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Volume XIX No. 8 Sept 2008

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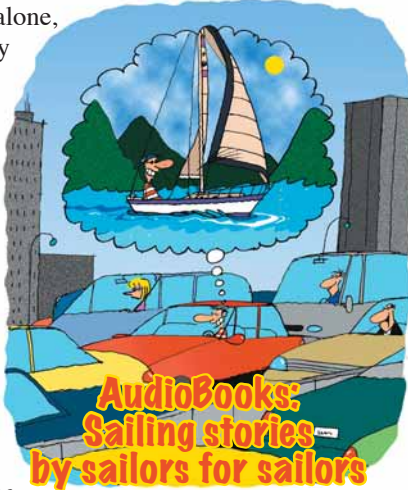
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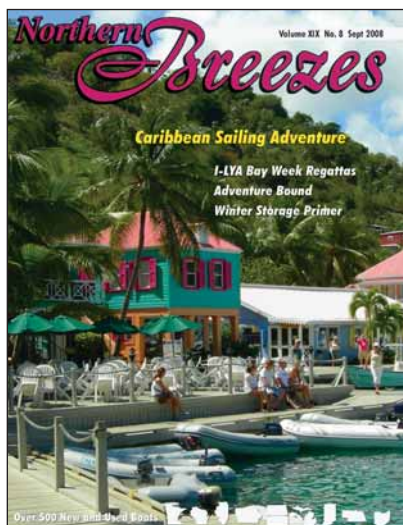
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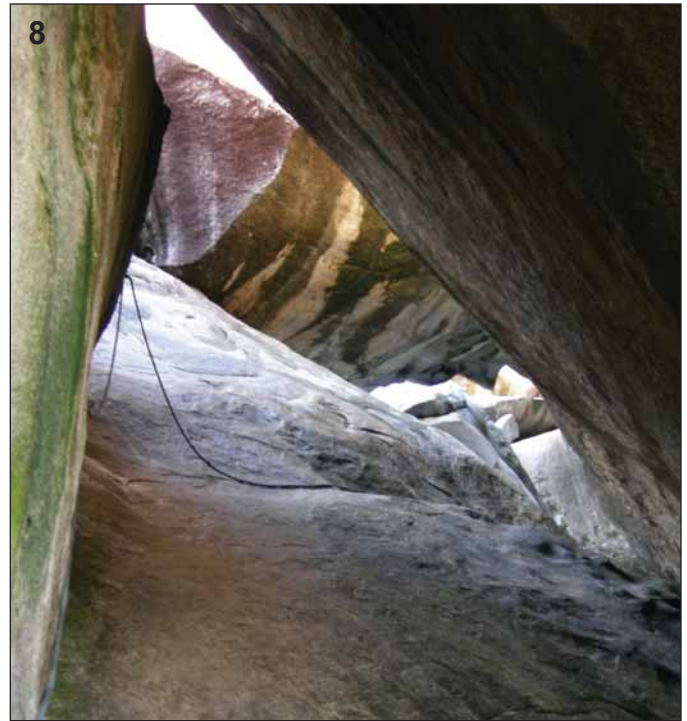
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Soper's Hole at the  
west end of Tortola,  
British Virgin  
Islands  
Photo by Kurt  
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Page 8, The Baths, Virgin Gorda, BVI.  
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Page 23, Tim Zacher (Vermilion, Ohio) wins Laser  
Championship Series in the Junior Regatta during the  
I-LYA Bay Week at Put-In-Bay, Ohio.



Page 38, Forming The Center Loop Hitch.  
Photo by Rich Finzer

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# Sailing the British Virgin Islands

by Kurt Weissenfels

*Delfino Bianco* docked at Road Harbour

This is the unofficial log of the *Delfino Bianco*, a 40 foot Jeanneau located in Road Harbour, Road Town, Tortola, BVI, for the week of February 20-27, 2008. It is written as my personal experience as a student in the Basic Coastal Cruising and Bareboat Chartering course given by Northern Breezes Sailing School.

## Day 1: February 20

Flying out of Minneapolis in the morning of Feb. 20, and after layovers in Detroit and San Juan, PR, I finally arrived on Beef Island, BVI around 10:15 PM. After clearing Customs and Immigration, and a short taxi ride, I was finally onboard around midnight and prepared for my first night aboard. I didn't know what to expect as I had never slept aboard a boat before. It didn't take long, and I was asleep, aided by

the gentle rocking motion in the harbor I'm sure. Each morning, we arose at 7 AM for breakfast and to prepare to get underway by 9. Each evening, it was lights out by around 10 PM. This was mostly due to the abundance of sun, fresh air, and work during the day, and peaceful nights.

## Day 2: February 21

Our Captain and Cook finished provisioning the Jeanneau this morning. We ran through our checklist, PFD's, fire extinguishers, etc. to ensure that all was in place in case needed. Better to find out now if something is missing! We also did a visual check of the engine, and oil level, as a reference for later checks to notice if something was leaking, etc. Listening to the weather forecast for the day on VHF, we expected 20 knot winds and seas to 5 feet. There

was also a small craft advisory for today. We left Road Harbour around 11 AM, pointed into the wind and hoisted the Mainsail. Given the weather predictions for today, we decided to avoid full sail and opted for 1st reefing so as not to over-power the boat. We also did not fully unfurl the Genoa for this reason. Our first destination was Cooper Island for lunch but no mooring buoy was available. We decided to eat lunch underway toward Marina Cay (pronounced "key") for our night mooring. The seas in the Sir Francis Drake Channel were a little rough, and going below made me feel a little nauseous. Coming back on deck and looking off to the horizon made me feel better after a while. We arrived in Marina Cay after 3 PM, and the mooring field was full. The Captain anchored the boat as we had not learned or practiced this yet. I



operated the anchor windlass during this operation, and it jammed. The Captain was able to hold the boat until repairs could be made and the anchor could be dropped. In popular mooring areas, it is difficult to get a mooring buoy if you do not get there early. That evening, we went by dinghy to Pusser's Marina Cay restaurant. They have a good wine list and varied menu. The sea was a little rough this evening, but I slept well anyway.

### Day 3: February 22

We sailed from Marina Cay to "The Dogs" this morning for some snorkeling. Picked up our mooring buoy on the first try! Another Student was at the helm while I caught the mooring buoy with a boat hook. The cook was going to light the grill to make burgers, but it was too windy. Snorkeled for a while, then had lunch. We left Great Dog on a heading of 015M and headed North out to sea, bearing away from Virgin Gorda. We tacked toward Virgin Gorda and followed the narrow channel into Gorda Sound. We decided this would be shorter and take less time than heading directly toward Virgin Gorda with many short tacks. Rented a slip at Leverick Bay Marina. Had a shower, first one in two days. Not very good, but great considering the alternative. Went to Jumbies restaurant for an all-you-can-eat buffet and barbeque. Food



**Marina Cay**

was pretty good. They had a band and entertainers dancing on 6 foot tall stilts.

### Day 4: February 23

This morning, we took a taxi from Leverick Bay to "The Baths", a collection of boulders creating caves and "rooms" along the sea. It was fun to climb on, through, and under them ending up at a secluded beach, Devil's Bay. After returning to the parking area up the hill from the baths, we lunched at the baths restaurant. The jerked chicken sandwich was excellent, and spicy! We

returned to the boat at 1 PM to begin an afternoon of drills in the bay. We practiced picking up a mooring buoy, backing up, docking procedures, and man-overboard (Figure 8 and Quick Stop). In the evening, after another shower, we got a shuttle launch to Saba Rock restaurant. We ate from the pub menu, sandwiches,

es, salads, and tacos. The full menu was pricey, starting at \$32 for the buffet, up to \$40 for a steak. The pub food was good, about what you would expect.

### Day 5: February 24

A lot of rain this morning. One crew member that was sick from the start of the trip, and getting worse, was let out on Virgin Gorda to get transportation back to Beef Island for a flight home. This delayed our departure this morning. By the time we left, the rain had really picked up so that all crew were wearing



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rain gear. I was at the Helm leaving Leverick Bay under sail, when we were hit by a squall with high winds. The main sail was still at first reefing, but it was

quite a ride! We made it through the channel into open water, and about an hour later the rain had stopped. We practiced jibing on the way to Monkey Point

on Guana Island for lunch. Along the way, we were joined by 3 Dolphins! They came along the port side and spent a few minutes near the bow before moving on. Due to the late start, we made it to Monkey Point by 2 PM and had grilled hamburgers at a mooring buoy. We left Monkey Point for Little Harbour on Jost Van Dyke Island, practicing wing-on-wing and more jibing along the way. We also released the reefing and hoisted the full sail and Genoa as the winds were lower than in the past 2 days. We made it to port in Little Harbour by 6 PM. A little late, but fortunately before nightfall. I docked the boat for the first time, besides practice. A little scary as I had to bring her around and into an "L" shaped dock in shallow water, but performed flawlessly to everyone's amazement! We ate dinner at a little restaurant with good atmosphere called Harris' Place. The food was OK. Cynthia, the owner, was very welcoming and polite. I bought a skull and cross bones bandana at a T-shirt shop on the beach.



**Devil's Bay**



ing your legs. We picked up a mooring buoy, my first one that counted, and we went ashore to borrow some tools to get the windlass repair completed. We then quickly ate lunch and made way for our night mooring in The Bight on Norman Island. We had a swim and then dinner at Pirates Bight restaurant. The Chicken Roti was excellent!

