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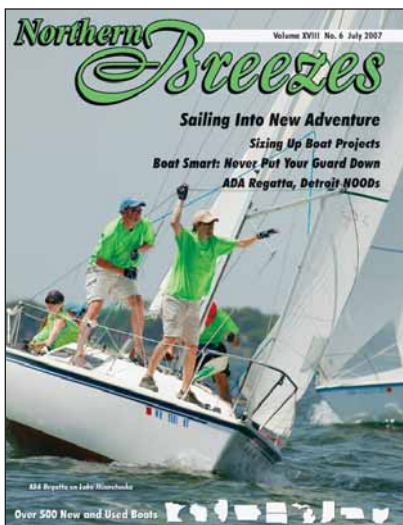
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Cover:
Bob Carpenter's
Jalapeno Capri 25
sails in the 7th
Annual ADA Regatta
on Lake Minnetonka,
MN. Photo by J.H.
Peterson.



Good planning makes even the big jobs manageable. Page 9.



Scott Andrews climbing his mast with the help of the ladder. Page 14.



ADA Regatta race. Photo by J.H. Peterson. Page 22.

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See Web site for the Regatta schedule of events.

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\$5 suggested donation, to benefit the Society.

(Note: this is Marketfest Night in WBL; 4th and 3rd Streets will be closed. Off Hwy 61, take 5th Street east to Cook Avenue, then south to Armory on corner of Cook and 4th. Park on side streets.)

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Letters & Emails

Silver Islet No Longer Maintained?

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CANADA

Harbor authorities,

I have recently learned that your office is considering re-designation of the wharf, ramp and breakwall at Silver Islet Landing, Ontario, from its status as a harbour of refuge to a lower status that would reduce or suspend government maintenance.

I think this would contribute to the hazards of operating a vessel on the Canadian shore of Lake Superior. My wife and I have cruised this shore for over 30 years and have spent many safe nights at the Silver Islet wharf, mainly under good weather conditions, but frequently taking refuge from high winds or fog. Our logbooks for *Solstice*, *Juniper* and *Keeper* record all of these visits, but one stands out in defense of maintaining a safe landing for distressed vessels. On August 3, 1997, we were operating *Keeper* east of Dreadnaught Island just past Porphyry Island Light. Our engine began to overheat; we found a coolant hose had split, and we had lost considerable coolant. We taped up the hose and slowly eased our way about 6 miles into Silver Islet without damage to our engine. If we had lost our

power we would have been blown out into Lake Superior. We likely would have been unable to reach as far as Thunder Bay, Red Rock or Nipigon for assistance. At Silver Islet, Jim Coslett, Rudy Jahn and Rich Hollway volunteered their services to replace the damaged hose and we resumed our northeasterly voyage on August 4.

It is clear to us that Silver Islet Landing is strategically located on a shore that has limited facilities for launching, refuge from inclement weather, provisioning, assistance such as we received, and a comfortable stopover. We urge you to preserve Silver Islet's designation as a Harbour of Refuge.

Sincerely,
Donn Larson
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Sizing Up Boat Projects — The Five Basic Elements

by Vern Hobbs

There is a fable about a farmer who had a huge rock in his field. Season after season, he plowed around the boulder, certain that moving it would prove overwhelmingly difficult. Finally, one day the farmer decided he must try. To his surprise, the giant rock proved to be merely a thin sheet of soapstone, which crumbled and was easily cleared away.

Many boat owners find themselves facing that same dilemma. Confronted with a project that seems to daunting, we procrastinate, or maybe just learn to live with an ongoing problem. The result of such inaction ranges from annoying to dangerous.

A good way to address any repair, maintenance, or upgrade project is to

first analyze it with regard to five basic elements: Talent, Time, Tools, Materials, and Expense. Any boat keeping task, from replacing a frayed dock line to a major re-fit becomes more imaginable, and therefore manageable, when viewed from these perspectives. Analyzing the project using this method allows us to itemize the resources that will be required, and quickly segregate realistic do-it-yourself jobs from those best contracted out to professionals. This five element project analysis also lends itself to that marvel of modern life - the decision chart. (See illustration of the Matrix).

Let's consider a sample project such as installing a bow cleat, and run it through the five step analysis and decision chart.

Talent: "Do I have the necessary mechanical skills? Do I know how to properly install a bow cleat?" If the answer to both questions is yes, and do be honest with yourself, simply move down to the next box. If the answer is no, the chart offers two courses of action: (1.) Obtain the requisite skill and knowledge, or, (2.) Hire someone who already has them.

Talent, in this context, is simply a learned skill. Our sample project requires the ability to use simple hand tools. You know, "righty tighty - lefty loosey," that sort of knowledge. Beyond this, we must learn the steps involved in the proper installation of a bow cleat. This specific knowledge is easily obtained by reading one of the many books or articles written on the



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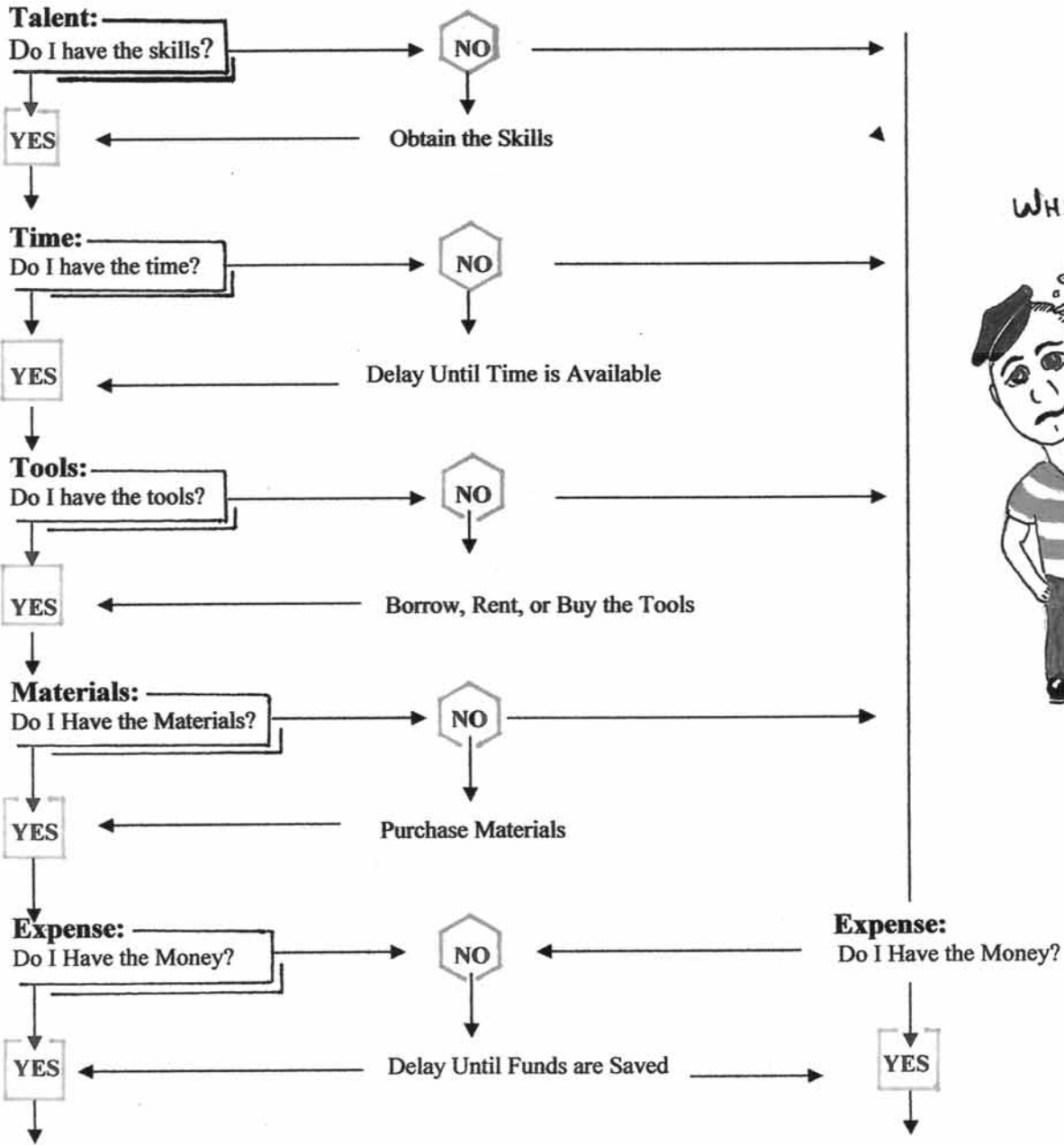
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SIZING UP BOAT PROJECTS - FOLLOW THE MATRIX

DO IT YOURSELF ?

OR, HIRE A PRO ?

(Start Here)



WHAT TO DO ?



Okay, let's get dirty !

Okay, write that check !

Can I do this job myself? Follow the matrix, and decide.



Good planning makes even the big jobs manageable.

subject. My trusted sources are the writing of Don Casey, and Nigel Calder.

Talent is the human element of our evaluation, so before we move on, consider this often overlooked aspect: “Am I able to do this job alone?” Many of the tasks necessary to maintaining a sailboat are simple, but require more than one person. Our sample project, for example, might necessitate someone going below deck to tighten nuts, while another remains topside to hold the bolts against rotation. Remember, your helper must also possess the necessary talent for their part of the job!

Time: Okay, so we’ve obtained the know-how required to bend on that deck hardware, but how long will it take? Einstein said time is relative, which suggests he might have owned an aging sailboat. Time is also the greatest variable of the five elements. Degree of skill, availability of material, and weather, are just three of the many factors that will determine how long the job takes.

The best method of estimating the time required, is past experience, either yours or someone else’s. Remember that quality work always requires a healthy investment of time, so be generous with your estimate. If the time required isn’t available, our decision chart once again offers two avenues: (1.) Delay until you have the time, or, (2.) Hire the work out.

Tools: These next two are the most straightforward of the five elements. The same sources used to obtain the knowledge required for the job will also specify the tools and materials needed. Tools are also often the element that sends us directly to the right hand column of our chart, especially where more ambitious projects are concerned. Jobs like repainting the bottom or stepping a new mast often require equipment and facilities simply not available at the Do-It-Yourself level. Our sample project, however, requires only a measuring tape, pencil, drill, screwdriver, and a wrench, so, we continue merrily down the “yes” column.

Materials: Satisfying this element requires we once more research our “how to” literature, make a list, and trek off to our favorite chandlery, checkbook in hand, of course. If the “materials” element poses any dilemma it might lie in

choosing from the wide variety of products on the shelves. Standing in my local chandlery, I see no less than five products advertised for the purpose of bedding various types of hardware. Thanks to my research I eliminate all but two just by reading the chemical content listed on the label. Choosing between the remaining two products leads us to the fifth, and final element.

Expense: This is considered last because it represents the sum of the other four elements. If we decide to hire the work out, the question of expense is answered in the form of a written estimate. If possible, obtain at least three, from reputable professionals. The cost of a do it yourself project is determined by simply tallying up the costs of the other elements. Adding ten percent to this total will account for typical oversights and help avoid unpleasant budgetary surprises. If the estimate proves too burdensome, delaying the project until the necessary funds are available is usually the only sensible course of action. Unfortunately, if this project involves a matter of safety or seaworthiness that delay may mean no sailing for awhile.

The analysis of our sample project, however, has found that we have satisfied all five elements and are ready to install that new boat cleat ourselves! So let’s head down to the boatyard and get started!

Vern Hobbs is a freelance writer who likes to write about all things nautical. He currently maintains a classic, John Alden designed, thirty-five foot cutter.

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Never Put Your Guard Down Around Water

by Tom Rau



Lake Michigan for a day of fishing. I urge boaters to don a life jacket at the first sign of disorder whether it be weather, the boat, or person, and always have life jackets readily available.

Orchard State Park, Manistee, Michigan, April 4, 2007. The view of Lake Michigan from a high bluff at Orchard State Park blew me away as it so often does. It's a life's sweet moment I often share with Aussie, my Australian Blue-Heeler cattle dog. While she roams the park's grassy slopes herding rabbits, squirrels or any other life-form with four legs, my mind roams the open waters of Lake Michigan.

It is one of those moments that my dear old friend, Desert Rat Joe, would refer to as a state of majestic solitude. The moment of solitude, however, soon turned to concern as I eyed two fishermen off shore in a small outboard boat.

The small craft, which appeared to be around 14 feet in length, was pattering along approximately 300 yards off shore; its small outboard engine trailed a tail of white mist. Two

lone fishermen, dressed in heavy winter attire, were pattering along broadside to two foot seas in a small craft, with water temperatures hovering in the mid thirties—all offered the ingredients of an ill-fated voyage. Adding to the drama, neither one were wearing life jackets.

Call me a naysayer, an alarmist, even a safety freak, and perhaps I am, but after twenty years of writing about boaters tempting fate regarding life

jacket denial and other safety issues, I could give a hoot. Let me share some cases where boat operators faced obvious danger yet failed to pay heed to the circumstances. In short, they put down their guard around water when they should have been foremost on guard.

One case involved a 90-year-old fisherman, the other the captain of the most noted ship-wreck in history. Both captains shared something in common—they died as did their passengers and crew.

October 6, 2006, Grand Marais, Michigan on Lake Superior. Coast Guard Sault Ste Marie received a report of an overdue 18-foot powerboat with four people aboard. The vessel departed Grand Marais, Michigan, at 9 a.m. but failed to return as scheduled at 2 p.m. The Coast Guard launched two HH-65 helicopters from Traverse City, two surface units from Station Sault Ste Marie and Station Marquette. Also involved in the hunt were a Canadian C-130 and National Park Service marine unit.

