach north of Muskegon Harbor. Jay Mieras, the reporting source, reported that a woman on the sailboat was waving her hands in the air.

Within minutes, the Station Muskegon's 30-foot rescue boat broke the pier head at Muskegon Harbor. Four to five foot seas driven by 20 knot winds greeted the Coast Guard crew as they pounded north towards the sailboat's reported position.

"When we approached the sailboat, I noticed a horseshoe flotation device trailing off the stern attached to a tether line," said Mike Tapp, Executive Officer, Station Muskegon. He added: "This was not good, you had that feeling that someone had gone overboard."

Chief Beatty, coxswain aboard the 30-foot rescue boat approached the sailboat. "A female was hollering that her husband had fallen overboard but she didn't know where," said Chief Beatty.

Chief Beatty conducted several quick shoreline searches of the area that yielded negative sightings. The situation was not good: a person in the water and sailboat being quickly driven towards shore, and its sole operator unable to control the craft.

Now what? Do you look for the husband or do you save the woman and the sailboat. Fortunately the situation resolved itself. A "Good



The 35-foot sailboat Bluewater, sits peacefully at its moorings at Torresen Marina, Muskegon. Several days earlier its captain experienced a harrowing overboard plunge into Lake Michigan near Muskegon in four to five foot seas.

Sam" Jim Homan, 61, had spotted the floundering craft from shore and he and a buddy grabbed a two-person kayak and reached the sailboat just as the Coast Guard finished its second search of the shoreline.

Being an experienced sailor, Homan took control of the sailboat allowing the Coast Guard crew to continue the search.

But where?

Locating a man in seas glazed over by white wind whipped spray did not look promising for the poor soul in the water. Tapp discovered from Homan that the sailboat carried a hand-held GPS. Homan passed the

GPS to Tapp. Chief Beatty commenced searching while Tapp worked the handheld device. After two minutes of punching keys and being bounced about he tapped into the track line the sailboat had followed. "I could see where the straight track line ran askew." Tapp figured that is where the man went overboard as his wife began tacking to recover him. Tapp placed a cursor marker where the track line ended and bingo the GPS offer the latitude and longitude of where the man had gone overboard.

Chief Beatty passed the coordinates to a Coast Guard helicopter aircrew who had joined the search. Within minutes, the aircrew spotted the man in the water, wearing a bright international-orange life jacket. Meanwhile Chief Beatty had transferred Tapp and Seaman Benjamin Cuddeback over to a Muskegon Sheriff's boat that had picked up the man along with a Good Sam. Tapp said, "The man was shivering uncontrollably. His lips were blue."

Tapp and Seaman Cuddeback removed his wet clothing and applied their own body warmth by direct body-to-body contact with the man as the sheriff boat raced to the Coast Guard moorings and an awaiting ambulance.

Boat Smart Brief: Richard Coan, age 67, was released the following afternoon from Muskegon's Hackley Hospital. His core body temperature when admitted was 86 degrees. There is no doubt that the life jacket saved his life. He had

been in the 61 degree water for nearly two hours. He later told me the reason he wore the life jacket is because his wife, Robin, insisted on it. God bless her.

He told me he had moved forward on the deck to adjust the main sail and the boom swung over and bumped him backwards and over the handrails. His wife started the engine, but its gears wouldn't engage. Mr. Coan said that when he departed White Lake Harbor, a turnbuckle device on the gear linkage had fallen off and thus he couldn't engage the gears.

Mrs. Coan made several attempts to recover her husband, but the sailboat drifted away. She had tossed over the horseshoe life ring but failed to untie it from the boat. She couldn't luff the main sail to take out the wind because it would require leaving the tiller and going forward to the foot of the mast to release the sail. It's the same reason she didn't call for help over the marine radio, again fearful of leaving the tiller and placing the 35-foot, six-ton Erickson sailboat broadside to the wind and a possible knockdown. In dire straights, she sailed for shore hoping to attract attention, which she did.

Mr. Coan admitted it was the little things that nailed them: when the gear linkage device fell off he should've returned to White Lake and repaired it in calm water. He had recently switched the boom sheets on the main from control from the tiller to the foot of the main, which required leaving the tiller to luff the main sail. "Had I thought this through, I would not have changed the boom sheets," said Mr. Coan.

As for the life jacket, I advised him to purchase a signal mirror and whistle, a day and night flare, and a strobe light. Twice the helicopter had passed nearby but failed to see him in the wind swept sea. Mr. Coan admits that it's the little things that loomed big when the unexpected visited. Thanks to a life jacket the little things didn't add up to the final tally.

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

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

A Related Concern

In another matter that relates indirectly to the above case, the Coast Guard along the eastern shore of Lake Michigan has experienced a rash of unmanned boats adrift. During one case, the Coast Guard spent seven hours tracking down the owner. Coast Guard officials urge boaters to place permanent I.D. markings on these small watercraft and secure them to a fixed object. How does this relate indirectly to the life-saving case? Coast Guard resources could've been elsewhere tracking down an adrift derelict and not immediately available when time was of the essence searching for Mr. Coan. As stated: it's the little things.

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BM3 Salvador Nunez

SN Benjamin Cuddeback

** (BM1 Tapp & SN Cuddeback later transferred to MC-872 and assisted Mr. Coan as a team)

Muskegon County Boat 872 (first county boat O/S)

Officer Dave Vanderlaan

Muskegon County Boat 875 (second County Boat O/S)

Officer Raymond Lundeen

Officer Dan Stout Jr.

CG304445 Crew (second sortie to escort sailing vsl with Mrs. Coan and Mr. Homan)

BMC Michael Beatty

BM1 Scott Lenz

BM3 Salvador Nunez

EM3 Chance Rupe

SN Christopher Rickett

Crewmembers I recommend for inclusion: They made ready CG49412 and CG234393 to assist if needed and stood by the unit. They also acted as line handlers and or helped transfer the PIW from the County boat to shore.

BM1 William Hosford

MK1 Robin Yoder

BM2 Brian Fiscus

EM3 Chance Rupe: Mbr. recalled off liberty

MK3 Zachary Michaud: Mbr. recalled off liberty

The crew of CG Rescue 6508

The Group Grand Haven Comms Watch.

Look for Changes in Wind Direction

by David Dellenbaugh

One thing you can say for sure about the wind direction is that it's always changing. Even when it seems like a nice steady day, the wind is constantly wriggling back and forth at least a little bit. And whenever the wind shifts, it creates a large opportunity to gain distance on the other boats in your fleet.

Wind shifts are generally the most significant strategic factor of all. Each time the wind changes direction it re-shuffles the fleet standings, and in almost every race the potential gains and losses due to wind shifts are greater than any other factor, including boatspeed!

For all these reasons, it's very important to understand what the wind is doing - both before and during your race - and how best to use the wind to your advantage.

- Many windward legs are only 10 or 20 minutes long so general, large-scale forecasts (like the ones you get on the web, radio or TV) are not very helpful. It is much, much more important to rely on:

- *Local knowledge*: In the specific venue where you are racing, what does the wind usually do when it blows from each direction? Use your own experience from past regattas and ask local sailors to tell you what happens.

- *Your own observations*: These are even more important than 'local knowledge' because they apply to your race area on the specific day when you are racing. Be sure to col-

Why shifts are critical



Size of wind shift	Distance (approx.) gained or lost
2°	5% of x
5°	12% of x
10°	25% of x
15°	37% of x

lect these before the start, and *keep observing during the race*.

- There are many reasons why the wind changes direction. These

Basic Principle

Sail toward the next shift.

When the wind direction is changing, your basic strategic move upwind is to sail in the direction where you expect the wind to shift next. For example, if you think the wind will veer (shift clockwise), sail on port tack toward that shift (and vice versa).

By doing this you will end up on a higher "ladder rung" when the wind shifts, and therefore you will be more advanced in the race. Of course, there could always be reasons (e.g. current, wind pressure) when it might pay to sail away from the next shift.



One common cause of changes in the wind direction is the presence of land near the race course. The wind encounters more friction when it flows over the bumpy contours of land, and this often affects its direction. The degree of change is influenced by your proximity to shore (the closer you are, the bigger the shift) and by the angle of the wind to the shoreline.

Photo by J.H. Peterson.

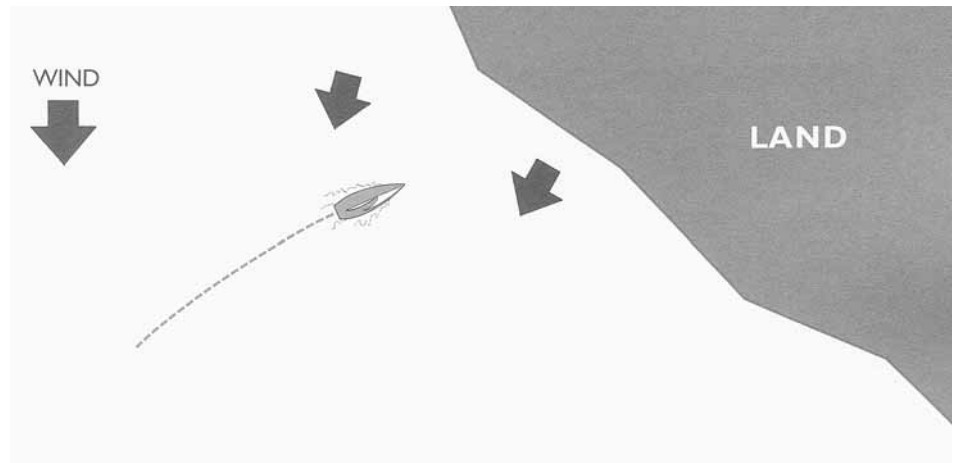
include the movement of weather systems, thermal heating, changing current, clouds and geographic effects. Keep your head out of the boat and try to understand which of these apply to your particular situation - this will help you know which way the wind will shift next.

