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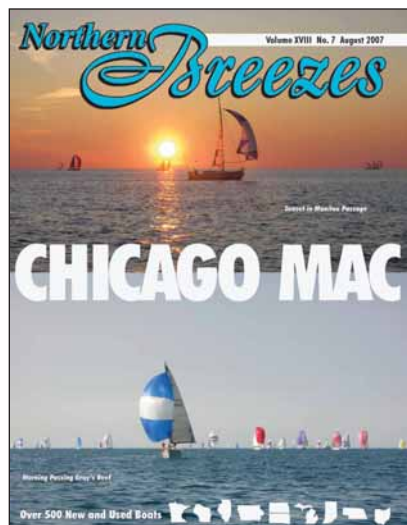
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Cover: Chicago to Mackinac Race 2007. Sunset in Manitou Passage / Morning Passing Gray's Reef. Photos by Brent Chinnock taken aboard *Rogue* of Willowbrook, Illinois.



Sydney 41 Scout's consistency brings them success in PHRF 2 - Verve Cup Offshore. Photo provided by Boatingshots.com. Page 8.



Piper at anchor. Page 15.



Chicago to Mackinac race. Photo by Brent Chinnock Page 26.

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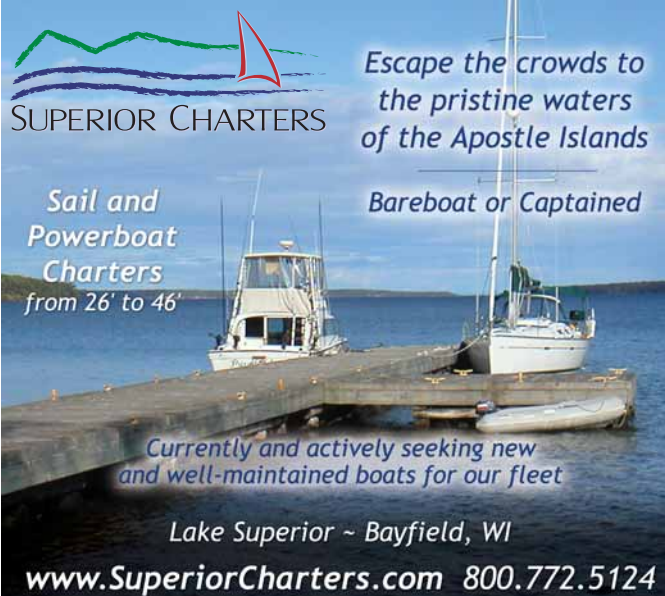
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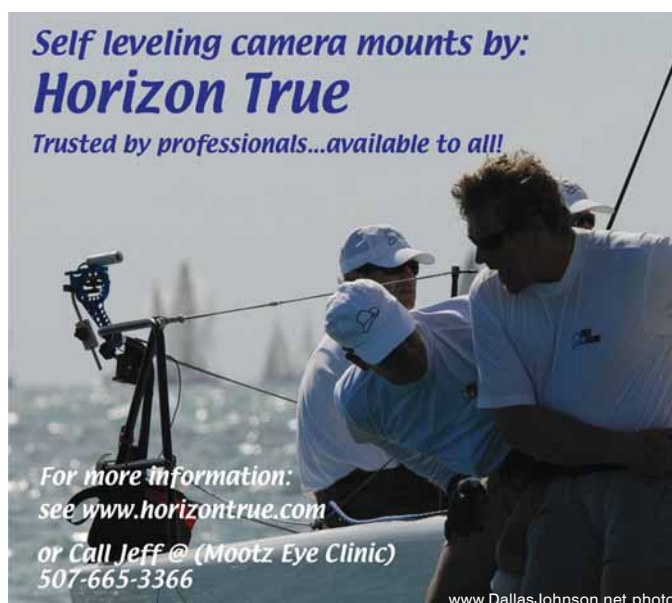


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Hone Your Cruising Skills By Racing

by Vicki Staudte

If the prospect of becoming a better cruiser is your goal, try racing for a season or two. Beware though, you may get hooked. The sailing skills used by racers and cruisers are the same, the differences are, simply put, timing and tweaking. Actions happen quickly and precisely when racing. Adjustments to steering and sail trim are constantly being made to adapt to every little nuance in the prevailing conditions. These are the skills that make racers better sailors.

Whether you come to the sport of sailing from large boats or small, or accustomed to sailing on oceans, lakes or rivers, much of the fun is being on the water with the wind in your face and having to strategically maneuver the boat from one spot to another using your intellect, your experience and your gut to guide you. Racing assembles these things neatly for you. "Raise the main, raise the jib, trim, tack, tack, trim, ease the sheet, pole up, spinnaker up, douse the jib, jibe, jibe, raise the jib, douse the spinnaker, trim in", etc. are all accomplished in short order. Before you know it, the race is over and you're a winner, no matter the actual outcome.

The racer's attention is focused. Starting hours before the race, racers are researching the weather updates and observing the weather conditions. At the dock, the rigging is tuned and decisions are made as to what size sails to start with, and what other sails should be ready in case conditions change. Pre-race sailing allows the crew to hoist the sails, adjust the cars, and practice some tacks and jibes. At the start of the race, the focus is on the clock, your starting position, the preferred side of the course to be taken and the compass heading. During the race, the focus is on steering a smart course, tacking and jibing expedient-



Sydney 41 Scout's consistency brings them success in PHRF 2 - Verve Cup Offshore. Photo provided by Boatingshots.com.

ly, perfecting sail trim during the wind shifts, and using the spinnaker. These maneuvers are exercised on the upwind and downwind legs of the course, allowing crew to hone their sailing skills. After all, practice makes perfect, and racing means lots of repetition in rapid sequence.

Racing takes place in a variety of weather conditions. Races are held rain or shine, although they are cancelled if lightening is in the area. Most sailing clubs have a minimum and maximum threshold for wind, e.g. below three knots and above 30 knots. Knowing the strength and direction of the wind, and the forecast for diminishing or escalating winds has a bearing on the size of sails to be used and reefing considerations. While sails can be and are changed out during a race, this pre-planning is more practical and safer.

There are generally two forms of sailing races: buoy races and long distance, point-to-point races. Buoy rac-

ing is the primary form of racing on most lakes in the Upper Midwest. There are many different configurations of courses, but they all have racers going upwind and downwind generally having boats sailing close hulled or on a broad reach, but that can change if the winds clock around after the racecourse has been set. No matter what the course, the compass is a necessary tool for any race. It's important to determine the compass heading of the first mark at the start. This should be noted and used on windward/leeward courses. The compass heading may help keep you in the race if the next mark to be rounded is out of sight, (not unlike when the next waypoint is out of sight when cruising).

Both cruisers and racers watch their wind indicators, telltales, the water surface, the clouds and the effect the wind is having on other boats to help determine their strategy. A race boat generally has a tactician who takes in all this information, then

will direct the helmsperson and crew how to best react. It's generally the tactician who decides what sails to use at the onset, when to hoist and douse the sails and spinnaker, the exact moment of tacking and jibing, and directs tweaking for sail and car adjustments. For larger boats with spinnakers, there generally is a person in charge of the foredeck who communicates with the tactician. Other positions include mainsail trimmers, jib trimmers, a mast person, a pit person, and more. When cruising, the skipper is generally responsible for making all decisions, or decisions may be made "by committee".

Not all parts of racing are glamorous. Boats in racing mode aren't necessarily set up for cruising. The boats may be pared down inside and out to reduce weight. Creature comforts that get in the way of racers are removed from larger boats such as cabin cushions, the bimini and dodger, the cocktail table, etc. This allows more room for the numerous racing sails needed for all kinds of weather. Fear not though, the boats are generally provisioned with more than enough food and beverage to last the duration.

After a long day of racing, it's relaxing to come ashore. Granted

most boats don't anchor out when racing if that's what you prefer, yet it's fun to socialize with like-minded sailors. When away from home, it does feel good to get out and stretch those legs that have been scrambling around a boat all day, take a relaxing shower, and explore quaint little sailing communities.

Now that you're persuaded that racing is for you . . .


There are myriad ways to get involved in racing if you are a sailor living in the upper Midwest. It could be on the lakes in and around the Twin Cities, e.g. Medicine Lake Sailing Club, Minnetonka Yacht Club, Wayzata Yacht Club, White Bear Lake Yacht Club, or closer in on Lake Calhoun. For college students, there's also the University of Minnesota Sailing team. All these offer racing on boats under 30 feet, though there is a fleet of sleek, low-riding 38-foot A-Scows on Lake Minnetonka.

Opportunities on larger boats abound on the Great Lakes-for the annual Race Week through the Apostle Islands Station of Wayzata Yacht Club on Lake Superior, the Chicago to Mackinaw Island Race sponsored by the Chicago Yacht Club, the TransSuperior (from the base of Whitefish Bay to Duluth),

and the International Triangle (a triangle race from Bayfield to Houghton/Hancock to Thunder Bay and back to Bayfield). Sail Fest is a one-day pursuit for cruisers and racers at the end of Bayfield's Race Week. It's a day in which cruisers can host a racer aboard who is there to give pointers on how to sail their boat more effectively. Then there's the Lowisa in Lake of the Woods, alternately hosted by clubs in the U.S. and Canada, which has people bringing in their boats from hundreds of miles around.

No matter if you're racing or cruising, you already know there is something majestic about being on the water. Sailing combines the physical, mental, emotional and spiritual aspects of us all at the same time. With all this stimuli, where else can you find such likable people? By combining racing and cruising, you'll have lots of fun making great friends along the way.

Vicki Staudte is freelance writer and photographer, seasoned traveler and sailor from the Midwest. She's cruised, raced and/or taught sailing in the Great Lakes, on the coasts and internationally. She can be reached at Nauticalnomad@gmail.com.



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Lookout!

by Tom Rau



An 18-foot Bayliner powerboat sustained extensive damage after a 38-foot powerboat ran over the smaller craft on Lake Macatawa, Holland, Michigan. A family of four leaped off the boat just before impact. Photo, Andrew Duhaime, CG Station Holland, Michigan.

Of all the seamanship disciplines that the Coast Guard drilled into me over my 27-year career, none carried greater importance than: always maintain a proper lookout. Chiefs and officers drilled it into me as a seaman apprentice aboard cutters, chiefs and officers drilled it into me as quartermaster of the watch aboard cutters, chiefs and officers drilled it into me as an officer of the deck aboard cutters, and chiefs drilled it into me as a coxswain aboard search and rescue boats.

Coast Guard chiefs and officers drilled it into me so often that it's now

attached to my sailor physic like zebra mussels to the hull of a Great Lakes' ship. So, understand then when word reached me that the operator of 38-foot powerboat nearly ran over a family of four in a 18-foot power boat due to lack of a proper lookout, I found it incredulous, to say the least.

Admiral law frowns unkindly on any boat operator who collides with another vessel due to lack of a proper lookout whether it be night, day or somewhere in between.

Let's review this recent boat collision with its valuable hard-earned lessons that, in time, could prove to be

very costly lessons for a captain who failed to post a proper lookout. Now the story:

June 15, Lake Macatawa, Holland, Michigan., 2:30 p.m. According to Coast Guardsman Andrew Duhaime, at Station Holland, Michigan, an 38-foot Sea Ray collided with an 18-foot Bayliner at the east end of Lake Macatawa. According to Duhaime the 18-foot Bayliner powerboat, with four people aboard, had passed the larger Sea Ray on its port side. The larger boat was moving at a no-wake speed, the smaller one on a plane.

As the smaller boat quickly moved ahead of the larger boat, for what ever reason, it experienced an engine failure. The boat now lay in the path of the Sea Ray whose captain, unaware of the stalled boat, came ahead on his throttles. As the Sea Ray gained speed, the bow rose, obstructing the smaller craft.

Those aboard the stalled craft, a man, wife and two daughters, watched as the larger craft bore down on them. The mother later told Grand Rapids Press reporter Theresa McClellan the larger boat “was so high it looked and felt like two or three stories,” she said. The mother and her 16 and 12-year-old daughters leaped off the boat. The father then jumped; he later told Duhaime that he could actually feel the concussion from the impact as the larger boat plowed over his boat. A nearby boater assisted the family of four; although unharmed, they were visibly shaken by the ordeal.

It could well be the operator of the 38-foot Sea Ray may have assumed that when the smaller craft had passed his boat, it was safely ahead of his boat. However, before coming up on the throttles, he should have sent forward his shipmate to make sure it was safe to come up on the throttles.

Of the 38 Navigational Rules, none is shorter and more to the point than Rule 5, which reads: “Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriated in the prevailing circumstances and conditions so as to make a full appraisal of the situation and the risk of collision.”

Both the Coast Guard and Ottawa County, who also responded to the accident, cited the operator for negligent and reckless operation due to failure to post a look out. The Coast Guard’s negligent citation carries a maximum fine of \$1,000.

In all due respect to the captain of the Sea Ray, he apparently made a faulty assumption that the smaller

boat was free and clear, and who would’ve thought it would lose it power. Yet it did, and that it did is reason enough to post a lookout. To a degree, I can empathize with the captain, but I hold no empathy for boaters who fail to post a lookout when they should know to be foremost on guard.

On July 4, 2007, a 30-foot Bayliner powerboat slammed into a 22-foot Crestliner powerboat off Ludington Harbor, Lake Michigan. The mid-morning collision occurred in fog. The larger boat hit the smaller boat, with two people aboard, at 30 knots. The operator, Dave Edwards, told Ludington Daily News report Brain Mulherin: “I turned the wheel as sharp as I could and he hit us...He was going to split us in half.” Ludington Coast Guard officials cited the operator of the 30-foot Bayliner for negligent operation.

Failing to post a proper lookout and flying along blindly in fog is as egregious as flying along on autopilot. Kathy Wrzesinski, owner of North Shore Marine & RV Supply in Manistee, recently told me that one of her customers was fishing off Manistee, Lake Michigan, when a large powerboat flying along on autopilot nearly crashed into his boat.

“He told me he had to maneuver so quickly to avoid the boat, which had no one on deck, that it tangled up his down-rigger lines and canon balls,” said Kathy.