**Day 7: February 26**

Engine trouble this morning. I had checked the engine the previous day to see that everything looked OK, oil

level, etc. This morning, after starting the engine, we noticed a high pitched noise which was not typical. Opening the engine compartment, I noticed black dust from a belt rubbing on the engine. We immediately shut down the engine and began temporary repairs. Borrowing tools from a neighboring boat, we were able to tighten the belt so it no longer rubbed on the engine. We radioed the charter company and asked them to dispatch a chase boat and mechanic to meet us later in the day at our expected night anchoring location. After returning the borrowed tools, we

**Day 6: February 25**

Left Little Harbour in the morning and motored to Sandy Cay for anchoring practice. It went well, and everyone got a chance to set the anchor before the windlass jammed again. The Captain and other crew members worked on deck to repair it while I motored to our next destination, Sopers Hole. Sailing to Sopers Hole was not possible, as with all crew on the foredeck, the sails would have been hazardous. Sopers Hole is a picturesque little village located on the Southwest end of Tortola, perfect for re-provisioning and stretch-



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left The Bight and set sail for Salt Island on a close haul. The chart shows day moorings at Salt Island, but it is really just an anchorage. After setting the anchor, we had lunch. After lunch, we left for our night anchorage in Little Harbor on Peter Island. For this destination, we had to sail on a Run towards Beef Island then Jibe to a Beam Reach straight to the entrance of Little Harbor. At one point on the Beam Reach, we logged a speed of 7 knots. We noticed a downpour in front of us, but given its location, the wind direction, and our speed, we determined that it posed no threat to us so we held our course and speed, rest assured it would pass prior to our arrival. It did. As this was to be our last night onboard, we met up with our sister ship *Milina*, in Little Harbor and rafted together for the night. This was a tricky maneuver, but with the right approach, using the wind to assist us, we dropped anchor and paid out enough rode so that we drifted gently beside her. Once rafted together, we set



**Capt. Tom Embertson, Lou Culbert, Kurt Weissenfels and Lyn Culbert**

a stern line ashore to keep from swinging in the wind. After an hour or so of swimming, snorkeling, some people explored ashore, we opened a bottle of

champagne and toasted our successful accomplishments of the week, our Captain and crew, and our new friendships. Our cook prepared dinner onboard this evening, tabouli and lasagna. It was great! We shared with *Milina* and there were no leftovers. As far as we could tell, this part of Peter Island was unpopulated, so the stargazing was fantastic as there was no electric light interference. We spent the evening listening to music, chatting with others and pointing out constellations.

### **Day 8: February 27**

We slept a little later, until about 7:30 AM. Had breakfast and started packing our things. We left our anchorage, and as it is only a short distance across the channel to Road Town, we elected to sail only under jib. This was plenty of power for the journey and saved the extra effort of raising and lowering the mainsail for this short trip. Once in Road Town harbor, after stowing the jib and negotiating the channel and cruise ships, we tied up at the fuel dock. They were out. No fuel and no idea when more might be coming in. Fortunately our fuel was not critically low and we were in our home harbor, but it was a



**Kurt Weissenfels at the wheel**

valuable lesson to not let the fuel tank run low. Tonight will be spent in a hotel, preparing for the flight home tomorrow.

**Day 9: February 28**

Today was a travel day back to Minnesota were 2 inches of fresh snow was falling!

This was a great learning experience and is highly recommended. And, what better place to practice your sailing skills in February than in the Caribbean?


*Kurt did some small boat sailing as a teenager, with no formal sailing education. He had his first course with Northern Breezes in June 2007 for Basic Keelboat. He took Coastal Navigation in November 2007. And, he accomplished his Basic Coastal Cruising and Bareboat Chartering in February 2008. He is*




*planning to go back to BVI with Northern Breezes in 2009 just for fun, as he's met so many great people on the last trip.*

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# Winter Storage Primer

by Rich Finzer

Twenty years ago, my wife and I fulfilled a dream. We purchased a property that included a vintage Victorian house and two large pole barns. Our home is located roughly halfway between Lake Ontario and the Finger Lakes in Central New York, in the midst of a sailing paradise. Three nights after we moved in, we discovered that we owned a business too. That night, a stranger appeared, asking if I rented space for winter boat storage. Now mind you, I had not purchased the property in contemplation of starting a storage business. I had no idea how much to charge, no rental agreement, and not a clue what renting storage space entailed. So naturally, I said "Yes". We've been in the storage business ever since.

That first winter, I only had one customer: the following year, a few more. Now, some two decades later (wow, it has been that long), we are usually booked in advance to capacity. All in all, it's been an interesting and rewarding little enterprise. And, while I don't operate a chandlery or a proper boatyard, I am a tiny part of the maritime industry. I like that. And, because I'm both a sailor who stored his own trailerable sailboat for many years as well as a storage facility operator, I've seen the business from both perspectives.

No business can expect to survive, much less prosper, without a solid customer base and mine is no exception. Fortunately, 99% of my customers have been gems. They come back year after year, and recommend my facility to others. But that still leaves 1%: the customers from Hell. If you own a trailerable boat and live in a climate where winter storage is an unfortunate necessity, what follows will help you avoid becoming part of that dreaded group. So here are some (but by no means all) of the things you should keep in mind.

Don't wait until the last possible moment to call and ask about storage. There's nothing worse than dealing with a desperate boat owner who waited till mid-December to try and find a billet. If you're fortunate enough to secure a



spot, try not to show up after dark when it's snowing. And, be sure to take the time to read your storage contract. It lists the terms and conditions binding you and the facility. It should also list any miscellaneous charges such as an additional fee for storing your boat past your scheduled departure date. It's a real contract, not a meaningless piece of paper. After you sign, make certain you list your home, work, cell phone numbers and e-mail address. The storage guy is not clairvoyant. If there is a problem with your boat, he can't contact you telepathically.

If you're storing your boat for the first time, be sure to do your homework in advance. Check/compare storage prices/payment terms at several facilities. Ask for a blank copy of their storage agreement(s). Make sure you understand their rate structure. Some facilities operate on a strictly cash basis, others will accept checks but usually only from repeat customers. Most do not accept credit cards. Ask fellow boaters what their experiences have been. Most places base their storage charges on the overall length of your boat and trailer, but a more recent trend in rates is to charge by the square foot.

To calculate your charge, multiply your boat and trailer's overall length in feet (including the rudder), times it's width at the beam, times the charge per square foot. If you can, remove your rudder/tiller assembly. It will shorten your boat's overall length and might save you a few \$\$\$, while at the same time help prevent it from being accidentally damaged.

And don't be shy about asking if the facility has any special rules. As an example, some places will grant you access to work on your boat during the off-season. Others may not, usually citing liability concerns.

While we're on the topic of due diligence, steer clear of any barn or building that plays host to pigeons. Pigeon droppings will ruin boat canvas. If they get wet, they are corrosive enough to begin eating away at metal! No respectable storage operator will tolerate even one pigeon, and no responsible boat owner should either.

When you arrive, remember to bring cash or your checkbook. But if you somehow manage to forget your money, square your account as quickly as possible. Don't wait several weeks before mailing your check. Float applies to your vessel, not the storage guy's cash flow.

As you prepare for winter, inspect your boat trailer and perform any required periodic maintenance. Make sure the tires are adequately inflated, the wheel bearings are greased, the trailer tongue latch is free of rust, and that your swing-up jack wheel is a not a frozen mass of corrosion. The storage operator probably has an air compressor, WD-40®, and the expertise to free that latch and wheel, but he might not have the inclination to perform work which is essentially your responsibility. And while we're on the topic of maintenance, make sure to bring along whatever tools you might need. The storage operator

will probably be willing to loan you a wrench or pliers, but it's not his responsibility to do so. He stores boats. He doesn't run a tool factory. As an aside, be sure to winterize your engine and add stabilizer to any fuel you have onboard. It won't affect the storage operator if your engine is damaged by winter's cold or moisture tainted gasoline, but it might condemn you to a protracted stay at some boatyard while your outboard motor or diesel engine undergoes repairs. The Great Lakes' boating season is far too short as it is, you don't want yours squandered while waiting for your kicker to get fixed.

If your boat has a small outboard (like most trailerable sailboats do) you might consider removing your gasoline tank/tanks before you store the boat. You can always use that gasoline in your chainsaw and buy some fresh go-go juice come springtime, and you won't need to purchase any fuel stabilizer either.

If laying up your boat will involve a good deal of toting and fetching,

bring along a helper. The storage guy will probably offer to help as well, but don't rely on that. He might be busy with another customer. Besides, it's not his job to carry your batteries or other gear back to your SUV. Remove as much stuff as you can *before* you arrive, it will save you time. You might

***Don't wait until the last possible moment to call and ask about storage.***

also want to acquire a charger like a Guest Batter Pal™ which will keep your battery(s) "topped off" during the off season.

Speaking of time, always plan on arriving on time. Years ago I had a customer who would call me about 30 minutes *after* his scheduled arrival time and

explain that he was running late (duh). Then he'd promise to be there within the hour, and usually show up 2-3 hours after that. He was chronologically impaired. Fortunately for me, he sold his boat and bought one so big that it had to be stored outside on a cradle.

