

Northern Breezes

SAILING SCHOOL

NEWS

American Sailing Association

www.NorthernBreezesSchool.com

OVER 836,000 ASA CERTIFICATIONS AWARDED



Who We Are

Northern Breezes Sailing School, headquartered in Minneapolis, Minnesota, is the largest American Sailing Association (ASA) affiliated school in Minnesota and one of the most successful in the Midwest. We offer 13 different courses at 10 locations, including local waters, the Great Lakes and the Caribbean Sea. In addition, we operate a summer Youth Sailing Camp, Boat Clubs and teach family vacation courses at all levels. We have something for everyone. Our school was honored as the 2004 ASA School of the Year and our owner, Captain Thom Burns, is a member of the ASA Standards Committee. No other sailing school in the region can match our combination of course selection, location variety and experience.



Aerie Islander 36 Spinnaker Fall Flotilla.

About ASA

The American Sailing Association is the leading authority on sailing instruction in the United States. It is the oldest and largest organization of its kind, with more than 422,000 graduates completing 836,900 certifications to date. ASA affiliates and instructors must meet and maintain stringent teaching and ethical standards to ensure that you follow a proven curriculum and learn everything you need to sail safely and with confidence.

New for 2012

- Basic Keelboat instruction in Duluth, MN.
- New Boat Club locations:
 - Lake St. Croix out of Windmill Marina in Afton, MN (Keelboat club).
 - Medicine Lake out of French Park in Plymouth, MN (WindRider 17 club).
- Enhanced Racing Program: Basic, intermediate & advanced courses on Lake Minnetonka, Lake Superior and in the Caribbean.
- Expanded Lake Superior Flotillas: In addition to our popular delivery trips, we now offer open-water voyages to Silver Bay, MN, Black River Harbor, MI and possibly Isle Royale National Park.

Learn to Sail

Teaching beginners is a Northern Breezes' specialty, and we offer several options.

Basic Keelboat (ASA 101) is where most adults start. This is the right choice if you hope to move up to larger boats for charter on the Great Lakes or Caribbean, and is a prerequisite for most of our intermediate and advanced sailing courses. Basic Keelboat is taught by ASA-certified instructors with a maximum of three students. Graduates are certified to skipper 20-25 foot keelboats during daylight hours in moderate conditions and are eligible to join our Boat Clubs. This is also an approved boating safety course recognized by the National Association of Safe Boating Law Administrators (NASBLA) and the U.S. Coast Guard. Your tuition includes 12 hours of instruction, course materials (including a how-to DVD), ASA logbook and a one-year membership in the American Sailing Association. Basic Keelboat courses are taught in eight locations: Lake Minnetonka, White Bear Lake, the St. Croix River (Hudson, WI and Afton, MN), Lake Michigan (Ludington, MI), Leech Lake, MN, Pewaukee, WI, and, our newest location in Duluth, MN.

The Northern Breezes Sailing School is certified by the American Sailing Association. Over 836,000 ASA certifications have been awarded. Principals are Captain Thom Burns, publisher of *Sailing Breezes Internet Magazine*. Thom and lead instructor Captain Steve Burns are Instructor Evaluators for American Sailing Association. Thom is also a US Sailing-certified instructor.



Captain Tony Green instructs Bareboat Chartering student Ted Paulfranz in the Apostle Islands National Lakeshore on Lake Superior. Photo by Joshua Kurzbuch

Many experienced sailors come to us from other programs, or are self-taught, and often test-out of Basic Keelboat in preparation for intermediate and advanced courses. Call us to see if you qualify.

Basic Small Boat (ASA 110) is a convenient way to quickly learn how to sail and is a reasonable introductory course if bigger boats are not on your horizon. We teach on fast, stable WindRider 17 trimarans, which have the widest wind range of any of our small boats. Graduates are eligible to join our new WindRider Small Boat Club on Medicine Lake. Two three-hour sessions are included and the instructor-to-student ratio is one to two.

Learn On Your Own Boat

These are custom courses, with or without ASA certification, to help you learn on the boat you're actually going to sail. We spend time getting your sailboat rigged properly and tailor each class to your specific vessel, lake, and your needs. This is an excellent option for first-time boat owners.

Still not sure which option is right for you? Call us at 763-542-9707 and we'll help sort it out. Or try a **Skipped Ride**. Sail with a certified ASA instructor for a few hours and see what sailing is all about before committing to a formal course.

Intermediate Courses

Basic Coastal Cruising (ASA 103) is the next level after Basic Keelboat certification. Learn the fundamentals of sailing a larger boat (approximately 30 feet in length) with wheel steering and inboard diesel auxiliary propulsion. This is available as a stand-alone, 12-hour course on Lake Minnetonka, or as a combined course

with Bareboat Chartering on Lake Superior, Lake Michigan, Leech Lake, or in the British Virgin Islands.

Bareboat Chartering (ASA 104) teaches you everything you need to know in order to skipper a 30-50 foot sailboat and begin weekend or charter cruising. This is a liveaboard course on Lake Superior, Lake Michigan or in the British Virgin Islands. Understand the basics of onboard machinery such as diesel engines, electrical and plumbing systems. Learn navigation, anchoring and emergency procedures, as well as provisioning, fuel, water and electricity management; all part of the fine art of vacationing aboard a sailboat. Graduates can charter worldwide and are eligible for discounts on Northern Breezes' yachts on Lake Superior in the beautiful Apostle Islands National Lakeshore.

Ask about our popular **Family and Friends** option. This is a private, customized course for you and your crew. Up to four skippers can earn certification. You learn with the folks you're going to regularly sail with; a big plus! This is ideal for families with children, groups with non-sailors or crew who want to learn how to assist and support the captain as competent crew. While new skippers earn their Bareboat Chartering qualifications, family and friends receive a Crew Certification that is tailored to their abilities and interests.

Docking Endorsement. Did reading the word "Docking" just now make your palms sweaty and your heart beat faster? All sailors are naturally apprehensive about maneuvering a large boat in tight spaces. Learn the basics and the tricks of the trade from certified, experienced instructors in this two-day course on our 28-foot inboard sloop on Lake Minnetonka. Docking certification will significantly reduce your anxiety level and add to your enjoyment of the sport. According to one graduate; "I actually look forward to docking now!" Anyone who is serious about boating should take this course.

Advanced Courses

Advanced Coastal Cruising (ASA 106). Have some cruising experience and are ready to take your skills to the next level? Want to venture out beyond protected waters, sail at night or learn how to fly a spinnaker? Then you may be ready for an extended learning adventure on either Lake Superior or the Caribbean Sea. Taught by U.S. Coast Guard licensed Captains, this is one of our favorite courses because it brings together everything learned in prior courses plus new skills such as night sailing, radar use and spinnaker handling. You'll also experience the rigors of an

overnight passage with round-the-clock watch keeping, sleeping and cooking underway. Many of our graduates repeat this course several times just for fun!