- *Sail toward the next shift!*

When you expect that the wind will change direction (it happens every beat!), the key idea in your strategic gameplan should be to sail in the direction of the next windshift.

- When making a strategic plan for your windward leg, the relative importance of windshifts will depend on several factors:

- In light air, windshifts are less critical; wind pressure and current are more important.



Geographic effects

When the wind is blowing from the land at an angle to the shoreline, it tends to shift in direction so it flows more perpendicularly off the land. This effect is more pronounced as you get closer to shore. Usually, if you sail the tack that takes you more directly toward land, you will get progressively headed as you approach the shore. This “geographic shift” is like a basic persistent windshift, but it is easier to predict because it usually happens in the same place and to the same degree (so be sure to check this out before your race).

If the wind is blowing straight off the shore, it will act like an oscillating breeze, so look for more frequent and substantial back-and-forth shifts closer to land.

FREE ISSUE!

A newsletter to improve your race results this year.

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

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

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

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Joshua Slocum sailed alone, but you can accompany him 100 years later through the wonders of audio technology as we read you his classic, *Sailing Alone Around the World*.

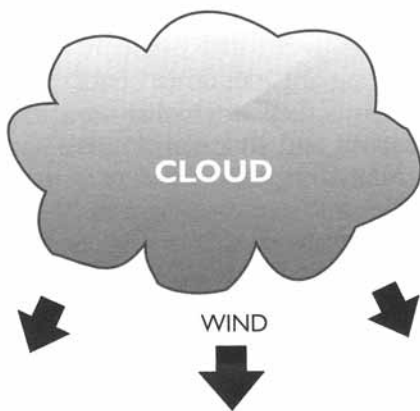
Journey to the Arctic Circle with Dave and Jaja Martin and their children as Jaja narrates *Into the Light*.

Circumnavigate with Greg Smith as he reads his book, *Solitude of the Open Sea*, or join John Guzzwell on *Trekka* as he reads his classic tale, *Trekka Round the World*.

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The influence of clouds

Another reason why the wind changes direction is the presence and movement of clouds. The bigger the cloud, the more potential there is for associated windshifts. Usually, the wind on the downwind side of a cloud 'fans out' in front of the cloud (and it's stronger too). Therefore, it's usually good to sail toward clouds. For example, if there is a big dark cloud coming down the left side of the boat, sail that way because the cloud will probably shift the wind direction left until it passes.

- The importance of windshifts is proportional to their size.

- Shifts are more critical on longer beats where the boats get more separation (farther apart).

• Windshifts almost always fall into one of two categories - they are either oscillating (shifting back and forth around a median direction) or

persistent (changing steadily in one direction). If you want strategic success, you must constantly ask yourself one simple question during each windward leg: Is the wind direction oscillating or persistent?

The way you answer this question will make a huge difference in how you play the shifts. For example, if you think the wind is oscillating and you get headed you should tack. But if you think the wind is

shifting persistently, you should keep sailing into the shift.

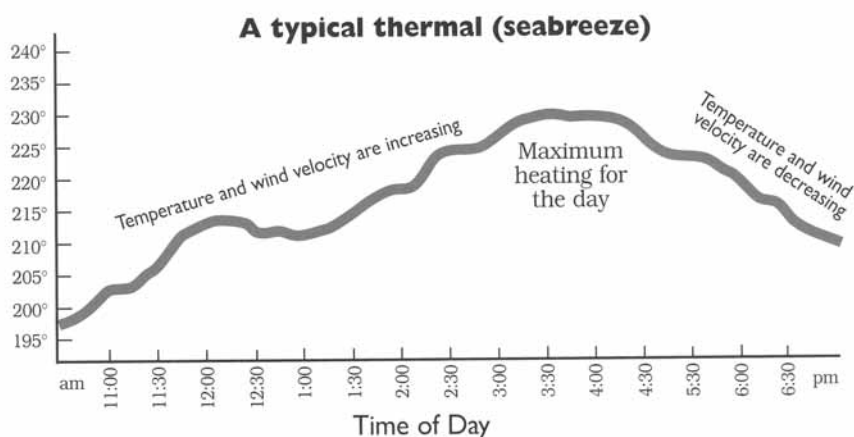
• Sometimes what appears to be a wind shift is really a change in wind velocity, not in its direction. If you are sailing along and the wind velocity suddenly drops (without changing direction), your apparent wind will shift forward temporarily and it will seem like you're headed.

Be careful not to treat this "velocity shift" like a real change in direction. If you suspect a change in velocity, wait 30 seconds or so and see if the 'velocity shift' disappears once your boatspeed adjusts to the new wind velocity.

• Windshifts are different every day. Sometimes it's very easy to see them on the water; other times it's impossible. Sometimes when a shift hits your boat it is solid right away; other times you have to sail farther into the shift to make sure it's real.

When you are trying to make a gameplan to take advantage of the shifts, there is nothing as valuable as sailing around in your race area before the start, just watching (and recording) what the wind is doing.

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



When you are sailing in a thermal "sea breeze", the wind direction usually changes slowly as the temperature of the land increases or decreases during the day. While the land heats up in late morning and early afternoon, the breeze builds in strength and gradually shifts (often to the right) toward the standard 'seabreeze direction' for that venue. Then in the late afternoon, after the warmest part of the day, the land starts cooling and the wind shifts back the other way (decreasing in strength).

Thermal breezes are great examples of persistent shifts. However, as the seabreeze develops it doesn't always shift constantly in the expected direction. As the graph above shows, there are often some small oscillations as the wind settles in. While these shifts may not be significant on a long beat, they can make a big difference strategically to boats that usually sail short windward legs.

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

By Carl Behrend

Chapter 1—The Spark

A story cannot be told without a beginning.

I guess you could say this story began with a high school friend named Steve Johnson. He had a dream

that was sparked by another sailing adventure: the voyage of the *Dove*. In that story, a teenage boy sets out on a journey around the world. On his way, the boy becomes a young man. He also meets his true love. When the

journey is done the two lovers sail off into the sunset to enjoy a tropical paradise. That's all it took. That story sparked a fire that would burn for years to come—not only in Steve's life, but also in the lives of many of those around him.

Steve was a picture of the youth from the hippie days of the late 1960s and early 1970s. His long blonde hair, laid back lifestyle as an artist and sign painter and his seeming lack of motivation to strike out on his own made his family and friends wonder if his childhood would last indefinitely.

But along with that irresponsible attitude, Steve also had a certain charm and talent. In both his artwork and his sign painting, he showed a remarkable genius that often made you overlook his weaker attributes. One would look with wonder at his latest creation, whether it was sculpture, painting or billboard. With that same artistry and style, Steve set out to build his first sailboat.

Superior's Song By Carl Behrend

*When I first sailed her waters
In my birch bark canoes
We fished in her rivers
We hunted on her shores
But many a brave warrior
Was taken down by her
Beneath her cold blue waters
Never to return*

*But I loved her then
She called me back again
Oh I loved her then*

*Then I sailed her waters
In my ships of wind and sail
To carry away her treasure
And live to tell the tale
But many a proud sailing ship
Was taken down by her
And many a fine sailor
Was never to return*

*But I loved her then
She called me back again
She said come and be my lover
Come and sail my seas
Come and take my treasures
But my lovers never leave
My lovers never leave*

*Then I built my lighthouses
To shine along her shore
Whitefish Point would be the first
There'd follow many more
AuSable Point and Iroquois
Grand Island and Crisp Point
All along the Shipwreck Coast
Still many ships were lost*

*But I loved her then
She called me back again
Oh I loved her then*

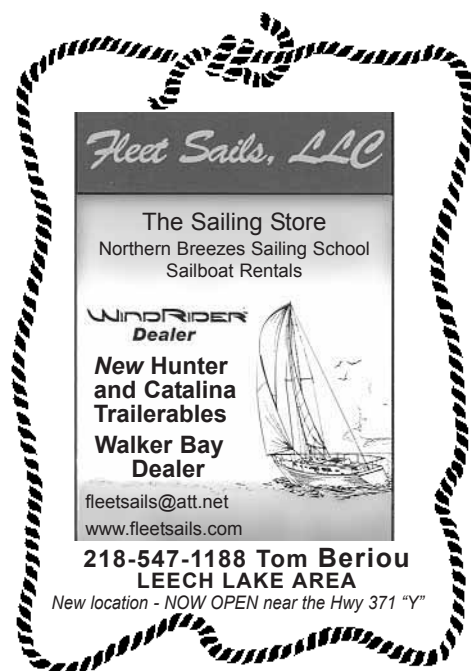
*I'll build my ships much stronger
I'll build my ships of steel
I'll build them with more power
Her winds I will not feel
But she took those ships to the bottom
She took those ships of steel
Took them as her lovers
Never to return*

*But I loved her then
She called me back again
Oh I loved her then*

*Then I sent my lifesavers
To rescue them from her
And the brave coast guardsmen
Stationed on her shore
Many of her lovers
Were taken away from her
Stolen by their courage
Never to return*

*But I loved her then
She called me back again
Oh I loved her then*

*Now I build my giant ships
For hauling iron ore
Ships so large and mighty
To weather any storm
Yet still she seeks her lovers
Yet still she sends her waves
For I could not tame her
But I love her just the same
And I love her still
Oh I always will
Oh I love her still*



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Learning to sail one of my first sailboats on Indian Lake.