Acquire a cover or tarp for your boat. "Blue tarps" can be purchased for a pittance at many discount tool stores, and will keep dust and dirt from settling on the deck, winches, etc. In addition, be sure to remove your porta-potti. Be sure to empty and clean it too. That goes double for bottles of water, soda, etc. Remember, water expands when it freezes. You've chosen inside storage to protect the vessel from the elements not the temperature. Think, how many times does the mercury drop below freezing during a Great Lakes' winter? And whatever you do, don't call the storage guy on some subzero evening in January and ask him to remove the porta-potti. I actually had a customer do that. Unfortunately, his call came several weeks too late. The contents

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of his Thetford® had frozen, expanded, and burst. Words fail me here.

While we're on the subject of removing things, be sure to remove any electronics (GPS, handheld radio, CD player, etc). Most likely, the storage facility won't be heated, and the accumulating moisture will wreck your electrical do-dads. Take them home where they'll be dry and comfy.

If your boat is fairly heavy (e.g. Catalina 25' or a Capri 26') consider using portable jack stands under your trailer. They will bear most of the trailer's weight and prevent damage to the tires. They will also provide greater stability if you need to climb back aboard during the off-season.

When spring arrives, be certain to show up on your scheduled take-out

date. If a late spring snowstorm/freeze delays you, don't be surprised or upset if you're charged an additional fee for staying a bit longer. That fee was probably spelled out in your storage contract, which is another good reason for reading all of the fine print. The facility is entitled to extra money for the extra weeks of service. Keep in mind that many operators store snowmobiles and other vehicles during the summer months. Their only resource is space, if you are still using it, they can't rent it to others.

As an aside, many of my customers store their empty boat trailers with me during the boating season. Indoor storage prevents the sun's rays from destroying their tires; helps prevent their trailers from rusting, or the paint from fading. Most importantly, it helps protect their tail/brake lights from accidental damage, theft or vandalism. That goes double for the license plate on the trailer too.

Finally, make certain you carry adequate insurance coverage on your vessel. Renting space means just that. You are renting the space your boat and trailer occupy on the surface of the planet: that's all. The storage contract should clearly call out that insuring the boat is your responsibility, and that the storage location is not responsible for perils like a roof collapse or fire.

Follow these simple guidelines, and come springtime you'll be rewarded with a clean boat that's been protected from the elements and is ready for another wonderful summer on the water.

*Rich Finzer earned his power boat operator's license in 1960 at age 11, and began sailing in 1966. He also runs a winter boat storage business, has worked on a commercial fishing boat, and is an accomplished racing sailor as well. Currently, he cruises Lake Ontario aboard his Hunter 34' "Pleiades." When he's not sailing, he supports his aquatic addiction as a technical/freelance writer.*

## Pre-Storage Checklist

- Remove any perishables/liquids/foodstuffs (water, soda, cookies and the like)
- Remove your battery(s) and take them home for the winter.
- Remove, empty and clean your porta-potti. Store it in a dry location. If your boat is equipped with a permanent marine head, have your holding tank pumped out.
- Remove any portable electronics
- Remove your tiller/rudder (if possible)
- Add fuel stabilizer to your fuel tank(s) or consider removing your fuel tank and using up the old fuel in other devices.
- Lube your trailer's wheel bearings, trailer tongue latch, swing-up jack wheel.
- Ensure that your trailer's tires are properly inflated.
- Check your trailers brake/tail lights and replace any burned out bulbs or bad wiring.
- Verify that you have adequate insurance coverage on your boat and trailer

## Storage Checklist

- Arrive at your scheduled time.
- Don't forget your \$\$\$.
- Bring along whatever tools you might need. Consider bringing a helper along too.
- Bring a tarp to cover/protect your boat
- Make sure you aren't sharing the facility with any pigeons!



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

by Carl Behrend

## BAYFIELD

Bayfield is a beautiful place. On any warm summer day, the town is bustling with tourists, sailors and boaters all taking advantage of the weather. Naomi and I changed our clothes and secured the boat. Then we walked into town, excited as two kids heading to the candy store. We walked toward the town's main street and found a restaurant that served food on an outside deck.

"How about if we eat here?" I asked.

"Yeah, let's eat out on the deck," Naomi suggested.

After being outdoors for most of our trip, it made us almost claustrophobic to go inside and eat, especially on a beautiful day like this. After eating a fish dinner, we took a stroll through the town and checked out all the tourist gift shops and bookstores. We felt like tourists. But in our hearts, we knew we were more than that. We were sailing around Lake Superior, the first father-daughter duo to attempt this feat on a 16-foot catamaran. And now, we knew we were in the home stretch.

After touring the town and picking up a few items, we made our way back to the boat and we started re-packing our supplies. While we were doing this, a couple of young ladies stopped by to talk to us. They were curious about our boat. We visited with them for a while and told them that we were on our way around Lake Superior and talked about some of our adventures along the way.

"Where is your support team?" they asked.

"There is no support team," we answered.

"No support team?" they repeated in disbelief.

"That's right. Naomi and I are on our own. There is no outside help."



**When we reached the Apostle Islands winds were now behind us and the waters much warmer. Naomi and I felt like we were in the Caribbean.**

They stopped and thought about that for a moment.

"That's amazing," they said.

We finished getting the boat ready and said goodbye to Bayfield and then set sail.

"We'll camp tonight on one of the islands," I said.

"Sounds good to me, Dad."

I pointed to a forest of ship masts in the harbor and said, "Let's get a few pictures of the sailboats."

"That's more sailboats than I've ever seen," Naomi said, clicking the camera.

"We'll sail until just before dark, then find a place to camp," I said.

We sailed to Long Island. There we found a sandy shore to camp on for the night and set up camp and we crawled

into the tent.

"I'm going to read my new book," I told Naomi.

"What's it about, Dad?"

"It's about shipwrecks of the Apostle Islands. It's called 'The Unholy Apostles.' By James M. Keller."

I flipped the book open and glanced at the photos.

"Here's an interesting story. Want me to read it to you? It's about the schooner *Moonlight*, one of the last great sailing schooners on the lakes."

"Yeah. Sure, Dad. Read it to me."

As I read, we learned that the *Moonlight* now lies on the bottom of Lake Superior about 12 miles east of Michigan Island. The once proud schooner had set all kinds of sailing records in her heyday. Perhaps reminded of our adventure earlier in the afternoon, one story about the schooner particularly caught my interest. The *Moonlight* was once in an impromptu race with another boat called the *Porter*.

The captains of the two boats were leaving Buffalo, N.Y. for Milwaukee, Wis. at the same time. Dennis Sullivan was the captain of the *Moonlight*. He challenged *Porter* Captain Orval Green to race. Green accepted.

News of the challenge was telegraphed ahead. The race gained quite a lot of attention. At points along the way spectators watched the two schooners remain remarkably close. When they sailed through Lake Michigan, a storm erupted. Sullivan, known to sail through lots of bad weather, uncharacteristically decided to seek shelter at Port Washington.

"Ah-ha," Green thought. "This is my chance to win the race."

The next day, as the *Moonlight* sailed into Milwaukee and the crew saw the *Porter* being towed in by a tugboat with its masts and spars gone. The har-



The beautiful shores of the Apostle Islands National Lakeshore.

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

bor tugs had found the *Porter* drifting helplessly after the gale. The two captains met at the dock and shook hands. They considered the race a tie then they then headed down to the bar together to discuss the race results.

The *Moonlight*, once a mighty Great Lakes schooner, eventually passed her prime. She no longer graced the lake with her sails. *Moonlight* had been reduced to a tow barge by the time she met her demise in a gale off Michigan Island. Her seams split open and she began to sink. The steamer *Volunteer* was able to rescue the crew. Today, the *Moonlight* is a piece of Great Lakes history that lies in Superior's depths for divers to enjoy.

Our eyelids were growing heavy as we closed the book.

"That was interesting Pop," said Naomi, blowing out the candle.

We said a short prayer of thanks for safe travel and the beautiful day.

"Goodnight, Dad."

"Goodnight, Naomi. I love you."

Little did I realize, as we drifted off to sleep, that I had just been inspired to write a new song called "Three Sheets to the Wind.

### Three Sheets To The Wind by Carl Behrend

*Porter and the Moonlight  
Were sailing ships they say  
Upbound for Milwaukee out of Buffalo they say  
Two captains of the finest ships  
The lakes had ever seen  
One was Captain Sullivan, the other Captain Green  
The captain of the Moonlight challenged  
Captain Green  
The Captain of the Porter said, "I'll race and I will win"  
"I'll race and I will win so let the race begin"  
They were running, they were running with the wind  
They sailed across Lake Michigan, early mornin' rain  
Those ships were neck and neck that day  
Neither one could gain  
Northwest storm began to blow, the Moonlight sailed  
for land  
The Porter sailed into the storm, catch me if you can  
Catch me if you can, I'll sail this race and win  
They were running, they were running with the wind  
Lightning flashed, the skies turned black  
The Porter she did roll  
The captain shouted orders out: "Pull down some  
sail"  
Before the crew could do their part, they heard an  
awful sound*

*The north wind caught hold of them sails, tore them  
all down  
They were three sheets to the wind  
Will they ever make it home again?  
They were running, they were running with the wind  
The captain of the Moonlight waited out the storm  
Anchored at Port Washington, 'till the storm was o'er  
Sailed for Milwaukee, the Porter hove in sight  
A tugboat towed her into port  
Her masts and spars were gone  
They were three sheets to the wind  
Will they ever make it home again?  
They were running, they were running with the wind  
Two captains of the finest ships  
The lakes had ever seen  
One was Captain Sullivan  
The other, Captain Green  
The captains shook hands at the dock  
We'll call the race a tie, we'll tell the tale down at  
the bar  
O'er a few drinks, bye and bye  
They were three sheets to the wind  
Will they ever make it home again?  
They were running, they were running with the wind*

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# Calendar of Events

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

## September

**Sept 1 - Town and Country Days Regatta** - Shell Lake, WI. Contact Tom Scott at [trsbadger@aol.com](mailto:trsbadger@aol.com) or call 715-468-2294.