Cruising Catamaran (ASA 114). You've seen the "big cats" in the sailing magazines and charter fleets. We know you're curious about the advantages of fast, no-heel sailing and the enormous interiors of cruising catamarans. Check out our two-day class on Lake Superior, or our one-week class in the Caribbean. Combine your Caribbean course with a **Flotilla** or **Sail & Dive** vacation! Learn how to safely sail and handle these amazing yachts. Be careful though; you may get hooked and never go back to monohulls!

Caribbean Sailing

We offer a wide range of courses from **Basic Keelboat** to **Advanced Coastal Cruising** and **Cruising Catamaran** in the tropical paradise of the Caribbean Sea. Our main base is in the British Virgin Islands, the world's most popular cruising grounds, although our advanced classes have sailed to St. Martin, Puerto Rico, Grenada, Bonaire and other exotic destinations. Earn your **Basic Coastal Cruising** and **Bareboat Charter** skipper certifications, or just sail for fun. Our popular **Flotillas** and **Sail & Dive** weeks require no sailing experience and allow you to participate on many levels. You can sail as individuals, couples or as a **Family & Friends** group in which you have the whole boat. We also have **Women's-Only** courses and are introducing our new **Caribbean Racing** program in 2012.

We promise you'll love the British Virgin Islands. There are many reasons that we've returned here for 32 years: fabulous weather, warm water, palm-fringed beaches, reliable trade winds, easy navigation, sheltered waters and great facilities. We'll show you places such as The



Harris' Place, Jost Van Dyke, British Virgin Islands.



Calico Athena 38 Catamaran. Lake Superior.

Baths, where house-sized boulders surround an isolated beach. Dive the wreck of the RMS Rhone, featured in the movie *The Deep*. Snorkel in The Caves of Norman Island, the setting for Robert Louis Stevenson's *Treasure Island*. Sail past uninhabited Dead Chest Island, where the pirate Blackbeard infamously marooned his mutinous crew with nothing but a bottle of rum ("Fifteen men on the dead man's chest, Yo-ho-ho, and a bottle of rum"). You will return home with a tan, fantastic photos, lifelong memories, and maybe an ASA certification too. And you'll likely come back as many of our graduates do as skipper of your own charter boat.

Charter Broker

When you're ready to skipper your own charter boat, give us a call first. We've been in the business a long time, are happy to share our knowledge to help you find the right location and boat, and can usually save you money by booking your charter.

Charter in the Caribbean: We've been sailing down there since •1979•. We know the waters, the charter companies and their boats. Our advice is always free and we've saved our customers hundreds of dollars on their charters by handling the transaction. Book with confidence that you're getting the right boat at the right price for your vacation.

Lake Superior Charter Options: Our Islander 36 and two Hunter 34 live aboard yachts in Bayfield, WI, are available for charter to skippers with an ASA 104 certification. We offer a 10% discount on these boats to all Northern Breezes' graduates and a 20% discount to our Boat Club members. Sail out of Pike's Bay, the finest marina in the area, and enjoy cruising the Apostle Islands National Lakeshore, one of SAIL magazine's "Top Ten Places to Sail in America."

Flotillas

Whether you are an experienced or novice bareboat skipper, interested crew member or complete landlubber, you can participate in our popular Flotillas in two great locations. These three-to-seven day adventures include a fun mix of organized and informal events, dining aboard and ashore, group activities and private time.

British Virgin Islands: Our week-long Caribbean flotillas are accompanied by a lead boat with a U.S. Coast Guard-licensed Captain, who is your event organizer, guide and support person. Join the crew of the lead boat if you're new to sailing, want to build your skills or lack a full crew. If you are a bareboat skipper with a crew, charter your own boat and come along. This is a great way for new skippers to gain experience in the company of a professional, with the option to venture off on your own when you're ready. Chartering in our flotilla is usually less expensive than going it alone, since we have special arrangements with the charter company.



Flotilla boats off Peter Island, British Virgin Islands.



The Baths, Virgin Gorda, British Virgin Islands.

Lake Superior: Our exciting, three-day **Delivery Flotillas** occur twice each season between Duluth, MN, and Bayfield, WI, and regularly sell out early. Sail aboard *Aerie*, our Islander 36, *Taboo* or *Jolly Swagman*, our Hunter 34 live-aboard yachts. Weather permitting, we anchor out one night in the beautiful Apostle Islands National Lakeshore. Visit the charming village of Cornucopia, WI, dine ashore and spend the night at Siskiwit Bay Marina. Cruise the Twin Ports of Duluth and Superior, sailing past lake freighters and ore docks in this impressive commercial harbor. Our **Adventure Flotillas** explore the beauty of Lake Superior's wilderness, unique communities and remote harbors. Possible destinations include Cornucopia, WI, Silver Bay, MN, Grand Marais, MN, Black River Harbor, MI, and Isle Royale National Park.

Boat Clubs

If you love to sail, but don't have the time, money or energy to own a boat, check out our Boat Clubs. We take care of slip fees, maintenance, repairs, insurance, fuel, winter storage and all the other hassles of ownership. You reserve a boat online and go sailing. It's that simple! Our flagship Keelboat program at Shorewood Yacht Club on **Lake Minnetonka** continues to grow, with five boats in our fleet: two Ensign 23s, a Pearson 26, a Pearson 27 and an O'Day 28. Candidates must be ASA graduates or demonstrate sufficient experience during a check ride. Our two largest boats require a Basic Coastal Cruising (ASA 103) certification, or equivalent experience on bigger sailboats. We have several membership levels to fit your budget and schedule, and club members receive discounts on our Lake Superior charter yachts.

New for 2012! We're expanding our Keelboat program to beautiful **Lake St Croix** with the addition of an Irwin 23 at Windmill Marina in Afton, MN. We're also introducing a new Small Boat Club on **Medicine Lake** in Plymouth, MN, featuring our fast & fun WindRider 17 trimarans. This is a lower-cost Boat Club option, and is located in French Regional Park, which has a lot to offer the water and outdoor enthusiast.

Ashore Classes

Our off-season classes teach new skills and keep sailing fresh in your mind when it's too cold to sail. These courses are offered October through April and cover coastal & celestial navigation, weather, marlinspike seamanship and radar. Most of our classes are not offered anywhere else in the Upper Midwest! We now have a classroom location in Afton, MN, for our Eastern Metro students. There are no prerequisites for our Ashore Classes. All ashore classes can be completed via



Navigating Apostle Islands. Photo by Joshua Kurzbuch
correspondence for students who do not live near the Twin Cities.

Coastal Navigation (ASA 105). Students learn the navigational theory and practical skills required to safely pilot a sailing vessel in coastal or inland waters with a focus on real world, practical navigation. You will progress from basic dead reckoning to more complex piloting and chart work, incorporating tides, current, leeway, GPS and a brush of radar. We use the official ASA textbook and accompanying PowerPoint CD edited by Captain Thom Burns, owner of Northern Breezes. Thom also does seminars on navigation at the Strictly Sail Chicago and Minneapolis Boat Shows. This is a highly rewarding course, but requires dedicated practice time in order to get the most out of it.

