

# *Northern Breezes*

Volume XVIII No. 10 Dec 2007

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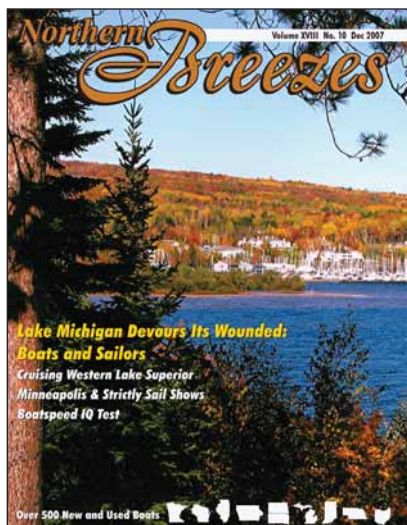
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Wisconsin,  
"Pikes Bay-View"

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"Lake Superior Sunset"  
Little Sand Bay  
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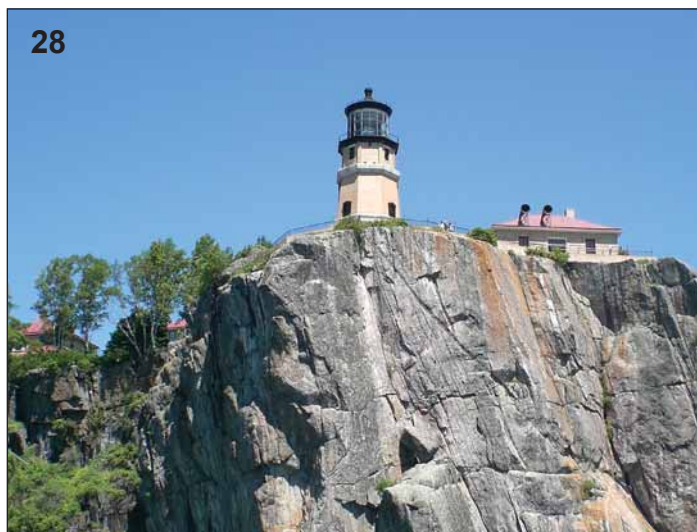
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In July 2007 a Station Manistee boatcrew pulled three sailors off a 40-foot sailboat moments before it sank in eight-foot seas at the mouth of the Portage Lake entrance, Lake Michigan. A 35-foot sailboat experienced a worse fate off Calumet Harbor, Chicago in late October...three sailors died.

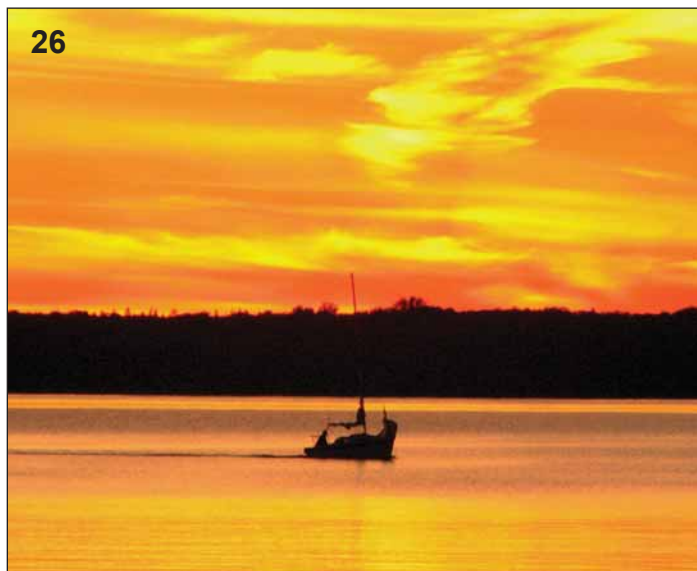
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Split Rock Lighthouse. Page 28.

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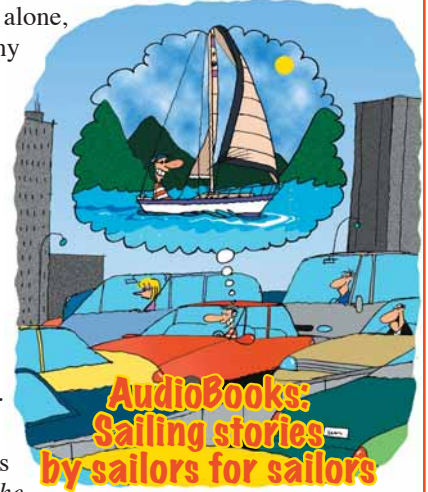
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# Lake Michigan Continues to Devour its Wounded

by Tom Rau

During the spring of 2001, I wrote a column about a life-saving rescue by a Holland Coast Guard station crew off the waters of Saugatuck, Michigan. The Coast Guard rescuers battled eight-foot seas as they pulled four crewmen off a floundering 34-foot sailboat just before gale-force winds drove the hapless craft ashore. I called the column Lake Michigan devours its wounded, which would later become the title of my book.

In the book, *The Boat Smart Chronicles, Lake Michigan Devours Its Wounded*, I address just how difficult near shore rescues can be, especially those involving sailboats. Their small auxiliary engines combined with hull displacement forces can find a sailboat at a huge disadvantage in heavy seas near shore.

This proved to be the case in a recent sailboat mishap on Lake Michigan. This time, however, rather than four sailors being saved, three died.

On October 26, 2007, at 5:35 p.m. a 35-foot sailboat departed Chicago's downtown Columbia Yacht Club with four crewmen aboard. Their destination was Calumet Harbor where they were scheduled to place the sailboat in winter storage. Several hours after departing Chicago, the sailboat slammed into the breakwater off Calumet Harbor, Chicago.