**Sept 2-6 - Beneteau 36.7 National Championship** Chicago Yacht club [www.ussailing.org](http://www.ussailing.org) for more information.

**Sept 4-7 - Women's, Youth, Hobie 14, and Celebrity Racing** - Clear Lake, IA. Lots of racing and free sailing Sept 4 for kids. Visit [hobiecatdivision7.org](http://hobiecatdivision7.org) for more information.

**Sept 5 - Lake Michigan Scramble** - The Great Lakes Singlehanded Society is holding the event. Visit [www.solosailor.org](http://www.solosailor.org) for more info.

**Sept 5 - Big Team Regatta Chicago** - Corporate sailing challenge to benefit youth sailing. Race a state-of-the-art sailboat on the waters of Lake Michigan no experience necessary. Visit [\[regatta.com\]\(http://regatta.com\) or contact Brian Sabina at 781-801-0537 for more information.](http://bigteam-</a></p></div><div data-bbox=)

**Sept 5-7 Across the Lake Sail** - Sail to South Haven Michigan. visit [www.nwsail.com](http://www.nwsail.com)

**Sept 6 - Lower Huron Solo** - The Great Lakes Singlehanded Society is holding the event. Visit [www.solosailor.org](http://www.solosailor.org) for more information.

**Sept 8-12 - Hobie 16 North American Championships** - Clear Lake, IA. Open Regatta racing. For more information visit [hobiecatdivision7.org](http://hobiecatdivision7.org).

**Sept 8-12 - Apostle Islands Adventure** North House Folk School, Grand Marais, MN will be holding the event. Visit [www.northhouse.org](http://www.northhouse.org) or call 218-387-9762 for more information.

**Sept 10-14 - U.S. Women's Match Racing Championship.** Rochester Yacht Club, Rochester, NY. Visit [www.uwsailing.org](http://www.uwsailing.org).

**Sept 12-14 - 5th Annual Minnesota Leukemia Cup Regatta** - White Bear Lake, MN. Weekend events include: Mt. Gay Rum Reception; five races; breakfasts & lunches for skippers & crews; auction; dinner; program featuring Patient Honoree & family; entertainment; and award ceremonies. For more information, visit: [www.leukemiacup.org/mn](http://www.leukemiacup.org/mn) (click on Minnesota Details). Contact: Nicki Hyser; [nicki.hyser@lls.org](mailto:nicki.hyser@lls.org) or 763-545-3309, ext. 102.

**Sept 12-15 - Lee Murdock** - Tallship Manitou Music Cruise, Traverse City MI. Call Traverse Tall Ships Company 1-800-678-0383 or 231-941-2000 or email [info@tallshipsailing.com](mailto:info@tallshipsailing.com) for more information.

**Sept 13 - Single/Double Handed Race** - Visit [www.wyc.org/ais](http://www.wyc.org/ais) for more info.

**Sept 19-21 J35 North American Championship** North Star Sail Club [www.ussailing.org](http://www.ussailing.org) for more information.

**Sept 20-21 - Frostbite Sail - Geneva Lake Weekend sail** at Lake Geneva. visit [www.nwsail.com](http://www.nwsail.com) (See Sailing Events)

**Sept 26-28 - U.S. Offshore Championship** - Corinthian Yacht Club, Chicago, IL. Visit [www.ussailing.org](http://www.ussailing.org) for more information.

**Sept 27-28 - Laser Border Battle** - La Crosse, WI. For info, call 608-625-2042 or email [mak1954@gmail.com](mailto:mak1954@gmail.com)

**Sept 27 - St. Clair Solo & Big Al's Steak Roast** - The Great Lakes Singlehanded Society is holding the event. Visit [www.solosailor.org](http://www.solosailor.org) for more information.

## October

**Oct 9-13 - 39th Annual United States Sailboat Show**-Held at the City Dock and Harbor, Annapolis, MD. For more information visit [www.usboat.com](http://www.usboat.com) or call 410-268-8828.

**Oct 11-12 - USA Junior Olympic Sailing Festival - Michigan** - Macatawa Bay Yacht Club, Holland, MI. Visit [www.ussailing.org](http://www.ussailing.org) for more information.

**Oct 12 - Around the Lake Race.** Tour-de-Lake, Long distance race, 28 miles. Canandaigua Yacht Club, Canandaigua, NY. visit [www.ussailing.org](http://www.ussailing.org) for more information

**Oct 22-25 - Rolex Osprey Cup.** St. Petersburg Yacht Club, FL. [www.rolex-womensmatch.org](http://www.rolex-womensmatch.org)

**Oct 25-26 - Carolina Ocean Challenge.** South Carolina Yacht Club. Contact Muffy Schulze at 843-342-BOAT.

## November

**Nov 1-4 - Strictly Sail St. Petersburg** - ST. PETERSBURG, FL. Visit [www.strictlysail.com](http://www.strictlysail.com) for more info.

## January 2009

**Jan 19-23 - Acura Key West 2009** - North America's premiere regatta, takes place in Key West, Florida in January, 2009. Premiere Racing's reputation for producing world class racing in this unbeatable venue continues with competition for One-Design PHRF & IRC classes. Acura Key West 2009 invited one design classes include: Corsair 28R, Farr 40, J/105, J/109, J/120, J/80, Melges 24, Melges 32, M 30, RC 44, Swan 42, T-10, and TP52. Visit [Premiere-Racing.com](http://Premiere-Racing.com) for more information

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## Leatherman Tools Introduces LED Lights

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"Lighting was a natural next step for us", says VP of Engineering, Ben Rivera. "If you ask people what they carry on adventures or on the job, besides a multi-tool or knife, most of them mention a light. We've actually been making some of our sheaths to accommodate a keychain flashlight for years now."

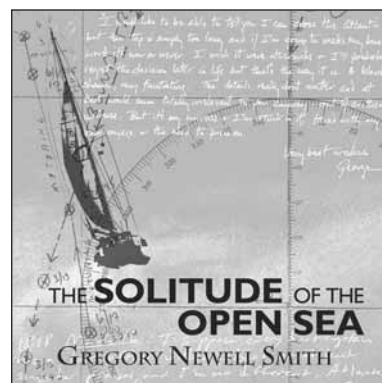
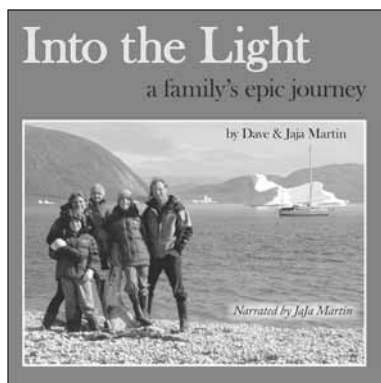
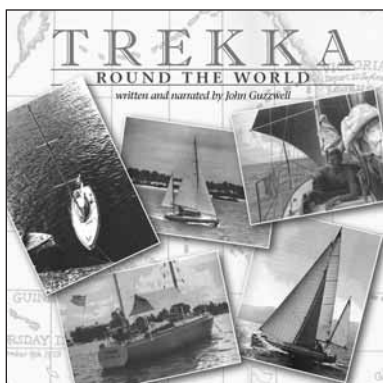
Three Models: Serac S1, S2 and S3

The Serac S1 and S2 are keychain-size flashlights, the S1 delivering 6 lumens and the S2 delivers 5 and 35 on its two settings. The Serac S3 is a pocket-size flashlight and at only 3.2 in. and 2.6 oz., it delivers a powerful 7, 43 and 100 lumens on its three settings. All three lights have machined-aluminum reflectors. In addition, the S2 and S3 reflectors are textured for a superior, article-free light pattern and both have an anti-reflective coated glass lens. MSRP on the S1 is \$25.00, the S2 is \$50.00 and the S3 is \$70.00.



For more information about Serac lighting, other Leatherman products, or about Leatherman Tool Group Inc., please contact 800-847-8665 [www.leatherman.com](http://www.leatherman.com)

## New nautical audiobook site spins yarns for boaters



A new website, AudioSeaStories.com, brings the enjoyment of books on tape into the electronic age with 10 newly released seafaring tales. These audio productions have been created for boaters as well as for those who dream of life at sea.

The favorites in the initial audiobook offerings are the classics, such as Joshua Slocum's *Sailing Alone Around the World* and John Guzzwell's narration of his own best-selling *Trekka Round the World*. Other bestsellers are Jaja Martin's narration of *Into the Light*, written by Dave and Jaja Martin, and Greg Smith's narration of the philosophical book about his circumnavigation, *The Solitude of the Open Sea*.

Other books produced for sale on the AudioSeaStories.com website include three children's stories by John Vigor, a classic tale of four boys who circumnavigated the eastern half of the U.S. 100 years ago, two novels of the thriller/detective genre, and a collection of 100 short musings and philosophical articles.