Marine Weather (ASA 119) teaches boaters how to take weather into account in the planning and navigation of voyages, both local and global. Weather is a big subject, but marine weather really boils down to wind prediction. Although severe weather is a concern, sailors spend far more time dealing with too little wind rather than too much. This course teaches how to find more wind when there is little to be had, in addition to avoiding extreme weather whenever possible. Students will learn to integrate weather into their overall navigation using the latest technology as well as traditional maritime skills such as barometer reading, wind, clouds, and sea state observations. Also included are discussions on squalls, fronts, storms, hurricanes, fog, global wind patterns and the study of weather maps. Our lead instructor, Captain Tony Green, does seminars on the subject at the Minneapolis Boat Show. With weather being the most pressing factor in a journey by sail, this course is a must-do.

Basic Celestial Navigation (ASA 117) provides sailors with the knowledge needed to fix their position at sea when completely out of sight of land. You will get hands-on experience with sextants, learn how to navigate with the sun and North Star (Polaris) and learn the fascinating concepts that make celestial navigation possible. We highly recommend this course as an important emergency navigation skill set and as a fun learning experience. Learn why the days change length throughout the year, why the Arctic sun never sets in summer and what the “Age of Aquarius” means.



Captain Tony Green using Sextant, Caribbean 1500.

Advanced Celestial Navigation (ASA 107). In addition to the material covered in Basic Celestial Navigation, this course teaches students how to do full sight reductions and navigate with the sun, moon, planets and stars other than Polaris. You will learn how to find your position at sea plus other procedures for safe offshore navigation. At the end of the course, you will feel comfortable heading offshore without fear of what to do if the GPS fails. And we cover how to make the most of the GPS while it is working. ASA 107 is a prerequisite for ASA 108, Offshore Passagemaking.

Marlinspike Seamanship. Become the “go to” person on your boat when it comes to the fine art of knots and splices. Whether you’re lashing deck gear in place, attaching a sail or extending a towing line, this course will prepare you with the right tools. Tim Carlson of Seven Seas has specialized in this field for more than ten years, and will teach you the right way to do things, whether it’s a simple three-strand splice or tying some of the most useful sailing knots. Textbook, line and enthusiastic instructor are included.

Radar for Mariners. This is a practical guide to safe, versatile, and efficient use of small craft radar. It covers an overview of radar principles, operation, navigation and collision avoidance. You'll learn how to identify radar targets, interpret their motions, and apply the Rules of the Road in reduced visibility. This course is important for those who sail at night or in the fog-prone waters of the Great Lakes or northern coasts. We use StarPath Navigation's Radar Simulator software to bring real-world radar scenarios into the classroom.

Become A Sailing Instructor

Want to get paid doing something you love? A very special group of sailors have the passion to share their knowledge and love of sailing with others through instruction. If you are currently teaching sailing, or wish to teach, consider becoming an ASA and Northern Breezes Instructor. ASA instructors must meet standards which are internationally recognized and used by more than 90% of the commercial sailing schools in the United States. You'll become part of a professional organization which provides teaching materials and services, a centralized national certification authority, continuing education programs, member discounts and a wide variety of other benefits. New instructors universally agree that they have become better sailors after completing an instructor clinic and teaching. Northern Breezes has not one but two ASA-certified Instructor Evaluators on staff, is the largest ASA school in Minnesota and the largest in the Midwest. If you feel your experience and sailing proficiency qualify, we invite you to apply. We are always on the lookout for talented instructors, and have a strong history of developing staff for higher-level courses. Clinics are normally offered in early June on Lake Minnetonka. Candidates must be ASA members in good standing, 18 years of



Natalie Tebben, Camp Counselor, presents an "Afloat Teaching Topic" to her fellow instructor candidates as part of her Basic Small Boat Instructor certification.



Captain Thom Burns teaches the finer points of sailing instruction at a recent Instructor Qualification Clinic at Shorewood Yacht Club.

age (16 years for Youth Camp counselors), possess at least 3 years of sailing experience and have an aptitude for clearly communicating concepts to the novice sailor.

Youth Camp

At Northern Breezes Sailing Camp, youths aged 8-16 are introduced to the sport of sailing. Campers learn to skipper and crew sailboats in light to moderate wind and wave conditions in familiar waters without supervision. They gain confidence, teamwork and leadership skills, as well as knowledge of water safety. Our focus is acquiring lifelong skills, self-discovery, empowerment and having fun through learning the safe operation of a sailboat. Racing is not a large part of our programs, although we introduce the finer aspects of sail trim and sailboat handling to our students.

Create unforgettable memories for your child!

Our primary camp is located on Medicine Lake within French Regional Park in Plymouth, MN. On a typical day, counselors lead short discussions on the skills that will be covered, followed by land drills and on-the-water instruction. Swimming, rowing and games are interspersed throughout the day in order to make this an awesome aquatic experience. Sessions are half-day or full-day, Monday through Friday, and discounts are available for multiple weeks. We are happy to work with parents or older siblings in a volunteer capacity. Feel free to call with questions regarding the best choices for your child. Classes are offered at several levels based primarily on age and experience:

Dinghy Basic is designed for students ages 8-10 that have completed grades 2-4. Campers begin on Walker Bay 8 dinghies and move up to Walker Bay 10 dinghies when ready.

Dinghy Advanced is geared towards students ages 11-13 who have completed grades 5-8. Building on skills learned in Dinghy Basic, campers demonstrate proficiency in the Walker Bay 8 dinghy and progress to solo-sail the Walker Bay 10 dinghies.

WindRider 17 Camp is ideal for students ages 13-16 who have completed grades 7-10, although younger campers who have completed Dinghy Basic and Dinghy Advanced are often introduced to these boats. Students learn using the American Sailing Association (ASA) Small Boat curriculum and Basic Small Boat certification is available for dedicated campers who can pass a written exam. Our WindRider 17 trimarans are fast, stable and loads of fun. These are boats that your children can comfortably take you out on! They are the mainstay of our WindRider Small Boat Club.

Youth Keelboat. For students aged 14-18, we have a unique opportunity to sail larger boats on Lake Minnetonka. Located at Shorewood Yacht Club in Excelsior, MN, this is a great course for those who have completed the Medicine Lake programs, but is also appropriate for teens who are new to sailing. Students will learn to crew and skipper a 23-foot Pearson Ensign keelboat. At the end of the course, they will have the option to complete ASA Basic Keelboat certification, which allows graduates to take additional courses through Northern Breezes or other ASA schools. Discounts are available for multiple weeks and custom dates & times or other special arrangements are available to groups of three or more. Please call for more information.



Youth Camp WindRider



Youth Camp

Racing Program

Experience the excitement of sailboat racing in a low-stress environment. Our club atmosphere emphasizes friendly, respectful learning with just the right amount of competitiveness. Even if you don't envision yourself racing, it can dramatically improve your sailing skills. You'll learn the finer points of steering, sail trim, and sailboat handling on all points of sail. Make new friends and gain experience on different types of sailboats. Sailing fast is fun!

