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Volume XIX No. 4 May 2008

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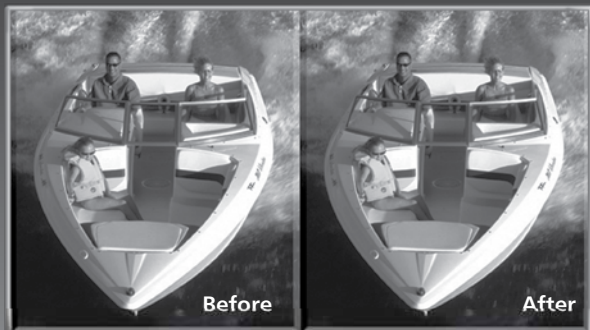




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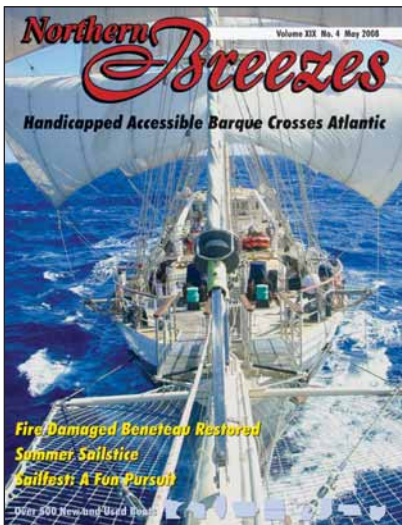

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The Cover



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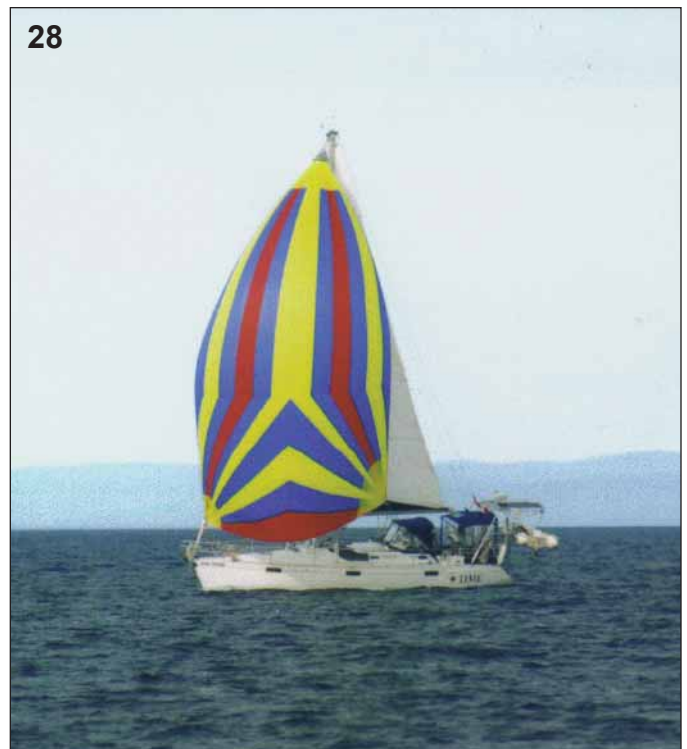
Tenacious, a 215' Barque was specially built for the handicapped. Matthew Brown from Grand Marais, MN sailed across the Atlantic after his stroke.



Tall ships are always fun when you can get up high and play in the rigging. Page 12.



A Gallant Little Wooden Sailboat. Page 16.



Sailing the restored Beneteau Oceanis 390. Page 28.



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Correction pages 4 & 36 of April 2008 issue:
"Aloft in the Lock" Crew aloft are not doing "rigging checks." It is a tradition for sailors to go aloft to greet spectators at eye-level while transiting the locks and to take memorable pictures.
-Editors

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“Gateway to the Apostle Islands”

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

By Carl Behrend

CHAPTER 11--TROUBLE

Morning came. Naomi and I had slept under the stars in our sleeping bags. We awoke to the lapping of the waves on the shore. There is nothing I have ever experienced like camping on the Lake Superior shore. We crawled out of our sleeping bags and decided to walk to the store to buy a couple of last minute things we needed. We would be sailing into some remote areas where it would be days, or weeks, before we'd have any chance of re-supplying.

We had been invited to eat breakfast with the folks we had met the night before. So on our way back to the boat, we stopped by their campsite. But we found them still asleep. Naomi and I decided it was time to get moving. The southwest wind continued to blow as it

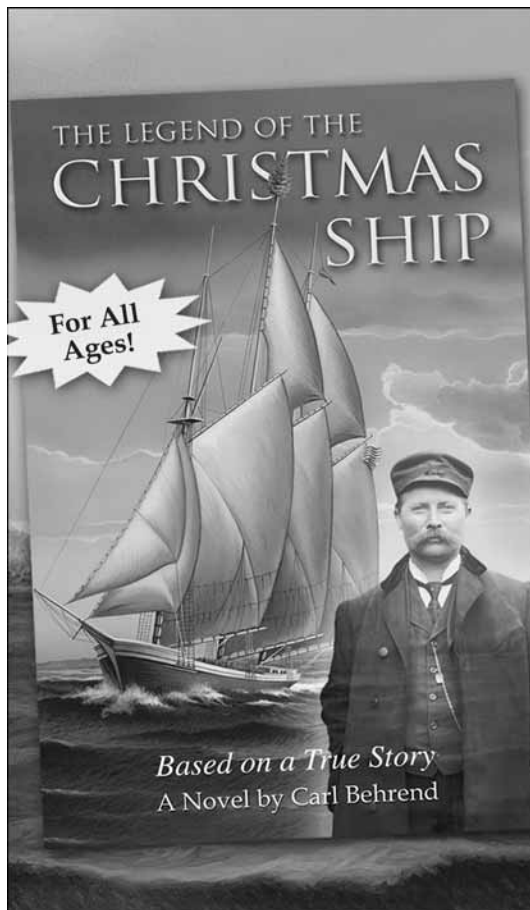
had the day before, pushing us past the old Grand Marais, Michigan Coast Guard Station. I knew the building well. My son Caleb and I had repainted it the summer before. While working there, we learned many stories of the courage and valor of the lifesaving crews.

As Naomi and I sailed by the Grand Marais Harbor entrance and headed east, I recalled the story of the Parker for her. They say the ship was pounded by a southwest wind back in 1907. The old wooden steamer began to sink while it was heading for shore. The captain blew the ship's whistle, which alerted the Grand Marais lifesaving crew. After a tiring 50-minute row, the lifesavers reached the vessel.

Not able to carry all 17 of her crewmen, the Parker's yawl was launched

and eight of her crew followed. The ship sank soon afterward. After several hours of rowing against the wind and waves, the two boats neared the harbor. Two tugs picked up the tired rowers and towed them in to shore.

Naomi and I sailed east. The southwest wind was quite strong and seemed to be getting stronger. We sailed past the spot where Caleb and I had stopped to repair the damaged jib the year before. Naomi and I made good time. When we reached the Two-hearted River, we decided to pull in and take a little break. As we were eating lunch, I noticed a sailboat about a half-mile offshore. The occupants of the boat seemed to be having difficulty. It looked as though they had lowered the sail and were trying to start their motor. But they were stuck in



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the high wind and waves. As I was watching them, their situation seemed to be getting worse. I ran over to the boat and got my radio. I had a small hand-held unit. I turned it on. I watched the boaters for a few more minutes. Then I heard the harbormaster of the Little Lake Marina trying to reach the sailboat on the radio. The marina was located a mile or two away from us. I spoke to the harbormaster briefly and told him I had been watching the boaters too. He said he could go out and assist them in his Boston whaler powerboat, which is a very seaworthy craft.

The harbormaster had been trying to contact the boat for a while. But there had been no response. We watched the boaters for a while longer. Apparently, they got their motor working and started making some headway going west.

I was standing at the very spot where one of the old lifesaving stations along the Shipwreck Coast had been standing in 1875. There were four stations in all. They were located at Vermilion Point, Crisp Point, Two-hearted River and Muskallonge Lake at Deer Park. How many times had the brave men here witnessed ships in distress? In the early days of shipping on the lake, there were so many shipwrecks along this coast that these four manned lifesaving stations were built about 10 miles apart. History has largely forgotten these "storm warriors," which was the nickname given these members of the U.S. Lifesaving Service. A 24-hour beach patrol would walk the shore continuously. They would meet between stations and exchange a token, proving they had made their rounds. If they should see a ship too close to shore, or in danger, they would light a flare to warn them of danger or to acknowledge their distress. How many times had they launched their surfboats to row through breaking waves to rescue ship's crews? I felt their awesome responsibility for a few minutes while I stood there.

Today was not a good day for me. It was one of those days where nothing goes right. The windbreaker Daddy got me blew off the boat, which perturbed



Escaping a thunder storm in one of our hastily built shelters with a hot cup of mocha and a small fire.

me greatly because I really, really liked it. The flies were terrible and ate me up. And when we finally made camp I lost my glasses. So I'm really in a bad mood. I need to pray about this because I don't want to be like the children of Israel (complaining).

As far as progress goes, we did pretty good. We ate breakfast at the diner in Grand Marais. It was a really cool restaurant and I had some French toast. We pulled out of Grand Marais about 10 a.m. and got to Whitefish Point about sunset. On our first stretch, the waves and wind were erratic and puffy. But then after we stopped at the mouth of the Two-Hearted River, things calmed down a little.

The wind blew more steady and the waves turned into huge rollers. It was a long boring stretch between Grand Marais, Michigan and Whitefish Point.

When Naomi and I finished our lunch, we set sail again. By now, the waves were 4 to 5 feet high. The winds were quite strong. So we had reefed the mainsail. Naomi and I launched the boat, sailing past Little Lake toward Whitefish Point. With the lake getting rougher, we tried to stay a bit closer to land. Unfortunately, we had trouble on the other side of Little Lake. We were trying to make it around a small point of land when our rudders hit bottom. This caused them to kick up, making it very difficult to steer.

In the heavy seas and strong winds, all I could do was run the boat up onto the shore. Fortunately, this is one of the best features of a catamaran—the ability to beach. With some difficulty, we pulled the boat up. There we were on a narrow strip of beach right near the

pounding surf. We did not want to stay there. We set our sails to tack into the wind and decided to launch out into the breakers. If we got caught sideways in these waves, the boat would surely be pounded to pieces. Would we make it back to deep water? Or, would this be the end of our trip?

The wind caught our sail and pulled us through the breakers and finally into deep water where I could lock my rudders down. We cleared the point and we were on our way. We made good time with following seas, stayed farther out from shore and we had no more problems that day.

Crips Point Lighthouse was a welcome sight with its lone tower, contrasting boldly against the dark sky.

We sailed past the old Vermilion Point Lifesaving Station and on to Whitefish Point. As we got closer to Whitefish Bay, we could see the lighthouse tower reflecting in the evening sun. The winds were dying down and the waves were beginning to calm. We could now relax a bit.

With Whitefish Point now in sight and the seas running a bit more calmly, I was able to tell Naomi of another interesting story.

"It happened right out there," I said, pointing. "About a mile and a half offshore, it was the strange story of a shipwreck, believe it or not."

The crew all got off in the lifeboats and the captain went down with his ship. But the captain was the only one who survived.

"How could that be," Naomi asked?