I spoke with Chief Allen at Coast Guard (CG) Station Calumet regarding the mishap, and he told me when Station Calumet received a Mayday from the sailboat at 8:15 p.m., waves near the breakwater were 10-12 feet high with 25-30 knot winds. In fact, as the call was coming in, the Officer of The Day was writing a heavy weather message to be sent to CG Sector Lake Michigan, Milwaukee, Wisconsin.



**In July 2007 a Station Manistee boatcrew pulled three sailors off a 40-foot sailboat moments before it sank in eight-foot seas at the mouth of the Portage Lake entrance, Lake Michigan. A 35-foot sailboat experienced a worse fate off Calumet Harbor, Chicago in late October resulting in the deaths of three sailors.**

**Photo, Tom Rau/Boat Smart.**

The heavy weather message would stand down the Station Calumet's 41-foot rescue boat for all underway operations except urgent search and rescue (SAR). The heavy weather limitations for the station's 41-foot rescue boat are eight foot seas. But being an urgent SAR, the Coast Guard launched not only the 41-footer but also a 25-foot rescue boat.

I spoke with Boatswain Mate First Class Dan Foy, coxswain aboard the 41-foot rescue boat. "The last words we heard from the distress vessel was 'send a helo and cutters.' End transmission," said Foy. It took five minutes from the time the Coast Guard received the Mayday call to the time they arrived on scene in spite of an incorrect position provided by the sailboat. A tug boat in the area redirected the Coast Guard boat to the vessel's position alongside the breakwater at the north end of Calumet Harbor's South Gap.

"We were dealing with ten to twelve foot seas alongside the break-

water", said Foy, who held station parallel to the breakwater. A twelve-foot wave slammed into the portside of the 26,000- pound rescue boat, nearly dumping it onto the breakwater. A fate that had left the 35-foot sailboat in splinters "It was just too dangerous to hold station broadside to the seas while his crew attempted to retrieve one of the victims from the water," said Foy.

Foy maneuvered the rescue boat into the seas while slowly backing down towards the person in the water. "At one time my crewman at the stern yelled out that we were five feet from the wall," said Foy. All the while sea water rained down on the crew amongst the roar of diesel engines, grinding reduction gears and waves exploding against the breakwater. The person in the water was wearing a life jacket with reflective tape that helped mark his position in the beam of the rescue boat's search light when it found its target amidst the crashing waves.



“It would have helped if the life-jacket had a strobe light so I could keep an eye on his position at all times,” said Foy. He had to constantly maneuver the rescue boat with a person in the water just off his stern. That required some serious boat-handling skills and a coordinated effort from his crew.

His crew had tossed a rescue heaving line, but the person in the water was too fatigued to grab it. Finally the Coast Guard crew was able to snag him with a boat hook and bring him along the port quarter where they hauled him aboard. He later died.

Meanwhile crewmen on the 25-foot rescue boat had scrambled onto the breakwater from the inside of the breakwater where they pulled two of the victims onto the wall, including the sole survivor. One they had snatched in the air from atop a wave. The fourth victim was retrieved by a Chicago Fire Department diver after he jumped from a helicopter to assist the person in the water.

The crew of the sailboat were all wearing lifejackets, and they fired off a Mayday on VHF-FM Channel 16 to the Coast Guard. Although the original position reported to the Coast Guard was in error, it was close enough still to allow a timely response. Unfortunately, when the one crewman went overboard while hauling down the sail, the boat was only 100 yards from the breakwater as reported to the Coast Guard in the initial Mayday.

The J35 sailboat with its Yanmar 24-horsepower engine could not generate enough headway to allow the helmsman to head the bow into the seas. Those poor sailors laying broadside to the breakwater in 10-12 foot seas were doomed, and Lake Michigan took little time in devouring its wounded.

So what are the lessons learned? Let those who read this draw their own lessons and conclusions from this mishap. For 21 years we have been sharing these stories with the

public, many of which are documented in my book, *Boat Smart Chronicles, Lake Michigan Devours Its Wounded*. Our intent is not to preach or second guess the decisions, as in this case of the sailboat captain, but instead to share these mishaps so other boaters may learn.

To that end we are committed to passing along critical Boat Smart messages and in so doing, we pray, may there be less to pass.

*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](http://www.boatsmart.net), [www.seaworthy.com](http://www.seaworthy.com), [www.amazon.com](http://www.amazon.com), or through local bookstores.*

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

*By Carl Behrend*

## Chapter 3—Early Sailing Adventures On Indian Lake in the UP of MI

A couple of years after Naomi's birth I decided to move back to Manistique. My high school friends and of course, my parents and brother Butch lived there. Finding a small house in the country to rent, we made the move. It was fall and with winter coming I was able to get some wood cut. We settled into our new place with only a part-time job. I needed to find other work. Cutting wood in the winter helped supplement my meager income. It was backbreaking work, especially for someone not familiar with the trade. An experienced man felling trees could drop them very accurately. I could not. This resulted in much more time and effort being spent. It also resulted in less money because we were paid by the piece or "stick" of wood that was cut and piled. The job was neither easy nor profitable. But it helped keep us going.

A quarter-mile or so down the street from my house lived Paul Johnson. Paul was one of my high school chums and a cousin to Steve Johnson, the sailor. Steve's sailing bug had already bitten Paul. He was a fledgling sailor that first summer. I remember Paul's first sailboat. It was a 12-foot Snipe made of plywood. The boat leaked terribly. Paul had tarred the bottom, but the boat still leaked badly. When he pulled the boat up to the shore he would lift it up onto some concrete blocks. He did this so the boat wouldn't fill up with water when he left it sitting for a few days. But Paul wanted the bottom of the boat to

remain wet so the moisture would let the wood expand. Paul described it as "swelling."