New for 2012: We are significantly expanding our racing program to include larger boats and longer races on Lake Superior and in the Caribbean.

Lake Minnetonka. Our Keelboat Racing program continues out of Shorewood Yacht Club on 23-foot Ensign sloops. Learn the basics of buoy racing, including starts, sail trim, upwind and downwind tactics. Compete in the Tuesday evening series of Ensigns In The Bay on Lake Minnetonka. These laid-back, one-lap races are the perfect introduction for the new racing sailor.



Youth Camp

Racing Program, continued

Lake Superior. We will have two active programs beginning in 2012. **Bayfield Race Week**, in its 33rd year, is a 4-5 day event held over the July 4th weekend. Northern Breezes will have at least one boat entered in these short-to-medium length races. Learn new skills or hone your current ones on a larger boat. For longer distances, consider the **Trans Superior**, the longest fresh-water race in the world at 330 nautical miles. This bi-annual event, held every odd year since 1969, will next begin on August 3, 2013. It is a non-stop race from Sault Saint Marie, MI to Duluth, MN, requiring around-the-clock watch keeping for about three days. Captain Thom Burns and Captain Steve Burns of Northern Breezes are three-time winners in the Trans Superior Cruising Class. This is a rigorous and demanding race, and participation will be limited to those with prior distance racing experience or advanced sail training.



Art LaPoint Trans Superior 2011 Race

Caribbean. Also new for 2012 is our Caribbean Racing Program. This is a great way to build or sharpen your skills, meet new sailors, and do something you'll never forget in a tropical getaway. Harmony, our Hunter 44DS, is scheduled to enter the following events this spring:

Heineken Regatta: March 1-4, 2012; St Maarten

Rolex Regatta: March 23-25, 2012, St. Thomas, USVI

BVI Spring Regatta: March 26 - April 1, 2012, Tortola, BVI

Antigua Sailing Week: April 29 - May 4, 2012, Antigua

Refreshers

Has it been a while since you got your ASA certification, or have you been out of the sport for a few years (or more)? A refresher class may be just what you need to restore confidence and proficiency. We offer refreshers at all levels, including ashore classes. Refreshers can be private, custom sessions or you can audit a course you've already completed. Another option is to schedule a refresher on your own boat. The choice is yours; we are flexible and will accommodate your needs to get you back up to speed.

Skippered Rides, Crewed Charters & Corporate Events

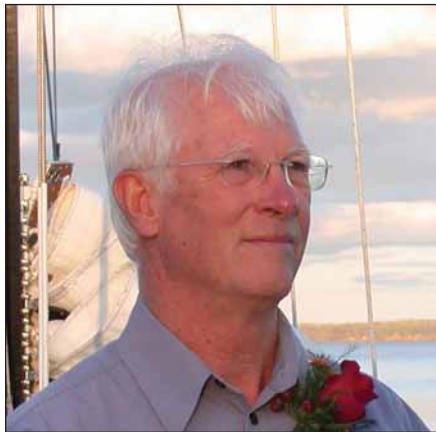
Take a ride on a sailboat! No experience necessary. Many people want to check out sailing before committing to a class. Others are looking for an interesting new way to celebrate a birthday, anniversary or other special event. Take a day-sail, sunset cruise, spend a weekend or an entire vacation afloat! We provide the boat and skipper so you can enjoy your time out on the water. Available locations and sailboats include:

Medicine Lake — WindRider 17 trimarans
St. Croix River — 22-24 foot keelboats
Lake Minnetonka — 23-28 foot keelboats, most with cabins and heads
Lake Superior — 34-36 foot cruising monohulls; 38-foot cruising catamaran
Lake Michigan — 30-38 foot cruising monohulls
Caribbean — 40-50 foot cruising yachts; monohull and catamaran.

Maybe you're ready for a sailing vacation, but aren't ready for (or don't want) the responsibility of skipping your own yacht. Consider a **Crewed Charter**. We provide a U.S. Coast Guard licensed captain and a chef to take the hassle, worry and work out of your vacation. Available in the Caribbean at several locations and on Lake Superior in the beautiful Apostle Islands National Lakeshore.

Corporate Events. If you're looking for a place to take the office for a fun, teambuilding activity or just a little relaxing camaraderie, look no further. You and your co-workers can set sail with us for a few hours or a day on the water. We provide ASA-certified sailing instructor(s), an orientation session, food & beverages (optional) and an indoor meeting location if inclement weather occurs. Create the right kind of office memories!

Meet Captain Thom



Captain Thom Burns

Thom Burns is a retired U.S. Navy officer who came up through the ranks. He drove ships for five years and spent another three years at sea as an enlisted sailor. He began teaching sailing in 1975 at the Newport Naval Station in Rhode Island and

continued at Great Lakes Naval Training Center on Lake Michigan and San Diego Naval Training Center in Coronado, California.

After retiring with 20 years of military service in January 1992, Thom and two partners started *Northern Breezes Sailing Magazine*. In 1997, he added *Sailing Breezes Internet Magazine*. He began teaching on Lake

Minnetonka in 1993 for the now-defunct Northern Maritime Institute and opened Northern Breezes Sailing School in 1999. For more than a decade, the school has steadily grown to include many new locations, a Youth Sailing Camp, Boat Clubs and courses from beginner to advanced offshore on local waters, the Great Lakes and in the Caribbean. Northern Breezes currently offers 13 different ASA courses in 10 locations.

Thom is a certified Instructor Evaluator for the American Sailing Association where he "trains the trainers." He is also on the ASA Advisory Board and recently edited the official Coastal Navigation textbook written by Captain Mike Pyzel. He continues with his own sailing education, earning Instructor ratings for Docking Endorsement, Celestial Navigation and National Facility Evaluator within the last two years. Thom was instrumental in launching the American Diabetes Association's fundraiser regatta on Lake Minnetonka and served four years as Commodore of Sailfest in Bayfield, WI. He lives in New Hope, MN, with his wife, Michele, two cats and two sailing dogs.

Thom has sailed across the North Atlantic from Newfoundland to Ireland aboard a 40 foot sailboat and he has thousands of trans Caribbean miles. He is planning a St. Lawrence seaway adventure in 2012 and another North Atlantic crossing in 2013.

See Us at the Boat Shows

We will be exhibiting once again at the Minneapolis Boat Show from January 19-22, 2012 at the Minneapolis Convention Center and at Strictly Sail Chicago, January 26-29, 2012 at the famous Navy Pier. Northern Breezes Instructors are regularly featured as seminar speakers; for 2012, Captain Thom Burns, Captain Tony Green and Jenny Sutton will present on topics ranging from What's new in sailing, Sailing Made Easy, Coastal Navigation, Marine Weather and Planning a Sabbatical Cruise to the Bahamas. See you at the shows!