Well it happened like this, there was another November storm in 1919. The 186-foot wooden steamer—the Myron—was towing another ship called the Miztec. But the pounding of the waves caused the ship to leak badly. Hoping to make it around the point, Captain Neal of the Myron dropped his towline and ran for shelter. But the ship was in serious trouble. A passing ore carrier called the Adriatic, noticing the ship was in trouble, pulled alongside to protect her as the Myron desperately tried to reach safety.

The Vermilion Point Coast Guard sailors also noticed the ship's plight and launched their lifeboat through the terrible surf. Only a mile and a half from the point, the little ship gave up. As the Myron began to sink, her crew climbed into the lifeboats. But Captain Neal decided to go down with his beloved ship.

Meanwhile, the men in the lifeboats were in a desperate situation. The deckload of lumber now awash in the pounding seas hammered the lifeboats. The Adriatic made several attempts to rescue. But when the big ship began to hit bottom, the captain retreated her to deeper water.

Another ship, the 520-foot H.P. McIntosh actually drew close enough to throw lifelines to the survivors. But weakened by the freezing cold, they were unable to save themselves. The captain of the McIntosh, fearing for his own ship and crew, had to pull away. The Coast Guard crew, likewise, was unable to penetrate the pounding debris.

All 16 crewmen perished.

Meanwhile, Captain Neal had gone down with his ship. But as the ship sank, the pilothouse popped off and Captain Neal climbed onto the roof of what had become a makeshift raft. For 20 miserable long hours he drifted in the storm.

The next day, the captain of the W.C. Franz spotted a body on some wreckage. He turned his ship to pick up the body. To his surprise, he saw the body move. Captain Neal was rescued, barely alive. His body was some 20 miles from the wreck, but he recovered and was actually the only member of the ship's crew who survived.

"Wow! That's a great story," Naomi said.

We sailed for the shore and pulled the boat up onto the beach near the lighthouse. Naomi and I unloaded our gear and set up camp. It was a beautiful evening. The sun setting over the big lake and the distant mountains on the Canadian shore left a lasting impression of the awesome beauty of Lake Superior.

We stopped twice today after the Two-Heart before reaching here. Hopefully, God will bless again tomorrow. It was another beautiful red sunset again tonight and there was a freighter inching its way across the horizon. We had macaroni and cheese for supper. Yummy.

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

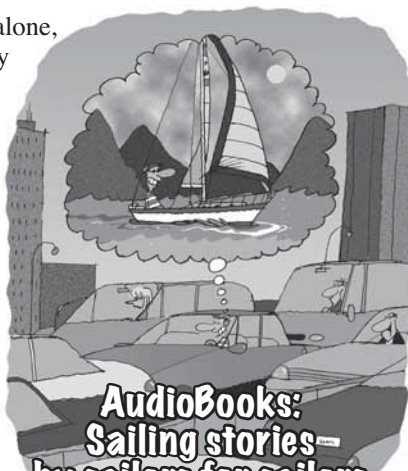
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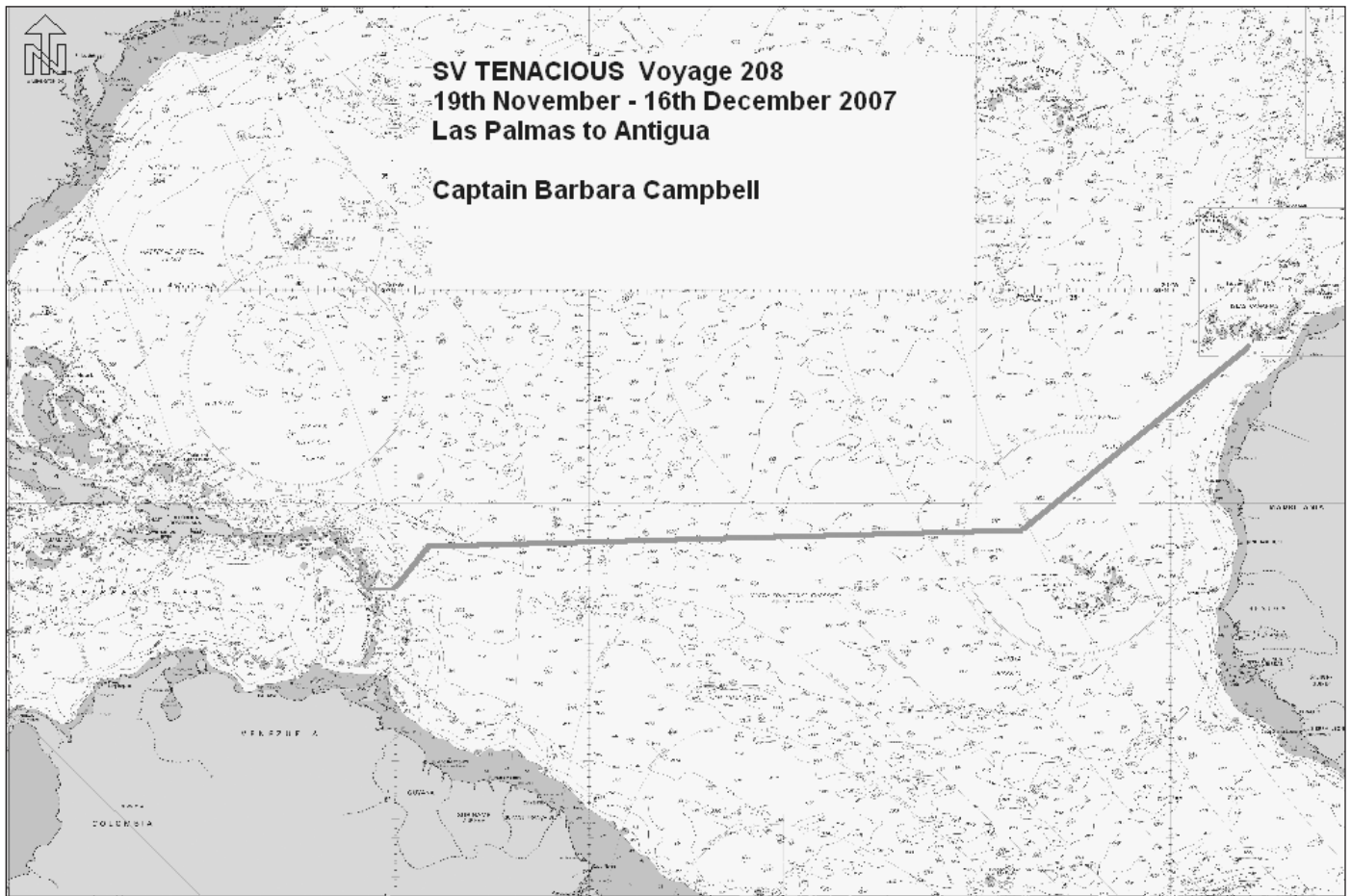
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Tenacious Brings the Handicapped World Together

By Matthew Brown

It was with great anticipation that I walked this sunny November day of 2007, along the marina filled with 1500 boats, searching for the vessel that would take me from these Canary Islands off the Coast of Africa across the Atlantic in the trade wind route to the Caribbean. I paused from time to time, seeking out the Barque silhouette with three masts, the forward two having yardarms. Her profile should have been easy to spot among the sloops and ketches readying themselves for their own Atlantic crossing. Owned, built, and operated by the Jubilee Sailing Trust (JST) in Southampton, England the *Tenacious*, at 215 feet, is one of two



Barques JST owns dedicated to sailing for people of all abilities.

I finally spotted her frame in the distance. As my excitement grows, so do a few questions and doubts.

Arriving on board, I am greeted by several crewmembers and soon realize that one of my questions has been answered: of the 43 passengers on board, I will be the only American. *Tenacious'* Irish ship doctor, a lone Dane, and I join 40 others from England and Scotland.

This is my fourth crossing of the Atlantic, my first since suffering a stroke in April of 2005. I am used to boats under 50 feet in length and not accustomed to the comforts of a larger sailing vessel like *Tenacious*. My bunk rests in a spacious room with nine others that boasts two showers available at all times - even with hot water. The galley has ample space, the freezer is huge, and the mess hall below has large tables and a dumbwaiter that bring our plated meals to us. On deck, the maze of ropes aloft in the rigging is dizzying. Supporting the yardarms and sails above, we spend our first few days bracing and setting.

After a briefing by Captain Barbara Campbell, we are walked through the safety and routines of the ship by the first and second mates and the chief

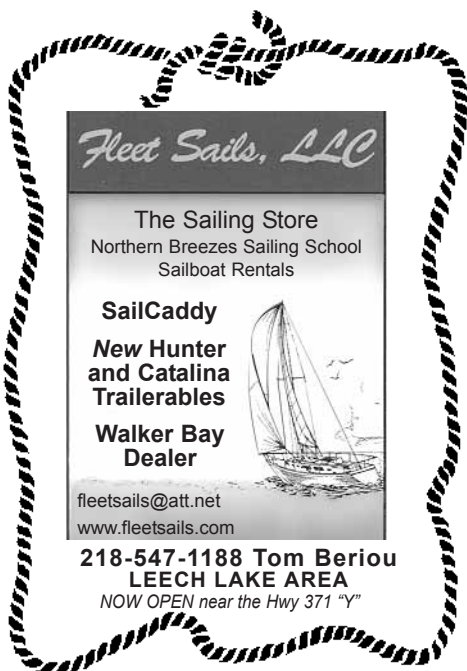


Tall ships are always fun when you can get up high and play in the rigging.

engineer, a man also in charge of the 'courage bar', the local watering hole in the lower mess, open one-half hour during lunch and dinner and four hours every evening. The lower mess was soon to become the meeting place for meals and a place for us to share our stories of yesterday and today, along with our dreams of tomorrow.

Part of our training includes going aloft into the rigging, each of us donning

a full body harness with two tethers connecting us to the ship. The view and experience produce more than a few gasps and sighs as we venture up the masts and out onto the yardarms to practice harbor stows of the sail, a practice in securing the sails to avoid flapping so the ship looks her best as she pulls into port. To my amazement, going aloft is accessible to everyone - whether they climb the ratlines slowly or have their