Available for download or on CD in two formats (MP3 or standard audio CD), these books can be played on iPod or similar players or on standard CD players. The stories are sure to make the drive to work or to the marina go more quickly and are just the thing to enjoy during a relaxing evening or an invigorating exercise session. Slip on your ear buds or turn on the stereo and hop aboard!

*AudioSeaStories.com* has been created by Good Old Boat magazine as a way to preserve classic tales of the sea for a specialized niche of audiobook fans: boaters and those who dream of the sea. Good Old Boat ([www.goodoldboat.com](http://www.goodoldboat.com)) was founded in 1998 with a focus on articles for the do-it-yourself sailors who are restoring, maintaining, sailing, and loving the fiberglass sailboats from the 1950s through 1990s.

## VIKING INTRODUCES NEW LIFERAFT PERFECT FOR COASTAL CRUISING

Emergency needs in the middle of the Atlantic are not the same as when cruising near shore, closer to points of rescue. Viking Life-Saving Equipment has now completed its range of high-quality, yachting liferafts with the RescYou Coastal.

More compact and economical, the state-of-the-art RescYou Coastal has ideal features and equipment for traveling close to shore or in inland waters. The streamlined liferaft fits into a smaller, high-gloss fiberglass container or convenient, water-resistant valise. The low-profile, storage solutions take up less space onboard and are lightweight enough to be carried on and off.



ISO 9650-2 certified, the heavy-duty RescYou Coastal offers an A-symmetric roof, giving additional head room. Large, stabilizing bags make the liferaft more stable and comfortable. A newly-designed boarding ramp allows passengers to get out of the water and into the liferaft fast, reducing the risk of hypothermia.

A self-inflating canopy saves precious time and effort spent pumping up a roof and oversized zip closures ensure openings are easy to use even when hands are cold. Two openings, one on each side of the raft, aid ventilation, paddling and visibility. One opening is big enough for helicopter rescue directly from inside the raft.

For cruising farther offshore, Viking's versatile RescYou liferaft and elite, self-righting RescYou Pro model contain more comprehensive emergency packs and include extra features for longer rescue periods. Viking Life-Saving Equipment is a leader in maritime safety, providing essential safety and fire-fighting equipment to the yachting, passenger, cargo, offshore, fishing, defense and fire markets.

Contact Viking Life-Saving Equipment, 1400 NW 159th St., #101, Miami, FL 33169. 305-614-5800; Fax: 305-614-5810. [usasales@viking-life.com](mailto:usasales@viking-life.com); [www.viking-life.com](http://www.viking-life.com).

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## NEW GO ANYWHERE GRILL OFFERS SUPERIOR PERFORMANCE

The exceptional flavor of flame-grilled food is no longer restricted to meals prepared at home. The first in a new series of lower cost grills offered by Magma Products, the ChefsMate Connoisseur Series Gas Grill has convenient fold-away legs, making it perfect for onboard use or even picnics, tailgate parties or camping.



Constructed for years of flawless use, the portable ChefsMate Connoisseur Series Gas Grill is designed and built with Magma's meticulous attention to detail and performance standards. The grill features a generous 9" x 18" grilling surface (162 sq. in.). Simple to use, it comes completely assembled. Owners just have to add the fuel and start grilling.

Magma's ChefsMate Grill has flexible fuel options. The grill uses standard 1 lb. disposable propane canisters or adapts to on-board LPG (propane) or CNG (natural gas) systems. Gas bottles can be quickly and safely changed, even while the grill is hot, thanks to a swiveling, bayonet-mounted valve/regulator.

To avoid burns, an inner safety shell keeps the exterior of the ChefsMate Grill cooler to the touch. It reduces flare-up and heat discoloration by funneling grease into the lock-in-place grease tray that doesn't rattle. The tray is accessible from the front, making it a cinch to empty and wash.

A breeze to remove and clean, the snap-out radiant plate supplies even heat distribution while reducing flare-up. The easy-to-disassemble fractional grill grates fit effortlessly in the sink.

An oversized, lockable lid is perfectly balanced and won't slam shut. It allows top-down grilling of larger cuts of meat or fowl and secures all inner components for transport. The ChefsMate Grill's full-length, stay-cool handle gives easy access from either side, and makes mounting and transport a snap.

This sophisticated grill adds an elegant touch to any boat. Crafted from 100% mirror polished 18-9 stainless steel, it provides unmatched corrosion resistance to withstand outdoor conditions.

The economically priced Magma ChefsMate Connoisseur Series Gas Grill retails for \$199.

Contact Magma Products, 3940 Pixie Ave., Lakewood, CA 90712; 562-627-0500; [Mail@MagmaProducts.com](mailto:Mail@MagmaProducts.com); [www.MagmaProducts.com](http://www.MagmaProducts.com).

# Racing News and Results

## Progressive Presents the I-LYA Bay Week Regattas sponsored by GMC

Hard-core competition and extreme recreational fun were on tap at the 2008 Inter-Lake Yachting Association (I-LYA) Bay Week Regattas, presented by Progressive and sponsored by GMC. One of the oldest traditions on the Great Lakes, "Bay Weeks" challenged the nautical abilities of all ages and types of boating enthusiasts with a Junior Regatta (held July 13-17), a Powerboat Regatta (July 30-August 3) and a Sailing Regatta (August 4-6). They all took place on Lake Erie with shore-side activities conducted in the quaint town of Put-in-Bay, South Bass Island, Ohio. Hundreds of participants took part, many from the 146 member yacht clubs that comprise I-LYA and populate the five states and one Canadian province surrounding Lake Erie.

**First Up, Juniors** -- The Bay Week Junior Regatta this year hosted a whopping 160+ junior sailors (ages 13-18) sailing in five one-design classes (Thistle, 420, Club FJ, Laser and Laser Radial). Held annually for over 50 years and serving as the Area E\* Quarter Finals for US SAILING's national junior sailing championships, the regatta grooms up-and-comers for the task of competing successfully as adult sailors. One of the regatta's most notable protégés is 2008 Laser Radial Olympic Gold Medalist Anna Tunnicliffe, who, representing North Cape Yacht Club, competed in the event for six years as a youngster. "When I was younger, I wasn't fortunate enough to have a coach, so this was for any kid who wanted to reach that higher level," said Tunnicliffe.

This year, 18-year-old Andy Gunkler (Perrysburg, Ohio) was the star of the Thistle class, winning his series with a

mix of first and second-place finishes. At last year's event, he skippered to victory in the 420, a boat used predominantly for collegiate sailing. "He is a fierce yet gentlemanly competitor," said Phil Moehle, the regatta's chairman, noting that Gunkler, like Tunnicliffe, "grew up" with this event and this year "ages out" but should go far in his adult sailing career.

Kyle McLaughlin (Sandusky, Ohio), winner of the Laser class in 2007, became the only other repeat winner when he won six of the eight Laser Commodore Series races for a net nine points to the 17 points carried by the second-place finisher. In the Laser Championship Series, which qualified the winner to move on to the Smythe Quarterfinals, Tim Zacher (Vermilion, Ohio), representing the Vermilion Boat Club, blew the doors off that 10-boat fleet by winning every one of the eight races sailed. In the Laser Radial class, 13 year-old John Fisher (Carmel,

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## A newsletter to improve your race results this year.

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

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



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# Racing News and Results

Indiana), representing Eagle Creek Sailing Club, also put together a stunning winning streak over that fleet's 15 races. He won 11 races in the series to come out on top with 15 points – 21 points ahead of his closest competitor.

*\*Area E starts as far south as Columbus, Ohio, goes as far north as Detroit, Mich., and covers Erie, Penn. to the east and Indianapolis, Ind., to the west.*

## Grand Finale Sailing Regatta --

The 115th annual Bay Week sailing regatta was marked by hundreds of competitors aboard 90 sail boats of varied sizes. The Monday to Wednesday race schedule virtually ensured that the racers had planned their participation to coordinate with some vacation time.

"I can't remember how long we've been sailing in this event...since the '70s at least," said Heidi Backus Riddle (Vermilion, Ohio). The 1985 Rolex Yachtswoman of the Year competed in the Tartan 10 class, with a crew on Nuts that included sister Susan Backus (herself a nationally-known sailor), son John and some good friends. "This is so different from a normal regatta venue. One day you race around the island, another around the buoys. When racing is done, South Bass Island is a great place to spend your time and relax."



**David Hume (Grosse Pointe Park, Mich.) and crew sail *Utopia* in the Grand Finale Sailing Regatta during the I-LYA Bay Week at Put-In-Bay, Ohio.**

Riddle won the 12-boat T-10 class, the largest of the five one-design classes competing, after seven races. "The first two days were blowing 10-15 knots steady," said Riddle, citing good crew work for finishes of 4-1-2-1-3-2. In a light, shifty breeze on the final day of racing, she posted her worst score-- a tenth which became her discard race – and secured victory by just two points over Gary Disbrow (Avon Lake, Ohio) against whom she has sailed "many, many times." Disbrow had earlier won the I-LYA Deepwater Race from

Sandusky. It was one of several optional feeder races (Cleveland, Port Clinton, Toledo and Detroit are the other starting points) that has respective fleets navigating the challenging waters around the Bass Islands to assemble for the regatta's start.

Nine yachts raced in the PHRF Casual Cruising class, while a total of 41 boats raced in various PHRF fleets and 40 raced in the five one-design classes. In the five-boat Crescent fleet, David Hume (Grosse Pointe Park, Mich.), sailing with his teenage son and daughter, beat older brother Stephen Hume (Detroit, Mich.), who finished four points back in second overall.