Visit Our Website and Ship's Store

Go to www.sailingbreezes.com for more information about our courses, locations, class schedules, prices, photos and more! Check out our free online magazine, *Sailing Breezes*, for news and current events in sailing worldwide. Visit our Ship's Store for equipment to outfit your boat or for nautical gift ideas. We sell what we know, not everything.

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<http://www.facebook.com/pages/Northern-Breezes-Sailing-School/144211555606513>

Gettin' To The Soo

By Captain Tony Green

It was pitch black out, with no moonlight, and the fog was thickening. The building wind and Lake Superior's infamous rollers were causing problems with boat handling and sleep. The shoreline and harbor were nearby, but we couldn't see any lights. We were sailing on our second overnight passage in three days, on about two hours rest. Yep, life was pretty sweet.

This scene occurred in early August off the southern shore of Lake Superior. We were sailing on *Aerie*, an Islander 36 owned by Northern Breezes Sailing School. The purpose of our voyage was two-fold: to deliver *Aerie* to the head of the lake for the start of the 2011 Trans Superior Race; and complete a four-day American Sailing Association (ASA) Advanced Coastal Cruising class.

Our starting point was Pikes Bay Marina in Bayfield, Wisconsin and our destination was more than 300 miles away; the Sault Saint Marie Locks at the extreme east end of Lake Superior, known simply as "The Soo" to lake veterans. The bi-annual Trans Superior, the longest freshwater race in the world, begins in Whitefish Bay at that end of the lake. The lack of docking facilities in the bay means that most race boats stay at one of the marinas on the east side of the Soo Locks in the St. Marys River. Our mission was to get *Aerie* to The Soo on time, in one piece and conduct an ASA course underway.

Captain Steve Burns from Northern Breezes was our instructor. I was there as a student teacher, working on my Advanced Coastal Cruising Instructor rating. Three students; Colin Campbell, Ed Mentell and Greg Zdeb, rounded out the crew. As the "advanced" label implies, this is a demanding course, and teaches higher-level skills such as nighttime sailing and navigation, radar operation, spinnaker use and watch keeping on overnight voyages. Student candidates must be Bareboat Charter certified, have completed ASA's challenging Coastal Navigation shore course, perform all required tasks underway (including night man overboard drills) and pass a rigorous written examination to become Advanced Coastal Cruising certified. Sleep is optional, but recommended.

We met on a Sunday afternoon at Pike's Bay. While the course outline indicated we would spend the night at the dock and get underway on Monday, a good weather window prompted us to depart immediately. We were reminded of the old saying in Bayfield that "the lake is the boss" and the mindset that you don't waste good conditions on Superior. We departed after sunset, headed



Captain Steve Burns, Greg Zdeb, ACC to Saulte Ste. Marie, MI.

through the South Channel between Madeline and Long Islands and out onto the open lake. The price for good summer weather is usually light, variable winds and I was reminded of another old saying; "red sky at night, sailor's delight." A red sky at sunset generally indicates pleasant weather. The accompanying light winds are not always a sailor's delight.

We motor-sailed through the night and into Monday morning, although we did put up our cruising spinnaker after breakfast and kill the engine for a couple of hours. We arrived at the western entrance of the Keweenaw Waterway by mid-day after covering about 95 miles. The waterway, completed in the 1860s, connected Portage Lake to Lake Superior on both ends, creating an important harbor of refuge, a shortcut across the lake and turned the Keweenaw Peninsula into an island. About ten miles further east we reached the Portage Lake Lift Bridge, which connects the towns of Houghton and Hancock, Michigan. Built in 1959, the current double-decker lift bridge is the largest on the lake (sorry, Duluth) and is reportedly the heaviest lift bridge in the world. Houghton (population 7,700) is the biggest city on the Keweenaw, home of Michigan Tech University and was the birthplace of professional ice hockey in the United States when the Portage Lakers was formed in 1903. Hancock (population 4,600) is the home of Finlandia University and has deep connections to the copper mining industry that built this part of the state. Finnish cultural heritage and traditions run strong in both communities.

Immediately after passing under the bridge, we stopped at the County Marina on the Hancock side for diesel fuel and to empty our holding tank. Unfortunately, the marina's pumpout equipment had broken down just minutes earlier while pumping out the boat across the pier from us. After fueling, we headed

across the waterway to the Houghton City Dock, where we tied up for the night. Another Trans Superior race boat was moored directly in front of us, and Captain Steve knew the skipper. It would not be the last time we saw a familiar face on the way to The Soo. We rested a bit at the dock, then walked over to the Houghton Library to review for our written exam. After this, we found some much-needed brain food in the form of pizza and beer at the Keweenaw Brewing Company near Michigan Tech. We turned in early, as a big storm was threatening to hit overnight and into the following morning.

It rained overnight, but we received only a glancing blow from a big storm that clobbered Minnesota and Wisconsin. We celebrated our good fortune with a hearty breakfast at Suomi, a Finnish restaurant favored by Houghton residents. It's always a good idea to go where the locals eat. After breakfast we moved the boat further west to a city park that had coin-operated showers. We all got a good laugh when our navigator-for-the-day was so focused on entering GPS waypoints on the chartplotter down below that he didn't notice that the boat had moved until he came back up on deck!

At 12 noon on Tuesday, our cleaned and fed crew was underway again, headed down through Portage Lake and out the eastern entrance of the Keweenaw Waterway, a two-hour journey. Grand Marais, Michigan, about 115 miles away, was our next stop. Winds were light to moderate in the afternoon, so we sifted through *Aerie's* impressive spinnaker arsenal and pulled out one of the symmetrical chutes to practice with. For most of the students, it was their first time handling a spinnaker pole. Later, the wind quit, so we motor-sailed again until after midnight. About 1 AM on Wednesday morning, a brisk north wind began to fill in, quickly followed by fog. Fortunately, we were well south of the shipping lanes, and had GPS and radar for navigation and collision avoidance. We blasted along under full sail, finally putting a reef in the main at 4 AM as the wind and waves continued to build. Things were starting to get interesting, with the darkness, fog and growing seas. The wind speed never exceeded 20 knots, but the waves quickly grew to 6-8 feet, since the north wind had a 100+ mile fetch (uninterrupted open water distance) to develop the seas.

Lake Superior's motion usually dishes out some nausea to the uninitiated, and predictably, one of our crew had some trouble with seasickness (no names, but it wasn't me). But hey, the rough stuff was part of the class. It's what most students in an advanced course dread yet secretly wish for. It's the more challenging conditions that really build new skills. I won't soon for-



Portage Lake Lift Bridge connects Houghton and Hancock, Michigan.

get the look of accomplishment on a student's face after reefing the mainsail in the dark while getting soaked with spray on a pitching and rolling deck. And, as one of my sailing mentors often states, "any idiot can sail in 10 knots of wind."