After my first winter working in the woods I decided that lumberjacking was definitely not the career choice for me. I decided to do something else. Something I'd done in the past. After I was out of high school I had started a small painting business. I ran the business for a couple of years before trying some other trades. I still had a few ladders and small tools. I strapped them onto my small station wagon. I put an ad in the newspaper and I was back in business.

It was on one of my painting jobs that I found a boat for me. I was working for an elderly lady named Mrs. Firing. She lived in Curtis in the next county east. I discovered the small sailboat in her barn. The boat was a 9-foot fiberglass "Shell Lake" boat shaped like a pumpkin seed. The boat was in "like new" condition. It had a red top and a white bottom and one sail. I thought the boat was beautiful. I

asked Mrs. Firing about it. She said that it had only been used a few times. She said her husband had tipped it over. That was the last time they had used it. The boat had sat in the barn for about ten years.

I struggled during the conversation. But finally, I mustered up enough courage to ask her if she would sell it to me. Mrs. Firing told me she would think about it. She said she'd give me an answer the next day. The following morning I came to work wondering if she would sell the boat. If so, how much would she want for it? Would I be able to afford it? I would soon find out.

I arrived at work and began painting for the day. I waited for Mrs. Firing to come outside. Every moment I painted I wondered what she would say. Finally, she came out and cheerfully bid me, "Good day." We talked about the progress I was making painting and the work yet to be done. I couldn't wait any longer. So I asked her about the boat.



**Naomi exploring Lamb Island on the Canadian side of Lake Superior.**



**Naomi and I taking it easy at Serendipity Gardens in Rosspport, Ontario.**

She started out telling me that she still had the original purchase paperwork. She said the boat had cost \$900 when they bought it ten years ago from the factory in Shell Lake, Wisconsin. Then she told me she would sell the boat for \$125. That doesn't sound like a lot of money to most folks. But to me, a starving painter with a wife and three small children, it was a big investment.

I told Mrs. Furring that I would like to have the boat if she could take the money from what she would owe me for painting. She said she would. I nearly leaped for joy. After work that evening we loaded the boat on top of my station wagon. I tied it down. The boat looked very smart on top of my wagon. A millionaire with a new yacht couldn't have been more proud.

I couldn't wait to show my new boat to Steve and Paul. So the first chance I got I brought the boat to Indian Lake. Steve Johnson lived with his parents on the shore there. They lived near Arrowhead Point, the most beautiful and most protected place on the lake.

It seemed that every summer after I got that first boat Arrowhead Point

was like a magnet. The family and I would spend many days learning to sail there. The boat, although small, was quite roomy. In addition to having a sail, the boat was equipped with a new set of oars. Paul and Steve gave me some general instructions. The rest I would learn through observation and experimentation.

I remember times when I would just sail alone, especially in rough weather. I stayed mostly inside of the point to avoid large waves. Indian Lake was a big lake that was about 5 miles across and 7 or 8 miles long. The lake was known to whip up into huge waves rather suddenly. So you had to be careful.

We often had picnics on the point. That way the family could enjoy the day while I would sail. I remember one experience in particular when we all were in the boat. Sarah, Caleb, Naomi, Mary and I were all in the 9-foot boat. The lake was rather calm. We were about a half-mile from shore sailing along very slowly with the combined weight of all of us in the boat. I looked to the shore. I saw something in the water about halfway between us and the shore. I pointed it out to the others, looking closer. We could make out the head of a dog swimming toward us. It was our family pet Sheba, a Norwegian elkhound. She had decided to join us out in the boat.

We were concerned for her safety swimming such a long distance. So we called to her to encourage her. She got nearer to the boat. Finally, she got close enough so that I could reach over to help her in. We were all overjoyed to have her safe in the boat. But in our already overcrowded boat we didn't really need a wet dog. Of course, the first thing she did was start shaking off. We all laughed and screamed as the spray showered us.

That type of family fun was the way many days were spent on Indian Lake. And with those days, my knowledge of sailing increased.

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



**One of those rare times the lake is like glass. Naomi rides on the bow.**

# Boatspeed IQ Test

Evaluate your speed 'smarts'!  
by David Dellenbaugh

## General Sail Trim

**1** When you want to point higher, a tighter leech is usually better than an open leech. T F

**2** A deep sail creates more drag than a flat one. T F

**3** Which of the following may require that you trim your sails differently from tack to tack?

- a) the presence of cross-current
- b) an improperly tuned rig
- c) the existence of wind sheer
- d) waves not aligned with wind

**4** In which wind/sea condition would you want the least amount of twist in your sails?

- a) moderate air and flat water
- b) heavy air and slight chop
- c) light air and lump

**5** Which of the following does not indicate the possible presence of wind sheer aloft?

A difference from tack to tack in

- a) apparent wind angle
- b) boatspeed
- c) sail trim or sail behavior
- d) true wind direction.