He made the new sailboat from an old wooden rowboat. Steve made a mast from two-by-fours, which were carefully shaped to not only be useful, but also attractive. He also added artistic touches to the rest of the boat. The wooden rudder, the bow and the sail boom all had his signature of craftsmanship. For the crowning



The Apostle Islands: a sailor's paradise.

work, he named the boat the *Christine Louise*, after his girlfriend, Chris Burnis. The boat's name was painted in Steve's own unique style of lettering that I'm sure charmed Chris to no end. Together, the couple would sail the waters of Indian Lake, the lake where Steve's parents raised him.

This first boat of Steve's marked the beginning of a long line of sailboat ownership that would stretch into the next millennium. And with Steve's acquiring additional boats, others would follow his passion. The dream of one hopeless romantic is often contagious. Steve's cousin Kevin would be one of those who would follow the dream and the spark. In pursuing his own "Dove" vision, Steve's passion for bigger waves and bigger water meant getting a bigger boat.

Soon Steve, with the help of cousin Kevin, would be working on another boat: the *Clair Bastian*. Well, maybe it wasn't exactly his next boat. Actually, the next boat was the *Christine Louise II*, followed by *Christine Louise III* and then, the *Clair Bastian*. Steve and Kevin went in together on the purchase of the 26-foot Thunderbird sailboat. They bought the boat for \$2,000 from a state police trooper who lived in Munising. The happy pair took the boat 45 miles south to Manistique to prepare it for their dream voyage.

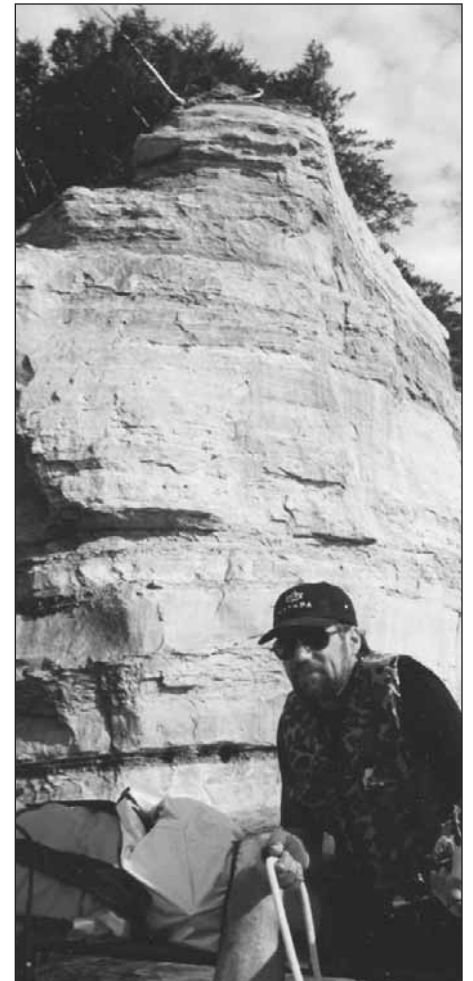
Together, Steve and Kevin were able to restore the old sailboat and give her a whole new look. After about a year of preparation, the two were ready. Their plan was to sail from Manistique, Michigan south through Lake Michigan to Chicago and then through various waterways down the Mississippi River to the Gulf of Mexico. They would then sail to Florida and spend the winter there on the boat. After Steve convinced Kevin to quit his job at the local paper mill, the two were ready to leave in the fall.

Kevin later told me, "It seemed like the thing to do at the time." He

was referring to quitting his job. It probably wasn't the smartest thing to do. But, when there's a dream to follow and a sailboat to travel in, reason sometimes takes second place.

As it turned out, the pair did make their voyage. It likely was the greatest adventure of their lives. Somehow, this dream of Kevin and Steve would be a spark. And the spark would light a fire. And that fire would continue to burn in their hearts and in the hearts of those who were influenced by their dreams. As far as I know, that fire still burns to this day.

This is the first 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.



Captain of my own ship at last.

NOAA & Smithsonian Say U.S. Waters Safer From Invasive Species If Ships Flush And Fill Ballast Water At Sea

NOAA and the Smithsonian released a technical report today that finds ship captains can dramatically reduce the supply of invasive aquatic species delivered to U.S. ports, if they flush and refill ballast tanks with ocean water before arrival. The report describes the effectiveness of ballast water exchange procedures as a way to reduce aquatic invasive species discharged into U.S. waters, including the Great Lakes and Chesapeake Bay.

If ports are exposed to non-native species, these organisms may establish themselves in the new habitat, like zebra mussels and gobies in the Great Lakes, and potentially cause harm to native populations of aquatic animals and plants. An estimated 70 million metric tons—roughly 50 million gallons per day—of ballast water is discharged in U.S. water annually.

“Research and development to produce alternative ballast treatment methods and technology-based ballast treatment systems should continue to be pursued as a high priority toward the reduction of organism transfers,” said Richard Spinrad, assistant administrator for NOAA Oceanic and Atmospheric Research. “This report assesses what is currently known about ballast water exchange, and provides analysis of its likely effects.”

NOAA’s National Center for Research on Aquatic Invasive Species and Smithsonian Environmental Research

Center analyzed the delivery of ballast water to the Great Lakes and Chesapeake Bay. These studies indicate reductions in the risk of invasive species introductions as a result of ballast water exchange. The analysis provides further confidence that overall, there has been a decline in the risk of invasion from ballast water in these regions. In addition, the report addresses a potential gap in the coastal ballast management protection framework whereas ships traveling less than 200 miles from the U.S. coast are not covered.

“Measurements made aboard ships during normal operations demonstrate that ballast water exchange, when properly conducted, can be highly effective, removing or killing approximately 90 percent or more of the coastal planktonic organisms from most ballast tanks,” said David Reid, senior physical scientist, NOAA National Center for Research on Aquatic Invasive Species. “Some residual coastal organisms may remain in ballast water after exchange, and also in tanks with residual water and sediments, both which may pose some invasion risk during subsequent ballast discharge.

“It is clear that ballast water exchange has significantly reduced species transfers and invasion risk associated with

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Sailing News

ships' ballast operations," said SERC senior scientist Gregory Ruiz. "But the expected (albeit reduced) rate of invasions for the organisms that remain after exchange is not known. This represents a gap in scientific understanding that limits effective management decisions."

The report suggests that a standardized survey program, targeting key coastal ecosystems in the U.S., could provide the high-quality data necessary to (a) assess current invasion risk and (b) measure the performance of multiple management actions, including those of ships and other transfer mechanisms, in terms of invasion occurrence. No such program currently exists for the nation.

The report (TM-142) is available on the Web at: ftp://ftp.glerl.noaa.gov/publications/tch_reports/glerl-142/tm-142.pdf

Key Democratic Senators Pledge Support to Boaters

The boating industry claimed a key victory in the Senate with ballast water legislation.

U.S. Senators Barbara Boxer, D-Calif., and Bill Nelson, D-Fla., unequivocally committed themselves to resolve the issue before a September 2008 permitting deadline.

"A recent court ruling has cast doubt on whether recreational boaters — people going out for a day of fishing, or waterskiing — can continue to operate without a permit from the EPA," Nelson said in a statement. "They've never been required to have such a permit, and there's no reason for that to change. You shouldn't have to ask the EPA before you take your boat out on the water."

Environmental groups and several states' Attorney Generals successfully argued in a U.S. District Court case last fall that ballast water should not be exempted from government regulation as a pollutant because it introduces harmful invasive species into U.S. waters. Large ocean-going ships use ballast water for stability, taking on water to weigh the vessel down.

However, the court's ruling also includes boat-engine cooling water, bilge water, gray water and common deck runoff. The court directed the Environmental Protection Agency to develop what the NMMA says is "a complex and costly permitting scheme" for the nation's estimated 18 million boats by September 2008.

"I don't think they should have to get these permits," said Boxer, chairwoman of the Senate Environment and Public Works Committee, in a statement. "I've committed with Senator Nelson to make sure we fix this before that time. We are going to make sure that individual boaters do not need permits — that's as simple as it gets. That's my commitment, and it will happen."

Walker Bay Boats Adds Hypalon® to the Odyssey Air Floor Line

Walker Bay Boats® Inc. announced today that the Odyssey Air Floor Inflatable is now also available in Orca® Hypalon®. "The advantage of the Odyssey Air Floor is that it can be rolled up & carried in its own bag, making it the perfect stowable tender" said Paul Roberts, VP of Sales and Marketing for Walker Bay®. "Adding the Orca® Hypalon® option makes the Odyssey more appealing to consumers in extreme ultraviolet light regions." The new Odyssey Air Floor

Hypalon® models will be launched at the US Sailboat & Powerboat Shows in Annapolis, MD October 4-14, 2007.