That is definitely material for a remake of “Jackass: the movie.” Unfortunately this is not whimsical wacky motion picture stuff, but rather the all too common events that play out upon the waters according to Coast Guard figures. The latest Coast Guard Boat Statistics on recreational boating report that 42-percent of boating injuries resulted from collisions: that equates to 1,464 personal injuries requiring medical treatment beyond first aid.

Boat Smart.—Post a lookout.

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

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

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How You Can Tell When the Wind is Shifting Persistently

by David Dellenbaugh

As I've said many times, it's critical to figure out whether the windshifts during your race will be oscillating or persistent. Here are some related visual clues that you'll see before or during a persistent shift. None of these are absolute indicators, but their presence will increase your chances of getting a persistent shift.

The wind is blowing across open water.

When your sailing wind is blowing from the land, it's likely you will have an oscillating shift pattern. But when the wind direction is onshore (i.e. there's not any land mass close to windward), you are likely to have a steadier wind that may slowly shift persistently.

There is land on one side of the course.

Whenever you have a shoreline that is closer to one side of the course, you should automatically consider the possibility that this land will exert a geographic influence on the wind. It is likely you will have a persistent wind shift as you get closer to shore.

There is a significant current in the course area.

Any time you have current there is a good chance this will affect the wind direction. However, you will see a persistent shift only when there is a difference (or a change) in current strength or direction across the course.

Your heading on each tack moves steadily in one direction.

When you record pre-race compass headings on port and starboard tack, you notice that these move slowly in one direction over time. For example, you may start off sailing 265 degrees on port tack, and 30 minutes later your heading is 275 degrees (see chart below right). A persistent breeze doesn't oscillate very much, and shifts happen more gradually.

Boats are progressively lifted (or headed) across the course.

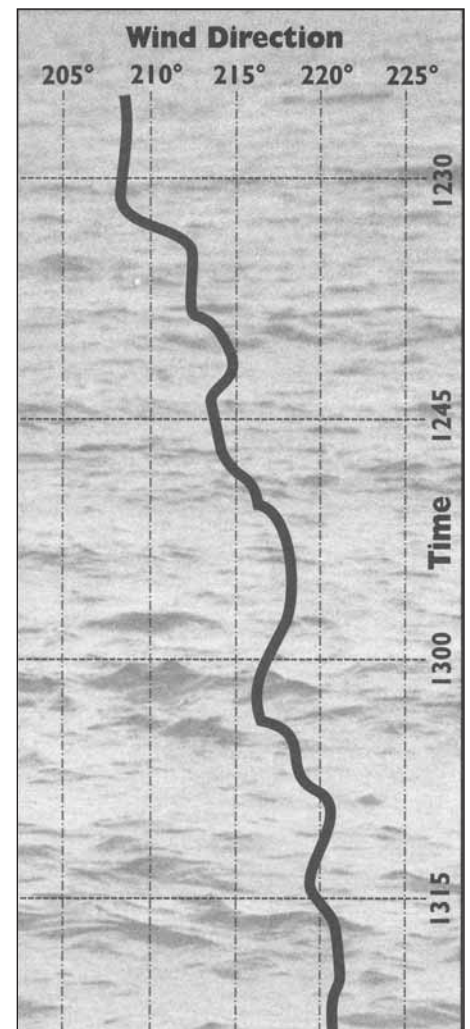
When you look around the course, you can see boats that are lifted the most on one side of the course and boats that are lifted the least on the other (see diagram at right). They are not randomly lifted and headed like you would see with an oscillating breeze.

You are sailing in a thermal breeze.

The classic seabreeze may have a few oscillations, but it generally shifts persistently. As it builds in the early afternoon it slowly moves in one direction (usually to the right in the northern hemisphere) and then shifts slowly back the other way as it dies later in the afternoon.

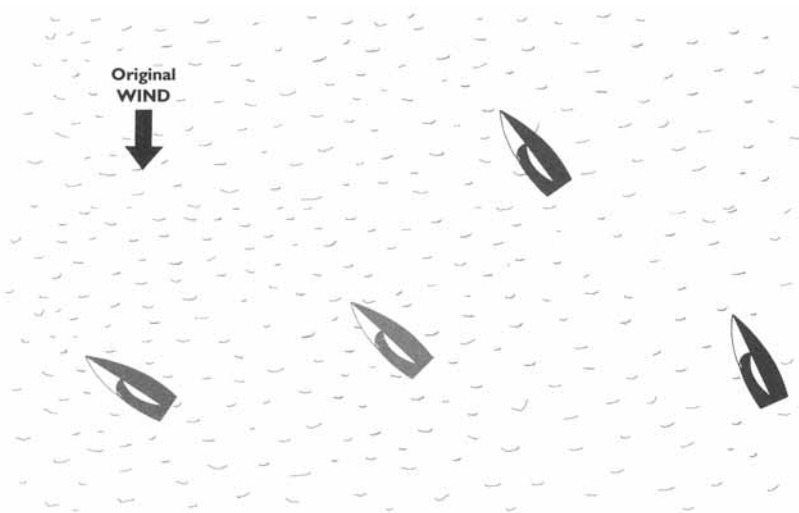
The wind on the water looks solid in direction and velocity.

When you see dark and light spots (puffs and lulls) across the race course, there's a good chance the wind direction is oscillating. But when it looks solid and consistent, you're more likely to have a persistent shift.



When you graph a persistent shift (above), you can see that the wind moves steadily in one direction. There are often small oscillations, but the general trend is that the wind direction shifts consistently right or left. The same is true when you gather pre-race data about your headings on each tack (below). If the numbers climb steadily up or down, look for a corresponding persistent shift on the first beat.

Pre-Start Headings	
Port Tack	Starboard Tack
248	168
252	167
255	172
253	175
258	173
256	178
261	176
259	180
262	179
263	182



course. Unlike an oscillating breeze, you won't see boats gaining first on the right and then on the left. During the first part of the beat, watch how boats are crossing each other - this will tell you where they are gaining

On the first beat, the same tack is always longer.

In an oscillating breeze, either tack might be longer to the windward mark. In a right-hand shift your bow will point closer to the mark on starboard tack; in a left-hand shift you'll sail longer on port tack. But when you have persistent shift, one tack will

always be longer during a windward leg (or run). As you sail up the leg, that tack will become relatively longer.

Boat gain (and lose) on one side of the course.

When the wind is shifting steadily in one direction, every gain will be made by boats on that side of the

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(and therefore where the wind is shifting).

One end of the start line becomes more favored.

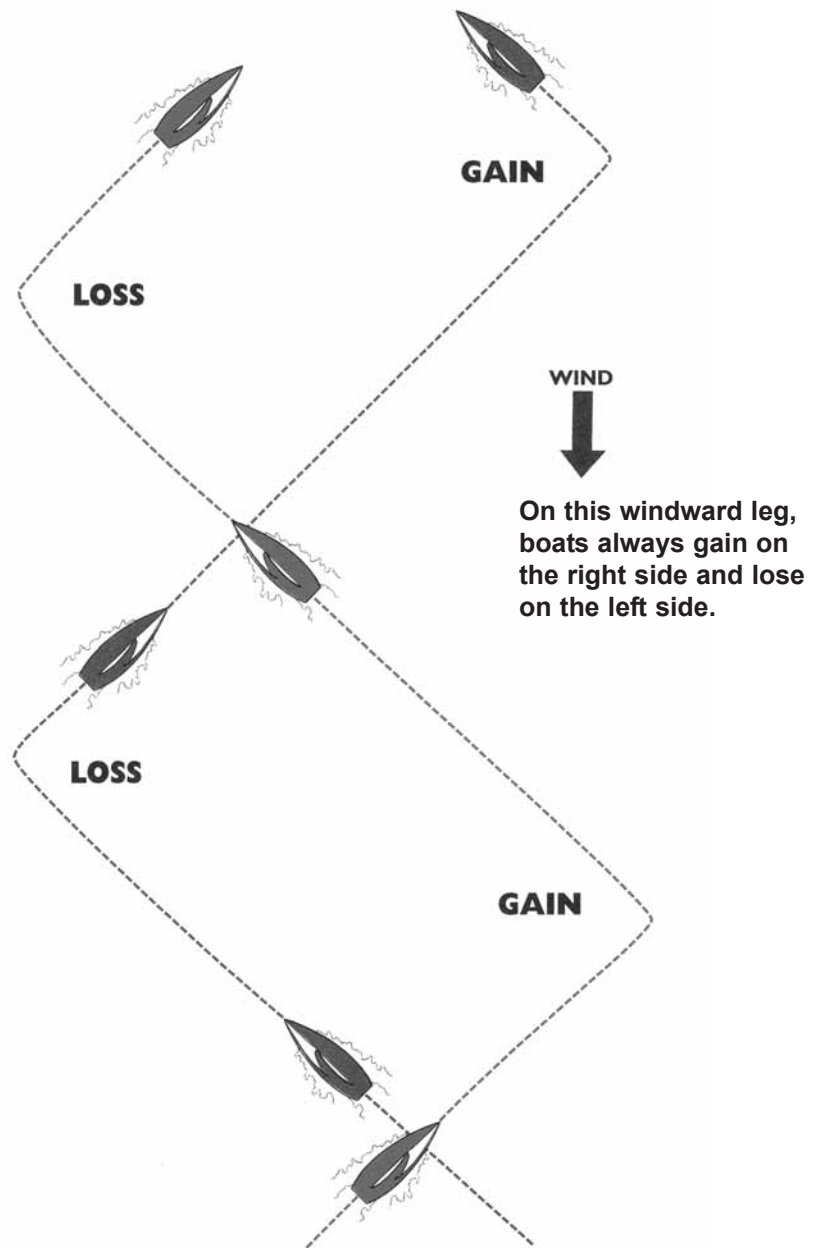
Have you noticed that, in some conditions, it's difficult for the race committee to keep the starting line square to the wind? The pin may start off favored by 3 degrees and then, ten minutes later, it's favored by 9 degrees. This is often a telltale sign that the wind is shifting persistently.

Look for the presence of wind shear.

When the wind is going to shift in one direction, it often shifts that way first aloft. This change in wind direction at different heights is called wind shear. If you have a tall mast and you know how to recognize sheer, this can be a reliable predictor of impending changes in wind direction.

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

A persistent windshift is often reflected in the angels that boats are sailing on a windward leg. Instead of random lifts and headers (like in an oscillating breeze), you see boats that are lifted or headed in a pinwheel array. Their sailing angle is proportional to their proximity to the shift. In the diagram above, it looks like the wind is shifting to the right because the farther you go in that direction, the more each boat is lifted. Also, most of the time when you have a persistent shift, the wind looks fairly steady and consistent across the course (right). You don't see puffs and lulls that come with oscillating winds.



One good clue about the windshift pattern is the relative performance of boats on the windward leg. For example, if boats make gains on both the left and right sides of the course, you probably have an oscillating breeze. But if one side of the course is always better (above), then you most likely have a persistent shift. So keep an eye on how you fare with other boats during the early part of every beat.

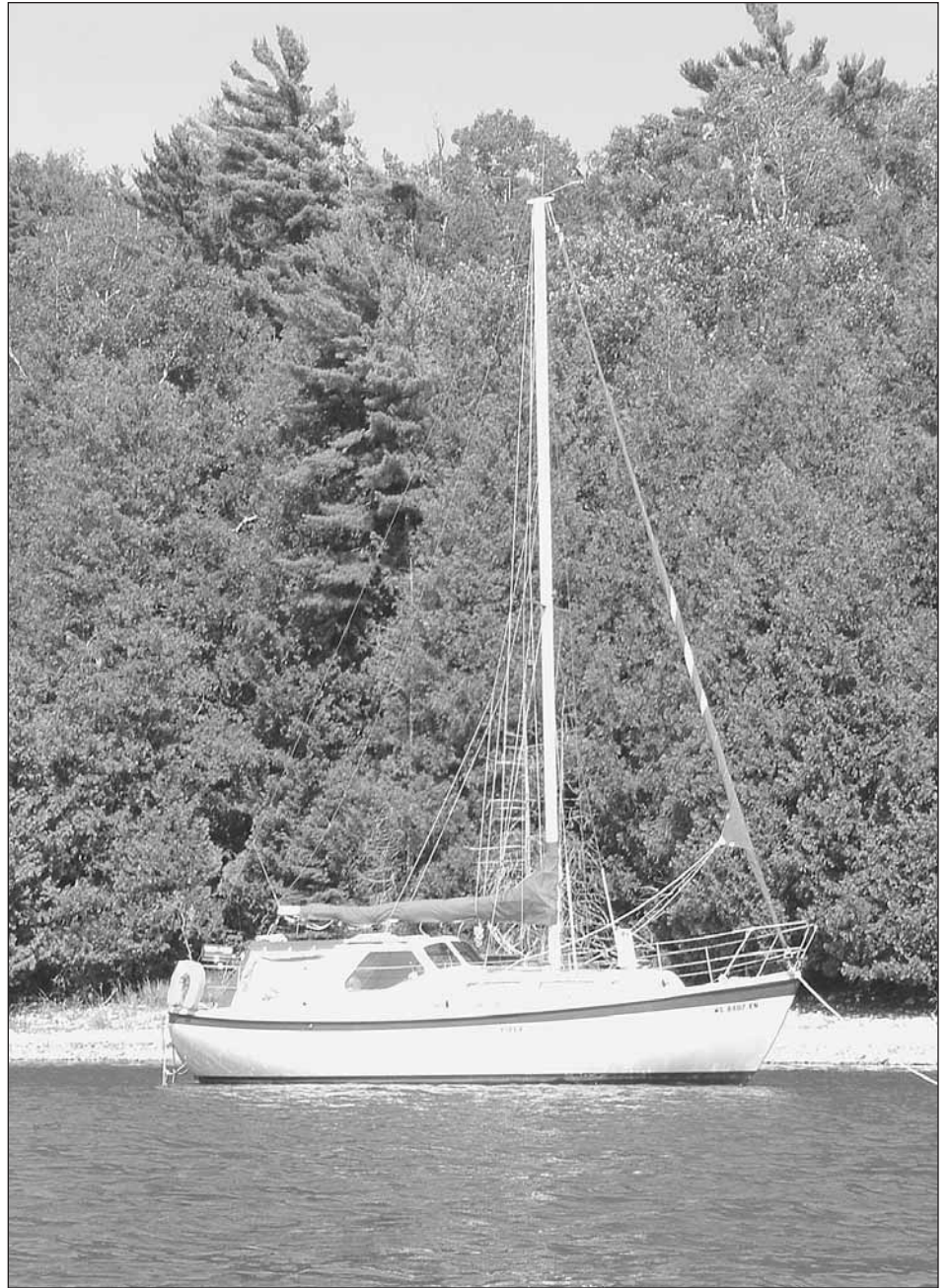


Photo by J.H. Peterson.