At 1:37 a.m., October 7, the Traverse City aircrew with the aid of night vision goggles spotted the sole survivor, a male, 62, clinging to the overturned boat. The aircrew hoisted him to safety with the aid of a rescue swimmer. The sole survivor told Coast Guard officials that he had seen the other three, including the 90-year-old captain, “go under.” None of them were wearing lifejackets. The Coast Guard reported wind speeds at 20 knots and three-foot seas, water temperature 55 degrees.

On April 15, 1912 the New York Times bold headlines read: NEW LINER TITANIC HITS AN ICEBERG; SINKING BY THE BOW AT MIDNIGHT; LAST WIRELESS AT 12:27 A.M. BLURRED. The rest of the story we know all too well.

Both captains involved in these ill-fated voyages had a great deal of experience on the water yet fell prey to their own shortsightedness. The 90-year-old captain operating a small craft on chilly Lake Superior in three-foot seas without life jackets, and the captain of Titanic plowing through iceberg invested waters at 22 knots after being warned of the dangers, illustrates a common sense override, or for a better word, an attitude of invulnerability.

Apparently that may have been the case with Titanic’s Captain, E.J. Smith. In an interview before setting sail on Titanic’s maiden voyage, he stated: “I have never been in any accident of any sort worth speaking about... I never saw a wreck and never have been wrecked, nor was I ever in a predicament that threatened to end in disaster of any sort.” Oh did he swallow his words hours later as the North Atlantic made due for him putting his guard down on a quiet night with a sea as *unruffled as glass*.

I suspect the 90-year-old operator on Lake Superior harbored the same sense of been there, done that, needn’t worry Pollyanna mindset. It’s a mindset that I believe underwrites most recreational boating accidents. After

all, it’s only recreational boating, so what could possibly go wrong?

Well, a great deal can go wrong as evidenced by recent boating fatalities. On May 6, 2007 a fisherman, 58, died after his boat overturned on Lake Michigan off St. Joseph. The small boat capsized when four-foot seas poured over the stern. He was not wearing a life jacket.

On June 3, 2007, one of Michigan’s renown sailors, Bruce Goldsmith, died when the boom of his 29-foot sailboat struck his head knocking him overboard into seven-foot seas off Monroe, Michigan, Lake Erie. The 1967 and 1975 Pan Am Games gold medalist sailor was not wearing a life jacket.

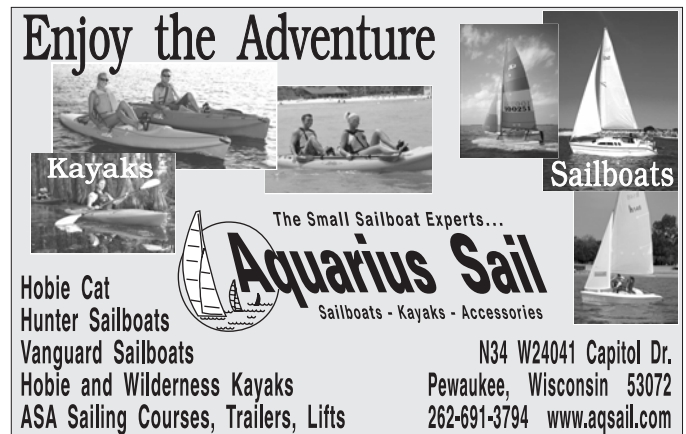
And on June 12, 2007, a 75-year-old sailor separated from his 15-foot sailboat in choppy seas in Lake Michigan near Washington Island, Wisconsin. An extensive Coast Guard search failed to find the reportedly experienced sailor. He was not wearing a life jacket.

Considering the age and experience level of the aforementioned, it may be difficult for some to comprehend their unexpected fate. Be that what it may, I urge boaters to follow an axiom that I have been preaching for years; an axiom that I have forged from my many years as a Coast Guard rescue responder, and boating safety columnist: when you put your guard down around water, that is when you should be foremost on guard.

I’m sure Titanic’s E.J. Smith would agree.

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

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



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Sailing Into New Adventure

by Scott Andrews

Trying something new is both exhilarating and frightening. It is the unknown, and the unknown can be disarming. But if we are to really live, then we need to experience the unknown. Sailboat cruising was unknown to me. However, that didn't stop me from learning or dragging my wife Barb along with me. Bonus!

I had a dream since I was a kid that I would sail the oceans in a real sailboat. I would save my paper-route money and buy *Sail* magazine and read about exotic places in the sun. It was the pictures that always kept me hooked. Beautiful people in beautiful places on beautiful boats. It was the way I wanted to spend my life. As the years went by, reality won out over the dream and Jimmy Buffett ended up living the life I wanted. Yet dreams never die and 30 years later, the dream was becoming reality.

For the previous dozen years, we had enjoyed kayak camping on the islands of Georgian Bay and Lake Superior. Small, deserted islands are a magical place for us, a place of relaxation and self-discovery. They are also places where Barb and I can spend a week completely alone, re-discovering each other. It was during such a trip that we were camped near a small anchorage where a few small sailboats were waiting out rough weather. I decided then, that I was going to save some money over the next few years and buy a small cruising boat. As spouses often do, Barb acknowledged the comment, but knew that it was just another of many wishes, not something that would actually come true. Three years ago I surprised her by announcing that that was the year that I would buy my boat.

I researched the internet for suitable boats in the 22-26 foot range. It had to be big enough for comfort and with a shallow draft to access the small coves we liked to find with the kayaks. I then traveled from Bay City, Michigan to Penetanguishene, Georgian Bay, Ontario looking at dozens of boats. Ultimately, I ended up with the first boat I looked at, a Chrysler 26. It was 26 feet long with a swing keel, but needed some TLC as it was 27 years old. It was delivered late in August, backed into our yard and awaited a new life. I then started on the repairs and changes that would make it "our" boat.

First on the list was getting rid of the kitschy, but torn, 1970's green plaid cushions. I wisely let Barb pick the fabrics as I didn't trust my judgment in the area of interior design. I would have been content with any color except black or purple. I then started removing the teak trim for re-finishing over the winter. Re-enforcing the cabin sole with fiberglass was a sticky treat that was finished just before winter set in. I must confess, one of my



Scott Andrews climbing his mast with the help of the ladder.

favorite activities of owning the boat was the purchasing of gadgets and nautical stuff. There is no shortage of wondrous paraphernalia with which to stock a boat. Things like hanging baskets for fruit, folding dish racks and mini barbeques made excellent Christmas and birthday gifts. There is even something called halyard silencers.

Apparently, we must have silent halyards! One truth about boat stuff is that it will cost at least twice as much as the normal household product they imitate. I suppose the manufacturers figure that if you own a boat you must be rich. What they don't realize is that most of us don't buy new boats, we fix up old ones. Still, I ended up with what I consider the necessities such as a GPS, fish/depth finder and assorted spare hardware.

Reading and dreaming about sailing was a perfect winter pastime. I took the Power Squadron Seamanship course by correspondence and searched the internet for every piece of information I could find on the Chrysler 26. I didn't know how to launch or rig a sailboat so I needed to see how other people did it. I filled a binder with information, some of it contradictory. In the end most of the information was not used.

The following spring it took four attempts to get the boat in the water. We don't have a vehicle big enough to tow it so I hired the owner of a local garage. Due to bad weather, incorrectly made parts and miscommunication, we finally got it launched without a problem on Mother's Day. It took another 4 days to get the mast up. Not knowing how to do it myself, I introduced myself to Bernie and Dave, who were working on Bernie's boat. They quickly agreed to help. After an embarrassing bit of motoring, I got the boat over to the mast winch. The mast went up quickly but in all the work, we did not notice one of the halyards snaking up the mast and lodging at the top. There would be no way to get it down except by going up. Bernie and Dave chuckled and said it happens to everyone sooner or later. Mine just happened to be sooner! Not having a strong enough pulley to use a bosun's chair, we decided that the best course of action would be to use the manual mast winch to hoist me up the mast. We also decided to wait until the week-end. I quietly decided there had to be another way. I again showcased my rusty motoring skills as I docked her for a few days. Lessons learned included a) 5000 pound boats have a lot of inertia b) body and facial contortions do not help steer the boat in the right direction and c) boat people are very patient and helpful to each other.

Two days later Barb and I carried my new idea out to the boat. Although Barb did not like this idea, she liked the mast winch idea even less. I decided to do this during a week-day evening, when there were fewer people about to witness my possible "misadventure." They would probably have said that sailboats and extension ladders do not mix! I tied the base of a 24 foot ladder to the mast, tied every fourth rung to the mast as I climbed and pushed the extension up. I went through a lot of rope. At the top of the ladder and the final tie-off I realized the ladder was eight feet too short! I carefully descended and went to the chandlery to purchase a longer boat-hook. The lady behind the counter asked what I was up to. After I told her, she asked me to wait another five minutes until she closed. She didn't want to watch or hear me fall! After I re-assured her that the water was much too cold for a swim I returned to the task at hand.

Not wasting any of my bravado, I scaled the ladder once again while Barb took, what she hoped, were not the last pictures of me. At the top of the ladder, I tied myself

off with dock-line knowing that if could hold a boat it would surely hold me. At that point, Barb decided she wanted to hold the ladder "just in case." As she stepped aboard, the boat started rocking and I started swinging like a giant human metronome. Barb quickly jumped off and I slowed to a halt. Now that was exciting! I reached upward with the pole and within 30 seconds I had the wayward halyard in hand. I pulled it down and Barb grabbed the end. As I descended I untied all the rope and lowered the ladder. The whole job took less than an hour. We packed up and left before any of the real sailors could see us.

The boom and mainsail went up without a hitch and we were getting very close to our maiden voyage, which we had planned for the end of the week. The first time was a hectic, adrenaline pumping experience but no one got hurt or embarrassed. Even more important was that the unknown slowly became the known. The worn adage may say that you can't teach an old dog new tricks but, occasionally, the old dog can teach himself.

Scott Andrews sails with his wife Barb in Georgian Bay. He sailed his new boat, a Hunter 33 from Bay City, Michigan to Wiarton, Ontario. Scott lives in Sauble Beach, Ontario on the shores of Lake Huron.

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Smart Moves Near the Laylines

by David Dellenbaugh

The layline is a critical part of any windward leg because every boat has to get there eventually and, once they do, it's a tactical dead-end. The closer you come to a layline, the fewer options you have, so you need smart tactics whenever you are approaching (or avoiding) it.

When you're behind

Going to the layline when there are boats ahead of you is like running into a dead-end alley while you are being chased: there is no escape. So when you're behind, a basic tactical rule of thumb is to *stay away from the laylines*.

Of course, you can't avoid the layline forever. But the farther you are from the mark when you reach the layline, the more risk you take (of other boats tacking on you). So consider tacking short of the layline (see diagram) to keep options open.

As you get closer to the mark, it's OK to go to the layline, especially when there aren't so many boats around you. But if you think other boats may tack on you, go a little past the layline before tacking. This will encourage them to tack in front of or to leeward of you (where they won't hurt you so much), and it will give you room to foot slightly if they do tack on your wind.

When you're ahead

When you are concerned primarily about the boats behind you, the layline is your friend because once you are there it's very difficult for other boats to pass you. Therefore, another good tactical rule of thumb is to *push the boats you are beating toward a layline*.

If possible, 'herd' the boats behind you toward the layline on the unfavored side of the course (so you will gain strategically as well as tacti-

cally) and/or toward whichever layline is closer (so they reach the dead-end as soon as possible). The further you are from the mark, the more effective this tactic becomes.

The port layline temptation

When you must round the windward mark to port, there is often a traffic jam on the starboard-tack layline but hardly anyone on the port-tack layline. That's because it can be difficult to tack near the mark without breaking a rule (see rule 18.3). However, many of the boats on starboard tack have to sail in bad air or overstand the mark. That's why it's often tempting to approach on port.

When you do this, however, you must be careful tactically. If you come right in to the mark on the port-tack layline you will be asking for

trouble, especially if you're in the middle of a pack.

It's almost always better to be at least several lengths to leeward of the port-tack layline. You want to be far enough away so that, when you reach the starboard layline and tack for the mark, you have room to complete your tack (i.e. get to a closehauled course on starboard tack) before you enter the two-length zone around the mark. This will make it much easier to avoid breaking any rules (especially 18.3).

Two tacks or sail in bad air?

If you're on the layline and a boat tacks on your wind, should you tack twice to get clear air, or just continue sailing to the mark in bad air? Your best tactical option depends on at least two factors:



It's usually not a great idea to get to the layline first because boats that are ahead of you will then be able to tack on your wind. Therefore, before you reach the layline, take a look at the boats to windward. Are they ahead of you? If a boat on your windward hip is far enough advanced to tack in a safe leeward position, then they will give you trouble and you should consider tacking before the layline. But if they can't lee-bow you, then you can go to the layline and they won't be a problem.

Photo by J.H. Peterson.

Try tacking short of the layline

The biggest tactical risk about getting to the layline is that other boats will tack on you and give you bad air all the way to the mark. The more boats there are ahead of you, and the farther you are from the mark when you reach the layline, the higher this risk. To avoid the layline jam, tack roughly 6 to 10 boatlengths before you reach the layline. This way, the boats that cross you will probably leave you alone and continue all the way to the layline (because they'd rather make only one tack, not three). Often you will be able to sail all the way to the mark in your own land of clear air below the layline.



1) **How far you are from the mark.** Obviously if you are only a few lengths from the mark it would be better to keep going, but if you are half a mile away it's probably better to make two tacks. The tradeoff point is some place in between where the cost of two tacks is equal to the cost of staying in bad air; and

2) **How much you are being hurt by bad air.** If it's windy and you can sail almost as fast in dirty air, then you should probably keep going. But if you're sailing in light air (where

Laylines change as a function of wind direction, wind strength, current and waves.

wind shadows can really hurt), then you should definitely consider two tacks (especially if there is any chance the bad air means you won't fetch the mark).