Walker Bay creates boats from Orca® Hypalon®, the finest Hypalon® material available. Four layers of calendared sheets guarantee air-tightness (no porosity) and optimal adhesion of rubbers. This combination of materials provides improved weather resistance against fading and aging as well as resistance to fuel, oil and everyday abrasions. The tubes are bonded using a three-layer process with all seams internally and externally butted for maximum reliability. Walker Bay® stands behind the Hypalon® Odyssey Air Floor with a 10-year fabric warranty.

The Odyssey Air Floor is a light, compact boat that weighs 66 lbs for the 240 and goes up to 99 lbs for the 340 and has five airtight compartments. The Odyssey Air Floor comes in four different sizes, 240, 270, 310 and 340 with capacity of up to 5 people for the largest model. The new Hypalon® Odyssey Air ranges from \$1,699 for the smallest model to \$2,150 for the 340. Walker Bay® will continue to offer the Odyssey PVC models for the more casual user and those living in regions where the UV exposure is not high.

Walker Bay® is available in over 50 countries around the world and can be found on the web at www.walkerbay.com.

Calendar of Events

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

October

Oct. 4-8 - 38th Annual Sailboat Show - Annapolis, Maryland. Visit www.usboat.com for more information.

Oct 6 - Lee Murdock - Historic Log Cabin, Bensenville, IL. Visit www.leemurdock.com for more info.

Oct 6-7 - USA Junior Olympic Sailing Festival - Macatawa Bay Yacht Club, Holland, MI. Contact Steve Sisson at 888-207-1076 or visit www.ussailing.org for more info.

Oct 6-7 - Hornback Regatta - Eagle Creek Sailing Club, Indianapolis, IN. Visit www.ecsail.org for more info.

Oct 12-14 - Lee Murdock - Great Lakes Lighthouse Festival, Alpena, IL. Visit www.leemurdock.com for more info.

Oct 13-14 - ACSA Annual Old Fox Regatta - Alum Creek, Delaware, OH. Visit www.alumcreeksailing.com for more information.

Oct 19 - Lee Murdock - Macomb Cultural Center, Clinton Township, MI. Visit www.leemurdock.com for more information.

Oct 20 - Lee Murdock - Ten Pound Fiddle Coffeehouse, East Lansing, MI. Visit www.leemurdock.com for more information.

Oct 21 - Lee Murdock - Macomb Cultural Center, Clinton Township, MI. Visit www.leemurdock.com for more information.

Oct 25 - Lee Murdock - Loutit Library, Grand Haven, MI. Visit www.leemurdock.com for more info.

Oct 27-Nov 3 - 21st Annual Pro Am Regatta - Bitter End Yacht Club is holding the race at Virgin Gorda in the British Virgin Islands. Learn from and race with the rock stars and legends of sailing. Call (800) 872-2392, email binfo@beyc.com

or cruise the web at www.beyc.com for more info.

Oct 30 - Lee Murdock - On WDCB RADIO I'll be Lilli Kuzma's special guest in the studio for the Halloween edition of the "Folk Festival" show, Tuesday, October 30 (7-9 p.m. central), live spot from 8-8:30 p.m. Lee will play "St. Martin's Island" and other ghostly songs of the Great Lakes. 90.9 fm WDCB Public Radio, streaming online at www.wdcb.org or visit www.leemurdock.com for more info.

November

Nov 1-4 - Strictly Sail St. Petersburg Boat Show - Spa Beach, at the St Pete Pier, in St Petersburg, Florida. The Gulf Coast's Sailabration of Sail. Offers an exciting lineup of sailboats, trawlers and power cats, not to mention two large tents filled with the latest gear and accessories. Visit www.strictlysail.com for more info.

Nov 4 - Lee Murdock - Masonic Hall, Orangeville, IL. Visit www.leemurdock.com for more info.

Nov 8 - Lee Murdock - Chicago Public Library, Chicago, IL. Visit www.leemurdock.com for more info.

Nov 10 - Lee Murdock - Dossin Great Lakes Museum, Detroit, MI. Visit www.leemurdock.com for more info.

Nov 13 - Lee Murdock - Hayner Memorial Library, Alton, IL. Visit www.leemurdock.com for more info.

Nov 16-18 - One-Design Sailing Symposium - Columbus, OH. Visit www.ussailing.org to register.

Nov 23 - Day After Thanksgiving Races - Eagle Creek Sailing Club, Indianapolis, IN. Visit www.ecsail.org for more info.

Nov 23-25 - Timme Angsten Regatta - Chicago Yacht Club is holding the Timme Angsten Regatta at Monroe Station, IL. Visit www.chicagoyachtclub.org for more information.

Nov 24 - Lee Murdock with the Blue Water Band - 16th Annual Christmas Ship Concert. Glen Ellyn, IL. Visit www.leemurdock.com for more info.

December

Dec 1 - Lee Murdock - Cedarburg, WI. Visit www.leemurdock.com for more info.

Dec 13 - Lee Murdock - Ann Arbor, MI. Visit www.leemurdock.com for more info.

Dec 31 - New Year's Fest - Lee Murdock will be entertaining visitors at the New Year's Fest of Kalamazoo with others. Kalamazoo, MI. Visit www.newyearsfest.com for more info.

January 2008

Jan 5-12 - Midwinter Regatta Week - Winners of the weekly Sunday Regattas are invited back to compete for the title of Midwinter Regatta champion. Of course, if you are up to the challenge but haven't raced in a Sunday Regatta, you are welcome to join in! Bitter End Yacht Club, Virgin Gorda, BVI.

Jan 23-27 - Minneapolis Boat Show - Minneapolis, MN. Visit www.minneapolisboatshow.com for info.

Jan 31-Feb3 - Strictly Sail Chicago Boat Show - Navy Pier, Chicago IL. Nation's largest indoor all-sail boat show. Considered the sailing event of the year, celebrating 13 years at Chicago's famous Navy Pier. Visit www.strictlysail.com for more info.

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KENWOOD SEES STRONG MARKET OPPORTUNITY IN HIGH QUALITY MARINE-SPECIFIC RECEIVERS

Kenwood USA announced its successful entry into the marine audio market with its KTS-300MR and KST-MP400MR CD receivers. The two models are specially engineered for the harsh marine environment and designed with high performance audio features typically not found in marine components.

The CD receivers offer the most popular features found in Kenwood's line of mobile receivers, including Dual Zone capability, the ability to add Satellite Radio, iPod or HD Radio, and the high-grade Kenwood audio circuitry that is very rare within the marine electronics market. Both models can be used with the optional KCA-RC100MR hard-wired remote control, which features an easy-to-read 14-segment LCD display with scrolling text, direct source selection, AM/FM selection, disc and track selection and power on/off. An optional 'Y' adapter allows connection of a second remote control module for operation at the swim deck or bow.

The KTS-MP400MR combines all the features of the KTS-300MR with the addition of MP3 and WMA playback, providing up to 10 hours of music on a disc. It also includes ID3 tag and file information display and front, rear and subwoofer pre-amp outputs for future system expansion.

All Kenwood marine audio products are marine-grade conformal coated for environmental protection and the front access key panels and flip-down CD door covers are waterproof.

The KTS-300MR has a suggested retail price of \$250.00, the KTS-MP400MR is available for \$300.00, and the KCA-RC100MR remote control is \$120.00.

Visit www.kenwoodusa.com for more information.



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Visit www.seawear.com for more information and to order.

Gill Introduces The Ultimate Sailing Watch—The Regatta Master Watch

Gill's new Regatta Master Watch is a boater's dream timepiece, designed with an extensive line of features especially for boaters and sailors, but valuable for travelers as well. Lightweight and waterproof, this durable watch will keep time through heavy splashes and will even survive a good dunking to 100 feet.

The Regatta Master Watch displays the time in a large, easy-to-read, digital font format, with accuracy that stands up to the demands of competitive sailing and racing. Built into the watch are: a countdown feature for use prior to race starts; a count up timer, a digital compass, a calendar and an alarm. The watch is totally waterproof, removing the need to ever send the watch out for repairs.

For world travelers, the watch's international dual-time feature can display consecutively two different world zone times. Plus, the watch's powerful electro-luminescent backlight makes it easy to see the time at night. With a long-lasting, rubber-molded strap, the Regatta Master Watch has the distinctive look of a rugged, yet stylish sport watch that is destined to become a favorite among sailors.

The Regatta Master Watch offers affordable value, retailing for \$140.00.

For more information visit www.gillna.com.

Plasma TV Fold-Down Ceiling Units

Inca manufactures a wide range of Fold-down systems that can store and deploy plasma TV/LCD screens in the yacht environment. These machines are specifically designed for the rigors of Marine service, where environmental and motion demands require a superior system. Inca fold-down units are available in a variety of sizes, for video displays as large as 61" to small 18" LCD screens. They can be configured to just fold-down out of the ceiling, or fold-down then swivel to any viewing angle. Inca also manufactures a stainless steel ceiling seal which automatically seals a fold-down unit with the plasma TV inside it, when it is installed in an "outside-deck" environment.



You can visit our website www.inca-tvlifts.com, to request a quote or download the rest of our products. For new products and other applications, please visit www.inca-marineindustrynews.com.

New Website Helps Sailors 'Phone Home' for Less

A new low-cost alternative to satellite tracking and expensive mobile phone charges is now available to sailors on cruising voyages worldwide. Yachtplot.com enables secure, personalised progress updates to be sent to loved ones back home whenever desired for a low, fixed fee.