Sailing and Snorkling Green Bay and Bay De Noc

By George Alexander

Two of my brothers and I began our week long adventure on a warm and sunny August Sunday, departing Menominee Michigan where we dock "Piper", a 27 foot LM pilothouse sailboat. With a strong southwesterly breeze, we sailed easily downwind wing on wing toward Washington Island off the tip of the Door County peninsula. Our destination the first day was the anchorage Jackson Harbor, a sleepy fishing village at the north end of the island. We were surprised to view a pair of coyotes on the beach of the island as we sailed by. Before reaching our anchorage we took a detour into Washington Harbor, an open bay also at the top of the island which was the location of our first snorkeling adventure. Located inside the bay along the east shore are the remains of the 267 foot steamer, Louisiana, a bulk cargo carrier wrecked in one of the worst storms in Lake Michigan history. Built in 1887, the Louisiana was bound toward Escanaba Michigan on November 8, 1913 when she encountered a fierce storm while negotiating Death's Door Passage at night. Seventy mile an hour winds filled the passage with huge crashing breakers. The captain sought refuge in Washington Harbor, but the Louisiana's anchors could not hold in the fierce conditions and she was driven aground. While the crew tried to wait out the storm for rescue in calmer conditions, a fire broke out in the cargo hold which grew out of control and forced the crew to abandon the stranded ship. In addition to the loss of the Louisiana, 19 other vessels were wrecked with a loss of 248 seamen during the "Big Blow of 1913". Today the broken bow section lies on shore near the submerged hull



Piper at anchor.

remnants, which are under 2 to 12 feet of water. The remaining hull section has interesting features visible such as the centerboard trunk, bilge pump housing and engine mount.

The next morning we were greet-

ed with a sunny day and a flock of Mute Swans with chicks swimming in the harbor. Northerly winds prompted us to return south to the main protected bay of Washington Island, Peterson Bay at the other end of the Island. The

bay is actually a large area protected from the lake side by an island and extensive shallows with several anchorages available for those who do not wish to stay at one of the two marinas located there. We anchored in a protected bay on the north side, where it was an easy dingy ride to shore for a walk on the island's paved roads and a stop at custard stand for a snack.

With light winds on Tuesday, we again headed north toward Summer Island, the location for two more snorkeling opportunities. Our first destination was a charted wreck on the Lake Michigan side of the island shown to be in shallow water. Previous experience with noted wreck sites has not always resulted in findings, so we were not sure if we would find any remnants. Fortunately, the light winds and calm and clear water made it easy to see bottom 10 to 12 feet deep, and we were able to locate the hull exactly where charted about 50 yards off the beach in 5 to 10 feet of water. The C. C. Hand, another bulk freighter, was built in 1890 and stranded off Summer Island on October 7, 1913. While stranded, she caught fire and burned to a total loss.

This hull had several interesting features including an apparent propeller shaft bearing mount with mating parts scattered nearby. We had seen published reports that the propeller would be found with the hull, but it was missing, apparently salvaged at an earlier time. Also very evident was the steel cross bracing used to reinforce & stiffen the hull. This was a "second generation" lake freighter innovation which created cargo holds without internal bracing and an open cargo area from stem to stern. On shore there also appeared to be some boiler parts.

The C.C. Hand wreck site was located about a mile from our destination for the night, Summer Harbor, a cove open to the north/north east with a generally rocky bottom and small



sandy area for setting an anchor. With light southerly winds and no storms forecast for overnight, we elected to anchor for the night. At the entrance to the bay there are two hulls which were partially loaded with limestone and sunk in 1925 to form a breakwater for a quarry. One of these vessels was the Nyack, a passenger & freight steamer which had burned in 1915 and had been converted to a barge before being scuttled. Notable at this location is the steel rudder post for one of the hulls. Due to low lake water levels, it projects several feet above the water's surface. This hull also has two large rectangular structures which appeared to be tanks of some sort and the bow which has been sheared off and lying nearby.

Due to favorable winds, we were able to sail again the next day. We headed for a favorite anchorage on the Garden Peninsula of Michigan, South River Bay, located on the eastern side of Big Bay De Noc. This is a well protected anchorage which has abun-

dant wildlife such as Bald Eagles, Osprey, Canadian Geese, Sand Hill Cranes, and Turkey Vultures. There were no wrecks here but trails are available for walking, and the small community of Garden is about 3 miles by road where we found small grocery store and tavern/restaurant. Also nearby is Fayette, a state park with a wonderful snail shell harbor, available dockage, and a partially restored iron ore smelting village to tour.

Dwindling ice and holding tank capacity necessitated a trip to a marina and we chose Escanaba Michigan on Little Ban De Noc as our next destination. There we found a well kept state run marina with good restaurants a short walk up the street. There also is a historical museum in the old lighthouse with lots of information on early marine history of the area. Here we discovered another wreck we could explore. The Nahaut, a 213 foot ore carrier launched in 1873 was loading iron ore at dock #4 on November 29, 1987 when she caught fire and



View from dinghy behind stern wing on wing.

burned to the waterline. So intense and fast spreading was the fire that two crewmen were unable to escape and lost their lives. Additionally, the dock caught fire and was completely destroyed as well. The hull was towed into the bay and sunk near shore north of the historical museum. It is located very near a navigational marker several hundred yards off shore in shallow water of about 5 feet to 12 feet, and is easy to locate.

The next day we motored in a headwind down the bay and on to Rock Island, a Wisconsin state park at the end of the Door County peninsula, just across the water from Jackson Harbor where we had anchored earlier in the week. Located at the park is a wonderful three story tall boathouse

with a large hall above built by Chicago businessman Chester Thordarson in the early 1900's. This building was constructed of local limestone and was the start of an ambitious plan to build a retreat for employees and friends which unfortunately ended due to the depression. Inside the hall is a massive fireplace, displays of local history and ecology and original carved wooden tables and chairs designed specifically for the hall. Also available on the island is a tour of the restored lighthouse (the first Federal lighthouse on Lake Michigan) given by volunteers who spend a week at the lighthouse in return for guiding tours. Dock space is limited at Rock Island, so we chose to return to Jackson Harbor for the night. During the afternoon we walked in a local natural area protected by the Nature Conservancy which has unique landforms as well as quite a bit of the endangered plant species, Dwarf Beach Iris.



With our week at an end, we reluctantly returned to Menominee completing our sailing & snorkeling tour of Green Bay, Big and Little Bay De Noc bidding goodbye to each other and looking forward to another trip soon!

George Alexander is a freelance writer from Glenbeulah, WI. He has sailed his 27' LM Motorsailer for about 10 years, chartered prior to that, and has sailed since age 12 in small boats.

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2007 Leukemia Cup T-Shirt Features Art by Local Lymphoma Survivor

Regatta weekend - Sept. 14-16 - on White Bear Lake is a celebration by sailors and non-sailors, alike, who are raising funds and awareness for The Leukemia and Lymphoma Society



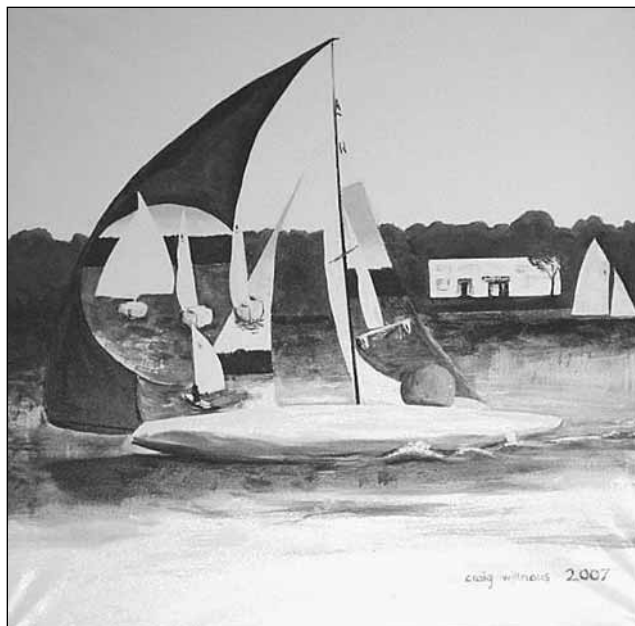
Craig Witthaus, of White Bear Lake, was diagnosed with Non-Hodgkins lymphoma November, 2000. His wife, Peggy, recalls that the

bleak news hit her hard, "It was unexpected and frightening. I realized then that fear can be truly cold." What ultimately banished that fear was Craig's fighting, resolute attitude- all throughout the initial surgery, the subsequent intensive chemotherapy and painful radiation. Peggy says, "He was a role model for how to meet and beat a monumental challenge."

Craig says, "As of May 2006, I was given the very best news from Dr. Peterson of University of Minnesota Hospitals - I am now a completely cured cancer-patient! ...If it can happen to me in 2006, we can help complete recoveries happen to others more often, and more easily, as we move into the future." According to the latest statistics from The Leukemia & Lymphoma Society, Non-Hodgkins lymphoma is the sixth most common cancer in the U.S., and the five-year relative survival rate for the NHL patients rose from 48 percent in the 1975 to 63 percent in 2002.

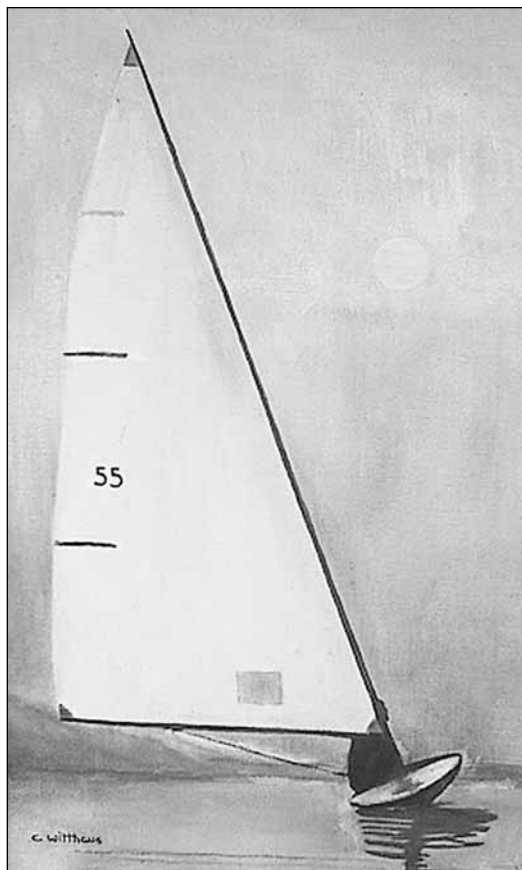
Witthaus was 2004 L-Cup Patient Honoree

The Witthauses first became active volunteers for the Society in 2004, when the first annual



This year's painting used on the L-Cup 2007 t-shirt features a more active view than last year.

Minnesota L-Cup Regatta was being planned for White Bear Lake. It was a natural fit since both are avid sailors - members of the Black Bear Yacht Racing Association and the White Bear Yacht Club. Craig, in fact, was the 2004 Patient Honoree for the L-Cup, representative of the many patients who have benefited from the Society's programs. Along with fellow BBYRA and WBYC members, the Witthauses remain committed to 'growing' the local fundraiser. This 2nd year's 'special edition' t-shirt will feature Craig's art, and all proceeds will benefit the Society. The 2007 Patient Honoree is Riley Chase of St. Paul, MN. Craig, a human resources consultant and a college professor in the business school at Concordia University, says, "Painting is presently a sideline for me. Although, I was



Craig's painting used on the L-Cup 2006 t-shirt struck a more tranquil chord with sailors.



Craig Witthaus, 2004 Patient Honoree, standing next to his new painting used on the L-Cup 2007 t-shirt.

artistic at a young age and serious about it through high school and the first years of college. The past six years, I've re-immersed myself in oil painting, and I also use watercolors. Occasionally, I work on sculptural pieces."

Plan to attend the L-Cup Regatta, September 14-16, White Bear Lake, MN.

Visit www.leukemicup.org/mn for more information. See ad on pg 6.

2007 Patient Honoree

Meet Riley Chase of St. Paul

(Letter written by Kari Chase, Riley's mother)



Riley was diagnosed in February 2000; he was 2 1/2 years old. We are eternally grateful to St. Paul Early Childhood Family Education. We were attending a class there, and each teacher commented on Riley's yellow color. Brian, Riley's father, and I did not think much of it. After all, we do live in Minnesota, and everyone looks different in February ... right? They called us the next day and recommended that we have his blood tested, thinking he was anemic. To our frightening surprise, not only was he anemic, but he was diagnosed with leukemia. On that day, his hemoglobin was 3.8 -- a healthy person ranges between 12 and 15.

We consider ourselves blessed by these kind angels sending us for medical attention. Within days, a port was placed in Riley's little chest, and he began his fight against cancer. We are so proud of him and all that he has already championed in his life. He can say, with great pride, "I am a cancer survivor." As his mother, hearing those words from my nine-year-olds mouth brings tears of joy to me each time he makes that statement. We are honored to be selected as a family to work with the Leukemia Cup Regatta.

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Sailing News

3 Chicago Mac Racers Rescued off Sinking Sailboat

On July 19th, three Race to Mackinac 2007 participants were heading home to Chicago through the Onekama Township channel - near Lake Michigan. By around 8:15 p.m. the U.S. Coast Guard had found the boat aground. They tried to free the vessel but choppy 4-6 foot waves stopped them. A privately-owned tug boat freed the sailboat from its stuck position. At this point is where the 40 foot sailboat started taking on water and it soon sank in 15 feet of water. The three racers were ultimately rescued safely from the water by the U.S. Coast Guard.