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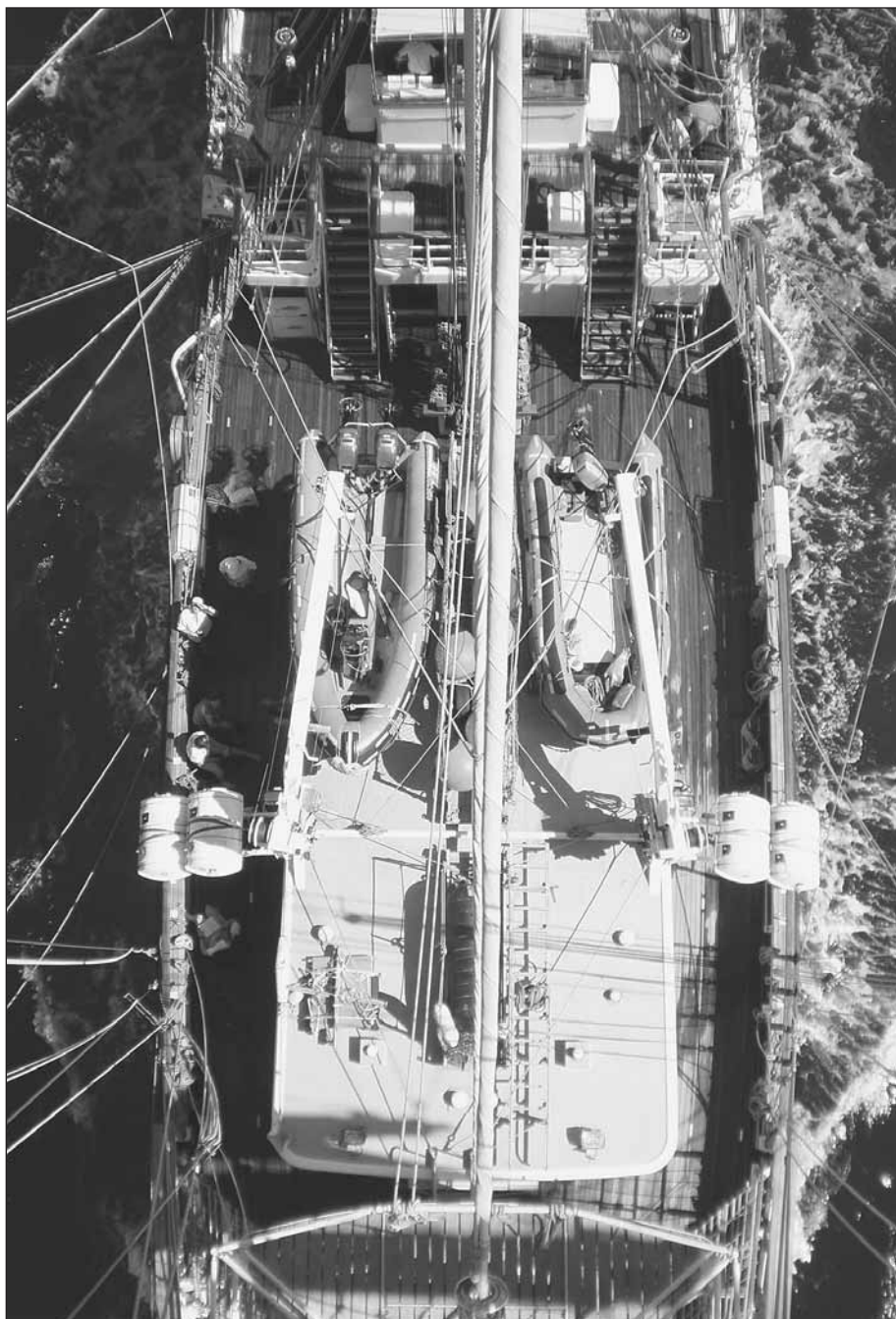
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For more information about seminars and WYC membership, visit our web site at www.wyc.org, or email Beth Frampton at beth.frampton@gmail.com.



wheelchair hoisted skyward.

Tenacious has 13 permanent crew in addition to the 30 voyage crewpersons, three of whom are confined to wheelchairs. Among us is also a blind crewmember; several type one diabetics, and folks with various other disabilities. Our voyage crew is organized into four watches, or groups. It is with these seven people that I'll share watch and eating times, daily information, cleaning duties, trivia nights, and other activities during our crossing.

Each watch has a trained volunteer

leader, and mine is named Dave. He is wheelchair bound, and although he's spent time on several sailing trips, this is his first 'trans At' as the Brits say. He has been involved with the JST since its founding and was prominent in every step of the *Tenacious*' construction. His knowledge of her every inch proves to be welcome and interesting conversation on even the longest four-to-eight-am shifts.

After topping the main engines' diesel tanks and generators and shopping for last minute provisions, we are

ready for our 3000-mile journey to the French Caribbean Island of Guadelupe. With the wind coming over the stern of the boat at dock, Captain Barbara uses the engines to nudge us clear of the wharf as the crew sets the upper and lower courses. Sailing out of the Las Palmas harbor, it appears to onlookers that we do this sort of thing everyday.

We began around 26° north latitude and sail a southwesterly course in varying wind speeds and directions to 23° north latitude to catch the trade winds, which blow east to west each November following hurricane season. By sailing down to these lower latitudes, we are able to give ourselves a buffer zone that would protect us from any storm driven winds that might occur above 25° north.

Now at sea, we are on our watch schedule that will remain intact for the duration of the voyage: four hours on and 12 hours off, with each of us sharing galley duty every seven days, time spent preparing, serving, and cleaning up after each meal. While on watch we take turns at the helm of the boat, sail handling and checking to see that our course is clear.

Our watch consists of varying sailing abilities - from people like Bill, who has been confined to a wheelchair his entire life with Spinea Bifida, on his first sailing trip, to Peter, a 72-year-old retired physical therapist who went blind in his early 50s but continued his practice until his 60s, who is on his second crossing onboard *Tenacious*.

The boat and her crew bring out the best in everyone as she blurs ability lines. Everyone participates in all sailing duties and activities day after day, around the clock, it is truly inspiring to see folks walk or roll their chairs in seas of up to 15 feet with the boat heeled over in stiff winds or below deck serving dinner and washing dishes. We are encouraged to push ourselves to the point not only to where we feel comfortable, but just beyond what we think we might be able to do.

Our crossing takes us seventeen days at an average speed of 6.7 knots, as we're under sail alone for seventy two percent of the time, thanks to the



offer. Sailing can be inclusive - it's just a matter of finding your ship to sail away on a afternoon, week-end or month, or, as the Brits would say, "Which ever is your cup of tea."

Matthew Brown lives in Grand Marais, MN. He works at North House's Folk School and Superior Marine Training. A slide show of the Atlantic Crossing trip is available. Contact Matthew at 218-387-1741.

steady trade winds. While everyone enjoyed the sun rises, sun sets, and dolphins and whales swimming around *Tenacious'* hull, we are all happy to reach our destination and have six days to sail around the islands before our trip ends in Antigua.

Now home...it was a wonderful experience to see people of all abilities working toward the common goal of a fun and safe journey out into the ocean - a place where very few people, especially those with disabilities, venture to take on Mother Nature and all she has to

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New Life for a Gallant Little Wooden Sailboat

By Granger Whitney

Last March we announced our well underway program to restore a promising and surprisingly sound 1941 20' wooden, gaff-rigged sailboat. With White Bear Boat Works, White Bear Lake, Minnesota taking the lead, our band of brothers has met head-on the challenges that such an endeavor presents. We are now quite certain that a christening, re-naming ceremony can take place May 26, 2008 at noon on the lake right in front of the Boat Works. All are welcome and the event should prove to be entertaining. The activities of the VFW Post located on that same harbor will bracket our event without conflict, and so we might borrow from one-another's gatherings. Our ceremony is expected to incorporate Irish Drum and Bagpipes, an Um-pa Band, and presenters honoring the builder, a bygone era, the Boat Works review of the joy of it all, and a renaming service with appeals to Poseidon and Neptune. Refreshments are expected, and we hope to have a great deal of fun celebrating this little boat's new life. With all these preparations, our splashdown will simply have to occur on time, so the work progresses apace.



Restoration Principles And Challenges

Transporting the boat from Bayfield Wisconsin to White Bear Lake Minnesota presented its own issues, principally due to the very dry and fragile condition of both boat and cradle. Dismounting the boat from its cradle and moving it into the Boat Works shop forced some creative rigging requirements, and in spite of my misgivings, and due to no small level of yard skill, it

all went quite well. Work began in earnest. An existing cobbled together ballast assembly indicated strange reactions to the boat's higher aspect and sail power. It had to go. Naval architectural assurances led to my arrival at a sandwiched steel plate and fin assembly design that put our fabrication and installation skills to every test. To properly analyze the boat and her rigging as well as a launch-ready trailer design, I produced several to-scale drawings. The boat's hull planks were at the most 1-3/4 inches wide mid-ships with tapers fore and aft, making for a maze to work in. These joints running full length were filled with a large variety of failing and replacement caulk. Their irregular joined faces complicated the caulk's removal, and every tool imaginable was employed. Removing all fittings, sanding the hull to fair, re-caulking with state-of-the-art material, and accomplishing various repairs went forward in a considered step by step fashion. Desiring to reach substantial longevity in this restoration program the decision was made to employ an epoxy-saturation system to reinforce plank integrity. This was done before re-caulking with an effort to fetch the epoxy into the



joints where remotely possible. Reinforcing the through-hull fastening holes at the chainplates with bushings was also done. All was made ready for hull finish coatings, which were scheduled to commence the second week of April.

The Spruce Mainmast

The ship's mast was a typically laminated affair, and the center lamination joint had accepted moisture where limited rot had occurred. The yard's recommendation was to open the mast full length to this joint, deal with the rot, rabbit each side for wiring to be now set in new conduit, re-glued, and wrapped in a fiberglass fabric sheathing for assured future performance. We accepted this recommendation to the letter, participating only in the stripping of the mast's former finish. All hardware had to be dismantled and re-established with slightly larger fasteners. All former functions have been retained. In so doing, I gained an intimate appreciation of the complexities of a gaff rig which seemed to dictate a need for labels on all leads heading aloft.

Finishing The Hull, Deck And Topsides

After some research, again seeking longevity in the program, we decided jointly to use a two part epoxy primer system applied in three coats, and a single part highly trusted epoxy finish above the water-line applied in two coats. Below the water line a respected

anti-fouling sacrificial paint will be applied over the prime coats. The little boat's astoundingly detailed deck and cabin trunk in teak plank and caulked joints begs to be cleaned and oiled so as to encourage swelling, hopefully closing the joints, and presenting a fine finished appearance. This will be closely maintained and monitored over the next few years. To protect the topsides and hull from UV deterioration a full synthetic fabric cover (snapped at the gunnell) will drape to the waterline.

Equipment, Instruments, Rigging & Sails

Following the builder-owner's lead, we will retain, replace where required the instruments of wind, depth, speed and distance, compass, and bilge vapor sensing. Full galley features will be retained, restored, as will water, waste and fuel tankage. The yard will install a new toilet, and relocate the battery forward after we have finished the hull interior in an appropriate bilge paint. The question of a linseed oil preparation on the hull interior has been investigated and rejected. The likelihood of standing rig modifications will be taken on as the sail inventory and running rig expansion is done. We will sail the boat under its current configuration for the first year so as to confirm intentions to add a topsail, a baby stay (for a double headed rig), a light-air genoa, and a spinnaker.

Re-Naming The Boat

We have elected to re-name this gallant little craft *DULCINEA*, the heroine of Cervantes account of the Man of the Mancha, Don Quixote. Taking to heart that beauty and impressions lie primarily in the mind and heart of the beholder, we are willing to see this stubby little craft from a bygone era as something much more in our imagination than she might really be when measured by modern sailing standards. Dulcinea was a beautiful and fair maiden in the Don's eyes, much in contrast to her worn and hard personage born out of a barmaid's life in a 15th century Spanish countryside inn. The comparison and identity with our gallant little boat seems quite evident.

We happily invite you to help us commission her on noon the 26th of May 2008, White Bear Lake, MN. Inquiries into becoming a co-owner in our unique partnership should be directed to Granger Whitney 651-493-3859.

Granger B. Whitney, lives in Roseville, MN.

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Cruising Class at Bayfield Race Week and Bayfield Sailfest Are All About The Fun!

By Thom Burns and Mark Janda

Bayfield Cruising Class

Do you want to race against other cruisers with your family and friends? Bayfield Race Week's Cruising Class was an enormous success last year, and this year will be bigger and better, with more boats, more races, more trophies, more friends and more fun! We've even got a handicap system and course layouts that give you a fair shot at a podium finish, even if you've got a roller-furling jib and no spinnaker. Block your calendar for the week of June 30 through July 4. If you can't race the entire week, do half!

Races will be held four days during the week: Monday, Tuesday, Thursday, and Friday, with a lay-day on Wednesday. Races will start at noon and be approximately 3 hours in length. Courses will be approximately an isosceles triangle with the shortest leg upwind and an upwind finish, or a medium distance point-to-point course if con-



ditions permit. The start and finish lines will be within a convenient distance of the Bayfield city dock.