Yachtplot can be used immediately on any boat, as it requires no additional onboard hardware. Operating via existing mobile communications equipment and the Internet, the system receives position data and personalised messages from crews abroad and displays these on a dedicated, password-protected mini-website.

Position reports and other information can be sent from boat to Yachtplot in any written form, including fax, email, SMS text and Inmarsat text message. The boat's position is then plotted on an interactive map and any personal messages are added to its private bulletin board. Family and friends can gain password access to view information about the voyage from any online computer and send their own messages to those on board. For security reasons, unlike some traditional tracking systems, information is not accessible either to the general public or to other users of the Yachtplot service. As the two-way messaging remains within the Yachtplot system, no external email addresses are required, so unsolicited mail is avoided.

Subscriptions to Yachtplot.com cost from \$2 per week per boat, and there is no charge for users accessing the system.

For further information about Yachtplot.com contact Mike Van-Gent at mikevg@imtl.net; T + 44 1582 522579; M +44 7770 914789.

The Cruising Woman's Advisor

The cruising life offers adventure, exotic destinations, and expansive opportunities for personal growth. But considering such a life raises endless questions: What do I need to learn? What do I do if my partner falls overboard? How will our relationship be tested at sea?

The Cruising Woman's Advisor is not a manual, but inspiration about the practicalities of living aboard – making friends, staying in touch, caring for your children, career options, hygiene, "inventory reduction," finances – in short, a comprehensive guide, geared specifically toward women setting out for the cruising life.

"For the average woman who is just starting out, a little nervous and intimidated, even the most seemingly obvious piece of information could be completely pivotal for her." So here is a book that addresses the cruising lifestyle, not the event of cruising itself. Lifelong cruiser and circumnavigator Diana Jessie starts, with advice on:

- Cruising roles and relationships
- What life at sea is really like
- Children on board – from toddlers to adolescents
- How to make a boat your home
- Identifying dangers and putting them in perspective

This updated edition also contains information on choosing between power and sail, cruising with pets, and satellite communication.

Diana Jessie has written and edited seven nautical books and numerous boating articles during her 30-plus years under sail and power, during which she and her husband have crossed all the world's oceans and visited 60 countries on six continents.

The Cruising Woman's Advisor is available in Paperback for, \$18.95.

Publisher: International Marine/Ragged Mountain Press

Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
					16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,800	WB
					16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB
					16	Johnson M-16, Main, Jib, Trlr	80	\$2,700	WB
9	Escape, Furling Main Sail	00	\$1,095	FS	16	Johnson MC Scow, Trlr, Lift, 2 Sails	89	\$1,900	SC
9	Mini Scow	86	\$1,000	FS	16	Johnson X, Main, Jib, Extra Sails, Trlr	95	\$4,000	WB
9	Walker Bay RID 275, Sail Kit	06	\$2,299	FS	16	Johnson X, Main, Jib, Trlr	83	\$1,800	WB
9	West Marine Inflatable	03	\$900	FS	16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY
10	Hunter Xcite, New	04	\$2,500	FS	16	Luger, Trlr, 9hp OB, Great Starter Boat	85	\$2,900	FS
10	WindRider, Yellow	02	\$1,095	GS	16	M16, Trlr	UK	\$600	FS
11	Byte, Main	00	\$2,400	WB	16	Melges X with Trailer, Club Champ, Mint	99	\$4,900	CN
12	CLC Lightcraft Passagemaker Wooden Boat	07	\$4,500	FS	16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY
12	Escape	96	Call	HY	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
12	Johnson Miniscow, Main, Trlr	85	\$1,600	WB	16	Rave, Trlr, Good Condition	00	\$4,000	GS
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB	16	WindRider, New boat, Excellent, w/Options	05	\$4,250	GS
12	O'Day Widgeon, Trlr	74	\$1,250	FS	16	X Boat, 2 Sails, Red	77	\$600	FS
12	Sailboard	UK	\$600	FS	16	X Boat, Single Sail, Green	UK	\$600	FS
13	Chrysler Pirateer, Main, Jib, Trlr	77	\$2,800	WB	17	Com-Pac Sun Cat, Every Option, Trlr, OB	05	\$25,500	GS
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY	17	Nimble Mudhen, Main, 2.5 Merc OB, Trlr	92	\$5,500	HY
14	Am Fiberglass Corp "T" for Two	77	\$900	FS	17	O'Day Daysailer, Main, Jib, OB, Trlr	72	\$2,995	WB
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	17	Siren, Gaff Rig, Trlr, Many Mods	74	\$1,900	GS
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB	17	WindRider Trimaran, Advantage New!	07	\$8,200	HW
14	O'Day Javilin BSU	UK	\$600	FS	17	WindRider Trimaran, Furling Jib	04	\$5,199	HW
14	Skipper, Trlr	77	\$1,000	FS	17	WindRider, Dealer Boat, Bilge Pump	06	\$7,995	GS
14	Taft Cat	UK	\$500	FS	17	WindRider, Hmbt Trlr, Furl, Bilge	02	\$4,500	FS
15	Albacore, Main, Jib, Trlr, New Rigging	68	\$1,100	HY	18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB
15	Bongo, Main, Spinnaker, Trlr, Will Deliver	05	\$5,500	SC	18	Chrysler Buccaneer, Main, Jib, Trlr, Furl	72	\$1,330	HY
15	Legacy, New Boom Tender Model, Trlr	07	\$14,500	GS	19	Cape Dory, Classic, Trlr, Super Sharp	79	\$5,200	FS
15	Montgomery, 2 Sails, Trlr, Head	81	\$4,600	HY	19	Johnson Y Boat, Main, Jib, Spin, Trlr, More	77	\$2,100	HY
15	Precision, Main, Trlr, Boat Cover, Needs Jib	96	\$3,200	HY	19	MacGregor Powersailor 19X, 2 Sails, Trlr	94	\$11,500	HY
15	Precision, Main, Trlr, Needs Jib, Boat Cvr	94	Call	HY	19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl	04	\$21,000	HY
15	Precision, Main, Trlr, Nissan 2hp 4 Strk OB	07	\$5,900	HY	19	Vanguard, Furl Jib	80	\$700	FS
15	Vanguard, Almost New, Cover, Trlr	06	\$6,500	GS	19	West Potter	05	\$19,999	NE
15	Wood/Canvas Sailing Dinghy	06	\$1,000	FS	20	Boston Whaler Harpoon, Trlr	81	\$12,000	FS
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB	20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB
16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	01	\$5,995	WB	21	Hunter 216, Frl, Trlr, Demo	04	\$13,000	FS
16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	97	\$2,500	WB	21	Impulse, 3 Sails, Trlr, Vang	89	\$3,200	HY

LOA	Description	Yr	Price	Bkg
21	Impulse, Main, Jib, Spin, OB, Trlr	89	\$2,250	WB
21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$10,500	HY
22	Bayliner Buccaneer 220, 6 Sails, Trlr, More	80	\$2,400	HY
22	Catalina Capri, Main, RF Jib, 5hp Honda, Trlr	06	\$23,500	WB
22	Catalina Capri, Main, RF Jib, 5hp OB, Trlr	99	\$15,500	WB
22	Catalina Mk II, 2 Sails, 4hp Mariner, Trlr	88	\$16,650	HY
22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY
22	Catalina, Fixed Wing Keel, Main, RF Jib, Trlr	88	\$7,999	WB
22	Catalina, Pop Top, Trlr, Motor	83	\$5,500	FS
22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB
22	Catalina, Trlr, Motor	79	\$4,500	FS
22	Columbia, 5 Sails, Well Maintained, Trlr	70	\$4,000	SC
22	Hunter, Main, Jib, 5hp Nissan OB, Trlr	81	\$6,500	WB
22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	HY
22	Laguna, 4 Sails, Trlr, Pop Top, Vang	87	\$3,800	HY
22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr	78	\$3,500	HY
22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr	84	\$6,900	HY
22	S2, Shoal Draft, New Yamaha OB, Trlr	76	\$5,000	SC
22	Sea Ray Express 215, Motor	00	\$27,900	IY
23	AMF Paceship, Trlr	77	\$4,995	SY
23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr	74	\$4,500	HY
23	Hunter 23.5, Ballast, Excellent	97	\$10,500	CN
23	Hunter, 4 Sails, 5hp Nissan, Trlr, Galley, More	90	\$7,800	HY
23	Hunter, Trlr, Wing	87	\$6,900	FS
23	Hunter, Trlr, Wing, Furler, Nisson	89	\$8,500	FS
23	O'Day Osprey, New Hull Paint, 3 Sails	UK	\$5,000	HY
23	O'Day, 5 Sails, 9.9 Evin, Trlr, Stove	73	\$3,000	HY
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS

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LOA	Description	Yr	Price	Bkg
23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
23	Precision, 4 Sails, 5hp Merc, Trlr, More	00	\$17,500	HY
23	S-2, Well Maintained, Price Reduced!	75	\$5,500	CN
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY

Legend:

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

Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
24	C&C, 4 Sails, 8 HP Merc, 5 winches, More	76	\$1,000	HY	26	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	74	\$2,900	HY
24	C&C, 5 Sails, 8hp Johnson, Galley, More	76	\$5,500	HY	26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr	76	\$5,900	HY
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY	26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY
24	J Boat, 11 Sails, 4hp John, Trlr, More	87	\$10,000	HY	26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
24	J Boat, 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY	26	Commodore, 3 Sails, 9.9 Evin, Trlr, Electr	83	\$9,800	HY
24	J Boat, 9 Sails, 3hp OB, Trlr, Comp, Head	79	\$8,750	HY	26	Grampian, Lots of New Gear	72	\$6,000	HY
24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,900	HY	26	Hacker Race Boat	97	\$115,000	IY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY	26	MacGregor 26 D, 3 Sails, 15hp Mariner, Trlr	88	\$6,000	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY	26	MacGregor 26X, Dodger, 40hp Honda, Trlr	00	\$17,995	SC
24	Mirage, Trlr, Lots of Sails, Race Ready	76	\$3,500	SY	26	Paceship (PY26) fin keel, 8 Sails, More	80	\$10,000	HY
24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler	78	\$9,700	HY	26	Pearson	UK	Call	HY
24	San Juan, 8 Sails, 4.5 Merc OB, Elect	78	\$5,700	HY	26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY
25	C&C, Reduced	74	\$2,995	NE	26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$9,800	HY
25	Capri, 6 Sails, Trlr, 4 Winches, Compass	81	\$8,500	HY	26	Pearson, Main, 180%, Storm Jib, 10hp Mtr	72	\$7,495	NY
25	Catalina 250, 3 Sails, 9.9 Evin, Trlr, Whl	00	\$23,500	HY	26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$5,800	HY
25	Catalina 250, Main, 135% Furl Genoa, More	04	\$30,000	WB	26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	84	\$16,500	HY
25	Catalina, 2 Sails, Trlr, 6hp John OB, Furl	77	\$7,500	HY	26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl	80	\$9,500	HY	26	Seaward 26RK, New	07	\$36,000	GM
25	Catalina, RF, 9.9hp Honda, Excellent Cond	86	\$11,900	SC	26	Seaward 26RK, New, Loaded, OB, Trlr	07	\$63,000	GM
25	Catalina, Swing Keel	80	\$5,000	SY	26	Westerly Centaur, 5 Sails, 27hp Volvo Dsl	71	\$9,000	HY
25	Catalina, Tall Rig, Main, 3 Jibs, 9.9hp Evin, Trl	90	\$17,900	WB	27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY
25	Columbia 7.6M, Reduced	79	\$12,500	NE	27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY
25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$5,900	HY	27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS
25	Holiday, Wooden, Main, Jib, 6hp Evin, Trlr	55	\$12,000	WB	27	Bayliner Buc, 3' Whl, OB, Trlr, New Paint	76	\$6,000	FS
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY	27	C&C	82	\$19,000	HY
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY	27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
25	Irwin, 5 Sauks, 15hp Yamaha, Trlr	70	\$7,250	HY	27	C&C, 5 Sails, 13hp Yanmar, Whl, Loaded	81	\$23,900	HY
25	MacGregor, 3 Sails, 7.5hp Honda, Trlr	81	\$3,900	HY	27	Cape Dory	78	\$19,500	NE
25	Merit, 8 Sails, 5hp OB, Trlr, 2 Comp, Galley	84	\$4,500	HY	27	Catalina, 2 Sails, 11hp Univ Dsl, More	74	\$10,900	HY
25	O'Day, 2 Sails, 9.9hp Honda, Trlr, Furler	76	\$10,000	HY	27	Catalina, 2 Sails, 7.5hp Johnson, Head, More	76	\$4,900	HY
25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$8,750	HY	27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY
25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$15,500	NY	27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS
25	US Yachts, 3 Sails, 9.8 HP Merc, Trlr, More	81	\$6,200	HY	27	Catalina, Main, Furl Gen, Chute, Trlr	81	\$10,995	NY
26	Accent, Full Sail Inv, Dsl, Depth, More	73	\$12,995	NY	27	Catalina, Sloop	76	\$12,500	IY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY	27	Com-Pac 27/2, Great Condition	86	\$19,900	CN
26	C&C, Yanmar Dsl, Furl, Whl, 4 Sails, More	77	\$14,800	SC	27	Hunter	93	\$23,500	NE

LOA	Description	Yr	Price	Bkg
27	Hunter, 3 Sails, Yanmar IB, Stereo	77	\$5,700	HY
27	Hunter, Make Offer, Reduced	84	\$10,500	NE
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
27	TMI	UK	\$12,000	HY
28	Cape Dory	75	Call	HY
28	Catalina MKII	97	\$54,000	NE
28	Hunter 285, Dsl, electronics, H/C Water, Trlr	95	\$23,500	GM
28	Kings Cruiser Sloop	57	\$10,000	IY
28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY
28	Newport 28	79	\$15,000	NE
28	O'Day, IB, Main, Genoa, More	81	\$17,995	NY
28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY
28	Pearson	78	\$12,500	IY
29	Columbia 8.7, 5 Sails, IB, Cruise Equipped	77	\$12,500	HY
29	Columbia 8.7, Auto, GPS Radar	82	\$17,995	NY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY
29	Hunter 29.5, New Listing	96	\$38,000	CN
29	Hunter 29.5, Way Above Average	95	\$39,900	CN
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN
29	Lancer	78	\$10,995	NE
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
29	Paceship, 2 Sails, A4 IB, Furler, Comp/VH	70	\$7,000	HY
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
30	Baba, Dsl, Autopilot, GPS, Radar, More	80	\$69,995	NY
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$105,500	HY
30	Catalina	88	\$44,000	NE
30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
30	Catalina, 4 Sails, 12hp Yanmar IB, Furl, Whl	79	\$20,000	HY



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LOA	Description	Yr	Price	Bkg
30	Catalina, Main, Furling Genoa, Dsl, More	80	\$23,500	NY
30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
30	Hunter, Lake City	92	\$34,900	CN
30	Lancer, Dsl, Tiller Pilot, Chart Plotter, More	78	\$17,900	NY
30	Newport 30 MKII	74	\$10,900	NE
30	Northstar 1000	UK	\$15,000	HY
30	Pearson	UK	Call	HY
30	Penn Yan Sport Fish, Motor	78	\$39,500	IY
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$29,995	HY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl	81	\$29,000	HY
30	Trojan F-30, Express Hardtop	79	\$24,495	IY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
30	Yankee, Sparkman & Stevens	73	\$14,000	NE
31	Cal 31, EXCELLENT CONDITION	80	\$22,900	CN
31	Cal, 5 Sails, 16hp Univ Dsl IB, Whl, More	83	Call	HY
31	Cruisers 3170 Esprit	88	\$29,900	IY
31	Hunter	06	\$89,900	CN
31	Tartan, New Jib & Spin, Well Equipped	94	\$68,000	SC
32	Bayliner 3255 Avanti	95	\$58,000	IY

Legend:

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

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$29,500	HY	35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
32	Catalina 320, Wing	00	\$89,995	NE	35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, Elec	94	\$74,500	HY
32	Catalina 320, Wing	07	\$138,500	NE	35	J-35, Racer/Cruiser, Gorgeous, Extras	89	\$56,000	SC
32	Ericson	74	\$15,500	NE	36	C&C 110	03	\$139,999	NE
32	Islander, Main, 150%, Storm, Spin, Elect	80	\$29,900	NY	36	Catalina, Cruise Ready, Dsl, Dodger, Extras	88	\$63,000	SC
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl	98	\$135,000	HY	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
32	Larson Cabrio 330	02	\$80,000	IY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
32	Seaward 32RK, New, Dsl, Std Equipment	07	\$124,000	GM	37	Beneteau 373	07	Call	CN
32	Seaward 32RK, New, Dsl, Trlr, Loaded	06	\$124,900	GM	37	Hunter 376, Incl 2008 Slip	97	\$103,900	CN
32	Seaward 32RK, New, Dsl, Trlr, Loaded	07	\$155,000	GM	37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$94,500	NY
32	Seaward, Elect RK, Trlr, Yanmar, Furler	06	\$124,900	FS	37	Tartan 2700CCR	07	\$279,900	CN
33	Beneteau 331	01	\$88,000	HY	38	C&C, Racer/Cruiser, RF, Refrig, Steel Crdl	77	\$30,000	SC
33	C&C Mk II, 2 Sails, 18hp Yanmar, Furl, Whl	85	\$44,500	HY	38	Catalina 387	04	\$184,999	NE
33	Hunter	82	\$23,000	NE	38	Hunter, Dealer Demoa, Save 27K	06	\$199,900	CN
33	Hunter, Mariner Pkg	07	Call	CN	38	Morgan 382, Dsl, Radar, GPS, Furling	79	\$59,900	NY
33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY	39	Beneteau 393, 3 Cabins, Loaded	05	\$159,995	NY
33	Tartan, Up Grade Sails, Dsl, Elect	82	Call	NY	40	C&C, 14 Sails, Furling, Dsl, Awlgrip	80	\$74,995	NY
34	Beneteau 343	06	\$129,900	CN	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$325,000	NY
34	Beneteau 343	07	Call	CN	40	Silverton Aft Cabin	87	\$67,900	IY
34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY	41	Princess 412 - 2	85	\$65,000	IY
34	Catalina	88	\$60,750	NE	42	Vagabond, Main, Furl SS & Genoa, More	83	\$175,000	NY
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY	43	Siren Song, 90hp Dsl, Teak Decks, 19 Sails	UK	\$39,500	NY
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$125,000	HY	45	Charles Wittholz, Tri-Cabin, 2 Heads, Dsl	95	\$45,000	SC
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY	45	Fabola Diva 451	97	\$175,000	IY
35	Catalina 350	03	\$143,900	NE	45	Morgan, Nelson/Marek Performance	83	\$99,900	CN
35	Catalina 350	04	\$139,999	NE	50	Yokosuka Naval Shipyard Yawl	47	\$140,000	IY
35	Columbia 10.7	84	\$58,995	NY					