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

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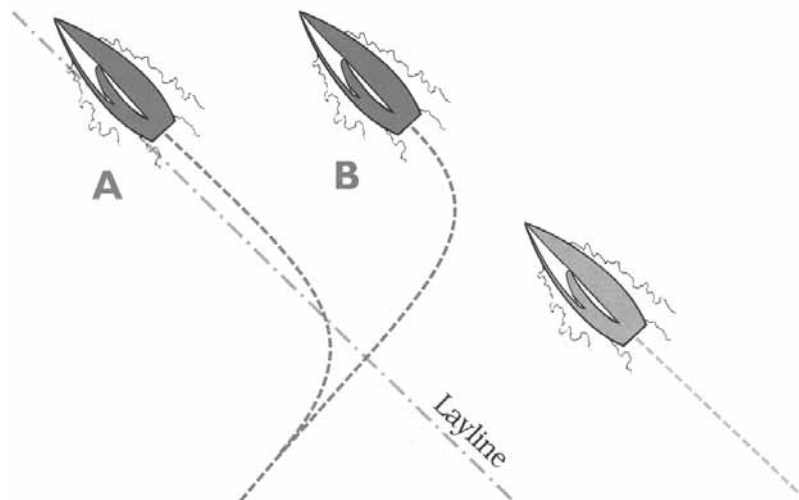
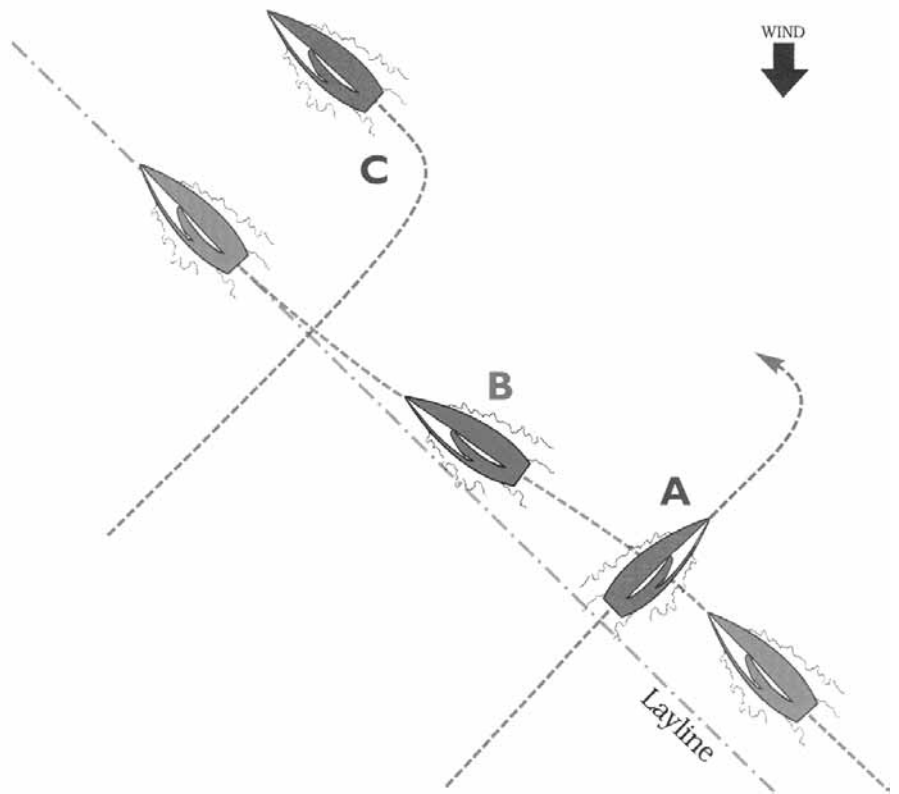
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Try a “head-fake” on the layline

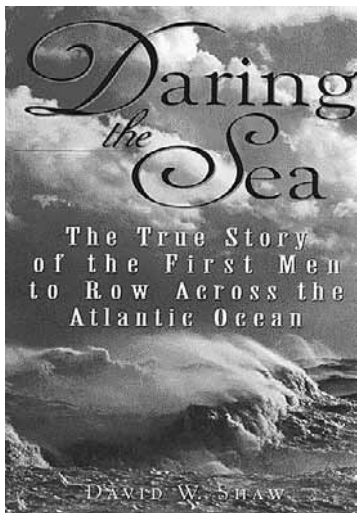
When you're trying to judge the layline, it helps to look at other boats that cross ahead of you to see if they are fetching the mark. Other boats also look at your angle when they cross behind you (A). If you are fetching the mark, consider bearing off for a moment to make it look like you are below the layline (B). This way you will encourage the other boat to continue sailing past the layline, and you will round the mark farther ahead of them. This trick may also work when one of your competitors crosses ahead of you (C). If you bear off to make it look like you aren't making the mark, you may entice them to sail far enough past the layline that they will not give you bad air after they tack.



Tack on the layline or on a boat that is overstanding?

A common tactical situation near the layline happens when you converge with another boat that is overstanding the mark. If you are ahead of that boat, should you tack on the layline (A), or continue past the layline so you can tack on the other boat and give them bad air (B)! When you're in this position on the race course, it often seems like tacking on the other boat is the better option. But more often than not, tacking on the layline is a smarter move. Your decision should depend on at least three main variables; how far you are from the mark, how much the other boat has overstood, and the position of other boats. You should consider tacking on the other boat if they are far from the mark, not overstood by too much and/or other boats are not a factor. Tack on the layline when you are closer to the mark, when the other boat has overstood by a lot and/or you are worried about nearby boats.

THE BOOKSHELF



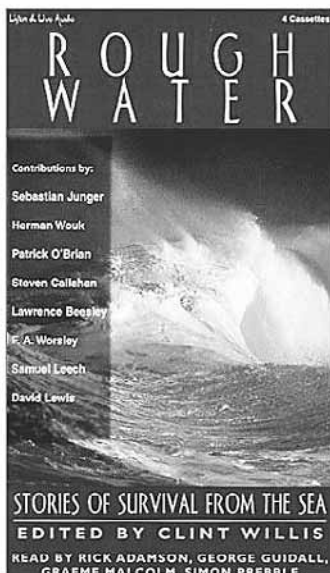
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By David W. Shaw

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Daring the Sea is published by Kensington Publishing Corp. and is available for \$6.99.



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Calendar of Events

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

July

July 2-6 - Apostle Islands Race Week - LSYA, Contact Jim Vaudreuil, 715-855-6203 days, jimv@huebsch-services.com.

July 5-7 - USA Junior Olympic Sailing Festival - Upper Midwest - Wayzata YC & Wayzata Sailing School, Wayzata, MN. Visit ussailing.org or www.wyc.org for more info.

July 6 - Lee Murdock - Shelby, MI. Visit www.leemurdock.com for more info.

July 6-7 - Sailfest - Contact Thom Burns at thom@sailingbreezes.com or 763-542-9707, www.sailingbreezes.com.

July 6-7 - Lake Huron International Regatta - Port Huron Yacht Club, Port Huron, MI. Contact Tyson A. Connolly at 810-982-8991 or visit www.ussailing.org for more info.

July 7 - Lee Murdock - Maumee Bay State Park, Toledo, OH. Visit www.leemurdock.com for more info.

July 7 - Ed Gans Memorial Sail - North West Sailing Association is holding the event in Montrose Harbor. Visit www.nwsail.com for more info.

July 7 - Shell Lake Arts Festival Regatta - Shell Lake Sailing Club. Contact Thomas Scott at 715-468-2294 or trsbadger@aol.com.

July 8-12 - 2007 Day Sailer North American Championship Regatta - Lake Onalaska, LaCrosse, Wisconsin. Registration forms and regatta information will be found on the DSA website at www.DaySailer.org. You can also receive a registration form and information by calling Lee Peterson at 507-875-2324. Information about the LaCrosse Sailing Club and Fleet 132 can be found on the club web site at www.lax-sailing.org.

July 9-14 - Race to Mackinac Week - Chicago Yacht Club is hosting. Visit www.chicagoyachtclub.org for more info.

July 14 - Start of the MAC - Watch the start of the MAC race with the North West Sailing Association. Visit www.nwsail.com for more info.

July 15 - Woodstock Folk Festival - Lee Murdock will be playing in the Woodstock Folk Festival from 1-6PM in Woodstock, IL. Contact woodstockfolkfest@sbcglobal.net.

July 15-18 - Rendezvous 2007 - Barker's Island, Superior, WI. Contact Duane Flynn at 218-525-4580 or duflynn@msn.com.

July 19-20 - Leukemia Cup Kickoff Events - July 19th at 7 p.m.; White Bear Lake Armory, White Bear Lake, MN. Meet Olympic Sailing Gold Medalist and Motivational Speaker Kevin Burnham. July 20th from 6-9 p.m. White Bear Boat Works and Marina, White Bear Lake, MN. On-land and on-water fun for the entire family. Visit www.leukemicup.org/mn for more info or contact Nicki Hysler: 763-545-3309x102, nicki.hysler@lls.org.

July 21 - Monroe Sail - Get a skyline view of Chicago. North West Sailing Association is holding the event. Visit www.nwsail.com for more info.

July 21 - Lee Murdock - Bay City State Park Visitors' Center, Bay City, MI. Visit www.leemurdock.com for more info.

July 22 - 26 - Catalina 22 National Championship Regatta - North Cape Yacht Club, LaSalle, MI. For Information: www.c22nationals.org or Chris Kretz at sail19lax@yahoo.com.

July 26 - 29 - Door County Weekend - North West Sailing Association is holding the event. Visit www.nwsail.com for more info.

July 27-29 - 47th Annual Regatta - Gull Lake Yacht Club, St. Paul, MN. Contact 612-920-0545.

July 27-29 - USODA Team Race Nationals - USODA / Minnetonka Yacht Club, Deephaven, MN. Visit www.ussailing.org for more info.

July 27-29 - LTYC Invitational Regatta and One-Design Series - Little Traverse Yacht Club, Harbor Springs, MI. Contact Kevin R. Farrell at 314-862-5000 or visit www.ussailing.org for more info.

July 28 - Fondy 40 Miller Sailboat Cruiser Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact www.fdlisail.org.

July 28 - GL 70 Regatta - M & M Yacht Club, Menominee, MI. Visit www.ussailing.org for more info.

July 28-29 - 2007 Gull Lake Yacht Club Fun Regatta - Gull Lake, MN. Contact EnvisionEvents@yahoo.com or visit www.glyc.com for more info.

Aug

Aug 2-6 - U.S. Independence Cup - Chicago Yacht Club, Chicago, IL. Visit www.ussailing.org for more info.

Aug 4 - Start of Trans Superior International Yacht Race - For more information visit www.transsuperior.com or Contact Dale Hedtke with LSYA at rangerm383@aol.com.

Aug 4-5 - Across Lake Michigan Sail - Sail across Lake Michigan to Saugatuck, MI. North West Sailing Association is holding the event. Visit www.nwsail.com for more info.

Aug 4-6 - NACC Regatta - Chicago Yacht Club is hosting the event. Visit www.chicagoyachtclub.org for more info.

Aug 4-11 - LOWISA 42 - LOWISA will begin in Kenora Saturday Aug 4 in the afternoon. Contact: sailinfo@lowisa.org or visit www.lowisa.org for more information.

Aug 3 - Lee Murdock - Ludington, MI. Visit www.leemurdock.com for more info.

Aug 10-12 - Verve One Design Regatta - Chicago Yacht Club is hosting the event. Visit www.chicagoyachtclub.org for more info.

Aug 11 - SIR - Shell Lake Sailing Club. Contact Thomas Scott at 715-468-2294 or trsbadger@aol.com.

Calendar of Events

Aug 11 - Duluth to Bayfield Race - LSYA, Contact Mike Spence at 612-376-2266 days, mike_spence@ellerbebecket.com.

Aug 11-12 - Green Lake Weekend Sail - North West Sailing Association is holding the event in Green Lake, WI for trailer sailors. Visit www.nwsail.com for more info.

Aug 11-13 - 2007 Leech Lake Regatta - Pre-registration deadline is August 4th. Contact 218-547-1819, Shores of Leech Lake Campground and Marina.

Aug 17 - Q Race (Solo) - Lake Michigan Singlehanded Society. Start and finish at Racine, WI. Visit www.LMSSonline.com Contact Al Bednarek at 414-421-7577.

Aug 17-19 - Verve Cup Offshore - Chicago Yacht Club is hosting the event. Visit www.chicagoyachtclub.org for more info.

Aug 18-19 - 26th Annual Governors Cup Regatta - Lake DuBay Sailing Association - Lake DuBay, Portage County Park, Central Wisconsin. Contact David Martin at (715)486-8994 or at david659@charter.net, or visit www.SailDuBay.org.

Aug 18-19 - Lake DuBay Govenner's Cup - Fond du Lac Yacht Club, Fond du Lac, WI. Contact www.fdlsail.org.

Aug 25 - Lee Murdock - Lima, OH. Visit www.leemurdock.com for more info.

Aug 25-26 - Across Lake Michigan Sail - Sail across Lake Michigan to Saugatuck, MI. North West Sailing Association is holding the event. Visit www.nwsail.com for more info.

Aug 25-26 - 33rd Iowa Interlakes Regatta - Red Rock Yacht Club, Lake Red Rock, Pella, IA. Contact Travis Daniels at 515-276-2076 or visit www.ussailing.org for more info.

Aug 31-Sept 2 - Lake Huron Offshore One Design (L.H.O.O.D.) Regatta - Port Huron Yacht Club, Port Huron, MI. Contact Tyson A. Connolly at 810-982-8991 or visit www.ussailing.org for more info.

Sept

Sept 1 - Friendship Race - Port Huron Yacht Club, Port Huron, MI. Contact Tyson A. Connolly at 810-982-8991 or visit www.ussailing.org for more info.

Sept 1-3 - Fall AIS Series - Contact Bill Peterson, 952-937-3915 days, or bpeterson@banta.com.

Sept 2 - Memorial / Leukemia Cup - Port Huron Yacht Club, Port Huron, MI. Contact Tyson A. Connolly at 810-982-8991 or visit www.ussailing.org for more info.