You can register online at <http://www.bayfieldraceweek.org>. The registration fee is \$175. The entire schedule of social activities is also avail-

able for your review at this website. More details will be posted on the website, or you can ask your race committee:

Mark Janda, 612-986-2878,
mdjanda@goldengate.net
Mike Lamb,
mike_lamb@qwest.net
Jim Tack, jtack99@comcast.net
Pete Kulenkamp, 715-779-5311
pete@uksuperior.com



Sailfest photos by Bill Hooper.

Some other items of interest:

- GPS coordinates for the jibe mark will be provided.
- Cruisers will have their own extra-long starting line.
- Spinnakers are not only allowed, they're encouraged!
- There will be one start for the class.
- In addition to prizes for the entire series, the race committee will award prizes for the Monday - Tuesday and Thursday - Friday Half-series. Boats may participate in the entire series or either Half-series at their discretion.
- Generous handicap credits will be

given for many things, including fixed propellers, small headsails, roller-furling, and no spinnaker. Drive your boat well, and you will be competitive!

You are encouraged to cap off your week or half week by participating in Sailfest, a medium-distance pursuit with individually assigned times to start.

Bayfield Sailfest

When it comes to family sailing fun in Bayfield, Wisconsin in the beautiful Apostle Islands, no event can top Sailfest. Sailors and their families come back year after year as the event has grown each of the last three years.

Why do they come out and come back? Because the event organizers have worked hard to offer families a fun event where they can sail fast to an attainable goal of circumnavigating Basswood Island. As usual the devil, or in this case the success, is in the details.

The start of the pursuit is in front of the Bayfield city dock. Each of the participants receives a designated start time. This procedure eliminates any crowded start line which many family cruisers find intimidating. It also avoids for the most part the application of the "Racing Rules of Sailing." This almost eliminates the need to "talk" at other boats. In short, there's no hollering or yelling.

It is so easy and simple, the slowest boats start first based on a handicap system. The faster boats start later. If your boat passes another boat, you have scored, or beaten that boat. Boats finish off the Bayfield dock across a long fin-



ish line.

There are several classes based on handicaps. There are also several special categories such as: singlehanded, senior skipper, youth skipper, all women crew, and couples. The event organizers ensure that everyone receives a photo of their boat taken on the course by Bill Hooper.

All of these awards and prizes are presented during breaks in the Saturday night festivities which are being held this year at the Pike's Bay Marina Clubhouse just south of Bayfield. Northern Breezes fleet chef, Deb Sanders, is in charge of dinner and nautical folk singer, Carl Behrend, is returning for an encore.

Cruisers should feel empowered that they can spend a whole week or part of a week with a lot of fun events designed for them in the mix.

*You can register online at <http://www.sailingbreezes.com/sailfest>. The registration fee is \$40 which includes two dinners. The entire schedule of social activities is also available for your review at this website. If in doubt, talk to your Sailfest committee:

Thom Burns, 763-542-9707,
thom@sailingbreezes.com
Cindy Kalow, 715-779-5124
cindy@superiorcharters.com
Vicki Staudte, 651-452-5422
vstaudte@gmail.com



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by David Dellenbaugh

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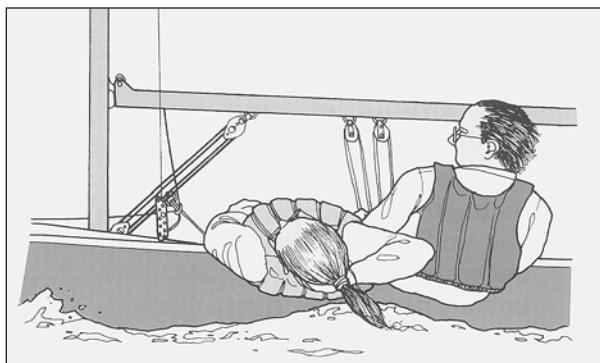
Judge speed against other boats.

In sailboat racing, speed is relative. It doesn't really matter what your knotmeter says or how fast your boat feels - the only true measure of performance is how well you are going compared to the boats around you. Your boat's performance is a subtle combination of speed and height that you can only see when sailing alongside another boat. Therefore, keep close tabs on how you're going relative to nearby boats.



Look for a few 'speed wrinkles.'

On many boats, it's fast to leave the mainsail and genoa luff tension loose enough to have at least a hint of horizontal wrinkles in the lower half of the luff. This keeps your sail powerful and helps pointing. Two exceptions are heavy air and an older sail when you need more luff tension to flatten the sail and move draft forward.



Go fast first, then point.

The ability to point high is great for tactics, strategy and speed, but you can't just aim your boat closer to the wind. Pointing ability is closely tied to speed, so in order to point higher you must start by going faster. This gets the water flowing faster over your foils, which increases their efficiency and produces lift. When pointing is a problem, the natural response is simply to turn the boat toward the wind, but this is the opposite of what's needed. Instead, you should aim lower and go faster first - then slowly try pointing higher. (Of course, you may also need to make other changes to improve pointing.)

If you're slow, make a change.

When you are going fast, keep things roughly the same. When you have a case of the "slows," change something. Start by adjusting things that will have the biggest impact on your boatspeed. My first change is almost always to ease (or tighten) the mainsheet. If this doesn't help, try changing other variables. You'll learn

more if you change only one thing at a time and wait long enough to see its effect, but it's hard to be this patient while racing.

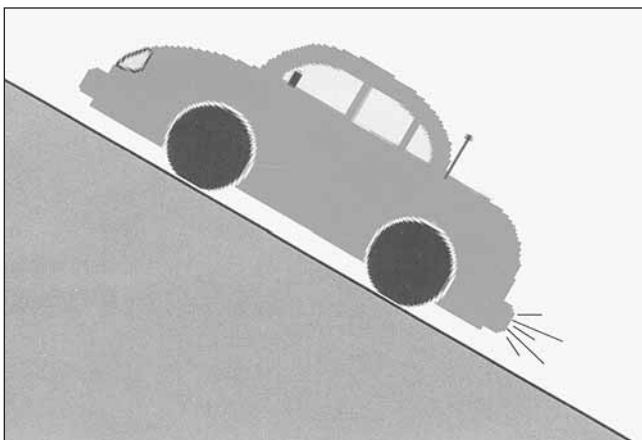


Use legal kinetics more often.

'Kinetics' is the use of body motion and weight to help steer and balance the boat while racing. Though there are some sailors who abuse this technique, most sailors do not use legal kinetics nearly as much as they could. For an in-depth explanation of what's legal and illegal under the current rules, check out the rule 42 interpretations on the ISAF web site: <http://www.sailing.org/2004.php>.

Copy the fast boats.

Your competitors are a great source of go-fast ideas, so keep an eye on them. Pay particular attention to boats that are going faster than you, and don't be afraid to copy their set-up. For example, how are they trimming their sails and positioning their weight in different conditions? You can learn a lot just by watching them on the race course; many of these sailors will also be willing to share ideas if you talk with them ashore.



waves that are coming. And when these reach your boat, you should have already made adjustments for them (rather than reacting after they hit).

Boathandling

position you could hold all the way up the beat. Use 'flat-out' mode at crucial times when you need speed, like right after the start or when you're close with another boat. Use 'comfort' mode at other times to conserve energy and strength.

Jibe when you're going fast.

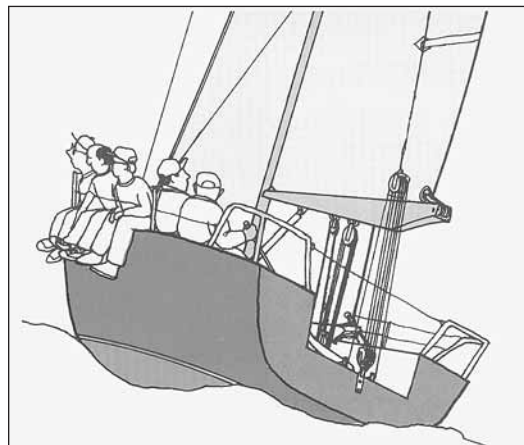
When the wind is blowing hard enough to make jibing risky, it seems at first that you should jibe when your

Be ready to change gears constantly.

Sailing is a challenge because conditions are always changing. You can't just trim in your sails, cleat them and expect to win races. You must be ready to "shift gear," or adjust the trim of your boat and sails, constantly to match changes in the wind and water. As Buddy Melges often says, you must "present your boat for Mother Nature." In other words, you have to anticipate the puffs, lulls, shifts and

Pace yourself when hiking.

Even the most athletic sailors can't hike all the way out for an entire race, so save your best hiking for when it makes the most difference. Use two hiking modes: 1) "flat-out" style where everyone straight-leg hikes as hard as they can (on one-designs) or leans with both arms and legs straight out (on boats with life-lines); and 2) "comfort" style, a



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speed is slow, but it's better to jibe when you are sailing as fast as possible. Speed has two advantages: 1) it makes your hull a more stable platform; and 2) the faster you are going, the less apparent wind pressure you'll have on the sails. One of the best times to jibe is while surfing down a wave. When jibing in heavy air, speed is your friend.

Take your chute down early.

One of the costliest mistakes at leeward marks is leaving your chute up too long. Carrying your spinnaker for an extra length or two will gain you only a small distance, but a takedown snafu can cost you tons. Therefore, unless you are fighting for an inside overlap, make the smart, conservative choice by dropping a little early and not risking a bad takedown.

Don't maneuver in lulls.

Another good rule of thumb is that you should never make a maneuver in a lull unless you have a very, very good reason. Whenever possible, time your maneuvers (e.g. tacks, jibes) so you perform them in good wind pressure. If you make turns without much

wind you will lose a lot in each maneuver.

In light air, be smooth.

When the wind is light, you don't want elephants for crew. So make sure everyone shifts into "light-air" mode. Plan movements carefully and avoid unnecessary disruption. When you must move, be gentle and smooth, as if you are walking on eggs; otherwise you'll kill your momentum. A light-air tack, for example, should be a smooth and slow event. Don't just run over to the other side like you would do in heavy air, because that could shake all the wind out of your sails.

Power up before you hit waves.

When you are sailing in waves, it's important to make sure your boat is powered up and going fast when you hit the bad ones. Anticipation is key. The secret to maintaining speed through a bad wave is shifting gears

before you get to the wave. That means you need enough warning to power up your sail plan before the bow digs into the wave. So as soon as you see a bad wave coming, make sure everyone knows. Then ease sheets, bear the boat off for speed, move your crew weight aft and find a place to hit the wave.

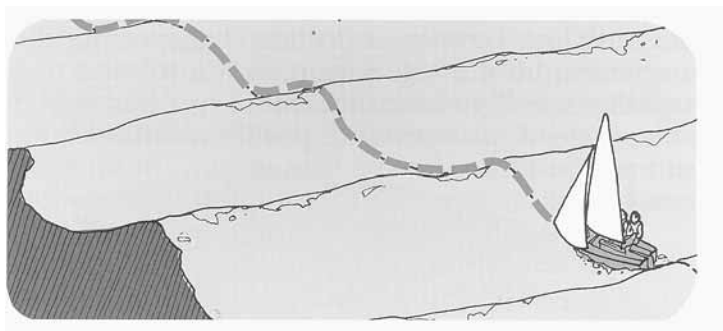
Keep a lookout in blind spots.