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952-474-0600SW=Sailor's World
952-475-3443WB=White Bear BW
651-429-7221

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Miscellaneous									
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	Deliveries: Professional, Sail and power	Call		SC	26	Hacker Race Boat	97	\$115,000	IY
	Instruction: Northern Breezes Sailing School (ASA)	Call		SC	30	Pen Yan Sport Fish	78	\$39,500	IY
	Instructional Videos aimed at the cruiser or boat owner	Call		SC	30	Trojan F-30	79	\$24,495	IY
	Jack Stands, 7 Brownell Jack Stands, Like New	\$650		SC	31	Cruiser 3170 Esprit, Gas Engine	88	\$29,900	IY
	Music: Carl Behrend	\$18		SC	32	Bayliner 3255 Avanti	95	\$58,000	IY
	Music: Lee Murdock Songs	\$15		SC	32	Larson Cabrio 330	02	\$80,000	IY
	Rental: WindRider Rentals	Call		SC	40	Silverton Aft Cabin	87	\$67,900	IY
	Wanted: Crew, Fit Adventuresome Gal to Sail	Call		SC	41	Princess 412 - 2	85	\$65,000	IY
	Wanted: Used Johnson/Evinrude, 6hp long/short shaft	Call		SC					
7	Howmar Hauler Harbormate, USCG Dinghy	81		350	HY				
8	Dinghy, Hard-chined Fiberglass w/Oars	86		450	HY				

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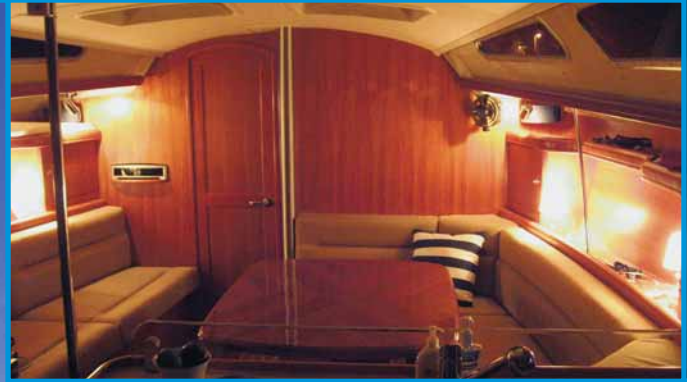
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Celeb Sailing Festival

Midwestern Sailors Worldwide



An Egret enjoying Dock C at the White Bear Boat Works, on White Bear Lake, MN.

Photo by Lawrie Yearsley

Jolly Swagman at anchor. Bayfield, WI.

Photo by Sandra Huonder



One of the great tall ships in the British Virgin Islands.

Photo by Sandy Kershner





Tom and Carol Embertson writing crew names from the boat *Milina* on the ceiling of Pirates Bight on Norman Island, British Virgin Islands.

Photo by Sandy Kershner

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It's always great to reach out and touch the water. British Virgin Islands.

Photo by Sandy Kershner

Racing News and Results



Pinball Wizard ricochets behind a starboard tack boat at the mark.
Photo provided by Boatingshots.com.

2007 Verve Cup Offshore Regatta

Chicago Yacht Club
Chicago, IL, USA
Aug 17-19, 2007

Final Results

Circle A Racing

GL 70

1. *Pied Piper*, Jack Jennings, Niles, IL; 2. *Mirage*, Mirage Group, Northbrook, IL; 3. *Nitemare*, Tom Neill, Berkeley, IL; 4. *Evolution*, Kohler/Reichelsdorfer, Sheboygan, WI; 5. *Thirsty Tiger*, Albert D'Ottavio, Joliet, IL; 6. *Windancer*, John Nedeau, N. Muskegon, MI; 7. *Pororoca*, McCarthy/Zeman, Chicago, IL.

Farr 40

1. *Convexity*, Donald Wilson, Chicago, IL; 2. *Virago*, Stuart Townsend, Chicago, IL; 3. *Heartbreaker*, Robert Hughes, Ada,

MI; 4. *Gravitas*, Richard L West, Chicago, IL; 5. *Inferno*, Phillip Dowd, Chicago, IL; 6. *Pendragon*, Brian Jackman, Barrington Hills, IL.

PHRF Division

PHRF 1

1. *Fine Line*, Rich Montplaisir, Park Ridge, IL; 2. *Pinball Wizard*, Les Ziolkowski, Riverwoods, IL; 3. *Goblin*, Lindy Thomas, Glenview, IL; 4. *Seagoon*, Dale Smirl, Oak Park, IL; 5. *Twister*, Preston Wake, Milwaukee, WI; 6. *Big Country*, Ike Scott, Chicago, IL; 7. *Tyrant*, Donald Thinschmidt, Holland, MI.

PHRF 2

1. *Sue*, James Moller, Chicago, IL; 2. *Raven*, Stan Bailey, Lisle, IL; 3. *Scout*, Jamie Hummert, Milwaukee, WI; 4. *Spirit Walker*, Vern McCain, South Bend, IN; 5. *Majic*, Dorsey Ruley, Chicago, IL; 6. *Jeannine*, Jack Roeser, Barrington, IL; 7. *Patriot*, Michael Duncan,

Chicago, IL; 8. *Heartbreaker*, Eric Oesterle, Glen Ellyn, IL; 9. *Adios* (SATURDAY ONLY), John Kosowski, Broadview, IL; 10. *Nitemare*, Mrs. Neil's Racing Team, Berkeley, IL.

PHRF 3

1. *Eagle*, Shawn/Jerry O'Neill, Chicago, IL; 2. *Serenissima*, Robin Munden, Chicago, IL; 3. *Jason*, Edward Cohen, Chicago, IL; 4. *Painkiller 4*, Alice Martin, Chicago, IL; 5. *Mosquito*, Steven Laughlin, Mequon, WI; 6. *Tiamo*, Anthony Pasquinelli, Oak Brook, IL; 7. *Zoom*, George Miz/Newman/Dreher, Palos Park, IL.

Circle B Racing

Ben 36.7

1. *Rally*, Paul Stscherban, Mishawaka, IN; 2. *Program*, Warren Levins, Chicago, IL; 3. *Joie De Vie*, James Clouser, Palm Harbor, FL; 4. *Tried & True*, Robert Foley, Glencoe, IL; 5. *Split Decision*, Mark Norris, Wilmette, IL; 6. *Bella Luna*, Joe Hyla, Chicago, IL; 7. *As You Wish*, Sue Hogan, Chicago, IL; 8. *Agitator*, Manuel Cordero, Chicago, IL; 9. *Veloce*, Michael Stills, Elk Grove, IL; 10. *Karma*, Karma Sailing Group/Lou Sandoval, Chicago, IL; 11. *Findar*, Joe Darby, Chicago, IL; 12. *Misty*, Tom/Carroll McIntosh, Long Grove, IL; 13. *Raptor*, Jim Anderson, Barrington, IL; 14. *Erizo de Mar*, Antoni Czupryna, Marengo, IL; 15. *Zingara*, Richard Reid, Toronto, Ontario, CAN; 16. *Sail Monkey*, William McGuinn, Chicago, IL.

Ben 40.7

1. *Tsunami*, Donald Hayes, Northfield, IL; 2. *Vayu*, Ronald Buzil, Evanston, IL; 3. *La Tempete*, Tom Weber, St. Charles, IL; 4.

Racing News

Collaboration 2, Robert Vickery, Barrington, IL; 5. *Excalibur*, David Tarson, Deerfield, IL; 6. *Das Boot*, Jay Muller, Chicago, IL; 7. *Turning Point*, David Hardy, River Forest, IL; 8. *Temptation*, Bogdan Stojkowski, Chicago, IL; 9. *Spanker*, D&J McDonnell, Des Plaines, IL; 10. *Cancan Deux*, Clem Boltz, Elk Grove, IL; 11. *Mojo*, Powell/Comeaux/Ruhlander, Chicago, IL.

J 105

1. *Messy Jessy*, Dorin Candea, Skokie, IL; 2. *Gigi*, David Wagner, Chicago, IL; 3. *Vytis*, Tomas Petkus, Wilmette, IL; 4. *RedPortLeft*, Marty McKenna, Arlington Heights, IL; 5. *Certare*, Mark Nichols, Lake City, MN; 6. *New World*, Robert Smith, Addison, IL; 7. *Katana*, John Huhn, St. Louis, MO; 8. *Caress*, Jon Weglarz, Chicago, IL; 9. *Eagles Wings*, John Gottwald, Glencoe, IL; 10. *Striking*, Blane Shea, Chicago, IL; 11. *Sealark*, Clark Pellett, Chicago, IL; 12. *Dos Aguilas*, Jim Gignu, LaGrange, IL; 13. *Tempest*, Nancy Glover, Chicago, IL; 14. *Patriot*, Steven Dabrowski, River Forest, IL; 15. *Pronto II*, Peter Fray, Oak Park, IL; 16. *Phantom*, Mike Carpin, Prospect Heights, IL; 17. *Latis*, Dorothy Mietz, Cudahy, WI; 18. *Kashmir*, Kevin Donahue, Chicago, IL; 19. *Archelon*, Patrick Mullins/Sage, South Haven, MI; 20. *Sea-U*, Peter Baron, Lake Forest, IL; 21. *Tuxedo* (SATURDAY ONLY), Ed/Hugh/Rich Barth/ Griffin/Jander, Chicago, IL.