Sept 2 - Shell Lake Town & Country Days Regatta - Shell Lake Sailing Club. Contact Thomas Scott at 715-468-2294 or trsbadger@aol.com.

Sept 4-8 - U.S. Women's Match Racing Championship - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more info.

Sept 5-26 - 12th Annual Apostle Islands Lighthouse Celebration - Contact the Bayfield Chamber of Commerce at 800-447-4094 or visit www.bayfield.org for more info.

Sept 7 - Chicago Big Team Regatta - Chicago, IL. Visit bigchi.bigteamregatta.com or email bigchi@bigteamregatta.com.

Sept 9 - LASER / SUNFISH CHALLENGE - Clinton Lake (IL) Sailing Assc. Invitational Open Class, too... Good winds and warm water www.clsailing.org. Contact Bill Vokac bvokac@mchsi.com (217) 369-0015.

Sept 10 - Commodore's Cruise - Pike & Creek Keel Club, Port Superior, WI. Visit www.pckc.org for more info.

Sept 14-16 - 4th Annual Minnesota Leukemia Cup Regatta - White Bear Lake, MN. Enjoy a weekend of races, silent auction and dinner. Visit www.leukemiacup.org/mn to register or for more info contact Nicki Hyser: 763-545-3309x102, nicki.hyser@lls.org.

Sept 17 - W Scow Blue Chip - Pewaukee Yacht Club, Pewaukee, WI. Visit www.ussailing.org for more info.

Sept 22 - Fondy Frostbite Sailboat Cruiser Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact www.fdlsail.org.

Sept 22 - 23 - Frostbite Sail - North West Sailing Association is holding the event on Lake Geneva. Visit www.nwsail.com for more info.

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Racing News and Results

7th Annual ADA Regatta Lake Minnetonka, MN

June 9-10, 2007

What a great and windy weekend! Fifty-Three boats participated and about 325 total participants came for the 7th Annual ADA Regatta. Over \$21,000 was raised for the mission of the American Diabetes Association: to prevent and cure diabetes and improve the lives of all people affected by diabetes.

Results MORC II

1) *Dream Fisher*, Dick Jackson;
2) *Gjoa*, Dan Winderl; 2) *Hog Wild*,
Connell Smith; 4) *Giddy Up*,
Brokaw/Sutton; 5) *Anticipation*,
Roger Slater.

Capri 25

1) *Catapult III*, Joel Ronning; 2)
Tsunami, Bruce Tam; 3) *Magic*,
Bull/Sacks; 4) *Code Blue*, Brennon
Family; 5) *Quick Draw*, Pete



Sonar class starting the ADA Regatta. Photo by J.H. Peterson.



J22 class starting the ADA Regatta. Photo by J.H. Peterson.

Willenbring; 6) *Molly Buses*, Mark
Weum; 7) *Honeymoon's Over*, John
Speltz; 8) *Jalapeno*, Bob Carpenter;
8) *Lickety Split*, Odell Tuttle; 10) *Off
Line*, Corny Boersma; 11) *Ham-It-
Up!*, Carmella Zagone; 12) *Asturias*,
Jesus Rodriguez; 13) *Dakota*, Paul
Cossette; 14) *Fore Sail*, Rich Jobin.

J/22

1) *Shadowfax*, Judy/Richard
Woellner; 2) *Jacob*, Bowman; 3)
Whoa, Doug Mann; 4) *SheMIGHT*,
MWST; 5) *Hot Flash*, Carol Pine; 6)
Bodhi, John Haurykiewicz.

J/24

1) *007*, Hinck/Erdmann; 2)
Hellfire, Dave Bennett; 3)
Motorhome, Bernie Soya; 4) *Voodoo*,
Randy Gould; 5) *Asylum*,
Buffington/Heidelberger; 6)
Kryptonite, Ron McDonald; 7)
Sleeper, Lanners/Crump

Sonar

1) *Gusto*, John & Liz Sligh; 2)
Amity III, John Rainaldi; 3) *Captain
Hook*, Bert Foster; 4) *Presto*,
Beckey/Brody; 5) *Surly Angel*, Marty
& Kathy Fossen; 6) *Bella Vita*, Chris
Fittipaldi; 7) *Azor*, David Olson

Olson

PHRF I

1) *Synergy*, Ernie Worthley; 2)
Stinger, Fred & Nancy Sommer; 3)

Racing News

Wild Potato, David Johnson; 4) *Cyclone*, Rudy Ruedenberg; 5) *X*, Gaylen & Maggie Knack.

PHRF II

1) *PR Firm*, Peter Sussman; 2) *Speschel Edition*, Steve Peschel; 3) *Quebec 4*, Beth & Gene Rosenberger; 4) *Sea Sprite 23*, Paul Wicklund; 5) *Rosie Ruiz*, Bob Peterson; 6) *Allegro*, Tom Slack; 7) *Knot 2 Shabby*, Del Mattson; 8) *Savannah*, Gerald Evenson.

Sailors with Disabilities Prepare For Success With Clagett Events

Local Team Captain Hook

Sailors with disabilities who hope to represent the U.S.A. in China at the

2008 Paralympic Regatta will have an opportunity to improve their odds of doing so at this summer's C. Thomas Clagett Jr. Memorial Clinic and Regatta. Scheduled for August 26-30, 2007, and hosted by Sail Newport, Rhode Island's Public Sailing Center, this annual event – now in its fifth year – has fine-tuned all the elements to educate, test and strengthen competitors' abilities.

The event begins with a two-day clinic August 26-27 that is open only to U.S. sailors. It will be led by five-time Rolex Yachtswoman of the Year Betsy Alison (Newport, R.I.), coach of the US Disabled Sailing Team. A highlight of the clinic will be a rules seminar conducted by sailing author and noted racing rules expert Dave Perry (Southport, Conn.).

The Clagett Regatta is open to

both U.S. and foreign sailors with racing scheduled for August 28-30 in the three classes selected for competition at the 2008 Paralympic Regatta: the single-person 2.4 Metre, two-person SKUD-18, and the three-person Sonar. Competitors from Ireland and Israel have expressed interest in returning to the regatta and organizers expect up to eight nations may be represented on the starting line.

“Our goal in 2007 is to give our U.S. sailors with disabilities a venue to test themselves and discover whether they have what it takes to make it to the Paralympic Games,” said event founder Judy McLennan (Newport, R.I.), daughter of the event's namesake. She explained that “The Clagett” is structured not only to give disabled sailors the information to improve their skills, but also the

J H Peterson

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Racing News and Results

opportunity to test them in competition.

Strategically, The Clagett will also serve to better prepare those athletes who will compete in the year's two most important disabled sailing events – the IFDS (International Association for Disabled Sailing) World Championship and the U.S. Paralympic Team Trials-Sailing. The world championship (scheduled for September in Rochester, N.Y.) is the second of three championships where U.S. sailors can compete to qualify a berth to the 2008 Paralympic Games; the trials will determine the actual sailors who represent the U.S. in those berths.

The 2007 Clagett Regatta is being

planned to replicate, as closely as possible, the format of the Trials which are scheduled for October 3-14, 2007, in Newport. It will serve as a warm up and performance test for competitors with Paralympic aspirations, and the same race management team will run both events.

The C. Thomas Clagett Jr. Memorial Clinic and Regatta honors the late Tom Clagett (1916-2001), a U.S. Navy World War II veteran who learned to sail on the Chesapeake Bay. As a youngster he suffered temporary paralysis as the result of a bout of meningitis; it was an experience that left him with a deep respect for the accomplishments of people with disabilities, especially athletes.

The Notice of Race and additional information on the clinic and regatta can be found online at www.ussailing.net/Clagett/

2007 Sperry Top-Sider Detroit NOOD Regatta Final Results

IRC A

1) *Burden IV*, Custom Express 27, Burt Jones, Grosse Pointe Woods, MI; 2) *Saturn*, Melges 32, Wally Tsuha, Rochester Hills, MI; 3) *Schock & All*, Shock 35, Russell Krock, Granville, OH; 4) *Rum*, 33-2, Nick Ward, Fort Gratiot, MI; 5) *Bounder*, Sydney 36, David Hudgel, Tecumseh, Ontario, Canada; 6) *Promotion*, Frers 50, Tim Schley, Fraser, MI; 7) *Victrix*, Concordia 47, Curtis Kime, Grosse Pointe Farms, MI; 8) *Bad Whiskey*, Nelson Marek 36, Frederick Meers, St. Clair Shores, MI; 9) *Vanguard*, Mumm 36, Michael Goran, Bloomfield Hills, MI; 10) *The Red Boat*, Mumm 30, John Vermeulen, West Bloomfield, MI; 11) *Pterodactyl*, Evelyn 42, Mark Symonds, Rochester Hills, MI; 12) *Cheap Sister*, SR 33, Dale MacPhearson, Armada, MI; 13) *Alphadog*, SR 33, Bill Gispem, Wallaceburg, Ontario, CAN.

Warhorse

1) *Collina*, C&C 40, James J. Gerometta, Oakland, MI; 2) *Hellion*, C&C 43, Dane Christy / Dave Lockhart, Bloomfield Hills, MI; 3) *Titan*, C&C 41, Michael Schultes, Grosse Pointe, MI; 4) *Bushwaker*, Beneteau First 40.7, Frances Anderson, G.P.Farms, MI; 5) *Driller*, C&C 38, Dr. Stephen Brown, Chesley, ONT, CAN; 6) *Northen Spy*, Beneteau First 40.7, John Steigenga, Huntington Woods, MI;



ADA Regatta. Photo by J.H. Peterson.

Racing News and Results

Beneteau 36.7

1) *First Today*, Beneteau First 36.7, Gary Tisdale, Lewiston, NY; 2) *Zingara*, Beneteau First 36.7, Richard Reid, Port Credit, Ontario, CAN; 3) *Legend*, Beneteau First 36.7, Dave Shriner, Sterling Hgts., MI; 4) *Critical*, Beneteau First 36.7, Claudio Martin, London, Ontario, CAN; 5) *Natalie J*, Beneteau First 36.7, Philip O'Neil, Jr., Birmingham, MI; 6) *Grizzly*, Beneteau First 36.7, Charles Bayer, Grosse Pointe Woods, MI; 7) *Big Electric Cat*, Beneteau First 36.7, Mark & Bill Cummings, Tyler, TX; 8) *Carrera*, Beneteau First 36.7, Rod Spearin, Troy, MI; 9) *Jalapeno*, Beneteau First 36.7, Dave Parkes, Rochester Hills, MI; 10) *Elixir*, Beneteau First 36.7, Timothy Treece, Columbus, OH; 11) *Sho-Wae-Cae-Mette*, Beneteau First 36.7, Dave & Sue Grassley, Monroe, MI; 12) *Break Away*, Beneteau First 36.7, Chris Rypkema, Oakville, Ontario, CAN; 13) *Eye Opener*, Beneteau First 36.7, Gregory Gray, Akron, OH; 14) *Overkill*, Beneteau First 36.76, Tom McNeill, Highland Heights, OH.

J 35 / T 35

1) *Falcon*, J 35, Ed Bayer, Grosse Pointe Park, MI; 2) *Scandal*, J 35, Karl Kuspa / Chuck Storms, Warren, MI; 3) *Double Shot*, J 35, William Jenkins, Grosse Pointe Park, MI; 4) *Bernoulli*, J 35, Mike Elliott, Linden, MI; 5) *Night Train*, T 35, Chris Herriges, Cinton Township, MI; 6) *Time Machine*, J 35, Robert Gordenker, Ann Arbor, MI; 7) *Mr. Bill's Wild Ride*, J 35, William Wildner, Harrison Township, MI; 8) *Major Detail*, J 355, William Vogan, Port Huron, MI; 9) *Crosscheck*, J 35, Richard Scott, Grosse Pointe Woods, MI.

J 120

1) *Ihnsanity*, J 120, Marvin Ihnen, Troy, MI; 2) *Capers*, J 120, Don Hudak, Mentor, OH; 3) *Merlin*, J 120, Robert Amsler, Clinton Township, MI; 4) *JHawker*, J 120, David Sandlin, Sterling Heights, MI; 5) *Carinthia*, J 120, Frank Kern, Grosse Pointe Park, MI; 6) *Night Moves*, J 120, Henry E. Mistele, Grosse Pointe, MI; 7) *Hot Ticket*, J 120, Robert Kirkman, Northville, MI;

Tartan 10

1) *Perfect*, Tartan 10, Ted Pinkerton, Aurora, OH; 2) *Demon Rum*, Tartan 10, Mike / Beth Eckstein, Royal Oak, MI; 3) *Think Blue*, Tartan 10, Gary Disbrow, Avon Lake, OH; 4) *#4 Prostitute*, Tartan 10, Jeff Sampson / Wick Smith, Ferndale, MI; 5) *Gotcha*, Tartan 10, Dave Disbrow, Vermilion, OH; 6) *Friendship*, Tartan 10, Doug Scheibner, Grosse Pointe, MI; 7) *Macho Duck*, Tartan 10, David L. Klaasen, Grosse Pointe Woods, MI; 8) *Liquor Box*, Tartan 10, B. Buckles / C. Simon, Lorain, OH; 9) *Distant Thunder*, Tartan 10, Robb Finicle, Bay Village, OH; 10) *Hot Commodity*, Tartan 10, Todd Tigges, Wixom, MI; 11) *Taz*, Tartan 10, Hanson Bratton, Grosse Pointe Woods, MI; 12) *Bristar*, Tartan 10, Ken Schram, Mason, MI; 13) *Norebase*, Tartan 10, Linda & Ralph Richards, Troy, MI; 14) *Overdraft*, Tartan 10, David L. Williams, Pinckney, MI; 15) *Tenacity*, Tartan 10, Suzanne Philbrick, Chesterton, IN; 16) *Full Bore*, Tartan 10, Donald Fritz, Perrysburg, OH; 17) *Nancy's Nightmare*, Tartan 10, Ken Gutelius, Lake Orion, MI; 18) *Pulsation*, Tartan 10, John Schaeffer,

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Racing News and Results

Amherst, OH; 19) *TarBaby*, Tartan 10, Don Lang, Grosse Pointe, MI; 20) *8-Ball*, Tartan 10, Bob & Jeff Scharf, Pinckney, MI.