Homeland Security – Out to Lunch

Contrary to what you may be hearing from U.S. Department of Homeland Security officials lately, recreational boating has never been safer.

According to the latest available statistics for 2004, more people died in bathtubs and swimming pools (847) than in recreational boats (676). Operating a boat is far safer than riding a bicycle, motorcycle or off-road vehicle. In fact, you have a much greater chance of perishing from a fall involving a bed, chair or furniture (838) or falling from a stairs or steps (1,588) than you do in falling from a boat.

“Recent calls by Department of Homeland Security and U.S. Coast Guard officials that recreational boating would be safer if boaters were “certified” and required to show proof of identification is just not backed up by the facts,” said BoatU.S. President Nancy Michelman.

“The rate of recreational boating fatalities per 100,000 boats has been cut by 75 percent and the number of boating fatalities has been reduced by 58 percent since the implementation of the

landmark Federal Boat Safety Act of 1971,” Michelman noted.

Currently, Congress is considering Administration-backed legislation that could result in licensing boaters in the name of national security because the Coast Guard does not believe it has the authority to require a boat operator to produce identification absent probable cause.

“Requiring millions of recreational boat owners to be licensed and tasking the already overburdened Coast Guard with implementing a duplicative system solely to identify those operating a boat will be costly to develop, take years to implement and will not result in a demonstrable improvement in national security,” said BoatU.S. at a recent “summit” meeting held under Homeland Security Department auspices.

Instead, BoatU.S. believes a comprehensive waterway security program needs to be established. It would be far simpler and much less costly for the Coast Guard to ask Congress for the authority to require boat operators to produce the same identification now required to board a commercial airline flight. In addition, the Coast Guard should substantially expand its Waterway Watch program to enable thousands of recreational boaters to be the Coast Guard’s eyes and ears on the waterways and, it should clearly mark security zones – both public and private – to ensure that boaters know where they can and can not go.

Crow’s Nest Yachts Becomes the Great Lakes Sales Representative for Passport Yachts

This is the first time great lakes sailors are being offered the opportunity to locally purchase a bluewater cruising boat that is customized, from the inside

out and outside in. The result is a boat that is a true reflection of how she will be used. PASSPORT’s unique approach to each boat begins with standard hull shapes from Robert Perry and Bill Dixon, and multiple configurations of rigging and layout developed in collaboration with previous owners. These are simply thought starters, after a thorough programming of the owner’s needs, the final design evolves with the owner’s input. Finally the resultant design on paper is given a thorough engineering review to confirm that the construction integrity has not been compromised in the process.

As Crow’s Nest Yachts approaches its 30th anniversary, they have been able to observe the growing trend in great lakes sailors to explore the world’s oceans. They felt that the great lakes sailors deserved a personalized yacht with world class construction, and a fair price.

For more information please contact: Reeve Hutchinson, Crow’s Nest Yachts, phone (651) 739-2880 or email: reeve@crowstestyachts-mn.com

DNR issues safety reminder for boaters to stop that prop

The Minnesota Department of Natural Resources (DNR) reminds boat operators to make sure they turn off their engines when people are in the water near the back of the boat. This safety message comes after an accident on Monday in the Twin Cities where a man was injured by a boat propeller.

“Even a slowly turning propeller can inflict serious or fatal injuries to anyone caught by its spinning blades,” said Tim Smalley, DNR boating safety specialist. “Sometimes the propeller can be turning even when a motor is in neutral, or someone can bump the shift lever into gear accidentally, and injure or even kill anyone in the water near the stern of the boat,” he said.

The DNR has a new sticker avail-

Sailing News

able that warns boaters to shut off their engines when picking up or dropping off skiers or tubers.

A "Stop that prop" sticker can be obtained for free by calling the DNR Information Center at (651) 296-6157 or toll free at 1-888-MINNDNR (646-6367). Email the DNR at info@dnr.state.mn.us.

Sailors Set to Circumnavigate Lake Ontario

Port Credit Yacht Club are putting the finishing touches on preparations for Saturday's start to the 17th running of the Lake Ontario 300 Yacht Race.

Sponsored by Solmar Development Corp., the race is considered one of the most challenging long-distance yacht races in Canada and on the Great Lakes.

A record number of yachts from Canada and the United States settled into Port Credit yesterday to begin making final preparations for the 300-nautical mile circumnavigation of the lake.

The Solmar Lake Ontario 300 is one of five major long-distance yacht races on the Great Lakes, and is the only race starting and/or ending in Canada.

The race can also be observed live via the internet, by visiting <http://www.lakeontario300.org>.

Each boat is equipped with a transponder.

'Earth Voyager' Brings Message to St. Clair River

The message is simple. And it only makes sense.

Yet mobilizing Americans and Canadians to stop polluting and clean up the Great Lakes is not always easy.

That's why a group of volunteers is bringing the fastest sailing vessel on the Great Lakes to the Sarnia/Port Huron area this summer, draped in banners that read: "Our Water, Our

Future, Ours to Protect."

She's called the Earth Voyager and she draws a crowd wherever she goes," says Janice Littlefield, a Port Huron woman who is part of the crew bringing the 60-foot trimaran from Rochester N.Y. to the St. Clair River.

By next week, the Earth Voyager should be moored in the Black River and ready to attend special events on both sides of the border, said Littlefield.

Littlefield is not only a boat enthusiast, she is also the co-chairperson of the Binational Public Advisory Council (BPAC). Littlefield fears her group's work for the environment is not well understood by Canadians or Americans, even though they've been at it for 20 years.

Years ago, the International Joint Commission identified 43 areas of concern in the Great Lakes, including the St. Clair River. To ensure public involvement in the cleanup, 43 BPACs were created to act as advisers. In Sarnia/Port Huron, an international BPAC has worked with government and industry for decades and made some obvious inroads, Littlefield said.

"There's been major sediment removal and remedial action plans that have cleaned things up," she said. Now, as the international group begins work to improve fish and wildlife habitat in the Great Lakes, BPAC wants to get its message across to the community.

When Ray Howe, the owner of the Earth Voyager, offered to donate his sailboat and bring it to Bluewaterland with the help of Port Huron sailor Wayne Jurs, Littlefield jumped at the opportunity.

"We plan to use her as an icon to promote restoration and protection of the Great Lakes," she said. "She's a high-profile boat and turns heads no

matter where she goes." She's also a boat without borders, Littlefield added. "She's available any time Canadians want her for special events."

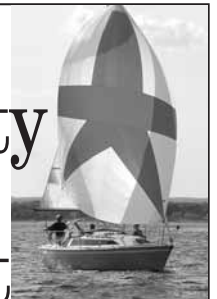
The Earth Voyageur was built in 1989 and has raced primarily in Lake Ontario. She holds several elapsed time records in her class, including the Bayview Mackinac and Trans Superior races. Her mast stands 95 feet off the water and, when her sails are up, "she's a real beauty," Littlefield said. "We see this as an excellent opportunity to engage and educate the public."

Over the next 18 months, BPAC will be involved with an extensive survey to determine where habitat has been lost in the Great Lakes and what the possible causes may be.

"BPACs in the U.S. and Canada work very well together and we're doing very important work," said Littlefield. "We need to get the word out to ensure there is continued U.S. and Canadian government funding."

By Cathy Dobson

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Calendar of Events

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

Aug

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

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

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

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

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

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

Aug 6-27 - Sail Building & Repair - Monday evenings 6:30-9:30 PM class. MATC Downtown Education Center, Madison, Wisconsin. Contact Kathy Kludy at 608-838-8632 or kkludy@matc-madison.edu.

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

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

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

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

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

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

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

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

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

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

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

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

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

Sept

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

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

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

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

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

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

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

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

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

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

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

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

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

Sept. 29-30 -- GLOW II - Clinton Lake "Remember "THE GLOW" Flying Scot Regatta Multi-state attendance expected to enjoy the original spirit of THE GLOW and build new traditions at Clinton Lake (IL). Visit www.clsailing.org for directions to Clinton Lake. FS Fleet 135 Contact Bill Vokac (217) 369-0015 or b.vokac@mchsi.com.

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He has referred a number of boat owners to AERÉ. "One only need consider the value of what's being protected to understand the value of fenders entrusted with the job," he said.

AERÉ 18" x 29" fenders, made from heavy, high denier polyester fabric, protect boats from 40' to 45' long. They are easy to inflate and come in 9 colors. The durable fenders are able to withstand high compression loads capable of collapsing conventional vinyl fenders. Like all AERÉ fenders, when not in use, they fold away flat, saving valuable onboard space.

Retail prices for AERÉ Inflatable Fenders begin at \$149. Contact AERÉ', 12207 NW 35th St., Coral Springs, FL 33605; 954-345-2373; Fax: 954-344-1414; info@praktek.com; www.praktek.com

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Need extra protection for valuables on all your boating and sailing adventures? With waterproof, drop-resistant protection, OtterBox offers ideal accessories for any water adventure.

The OtterBox for iPod...

Your favorite songs...virtually anywhere. The OtterBox for iPod is an ideal accessory out on the water. Cases are available for all model iPods—mini, 20GB, photo, nano, shuffle and video—the OtterBox for iPod is ready for any adventure boating, sailing, canoeing, kayaking and more!

With an innovative Click Wheel membrane, users can access songs right through the case! An included belt clip on the back allows hands-free carrying and integrated headphone cable management. For more flexibility, an optional armband is available. Cases are waterproof and drop resistant adding longevity and protection to expensive iPods.

The OtterBox...

The product that started it all. The OtterBox, ideal for protecting anything from sunglasses and credit cards to digital cameras, first aid kits, and cell phones, this case is one of the most versatile on the market.

Available in a variety of sizes, the OtterBox has easy-open latches which provide effortless entry yet secure closing. Customized silicone gaskets create a waterproof seal.

Rugged cases include protection for iPAQs, Treo™, BlackBerry®, Apple iPods®, Laptops, Tablet PCs, GPS, cigars, Zippo lighters and more. Built upon fundamentals of hard work, creativity, and perseverance, Otter Products is a powerhouse of innovation, manufacturing quality cases with a 100 percent lifetime guarantee.

For more information on Otter Products visit www.otterbox.com or call (888) 695-8820. OtterBox, never out of its element!





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New Serpentine Belt Reduces Gen-Set Noise

A powerful generator doesn't have to be noisy. With a new serpentine belt system, the ultra-compact, lightweight 5.5 kW diesel gen-set from Next Generation Power operates quietly and with minimal vibration. The stretchable serpentine belt needs no tensioning bracket and is easy to change.

Weighing 270 lbs, the 5.5 kW delivers 5,000 watts of continuous power, perfect for mid-size boats or back-up. Measuring 25.5"L x 20"W x 22"H with its fiberglass soundproof enclosure, the 5.5 kW provides an AC output of 60 Hz. Enough electricity to run appliances, electronic devices and two typical air conditioning units.

Next Generation's super-efficient Three Vortex Combustion System provides great power output, cleaner burning exhaust and saves on fuel consumption. Featuring an air cleaner and intake silencer, the high-quality 10 hp, 2-cylinder Kubota engine operates at a mid-speed 2,800 rpm for less noise, vibration, wear and a longer life.

The powerful 5.5 kW gen-set is simple to install and maintain. The front panel can be easily removed to get to the fuel pump, oil filter, belt drive, heat exchanger, zinc anode and other service points.

The Ultra Compact 5.5 kW Next Generation UCM 2-5.5 with enclosure retails for \$6,900.

Contact Next Generation Power, 888-463-9879; ngpowersales@bellsouth.net; www.nextgenerationpower.com.



New Larger Dock Box Is Built To Look Good - and Last

Dock products manufacturer Marina & Dock Equipment, Inc. has added a premium model to its PerfectLine® range of dock boxes. This new, 6-foot long box is made of boat-building quality resins, has a marine-grade stainless piano hinge and stainless hardware.

With a convenient ledge inside for a sliding tray, gas shocks to raise and lower the reinforced flat lid, a gel-coated interior and raised feet on the bottom, these sturdy boxes will look great on the dock or on board, too. Suggested retail price is \$795.00.

For more information, visit www.dockequipment.com or call 561-478-3630.

With Marinco's New Cable TV Inlets, It's Easy To Stay "Plugged In" To Entertainment Aboard

Now Three Available Models to Meet the Needs of Boaters and Boatbuilders Marinco has announced a new-for-2007 line of Marinco Cable TV inlets that make it easy for boaters to stay "plugged in" to their favorite news, sports and entertainment shows while in port.

Each of these three new inlets is designed to provide easy, secure cable connections and years of reliable performance in the marine environment. Marinco's Standard Cable TV Inlet features glass-filled polyester construction and a watertight cap with attractive stainless steel trim. Model's Soft Touch cap design further enhances ease of use and trouble-free operation. The rugged and attractive Stainless Steel Cable TV Inlet is crafted from marine grade 316 stainless steel to complement any vessel and features a waterproof locking cap with Soft Touch cap design.

Marinco's industry leading five-year limited warranty provides added confidence for boaters and boat builders alike.

Guest is a Marinco Electrical Group (MEG) brand. With the combined brand power of Marinco, Ancor, Guest, AFI, Nicro and BEP, the Actuant Electrical Group is the leading supplier of electrical products and accessories to the marine industry. Boat builders specify MEG brand products and MEG brand products are available at leading marine retailers and dealers worldwide.

For more information about these new cable TV inlets and other new products from the marine shore-power and electrical products leader, contact Marinco at (707) 226-9600 Or visit www.marinco.com.



Taylor Made Products Introduces Replacement Gas Shocks

Taylor Made Products has introduced replacement gas shocks for hatches, doors and covers.

Similar to the expanding rods used in the automotive industry, these replacement shocks have a gas cylinder and piston assembly that allows the rod to expand as doors or hatches open, and collapse as they close. The gas cylinders of shocks installed on new boats typically have a life of about five years. After that, there is no more “spring” left in the rod and boatowners are forced to manually lift and prop open covers. Taylor Made’s new line of gas shocks are intended to replace the installed rods once the viability of the gas cylinders on the original shocks have expired.