It was still dark and foggy, but we were getting close to our destination. Some of the lake's most beautiful scenery, Pictured Rocks National Lakeshore and Grand Sable Dunes, lay off our starboard side, although we couldn't see any of it. We kept inching towards shore, until we finally saw the Grand Marais breakwater light and later the outline of the breakwater as the sky began to brighten. It was still foggy, but fortunately there was good visibility inside the harbor. We steamed into the beautiful natural basin at about 7 AM on Wednesday, and noticed immediately that we weren't the only ones that had thought of stopping here. There were three Trans Superior race boats already at the town dock and several more at anchor. We rafted up to a ¾ ton X-Yacht at the Burt Township Marina dock and waited for a spot to open up.

Grand Marais means "big marsh" in French (there is no marsh; it was probably named for the large, shallow harbor). The town of about 400 year-round residents was originally settled by fishing and lumber interests. Grand Marais is the only harbor of refuge along a 90-mile stretch of Lake Superior. A stark reminder of that fact is the former U.S. Coast Guard Station here, which had one of the last radio communications with the S.S. Edmund Fitzgerald before it sank with all hands on November 10, 1975. Grand Marais today is known for its friendly people, beautiful scenery and cool summer weather.

The part time dock attendant came down in the morning and fueled up the race fleet (their pumpout facilities were also out of commission) and came down later in

the day just to check up on everyone. We topped off our fuel tank, found a spot on the dock, then walked into town for a big breakfast at Sportsman's Restaurant. Next to the restaurant is the Pickle Barrel House Museum. Built in the 1920s as a summer cottage for author/illustrator William Donalhey and his wife, Mary, this unique, barrel-shaped dwelling was moved from its lakefront location to the current site, restored to its original condition and is now a popular tourist attraction.

The north wind continued to blow hard all day, but we were sheltered against the seawall at the town dock. What do you do after a challenging overnight sail and a high-calorie breakfast? A long nap, of course. We hit the bunks hard for a couple of hours, then got moving again. I went sightseeing in town and along the lakeshore, others found the showers at a nearby campground, while some hung around the marina and chatted with other boaters. After lunch it was time for our written exam, a necessary evil required for certification. As expected, it was difficult (all short answer with no multiple choice), but everyone passed with flying colors.

We had one final leg, an 80-mile overnight from Grand Marais to Sault St Marie, Michigan. Winds were astern at 5-10 knots when we departed at 8 PM on Wednesday evening. Again, great weather came with light winds. We motor-sailed most of the way, with two exceptions. One was in Whitefish Bay to conduct night-time man overboard (MOB) drills under sail. A strobe light mounted on *Aerie's* MOB pole served as our "victim," and things went well, until the strobe mysteriously went out in the middle of several drills, and then later when the wind quit completely. The other time we switched to sail-only propulsion was when the engine died in the middle of the night. A clogged fuel filter was the problem, and changing the filter and bleeding the fuel system underway and in a hurry turned out to be excellent practice for the Trans Superior, when it happened again. Another inconvenience was a slowly rising level in the bilge. We were taking on water, but not a dangerous rate and well within the capacity of the bilge pumps. All of the usual suspects (through-hulls, shaft seals, etc.) were investigated and the source of the water was not obvious. We puzzled over the matter for awhile and finally determined that the water was siphoning in. *Aerie's* stern squats down quite a bit under power (during the Trans Superior we would station crew members on the bow to level out the boat). This submerged the overboard discharge on the transom, and the check valve and vacuum break in the discharge line weren't doing their jobs and water trickled back into the bilge. Rather than fuss with an at-sea repair, we lived with the problem, but kept a careful eye on the bilge and pumped it out regularly.



***Aerie* at George Kemp Marina and Tanker**

By sunrise on Thursday we were at the bottom of Whitefish Bay and entered the St Marys River on approach to the Soo Locks. On Captain Steve's advice, we kept looking astern to make sure we weren't being overtaken by any freighters traveling much faster than our seven-knot hull speed. There are two options for locking through: The Canadian lock is smaller and preferred by most recreational boaters, while the American side, consisting of four locks, handle the huge lakers and "salties" (ocean-going vessels) that traverse the Great Lakes.

We contacted the lockmaster on the VHF radio and were directed to the MacArthur Lock on the American side. At 800 feet long by 80 feet wide, the MacArthur Lock is enormous, but is not the biggest at The Soo. That honor goes to the adjacent Poe Lock, which at 1,200 feet long and 110 feet wide, is still just barely big enough for some of the freighters that pass through. Amazingly, these facilities are free to boaters, although commercial traffic has priority over pleasure craft. We maneuvered around a barge locking up, then entered the lock for the 21 foot drop around St Marys Falls. Locking through is an intimidating experience the first time you do it, but the procedure is simple: Get your fenders out, enter the lock when directed and hold on to the mooring lines passed over by the lock crew. On the Canadian side, you simply loop your own dock lines around a plastic-coated steel cable and hold yourself to the wall as the water level rises or falls.

After passing through the MacArthur Lock, it was a ten minute trip downriver to the George Kemp Marina in Sault St Marie, Michigan. Ontario, Canada was a half mile across the river. We pumped out the head (finally) and topped off the fuel. A few Trans Superior race boats were already there, including our neighbor from Houghton, and more participants arrived every hour or

so. A Norwegian cruising yacht that had come through the Saint Lawrence Seaway was also docked there. We cleaned up *Aerie*, then ate a late lunch and celebrated with a few pints at Moloney's Alley, a waterfront Irish pub. Ed and I were staying on to do the Trans Superior and checked into a motel to get off the boat and sleep in a real bed. Colin, Greg and Captain Steve stayed onboard and would drive the race crew's vehicle back to Bayfield and retrieve their own cars. Later that evening, we met the rest of the race crew who had made the 12-hour drive from Duluth, and had a few more pints at Moloney's.

Friday was an all-hands work day to prepare for the race on Saturday. The weather was perfect, we had a mob of workers and we got the boat ready and provisioned with daylight left over. I even had time for laundry and a trip over to the Canadian side for the pre-race briefing. Then it was time to say goodbye to our departing shipmates. Part of me wanted to go home too,

but I was really looking forward to the race. We were all better sailors after the delivery, we all passed the course, and I earned my instructor rating. Little did I know, but the fun was just beginning. The best (and worst) was yet to come during the race. To be continued...

Captain Tony Green has been boating for more than 25 years, including eight years on U.S. Navy nuclear submarines. He is a Coast Guard licensed Master and holds ten American Sailing Association instructor ratings. Captain Tony lives in Minneapolis with his wife and two daughters and teaches for Northern Breezes Sailing School on local waters, on Lake Superior and in the Caribbean.

The Spice Island, Tobago Cays, Bequia and More ...