C & C 35

1) *Siochail*, C&C 35, Brian Geraghty, Grosse Pointe Shores, MI; 2) *Bravo*, C&C 35, Frank Tenkel, Grosse Pointe Shores, MI; 3) *Spirit*, C&C 35, Jim Bennett, Sarnia, Ontario, CAN; 4) *Gandalf*, C&C 35, Don Ragan, Grosse Pointe Park, MI; 5) *Walloon*, C&C 35, John L. Konechne, Mt. Clemens, MI; 6) *Contender*, C&C 35, Gary Graham, Grosse Pointe, MI; 7) *White Spray*, C&C 35, Cameron Paine, Windsor, Ontario, CAN; 8) *Shamrock*, C&C 35, Elisa Stroh, Grosse Pointe Farms, MI; 9) *Legacy*, C&C 35, Jon Shefferly, Grosse Pointe, MI.

NA 40

1) *Velero VII*, NA 40, John S. Barbour, Grosse Pointe, MI; 2) *Majic Star*, NA 40, John F. Rummel, Sterling Heights, MI; 3) *Montombi*, NA 40, Michael Conrad, Northville, MI; 4) *Caprice*, NA 40, Irvin Yackness, Bloomfield Hills, MI; 5) *Bully*, NA 40, Ulf Merenius, Birmingham, MI; 6) *On the Edge*, NA 40, Rick Thompson, Grosse Ile, MI.

J 105

1) *Junto*, J 105, Michael Morin / Duane Rose, Bloomfield Hills, MI; 2) *Sorcery*, J 105, Brian Smith, St. Clair Shores, MI; 3) *Tenacious*, J 105, Rick Listwan / Ed Palm, Grosse Pointe, MI; 4) *TBD*, J 105, Don Harthorn, Kingston, MI; 5) *Wish*, J 105, Colin Mills, Mentor, OH; 6) *Unbridled*, J 105, Rob Mock, Newbury, OH; 7) *C-Jem*, J 105, C.J. Ruffing, Detroit, MI; 8) *Dirty Harry*, J 105, Harry Bloom, Bloomfield Hills, MI; 9) *Windshadow*, J 105, Jim Murphy, W.

Bloomfield, MI; 10) *Butuglies Croodlookin Cousin*, J 105, Dean Walsh, Crosswell, MI; 11) *Attitude*, J 105, Geoffrey A. Moore, Bloomfield Village, MI; 12) *Venom*, J 105, Doug Livermore, Washington, MI.

Level 126

1) *Lionheart II*, S2 10.3, Len Strahl, Windsor, Ontario, CAN; 2) *Rebel*, Jim Brown / Chuck Williams, Ruby, MI; 3) *Slapshot*, Tripp 26, Tom Freeman, St. Thomas, Ontario, CAN; 4) *Ben Jamming*, Santana 35, James A. Rapelje, Clinton Twp., MI; 5) *Hardtack*, Wylie 34, George Raynor, Kirtland, OH; 6) *Vmax*, Santana 35, Mark Nagel, Bloomfield Hills, MI; 7) *Sea Fever*, J 34, Dean Balcirak / Tom Burleson, Grosse Pointe Woods, MI; 8) *Avatar*, Santana 35, Gordon / Andrew Morlan, Grosse Pointe Park, MI; 9) *Heat Wave*, Dehler DB1 33, Jeremy Burns, Ypsilanti, MI; 10) *ItsFunAgain*, Michael McGuire, Sterling Hts., MI.

J 29

1) *Rhumb Punch*, J 29, John & Linda Edwards, California, MD; 2) *Blitz*, J 29, John Amyot, LaSalle, OH; 3) *Rooster Tale*, J 29, Brian Rice, Fenwick, Ontario, CAN; 4) *Wolf Pack*, J 29, Cliff Ruckstuhl, Findlay, OH; 5) *Baron*, J 29, Terry Stuck, Grosse Pointe Woods, MI; 6) *Free Agent*, J 29, Miles DePaepe, Chicago, IL.

Melges 24

1) *USA 511*, Melges 24, John Podmajersky, Chicago, IL; 2) *Flying Toaster*, Melges 24, Mike Dow (C), Traverse City, MI; 3) *Pied Piper*, Melges 24, Jack Jennings, Chicago, IL; 4) *Flyer*, Melges 24, Chuck Holzman (C), Farmington Hills, MI; 5) *Hoodlum*, Melges 24, Paul Hulsey (C), Birmingham, MI; 6) *Team Gill*, Melges 24, Simon Strauss, New York,

NY; 7) *Tramp Stamp*, Melges 24, Scott Miller, Muskegon, MI; 8) *Tramp*, Melges 24, Thomas C. Ritter, Bloomfield Hills, MI; 9) *Tiburon*, Melges 24, Bill Carleton (C), Herndon, VA; 10) *Fu*, Melges 24, Marc Hollerbach (C), Grosse Pointe, MI; 11) *USA 175*, Melges 24, Ken Gray, East Grand Rapids, MI; 12) *Firewater*, Melges 24, George Hayne (C), Tampa, FL; 13) *Building Speed*, Melges 24, Kevin Lewand, Birmingham, MI; 14) *Sweaty Betty*, Melges 24, Alex Shafer, Eustis, FL; 15) *GBR 618*, Melges 24, Andy Robinson, Grosse Pointe Woods, MI; 16) *Rustler*, Melges 24, Fred Rozelle (C), Grosse Pointe Woods, MI; 17) *RumBlur*, Melges 24, Rob Bunn (C), Grosse Pointe Woods, MI; 18) *Bretwalda*, Melges 24, Bob Pethick, Orchard Lake, MI; 19) *Zigzag*, Melges 24, Marty Jensen, Charlevoix, MI; 20) *USA 4*, Melges 24, Uri Saks, USA; 21) *Diminished Fifth*, Melges 24, James Beebe (C), USA; 22) *Evolution*, Melges 24, Lance Smotherman (C), Harrison Township, MI; 23) *Trader 2*, Melges 24, Fred Detwiler, Grosse Pointe, MI; 24) *The Drive*, Melges 24, August Hernandez (C), Chicago, IL; 25) *Hot Seat*, Melges 24, Tom Wyman (C), Creve Coeur, MO; 26) *Speedemon*, Melges 24, Rick Mallinson (C), Norman, OK; 27) *Temerity*, Melges 24, Charles Hess (C), Bloomfield Hills, MI; 28) *Cujo*, Melges 24, Greg McCliment (C), Novi, MI; 29) *Vapour Trail*, Melges 24, Marc Steyn (C), Tilbury, Ontario, CAN; 30) *USA 30*, Melges 24, Maggie Shea (C), USA; 31) *Underdog*, Melges 24, Peter Wenzler (C), Detroit, MI; 32) *Catawampus*, Melges 24, Patrick Leonard, Ann Arbor, MI; 33) *Rapid Sequence*, Melges 24, Timothy O'Neill, Muskegon, MI.

Racing News and Results

Express 27

1) *Just the Tip*, Express 27, John VanTol, Grosse Pointe Park, MI; 2) *Trim*, Express 27, Bob Harvey, Norton Shores, MI; 3) *Air Force*, Express 27, Peter Fortune, Grosse Pointe, MI; 4) *Lorax*, Express 27, Sarah Deeds, Birmingham, MI; 5) *Evolution*, Express 27, Eric Nikesch, Westland, MI; 6) *Das Boot*, Express 27, Harald Kolter, Harper Woods, MI; 7) *Mika*, Express 27, Jerry D. Lohmeyer, Ann Arbor, MI.

Cal 25

1) *Draco*, Cal 25, Brian Shenstone & Bob Orr, Grosse Pointe Woods, MI; 2) *Clytie*, Cal 25, Dale T. Marshall, Grosse Pointe Woods, MI; 3) *Holme Brew*, Cal 25, David Holme, Grosse Pointe, MI; 4) *Stormalong*, Cal 25, Steve Tepel / Bryan Brieden, Rochester Hills, MI; 5) *Never Alone*, Cal 25, Eric Pomber, Grosse Pointe Woods, USA; 6) *Pirogue*, Cal 25, John Shumaker, Grosse Pointe Farms, MI; 7) *RosAlee*, Cal 25, Mark Den Uyl, Marysville, MI; 8) *Magic*, Cal 25, F. James Shinske, St Clair, MI; 9) *Entropy*, Cal 25, Rodney Rask, Grosse Pointe Woods, MI; 10) *Scared Stiff*, Cal 25, John C. Burke, Grosse Pointe Farms, MI; 11) *Annie Mayme*, Cal 25, Thomas P. Schreiber, St. Clair Shores, MI; 12) *Obscured by Clouds*, Cal 25, Stu Thompson, Grosse Pointe Farms, MI; 13) *Voodoo Child*, Cal 25, Roy Lamphier, Pleasant Ridge, MI; 14) *Cheap Thrill*, Cal 25, Steve Bremer, Ft. Gratiot, MI; 15) *Ablaze*, Cal 25, Rudy Wedenoja, Grosse Pointe Park, MI; 16) *Salt 'N Pepper*, Cal 25, Pete & Ginny Irland, Port Huron, MI; 17) *Family Affair*, Cal 25, Andy Rumptz, Canton, MI; 18) *Target Practice*, Cal 25, Erik Ryan, Grosse Pointe Farms, MI; 19) *Forty-two*, Cal 25, Dave Simon, Grosse Pointe Woods, MI; 20) *Summer Stock*, Cal 25, Terry Stocker, Grosse Pointe Park, MI; 21) *Forsail*, Cal 25, Jim Goldenbogen, Fair Haven, MI; 22) *Solvo*, Cal 25, James P. Morphew, Milford, MI; 23) *Valkyrie*, Cal 25, Robert Truman, Roseville, MI; 24) *BadaBoom*, Cal 25, Jerry Maiorano / Don Badaczewski, Grosse Pointe Park, MI; 25) *Windswept*, Cal 25, Dale Johnson, Grosse Pointe, MI.

Crescent

1) *Utopia*, Crescent 16, David Hume, Detroit, MI; 2) *Manon*, Crescent 16, Stephen Hume, Detroit, MI; 3) *Blue Moon*, Crescent 16, Kevin Cohan, Detroit, MI; 4) *Moxie*, Crescent 16, Susan E. McDonald, Detroit, MI; 5) *Bloomer*, Crescent 16, Bill Mackey, Detroit, MI; 6) *Incorrigible*, Crescent 16, Shawn McNally, Grosse Pointe Park, MI.

J 24

1) *Mind Games*, J 24, Jim VanDeVelde, Macomb, MI; 2) *Instant Karma*, J 24, Josh Kerst, Ann Arbor, MI; 3) *Doh!!*, J 24, Dan Webb, Harrison Township, MI; 4) *Fugue State*, J 24, Kevin O'Brien, Grosse Pointe Farms, MI; 5) *Suicide Blond*, J 24, Harold Stackpoole, Grosse Pointe Farms, MI; 6) *Gris Gris*, J 24, Brett Langolf, Bexley, OH; 7) *Rasta Rebel*, J 24, Evan Wilkins, Port Huron, MI; 8) *Don't Panic*, J 24, Brian Poppert, Ferndale, MI; 9) *Put a de Mar*, J 24, Samuel Breeding, Madison Heights, MI.

Ultimate 20

1) *American Honour*, Ultimate 20, Eric Vigrass, Port Huron, MI; 2) Ultimate 20, Jim Pearson, Wheatley, Ontario, CAN; 3) *Mini Me*, Ultimate 20, Cody Hines, Cambridge, Ontario, CAN; 4) *Wizz*, Ultimate 20, Van Sheppard, Wheatley, Ottawa, CAN; 5) *U20*, Ultimate 20, Paul Lee, Bloomfield Hills, MI; 6) *Goombay Smash*, Ultimate 20, Gregg Henning, Antioch, IL; 7) Ultimate 20, Blake Griffin, Grosse Pointe Park, MI; 8) *Zipper*, Ultimate 20, Mark Dobie, Hayward, WI; 9) *Prize*, Ultimate 20, Nancy Duffy, Harrow, Ontario, CAN.

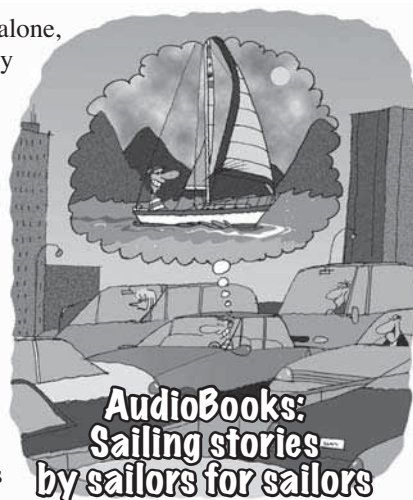
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Sailing News

Sailfest to Feature Balladeer Carl Behrend

Carl Behrend, noted Great Lakes singer, songwriter and author will appear on Friday July 6th at Pike's Bay Marina and on Saturday July 7th for Sailfest gatherings. See ad on pg. 43. Call Thom Burns at 612-597-7399 for more information.

Focus on Enhanced Quality Control Leads American Sailing Association to Enact First-Time Moratorium on New ASA Schools

As part of an enhanced focus on quality control, the American Sailing Association (ASA) will no longer accept applications for new sailing schools, beginning Sept. 15, 2007. For the first time in its 24-year history, ASA is enacting a moratorium on accepting applications for new sailing schools within the United States for at least one year. The moratorium is part of a dedicated effort to continue to improve quality at the 270 professionally accredited sailing schools currently affiliated with ASA worldwide.