Taylor Made’s replacement shocks are available in standard black and stainless steel. The standard black shocks incorporate a tough annealed steel rod with a protective coating for added corrosion resistance. Ideal for a high-salinity marine environment, the stainless steel shocks are constructed from 316 stainless steel and have been specially treated to protect against rust and corrosion.

Taylor Made Products is one of the largest and most innovative suppliers of marine aftermarket products, including buoys, fenders, boat covers, bimini tops, dock products, flags, pennants and hardware.

The Taylor Made Group, Inc. has nearly 100 years of experience as one of the recreational marine industry’s largest, most diversified suppliers to boatbuilders and the aftermarket. The Taylor Made Group includes Taylor Made Products, Taylor Made Systems, Taylorbrite LLC and Trend Marine. The Group operates 12 facilities in the United States, the Republic of Ireland, England, Australia, New Zealand and Mexico. Employing more than 1,300 associates, its products are distributed through a worldwide distribution network.

Contact Taylor Made Products by phone, +1 518 773 9400, or by e-mail, salesinfo@taylormadeproducts.com. Visit our Website at www.taylormadeproducts.com.

Rust Bomb Rust Remover Gel

Rust Bomb from Orison Marketing is a gel that specifically targets rust with its unique non-hazardous formula. It is designed to kill rust, but will not harm aluminum, copper, brass, rubber, plastic or vinyl. It pulls the rust right off of the metal and leaves the metal like new. Rust Bomb rust remover gel is an extremely powerful and all natural rust remover designed to aid in rust removal on vertical surfaces and areas too large to soak in Evapo-Rust. It employs a combination of modified chelators and rust inhibitors to attack the rust where it lives.

You can check out the entire line of metal treatment products online at www.orisonmarketing.com.

For more info on Rust Bomb visit the web, or Orison Marketing, (325) 692-1135, info@orisonllc.com.

Honda Marine Recognized By J.D. Power And Associates



Honda Marine announced that its EFI outboard engines ranked “Highest in Customer Satisfaction with Four-Stroke Outboard Engines” in the J.D. Power and Associates 2007 Marine Engine Competitive Information Studysm. Honda has received the four-stroke EFI outboard award for three consecutive years.

Honda Marine engines scored 939 out of a possible 1,000 points, the highest total since the award’s inception. The study also reported an increasing awareness among boat owners that higher-technology engines deliver a superior overall boating experience. Further, the study showed an increase in demand for quiet, efficient, clean-running engines.

“Receiving this recognition for the third consecutive year further illustrates Honda’s commitment to building superior products with outstanding performance and unparalleled reliability,” said John Fulcher, senior manager, Honda Marine.

J.D. Power and Associates presented the award to Honda during a ceremony at the Miami International Boat Show. Best known for its work in the automotive industry, J.D. Power and Associates has, in recent years, expanded to serve a number of other industries.

Consumer information, including model overviews and updates, video clips, and complete specifications regarding Honda products, is available at www.honda.com.

For product inquiries and dealer locations, please call 800-426-7701.

Racing News and Results

2007 Chicago to Mackinac Race

Overall Finishes By Division

Chicago-Mackinac Trophy

1) *Windquest*, Doug DeVos, Macatawa, Michigan, Macatawa Bay Yacht Club, Section 1; 2) *Zeitgeist*, Robert T and Dr Cornelia Zerban, Kenosha, Wisconsin, Kenosha Yacht Club, J109; 3) *Guaranteed Period*, Lands' End Business Outfitters, Madison, Wisconsin, Chicago Yacht Club, J109; 4) *Natalie J.*, Philip D. O'Neil III DDS, Bloomfield Hills, Michigan, Bayview Yacht Club, Section 2; 5) *Saturn*, Wally Tsuha, Rochester hills, Michigan, Bayview Yacht Club, Section 2; 6) *Main Street*, William F Schanen III, Port Washington, Wisconsin, Milwaukee Yacht Club, Section 1; 7) *Fine Line*, Rich Montplaisir, Park Ridge, Illinois, Columbia Yacht Club, Section 2; 8) *Eagles Wings*, John J Gottwald, Glencoe, Illinois, Columbia Yacht Club, Section 2; 9) *Surprise*, David Irish, Harbor Springs, Michigan, Little Traverse Yacht Club, Section 3; 10) *Pendragon*, Brian Jackman, Barrington Hills, Illinois, Chicago Yacht Club, Section 2; 11) *Inferno*, Philip L. Dowd, Chicago, Illinois, Chicago Yacht Club, Section 2; 12) *Heartbreaker*, Robert L Hughes, Ada, Michigan, Macatawa Bay Yacht Club, Section 2; 13) *Perseverance*, Matthew Songer, Marquette, Michigan, Marquette Yacht Club, J120; 14) *Mosquito*, Dave Radtke and Steve Laughlin, Milwaukee, Wisconsin, Milwaukee Yacht Club, Section 3; 15) *Timberwolf*, Terry & Patti McMahan, Shorewood, Wisconsin, Milwaukee Yacht Club, Section 4; 16) *Sue*, James Moller,



Chicago to Mackinac Race. Close to the finish line at the Mackinac Bridge. Photo by Brent Chinnock.

Chicago, Illinois, Chicago Yacht Club, Section 2; 17) *Goblin*, Lindy Thomas, Glenview, Illinois, Chicago Yacht Club, Section 1; 18) *Twister*, Herbert Wake, Menominee, Michigan, M & M Yacht Club, Section 1; 19) *Seagoon*, Dale L. Smirl, Oak Park, Illinois, Chicago Yacht Club, Section 1; 20) *Zoom*, Keith and Mia Bechard, Toronto, Ontario, USA, Royal Canadian Yacht Club, Section 3; 21) *Big Country*, Ike Scott, Chicago, Illinois, Columbia Yacht Club, Section 1; 22) *Elusive*, Thomas Vargish, Chicago, Illinois, Columbia Yacht Club, J120; 23) *Jay Hawker*, David Sandlin / Kenneth Brown, Linden, Michigan, Bayview Yacht Club, J120; 24) *Vanda III*, Jack, Jim & Jake Toliver, Glen Ellyn, Illinois, Chicago Yacht Club, J109; 25) *Tyrant*, Don M Thinschmidt, Macatawa, Michigan, Macatawa Bay Yacht Club, Section 1; 26) *Midnight Express*, James J Viau, Gladstone,

Michigan, Escanaba Yacht Club, Section 3; 27) *Tylishan*, Richard Stearns, Northfield, Illinois, Chicago Yacht Club, J109; 28) *Merlin*, Robert Amsler, Clinton Township, Michigan, Bayview Yacht Club, J120; 29) *Nitemare*, Tom Neill, Berkeley, Illinois, Chicago Yacht Club, GL 70; 30) *Serenissima*, Robin G. Munden, Chicago, Illinois, Chicago Yacht Club, Section 4; 31) *Jason*, Edward P Cohen, Chicago, Illinois, Burnham Park Yacht Club, Section 3; 32) *Renegade*, Thomas Papoutsis, Winnetka, Illinois, Columbia Yacht Club, Section 2; 33) *Evolution*, Terry Kohler and Pete Reichelsdorfer, Sheboygan, Wisconsin, Sheboygan Yacht Club, GL 70; 34) *Hot Lips*, Christopher Whitford, Chicago, Illinois, Chicago Yacht Club, Section 2; 35) *Scout*, Jamie Hummert, Milwaukee, Wisconsin, Milwaukee Yacht Club, Section 2; 36) *Eagle*, Jerry & Shawn

Racing News

O'Neill, Chicago, Illinois, Chicago Yacht Club, Section 4; 37) *Kokomo*, Wesson Schulz, Traverse City, Michigan, Grand Traverse Yacht Club, Section 1; 38) *Wildhorses*, Rick Hennig, Franksville, Wisconsin, Racine Yacht Club, Section 1; 39) *Edge*, Robert P McManus, Whitefish Bay, Wisconsin, Milwaukee Yacht Club, Section 3; 40) *Pororo*, Gene McCarthy and Robert Zeman, Jr., Chicago, Illinois, Chicago Yacht Club, GL 70; 41) *Salsa*, Pete Stott, Chicago, Illinois, Chicago Yacht Club, Section 3; 42) *Raven*, Stan Bailey, Lisle, Illinois, Chicago Yacht Club, Section 2; 43) *Mirage*, William Dooley, Eric Joost, Douglas R Woodworth, Northbrook, Illinois, Chicago Yacht Club, GL 70; 44) *Majic*, Dorsey Ruley, Chicago, Illinois, Chicago Yacht Club, Section 3; 45) *Promo*, John Kuber, Richfield, Wisconsin, Milwaukee Yacht Club, Section 1; 46) *Wooton*, W. Harris (Bill) Smith, Chicago, Illinois, Chicago Yacht Club, Section 1; 47) *Jeannine III*, Jack Roeser, Barrington, Illinois, Columbia Yacht Club, Section 1; 48) *Stripes*, Bill Martin, Ann Arbor, Michigan, Bayview Yacht Club, GL 70; 49) *Pinball Wizard*, Jarek Pietrzyk Robert Dabrowski Leszek Ziolkowski, Riverwoods, Illinois, Polish Sailing Association, Section 1; 50) *Sufficient Reason*, Mitchell W. Padnos, Joel Krissoff, John Arendshorst, Tracy Brand, Holland, Michigan, Macatawa Bay Yacht Club, Section 3; 51) *Chance*, Patricia and Michael Brotz, Kohler, Wisconsin, Sheboygan Yacht Club, GL 70; 52) *Blow 'em to Smithereens*, Richard Jennings, Niles, Illinois, Burnham Park Yacht Club, GL 70; 53) *K III*, Irv Kerbel, Lincolnwood, Illinois, Chicago Corinthian Yacht Club, J109; 54) *Northstar*, David Gustman, Wilmette, Illinois, Chicago Yacht Club, J109; 55) *Thirsty Tiger*, Albert G D'Ottavio, Joliet, Illinois, Chicago Yacht Club, GL 70; 56) *Spirit Walker*, Vern McCain, South Bend, Indiana, South Haven Yacht Club, Section 3; 57) *Zoom*, George Miz, Mike Newman, Peter Dreher, Palos Park, Illinois, Chicago Yacht Club, Section 3; 58) *Realt Na Mara*, Tom Londrigan, Joe Londrigan, Springfield, Illinois, Island Bay Yacht Club, J109; 59) *Windancer*, John Nedeau, North Muskegon, Michigan, Muskegon Yacht Club, GL 70; 60) *Lightning*, Krzysztof Kaminski Pawel Borowczak Maciej Suszynski, Lake Bluff, Illinois, Polish Yachting Association, Section 1; 61) *Equation*, Bill Alcott, St Clair Shores, Michigan, Bayview Yacht Club, Section 1; 62) *Regardless*, Team Regardless, Barrington, Illinois, Chicago Yacht Club, Section 5; 63) *Heartbreaker*, Eric Oesterle, Glen Ellyn, Illinois, Chicago Yacht Club, Section 3; 64) *Fast Eddy*, Ed Buerger, Waukesha, Wisconsin, Milwaukee Yacht Club, Section 3; 65)

Spanker, Dennis J McDonnell, James McDonnell, River Forest, Illinois, Columbia Yacht Club, Beneteau 40.7; 66) *Lucky Dubie 2*, Len Siegal, Chicago, Illinois, Chicago Yacht Club, J109; 67) *Screaming O*, William H. Francis, Grosse Pointe Park, Michigan, Bayview Yacht Club, Section 3; 68) *Bravo*, Tom and Shirley Dekker, Cedar Grove, Wisconsin, Port Washington Yacht Club, Section 5; 69) *Gravitas*, Richard L. West, Chicago, Illinois, Chicago Yacht Club, Section 2; 70) *Nautilus*, Todd Jones, Grosse Pointe, Michigan, Bayview Yacht Club, Section 2; 71) *Crazy Horse*, Bud & Andy Siudara, Troy, Michigan, Bayview Yacht Club, Section 2; 72) *Valkyrie*, John C Moore, Chicago, Illinois, Columbia Yacht Club, J120; 73) *Collaboration 2*, Robert M Vickery and Chris A Jungmann, Barrington, Illinois, Midwest Open Racing Fleet, Beneteau 40.7; 74) *Jahazi*, Frank and Lori Giampoli, Geneva, Illinois, Columbia Yacht Club, J120; 75) *Excalibur*, David Tarson, Deerfield, Illinois, Chicago Corinthian Yacht Club, Beneteau 40.7; 76) *Cancan deux*, Clemens Boltz, Elk Grove, Illinois, Columbia Yacht Club, Beneteau 40.7; 77) *Painkiller 4*, Alice O Martin, Chicago, Illinois, Columbia Yacht Club, Section 4; 78) *Bounder*, David Hudgel, Harrison Twp, Michigan, Bayview Yacht

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Racing News and Results

Club, Section 4; 79) *Lucky*, Russ Burke/ Dave Cunningham, Chicago, Illinois, Chicago Yacht Club, Section 3; 80) *Margaret Rintoul IV*, Ed Smyth, Kip Anderson, Plymouth, Michigan, Bayview Yacht Club, Section 3; 81) *Chewbacca*, Peterson/Nimmer, Bayfield, Wisconsin, Wayzata Yacht Club, Section 2; 83) *La Tempete*, Thomas Weber, St Charles, Illinois, Midwest Open Racing Fleet, Beneteau 40.7; 83) *Patriot*, Michael A Duncan, Chicago, Illinois, Chicago Yacht Club, Section 2; 84) *Sagitta*, Jon Somes Larry Oswald, Grosse Pointe Park, Michigan, Bayview Yacht Club, Section 4; 85) *Surface Tension*, Jeffrey S. Schaefer, Elm Grove, Wisconsin, Racine Yacht Club, Section 4; 86) *Liberte'*, Tim Gabrielse, Kohler, Wisconsin, Sheboygan Yacht Club, Section 4; 87) *Koko Loko*, Tomek Kokocinski, Chicago, Illinois, Joseph Conrad Yacht Club, Section 3; 88) *Hunters Child II*, Steve Pettengill & Warren Luhrs, St. Augustine, Florida, St Augustine Yacht Club, Section 2; 89) *Driven 2*, James G Milliken, Traverse City, Michigan, Grand Traverse Yacht Club, J109; 90) *Maskwa*, Donald P. Waller, Oakbrook, Illinois, Burnham Park Yacht Club, Section 4; 91) *Full Tilt*, Peter Priede and Roy Stewart, Homer Glen, Illinois, Columbia Yacht Club, J109; 92) *Fandango*, Martin G Luken III, MD, Chicago, Illinois, Chicago Yacht Club, J109; 93) *Mrs. Jones*, Eric S. Jones, Brookfield, Wisconsin, South Shore Yacht Club, Section 4; 94) *Bramble*, Bruce Rohrer, Shepherd, Michigan, Northwest Marine Yacht Club, Section 5; 95) *Liberty*, C. David Phelps, Traverse City, Michigan, Grand Traverse Yacht Club, Section 5; 96) *Obsession*, Albert MacDonald, John Bocskay,