PHRF Division

PHRF 4

1. *Impetuous*, Adam Berger, Sussex, WI; 2. *Surface Tension*, Jeffrey Schaefer, Elm Grove, IL; 3.



A powered up Nitemare. Photo provided by Boatingshots.com.

007, Team Flying Tiger, Chicago, IL; 4. *Regardless*, Team Regardless, Wilmette, IL; 5. *Gauntlet*, Guy HiestandGrand Rapids, MI; 6. *Folie A Deux*, Larry Kwiat, Arlington Heights, IL; 7. *Fitikoko*, John & Margie Zienda, Wheaton, IL; 8. *Koko Loko*, Tomek Kokocinski, Chicago, IL; 9. *Sirocco VI*, Bill & Viviana Fanizzo, Chicago, IL; 10. *KarMitzvah*, Sammy Kashy, Chicago, IL.

PHRF 5

1. *Aftershock*, William Newman, Muskegon, MI; 2. *Bozos's Circus*, Bruce Metcalf, Burr Ridge, IL; 3. *Ticklish*, Eric Landman, Grand Haven, MI; 4. *Touch of Grey*, Larry Schell, Ogden Dunes, IL; 5. *Sorcerer*, Don Draper, Batavia, IL; 6. *Night Ops*, Rick Johnson, Chicago, IL; 7. *Maskwa*, Don Waller, Oak Brook, IL; 8. *Big Meanie*, James Prendergast, Chicago, IL; 9. *Wanda*, Christian Jensen, Wilmette, IL; 10. *Tallgrass*, Miles Lowry, Wheaton, IL; 11. *Heart Throb*, Paul and Donna Ulatowski, Elmhurst, IL; 12. *Sea Phoenix* (SATURDAY ONLY), Gary Knappenberger, Morris Plains, NJ.

Circle C Racing

J 109

1. *Zeitgeist*, Robert & Cornelia Zerban, Kenosha, WI; 2. *Lucky Dubie 2*, Len Siegal, Chicago, IL; 3. *K III*, Irv Kerbel, Lincolnwood, IL; 4. *Northstar*, David Gustman, Wilmette, IL; 5. *Full Tilt*, Priede / Stewart, Homer Glen, IL; 6. *Certainly*, Donald Meyer, Bull Valley, IL; 7. *Vanda III*, Jack Toliver, Glen Ellyn, IL; 8. *Fandango*, Martin Luken III, Chicago, IL.

T 10

1. *Cheap Thrill*, Nancy & Tim Snyder, Chicago, IL; 2. *Convergence*, Hans Pusch, Chicago, IL; 3. *American Flyer*, Steve Knoop, Barrington Hills, IL; 4. *Wild Norwegian*, Arvid Eiesland, Glenview, IL; 5. *Glider*, Bruce LaMotte, Chicago, IL; 6. *Mutiny*, John Schellenbach, Chicago, IL; 7. *Mikaze*, Daniel VanderWoude, Chicago, IL; 8. *Winnebago*, Tim Rathbun, Joliet, IL; 9. *T Time*, Brian Tjader, Zion, IL; 10. *Yellow Mellow*,

Racing News and Results



Pendragon and Gravitus get their Air & Water Show fly-past (See Contrails). Photo provided by Boatingshots.com.

Waldemar Emmerich, Chicago, IL; 11. *Tango*, Martin Plonus, Evanston, IL; 12. *Terminal Velocity*, Simon Beemsterboer, Mokena, IL; 13. *Erica*, Brian Kaczor, New Lenox, IL; 14. *Water Works*, Rick & Mary Ann Lillie, Chicago, IL; 15. *Claddagh*, Steve Karstrand, Hickory Hills, IL; 16. *Norboy*, Dirk Hacker, Chicago, IL; 17. *Skidmarks*, Lou Jacob, Chicago, IL; 18. *Jing Bang*, David Finlay, Naperville, IL; 19. *Out of the Blue*, Jeffery Cross, Barrington, IL; 20. *Jaws*, Todd Hildwein, Chicago, IL; 21. *Jump*, Hank Graziano, Chicago, IL; 22. *Liberty*, Ray Douglas, Island Lake, IL; 23. *Hyperion*, Robert J Wilson, Chicago, IL; 24. *Sassafras*, David Barch, Chicago, IL; 25. *Billy Bones*, Camino Nick, Chicago, IL; 26. *Pegasus*, Andrea Krasinski, Chicago, IL; 27. *Rainbows End*, Steven Fink, Skokie, IL; 28. *Retention*, Mark & Joni Croll, Deerfield, IL; 29. *Wombat*, Arthur Strilky, Chicago, IL; 30. *Amateur II*, William Fagerstrom, Evergreen Park,

IL; 31. *Tenacity*, Suzanne Philbrick, Chesterton, IN; 32. *Rover* (SATURDAY ONLY), Ken Colbert, Chicago, IL; 33. *Meracious*, Tom Knorr, Wilmette, IL; 34. *Go For It!*, Joan Rinken, Lemont, IL.

J 30

1. *Circus*, Charlie Wurtzebach, Chicago, IL; 2. *Ricochet*, Bobby Cox, Oxford, MI; 3. *Planxty*, Dennis Bartley, Oak Park, IL; 4. *Awesome*, Bill Smith, Downers Grove, IL; 5. *Hallel*, Bill & Sandy Anderson, Spring Lake, MI; 6. *Temptation*, Dell & Amy Todd, Grand Rapids, MI; 7. *Defiant*, Bernie Kucharski, Lombard, IL.

PHRF Division

PHRF 6

1. *Measure for Measure*, Brian Tobin, Chicago, IL; 2. *Assassin*, Susan Just, Chicago, IL; 3. *Rampage*, Bill Richardson, Grand Haven, MI; 4. *Whisper*, Team Whisper Barnes,

Thomas, Oak Park, IL; 5. *Fuzzy Logic*, Thom Papanek, Beverly Shores, IN; 6. *Grytviken*, Piotr Madrzyk, Itasca, IL; 7. *Highlander*, Ken Campbell, Naperville, IL; 8. *Orion*, Martin J Finerty, Chicago, IL.

PHRF 7

1. *Jack-A-roe*, John Dybas, Chicago, IL; 2. *Flags*, Bob/Cathy Sample, West Dundee, IL; 3. *Decoy*, Fisher/Rosenthal, River Forest, IL; 4. *Warp Drive*, Carl Stineman, Vernon Hills, IL; 5. *Rocking Horse*, Sandy Curtiss, Lake Bluff, IL; 6. *Kahuna*, Loren Thompson, Oak Lawn, IL; 7. *Free Agent*, Miles DePaepe, Chicago, IL; 8. *Cahoos*, Thomas Vigil, Barrington, IL; 9. *Wave Dancer*, Michael Sklar, Chicago, IL; 10. *Exeter* (SATURDAY ONLY), John Notch, Wilmette, IL; 11. *Truant* (SATURDAY ONLY), Walter Kawula, Wilmette, IL; 12. *Rogue* (SATURDAY ONLY), Steve Valentor Willowbrook, IL.

2007 Etchells Great Lakes Championships

**Detroit MI
August 25-26, 2007**

Results

1. *Gone Grey*, Bruce Burton; 2. *CAN 1284*, Hans Fogh, Canada; 3. *Z*, Bill Zemmin; 4. *USA 1301*, Peter Shumaker; 5. *Ruffian*, Randall Pittman; 6. *Stash*, Chris Krimendahl, Holland, MI; 7. *Orange Whip*, Tom Dawson; 8. *Pirate*, Don Maxwell, New Hope, MN; 9. *Volition*, G. E. Kriese; 10. *The Girls*, Angela Scheibner.

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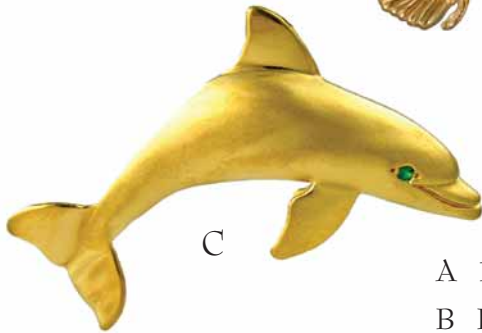
Nautical and Celtic Jewelry



A



B



C



D



E



G



H



I

A 14kt shells, simple and nature perfect

B Hand made mallard in flight

C Hand made dolphin slide in 14kt with emerald eye in 14kt satin finish

D 14kt sea turtle slide with emerald eyes

E 14kt Thomas Point Lighthouse

F 14kt propeller cufflinks and studs, with or without diamonds

G 14kt pelican hook bracelet, for men or women

H 14kt hand made lifeline rigging bracelet.

I 14kt anchor shackle bracelet

J 14kt sailor's ring

K Two-tone turks head ring

L Captain & first mate rings 18kt & platinum

M Tri-tone turks head ring



J



K



L



M



F