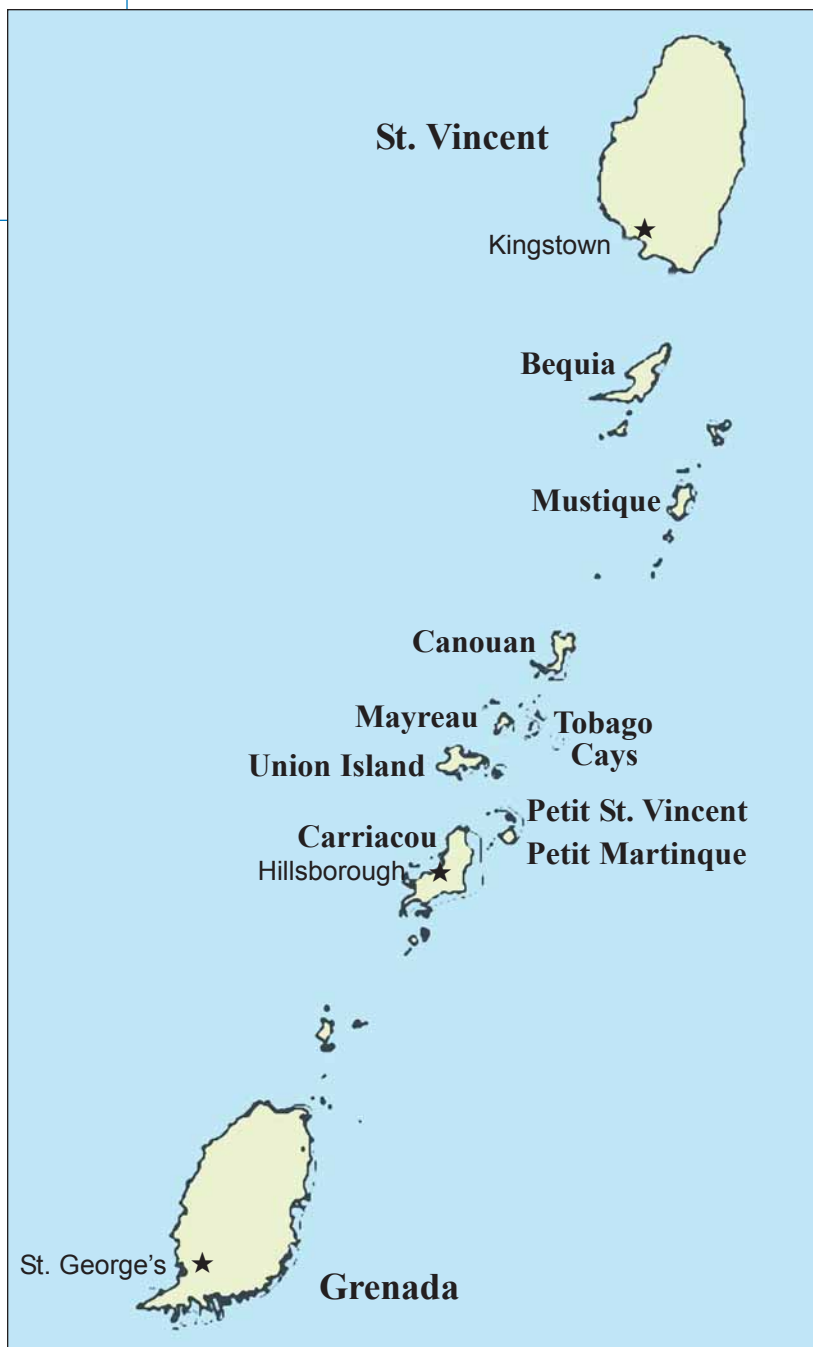
By Captain Thom Burns

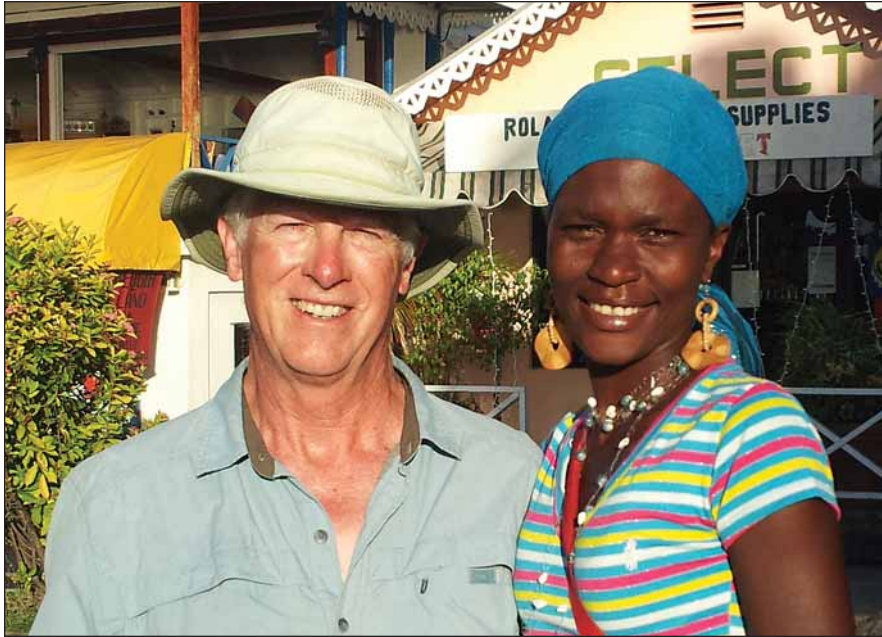
Families and small groups who want to move away from the traditional, easy winter charters in the British Virgin Islands may want to set their sights further south in the Caribbean. The allure of the windward islands is magical. Here unlike the populated British Virgin Islands, you will for sure meet locals who want to sell you everything from lobster, to bread and ice. These vendors will approach you in wooden boats powered by outboards with all kinds of colorful paint jobs and names.

Each of the past two years, I've taken family groups from the spice island of Grenada north past "Kickem Jenny," a submerged mostly inactive volcano, to Carriacou where you leave Grenadian waters to Union Island, Mayreau, the Tobago Cays, Canouan, Bequia and St. Vincent.

One of the most rewarding parts of recreational sailing is the people you meet and the memories we share. Sharing the enthusiasm of a young person and the smile of the parent are both very special rewards.

Fair winds . . . Thom.





Thom met Melissa and her three little boys in Bequia in 2011. She makes assorted costume jewelry and knits incredible hats. This year Michele received a pair of coconut husk earrings with a touch of yellow to match her blond hair.



Zoya Kogan with son, David. Besides becoming an accomplished dinghy driver David learned to helm the boat in 5 to 7 foot waves! He celebrated his twelfth birthday during the trip. He helped with the daily checks including oil, raising sail, trimming the mainsail, traveler and genoa.



Throughout these islands boat men will approach to provide services from lobster to mooring balls and ice. Note the fenders on the side so that they don't leave any colorful paint on your vessel.



Colorful intersection in Clifton, Union Island. Customs and immigration are at the airport which is the road to the left. The open air market is also on the left. The four or five inch bananas are as sweet as candy!

Give the Gift of Sailing!



Give the Gift of Sailing, Navigating or anything from our online ship's store at www.SailingBreezes.com
Look on the left-hand column and click on the "Gifts" button or Marketplace for Great marine-related products for sale.





Most native boats are powered by reliable outboards. This one sailed up to Petit St. Vincent at sunset. Every year there are several races with these beautiful, sailing craft and there talented crews competing. Most are beach launched!