ASA's six-member board of directors unanimously made the moratorium decision at a recent meeting in Marina Del Rey, CA. During this minimum one-year moratorium, ASA will continue to certify instructors and students at schools affiliated with ASA. Schools already accredited with ASA before the Sept. 15 deadline will not be affected.

"We take seriously our mission to continue to improve quality control among our existing schools," said ASA Executive Director Charlie Nobles. "This moratorium will provide important time to concentrate our efforts on enacting a comprehensive new program of quality control initiatives. By not bringing in new affiliates after

September 15, our organization's staff and resources will be available to fully support these quality control goals."

ASA's new online certification system will provide a key component of ASA's new quality control efforts. The system streamlines the process for instructors to gain certifications for their students. Instead of submitting multiple pages of time-consuming paperwork via mail or fax, ASA's new online system allows instructors to file qualifying paperwork online.

"Our new system also quickens the time it takes for students to receive their ASA certifications to only a few days after an instructor has submitted the request to ASA online," said Nobles, who spearheaded the project in collaboration with the ASA board of directors.

Thom Burns, owner of Northern Breezes Sailing School, an ASA-affiliated school in Minnesota, Wisconsin and now Michigan says the new online system has saved him postage and time. Previously, Burns said he was required to mail in tests from students to ASA headquarters; now he files everything for his students online. "It's a lot quicker and easier than the previous system," he said.

Bob Diamond, director of Spinnaker Sailing, an ASA-affiliated school in Redwood, City, CA, in San Francisco Bay, says ASA's new online system is really easy to use. "I use it and I like it," he says. "Everything is instant." He says that he can quickly check on a student's status and confirm that they've earned their ASA certification. Sometimes, he invites students to watch him on the computer as he enters the ASA online database and instantly confirms their certification.

The new system forms the cornerstone of the new quality control system by allowing ASA to e-mail every graduating sailing student a comprehensive customer survey questionnaire. Once completed, the forms are e-mailed back

to ASA, allowing staff to identify in real time any practices that do not conform to the organization's rigorous standards.

According to Nobles, "The online student feedback system is a substantial improvement over the paper questionnaires students must mail back to the ASA. It will improve both the participation rate among students and the depth of the information gathered. Should we detect a potential problem area, we follow-up with a phone call to any school that merits concern to discuss the situation."

Nobles urges sailors interested in establishing an ASA-affiliated school to submit their applications before the September 15 moratorium deadline. He said exceptions to the moratorium may be made for applicants starting a school in an area that is underserved and has no other sailing schools nearby or for schools located outside the United States.

About The American Sailing Association

The American Sailing Association has been the leading authority on sailing instruction and sailing schools in the United States for two decades. With more than 270 professionally accredited schools affiliated with ASA worldwide, the organization has certified more than 232,500 sailing students and nearly 7,000 professional sailing instructors. ASA membership represents 85% of the viable professional sailing schools in the U.S.

ASA is a leader in setting uniform educational teaching standards for sailing schools in America and, increasingly, around the world. The American Sailing Association is the leading body for keelboat certification in the United States.

ASA has established a strategic partnership with the United States Coast Guard Auxiliary, and has also consulted with the U.S. Department of

Transportation and the National Parks Service.

For further information, contact the American Sailing Association at www.american-sailing.com.

Boat U.S. Honors Access Award Winners First National Symposium on Water Access Launched

As waterfront land values skyrocket, high taxes shutter marinas, and residential development overtakes the waterfront, recreational boaters have been losing more and more access to the water. But some forward thinking communities and organizations are working to turn back the tide and today at the Working Waterways and Waterfronts a national symposium on water access held in Norfolk, VA, seven recipients, including one from the Midwest were recognized with the first ever Boat U.S. Recreational Boating Access Awards.

The award was created to honor a group, government body, business, individual or non-profit organization that has succeeded in preserving or improving public waterway access for boaters. Judging criteria included how well challenges were overcome, the direct impact of the solution, and how adaptable the approach would be in other areas facing similar water access challenges.

"These Access Award winners show us that with creative thinking and concerted action we can gain better access to the water," said Boat U.S. Founder and Chairman Richard Schwartz in presenting the awards.

Awarded was the city of Trenton, MI, for successfully restoring to environmental health the "Black Lagoon," and thereby transforming a contaminated industrial site into a much-needed marina that will serve transient boaters on the Detroit River. This pro-

vides an excellent and successful model that capitalized on a "brown fields" industrial site for recreational boating access facilities by engaging a wide variety of partners, enlisting broad community support and leveraging multiple funding sources.

Dredging Crews Dig Port Huron

The Black River bridges in Port Huron have been going up and down as the river is being dredged in preparation for the coming boating season.

The city of Port Huron hired Malcolm Marine Inc. of St. Clair to dredge the marinas.

Dan Collins, the city's harbor master, said the dredging is necessary because of low water levels. The city has had to dredge every year for the past five or six years.

The U.S. Army Corps of Engineers predicts water levels will be about the same as last year but still below long-term averages.

Danger Lurks at Dams Both Large and Small

In the wake of a tragic boating accident in which four occupants drowned, the Minnesota Department of Natural Resources (DNR) is warning boaters to stay well away from both the top and base of dams.

"While the water around dams can look quite peaceful, at some times of the year they can become extremely dangerous," said DNR boating safety specialist Tim Smalley.

According to Smalley, there is a recirculating backwash current at the base of most dams that can pull even large boats with powerful motors back towards the dam face, capsizing it and throwing the victims into the water.

Dams on the Mississippi River, downstream from Minneapolis, have a

restricted area 600 feet above and 150 feet below the structures to help protect boaters and anglers.

The DNR said boaters also need to obey any other signs or buoys around dams as well, although even if there are no signs, that doesn't mean the area is safe.

Dams don't have to be large to cause injury or death. So-called low-head dams on smaller rivers and streams have been more deadly to water recreation enthusiasts than bigger dams.

Most low-head dams are less than 12 feet high but tremendous backwash or recirculating current at their base can be just as fatal as larger ones.

DNR records show there have been 57 deaths at dams in Minnesota since 1974, and most of them have been at dams much smaller than the navigational locks and dams on the Mississippi.

Even a life jacket is no guarantee of survival from a dam mishap. The strong current combined with extra air in the water, reduces a life vest's flotation so it's more difficult to stay afloat. Even a good-sized boat motor can be overcome, since the current is so strong and the propeller doesn't bite as well in the bubble-filled water.

The best way to avoid the danger from a dam is simply to stay well away from it. All boats also should have an anchor with plenty of line ready to throw in case of a motor failure and everyone onboard should wear life vests.

Boaters can learn more about dams, dam safety and boating safety on the Mississippi River by obtaining a free copy of the Mississippi River Guide by calling the DNR at (651) 296-6157 or toll free 1-888-MINNDNR (646-6367) or going to www.dnr.state.mn.us/boating.

Roadside Assistance Clubs Aren't Created Equal If Your Boat Needs Towing

Many national roadside assistance clubs do a great job helping stranded motorists. But when it comes to boat trailer breakdown, boaters need to know that their "auto" club may not be their best option. "There are some key differences in the fine print that could leave trailer boaters in a heap of trouble," said Beth McCann, director of the BoatU.S. Trailering Club.

When looking for peace of mind and shopping for roadside assistance for your trailer, McCann has these tips for boaters:

Leave my boat behind? You want to ensure first and foremost that your boat trailer is included with your chosen roadside service – many only include your SUV or truck. If your vehicle does break down, will you have to leave the boat on the trailer behind, unsecured? Many roadside assistance clubs only provide for one tow per breakdown. "Towing service for both trailer and tow vehicle is critical," said McCann.

A winch is not always a winch: When it comes to winching a stuck towing rig up a slippery launch ramp, hope that the trailer has made it out of the water because winching service from most national auto clubs often excludes retrieving boat trailers immersed in water.

Free three miles? Some national auto clubs charge a pricey annual membership fee but may only provide for the first few miles to tow you to a repair facility and not pay for your trailer at all. After that, mileage comes out of your pocket.

When is a boat a camper? The short answer: never. When national

auto clubs do provide services for boat trailers, they often lump them under their much more expensive RV towing plans. Or they may exclude trailers longer than 26-feet.

BoatU.S. Trailer Assist is the only national roadside assistance program designed to meet the specific needs of trailer boaters with over 14,000 North American service providers specializing in roadside boat trailer assistance. Affordably priced at only \$29 a year, the program pays for towing services up to 100 miles to the repair facility or safe location, and includes winch service at ramps no matter if the trailer's wheels are in the water or not.

Flat tires, battery jumps, lockouts, and fuel deliveries are also provided for in the U.S. and Canada, and it will reimburse trailer boaters for breakdowns in Mexico up to \$500. For more information visit <http://www.BoatUS.com/trailerclub> or call 800-245-6923.

Small Vessel Security Summit Looms As Boating Season Gets Underway

As millions of recreational boaters take to the waters this Memorial Day weekend, Department of Homeland Security and U.S. Coast Guard officials are busy preparing for a National Small Vessel Security Summit June 19-20. The summit comes in the wake of the October 2000 attack on the USS Cole in which a small inflatable vessel laden with explosives attacked the U.S. Navy destroyer in the Middle East port of Aden. In recent months, proposals to license boat owners or require them to outfit their vessels with expensive electronic tracking gear have been floated.

"Recreational boaters want to be

part of a comprehensive solution to this threat but any new requirements must be measured in terms of both effectiveness and efficiency," said Michael Sciulla, BoatU.S. Senior Vice President for Public Affairs.

"Requiring millions of recreational boat owners to be licensed and tasking the already overburdened Coast Guard with implementing a duplicative system solely to identify every-one operating every type of boat will be costly to develop, take years to implement and will not result in a demonstrable improvement in national security," said Sciulla.

Currently, the Coast Guard does not believe it has the authority to require a recreational boat operator to produce identification absent specific probable cause. "We believe recreational boat owners will support the concept of their being required to produce identification and it should be the same ID required by the Transportation Security Administration to board a commercial flight," said Sciulla.

"One key to increasing the security of our waterways will be to enlist the 'eyes and ears' of the recreational boating public in a substantially expanded grassroots effort that motivates thousands of Americans to do their part as citizens as was done under the government's Coast Watch program during World War II. The other will be to clearly mark security zones - both public and private - to ensure that boaters know where they can and can not go," he added.

With over 670,000 members, Boat Owners Association of The United States (BoatU.S.) is the nation's largest organization of recreational boat owners - <http://www.BoatUS.com>

Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg
9	Walker Bay RID 275, Sail Kit	06	\$2,299	FS
10	Hunter Liberty, Sail Kit, New	04	\$1,900	FS
10	Hunter Xcite, New	04	\$2,500	FS
10	WindRider Trimaran, S-O-T, Car Top Tri	03	\$1,495	HW
10	WindRider, Yellow	02	\$1,195	GS
11	Hunter Xcite Turbo	06	\$2,699	AS
12	AMF Minifish	75	\$900	FS
12	Catalina Expo 12.5, Freestanding CF Mast	05	\$2,995	GS
12	Catalina Expo 12.5, RF Main	02	\$3,550	WB
12	Holder, Main	86	\$1,100	WB
12	Johnson Miniscow, Main, Trlr	86	\$2,100	WB
12	Johnson Miniscow, Main, Trlr	86	\$1,695	WB
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB
13	Barnett Butterfly, Main	77	\$1,900	WB
13	Chrysler Pirateer, Main, Trlr	77	\$2,800	WB
13	Puffer Sailboat/Rowboat, Main, Jib, Oars	74	\$995	SC
14	Am Fiberglass Corp "T" for Two	77	\$900	FS
14	Aqua Finn by AMF (Sunfish)	81	\$1,400	FS
14	Capri, 2 Mains, Jib, Trlr	84	Call	HY
14	Catalina Capri 14.2, Main, Furl Jib, Trlr	90	\$3,500	WB
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$4,000	WB
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$3,600	WB
14	Catalina Capri 14.2, Main, RF Jib, Trlr	92	\$2,995	WB
14	Catalina Capri 14.2, Trlr, Motor Mount	91	\$3,500	SC
14	Catalina, 2 Sails, Trlr, Vang, Furl, More	89	\$3,400	HY
14	Glen-L, 2 Sails, Cruise n' Carry OB, Trlr	92	\$3,950	HY
14	Hunter 146, Trlr, Furler	05	\$5,000	FS
14	O'Day Javilin BSU	UK	\$600	FS
14	Phantom/Sunfish, Sail	UK	\$1,299	MR

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LOA	Description	Yr	Price	Bkg
14	Picnic Cat, Boarding Ladder, Motor, Trlr	03	\$7,900	SC
14	Picnic Cat, Well Equipped, Trlr	07	\$11,500	GS
14	Precision, 2 Sails, Trlr, Very Clean	88	\$2,100	HY
14	Schock Capri 14, Main, RF Jib, Trlr	04	\$6,850	WB
14	Skipper, Trlr	77	\$1,000	FS
14	Sunfish, Main, Trlr	80	\$2,700	WB
15	Albacore, Main, Jib, Trlr, New Rigging	68	\$1,100	HY
15	Bongo, Main, Spinnaker, Trlr, Will Deliver	05	\$5,500	SC
15	Coronado, Plaining Boat w/hiking wire	82	\$599	HW
15	JY 15, Spinnaker, Trapeze, Trlr	UK	\$1,900	SY

Legend:

AS=Aquarius Sail
262-691-3794

BH=BoatHouse of Madison
608-849-9200

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

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
15	Laser , With Trlr \$950, Without Trlr \$850	UK	\$950	MA	17	WindRider, Dealer Boat, Bilge Pump	06	\$7,995	GS
15	Legacy, New Boom Tender Model, Trlr	07	\$14,900	GS	17	WindRider, Hmbлт Trlr, Furl, Bilge	02	\$4,500	FS
15	Precision, Trlr, Mast Flotation, Used 4 times	02	\$4,400	SC	18	American Sail, Trlr, Cover, Seats 6	04	\$6,500	SC
15	West Wight Potter, Like New, RF Jib, Trlr, OB	96	\$5,000	SC	18	Cape Dory Typhoon Weekender, 4hp Evin, Trl	79	\$5,800	HY
16	AM Fiberglass, Trlr, Main, Jib	73	\$1,000	FS	18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB	18	Catalina, Main, RF Jib, 5hp Merc, Trlr	02	\$13,500	WB
16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	95	\$4,900	WB	18	Chrysler Buccaneer, Main, Jib, Trlr, Furl	72	\$1,800	HY
16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	95	\$4,800	WB	18	Chrysler Buccaneer, Newer Main & Jib, Trlr	74	\$2,000	HY
16	Compac 16CB, Swing Keel, Main, Jib, 2.5 OB	97	\$5,800	WB	18	Victoria, 3 Sails, 3hp Yamaha, Trlr, More	80	\$3,950	HY
16	Custom Wooden Sail/Rowboat, Trlr	82	\$5,900	WB	19	O'Day, Trlr, Spinnaker, Genoa, Reduced	UK	\$2,950	MA
16	Escape PlayCat	03	\$3,000	AS	19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl	04	\$21,000	HY
16	Hobie	77	\$800	FS	19	Vanguard, Furl Jib	80	\$700	FS
16	Hobie Adventure Island	07	\$2,999	AS	20	Hobie Holder, Well Maintained, 3.5hp Nisson	85	\$5,500	SC
16	Hobie Cat, Main, Jib, Trlr	UK	\$1,799	MR	20	Johnson C, Trlr, Very Clean, Stored Inside	UK	\$2,000	MA
16	Hobie Cat, Mast, Sails, Trlr	UK	\$1,000	MR	20	Nordica, Trlr, 15hp Motor, Furler, More	79	\$6,750	SC
16	Hobie Getaway	07	\$6,399	AS	20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB
16	Island Packet Big Fish	06	\$3,995	SW	21	Hunter 216, Frl, Trlr, Demo	04	\$13,000	FS
16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,800	WB	21	Hunter 216, Furl, Trlr, New	06	\$16,900	FS
16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB	21	Hunter 216, RF Jib, Options Available	07	\$17,439	AS
16	Johnson M Scow, Main, Jib, Trlr	UK	\$980	MA	21	Impulse, 3 Sails, Trlr, Vang	89	\$3,200	HY
16	Johnson X, Main, Jib, Trlr	83	\$1,800	WB	21	Impulse, Main, Jib, Spin, OB, Trlr	89	\$3,800	WB
16	Johnson X, Trlr	UK	\$1,000	MA	21	Precision, Newer Main, Jib, 6hp Johnson, Trlr	88	\$7,995	SC
16	M16, Trlr	UK	\$600	FS	22	Bayliner Bucaneer 220, 6 Sails, Trlr, More	80	\$2,900	HY
16	Melges X with Trailer, Club Champ, Mint	99	\$6,500	CN	22	Catalina Capri, Dsl, Fiberglass	05	\$17,950	SW
16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY	22	Catalina Capri, Main, RF Jib, 5hp OB, Trlr	06	\$23,500	WB
16	O'Day DS, 2 Sails, Trlr, 3.5 Evinrude	69	\$2,200	HY	22	Catalina Capri, Main, RF Jib, 5hp OB, Trlr	99	\$15,500	WB
16	Rave Hydrofoil, All Options, Trlr	03	\$10,000	AS	22	Catalina Capri, Main, RF Jib, OB, Trlr	95	\$12,000	WB
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC	22	Catalina, 2 Sails, Trlr, VHF, More	93	\$10,075	HY
16	Rave, Trlr, Good Condition	00	\$4,000	GS	22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY
16	WindRider, New boat, Excellent, w/Options	05	\$4,450	GS	22	Catalina, 3 Sails, 6hp Johnson, Trlr, More	73	\$4,000	HY
16	X Boat, 2 Sails, Red	77	\$600	FS	22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB
16	X Boat, Single Sail, Green	UK	\$600	FS	22	Chrysler, Trlr, Merc 9.9	75	\$3,500	FS
17	Hunter 170, Float, Trlr, Motor Mount	07	\$8,000	FS	22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	HY
17	Hunter 170, Roller Furling Jib	07	\$8,259	AS	22	Laguna, 4 Sails, Trlr, Pop Top, Vang	87	\$3,800	HY
17	Nimble Mudhen, Main, 2.5 Merc OB, Trlr	92	\$5,500	HY	22	Nonsuch, Main, 13hp Westerbeke, Elect	84	\$27,400	HY
17	O'Day DS, 2 Sails, 1.5hp John OB, Trlr	76	\$2,500	HY	22	O'Day, 3 Sails, 7.5hp Chrysler OB, Trlr, More	79	\$3,999	HY
17	Seaward Fox, 3 Sails, 4hp Nissan 4 Strk, Trlr	90	\$7,900	HY	22	O'Day, Gas, Fiberglass	86	\$4,995	SW
17	Silverline Dolphin, Trlr	77	\$1,500	FS	22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr	78	\$3,500	HY
17	WindRider Trimaran, Advantage New!	07	\$8,200	HW	22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr	84	\$7,900	HY
17	WindRider Trimaran, Trlr, Furling Jib	02	\$5,199	HW	22	S-2, Motor, Fiberglass	85	\$9,000	SW
17	WindRider Trimaran, Trlr, Furling Jib	04	\$6,590	HW	22	Spindrift, 4 Sails, 8hp Evinrude, Trlr, More	84	\$5,500	HY
17	WindRider Trimaran, Trlr, Furling Jib	05	\$7,350	HW	22	Tanzer, 5 Sails, Trlr, 6hp OB, More	78	\$5,500	HY

LOA	Description	Yr	Price	Bkg
22	Tanzer, Main, RF Jib, 4hp OB, Trlr, Galley	74	\$5,000	WB
23	AMF Paceship, Trlr	77	\$4,995	SY
23	Beneteau, Trlr, Genoa, RF, Honda OB	UK	\$12,500	MA
23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr	74	\$4,500	HY
23	Coronado, Trlr, 3 Sails, Chrysler 9.9	73	\$2,850	SC
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	\$9,900	FS
23	O'Day	73	Call	HY
23	O'Day Osprey, New Hull Paint, 3 Sails	UK	\$5,000	HY
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
23	Precision, Trlr, 6hp Johnson, Dingy, More	93	\$13,200	SC
23	S-2, Well Maintained, Price Reduced!	75	\$6,900	CN
23	Sonar, 3 Sails, New Mast, Trlr	86	\$8,500	HY
24	American, 2 Sails, 9.9 Evinr, Trlr, More	76	\$3,900	HY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
24	C&C, 4 Sails, 8 HP Merc, 5 winches, More	76	\$1,000	HY
24	C&C, 5 Sails, 8hp Johnson, Galley, More	76	\$5,500	HY
24	C&C, Sleeps 4, 4 Sails, 9.9hp OB, Crdl	79	\$4,995	SC
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
24	Creekmore, 6hp Johnson OB, Trlr, More	80	\$6,500	SC
24	Hunter 23.5, Trlr, All Upgrades, 9.9 Honda	97	\$15,000	SC
24	J Boat, 11 Sails, 4hp John, Trlr, More	87	\$10,000	HY
24	J Boat, 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY
24	J Boat, 9 Sails, 3hp OB, Trlr, Comp, Head	79	\$8,750	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY
24	Mirage, Trlr, Lots of Sails, Race Ready	76	\$3,500	SY
24	S2 7.3, 5 sails, Trlr	85	\$9,999	FS
24	San Juan, Trlr, Sails, Race Equipped	78	\$9,999	MR
24	Sidelman, 5hp OB, Trlr	81	\$1,950	SY
25	C&C	74	\$2,995	NE



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LOA	Description	Yr	Price	Bkg
25	C&C, 3 Sails, 9.9 Johnson ('92), shr pwr	75	\$5,000	HY
25	Cape Dory, 4 Sails, Merc OB, Head, Galley	79	\$9,200	HY
25	Capri, 6 Sails, Trlr, 4 Winches, Compass	81	\$9,500	HY
25	Catalina, 2 Sails, Trlr, 6hp John OB, Furl	77	\$7,500	HY
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl	80	\$9,500	HY
25	Catalina, Swing Keel	80	\$2,000	SY
25	Catalina, Tall Rig, Main, 3 Jibs, 9.9hp Evin, Trl	90	\$17,900	WB
25	Cheoy Lee Folkboat, 3 Sails, A4, Wooden	68	\$5,500	HY
25	Columbia 7.6M	79	\$15,500	NE
25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$6,900	HY
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, All Options, Trlr, Sale	07	\$38,500	AS
25	Irwin, 5 Sauks, 15hp Yamaha, Trlr	70	\$7,250	HY
25	Irwin, Trlr, 8 HP Honda 3 Hd Sails	77	\$6,000	FS
25	MacGregor, 3 Sails, 7.5hp Honda, Trlr	81	\$5,900	HY
25	Merit, 4 Sails, 6hp Merc, Trlr, Comp/KM/VHF	85	\$5,900	HY
25	Merit, 8 Sails, 5hp OB, Trlr, 2 Comp, Galley	84	\$8,000	HY
25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$8,750	HY
25	O'Day, 9.9hp Motor, Trlr, 5 Sails	79	\$7,500	SC
25	O'Day, Main, 2 Genoas, Needs Work	78	\$2,000	NY
25	Olson/Ericson, Motor, Fiberglass	88	\$8,500	SW
25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$15,500	NY
25	US Yachts, 3 Sails, 9.8 HP Merc, Trlr, More	81	\$6,200	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
26	Accent, Full Sail Inv, Dsl, Depth, More	73	\$12,995	NY	27	Sloop, Head, Hull Refinished	75	Call	SC
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY	27	Starwind, IB Dsl, Trlr, Reduced, Make Offer	85	\$15,995	NE
26	Capri, Motor, Fiberglass	90	\$19,900	SW	28	Cape Dory, Classic Lines	82	\$21,500	NY
26	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	74	\$3,900	HY	28	Catalina, Dsl, Fiberglass	03	\$69,900	SW
26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr	76	\$5,900	HY	28	Hunter 285, Dsl, electronics, H/C Water, Trlr	95	\$23,500	GM
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$5,900	HY	28	Islander, Main, 150%, Storm, Spin, Elect	76	\$10,995	NY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS	28	Kings Cruiser Sloop	57	\$10,000	IY
26	Commodore, 3 Sails, 9.9 Evin, Trlr, Electr	83	\$9,800	HY	28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY
26	Cooper Yachts Prowler	87	\$19,000	IY	28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY
26	Grampian, Lots of New Gear	72	\$6,000	HY	28	Pearson	78	\$12,500	IY
26	Hacker Race Boat	97	\$115,000	IY	28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$16,900	SW
26	J-80, Class Sails, Triad Trlr	06	\$49,900	HY	29	Bayfield, Depth, Radar, Autopilot, GPS, VHF	83	\$30,000	SC
26	MacGregor 26 D, 3 Sails, 15hp Mariner, Trlr	88	\$6,000	HY	29	Bayfield, Whl, Galley, Yanmar Dsl, Cradle	84	\$24,900	SC
26	MacGregor, 5 Sails, 8hp John, Trlr, More	94	\$10,400	HY	29	Columbia	77	\$17,500	NE
26	O'Day, Trlr, Sleeps 5, Swing Keel, Sail	86	\$16,999	MR	29	Columbia 8.7, 5 Sails, IB, Cruise Equipped	77	\$13,500	HY
26	Paceship (PY26) fin keel, 8 Sails, More	80	\$10,000	HY	29	Columbia 8.7, Auto, GPS Radar	82	\$21,995	NY
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY	29	Hunter 29.5, Way Above Average	95	\$39,900	CN
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$9,800	HY	29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$6,700	HY	29	Lancer	78	\$10,995	NE
26	S-2 7.9, Gas, Fiberglass	84	\$13,500	SW	29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY	29	Paceship, 2 Sails, A4 IB, Furler, Comp/VH	70	\$7,000	HY
26	Seaward 26RK, New	07	\$36,000	GM	30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
26	Seaward 26RK, New, Loaded, OB, Trlr	07	\$63,000	GM	30	Baba, Dsl, Autopilot, GPS, Radar, More	80	\$71,995	NY
27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY	30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$105,500	HY
27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY	30	Cape Dory Cutter, 2 Sails, Volvo IB, Whl	83	\$28,900	HY
27	Bayliner Buc, 3', Whl, OB, Trlr, New Paint	76	\$6,000	FS	30	Cape Dory Cutter, Dsl, RF, GPS, Force 10	83	\$27,000	SC
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY	30	Catalina 30 Tall, Dsl, Fiberglass	88	\$34,900	SW
27	Catalina	81	\$10,995	NY	30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
27	Catalina, 2 Sails, 11hp Univ Dsl, More	74	\$10,900	HY	30	Catalina Tall Rig MKII, Dsl, Fiberglass	92	\$44,900	SW
27	Catalina, 5 Sails, 15HP Evin, Elect, More	75	\$8,000	HY	30	Catalina, Dsl, Fiberglass	89	\$42,900	SW
27	Catalina, 5 Sails, New Furlex, IB, GPS, More	77	\$11,500	HY	30	Catalina, Main, Furling Genoa, Dsl, More	80	\$23,500	NY
27	Com-Pac 27/2, Great Condition	86	\$20,000	CN	30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
27	Ericson, 4 Sails, A4 IB, Harken Furl, More	77	\$9,900	HY	30	Freedom, 2 Sails, Yanmar, Whl, More	86	\$35,000	HY
27	Ericson, 6 Sails, A4 IB, Hood furling, More	73	\$4,500	HY	30	J-30, Trlr, IB Dsl	86	\$27,000	SY
27	Ericson, 6 Sails, A4 IB, Hood furling, More	77	\$5,800	HY	30	Lancer, Dsl, Tiller Pilot, Chart Plotter, More	78	\$17,900	NY
27	Ericson, 8 Sails, 12hp Chry 180 OB, Trlr	73	\$5,900	HY	30	Newport 30 MKII	74	\$10,900	NE
27	Ericson, IB Volvo, Steel Crdl, Dinghy	79	\$7,500	SC	30	Pearson 303, Autopilot, RF, Dsl, GPS	82	\$27,500	SC
27	Hunter, 3 Sails, Yanmar IB, Stereo	77	\$5,700	HY	30	Penn Yan Spot Fish, Motor	78	\$40,000	IY
27	Hunter, Make Offer, Reduced	84	\$10,999	NE	30	S-2 9.2, Dsl, Fiberglass	83	\$32,900	SW
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY	30	S-2 9.2A, 5 Sails, Yanmar, Furl, Whl, More	78	\$22,250	HY
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY	30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$29,995	HY
27	O'Day, 7 Sails, 9.9hp OB	77	\$6,995	SY	30	San Juan, 7 Sails, Volvo IB, Project boat	75	\$5,000	HY
27	O'Day, Gas, Fiberglass	76	\$11,900	SW	30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl	81	\$29,000	HY