**6** Which of these is the least effective in depowering your main?

- a) ease the sheet to increase twist
- b) increase vang tension
- c) add more backstay tension
- d) pull harder on the cunningham

**7** Which of the following is a good time for trimming your sails on the tight side when sailing upwind?

- a) inexperienced helmsperson
- b) the wind is shifty
- c) the seas are lumpy
- d) you are almost overpowered

**8** In choppy conditions you should generally sail with more twist in your sails. T F

**9** The reason why sails need twist on both tacks is because of wind sheer aloft. T F

**10** Trimming a sail tighter is one way to increase the amount of its lift, or power. T F

## Boat Trim and Steering

**11** When you're having trouble finding the "groove", which of the following are good ideas?

- a) ease the jib sheet slightly
- b) tighten the backstay
- c) bear off a couple of degrees
- d) trim your mainsheet a little

**12** When you are about to hit a couple of bad waves, which of the following is not a good idea?

- a) bear off a couple of degrees
- b) add some twist to your sails
- c) move your weight forward a bit
- d) ease your sheets slightly

**13** You are permitted to move your body to help steer the boat through waves. T F

**14** How many degrees of windward helm do you usually want when you're sailing upwind?

- a) 0°
- b) 4°
- c) 8°
- d) 12°

**15** When sailing upwind, which of these should be the lowest priority for the helmsperson?

- a) looking at the jib telltales
- b) watching speed of other boats
- c) watching the boatspeed display
- d) looking at waves ahead

**16** More leeward heel increases windward helm. T F

**17** Which of the following will not reduce windward helm?

- a) flatten your mainsail shape
- b) move the centerboard forward
- c) reduce the angle of heel
- d) slide crew weight forward

**18** You don't want the front of your jib to be rounder when;

- a) the helm can't find the groove
- b) you need to accelerate
- c) you're having trouble pointing
- d) you are about to hit waves

**19** When you get a "velocity header" you should usually:

- a) bear off immediately to fill jib
- b) sail straight until your speed drops a little -then bear off
- c) head up slightly and trim sails
- d) none of the above

## Rig Tuning

**20** Which of the following things might you do to increase the amount of pre-bend in your mast?



Photo by J.H. Peterson.

- a) move the mast butt forward
- b) move mast forward at the deck
- c) angle your spreaders aft
- d) tighten the lower shrouds

**21** If possible, you should always tune your rig so the mast is perfectly straight from side to side on both tacks. T F

**22** One good method for gauging how much rake you have is to measure the length of your forestay. T F

**23** If you cannot trim your sails identically on each tack, your rig is not tuned correctly. T F

**24** The primary way to get more rake is by pulling harder on your backstay or runners. T F

**25** If you have large overbend wrinkles extending from the mainsail clew toward the mast, you might consider:

- a) easing the runner or backstay
- b) tightening the boom vang
- c) loosening the cunningham
- d) moving mast aft at the deck

## Spinnaker Trim

**26** Trim the spinnaker sheet hard enough to keep the sail from curling along the luff. T F

**27** If you are reaching and you want less power in the spinnaker, lower the outboard end of the pole. T F

**28** Which of the following is not a good guideline for setting the height of your spinnaker pole?

- a) both clews are level
- b) the luff of the chute rises vertically from the pole's outer end
- c) luff curls evenly top to bottom
- d) the center seam of the sail angles to leeward

**29** You should not let your mast go farther forward than vertical when racing downwind. T F

**30** A centerline sprit pole should be fully extended whenever the spinnaker is set. T F

**31** When running in breeze, the tack line of an asymmetrical chute should rise vertically from the outer end of the sprit pole. T F

**32** The tack of an asymmetrical chute should be pulled down to the end of the sprit. T F

**33** It is permissible to fly your spinnaker without a pole for the entire run. T F

**34** You are allowed to pump the spinnaker sheet to promote surfing or planing. T F

**35** On a heavy-air run, which of the following are not ways to gain more control?

- a) ease your vang tension a little
- b) sail a slightly higher angle
- c) over-trim your chute slightly
- d) lower your centerboard a bit
- e) move crew weight forward

## Jib and Genoa Trim

**36** A tighter backstay makes your headsail flatter. T F

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**37** If the leeward luff telltales are stalled, you should either ease the jib sheet or try bearing off a little.

T F

**38** In a typical headsail, how far aft should the position of maximum draft normally be?

- a) 30-35%
- b) 40-45%
- c) 50-55%

**39** When you want to point higher, one of the first things you should try is trimming your jib sheet tighter.

T F

**40** You should set the fore-and aft position of your headsail lead so that:

- a) the front of your sail luffs evenly from top to bottom;
- b) your luff telltales break evenly from top to bottom;
- c) The sail's foot and leech reach maximum trim at the same time.

**41** On most boats, you should tension the luff of your jib or genoa until you eliminate all the wrinkles.

T F

**42** You can usually point higher by pulling harder on the jib luff tension.

T F

**43** If you add more pre-bend, you will usually be able to sail with a fuller headsail.

T F

**44** The primary way for a jib trimmer to "change gears" is by moving the lead position.

T F

### Mainsail Trim

**45** When you ease the backstay, this moves the draft in the main farther forward.

T F

**46** You should almost never position your traveler car above (to windward of) the centerline of the boat.

T F

**47** When you loosen your cunningham control line:

- a) the mainsail draft moves aft
- b) the mainsail gets flatter overall
- c) both of the above
- d) neither of the above

**48** The primary reason for tensioning the cunningham is to get rid of wrinkles in the lower part of the mainsail.

T F

**49** The telltale on your top batten should normally be stalling about half the time in:

- a) light air and chop
- b) flat water and medium breeze
- c) survival conditions

**50** In most conditions, a good rule of thumb is to trim your main so the top batten is parallel to the boom, both upwind and when you're running.

T F

**51** When you ease the outhaul, it closes the lower leech and increases windward helm.

T F

**52** You should always keep the mainsail at maximum hoist with the top of the headboard at the black band.

T F

**53** Telltales on the main don't help much on a run, so ease the sheet until the main just starts to luff near the mast.