The entire crew can help sail the boat fast and smart by keeping their heads out of the boat. Watch for puffs, lulls, waves and converging boats. Pay special attention to areas where the helmsperson has a hard time seeing. The two primary ones are behind his or her back and behind the genoa or jib. By focusing on these 'blind spots,' you'll avoid last-second surprises that could interrupt your game plan.



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

www.speedandsmarts.com



4th Fireworks Advisory

by Tom Rau



Great Lakes harbor mouths, river channels, bays and connecting lakes draw hundreds of boaters to fireworks events. Pictured is the Grand Haven, Michigan River Channel alive with boaters awaiting the annual Coast Guard Festival fireworks extravaganza. Photo, Marge Beaver/Tom Rau

Across the Great Lakes local waterfront communities will be hosting firework events. In order to maintain a high level of safety that these events demand, Coast Guard crews along with local marine law enforcement agencies will be out in force. Boaters can play a large part in assisting law enforcement officials during waterfront events by adhering to the following safety guide lines.

Boaters should keep within safety buoys and avoid transiting across security zones that are in place to create separation between the fireworks platform and spectators.

Fireworks zones require up to a 1000-foot distance between spectator boats and the fireworks platform. Authorities will delay the fireworks until all boaters are in compliance. In those cases where a river channel is temporarily shut down due to fireworks, such as when the fireworks platform is located near a harbor mouth, boaters will be notified in advance on marine radio (VHF-FM Channel 22) and Local Notice to Mariners of the channel closure and times. For those occasional late-comers, channel-closing times will be strictly enforced so the show may

begin on time.

Boaters attending events after dusk are required to display proper running lights, and if anchored, the proper anchor light. Marine officials will send boaters back to their moorings if they fail to display proper navigation lights. Boaters should remember to fully charge batteries; a low battery may prevent engine start, which could find the boater adrift in the dark amongst heavy boating traffic.

Over the years, I've often seen boaters transiting a congested channel at night with their stern light covered with gear. This is a good way to get run down from behind. Keep that stern light clear and keep extra bulbs aboard.

Near channel mouths and in dark river channels, post a forward lookout.

You just might come upon a boater with a dead battery. Keep a flash light nearby, which can also be handy for disabled and adrift boaters to flash their presence.

Always operate at a safe speed. After larger events, Great Lakes harbor mouths, river channels, and nearby lakes can swarm with boaters. I've patrolled many of these waters and know that dark waters can make navigation treacherous. Operate at a safe speed, and to repeat: post a forward lookout.

Of utmost importance: Enjoy the event and be assured the safest way home is the Boat Smart way.

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.



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.

May

May 3 - DSSA Boat Auction and Nautical Flea Market - Barker's

Island, WI. Visit www.DSSABoatAuction.com for more information.

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

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

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

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

May 13 - Sail Shape & Trim Seminar - Gordy Bowers and Terry Foster 7:30-9:30 p.m. Wayzata Yacht Club, MN. For further information, contact Beth Frampton: beth.frampton@gmail.com

May 16-18 - Area K Quarterfinal for US Match Racing Championship - Sail Sheboygan, Sheboygan, MI. Visit www.ussailing.org for more info.

May 16-18 - "Scows Sail Kansas" Regatta - Lake Perry, KS. 48 miles west of Kansas City. A Scows (Limited to Small Spinnakers), E Scows (Symmetrical & Asymmetrical), I 20

Scows, C Scows, MC Scows. Visit PerryYachtClub.com or email PatTowle@DogLegs.com for more info.

May 17 - Area E Singlehanded Championship - Area E / Wolf Lake Yacht Club, Grass Lake, MI. Contact George Griswold at 734 434 0746 or visit www.ussailing.org for more info.

May 17 - 18 - Ice Breaker Sail - NorthWest Sailing Association, Geneva Lake, IL. Visit www.nwsail.com for more info.

May 17 - On-the-Water Training Seminar 8:30 am -1:00pm Wayzata Yacht Club, MN. Spinnaker packing, flying demonstrations and Training Cup Race. For further information, contact Beth Frampton: beth.frampton@gmail.com

May 24 - Marine Navigation Studies - Workshop held by North House Folk School, Grand Marais, MN. Visit www.northhouse.org or call 218-387-9762 for more information.

May 25 - Ropework: Essentials of Knot Tying - Workshop held by North House Folk School, Grand Marais, MN. Visit www.northhouse.org or call 218-387-9762 for more information.

May 30-June 1 - Sperry Top-Sider NOOD Regatta - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more info.

June

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

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

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

June 7 - Rhumbline Regatta - St.

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

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

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

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

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

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

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

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

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

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

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

June 20 - Craft of Sail - Workshop at North House Folk School, Grand Marais, MN. Visit www.northhouse.org

Calendar of Events

or call 218-387-9762 for more info.

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

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

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

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

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

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

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

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

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

June 21-29 - Cleveland Race Week - Edgewater Yacht Club, Cleveland, OH. Contact Michael Dills at 216 281 6470 or 216 281 0265. Visit

www.ussailing.org for more information.

June 23-27 - Apostle Islands Adventure - North House Folk School, Grand Marais, MN will be holding the event. Visit www.northhouse.org or call 218-387-9762 for more information.

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

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

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

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

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

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

July

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

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

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

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

for more information.

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

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

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

July 14-19 - Isle Royale Sailing Adventure - North House Folk School, Grand Marais, MN is holding the event. Visit www.northhouse.org or call 218-387-9762 for more information.

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

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

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Sailing News

Boaters Need Legislators To Act Quickly On Newly-Introduced "Clean Boating Act Of 2008"

Bi-Partisan Legislation Would Permanently Restore Clean Water Act Exemption for Recreational Boats

A newly introduced Senate bill, "The Clean Boating Act of 2008" (S. 2766) promises to be practical solution to a looming permit deadline for recreational boaters, anglers, and charter boats.

Because of a lawsuit targeting ocean-going commercial vessels carrying ballast water, the U.S. Environmental Protection Agency (EPA) is required to implement an "operational discharge permit" for all vessels in the United States - including recreational boats - by September 30, 2008. Without a change in law, all boaters will need to obtain this permit, as early as this summer.

However, with a possible Senate vote in the next few months, Boat Owners Association of The United States (BoatU.S.) is urging recreational boaters to quickly contact their Senate and House legislators to support The Clean Boating Act of 2008.

S. 2766 was introduced on Thursday, March 13 by Senate Environment and Public Works Chairwoman Barbara Boxer (D-Calif.) and Sen. Bill Nelson (D-Fla.). It follows two bills originally introduced in the spring and fall of 2007 as "The Recreational Boating Act of 2007" (H.R. 2550/S. 2067) by Representatives Gene Taylor (D-Miss.) and Candice Miller (R-Mich.) and Senator Mel Martinez (R-Fla.).

"Sens. Boxer and Nelson's bill now has the best chance of gaining widespread political support. As a result, we need every boater, every angler, and anyone who uses a boat to contact their

senators and representatives to ask for their support of this bill," said BoatU.S. Vice President of Government Affairs Margaret Podlich.

"S. 2766 recognizes the fact that normal operational discharges from recreational boats, such as engine cooling water or deck runoff from rain, should not be viewed under the Clean Water Act as being similar to a commercial ship's ballast water," said Podlich. "This bill does not weaken any existing environmental laws restricting the overboard discharge of oil, fuel, garbage, or sewage."

S. 2766 also requires the EPA and U.S. Coast Guard to investigate the need for potential management practices for some recreational boat discharges over the next three years. Each step in this development process will include a public comment period and be subject to "reasonable and practical" criterion.

"BoatU.S. has been working with the National Marine Manufacturers Association (NMMA) and other groups to seek a viable recreational boating solution to the upcoming September permit deadline. We appreciate the leadership shown by members of Congress who understand that applying a new permit to recreational boating will not accomplish anything tangible, and will only create a new unnecessary bureaucracy," added Podlich.

To help boaters contact their federal legislators or learn more about the issue, go to <http://www.BoatBlue.org> or <http://www.BoatUS.com/gov>

BoatU.S. is the nation's leading advocate for recreational boaters with over 650,000 members.



8th Annual Summer Sailstice Holiday Launches June 21 & 22

Inviting All Sailors to Join A Global Celebration of Sailing

Since 2001, sailors from around the world have come together on the summer solstice to create a global celebration of sailing called Summer Sailstice. This year's event will be celebrated on the weekend of June 21st and 22nd by over 10,000 sailors worldwide. Founded as a way to unite the diverse and dispersed community of sailors, Summer Sailstice is now used by numerous sailing clubs, classes and organizations as a way to launch the summer sailing season and connect with others locally and globally.

Summer Sailstice is structured so any sailor can participate regardless of what or where they sail. Sailors register on the Summer Sailstice website (www.summersailstice.com) to tell others about their weekend sailing plans, find and organize events in their local areas, and become eligible to win one of over 300 sailing industry prizes.

Founder John Arndt has seen this annual event attract participation from every sort of sailing craft; from windsurfers and kite boards, to tall ships and multihulls. Sailors have registered to participate on

Sailing News

www.SummerSailstice.com from 49 states and 20 countries. Arndt said, "The goal of the global event is to empty all the berths and harbors in the Northern Hemisphere, getting all sailors, friends and family out on the water on the first two days of summer. Summer Sailstice is rooted in participation. Whether it's a yacht club cruise, a one-design regatta or on a solo sail, Summer Sailstice was created to allow all sailors to come together on one weekend a year to celebrate and demonstrate the whole spectrum of the sailing lifestyle."

As for this year's event, Arndt continued, "The time is right for the world to see what sailing has to offer. With the price of gas over \$4 per gallon and increasing concerns about global warming and protecting the environment, it's time for sailing to bring attention to this more earth friendly way of enjoying life

on the water." One of Summer Sailstice's key messages in 2008 is promoting the natural harnessing of wind-power for recreational enjoyment with negligible impact on the environment. Towards this end, Summer Sailstice is affiliated with the Ocean Conservancy, supported by global circumnavigator Jimmy Cornell, and is hosting for the second year, a virtual Summer Sailstice circumnavigation of the globe. Participating sailors are asked to pledge funds to the Ocean Conservancy for every mile sailed during the Summer Sailstice weekend with the goal of everyone sailing a combined 26,000 miles, equivalent to one circumnavigation of the planet. All funds raised by the circumnavigation will go towards the Ocean Conservancy's on-going ocean preservation programs.

On a final note Arndt added, "As

Summer Sailstice grows we want people to recognize the solstice not as the first day of the summer season but as the first day of the sailing season!"

For more information and to sign up visit www.SummerSailstice.com.

About Summer Sailstice

Summer Sailstice is the global holiday celebrating sailing, held annually on the summer solstice and the weekend closest to it, the longest sailing days of the year. This international event was founded in 2001 to connect the global sailing community in a fun, creative, and participative sailing holiday. Every year, Summer Sailstice connects over 10,000 sailors all over the world—from cruisers to racers to recreational—to celebrate the joy they experience on the water under sail. Summer Sailstice has expanded to include participants from Japan, across the Americas to Europe. For more info, please visit www.SummerSailstice.com.