Igor, David and Zoya with the Tobago Cays National Park in the background. The turtle sanctuary was a highlight of the Tobago Cays. Three turtles were swimming with the family and two Iguanas were on the beach entertaining the rest of us.

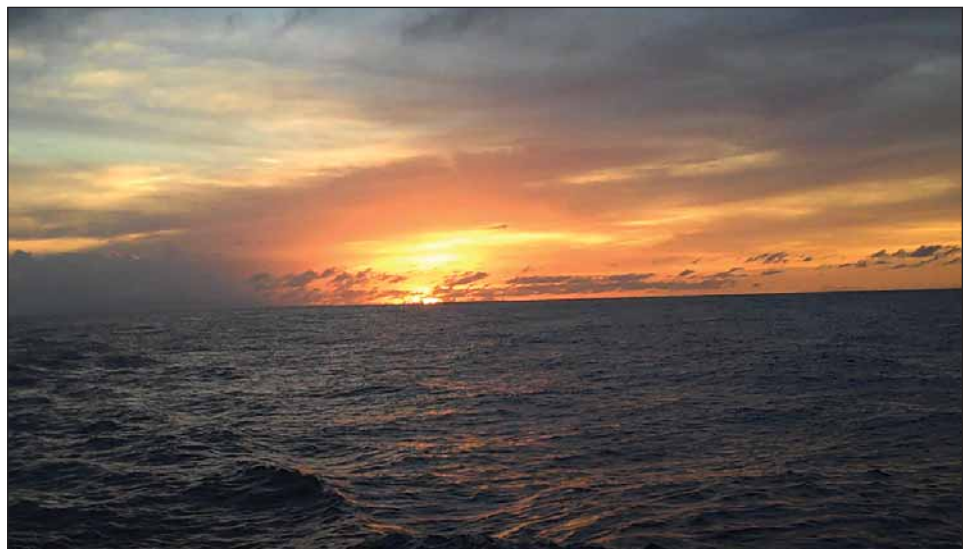


Cruiser's Bar in Clifton on Union Island. The colors are unmistakable.



Rastaman with his music.

The sun sets over the warm Caribbean on Christmas Day in Canouan. The Windward islands are a different experience, guaranteed. Come and lose your way temporarily as you find the charm of the islands and yourself!



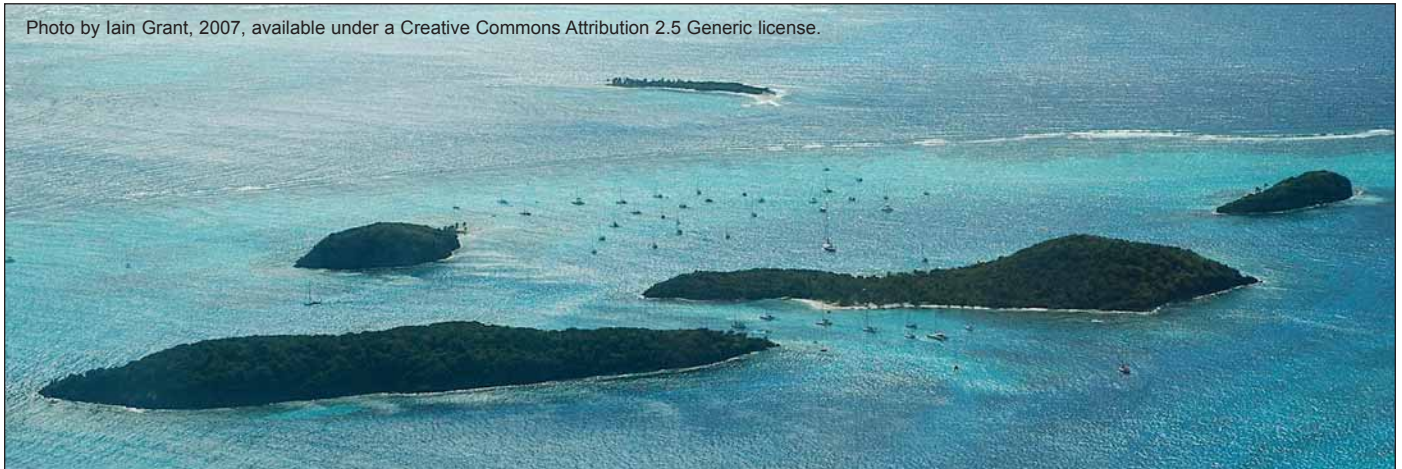


Turtles and conch are often found together in grassy areas. This was one of three in the Turtle Sanctuary during our visit to the Tobago Cays.



Saline Bay on Mayreau in the background with the village on the hill and shoals and coral in the foreground. This is only four or five miles from the Tobago Cays.

Photo by Iain Grant, 2007, available under a Creative Commons Attribution 2.5 Generic license.



Tobago Cays from the air above and Palm Island with its beautiful beach below. There are many tranquil, clean beaches on these islands. Be prepared, when the surf is up it can be difficult to land a dinghy safely. A stern anchor to keep the dinghy off of docks and out of the surf line on beaches is very helpful.



Photo by Nikonian, available under the Creative Commons Attribution 3.0 Unported license.

Local Team Wins Prestigious Heineken Cup Regatta in Sunny St. Maarten

In Ideal Caribbean Conditions, 202 Yachts Set Sail On Day 1 Of The 32nd St. Maarten Heineken Regatta. Over two thousand sailors participated in sixteen classes racing around the Caribbean island.

New Hope resident, Thom Burns, put together a winning team from Northern Breezes Sailing School instructors and graduates. “Our graduates came from as far away as New York City, Michigan, Wisconsin, Minnesota and Russia,” noted Burns. “We had never sailed as a team before. We practiced hard for two days including two practice races. Each day we were better, but so was the competition. There were sixteen boats in our class, on the last day we were tied for second. Our plan was to get a good start and cover the number two and three boats if possible. We started second and executed our plan very well which brought us an unexpected first place!”

St. Maarten Heineken Regatta 2012 First Prize



Northern Breezes' team receives award on Heineken Stage. Standing in rear left to right, Gueorgui Martynov, Russia; Mike Arnold, Minneapolis; Dale Fitch, Ludington, Michigan; Thom Burns holding trophy, New Hope, Minnesota; Jim Brooks, Valley Park, Missouri; foreground, Jeff Goodwin, Eau Claire, Wisconsin; Jon Burns, New York City.

Principle race officer, David Campbell James, noted that in the Lottery Class (Burns' Class), Maine boat builder Leonard Beckwith won Sunday's race aboard yet another classic wood yawl, *Saudade*. But it was solid scores throughout the event that gave the class title to Skipper Thom Burns aboard Jim Brooks' Hunter 44DS, *Harmony*. According to Burns and team, “This was serious fun.”

To put it another way, if you didn't like sailing, on a racecourse lashed with staunch 25-knot winds with gusts to 30 knots and roiling 4-6 foot turquoise seas flecked with whitecaps, well, you'll never like sailboat racing.