T F

**54** You normally need to use a lot of cunningham for:

- a) a new mainsail
- b) an older mainsail
- c) light-air conditions
- d) heavy-air conditions

**55** In a mainsail, how far aft (distance from luff to leech) should the position of maximum draft normally be?

- a) 35-40%
- b) 45-50%
- c) 55-60%

**56** Which of the following will not help reduce excessive backwind in the main?

- a) move the jib lead outboard
- b) tighten the backstay
- c) ease jib luff tension
- d) trim the mainsheet harder



### Boat Performance

**57** On a beat, you should try to go for speed first and then work on pointing.

T F

**58** You should never heel to windward upwind.

T F

**59** An upwind "target" is the boat-speed that will give you maximum VMG to windward in the existing wind velocity.

T F

**60** In light air you often move crew forward on a run to:

- a) reduce wetted surface
- b) increase windward helm
- c) let the chute fly farther away
- d) make the boat more stable

**61** The most accurate way to gauge how well you are performing upwind is to:

- a) watch your knotmeter
- b) monitor your VMG readout
- c) compare speed to nearby boats
- d) use your sense of feel

### Answers

1. True 2. True 3. B, C, D 4. A 5. D 6. B 7. D 8. True 9. False 10. True 11. A, C 12. C 13. True 14. B 15. B 16. True 17. B, D 18. C 19. B 20. B, C 21. False 22. True 23. False 24. False 25. A, D 26. False 27. True 28. D 29. False 30. True 31. False 32. False 33. True 34. True 35. A, E 36. True 37. False 38. B 39. False 40. A, B, C 41. False 42. False 43. True 44. False 45. True 46. False 47. A 48. False 49. B 50. True 51. True 52. False 53. True 54. B, D 55. B 56. C 57. True 58. False 59. True 60. A, C 61. C



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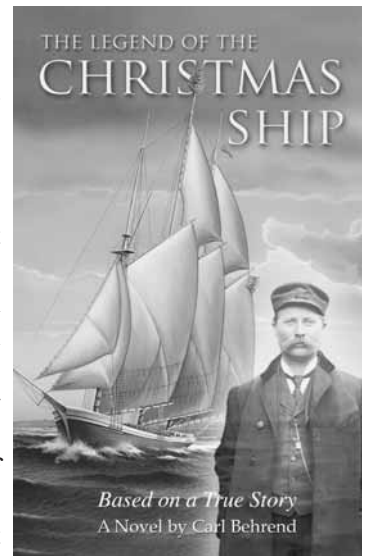


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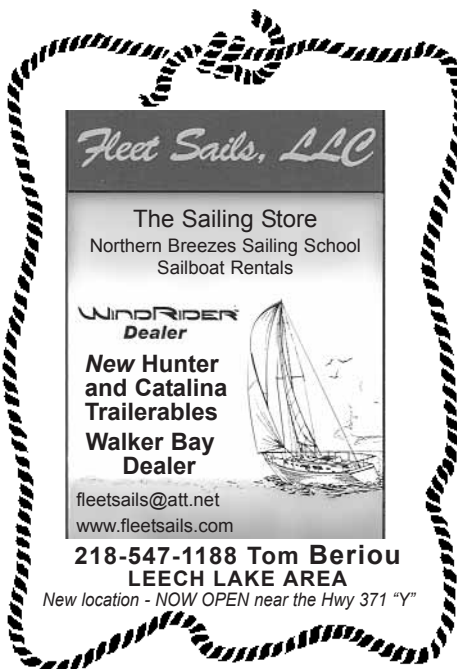
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## Bavaria Unveils New 31 Cruiser



ANNAPOLIS, Md. – October 8, 2007 – Bavaria Yachts USA continues to expand its redesigned Cruiser Series with the addition of the new 31 Cruiser, replacing the popular entry-level 30 Cruiser.

“At 32'1" LOA and 11'1" beam, the 31 is a big boat masquerading as a small boat,” said Bruce Mundle, president of Bavaria Yachts USA. “Bavaria’s engineers have loaded the 31 with amenities you wouldn’t find on many larger sailboats, including teak cockpit seats and sole, a convenient hanging locker for foul weather gear and even an electric-powered swim platform.”

Like all of Bavaria’s Cruiser-Series sailboats, the 31 has a bright and open interior that again gives the feeling of a much larger boat. Four opening hatches, six opening ports and two oversized fixed ports provide extra light and natural ventilation. The light varnished mahogany woodwork reflects the light and reinforces the sense of openness and comfort. The functional and ergonomic layout includes full double-berth cabins fore and aft, a private head with shower, spacious galley and dining area with two plush bench seats and folding table amidships.

On deck, Bavaria has added two extra winches strategically placed on the cockpit coaming, an easily adjusting mainsheet traveller and a Selden adjustable pneumatic boom vang, making sail handling easier than ever.

Auxiliary propulsion is provided by a Volvo Penta D1-20 18 hp diesel with sail drive for easy maneuvering. The engine is easily accessible on all sides for oil changing and maintenance.

As with all Bavaria sailboats, the 31 is sturdily built with hand-laid fiberglass, solid below the waterline, fully-integral grid construction and Kevlar-reinforced bow sections.

“The Bavaria 31 Cruiser is perfect for day sailors or long-distance cruisers looking for an economical and dependable sailing platform that’s easy to sail and built to retain its value year after year,” said Mundle.

### About Bavaria Yachts USA

Bavaria Yachts USA is the trading name for Chesapeake Holdings LLC, the sole importer of Bavaria Yachts in the eastern U.S. and Texas.

### About Bavaria Yachtbau

Bavaria Yachtbau is one of the largest sailboat builders in Europe. With a modern high-capacity factory in Giebelstadt, Germany, it employs state-of-the-art automated processes to ensure product consistency and quality control while reducing manufacturing costs. As a result, Bavaria Yachts provide an extraordinary combination of value and quality.