**Chicago to Mackinac Race through the Manitou Passage.
Photo by Brent Chinnock.**

Alan MacDonald, Elk Grove Village, Illinois, Waukegan Yacht Club, Section 5; 97) *Broderi*, Robert Kolar, Brooke Kolar, Josh Kolar, Northfield, Illinois, Chicago Yacht Club, Beneteau 40.7; 98) *Ticklish*, Eric Landman, Grand Haven, Michigan, Muskegon Yacht Club, Section 5; 99) *Mojo*, Gary Powell, Jeff Comeaux, Scot Ruhlander, Chicago, Illinois, Chicago Yacht Club, Beneteau 40.7; 100) *Tsunami*, Don Hayes, Northfield, Illinois, Midwest Open Racing Fleet, Beneteau 40.7; 101) *Vayu*, Ron Buzil, Evanston, Illinois, Chicago Corinthian Yacht Club, Beneteau 40.7; 102) *Barracuda*, Steve Pelke, Chicago, Illinois, Columbia Yacht Club, Beneteau 40.7; 103) *Das Boot*, Jay and Cindy Muller, Chicago, Illinois, Chicago Yacht Club, Beneteau 40.7; 104) *Northern Winds*, Roy Longworth, Boyne City, Michigan, Milwaukee Yacht Club, Section 5; 105) *Twisted*, William H Darbee, Richard K Coates, Bay City, Michigan, Saginaw Bay Yacht Racing Association, Section 5; 106) *Relentless*, Mark Hagan, Traverse City, Michigan,

Grand Traverse Yacht Club, Section 4; 107) *Grafitti Train*, Chris Berger, Chicago, Illinois, M & M Yacht Club, Section 4; 108) *Folie A Deux*, Larry T. Kwiat, Arlington Heights, Illinois, Columbia Yacht Club, Section 5; 109) *Turning Point*, Peter Schmidt / Bill Bartz, Chicago, Illinois, Chicago Yacht Club, Beneteau 40.7; 110) *Mahdi 2*, Peter Bialik, Muskegon, Michigan, Harbour Towne Yacht Club, Section 5; 111) *Geronimo*, Bob Forney, Herb Philbrick, Chesterton, Indiana, Michigan City Yacht Club, Section 5; 112) *Fitikoko*, John & Margie Zienda, Wheaton, Illinois, Chicago Yacht Club, Section 5; 113) *Bearly Movin'*, Lisa and Bill Ruoff, Grand Rapids, Michigan, Macatawa Bay Yacht Club, Section 5; 114) *Troubadour*, Lawrence and Felicia Wilhelm, Chicago, Illinois, Chicago Yacht Club, Section 4; 115) *Temptation*, Bogdan Stojkowski, Chicago, Illinois, Joseph Conrad Yacht Club, Beneteau 40.7; 116) *Coyote*, Mike Naugher, Grand Prairie, Texas, Texoma Sailing Club, Section 3; 117) *Sirocco 2*, Robert

Racing News and Results

Klairmont, Lake Forest, Illinois, Chicago Yacht Club, J120; 118) *Gauntlet*, Guy Hiestand, Grand Rapids, Michigan, Macatawa Bay Yacht Club, Section 5; 119) *Sirocco VI*, William & Viviana Fanizzo, Chicago, Illinois, Chicago Yacht Club, Section 4; 120) *Que Loco II*, Dr. Bradley A Dykstra, Hudsonville, Michigan, Harbour Towne Yacht Club, Section 4; 121) *Big Meanie*, Jim Prendergast, Chicago, Illinois, Chicago Yacht Club, Section 5; 122) *Encore*, Mark Beatty, Wyndham Bremer, Harry Sorenson, Michigan City, Indiana, Michigan City Yacht Club, Section 4; 123) *St. Francis*, Jairo and Maria D. Cruz, Olympia Fields, Illinois, Burnham Park Yacht Club, Section 3; 124) *Windrush*, George S. Hender, Lake Forest, Illinois, Chicago Yacht Club, Section 4; 125) *Blu Interlude*, Thomas Kennedy, Chicago, Illinois, Chicago Yacht Club, Section 3; 126) *Absolut*, Ian Jansing/John Halston, Winnetka, Illinois, Chicago Yacht Club, Section 7; 127) *First Light*, FK Day, Jimmy Carollo, Chicago, Illinois, Columbia Yacht Club, Section 5; 128) *Pied Piper*, Jack Jennings, Niles, Illinois, Lake Geneva Yacht Club, GL 70; 129) *Spitfire*, James K Hellquist and Larry Warter, Libertyville, Illinois, Waukegan Yacht Club, Section 5; 130) *Fox*, Ruth Pecherek, George Pecherek, Park Ridge, Illinois, Chicago Yacht Club, Section 4.

Cruising Division

1) *Mist*, Daniel Koules, Glenview, Illinois, Midwest Open Racing Fleet, ORR Cruising; 2) *Free at Last*, Allen Smith, Wilmette, Illinois, Sheridan Shores Yacht Club, ORR Cruising; 3) *Tomorrow's Sunshine*, John G West, Bradenton, Florida, Chicago Yacht Club, ORR Cruising; 4) *Sail La Vie*, Samuel H. Williamson, Charlevoix, Michigan, Charlevoix Yacht Club, ORR Cruising; 5) *Wejamin*, Ron & Lynn McLaughlin, Wadsworth, Illinois, Kenosha Yacht Club, ORR Cruising; 6) *Final Diversion*, Joseph S. Haas, Winnetka, Illinois, Chicago Yacht Club, ORR Cruising; 7) *Princess M*, Carl Chaleff, Chicago, Illinois, Chicago Yacht Club, ORR Cruising; 8) *Confluence*, Todd Freese, Mount Prospect, Illinois, Chicago Yacht Club, ORR Cruising; 9) *Bequia*, Robert Sperl, Itasca, Illinois, Columbia Yacht Club, ORR Cruising; 10) *Raven*, Nick Hirt, Grand Rapids, Michigan, Macatawa Bay Yacht Club, ORR Cruising; 11) *Reboot*, Roger & Misty Jones, Shorewood, Wisconsin, MAST (Milwaukee), ORR Cruising; 12) *Tiger Lily*, Leonard P. Nowak, Chicago, Illinois, Chicago Yacht Club, ORR Cruising; 13) *Jug Band*, Harry and Grant Simmon, Bourbonnais, Illinois, Chicago Yacht Club, ORR Cruising; 14) *Friendly Confines*, Robert T. O'Brien, Wilmette,

Illinois, Chicago Yacht Club, ORR Cruising; 15) *Never Enough*, D. Max Henderson, Palos Park, Illinois, Chicago Yacht Club, ORR Cruising; 16) *Sails Call*, Jim Dawdy, Grand Rapids, Michigan, Tower Harbour Yacht Club, ORR Cruising.

Mackinac Cup

1) *Vytis*, Tomas and Gytis Petkus, Wilmette, Illinois, Columbia Yacht Club, J105; 2) *Sealark*, Clark Pellett, Chicago, Illinois, Chicago Yacht Club, J105; 3) *Certainly*, Donald E Meyer, Bull Valley, Illinois, Columbia Yacht Club, Section 7; 4) *Jubilee*, Allen Gillespie & Jay Gillespie, Fort Gratiot, Michigan, Port Huron Yacht Club/Sarnia Yacht Club, Section 7; 5) *Pronto II*, Peter Fray, Oak Park, Illinois, Midwest Open Racing Fleet, J105; 6) *Bozos Circus*, Bruce Metcalf, Burr Ridge, Illinois, Chicago Yacht Club, Section 6; 7) *Titan*, DuMouchelle, Schuttes, Aitken, Grosse Pointe City, Michigan, Bayview Yacht Club, Section 6; 8) *Tallgrass*, Miles Lowry, Wheaton, Illinois, Columbia Yacht Club,

Chicago to Mackinac Race continued on page 40.

FREE ISSUE!

A newsletter to improve your race results this year.

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Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
9	Escape, Furling Main Sail	00	\$1,095	FS	16	AM Fiberglass, Trlr, Main, Jib	73	\$1,000	FS
9	Walker Bay RID 275, Sail Kit	06	\$1,900	FS	16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB
10	Hunter Xcite, New	04	\$2,500	FS	16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	95	\$4,900	WB
10	WindRider Trimaran, S-O-T, Car Top Tri	03	\$1,495	HW	16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	95	\$4,500	WB
10	WindRider, Yellow	02	\$1,195	GS	16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	97	\$2,500	WB
11	Byte, Main	00	\$1,200	WB	16	Compac 16CB, Swing Keel, Main, Jib, 2.5 OB	97	\$5,800	WB
11	Hunter Xcite Turbo	06	\$2,699	AS	16	Hobie	77	\$800	FS
12	Bruno Sailboard	UK	\$600	FS	16	Hobie Adventure Island	07	\$2,999	AS
12	Catalina Expo 12.5, Freestanding CF Mast	05	\$2,995	GS	16	Island Packet Big Fish	06	\$3,995	SW
12	Escape	96	Call	HY	16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,800	WB
12	Escape, Furling Mainsail	00	\$2,195	FS	16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB
12	Holder, Main	86	\$1,100	WB	16	Johnson J Scow, Main, Trlr	77	\$2,800	WB
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB	16	Johnson M Scow, Main, Jib, Trlr	UK	\$980	MA
12	O'Day Widgeon, Trlr	74	\$1,250	FS	16	Johnson M-16, Main, Jib, Trlr	80	\$2,700	WB
13	Barnett Butterfly, Main	77	\$1,900	WB	16	Johnson X, Main, Jib, Trlr	83	\$1,800	WB
13	Chrysler Pirateer, Main, Trlr	77	\$2,800	WB	16	Johnson X, Trlr	UK	\$1,000	MA
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY	16	M16, Trlr	UK	\$600	FS
14	Am Fiberglass Corp "T" for Two	77	\$900	FS	16	Melges X with Trailer, Club Champ, Mint	99	\$6,500	CN
14	Aqua Finn by AMF (Sunfish)	81	\$1,400	FS	16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB	16	Rave, Trlr, Good Condition	00	\$4,000	GS
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$3,600	WB	16	WindRider, New boat, Excellent, w/Options	05	\$4,450	GS
14	O'Day Javilin BSU	UK	\$600	FS	16	X Boat, 2 Sails, Red	77	\$600	FS
14	Picnic Cat, Well Equipped, Trlr	07	\$11,500	GS	16	X Boat, Single Sail, Green	UK	\$600	FS
14	Precision, 2 Sails, Trlr, Very Clean	88	\$2,100	HY	17	Daysailor, Trlr, Needs TLC	UK	\$650	MA
14	Skipper, Trlr	77	\$1,000	FS	17	Hunter 170, Float, Trlr, Motor Mount	07	\$8,000	FS
14	Sunfish	UK	\$895	MA	17	Hunter 170, Roller Furling Jib	07	\$8,259	AS
14	Sunfish, Main, Trlr	80	\$2,700	WB	17	O'Day Daysailer, Main, Jib, OB, Trlr	72	\$2,995	WB
15	Albacore, Main, Jib, Trlr, New Rigging	68	\$1,100	HY	17	O'Day Daysailer, Trlr	84	\$2,100	FS
15	Bongo, Main, Spinnaker, Trlr, Will Deliver	05	\$5,500	SC	17	O'Day Daysailer, 2 Sets of Sails, Trlr	UK	\$1,300	MA
15	Chrysler Mutineer, 3 Sails, Trlr	79	\$1,000	HY	17	Seaward Fox, 3 Sails, 4hp Nissan 4 Strk, Trlr	90	\$6,900	HY
15	JY 15, Spinnaker, Trapeze, Trlr	UK	\$1,900	SY	17	WindRider Trimaran, Advantage New!	07	\$8,200	HW
15	Legacy, New Boom Tender Model, Trlr	07	\$14,900	GS	17	WindRider Trimaran, Furling Jib	04	\$5,199	HW
15	Precision, Main, Trlr, Boat Cover, Needs Jib	96	\$3,200	HY	17	WindRider, Dealer Boat, Bilge Pump	06	\$7,995	GS
15	Precision, Main, Trlr, Nissan 2hp 4 Strk OB	07	\$6,300	HY	17	WindRider, Hmblt Trlr, Furl, Bilge	02	\$4,500	FS
15	Precision, Trlr, Mast Flotation, Used 4 times	02	\$4,400	SC	18	American Sail, Trlr, Cover, Seats 6	04	\$6,500	SC
					18	Cape Dory Typhoon Weekender, 4hp Evin, Trl	79	\$5,800	HY
					18	Cape Dory Typhoon Weekender, Trlr, More	75	\$5,500	HY
					18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB
					18	Chrysler Buccaneer, Main, Jib, Trlr, Furl	72	\$1,330	HY