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
30	Trojan F-30, Express Hardtop	79	\$24,495	IY	34	Silverton Convertible	89	\$53,900	IY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	35	C&C Landfall, RF, Bimini, Yanmar 30 Dsl	82	\$45,000	SC
30	Yankee, Sparkman & Stevens	73	\$19,500	NE	35	Catalina	06	\$161,995	NE
31	Cal 31, EXCELLENT CONDITION	80	\$25,900	CN	35	Catalina 350	04	\$139,999	NE
31	Pearson MKII, Dsl, GPS, Dinghy, Loaded	88	\$45,000	SC	35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
31	Tartan, New Jib & Spin, Well Equipped	94	\$64,000	SC	35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, Elec	94	\$76,500	HY
32	Bayliner 3255 Avanti	95	\$58,000	IY	35	J-35, Racer/Cruiser	89	\$56,000	SC
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$31,500	HY	35	S-2 35C, Dsl, Fiberglass	87	\$66,900	SW
32	Catalina 320, Wing	00	\$89,995	NE	36	C&C 110	03	\$149,999	NE
32	Catalina 320, Wing	01	\$94,000	NE	36	Catalina Mark II, Dsl, Fiberglass	98	\$102,900	SW
32	Ericson	74	\$22,500	NE	36	Catalina, Cruise Ready, Dsl, Extras	88	\$63,000	SC
32	Gulf Pilothouse/Motor Sailor, Dsl, Furl Jib	89	\$59,500	SC	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
32	Islander, Main, 150%, Storm, Spin, Elect	80	\$29,900	NY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl	98	\$135,000	HY	36	Ta Shing Tashiba	86	\$130,000	IY
32	Larson Cabrio 330	02	\$80,000	IY	37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$99,500	NY
32	Pearson 323, Full Elect, Dinghy	77	\$34,995	NY	37	Island Packet, Dsl, Fiberglass	95	\$184,900	SW
32	Seaward 32RK, New, Dsl, Std Equipment	07	\$124,000	GM	37	Pacific Seacraft, Dsl, Fiberglass	95	\$159,900	SW
32	Seaward 32RK, New, Dsl, Trlr, Loaded	06	\$124,900	GM	37	Tartan, New Main & Genoa, Loaded	79	\$52,500	HY
32	Seaward 32RK, New, Dsl, Trlr, Loaded	07	\$155,000	GM	38	C&C, Racer/Cruiser, RF, Refrig, Steel Crdl	77	\$32,000	SC
33	Hunter	82	\$23,000	NE	38	Morgan 382	79	\$59,900	NY
33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY	39	Beneteau 393, 3 Cabins, Loaded	05	\$169,995	NY
33	Storebro Royal	84	\$48,900	NE	40	C&C	80	\$74,995	NY
33	Tartan, Up Grade Sails, Dsl, Elect	82	Call	NY	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$325,000	NY
34	C&C, Really Clean	79	\$26,500	NY	40	Silverton Aft Cabin	87	\$67,900	IY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY	41	Beneteau 411, Loaded	01	\$159,900	NY
34	Catalina MkII, Loaded, New Condition	05	\$138,900	NE	41	Princess 412 - 2	85	\$85,000	IY
34	Catalina, Dsl, Furl Gen, Main, Elect	97	\$84,995	NY	42	Vagabond, Main, Furl SS & Genoa, More	83	\$175,000	NY
34	CS Yachts, Reduced	90	\$66,900	NE	43	Siren Song, 90hp Dsl, Teak Decks, 19 Sails	UK	\$39,500	NY
34	Hunter 340, INCLUDES DINGHY	97	\$73,900	CN	44	Lancer Motorsailer, Radar, AC/Heat, More	80	\$96,900	SC
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY	45	Fabola Diva 451	97	\$190,000	IY
34	Pacific Seacraft Crealock, Dsl, Fiberglass	87	\$98,500	SW	45	Morgan, Nelson/Marek Performance	83	\$99,900	CN
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$125,000	HY	46	Tartan 4600	93	\$229,000	NY
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY	50	Yokosuka Naval Shipyard Yawl	47	\$140,000	IY

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952-475-3443

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LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
Miscellaneous					10	Livingston Dinghy, Bi-Hull Fiberglass, OB	83	\$500	HY
	Charter the Apostle Islands with a diverse fleet	Call		SC	20	Flicka, Apprenticeship/partnership opportunity	72	Call	SC
	Deliveries: Professional, Sail and power	Call		SC	26	Cooper Yachts Prowler	87	\$19,000	IY
	Instruction: Looking for Qualified Sailing Instructor	Call		SC	26	Hacker Race Boat	97	\$115,000	IY
	Instruction: Northern Breezes Sailing School (ASA)	Call		SC	30	Pen Yan Sport Fish	78	\$40,000	IY
	Music: Carl Behrend		\$18	SC	30	Trojan F-30	79	\$24,495	IY
	Music: Lee Murdock Songs		\$15	SC	32	Bayliner 3255 Avanti	95	\$58,000	IY
	Outboard: Honda Outboard BF2, Short Shaft, Used05		\$626	HW	32	Larson Cabrio 330	02	\$80,000	IY
	Outboard: Honda Outboard BF2, Long Shaft, Used04		\$726	HW	34	Silverton Convertible	89	\$53,900	IY
	Rental: WindRider and Kayak Rentals	Call		SC	40	Silverton Aft Cabin	87	\$67,900	IY
	Wanted: Used Johnson/Evinrude, 6hp long/short shaft	Call		SC	41	Princess 412 - 2	85	\$85,000	IY

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14' Picnic Cat, 2003 - Excellent Condition. Green Hull w/Full Boat Cover, Boarding Ladder, Teak Cockpit Grate, Electric Motor w/Installed Battery, Performance Trlr. \$7,900 218-349-2837.



15' Bongo, 2005 - This boat has only been used four times. The main and spinnaker sails are brand new. Trlr included. Will deliver for \$1.50 per mile. Price \$5,500/BO. Carter 970-690-1212, jcr@datausa.com.

15' Precision, 2002 - Original owner - boat used 4x, trailer, sailcover, tillercover, mast flotation, fenders, painted bottom Price:\$4,400 Todd: 763-420-8525 e-mail: tfcblue@netzero.com.



15' West Wight Potter, 1996 - Like New, Used 12 Times, Includes RF Jib, Mast Head Light, New Trlr, Bow/Cockpit Rails, 2.5hp OB, Cabin Sleeps Two. \$5,000 Contact Dan: dplobner@yahoo.com 715-342-3704.

16' Rave Hydrofoil, 2002 - Granite blue, full battened main, jib, screecher. Trlr. Stored inside. Exc shape. \$9,999/BO. 612-597-7399.



18' American Sail, 2004 - Trlr, Cover, Cushions, Fenders Topping Lift. Very stable boat, seats 6, \$6,500. Crystal Lake, IL. 847-867-4177 or crosstalk@prodigy.net.



20' Hobie Holder, 1985 - Excellent Condition, Well Maintained, Three Head Sails, Spinnaker, 3.5hp Nisson OB, Very Fast and Fun. In Minneapolis. \$5,500. 612-501-5458, mtaylor27@mn.rr.com.



20' Nordica, 1979 - Excellent condition. Includes Trlr, 15hp motor, flexible furler, depth finder, and more. Cass Lake, MN. \$6,750 price cut, make offer, contact Cathy Thompson at 218-444-0298 or email cjt9474@hotmail.com.

21' Precision, 1988 - Well Maintained, Clean, Newer Main, Jib, 6hp Johnson, VHF, New Battery, Trlr. Cozy Interior, Ready to Sail. \$7,995 Includes Extras Like Anchor, Docklines, Fenders, Etc. Waunakee, WI. 608-244-1574, timojolang@yahoo.com.

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Olympic Sailing Gold Medalist Speaks at the Leukemia Cup Regatta Kickoff



ISAF world championships coach Kevin Burnham, who is also a professional motivational speaker, is going to be at the Leukemia Cup Kickoff July 19 at the White Bear Lake Armory, MN.

Kevin has an amazing ability to relate to all different types and ages of people and to customize his motivational speaking presentation to suit the needs of the group. Kevin has entertained and spoken to a wide variety of groups, including Fortune 500 companies, top executives, schools, and yacht clubs. Kevin's motivational

speaking presentations incorporate video of exciting sailing action and the Olympic Games, treating audiences to a unique and inspirational experience.

As an athlete, Kevin Burnham has worked with some of the best sailing coaches in the world. Combining extensive experience with unique insight into the sport of sailing and undeniable skill makes Kevin an exceptional sailing coach. His motivational coaching style, professionalism, and knowledge is brought into the classroom where he can help any sailor to sail faster and smarter.

More than just an exceptional dinghy and inshore sailor, Kevin Burnham has logged thousands of offshore racing miles. Kevin has competed in such premiere offshore sailing events as the Sydney-Hobart Race, The Rolex Transatlantic Challenge, Newport to Bermuda Race, and the Fastnet Race, to name a few. Kevin is as comfortable racing to Bermuda as



Kevin gives a lecture to young sailors at the CISA Advanced Racing Clinic in Long Beach, CA. Copyright: Rich Roberts

he is across "The Pond" or through the Southern Ocean.

The consummate team player, Kevin Burnham's talents make him a valued addition to any sailing crew, whether professional or amateur. With his competitive nature, positive attitude and natural talent he can make an immediate impact on a team's performance. Kevin has experience in a wide range of keelboats as well as Olympic class dinghies. From Melges 24's to Swan 45's to the J-Class boat Shamrock, Kevin is at home guiding any boat around the race course.

From corporate team building to personal coaching, Kevin can help you and your crew discover the gold medal passion that fuels success!

Plan to attend the L-Cup Kickoff events with Kevin Burnham, July 19-20 at White Bear Lake Armory, MN. Visit www.leukemicup.org/mn for more information. See ad on pg 6.

Kevin Burnham lives in Miami Beach, FL now, although he has a midwest connection. His father was CEO of Dayton's Department Stores in the early 1980's. Visit www.kevinburnham.com to learn more.



Kevin racing on the Sariyah during the 2005 Rolex Transatlantic Challenge.

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Sailfest 2007 is a family-oriented opportunity for a fun, stress-free sailboat chase experience. A chase is a sailing game in which slower boats start first, often by themselves, and are chased by faster boats over a prescribed course or to a destination. In Sailfest 2007 we use a reverse order start to implement the chase. Each boat in the event is given a time to start based on the boat's speed. This is

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

Sailfest 2007 will be held in Bayfield, Wisconsin.

How do I sign up? Sign up at:

Pike's Bay Marina Ship's Store or Superior Charters Office from June 1st-July 6th *or* Port Superior Marina Clubhouse Room on the evening of July 6th (Late Registration)

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

or visit us on the web at: www.sailingbreezes.com *or* www.wyc.org/ais

Sailfest 2007

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Celeb Sailing Festival

Midwestern Sailors Worldwide



Tom Kershner holding out the Genoa in the British Virgin Islands.

Photo by Sandy Kershner.

View of Jost Van Dyke from Tortola, BVI.

Photo by Sandra Huonder.





Sunrise over Pike's Bay Marina, Bayfield, WI.

Photo by Sandra Huonder.

Maltese Falcon sailing in the British Virgin Islands.

Photo by Sandy Kershner.



You're the Celebrity!

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

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

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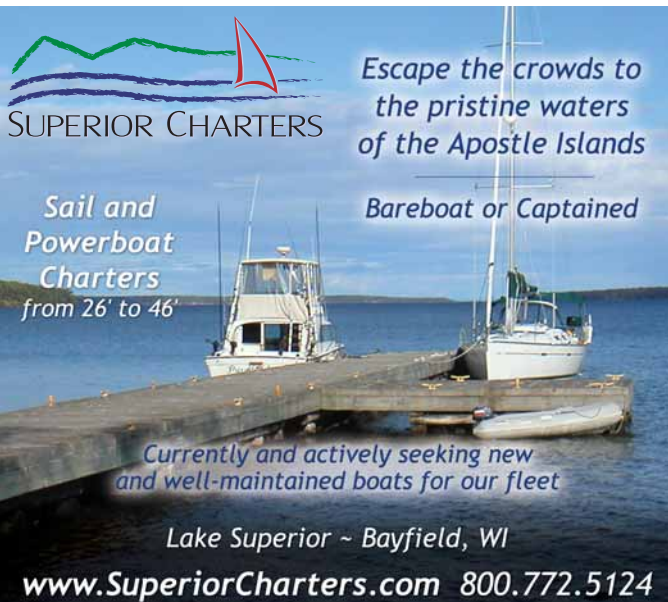
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Hannah, 9,
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