## Minneapolis Boat Show — SailFest!

Reeve Hutchinson, Crow’s Nest Yachts, approached the Minneapolis Boat Show after last year’s show to see about getting the sailing vendors and booths together. He felt the sailing community was being swallowed by the mass of powerboat, dock and accessories dealers. The boat show management accommodated the request by creating a sailing oriented center within the show called “SailFest,” a dedicated sailing section featuring sailboats, sailing gear and daily sailing seminars.

Not all of the sailing and sailing related businesses are in the dedicated sailing section, SailFest, but several are including most of the regional sailboat dealers.

For a complete seminar schedule and information on the 36th Minneapolis Boat Show visit the website.

*For advance tickets and show details visit [MinneapolisBoatShow.com](http://MinneapolisBoatShow.com)*



# Calendar of Events

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

## December

**Dec 1 - Lee Murdock** - Cedarburg, WI. Visit [www.leemurdock.com](http://www.leemurdock.com) for more info.

**Dec 13 - Lee Murdock** - Ann Arbor, MI. Visit [www.leemurdock.com](http://www.leemurdock.com) for more info.

**Dec 31 - New Year's Fest** - Lee Murdock will be entertaining visitors at the New Year's Fest of Kalamazoo with others. Kalamazoo, MI. Visit [www.newyearsfest.com](http://www.newyearsfest.com) for more info.

## January 2008

**Jan 3, 8, 9, 10 - Sail Building & Repair** - MATC Downtown Education Center, Madison, Wisconsin. Teacher Kathy Kludy. To register for the class, go to MATC's web site at [matcmadison.edu](http://matcmadison.edu) or call 608-246-6240.

**Jan 5-12 - Midwinter Regatta Week** - Winners of the weekly Sunday Regattas are invited back to compete for the title of Midwinter Regatta champion. Of course, if you are up to the challenge but haven't raced in a Sunday Regatta, you are welcome to join in! Bitter End Yacht Club, Virgin Gorda, BVI.

**Jan 18-20 - Alex Caviglia Bluewater Classic** - Shake a Leg, MI. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

**Jan 18-27 - Milwaukee Boat Show** - Milwaukee, WI. Visit [www.showspan.com](http://www.showspan.com) for more info.

**Jan 21-25 - Acura Key West Race** - This regatta is held in Key West, FL. Visit [www.Premier-Racing.com](http://www.Premier-Racing.com) for more information.

**Jan 23-27 - Minneapolis Boat Show** - Minneapolis, MN. Visit [www.minneapolisboatshow.com](http://www.minneapolisboatshow.com) for info.

**Jan 31-Feb3 - Strictly Sail Chicago Boat Show** - Navy Pier, Chicago IL. Nation's largest indoor all-sail boat show. Considered the sailing event of the year, celebrating 13 years at Chicago's famous Navy Pier. Visit [www.strictlysail.com](http://www.strictlysail.com) for more info.

## February 2008

**Feb 13-17 - Grand Rapids Boat Show** - A West Michigan Tradition! Grand Rapids. Visit [www.showspan.com](http://www.showspan.com) for more information.

**Feb 14-18 - Strictly Sail Miami** - Miami, FL. Visit [www.strictlysail.com](http://www.strictlysail.com) or [www.miamiboatshow.com](http://www.miamiboatshow.com) for more info.

**Feb 23 - Mount Gay Rum Speaker Series** - Island Bay Yacht Club, Springfield, IL. Visit [www.ussailing.org](http://www.ussailing.org) for more information.