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Steele'n TIME

Restoration of Fire-Damaged Beneteau Oceanis 390 in Sault Ste. Marie, Ontario

By David Steele

During my time on the Internet I was able to track down the original owner of the boat through the boat title records in Ohio. I discovered that a person in North Carolina originally owned the boat before it was brought to Ohio. Amazingly I was able to track down the original owner's address and telephone number in a matter of minutes. I eventually spoke with the original owner to gain additional info on the boat's history. I was able to gain valuable information regarding the condition of the motor and amount of use the boat had seen in the past. He explained that the boat had only been used for about 3 years before being struck by lightning at his dock in 1999 and that this was the cause of the fire, not vandalism as the seller had told me. This lack of use explained why the hull was in such good condition but also gave me particular concern because now I was also looking at possibly replacing many if not all of the electrical components and wiring, something that could and would add considerable time and cost.

We had made arrangements to have the boat delivered to a nearby marina



Getting ready to restore the boat.

located about 2 miles from our home called Gitchee Gumme Marina in Havilland Bay. When the boat finally arrived in mid August the first order of business was to enclose it with some sort of temporary structure to prevent any further water damage, this would also serve as indoor storage because in Canada it seems like winter can start anytime after Labour Day. An old steel greenhouse frame was used to cover the entire vessel from bow to stern. This was

then covered by an 60 x 40 tarp. The inside of the structure was illuminated with construction lights powered by a generator while we were working.

After enclosing the boat from the weather we had more time to survey the damage and remove parts that were too badly damaged to be repaired, which turned out to be most of them. A "To Do" list was prepared that would include items that had to be repaired or replaced in order to restore the boat to minimum operating condition, a second "Wish List" was prepared to which would be the items we would like to have on the boat in order to make it more comfortable cruising on when complete, these were also the items that could be easily deleted if costs began to become prohibitive. After reviewing the lists we estimated an amount of time that it would take to complete each one, this was probably our first mistake as we learned later that everything on a boat takes twice as long to repair and costs twice as much. Perhaps we were forgetting something but when we added the numbers up it looked like it was possible to have the boat easily completed in about 8



Old cockpit.



New cockpit.

months working part time at it. Could this be possible?? Shouldn't be a problem, I built my house in 9 months. Once again an adrenaline rush over took me and I started telling some friends that I might have this boat in the water by next spring. This might have been my second mistake because I think they all realized how much work was involved and knew they would have to help in order to make this new deadline. Discussing this new time frame with the wife was another story. I thought this was supposed to be a five year project? Why do we need to get it completed so fast? When will you find the time? And how do you plan on paying for it? These were a few of the questions she asked, some of the others cannot be printed! With surprisingly little convincing she agreed that we would put most things on hold and try to complete the boat for next spring, I was starting to see that she was just as excited about this as I was.

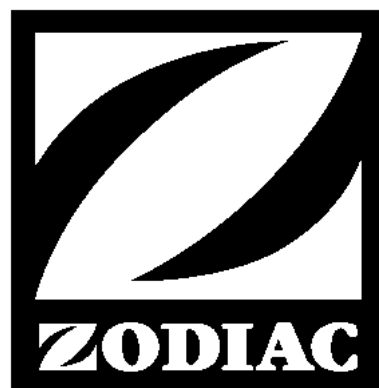
We only had about 2 months to complete the work required to seal the boat from the elements and do any work that was temperature sensitive as winter was quickly approaching. During this period my daily routine was to generally come home from my regular job and start another 8 hour shift inside some

cramped area within the boat, weekends would involve many 16 hour days. Loretta and the kids would bring supper over to me and would usually try and clean some additional areas of the boat as the smoke had penetrated every nook and cranny, it was their way of saying I miss you! Over time the boat even started to feel like home, it is truly amazing that when you are immersed in a project like this that you become totally

enveloped by it, you actually become addicted to it; truly eat, sleep and breathing it. We are not sure if this was good, bad, or normal.

During this time we were able to basically remove the complete interior of the boat and reinstalled only the pieces that were not damaged, millwork that was to be repaired or replaced was taken to my heated garage where I have a fairly decent array of woodworking tools. Keel bolts were replaced, headliners changed, deck and interior fiberglass refinished, hatches resealed, etc, etc... Measurements were also taken of any required sailing or mechanical/electrical part that would be needed by the spring. An electrician friend of mine also spent six days with me "ringing" every wire on the boat to confirm that they were OK after the lightning strike. Interestingly enough we actually found the circuit that caused the fire. We also determined that we needed a complete new main electrical panel as well as a voltage regulator and an alternator.

Work at the boat pretty much stopped by mid November due to the cold. Heaters placed inside the boat could not adequately bring the boat up to a comfortable temperature not to mention it was very difficult to work in winter clothing and gloves. Everything at the boat would now have to wait until



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New companionway.

April but there was still plenty to do in my work shop at home.

During the winter I continued my “the second shift” basically dividing the time between working in the garage and surfing the internet. Parts required to be tracked down and ordered were items like special order ash plywood to match the existing interior, electrical panel, winches, traveller, pedestal, quadrant, engine parts, lighting and even door handles. These were the items from the “To Do” list but the items from the “Wish List” were also just as numerous. When the decision was made to speed up the restoration we also made the decision to do it the way we would like the first time with all the bells and whistles. We decided to install top of the line marine electronics which included a Raymarine C120 chart plotter, radar, sonar, wind,

speed, depth gauges and autopilot. In addition for comfort we also planned on installing a new VHF radio, DVD/MP3 player as well as three 15" LCD TVs with surround sound (one in each cabin and main salon). In order to power all this electrical equipment we would also purchase two 150 watt 24 volt solar panels capable of providing up to a combined 26 amps of power with a special Blue Sky controller. All this would be mounted on a new stainless steel radar arch complete with davits to carry the zodiac nice and high. Purchasing all this equipment in time meant spending as much time on the computer as working in the shop. I am not sure how long it would have taken to do this type of research ten years ago without the internet, even with a low speed dial up connection the task was made much simpler.

Using the internet also makes the world a much smaller place as we were easily in touch with experts and companies all over the world such as France, Italy, England and of course the USA.

That winter we did not receive as much snow as usual, this was a blessing, coupled with unusually warm weather at the end of March enabled work to begin back on the boat by April 1st which gave me about 7 weeks to have the boat ready for launch in mid May. Once again the “second shift” began.

Installation of the completed new and refinished millwork began first, at the same time new wires and cables for the new electronics were also installed as it is much easier when everything is removed, heaven forbid I ever have to re feed anything! In addition to the existing wiring we eventually installed approx 1500 feet of additional new wiring to service all of these new components. Final touch ups of the interior were completed and when the weather became warm enough the entire interior received 3 more coats of spar varnish everything once again looked like new with a mirror finish when completed. All final electrical connections were also completed at the new panel as the new electronics were being installed and commissioning of them began.

Now it was onto the motor which hadn't been run since the fire in 1999. After a few feeble attempts to test and start the Volvo Diesel, one which resulted in a snapped off starter gear which in turn fell down into the motor behind the flywheel. We then had to remove the transmission, bell housing and flywheel in order to retrieve all the bits and pieces of the gear. Now I know why they say never hook up a garden hose to your fresh water intake! The motor had flooded with water causing a hydraulic lock in the cylinders, when we turned the motor over the cylinders were full of water and something had to give, thankfully it was just the starter as it could have been much worse. You would think that after doing all this work on the boat that I should have realized my limitations long before now and called a



Sailing the restored Beneteau Oceanis 390.

mechanic in the first place. I was beginning to wonder if I had left the motor too long and that this hunk of steel could be my downfall. What if I ruined the engine? I would never be able to buy one and install it before the proposed launch or even afford it. I was finally starting to get discouraged, I told my wife that if the motor was finished so was I for this year. Was I starting to fall into the same trap as the previous owner and ready to give up so easily? I contacted a friend of mine who knew a very good diesel mechanic although he had never worked on a boat before he was up for the challenge. The mechanic was out the next day and after spending about 15 hrs on the metal beast it came to life and began to roar! This time the intake water was being sucked out of a bucket! He reported that I had caused no damage with the water but said that I should be glad that the motor locked up as apparently the turbocharger was seized and if it had started would have caused major damage to the motor. With this news I was back on schedule for mid May launch.

With only the radar arch and solar panels left to install I would even have time to paint the bottom of the boat prior to launch. Its weird but this may be the only time in my life that I actually looked forward to painting the bottom of a boat but based on what I had completed in the last 6 months it seemed rather minuscule.

The boat was officially completed three days before the scheduled launch

date of May 19, 2006 which was almost a year to the day from the first time I had laid eyes on her on EBay. On launch day I had several friends, family and fellow sailors attend to watch this major milestone and join in on the celebration, I also think that some of them were there just to see if it would float. Well it did float and it even looked better in the water, that day the boat was also christened with its new name "*Steele'n TIME*", partially based on our last name and what had to be done in order to accomplish this project so fast. Once rigged we spent the next few weeks conducting shake down cruises around the bay in order to get all the gremlins worked out. Once fully operational, confidence in the boat grew quickly and we eventually sailed over 1200 miles that first summer. The following summer of 2007 we would go onto sailing over 2200 miles on the boat, our motto has become "let's steal some time".

Looking back in retrospect I do not know if I would attempt a project of this size again, quite frankly I am not sure if I would have the energy or sanity to do it all over again the way I did; patience or lack of it is truly a virtue. Perhaps if I would have kept with the original time frame of five years for completion the boat may have never been completed as I am sure it would have become more of a burden on the rest of my life and I would have more than likely given up on it. In addition to the energy required if it were not for a supportive family and

particularly my wife Loretta assisting whenever she could it would not have been possible in the first place. She also really enjoys sailing the Great Lakes and truly shares the dream of sailing away someday. When we look back at photos of the condition of the boat when we first purchased it we often think that we must have been crazy or blind. We have never added up all the costs, this alone would probably be another good reason never to attempt again. We have also never added up all of our man hours working on the boat however I do know that there were so many that I did wear out a gas powered generator while working on the boat so there must be more than a few. On the positive side I know my boat inside and out which is a definite requirement for any Captain. I have also become much more knowledgeable with regards to boat repair and all systems on a boat; it seems that I have become somewhat of a local expert, kind of a Nigel Calder of the North (with the exception of diesel engine repair). Even though my project is now complete my work seems to never stop because recently two friends of mine have bought boats that would classify as fixer uppers. Although they are not even close to the extremely poor condition that mine started out in they will still require a fair amount of work to complete, and I have a lot of favours to repay.

Ask me if I would do it again? "Maybe?? Given the chance, but I don't have to because I already have the boat of my dreams, it's a Beneteau called *Steele'n TIME*".

This is the conclusion to the article from the April 2008 issue.

Dave Steele has been avidly sailing the Great Lakes for over twenty years, logging over 18,000 miles in his travels. From their home located at Harmony Beach, Ontario, Dave along with his wife Margaret (a.k.a. Loretta) and their two daughters Morgan and Mikayla spend as much time as they can exploring the remote northern shore of Lake Superior and Lake Huron's North channel.

Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
8	Walker Bay, Dinghy with Inflated Tubes	05	\$1,600	SC	16	Johnson M Scow, Main, Jib, Trlr	UK	\$980	MA
9	Escape, Furling Main Sail	00	\$1,095	FS	16	Johnson M-16 Scow, Main, Jib, Trlr	80	\$2,700	WB
9	Mini Scow	86	\$1,000	FS	16	Johnson MC Scow, Trlr, 2 Sails	89	\$1,699	HW
9	Walker Bay RID 275, Sail Kit	06	\$2,299	FS	16	Johnson X, Main, Jib, Extra Sails, Trlr	95	\$4,000	WB
9	West Marine Inflatable	03	\$900	FS	16	Johnson X, Main, Jib, Trlr	83	\$1,800	WB
10	Hunter Excite [New], Mylar Sail	06	\$2,450	AS	16	Johnson X, Main, Jib, Trlr	86	\$2,295	WB
10	Hunter Xcite, New	04	\$2,500	FS	16	Johnson X, Trlr	UK	\$1,000	MA
10	WindRider, Yellow	02	\$1,095	GS	16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY
11	Luger, Trlr, Cover	UK	\$875	MA	16	Luger, Trlr, 9hp OB, Great Starter Boat	85	\$2,900	FS
12	Catalina Expo, Furling Main, Trlr	03	\$3,900	WB	16	M16, Trlr	UK	\$600	FS
12	CLC Lightcraft Passagemaker Wooden Boat	07	\$4,500	FS	16	Melges X with Trailer, Sails, Mint	99	\$4,900	CN
12	Escape	96	Call	HY	16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY
12	Johnson Miniscow, Main, Trlr	85	\$1,600	WB	16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$14,095	HY
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
12	Johnson Miniscow, Main, Trlr	96	\$2,795	WB	16	Rave Hydrofoil, TRLR, New Sails	03	\$8,500	AS
12	Johnson Optimist Dinghy, Racing Hull, Main	91	\$1,500	WB	16	Rave, Trlr, Good Condition	00	\$4,000	GS
12	O'Day Widgeon, Trlr	74	\$1,250	FS	16	WindRider Trimaran, Like New, Spray Diverter	00	\$2,500	SC
12	Sailboard	UK	\$600	FS	16	X Boat, 2 Sails, Red	77	\$600	FS
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY	16	X Boat, Single Sail, Green	UK	\$600	FS
14	Am Fiberglass Corp "T" for Two	77	\$900	FS	17	ComPac Suncat, Main, Trlr, Honda, Loaded	00	\$9,900	SC
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	17	Day Sailer, Trlr, Needs TLC	UK	\$650	MA
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB	17	Hunter 170 [NEW], TRLR	06	\$7,500	AS
14	Hunter 140, RF Jib	08	\$5,795	AS	17	O'Day Daysailer, Main, Jib, OB, Trlr	72	\$2,995	WB
14	O'Day Javilin BSU	UK	\$600	FS	17	Siren, Gaff Rig, Trlr, Many Mods	74	\$1,900	GS
14	Phantom/Sunfish, Sail	UK	\$1,299	MR	17	Sun Cat, New Model, Trlr	07	\$21,500	GS
14	Skipper, Trlr	77	\$1,000	FS	17	WindRider Trimaran, Advantage Red!	08	\$8,995	HW
14	Sunfish	UK	\$895	MA	17	WindRider Trimaran, Furling Jib	04	\$5,199	HW
14	Sunfish, Great Shape, Used Five Times	02	\$995	SC	17	WindRider, Dealer Boat, Bilge Pump	07	\$7,995	GS
14	Taft Cat	UK	\$500	FS	18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB
15	Laser 2, 3 Sails, Trlr, Harness, Paddle	90	\$2,600	HY	18	Precision 185, Main, Jib, Trlr, RF, More	07	\$10,565	HY
15	Legacy, New Model, w/Trlr	07	\$13,500	GS	18	Precision 185, Main, Jib, Trlr, RF, More	08	\$10,870	HY
15	Picnic Cat, New Model, Trlr	07	\$10,900	GS	18	Precision, Main, Jib, Trlr, More	08	\$17,702	HY
15	Precision K, Main, Jib, Trlr, RF, Motor Mount	08	\$9,040	HY	19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl, More	04	\$15,500	HY
15	Precision, Main, Jib, 2.5 Merc OB, Glv Trlr	01	\$5,250	HY	19	Vanguard, Furl Jib	80	\$700	FS
15	Precision, Main, Jib, Trlr, RF, Motor Mount	08	\$7,989	HY	19	West Potter	05	\$19,999	NE
15	Squadron Yachts Minuteman, Main, Trlr	80	\$5,500	WB	19	West Wight Potter, 3 Sails, DS, Trlr, More	85	\$4,500	HY
15	Vanguard, Almost New, Cover, Trlr	06	\$5,900	GS	20	Horizon Cat, Loaded, Elec Aux Engin, Trlr	08	\$42,900	GS
15	Wood/Canvas Sailing Dinghy	06	\$1,000	FS	20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB	20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
16	ComPac 16-2- NEW LISTING	87	\$4,900	CN	21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$5,100	HY
16	Escape PlayCat, Demo	03	\$2,700	AS	21	Hunter 216, Frl, Trlr, Demo	04	\$13,000	FS
16	Hobie Cat, Main, Jib, Trlr	UK	\$1,799	MR	21	Hunter 216, Furling Jib, TRLR	07	\$17,200	AS
16	Hobie Cat, Mast, Sails, Trlr	UK	\$1,000	MR	21	Precision, 2 Sails, Trlr, RF, Stern Seats	07	\$24,892	HY
16	Island Packet Big Fish	06	\$4,300	SW	21	Precision, 3 Sails, 5hp Nissan, Trlr, More	91	\$9,550	HY
16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,800	WB	21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$10,500	HY
16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB	21	Precision, Well Maintained, 6hp Johnson, Trl	88	\$7,800	SC
					22	Bayliner Buccaneer 220, 4 Sails, Trlr, More	80	\$2,400	HY
					22	Canadian Sailcraft, Trlr, A Good Fixer Upper	74	\$500	SC
					22	Catalina Capri, Main, RF Jib, 5hp Honda, Trlr	06	\$23,500	WB
					22	Catalina Capri, Main, RF Jib, 5hp OB, Trlr	99	\$15,500	WB

LOA	Description	Yr	Price	Bkg
22	Catalina Capri, Wing Keel, Main, RF Jib, Mtr	98	\$13,900	WB
22	Catalina Mk II, 2 Sails, 4hp Mariner, Trlr, More	98	\$15,650	HY
22	Catalina, Fixed Wing Keel, Main, RF Jib, Trlr	88	\$7,999	WB
22	Catalina, Pop Top, Trlr, Motor	83	\$5,500	FS
22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB
22	Catalina, Wing Keel, Trlr, 6hp OB, more	92	\$7,800	SY
22	Hunter, Main, Jib, 5hp Nissan OB, Trlr	81	\$6,500	WB
22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY
22	Morgan, Project Boat, Offer	69	Call	FS
22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr, More	84	\$5,000	HY
22	Sea Ray Express 215, Motor, Fiberglass	00	\$25,110	IY
22	Starwind 223- JUST LISTED	86	\$7,995	CN
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, More	74	\$4,500	HY
23	Hunter 23.5, H2O Ballast, Excellent	97	\$10,900	CN
23	Hunter, 4 Sails, 5hp OB, Trlr, Custom Cover	90	\$8,300	HY
23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
23	Hunter, Trlr, Wing, Furler, Nisson	89	\$8,500	FS
23	O'Day Pop Top, Trlr, Extras	UK	\$3,500	MA
23	O'Day Tempest, New Hull Paint, 3 Sails, More	UK	\$4,500	HY
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
23	Precision, "Mint" 2 Sails, 9.9 Yamaha, More	04	\$25,900	HY
23	Precision, 2 Sails, 9.9hp Yamaha, Trlr	93	\$13,500	HY
23	Precision, Trlr, 6hp Johnson, Dingy, More	93	\$13,200	SC
23	S-2, Incl. Trailer & Motor - Blue Hull	75	\$5,500	CN
23	Seaward, 2 Sails, 4hp Nissan, Trlr, Upgrades	90	\$10,900	HY
23	Seaward, 4 Sails, 6hp Johns, Trlr, More	90	\$7,000	HY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
24	C&C, 4 Sails, 8hp Merc, 5 Winches, More	76	\$1,000	HY
24	C&C, 8 Sails, 6hp Merc, Galley, 5 Winches	76	\$6,000	HY
24	C&C, 9.9hp Evinrude, 4 Sails, Cradle	79	\$5,000	SC
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
24	Freedom, 9 Sails, 9.9 Hp Honda, Trlr, More	95	\$25,000	HY
24	Hunter 240, VHF, 6hp Nissan, RF, Trlr	02	\$18,500	SC
24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY

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LOA	Description	Yr	Price	Bkg
24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY
24	J Boat (Hull 4175), 11 Sails, 4hp John, Trlr, More	87	\$9,449	HY
24	J-24, Many Sails, 4hp Johnson, More	79	\$6,900	SC
24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,900	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
24	S-2 7.3, 4 Sails, 6hp Suzuki, Elect, More	86	\$9,400	HY
24	San Juan, 8 Sails, 4.5 Merc OB, Elect, More	78	\$5,700	HY
24	San Juan, Trlr, Sails, Race Equipped	78	\$9,999	MR
24	Seaward, Trlr, Many others need homes	85	Call	SC
24	Yankee, 3 Sails, 5HP Nissan, Trlr, More	73	\$4,200	HY

Legend:

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


Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
25	Cal 2-25D, Yanmar Dsl, Sleeps 5	80	\$5,995	SC	27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY
25	Cal, 4 Sails, 11 Hp Diesel,Furler, Electronics	83	\$11,000	HY	27	Aloha, 5 Sails, 9.9 Yamaha 4strk, More	85	\$11,000	HY
25	Cape Dory, 4hp OB	77	\$6,600	CM	27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS
25	Capri, 6 Sails, Trlr, 4 Winches, Compass, More	81	\$8,500	HY	27	C&C 27	84	\$14,995	NY
25	Catalina	78	\$6,500	CM	27	C&C Mk III, 5 Sails, 13hp Yanmar, Whl, More	81	\$23,900	HY
25	Catalina 250 Tall Rig, Main, 110% RF, 9.9 hp	90	\$17,900	WB	27	C&C Mk III, 5 Sails, 30hp A4, Furl, Whl	79	\$15,900	HY
25	Catalina 250, Main, 135% RF Genoa, 8hp	04	\$30,000	WB	27	C&C Mk IV, 5 Sails,13 Hp, Furl, Electronics	82	\$17,750	HY
25	Catalina 250, Main, RF, 110% Genoa, OB	95	\$14,000	WB	27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY	27	Cape Dory	78	\$19,500	NE
25	Catalina, Pop Top, Trlr, 9.9 Honda 4 Strk	80	\$9,500	FS	27	Catalina, 2 Sails, 11hp Univ Dsl, More	74	\$10,900	HY
25	Catalina, Swing Keel	80	\$3,000	SY	27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY
25	Columbia 7.6M, Reduced	79	\$12,500	NE	27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS
25	Columbia, Cutter	68	\$7,000	CM	27	Catalina, Sloop	76	\$12,500	IY
25	Ericson 25+	79	\$9,900	NY	27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$20,000	CN
25	Holiday, Wooden, Main, Jib, 6hp Evin, Trlr	55	\$12,000	WB	27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$12,000	HY
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY	27	Erickson, OB, Yard Cradle	72	\$7,700	CM
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY	27	Ericson, Main, 4 Jibs, IB, Wheel, More	76	\$12,900	NY
25	Hunter, Main, Furl Jib, 9.8hp OB, Head, Trlr	06	\$34,900	WB	27	Hunter	93	\$23,500	NE
25	Hunter, RF Jib, 9.8 OB, Wheel, Bimini, TRLR	08	\$37,500	AS	27	Hunter, 3 Sails, Yanmar IB, Stereo, More	77	\$5,700	HY
25	Irwin, 5 Sails, 15hp Yamaha, Trlr	70	\$7,250	HY	27	Hunter, Reduced	84	\$8,500	NE
25	Irwin, OB, Cradle	72	\$2,000	CM	27	J Boat, 8 Sails, (new UK set in `02), 8 HP Mtr	87	\$23,500	HY
25	MacGregor, 3 Sails, 7.5hp Honda, Trlr, More	81	\$3,900	HY	27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB	27	TMI, 5 Sails, 15 Hp, Electronics, More	81	\$12,000	HY
25	O'Day, 2 Sails, 9.9hp Honda, Trlr, Furler, More	75	\$8,750	HY	28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$19,500	HY
25	O'Day, Main, Furl Gen (2), Needs Work	78	\$2,000	NY	28	Hunter 280, RF, 9hp Yanmar Dsl, Cradle	96	\$30,900	SC
25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$10,000	NY	28	Kings Cruiser Sloop	57	\$10,000	IY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY	28	Morgan (Out Island), 4 Sails, A4, Elect, More	74	\$13,500	HY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$11,500	HY	28	Newport 28	79	\$15,000	NE
26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr, More	76	\$5,900	HY	28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY	28	Pearson 28 Sloop	78	\$12,500	IY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS	28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$12,900	SW
26	Grampian, Lots of New Gear	72	\$6,000	HY	29	Cape Dory, Dsl, Yard Trlr	78	\$22,400	CM
26	Hacker Race Boat	97	\$115,000	IY	29	Columbia 8.7, 5 Sails, Dsl, GPS, VHF	77	\$16,000	SC
26	Hunter 260- WHEEL STEERING	99	\$24,900	CN	29	Columbia 8.7, Auto, GPS Radar	82	\$17,995	NY
26	J-80, 3 Sails, 4hp Nissan, Trlr, Comp, More	04	\$48,000	HY	29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY
26	MacGregor 26 D, 3 Sails, 15hp Mariner, Trlr	88	\$6,000	HY	29	Hunter 29.5, Clean Boat - Offers?	95	\$34,900	CN
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$23,900	HY	29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN
26	O'Day, Trlr, Sleeps 5, Swing Keel, Sail	86	\$16,999	MR	29	Lancer	78	\$10,995	NE
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$10,000	HY	29	Lancer, Motor, Fiberglass	78	\$12,900	SW
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY	29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$9,800	HY	30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
26	Pearson, New Sails, RF, Elect, Trlr	78	\$9,500	SC	30	Allied Seawind, Dsl, Ketch	65	\$19,500	CM
26	Pearson, OB, Yard Trlr	72	\$7,000	CM	30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$104,750	HY
26	Pearson-New Listing/Particulars TBD	UK	Call	HY	30	Catalina	88	\$44,000	NE
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY	30	Catalina 309, Dsl, Fiberglass	07	\$108,000	SW
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$14,000	HY	30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	Call	HY	30	Catalina, 4 Sails, 12hp Yanmar IB, Furl, Whl	79	\$20,000	HY
26	S-2 7.9, Motor, Fiberglass	84	\$13,500	SW	30	Catalina, Dsl, Fiberglass	89	\$41,900	SW
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY	30	Catalina, Main, Genoa, GPS, Auuto-Pilot	80	\$17,500	NY
26	Seaward RK	08	\$36,000	GM	30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
26	Shock Endeavor, Yard Trlr	67	\$3,300	CM	30	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$24,000	HY

LOA	Description	Yr	Price	Bkg
30	Gemini 3000 Catamaran, 25hp Yamaha, More	87	\$39,995	NY
30	Hunter 30, Lake City - Just Listed	92	\$34,900	CN
30	Newport 30 MKII	74	\$10,900	NE
30	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	UK	\$15,000	HY
30	Pearson-New Listing/Particulars TBD	UK	Call	HY
30	Penn Yan Sport Fish, Motor	78	\$31,500	IY
30	S-2 9.2 C, Center Cockpit, Dsl, Fiberglass	83	\$32,900	SW
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$27,500	HY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$29,000	HY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
30	Yankee, Sparkman & Stevens, Reduced	73	\$14,000	NE
31	Cruisers 3170 Esprit	88	\$27,000	IY
31	Hunter 31, NEW, NEVER SPLASHED	06	Call	CN
31	Tartan 3100, 5 Sails, 18hp Wstrbk IB, Whl	95	\$79,500	HY
32	Bayliner 3255 Avanti	95	\$58,000	IY
32	Bayliner 3270, Gas Engine, Fiberglass	89	\$35,000	IY
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$29,500	HY
32	Catalina 320	02	\$103,995	NE
32	Catalina 320, Wing	00	\$84,995	NE
32	Catalina 320, Wing	07	\$138,500	NE
32	Columbia 9.6, Updated Instruments, AP	79	\$23,500	NY
32	Ericson Tall Rig, Cradle, 25hp Dsl, More	85	\$46,500	SC
32	Gulf Pilot House Sloop Motor/Sailor, Dsl, Crdl	89	\$59,500	SC
32	Islander, Large Cockpit, Fully Equipped	77	\$25,000	SC
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl, More	98	\$135,000	HY
32	Larson Cabrio 330	02	\$70,000	IY
32	Seaward RK	08	\$124,000	GM
33	Beneteau 331, 5 Sails, 27hp Wsrbk, Whl, More	01	\$86,000	HY
33	C&C, New Engine, Elect, Dodger	75	\$34,995	NY
33	Hunter	82	\$23,000	NE
33	Hunter 33-NEW LISTING	80	\$19,900	CN
33	Mainship Pilot Express, Dsl, Fiberglass	02	\$96,000	IY
33	Ranger, Motor, Fiberglass	77	\$17,900	SW
33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY
34	Bavaria Cruiser, 2 Sails, Volvo IB, Whl, More	08	\$166,670	HY
34	Beneteau 343 LIKE NEW - Bayfield	06	\$127,000	CN
34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
34	Catalina	86	\$46,900	NE
34	Gemini 34 Catamaran	99	\$120,000	NY



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LOA	Description	Yr	Price	Bkg
34	Hunter 340- BRAND NEW LLISTING	98	\$74,900	CN
34	Hunter, Dsl, elect, Furl Gen, Reefer	84	\$34,995	NY
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$95,000	HY
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
34	Tartan 3400 - CHARTER READY	07	\$239,000	CN
35	Catalina 350	04	\$134,999	NE
35	Catalina 350	06	\$179,999	NE
35	Columbia 10.7, Elect, Dsl, Up-Grade Sails	84	\$58,995	NY
35	Ericson	70	\$18,499	NE
35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, More	94	\$69,500	HY
35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$35,000	HY
36	Beneteau, First 35s5 Sloop, Cradle	93	\$72,000	SC
36	Catalina, Dsl, Elect, Dodger, Furling, More	85	\$57,995	NY
36	Hunter 36-NEW-BEAUTIFUL	08	Call	CN
36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
37	Beneteau 373 - NEW - Save \$15K	07	Call	CN
37	Hunter 376, Incl 2008 Bayfield Slip	97	\$103,900	CN
37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$94,500	NY
37	Island Packet, Dsl, Fiberglass	95	\$169,900	SW
37	Little Harbor Yawl, 16 Sails, Yanmar, Whl, More	67	\$115,000	HY
37	Tartan 3700, Main, Furl Gen., Autopilot, GPS	96	\$275,000	NY
37	Tartan 3700CCR - NEW - Save \$37K	07	\$277,200	CN
37	Tartan, Fully equipped, Dinghy	78	\$58,900	NY
38	Catalina 387	04	\$184,999	NE
38	Hunter 38, **Dealer Demo**, Save 27K	06	\$189,900	CN

Legend:

AS=Aquarius Sail 262-691-3794	BH=BoatHouse of Madison 608-849-9200	CM=Cramer Marine cramermarine.com 800-776-0909 414-272-5998	CN=Crow's Nest Yachts 651-739-2880	FS=Fleet Sails 218-547-1188	GM=Gunkhole Marine 651-260-6200	GS=Great Lakes Sailboat Co. 517-339-1760	HH=Hansen's Harbor www.hansensharbor.com	HW=High Water Marks 612-462-3704	HY=Hooper's Yachts 651-436-8795 800-377-8795	IY=Island Yacht Sales 218-428-7306	LB=Lakeland Boatworks 269-795-9441	MA=Martins Sports Afloat 218-963-2452	MR=Mesabi Recreation 218-749-6719	NE=NestEgg Marine 715-732-4466	NY=Northland Yachts 715-779-3339	SC=See Classifieds	SU=Superior Yachts 800-772-5124	SY=Shorewood Yachts 952-474-0600	SW=Sailor's World 952-475-3443	WB=White Bear BW 651-429-7221
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LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
38	Hunter 38-NEW Listing	06	\$190,000	CN	Miscellaneous				
38	Morgan 382, Dsl, Radar, GPS, Furling	79	\$59,900	NY		Charter the Apostle Islands with Superior Charters	Call		SC
39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	Call	SU		Deliveries: Professional, Sail and power	Call		SC
40	Beneteau 40-NEW MODEL	08	Call	CN		Instruction: Northern Breezes Sailing School (ASA)	Call		SC
40	C&C, 14 Sails, Furling, Dsl, Awlgrip	80	\$74,995	NY		Music: Carl Behrend	\$18		SC
40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$295,000	NY		Music: Lee Murdock Songs	\$15		SC
40	Silverton Aft Cabin	87	\$67,900	IY		Rental: WindRider Rentals	Call		SC
40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY		Timeshare: 28' S-2 on Lake Minnetonka, MN	\$1,200		SC
41	Island Packet Sp Cruiser, Dsl, Fiberglass	08	\$413,430	SW		Wanted: Used Johnson or Evinrude 2-6hp	Call		SC
42	Catalina 42 MkII, 3 Cabins	01	\$189,999	NE	8	Dinghy, Hard-chined Fiberglass w/Oars	86	450	HY
42	Vagabond, Main, Furl SS & Genoa, More	83	\$165,000	NY	22	Sea Ray Express 215, Motor	00	\$25,110	IY
43	Hood, 90hp Dsl, 19 Sails	UK	\$39,500	NY	26	Hacker Race Boat	97	\$115,000	IY
45	Fabola Diva 451	97	\$175,000	IY	30	Pen Yan Sport Fish	78	\$31,500	IY
45	Jeanneau SO45, 4 Cabin, 2 Head, Extras	08	Call	SU	31	Cruiser 3170 Esprit, Gas Engine	88	\$27,000	IY
45	Morgan, Nelson-Marek FAST CRUISER	83	\$99,900	CN	32	Bayliner 3255 Avanti	95	\$58,000	IY
46	Tartan, Main, Furl Jib, All Inst., Heat/Air	93	\$229,000	NY	32	Bayliner 3270, Gas Engine	89	\$35,000	IY
47	McKinna Sedan, Dsl	00	\$345,000	IY	32	Larson Cabrio 330	02	\$70,000	IY
50	Yokosuka Naval Shipyard Yawl	47	\$140,000	IY	33	Mainship Pilot Express	02	\$96,000	IY
					40	Silverton Aft Cabin	87	\$67,900	IY
					47	McKinna Sedan, Dsl	00	\$345,000	IY

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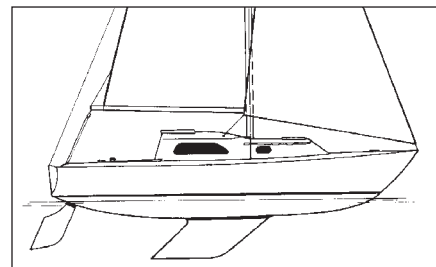
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