## Third Annual Tri-Area Challenge

- For the third consecutive year, the Tri-Area Challenge – open to all classes participating in the I-LYA Bay Week Sailing Regatta – was won by the Western Lake Erie Basin team. The Western Lake Erie Basin covers Vermilion, Ohio to North Cape, Michigan, with representatives from the Jolly Roger and Sandusky Sailing Clubs, Perrysburg and Vermilion Boat Clubs, and Put-in-Bay Yacht Club racing in the regatta.

*Results for all events are posted on the I-LYA web page at [www.i-lya.com](http://www.i-lya.com)*



**Tim Zacher (Vermilion, Ohio) wins Laser Championship Series in the Junior Regatta during the I-LYA Bay Week at Put-In-Bay, Ohio.**



## Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg
9	Achilles inflatable	UK	\$500	FS
9	Mini Scow	86	\$1,000	FS
9	Walker Bay, 275RID, P/Sail Kit, NEW	08	\$2,295	FS
9	Water Tender Dinghy, soft-chined	UK	\$200	HY
9	West Marine Inflatable	03	\$900	FS
10	Hunter Xcite, New	04	\$2,500	FS
10	O'Day Sprite, Mainsail Trlr	72	\$550	WB
10	Walker Bay RID, Perf. Sail kit, like new	02	Call	HY
11	Inflatable dinghy, particulars TBD	UK	Call	HY
12	Catalina Expedition 12.5, furling main, trlr	99	\$3,395	WB
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB
12	Johnson Miniscow, Main, Trlr	96	\$2,795	WB
12	Johnson Optimist Dinghy, Racing Hull, Main	91	\$1,500	WB
12	Sailboard	UK	\$300	FS
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY
14	Catalina 14.2, Main, RF Jib, 2hp Honda	03	\$5,700	WB
14	Catalina Capri 14.2, Main, Jib, Trlr, deck cvr	87	\$2,995	WB
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB
14	Hunter 146, 2 Sails, Trlr, Furling	05	\$5,499	HY
14	Skipper, Trlr	77	\$1,000	FS
15	Legacy, New Model, w/Trlr	07	\$12,500	GS
15	Picnic Cat, New Model, Trlr	07	\$10,900	GS
15	Precision K, Main, Jib, Trlr, RF, Motor Mount	08	\$9,040	HY
15	Precision, Main, Jib, Trlr, RF, Motor Mount	08	\$7,989	HY
15	Squadron Yachts Minuteman, Main, Trlr	80	\$5,500	WB
15	Vanguard, Almost New, Cover, Trlr	06	\$5,700	GS
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB
16	Escape PlayCat, Demo	03	\$2,500	AS
16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,400	WB
16	Johnson Daysailer, Main, Jib, Trlr	83	\$1,900	WB
16	Johnson J scow, full deckcover Trlr	76	\$2,500	WB

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LOA	Description	Yr	Price	Bkg
16	Johnson J Scow, Main, Trlr	81	\$2,900	WB
16	Johnson MC Scow, mainsail, trailer	87	\$1,995	WB
16	Johnson X Boat, mainsail, jib, trailer	81	\$2,995	WB
16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY
16	Man-O-War	UK	\$800	FS
16	Melges X with Trailer, Sails, Mint	99	\$4,900	CN
16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY
16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$14,095	HY
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
16	Rave Hydrofoil, TRLR, New Sails	03	\$8,200	AS
16	Rave, Trlr, Good Condition	00	\$4,000	GS
17	Annapolis Daysailer Mainsail, Jib, Trlr	72	\$1,600	WB

### Legend:

AS=Aquarius Sail 262-691-3794	FS=Fleet Sails 218-547-1188	HY=Hooper's Yachts 651-436-8795 800-377-8795	MR=Mesabi Recreation 218-749-6719	SC=See Classifieds
CM=Cramer Marine cramermarine.com 800-776-0909 414-272-5998	GM=Gunkhole Marine 651-260-6200	IM=Image Yacht Sales 651-269-6434	NE=NestEgg Marine 715-732-4466	SU=Superior Yachts 800-772-5124
CN=Crow's Nest Yachts 651-739-2880	GS=Great Lakes Sailboat Co. 517-339-1760	LB=Lakeland Boatworks 269-795-9441	NY=Northland Yachts 715-779-3339	SY=Shorewood Yachts 952-474-0600
	HH=Hansen's Harbor www.hansensharbor.com	MA=Martins Sports Afloat 218-963-2452	OY=Owens Yacht 800-879-2684	SW=Sailor's World 952-475-3443
	HW=High Water Marks 612-462-3704		PB=Pikes Bay Yacht Sales 715-779-3153	WB=White Bear BW 651-429-7221

## Northern Breezes

## Waterfront

## Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
17	Hunter 170 [NEW],TRLR	06	\$7,500	AS	23	O'Day Tempest, New Hull Paint, 3 Sails, More	UK	\$4,500	HY
17	Lockley Newport, Main, Jib, Trlr	79	\$1,800	HY	23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
17	O'Day, Trlr, Mtr	82	\$2,100	FS	23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
17	Sun Cat, New Model, Trlr	07	\$21,500	GS	23	Penn Yan Avenger, 5.7 ltr, trlr, trim tabs	88	\$7,500	FS
17	Windrider Trimaran, Advantage RED	08	\$8,995	HW	23	Precision, 2 Sails, 8hp Honda 4 strk, Trlr, More	01	\$19,500	HY
17	WindRider, Dealer Boat, Bilge Pump	07	\$7,795	GS	23	Precision, 2 Sails, 9.9hp Yamaha, Trlr	93	\$13,500	HY
17	WindRider, Furl Jib, Bilge Pump, New Spin	04	\$6,000	FS	24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
18	Precision 185, Main, Jib, Trlr, RF, More	05	\$8,950	HY	24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
18	Precision 185, Main, Jib, Trlr, RF, More	07	\$10,565	HY	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
18	Precision 185, Main, Jib, Trlr, RF, More	08	\$10,870	HY	24	C&C, 6 Sails, 15hp Evin, Trlr, Anchor, More	78	\$4,000	HY
18	Precision, Main, Jib, Trlr, More	08	\$17,702	HY	24	C&C, 8 Sails, 6hp Merc, Galley, 5 Winches	76	\$6,000	HY
18	Seaward Fox, Trlr, Self Tacking Jib, 3hp	92	\$5,000	FS	24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
19	Flying Scot, 2 Sets Sails, Trlr, Stored Inside	79	\$3,200	HY	24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
19	O'Day Mariner, 2 sails, 4HP OB, Trlr, cover	69	\$2,750	HY	24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY
19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	98	\$8,000	HY	24	J Boat (Hull 4175), 11 Sails, 4hp John, Trlr, More	87	\$9,449	HY
19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	99	\$9,500	HY	24	J Boat (Hull 4305), 4 Sails, 3.5hp, race equipt	86	\$14,750	HY
19	West Wight Potter, 3 Sails, DS, Trlr, More	85	\$4,500	HY	24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,200	HY
19	West Wight Potter, Trlr, CDI Furling More	96	\$7,900	HY	24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
20	Horizon Cat, Loaded, Elec Aux Engin, Trlr	08	\$41,900	GS	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
20	Horizon Cat, Many options incl Diesel & Trlr	04	\$29,900	GS	24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB	24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
20	Thame River, Twin Keel, Trlr	68	\$3,000	CM	24	S-2 7.3, 4 Sails, 6hp Suzuki, Elect, More	86	\$9,400	HY
21	Com-Pac Eclipse, Trlr, Many Access	05	\$23,000	GS	24	San Juan, 8 Sails, 4.5 Merc OB, Elect, More	78	\$5,700	HY
21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$4,500	HY	24	Seafairer, Custom Trlr, 7.5 Merc, Jib, 165%	74	\$8,100	FS
21	Hunter 216, Furler, Spinnaker, 2HP OB, Trlr	04	\$13,500	WB	24	Seafairer, Custom Trlr, 7.5 Merc, Jib, 165%	74	\$8,700	FS
21	Hunter 216, Furling Jib, TRLR	08	\$17,990	AS	25	Cal, 4 Sails, 11 Hp Diesel, Furler, Electronics	83	\$11,000	HY
21	Precision, 2 Sails, Trlr, RF, Stern Seats	07	\$24,892	HY	25	Cape Dory, 4hp OB	77	\$6,600	CM
21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$9,500	HY	25	Capri, 6 Sails, Trlr, 4 Winches, Compass, More	81	\$8,500	HY
21	Precision, Shoal draft, 135 furling genoa, Trlr	95	\$9,500	SC	25	Catalina	78	\$6,500	CM
21	San Juan MKI, Furler, 2 rudders, 4HP OB, trlr	74	\$3,950	WB	25	Catalina 250 Tall Rig, Main, 110% RF, 9.9 hp	90	\$17,900	WB
22	Catalina WingKeel Mainsail, Jib furler Trlr, Mtr	88	\$10,500	WB	25	Catalina 250, Wing Keel, Main, RF, OB	00	\$23,500	WB
22	Catalina, 3 Sails, 9.9 Chrysler, Trlr, More	88	\$4,900	HY	25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
22	Catalina, Great shape, Pop-top, Swing keel	76	Call	SC	25	Columbia 7.6M, Reduced	79	\$11,500	NE
22	Catalina, Swing keel, Furler, Nissan OB, trlr	76	\$3,900	WB	25	Columbia, Cutter	68	\$7,000	CM
22	Catalina, Wing Keel, Trlr, 6hp OB, more	92	\$7,800	SY	25	Freedom, 3 Sails, OB, Trlr, Head, Galley	83	\$3,900	HY
22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY	25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
22	Morgan, 110, 150, storm, triradial sails	69	\$4,000	FS	25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY
22	Sea Ray Express 215, Motor, Fiberglass	00	\$22,500	PB	25	Hunter, 5 Sails, tandem trlr, 9.9HP, Shr Pwr	78	\$6,500	HY
22	Starwind 223- JUST LISTED	86	\$7,995	CN	25	Hunter, Main, Furl Jib, 9.8hp OB, Head, Trlr	06	\$34,900	WB
23	Hunter, 3 Sails, 5hp OB, Trlr, New Rigging	90	\$6,400	HY	25	Hunter, RF Jib, 9.8 OB, Wheel, Bimini, SALE	08	\$37,500	AS
23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS	25	Irwin, 5 Sails, 15hp Yamaha, Trlr	70	\$4,000	HY
23	Irwin, Tandom Trlr, several newer sails, OB	70	\$2,000	FS	25	Irwin, OB, Cradle	72	\$2,000	CM
23	Larson Sport, Motor	85	\$5,900	PB	25	MacGregor, 9.9 HP outboard, trailer	82	\$6,499	OY
23	MacGregor Venture, 9.9 HP outboard	73	\$4,899	OY	25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB

LOA	Description	Yr	Price	Bkg
25	O'Day, 2 Sails, 9.9hp, new winches,Trlr, Fulr	75	\$8,750	HY
25	O'Day, 27"-54", 9.9 OB, new main, new 135%	85	\$16,000	FS
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$11,500	HY
26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr, More	76	\$5,900	HY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	UK	Call	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Grampian, Lots of New Gear	72	\$6,000	HY
26	Hacker Race Boat	97	\$115,000	PB
26	Hunter w,mainsail,jib,Spinaker,Trlr	98	\$23,000	WB
26	Hunter26 Mainsail,jib,spinnaker,Trlr	96	\$18,000	WB
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$22,500	HY
26	MacGregor 26 S, 3 sails,CdI Furling Bimini M	93	\$6,000	HY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$10,000	HY
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$8,500	HY
26	Pearson, OB, Yard Trlr	72	\$7,000	CM
26	Pearson-New Listing/Particulars TBD	UK	Call	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S-2 7.9	84	Call	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	84	\$15,500	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$14,000	HY
26	S2 8.0B, Trlr, Autopilot, New 4 Stroke Sail Drive	80	\$16,500	IM
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Seaward RK	08	\$36,000	GM
26	Shock Endeavor, Yard Trlr	67	\$3,300	CM
26	Tanzer	79	\$7,500	NE
27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY
27	Aloha, 5 Sails, 9.9 Yamaha 4strk, More	85	\$11,000	HY
27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS
27	C&C 27, 2 Sets of Sails, 9.9hp OB, Elect	84	\$14,995	NY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	Cape Dory	78	\$19,500	NE
27	Catalina, 4 Sails, A4 IB, Furl, Comp/VHF	74	\$10,500	HY



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LOA	Description	Yr	Price	Bkg
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY
27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS
27	Catalina, pending	90	Call	IM
27	Catalina, radar, GPS, autopilot, dinghy	79	\$11,000	OY
27	Catalina, Wheel Steering	79	\$11,500	CM
27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$20,000	CN
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$9,000	HY
27	Ericson, Main, 4 Jibs, IB, Wheel, More	76	\$12,900	NY
27	Grady White 265 Express Hardtop, Motor	00	\$64,900	PB
27	Home Made (Unknown Brand) 0 Sails, More	76	\$1,200	HY
27	Hunter, 3 Sails, Yanmar IB, Stereo, More	77	\$3,000	HY
27	Hunter, Lake City, Meticulous	78	\$11,300	IM
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
27	Mirage 27.5, inboard diesel, autopilot, VHF	98	\$17,900	SC
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$19,500	HY
28	Johnson E Skow (Hull 22), 2 sets sails, Trlr	79	\$2,200	HY
28	Kings Cruiser Sloop	57	\$10,000	PB
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY
28	Pearson 28 Sloop	78	\$12,500	PB
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY
29	Bayfield, 3 sails, Yanmar IB, wheel, electron.	84	\$23,500	HY
29	Cape Dory, Dsl, Yard Trlr	78	\$22,400	CM
29	Columbia 8.7, 4 Sails, Auto, GPS	82	\$17,995	NY
29	Columbia columbia 29	65	\$5,000	PB

**Legend:**

AS=Aquarius Sail 262-691-3794	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	IM=Image Yacht Sales 651-269-6434	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	OY=Owens Yacht 800-879-2684	PB=Pikes Bay Yacht Sales 715-779-3153	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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## Northern Breezes

## Waterfront

## Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY	34	Hunter, Dsl, elect, Furl Gen, Reefer	84	\$34,995	NY
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
29	Lancer	78	\$10,995	NE	34	Pacific Seacraft Voyagemaker, 4 Sails, Yanmar	95	\$142,000	HY
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY	34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$95,000	HY
29	Ranger, Lake City, 13 Sails	74	\$9,700	IM	34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY	34	Tartan 3400 - CHARTER READY	07	\$239,000	CN
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$104,750	HY	35	Catalina 350	04	\$134,999	NE
30	C&C, cruiser, dodger, bimini, 13HP diesel	81	\$24,900	SC	35	Catalina 350	06	\$174,900	NE
30	C&C, Lake City, Helm Wheel	74	\$13,000	IM	35	Ericson	70	\$16,999	NE
30	Catalina	88	\$44,000	NE	35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY	35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, More	94	\$67,500	HY
30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$49,400	HY	35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$32,900	HY
30	Catalina, Main, Genoa, GPS, Auuto-Pilot	80	\$17,500	NY	36	Cal	69	\$24,900	NE
30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY	36	Catalina, Dsl, Elect, Dodger, Furling, More	85	\$57,995	NY
30	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$24,000	HY	36	Hunter 36-NEW-BEAUTIFUL	08	Call	CN
30	Gemini 3000 Catamaran, 25hp Yamaha,More	87	\$39,995	NY	36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
30	Hunter 30, Lake City - Just Listed	92	\$34,900	CN	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
30	Newport MKII	74	\$10,900	NE	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
30	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	UK	\$15,000	HY	36	Sabre	86	\$89,900	NE
30	Pearson-New Listing/Particulars TBD	74	Call	HY	37	Beneteau 373 - NEW - Save \$\$15K	07	Call	CN
30	S2 9.1, New UK Head Sail - Very Fast	85	\$34,000	IM	37	Hunter 376, Incl 2008 Bayfield Slip	97	\$103,900	CN
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$27,500	HY	37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$80,900	NY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$29,000	HY	37	Tartan 3700, Main, Furl Gen., Autopilot, GPS	96	\$275,000	NY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	37	Tartan 3700CCR - NEW - Save \$\$37K	07	\$269,900	CN
30	Yankee, Sparkman & Stevens, Reduced	73	\$14,000	NE	38	Catalina 380	01	\$164,000	NE
31	Pearson 31- NEW LISTING	87	\$39,500	CN	38	Catalina 387	04	\$174,999	NE
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$28,500	HY	38	Hunter 38, **Dealer Demo**, Save 27K	06	\$189,900	CN
32	Catalina 320	02	\$103,995	NE	39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
32	Columbia 9.6, Updated Instruments, AP	79	\$23,500	NY	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$295,000	NY
32	Larson Cabrio 330, Motor	02	\$69,900	PB	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
32	Mirage, 4 sails, new Furlex, Yanmar IB, whl	88	Call	HY	41	Tartan 4100, This one has it all, Must See	97	\$259,900	NY
32	Seaward RK	08	\$124,000	GM	42	Catalina 42 MkII, 3 Cabins	01	\$189,999	NE
33	Beneteau 331, 5 Sails, 27hp Wsrbk, Whl, More	01	\$79,000	HY	42	Vagabond, Main, Furl SS & Genoa, More	83	\$165,000	NY
33	C&C, New Engine, Elect, Dodger	75	\$34,995	NY	43	Hood, 19 sails, Dsl, electronics, beautiful	66	\$88,000	HY
33	Hunter 33.5-EXCELLENT CONDITION	92	\$59,985	CN	43	Hood, 90hp Dsl, 19 Sails	UK	\$39,500	NY
33	Hunter 33-NEW LISTING	80	\$19,900	CN	43	Pan Oceanic, fully equipped, 45 HP Perkins	83	\$125,000	OY
33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY	44	Hartley Fijian Topsail Ketch, 5 sails, dsl	82	\$45,000	HY
34	Bavaria Cruiser, 2 Sails, Volvo IB, Whl, More	08	\$166,670	HY	45	Fabola Diva 451	97	\$170,000	PB
34	Beneteau 343 LIKE NEW - Bayfield	06	\$119,900	CN	45	Jeanneau SO45, 4 Cabin, 2 Head, Extras	08	Call	SU
34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY	45	Morgan, Nelson-Marek FAST CRUISER	83	\$99,900	CN
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY	46	Tartan, Main, Furl Jib, All Inst., Heat/Air	93	\$229,000	NY
34	Catalina MK II, Great Bargain, Shows as New	02	\$96,000	IM	47	McKinna Sedan, Dsl	00	\$339,000	PB
34	Gemini 34 Catamaran	99	\$120,000	NY	50	Yokosuka Naval Shipyard Yawl	47	\$140,000	PB
34	Hunter 340- BRAND NEW LISTING	98	\$74,900	CN	56	10-Meter Racing Sloop	27	\$25,000	HY