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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	WindRider, New boat, Excellent, w/Options	05	\$4,250	GS
9	Mini Scow	86	\$1,000	FS	16	X Boat, 2 Sails, Red	77	\$600	FS
9	Walker Bay RID 275, Sail Kit	06	\$2,299	FS	16	X Boat, Single Sail, Green	UK	\$600	FS
9	West Marine Inflatable	03	\$900	FS	17	Com-Pac Sun Cat, Every Option, Trlr, OB	05	\$25,500	GS
10	Hunter Excite [New], Mylar Sail	06	\$2,450	AS	17	Hunter 170 [NEW], TRLR	06	\$7,500	AS
10	Hunter Xcite, New	04	\$2,500	FS	17	Nimble Mudhen, Main, 2.5 Merc OB, Trlr	92	\$5,500	HY
10	WindRider, Yellow	02	\$1,095	GS	17	O'Day Daysailer, Main, Jib, OB, Trlr	72	\$2,995	WB
12	CLC Lightcraft Passagemaker Wooden Boat	07	\$4,500	FS	17	Siren, Gaff Rig, Trlr, Many Mods	74	\$1,900	GS
12	Escape	96	Call	HY	17	WindRider Trimaran, Advantage New!	07	\$8,200	HW
12	Johnson Miniscow, Main	83	\$1,200	WB	17	WindRider Trimaran, Furling Jib	04	\$5,199	HW
12	Johnson Miniscow, Main, Trlr	85	\$1,600	WB	17	WindRider, Dealer Boat, Bilge Pump	06	\$7,995	GS
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB	18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB
12	O'Day Widgeon, Trlr	74	\$1,250	FS	18	Chrysler Buccaneer, Main, Jib, Trlr, Furl	72	\$1,330	HY
12	Sailboard	UK	\$600	FS	18	Precision, 2 Sails, 3.5 Hp Merc, Trlr, Vang	89	\$5,500	HY
13	Chrysler Pirateer, Main, Jib, Trlr	77	\$2,800	WB	19	MacGregor Powersailor 19X, 2 Sails, Trlr	94	\$11,500	HY
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY	19	O'Day Mariner 2+2, 4 Sails, 3.6 Hp Merc, Trlr	74	\$4,200	HY
14	Am Fiberglass Corp "T" for Two	77	\$900	FS	19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl	04	\$16,900	HY
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	19	Vanguard, Furl Jib	80	\$700	FS
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB	19	West Potter	05	\$19,999	NE
14	O'Day Javilin BSU	UK	\$600	FS	19	West Wight Potter, 3 Sails, DS, Trlr	85	\$4,500	HY
14	Skipper, Trlr	77	\$1,000	FS	20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB
14	Taft Cat	UK	\$500	FS	21	Hunter 216 (Demo), Swing Keel, RF, Trlr	05	\$14,900	WB
15	Albacore, Main, Jib, Trlr, New Rigging	68	\$1,100	HY	21	Hunter 216, Frl, Trlr, Demo	04	\$13,000	FS
15	Bongo, Main, Spinnaker, Trlr, Will Deliver	05	\$5,500	SC	21	Hunter 216, Furling Jib, TRLR	07	\$17,200	AS
15	Legacy, New Model, w/Trlr	07	\$13,900	GS	21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$10,500	HY
15	Precision, Main, Trlr, Needs Jib, Boat Cvr	94	\$3,000	HY	22	Bayliner Buccaneer 220, 6 Sails, Trlr, More	80	\$2,400	HY
15	Vanguard, Almost New, Cover, Trlr	06	\$5,900	GS	22	Catalina Capri, Main, RF Jib, 5hp Honda, Trlr	06	\$23,500	WB
15	Wood/Canvas Sailing Dinghy	06	\$1,000	FS	22	Catalina Capri, Main, RF Jib, 5hp OB, Trlr	99	\$15,500	WB
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB	22	Catalina Mk II, 2 Sails, 4hp Mariner, Trlr	98	\$16,650	HY
16	Catalina 16.5, Main, RF Jib, Motor Mount, Trlr	01	\$5,995	WB	22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY
16	Catalina 16.5, Main, RF Jib, Motor Mount, Trlr	97	\$2,500	WB	22	Catalina, Fixed Wing Keel, Main, RF Jib, Trlr	88	\$7,999	WB
16	Escape PlayCat, Demo	03	\$2,700	AS	22	Catalina, Pop Top, Trlr, Motor	83	\$5,500	FS
16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,800	WB	22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB
16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB	22	Hunter, Main, Jib, 5hp Nissan OB, Trlr	81	\$6,500	WB
16	Johnson M-16 Scow, Main, Jib, Trlr	80	\$2,700	WB	22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	HY
16	Johnson MC Scow, Trlr, Lift, 2 Sails	89	\$1,900	HW	22	Laguna, 4 Sails, Trlr, Pop Top, Vang	87	\$3,800	HY
16	Johnson X, Main, Jib, Extra Sails, Trlr	95	\$4,000	WB	22	Morgan, Trlr	69	\$6,000	FS
16	Johnson X, Main, Jib, Trlr	83	\$1,800	WB	22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr	78	\$3,500	HY
16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY	22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr	84	\$6,900	HY
16	Luger, Trlr, 9hp OB, Great Starter Boat	85	\$2,900	FS	22	S2, Shoal Draft, New Yamaha OB, Trlr	76	\$5,000	SC
16	M16, Trlr	UK	\$600	FS	22	Sea Ray Express 215, Motor	00	\$27,900	IY
16	Melges X with Trailer, Sails, Mint	99	\$4,900	CN	23	AMF Paceship, Trlr	77	\$4,995	SY
16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY	23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr	74	\$4,500	HY
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC	23	Hunter 23.5, H20 Ballast, Excellent	97	\$10,900	CN
16	Rave Hydrofoil, TRLR, New Sails	03	\$8,500	AS	23	Hunter, 4 Sails, 5hp OB, Trlr, Custom Cover	90	\$8,300	HY
16	Rave, Trlr, Good Condition	00	\$4,000	GS	23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
					23	Hunter, Trlr, Wing, Furler, Nisson	89	\$8,500	FS
					23	O'Day Osprey, New Hull Paint, 3 Sails	UK	\$5,000	HY
					23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
					23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB

LOA	Description	Yr	Price	Bkg
23	Precision, 2 Sails, 9.9hp Yamaha, Trlr, More	93	\$13,500	HY
23	Precision, 3 Sails, 8hp Honda, Trlr, More	96	\$16,000	HY
23	Precision, 4 Sails, 5hp Merc, Trlr, More	00	\$17,500	HY
23	S-2, Incl. Trailer & Motor - Blue Hull	75	\$5,500	CN
24	C&C 24, Very Clean	79	\$4,995	SY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
24	C&C, 4 Sails, 8 HP Merc, 5 winches, More	76	\$1,000	HY
24	C&C, 5 Sails, 8hp Johnson, Galley, More	76	\$5,500	HY
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
24	Freedom, 9 Sails, 9.9 Hp Honda, Trlr, More	95	\$25,999	HY
24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr	79	\$8,750	HY
24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr	77	\$5,000	HY
24	J Boat (Hull 4175), 11 Sails, 4hp John, Trlr	87	\$10,000	HY
24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,900	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY
24	Mirage, Trlr, Lots of Sails, Race Ready	76	\$3,500	SY
24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler	78	\$9,700	HY
24	San Juan, 8 Sails, 4.5 Merc OB, Elect	78	\$5,700	HY
25	C&C, Reduced	74	\$2,995	NE
25	Cal, 4 Sails, 11 Hp Diesel,Furler, Electronics	83	\$11,000	HY
25	Capri, 6 Sails, Trlr, 4 Winches, Compass	81	\$8,500	HY
25	Catalina 250 WB, Main, 110% RF, 9.9 hp	90	\$17,900	WB
25	Catalina 250, 3 Sails, 9.9 Evin, Trlr, Whl	00	\$23,500	HY
25	Catalina 250, Main, 135% RF Genoa, 8hp	04	\$30,000	WB
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl	80	\$9,500	HY
25	Catalina, 5 Sails, 9.9hp OB, Crdl, Pop Top	78	\$7,950	HY
25	Catalina, New Main & Genoa, Motor, Trlr	80	\$9,500	SC
25	Catalina, Pop Top, Trlr, 9.9 Honda 4 Strk	80	\$9,500	FS
25	Catalina, Swing Keel	80	\$5,000	SY
25	Catalina, Tall Rig, Main, 3 Jibs, 9.9hp, Trlr	90	\$14,000	WB
25	Columbia 7.6M, Reduced	79	\$12,500	NE
25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$5,900	HY
25	Holiday, Wooden, Main, Jib, 6hp Evin, Trlr	55	\$12,000	WB