LOA	Description	Yr	Price	Bkg
18	Victoria, Trlr, Full Keel	UK	\$4,500	FS
19	Cape Dory, Classic, Trlr, Super Sharp	79	\$5,700	FS
19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl	04	\$21,000	HY
19	Vanguard, Furl Jib	80	\$700	FS
19	West Potter	05	\$19,999	NE
20	Chrysler, Main, Jib, 3hp Sailing OB, Trlr	78	\$2,800	WB
20	C-Scow, Trlr, Good Condition	UK	\$1,600	FS
20	Nordica, Trlr, 15hp Motor, Furler, More	79	\$6,750	SC
20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB
21	Hunter 216, Frl, Trlr, Demo	04	\$13,000	FS
21	Hunter 216, RF Jib, Options Available	07	\$17,439	AS
21	Impulse, 3 Sails, Trlr, Vang	89	\$3,200	HY
21	Impulse, Main, Jib, Spin, OB, Trlr	89	\$3,800	WB
21	Precision, Newer Main, Jib, 6hp Johnson, Trlr	88	\$7,995	SC
22	Bayliner Buccaneer 220, 6 Sails, Trlr, More	80	\$2,400	HY
22	Catalina Capri, Dsl, Fiberglass	05	\$17,950	SW
22	Catalina Capri, Main, RF Jib, 5hp Honda, Trlr	06	\$23,500	WB
22	Catalina Capri, Main, RF Jib, 5hp OB, Trlr	99	\$15,500	WB
22	Catalina Capri, Main, RF Jib, OB, Trlr	95	\$12,000	WB
22	Catalina, 2 Sails, Trlr, VHF, More	93	\$10,075	HY
22	Catalina, Pop Top, Trlr, Motor	83	\$5,500	FS
22	Catalina, Trlr, Motor	79	\$4,500	FS
22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY
22	Catalina, 3 Sails, 6hp Johnson, Trlr, More	73	\$3,500	HY
22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB
22	Columbia, 5 Sails, Well Maintained, Trlr	70	\$4,000	SC
22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	HY
22	Laguna, 4 Sails, Trlr, Pop Top, Vang	87	\$3,800	HY
22	Nonsuch, Main, 13hp Westerbeke, Elect	84	\$27,400	HY
22	O'Day 222, Shoal Keel, Main, RF Jib, More	86	\$8,800	WB
22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr	78	\$3,500	HY
22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr	84	\$7,900	HY

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LOA	Description	Yr	Price	Bkg
22	S-2, Motor, Fiberglass	85	\$9,000	SW
22	Sea Ray Express 215, Motor	00	\$27,900	IY
23	AMF Paceship, Trlr	77	\$4,995	SY
23	Beneteau, Trlr, Genoa, RF, Honda OB	UK	\$12,500	MA
23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr	74	\$4,500	HY
23	Coronado, Trlr, 3 Sails, Chrysler 9.9	73	\$2,350	SC
23	Hunter, 4 Sails, 5hp Nissan, Trlr, Galley, More	90	\$7,800	HY
23	Hunter, Trlr, Wing	87	\$6,900	FS
23	Hunter, Trlr, Wing, Furler, Nisson	89	\$8,500	FS
23	O'Day Osprey, New Hull Paint, 3 Sails	UK	\$5,000	HY

Legend:

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

Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
23	O'Day, 5 Sails, 9.9 Evin, Trlr, Stove	73	\$3,000	HY	25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY
23	O'Day, Pop-top, Trlr, Extras	UK	\$3,500	MA	25	Hunter, All Options, Trlr, Sale	07	\$38,500	AS
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS	25	Irwin, 5 Sauks, 15hp Yamaha, Trlr	70	\$7,250	HY
23	Precision, Trlr, 6hp Johnson, Dingy, More	93	\$13,200	S	25	Irwin, Trlr, 8 HP Honda 3 Hd Sails	77	\$6,000	FS
23	S-2, Well Maintained, Price Reduced!	75	\$6,900	CN	25	MacGregor, 3 Sails, 7.5hp Honda, Trlr	81	\$3,900	HY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS	25	Merit, 8 Sails, 5hp OB, Trlr, 2 Comp, Galley	84	\$8,000	HY
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY	25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$8,750	HY
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY	25	Olson/Ericson, Motor, Fiberglass	88	\$8,500	SW
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY	25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$15,500	NY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY	25	US Yachts, 3 Sails, 9.8 HP Merc, Trlr, More	81	\$6,200	HY
24	C&C, 4 Sails, 8 HP Merc, 5 winches, More	76	\$1,000	HY	26	Accent, Full Sail Inv, Dsl, Depth, More	73	\$12,995	NY
24	C&C, 5 Sails, 8hp Johnson, Galley, More	76	\$5,500	HY	26	C&C, 10' Beam, 6' Headroom, IB	77	\$13,000	FS
24	C&C, Sleeps 4, 4 Sails, 9.9hp OB, Crdl	79	\$4,500	SC	26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY	26	Capri, Motor, Fiberglass	90	\$19,900	SW
24	Creekmore, 6hp Johnson OB, Trlr, More	80	\$6,500	SC	26	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	74	\$2,900	HY
24	J Boat, 11 Sails, 4hp John, Trlr, More	87	\$10,000	HY	26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr	76	\$5,900	HY
24	J Boat, 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY	26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY
24	J Boat, 9 Sails, 3hp OB, Trlr, Comp, Head	79	\$8,750	HY	26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,900	HY	26	Commodore, 3 Sails, 9.9 Evin, Trlr, Electr	83	\$9,800	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY	26	Grampian, Lots of New Gear	72	\$6,000	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY	26	Hacker Race Boat	97	\$115,000	IY
24	Mirage, Trlr, Lots of Sails, Race Ready	76	\$3,500	SY	26	J-80, Class Sails, Triad Trlr	06	\$49,900	HY
24	Sidelman, 5hp OB, Trlr	81	\$1,950	SY	26	MacGregor 26 D, 3 Sails, 15hp Mariner, Trlr	88	\$6,000	HY
24	Yankee, 2 Sails, 5hp Nissan, Trlr, More	73	\$4,800	HY	26	MacGregor 26M, 40hp Mercury, Loaded	05	Call	SC
25	C&C	74	\$2,995	NE	26	MacGregor 26X, Dodger, 40hp Honda, Trlr	00	\$19,995	SC
25	C&C, 3 Sails, 9.9 Johnson ('92), shr pwr	75	\$5,000	HY	26	Paceship (PY26) fin keel, 8 Sails, More	80	\$10,000	HY
25	Cape Dory 35D, 5 Sails, 8hp Yanmar, Trlr	83	\$23,500	HY	26	Pearson	UK	Call	HY
25	Cape Dory, Trlr, Auto Helm, Lots More	80	\$7,000	SC	26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY
25	Capri, 6 Sails, Trlr, 4 Winches, Compass	81	\$8,500	HY	26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$9,800	HY
25	Catalina 250, Head, RF, Trlr, 9.9hp Honda	04	\$26,000	SC	26	Pearson, Main, 180%, Storm Jib, 10hp Mtr	72	\$7,495	NY
25	Catalina 250, Main, 135% Furl Genoa, More	04	\$30,000	WB	26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$6,700	HY
25	Catalina, 2 Sails, Trlr, 6hp John OB, Furl	77	\$7,500	HY	26	S-2 7.9, Gas, Fiberglass	84	\$13,500	SW
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl	80	\$9,500	HY	26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY
25	Catalina, 9.9 OB, 5 Sails, Elect, Cradle	78	Call	SC	26	Seaward 26RK, New	07	\$36,000	GM
25	Catalina, Swing Keel	80	\$2,000	SY	26	Seaward 26RK, New, Loaded, OB, Trlr	07	\$63,000	GM
25	Catalina, Tall Rig, Main, 3 Jibs, 9.9hp Evin, Trl	90	\$17,900	WB	26	Westerly Centar, Trlr, Dsl	72	\$12,900	FS
25	Cheoy Lee Folkboat, 3 Sails, A4, Wooden	68	\$4,500	HY	27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY
25	Columbia 7.6M	79	\$15,500	NE	27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY
25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$6,900	HY	27	Bayliner Buc, 3', Whl, OB, Trlr, New Paint	76	\$6,000	FS
25	Holiday, Wooden, Main, Jib, 6hp Evin, Trlr	55	\$12,000	WB	27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY	27	Cape Dory	78	\$19,500	NE

LOA	Description	Yr	Price	Bkg
27	Catalina 270, 2 Sails, Perkins IB Dsl, Trlr	95	\$36,500	HY
27	Catalina, 2 Sails, 11hp Univ Dsl, More	74	\$10,900	HY
27	Catalina, 5 Sails, 15HP Evin, Elect, More	75	\$8,000	HY
27	Catalina, 5 Sails, New Furlex, IB, GPS, More	77	\$11,500	HY
27	Catalina, Main, Furl Gen, Chute, Trlr	81	\$10,995	NY
27	Com-Pac 27/2, Great Condition	86	\$20,000	CN
27	Ericson, 4 Sails, A4 IB, Harken Furl, More	77	\$9,900	HY
27	Ericson, 6 Sails, A4 IB, Hood furling, More	73	\$4,500	HY
27	Hunter	93	\$23,500	NE
27	Hunter, 3 Sails, Yanmar IB, Stereo	77	\$5,700	HY
27	Hunter, Make Offer, Reduced	84	\$10,500	NE
27	Ian Farrier F25C, Gas Motor, Fiberglass	96	\$60,000	SW
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
27	O'Day 272	86	\$13,900	NE
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
27	O'Day, 7 Sails, 9.9hp OB	77	\$6,995	SY
28	Cape Dory, Main, Selftacking Jib, Dsl, Dinghy	82	\$21,500	NY
28	Hunter 285, Dsl, electronics, H/C Water, Trlr	95	\$23,500	GM
28	Islander, Main, 150%, Storm, Spin, Elect	76	\$10,995	NY
28	Kings Cruiser Sloop	57	\$10,000	IY
28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY
28	O'Day, IB, Main, Genoa, More	81	\$17,995	NY
28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY
28	Pearson	78	\$12,500	IY
28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$16,900	SW
29	Bayfield, Depth, Radar, Autopilot, GPS, VHF	83	\$30,000	SC
29	Bayfield, Whl, Newer Instruments, Yanmar Dsl	84	\$24,900	SC
29	Columbia	77	\$17,500	NE
29	Columbia 8.7, 5 Sails, IB, Cruise Equipped	77	\$12,500	HY
29	Columbia 8.7, 5 Sails, Perkins Dsl, GPS	77	\$16,000	SC
29	Columbia 8.7, Auto, GPS Radar	82	\$17,995	NY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY



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LOA	Description	Yr	Price	Bkg
29	Hunter 29.5, Way Above Average	95	\$39,900	CN
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN
29	Lancer	78	\$10,995	NE
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
29	Paceship, 2 Sails, A4 IB, Furler, Comp/VH	70	\$7,000	HY
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
30	Baba, Dsl, Autopilot, GPS, Radar, More	80	\$69,995	NY
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$105,500	HY
30	Cape Dory Cutter, 2 Sails, Volvo IB, Whl	83	\$27,000	HY
30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
30	Catalina 309, Dsl, Fiberglass	07	\$108,000	SW
30	Catalina Sloop, Dsl	84	\$27,000	IY
30	Catalina Tall Rig MKII, Dsl, Fiberglass	92	\$44,900	SW
30	Catalina, Dsl, Fiberglass	89	\$39,900	SW
30	Catalina, Dsl, Wing Keel, TR, Spin, Whl, Crdl	79	\$20,000	SC
30	Catalina, Main, Furling Genoa, Dsl, More	80	\$23,500	NY
30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
30	Freedom, 2 Sails, Yanmar, Whl, More	86	\$35,000	HY
30	J-30, Trlr, IB Dsl	86	\$27,000	SY
30	Lancer, Dsl, Tiller Pilot, Chart Plotter, More	78	\$17,900	NY
30	Newport 30 MKII	74	\$10,900	NE
30	Penn Yan Sport Fish, Motor	78	\$40,000	IY

Legend:

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CN=Crow's Nest Yachts 651-739-2880	IY=Island Yacht Sales 218-428-7306	LB=Lakeland Boatworks 269-795-9441	NE=NestEgg Marine 715-732-4466	NY=Northland Yachts 715-779-3339	WB=White Bear BW 651-429-7221
				SC=See Classifieds	

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
30	S-2 9.2, Dsl, Fiberglass	83	\$32,900	SW	34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$125,000	HY
30	S-2 9.2A, 5 Sails, Yanmar, Furl, Whl, More	78	\$22,250	HY	34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$29,995	HY	34	Silverton Convertible	89	\$53,900	IY
30	San Juan, 7 Sails, Volvo IB, Project boat	75	\$5,000	HY	35	C&C Landfall, RF, Bimini, Dodger, Dsl, Crdl	82	\$45,000	SC
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl	81	\$29,000	HY	35	Catalina 350	04	\$139,999	NE
30	Trojan F-30, Express Hardtop	79	\$24,495	IY	35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, Elec	94	\$76,500	HY
30	Yankee, Sparkman & Stevens	73	\$16,500	NE	35	J-35, Racer/Cruiser, Gorgeous, Extras	89	\$56,000	SC
31	Cal 31, EXCELLENT CONDITION	80	\$25,900	CN	36	C&C 110	03	\$139,999	NE
31	Cruisers 3170 Esprit	88	\$29,900	IY	36	Catalina Mark II, Dsl, Fiberglass	98	\$102,900	SW
31	Pearson MKII, Dsl, GPS, Dinghy, Loaded	88	\$45,000	SC	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
31	Tartan, New Jib & Spin, Well Equipped	94	\$64,000	SC	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
32	Bayliner 3255 Avanti	95	\$58,000	IY	36	Ta Shing Tashiba	86	\$130,000	IY
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$29,500	HY	37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$94,500	NY
32	Catalina 320, Wing	00	\$89,995	NE	37	Island Packet, Dsl, Fiberglass	95	\$169,900	SW
32	Catalina 320, Wing	01	\$94,000	NE	37	Pacific Seacraft, Dsl, Fiberglass	95	\$159,900	SW
32	Ericson	74	\$15,500	NE	37	Rafiki, Dsl, Fiberglass	77	\$79,900	SW
32	Gulf Pilothouse/Motor Sailor, Dsl, Furl Jib	89	\$59,500	SC	37	Tartan, New Main & Genoa, Loaded	79	\$52,500	HY
32	Islander, Main, 150%, Storm, Spin, Elect	80	\$29,900	NY	38	C&C, Racer/Cruiser, RF, Refrig, Steel Crdl	77	\$32,000	SC
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl	98	\$135,000	HY	38	Morgan 382, Dsl, Radar, GPS, Furling	79	\$59,900	NY
32	Larson Cabrio 330	02	\$80,000	IY	39	Beneteau 393, 3 Cabins, Loaded	05	\$169,995	NY
32	Pearson 323, Full Elect, Dinghy	77	\$34,995	NY	40	C&C, 14 Sails, Furling, Dsl, Awlgrip	80	\$74,995	NY
32	Seaward 32RK, New, Dsl, Std Equipment	07	\$124,000	GM	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$325,000	NY
32	Seaward 32RK, New, Dsl, Trlr, Loaded	06	\$124,900	GM	40	Silverton Aft Cabin	87	\$67,900	IY
32	Seaward 32RK, New, Dsl, Trlr, Loaded	07	\$155,000	GM	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
33	Hunter	82	\$23,000	NE	41	Princess 412 - 2	85	\$85,000	IY
33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY	42	Vagabond, Main, Furl SS & Genoa, More	83	\$175,000	NY
33	Tartan, Up Grade Sails, Dsl, Elect	82	Call	NY	43	C&C Mk II, Race/Cruise, Rebuilt Engine	80	\$72,600	SC
34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY	43	Siren Song, 90hp Dsl, Teak Decks, 19 Sails	UK	\$39,500	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY	44	Lancer Motorsailer, Radar, AC/Heat, More	80	\$96,900	SC
34	Catalina MkII, Loaded, New Condition	05	\$138,900	NE	45	Fabola Diva 451	97	\$175,000	IY
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY	45	Morgan, Nelson/Marek Performance	83	\$99,900	CN