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
<b>Miscellaneous</b>					Wanted: Used Johnson or Evinrude 2-6hp Call SC				
	150%/175% headsails, some Kevlar, gd/excl		Call	FS	9	Water Tender Dinghy, soft-chined	UK	\$200	HY
	Charter the Apostle Islands with Superior Charters		Call	SC	11	Inflatable dinghy, particulars TBD	UK	Call	HY
	Deliveries: Professional, Sail and power		Call	SC	22	Sea Ray Express 215, Motor, Fiberglass	00	\$22,500	PB
	Instruction: Northern Breezes Sailing School (ASA)		Call	SC	23	Larson Sport, Motor	85	\$5,900	PB
	Music: Carl Behrend		\$18	SC	23	Penn Yan Avenger, 5.7 ltr, trlr, trim tabs	88	\$7,500	FS
	Music: Lee Murdock Songs		\$15	SC	26	Hacker Race Boat	97	\$115,000	PB
	Rental: WindRider Rentals		Call	SC	27	Grady White 265 Express Hardtop, Motor	00	\$64,900	PB
					32	Larson Cabrio 330, Motor	02	\$69,900	PB
					47	McKinna Sedan, Dsl	00	\$339,000	PB

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	GM=Gunkhole Marine 651-260-6200	IM=Image Yacht Sales 651-269-6434	NE=NestEgg Marine 715-732-4466	SU=Superior Yachts 800-772-5124
	GS=Great Lakes Sailboat Co. 517-339-1760	LB=Lakeland Boatworks 269-795-9441	NY=Northland Yachts 715-779-3339	SY=Shorewood Yachts 952-474-0600
	HH=Hansen's Harbor www.hansensharbor.com	MA=Martins Sports Afloat 218-963-2452	OY=Owens Yacht 800-879-2684	SW=Sailor's World 952-475-3443
	HW=High Water Marks 612-462-3704		PB=Pikes Bay Yacht Sales 715-779-3153	WB=White Bear BW 651-429-7221

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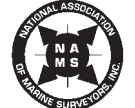
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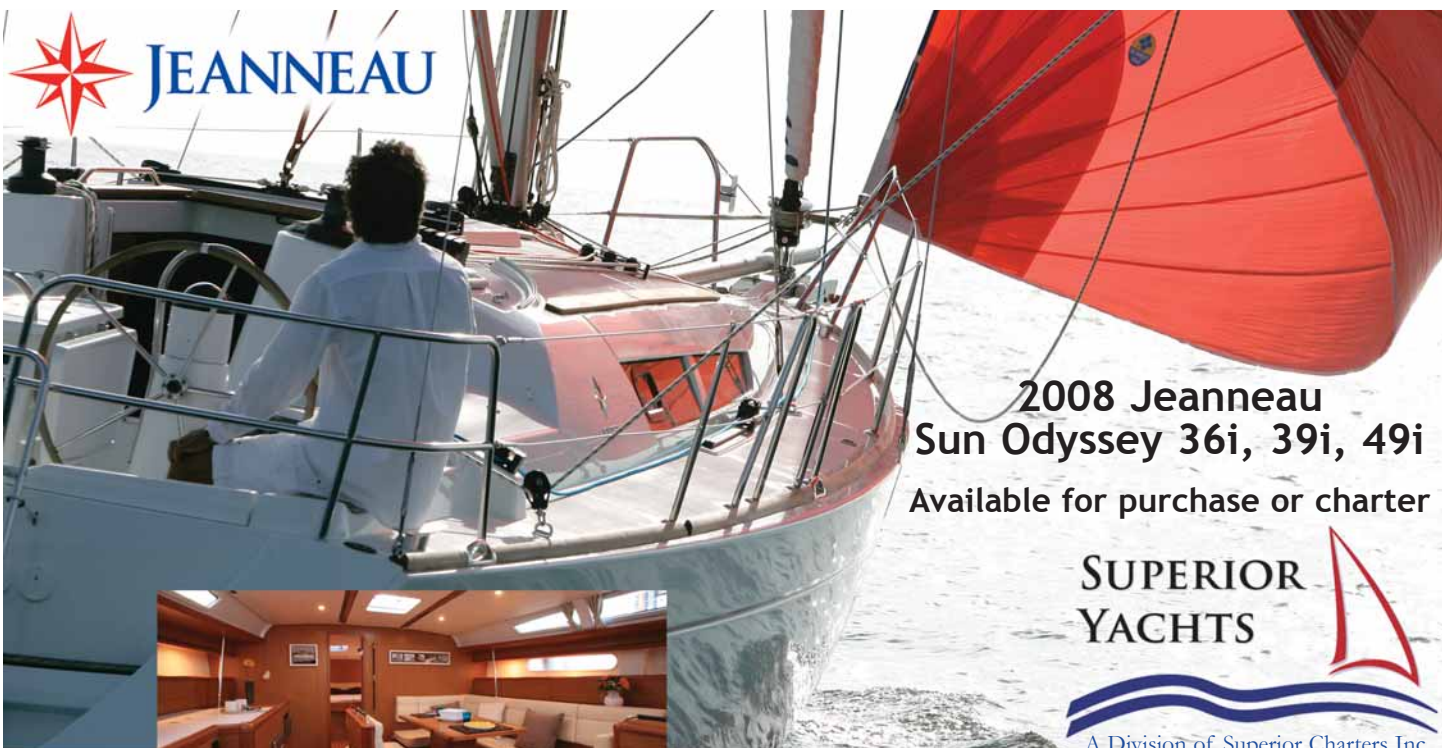


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# ***Celebration Sailing Festival***

**Midwestern Sailors Worldwide**



**Leverick Bay on Virgin Gorda in the British Virgin Islands.**

*Photo by Kurt Weissenfels*



**Panorama of a beautiful evening at Shorewood Yacht Club,**



**Kurt Weissenfels at the wheel in the BVI.**



**Learning to sail on Lake Minnetonka, Minnesota.**

### ***Let's Celebrate!***

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

**E-mail:** Put "Celeb Sailing Photo" in the subject line to [Info@SailingBreezes.com](mailto:Info@SailingBreezes.com)

**Snail Mail:** Northern Breezes  
Celeb Sailing Photo  
3949 Winnetka Ave N  
Minneapolis, MN 55427



**Lake Minnetonka, Minnesota.**

# Golf Ball Grommets

## An Unconventional, Yet Effective Emergency Tarp Repair

by Rich Finzer

Oh the woes of Great Lakes sailors once the leaves begin to turn red. The snow will soon be coming and the ice will soon be coming, and we must haul out and tarp/protect our boats against Old Man Winter. Our southern cousins with their ice free harbors and their snow free Decembers never perform this seasonal ritual, but we must. And after we do, we must still endure the penance of regularly checking our vessels. For when the wintry winds that blast down from the “Great White North” pipe up to tropical storm force, grommets and tarps are frequently shredded and ripped asunder. With the possible exception of an impromptu IRS audit, nothing



① Tarp Gathered Around Golf Ball

Photos by Rich Finzer



② Forming The Center Loop Hitch



③ Loop Hitch Tightened Around Golf Ball



④ Grommet Hitch Tied Off

disturbs a sailor's tranquility quicker than discovering that their carefully tied tarp has been shredded like a politician's promises.

Not long ago, a buddy and I made the monthly pilgrimage to the yards where our old girls spend the off-season. As his boat was stored some 20 miles farther to the west of mine, he offered to do the driving. I grabbed an extra spool of tie-down line and he brought along his tools. We discovered that *his* boat tarp had fared quite nicely. It was snug and had shed the snow and ice load in fine fashion. My tarp was another story. It was old and tired, and several of the grommets had been ripped out. The edges were flapping in the breeze like the lips of the town gossip. My grommet repair kit was back at the house; 25 miles away. Worse yet, it was getting dark and beginning to snow. I began musing about the old joke: "other than that Mrs.

Lincoln, how was the play?" Ever the cool head, my buddy fetched his tool box and reaching inside, tossed me of all things, a golf ball. A golf ball? Yep, a golf ball. Better yet, he told me exactly what I could do with it!

"This is easy" he said, "now watch." He pushed the golf ball against the inside of the tarp and then twisted the material to temporarily hold it in place. There was now a nice big lump along the outside edge. I cut some line from the spool, formed a loop in the center and tightened it around the golf ball. Then I took the two ends and tied them securely around part of my swim ladder. Bingo, problem solved.

Remember just one thing though. The golf ball grommet is a temporary repair. If the line holding it stretches, and the tension is relieved, the golf ball will fall out and then you're right back where

you started. So plan on adding new grommets as quickly as you can. Better yet, do what I did, buy a new heavier tarp, and of course, a sleeve of golf balls. You just never know....

*Rich Finzer earned his power boat operator's license in 1960 at age 11, and began sailing in 1966. He also runs a winter boat storage business, has worked on a commercial fishing boat, and is an accomplished racing sailor as well. Currently, he cruises Lake Ontario aboard his Hunter 34' "Pleiades." When he's not sailing, he supports his aquatic addiction as a technical/freelance writer.*



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