Legend:

AS=Aquarius Sail
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BH=BoatHouse of Madison
608-849-9200

CN=Crow's Nest Yachts
651-739-2880

FS=Fleet Sails
218-547-1188

GM=Gunkhole Marine
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50	Yokosuka Naval Shipyard Yawl	47	\$140,000	IY	8	Dinghy, Hard-chined Fiberglass w/Oars	86	450	HY
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	Outboard: Honda Outboard BF2, Short Shaft, Used05	\$626		HW	31	Cruiser 3170 Esprit, Gas Engine	88	\$29,900	IY
	Outboard: Honda Outboard BF2, Long Shaft, Used04	\$726		HW	32	Bayliner 3255 Avanti	95	\$58,000	IY
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	Wanted: Used Johnson/Evinrude, 6hp long/short shaft	Call		SC	40	Silverton Aft Cabin	87	\$67,900	IY
7	Howmar Hauler Harbormate, USCG Dinghy	81	350	HY	41	Princess 412 - 2	85	\$85,000	IY

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Chicago to Mackinac Race. Photo by Brent Chinnock.

Club, Section 6; 80) *Jack-A-Roe*, John Dybas, Chicago, Illinois, Columbia Yacht Club, Section 7; 81) *Blue Heaven*, John and Priscilla Simons, Lake Bluff, Illinois, Waukegan Yacht Club, Section 7; 82) *Cheep N Deep*, Randy Kuhn, Peter Robinson, Lake Forest, Illinois, Chicago Corinthian Yacht Club, Section 7; 83) *Rainbows End*, Steven J Fink, Skokie, Illinois, Chicago Corinthian Yacht Club, T10; 84) *Top Dog*, Leif Sigmond & Dirk Hacker, Riverwoods, Illinois, Chicago Yacht

Club, T10; 85) *Zot*, Jonathan Veersma, St Joseph, Michigan, St Joseph River Yacht Club, Section 7; 86) *Tempest*, Nancy J. Glover, Chicago, Illinois, Chicago Yacht Club, J105; 87) *Touch of Grey*, Larry Schell, Ogden Dunes, Indiana, Columbia Yacht Club, Section 6; 88) *Misty*, Thomas Mc Intosh, Long Grove, Illinois, Chicago Yacht Club, Section 6; 89) *Radiance*, Benjamin L White, Oak Park, Illinois, Chicago Corinthian Yacht Club, Section 6; 90) *Cahoots*, Thomas R. Vigil,

Racing News and Results



Chicago to Mackinac Race through the Manitou Passage.

Photo by Brent Chinnock.

Barrington, Illinois, Chicago Yacht Club, Section 8; 91) *Archimedes II*, Joseph E. Hummel and Marybeth Lore, Wilmette, Illinois, Chicago Corinthian Yacht Club, Section 6; 92) *Bad Dog*, J. Lawrence Taunt, Kentwood, Michigan, Muskegon Yacht Club, Section 6; 93) *Jalapeno*, Dave Parkes, Rochester Hills, Michigan, Great Lakes Yacht Club, Beneteau 36.7; 94) *Findar*, Joe Darby, Chicago, Illinois, Chicago Yacht Club, Beneteau 36.7; 95) *Erizo De Mar*, Antoni Czupryna, Marengo, Illinois, Joseph Conrad Yacht Club, Beneteau 36.7; 96) *Most Wanted*, James Janik, Chicago, Illinois, Chicago Corinthian Yacht Club, Section 8; 97) *Veloce*, Mike Stills, Elk Grove, Illinois, Columbia Yacht Club, Beneteau 36.7; 98) *Moody Blue*, William Barton, St. Joseph, Michigan, St Joseph River Yacht Club, Section 6; 99) *Patriot*, Steve Dabrowski, River Forest, Illinois,

Chicago Corinthian Yacht Club, J105; 100) *Siege*, Glen Gordon, Vernon Hills, Illinois, Chicago Yacht

Club, T10; 101) *Joie De Vie*, Marty and Donna Hastings, Mount Prospect, Illinois, Waukegan Yacht Club, Beneteau 36.7; 102) *Bushido*, George Witaszek, Wilmette, Illinois, Chicago Corinthian Yacht Club, T10; 103) *Liberty*, Ray Douglas, Island Lake, Illinois, Waukegan Yacht Club, T10; 104) *Sorcerer*, Don Draper and Greg Fyksen, Batavia, Illinois, Columbia Yacht Club, Section 6; 105) *Thunderbolt*, Jim Burch, Farmington Hills, Michigan, Pentwater Yacht Club, Section 6; 106) *Legacy*, Will Hansmann and John Hansmann, Chicago, Illinois, Chicago Yacht Club, Beneteau 36.7; 107) *L.A. Woman*, D. Glasell/ R. Locke, Chicago, Illinois, Chicago Yacht Club, Section 6; 108) *Absolute*, Donald A. Hinckfoot and Art Mason, Shelby Twp., Michigan, North Star Sail Club, Section 6; 109) *Chaika*, Gene Kovalsky, Chicago, Illinois, Columbia Yacht Club, Beneteau 36.7; 110) *Tenacity*, Suzanne Philbrick, Chesterton, Indiana, Burnham Park



Chicago to Mackinac Race through the Manitou Passage.

Photo by Brent Chinnock.

Racing News and Results

Yacht Club, T10; 111) *Fuzzy Logic*, Thom Papanek, Beverly Shores, Indiana, Chicago Yacht Club, Section 6; 112) *Mariah*, Tod A. Stansfield, Elm Grove, Wisconsin, South Shore Yacht Club, Section 9; 113) *American Dream*, Sheldon Wecker, Libertyville, Illinois, The Anchorage Yacht Club, Section 8; 114) *Hiwassee*, John Bell, Hinsdale, Illinois, Chicago Yacht Club, Section 7; 115) *Serenity*, Jack Marks and Arnold Hirsch, Highland Park, Illinois, Chicago Yacht Club, Section 6; 116) *Stealth*, Donald Drexler / John C. Dabek, Winnetka, Illinois, Midwest Open Racing Fleet, Section 8; 117) *Paragon*, Erick & Hildo Hoogcarspel, Rockford, Illinois, The Anchorage Yacht Club, Section 8; 118) *Whitecap*, William Walsh, Saugatuck, Michigan, Macatawa Bay Yacht Club, Section 8; 119) *Hornet*, Walter Heinichen and Jean Capper, Chicago, Illinois, Chicago Yacht Club, Section 8; 120) *Mischief*, David Travis, Chicago, Illinois, Jackson Park Yacht Club, T10; 121) *duLac*, John J. Coyle, Chicago, Illinois, Chicago Yacht Club, Section 8; 122) *Fantome*, Sean R Martin and Deirdre Martin, Chicago, Illinois, Chicago Yacht Club, Section 9; 123) *Further*, Kevin Saedi/George and Robin Simkins, Chicago, Illinois, Midwest Open Racing Fleet, Section 7; 124) *Little Miss Magic*, Raymond Kalinsky, Palos Hills, Illinois, Burnham Park Yacht Club, Section 8; 125) *Evergreen*, Bradley Faber, Owosso, Michigan, Bay City Yacht Club, Section 6; 126) *Defiant*, Michael Knox, Highland, Indiana, Michigan City Yacht Club, Section 8; 127) *Wind Quest*, Robert Phelps, Western Springs, Illinois, Chicago Yacht Club, Section 8; 128) *Wellenreiter V*, Ron Schults, James Carolla, Benton Harbor, Michigan, St Joseph River Yacht Club, J105; 129) *Daybreak*, Christopher Chatain, Winnetka, Illinois, Chicago Yacht Club, Section 6; 130) *Zephyr*, James Wallgren, Chicago, Illinois, Chicago Yacht Club, Section 8; 131) *Karma*, Lou Sandoval, Martin Sandoval, Jack Buoscio, Chicago, Illinois, Chicago Yacht Club, Beneteau 36.7; 132) *Rush*, Jeff Alisch, St Joseph, Michigan, St Joseph River Yacht Club, Section 6; 133) *Trinity*, Tom and Mary Clare O'Grady, Naperville, Illinois, Chicago Yacht Club, J105; 134) *Karizmaddie*, Patrick J. Reynolds and Linda Sadlowski, Chicago, Illinois, Hammond Yacht Club, Section 9; 135) *Billy Bones*, Nick and Carrie Camino, Chicago, Illinois, Chicago Yacht Club, T10; 136) *The Great Escape III*, Steve Rotfeld, Chicago, Illinois, Chicago Yacht Club, Section 9; 137) *Windrunner*, Mark Pirie, Charlevoix, Michigan, Charlevoix Yacht Club, Section 6; 138) *Arriba*, Thomas Palmer, Muskegon, Michigan, Muskegon Yacht Club, Section 6; 139) *Sapphire*, Robert E. Radway,



Providence of Chicago, Illinois. Winner of Section 9 in Chicago to Mackinac Race. Photo by Brent Chinnock.

Chicago, Illinois, Chicago Yacht Club, Beneteau 36.7; 140) *Northern Light*, Thomas L Orlow, Levering, Michigan, Charlevoix Yacht Club, Beneteau 36.7; 141) *Siochail*, Brian Geraghty, Grosse Pointe Shores, Michigan, Bayview Yacht Club, Section 9.

Multihull

1) *Gamera*, Matt Scharl, Chicago, Illinois, Midwest Open Racing Fleet, Multihull 1; 2) *Nice Pair*, Bruce Geffe, Ann Arbor, Michigan, Isle of Man Yacht Club, Multihull 1; 3) *High Priority 2*, David Shneider, East Lansing, Michigan, Little Traverse Yacht Club, Multihull 1; 4) *Cheeky Monkee*, Ron White, South Bend, Indiana, Chicago Yacht Club, Multihull 1; 5) *Caliente*, Michael Steck, Naperville, Illinois, Chicago Yacht Club, Multihull 1; 6) *Lucretia*, Fred Ball, Harbor Springs, Michigan, Leland Yacht Club, Multihull 1; 7) *AHYADOOIN'*, Forbes Husted, Traverse City, Michigan, Grand Traverse Yacht Club, Multihull 1; 8) *Big Storm*, James B. Frederick, Deborah K. Schaefer, Port Clinton, Ohio, Put-In-Bay Yacht Club, Multihull 1; 9) *Moxie*, Gary Hall, Plymouth, Michigan, North Cape Yacht Club, Multihull 1.

Celeb Sailing Festival

Midwestern Sailors Worldwide



U.S. Brig *Niagara*, on Lake Erie, Erie, PA.

Photo by Steve Kinosh.



End of the day. Sailing on Lake Erie, off the north coast of Cleveland, E55th Marina.
Photo by Steve Kinosh.

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Photo by Adam L. Scheblein.

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22nd Annual Labor Day



Invitational Regatta

Sponsored by Hooper's Yachts & VOX Vodka
Saturday, September 1st & Sunday, September 2nd, 2007

SCSC Special thanks to: St. Croix Marina, Chicones Liquor Mart, Hudson Chamber of Commerce, 3M, Hoopers Yachts, White Bear Boat Works, Northern Breezes, West Marine and Harken.

Race then enjoy a Caribbean Feast at the Marina Clubhouse. Dress code is Pirate, Entertainment will be Gene LaFond & The Wild Unknown. Adults \$15 and children \$11.

ST. CROIX MARINA IS OFFERING 50% OFF LAUNCHING FEES!

Call the St. Croix Marina in Hudson, WI for dockage reservations (715) 386-8239.

Mention the Regatta when making reservations.

Or you can anchor outside the harbor area.



\$110 entry fee—USYRU rules and SCSC sailing instructions apply.

10% Discount for US Sailing members.

For more information, contact Steve Roffers (715) 386-8847



FRIDAY

Meet & Greet 6:30pm
Marina Clubhouse
REGISTRATION
Refreshments & Snacks

SATURDAY

8:30am Registration Available
9am: Skipper's Meeting (Mandatory) - Marina Clubhouse
Skippers bags provided
11am: Race #1 (Race #2 follows)

SUNDAY

11am: Race #3 (Race #4 follows)
TBD: Following last Race at Marina
Point: VOX Vodka Hosts
The Awards Ceremony.

Labor Day Invitational Regatta Entry & Dinner Reservations

Mail entry form to: Karen Schneider, 275 Kusilek Street, River Falls, WI 54022

\$110 entry fee Dinner reservations _____ adults/\$15 ea. _____ children/\$11 ea.

Total enclosed \$ _____ (checks payable to SCSC)

Skipper's Name _____

Address _____

City _____

State _____ Zip _____

Daytime Phone _____

Boat Name _____

Boat Type _____

Sail Number _____ Spinnaker Yes No

Propulsion Type _____

Sail Inventory _____

Please explain any modification to the original design

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