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LOA	Description	Yr	Price	Bkg
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY
25	Irwin, 5 Sails, 15hp Yamaha, Trlr	70	\$7,250	HY
25	MacGregor, 3 Sails, 7.5hp Honda, Trlr	81	\$3,900	HY
25	Merit, 8 Sails, 5hp OB, Trlr, 2 Comp, Galley	84	\$4,500	HY
25	O'Day, 2 Sails, 9.9hp Honda, Trlr, Furler	76	\$10,000	HY
25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$8,750	HY
25	O'Day, Main, Furl Gen (2), Needs Work	78	\$2,000	NY
25	O'Day, Motor, VHF/AM/FM/CD, Trlr	UK	Call	SC
25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$10,000	NY
25	US Yachts, 3 Sails, 9.8 HP Merc, Trlr, More	81	\$6,200	HY

**Legend:**

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


## Northern Breezes

## Waterfront

## Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY	28	Pearson 28 Sloop	78	\$12,500	IY
26	Chrysler, 2 Sails, 8 Hp Yamaha, Trlr, Electro.	77	\$8,500	HY	29	Columbia 8.7, 5 Sails, IB, Cruise Equipped	77	\$12,500	HY
26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr	76	\$5,900	HY	29	Columbia 8.7, Auto, GPS Radar	82	\$17,995	NY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY	29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS	29	Hunter 29.5, Clean Boat - Offers?	95	\$34,900	CN
26	Commodore, 3 Sails, 9.9 Hp Evin. Trlr, Fur.	83	\$8,900	HY	29	Hunter 29.5, New Listing - Clean	96	\$38,000	CN
26	Grampian, Lots of New Gear	72	\$6,000	HY	29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN
26	Hacker Race Boat	97	\$115,000	IY	29	Lancer	78	\$10,995	NE
26	MacGregor 26 D, 3 Sails, 15hp Mariner, Trlr	88	\$6,000	HY	29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$23,900	HY	30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
26	MacGregor 26X, Dodger, 40hp Honda, Trlr	00	\$17,995	SC	30	Baba, Dsl, Autopilot, GPS, Radar, More	80	\$72,500	NY
26	MacGregor Powersailor 26X, 2 Sails, 50 Hp	99	\$17,500	HY	30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$105,500	HY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$10,000	HY	30	Catalina	88	\$44,000	NE
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY	30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$9,800	HY	30	Catalina, 4 Sails, 12hp Yanmar IB, Furl, Whl	79	\$20,000	HY
26	Pearson-New Listing/Particulars TBD	UK	Call	HY	30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$5,800	HY	30	Gemini 3000 Catamaran, 25hp Yamaha,More	87	\$39,995	NY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	84	\$16,500	HY	30	Hunter 30, Lake City - Just Listed	92	\$34,900	CN
26	S-2 7.9-New Listing/Particulars TBD	UK	Call	HY	30	Newport 30 MKII	74	\$10,900	NE
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY	30	Northstar 1000, 3 Sails, A4, Trlr, Whl.	UK	\$15,000	HY
26	Westerly Centaur, 5 Sails, 27hp Volvo Dsl	71	\$9,000	HY	30	Pearson-New Listing/Particulars TBD	UK	Call	HY
27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY	30	Penn Yan Sport Fish, Motor	78	\$39,500	IY
27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY	30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$29,995	HY
27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS	30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl	81	\$29,000	HY
27	C&C Mk III, 5 Sails, 13hp Yanmar, Whl	81	\$23,900	HY	30	Trojan F-30, Express Hardtop	79	\$24,495	IY
27	C&C Mk IV, 5 Sails, 13 Hp, Furl, Electronics	82	\$19,000	HY	30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY	30	Yankee, Sparkman & Stevens, Reduced	73	\$14,000	NE
27	Cape Dory	78	\$19,500	NE	31	Cal 31, Red Imron Hull - Very sharp	80	\$22,900	CN
27	Catalina, 2 Sails, 11hp Univ Dsl, More	74	\$10,900	HY	31	Cal, 5 Sails, 16hp Univ Dsl IB, Whl, More	83	Call	HY
27	Catalina, 2 Sails, 7.5hp Johnson, Head, More	76	\$4,900	HY	31	Cruisers 3170 Esprit	88	\$29,900	IY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY	31	Hunter 31 - NEW - Save \$13K\$\$	06	Call	CN
27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS	31	Hunter, RF, Instruments, 7 Sails, More	84	\$27,900	SC
27	Catalina, Sloop	76	\$12,500	IY	32	Bayliner 3255 Avanti	95	\$58,000	IY
27	Catalina, Sloop	79	\$12,500	IY	32	Bayliner 3270 Fly Bridge	89	\$36,500	IY
27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$19,900	CN	32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$29,500	HY
27	Coronado, 3 Sails, 9.9hp OB, Galley, Trlr	73	\$4,500	HY	32	Catalina 320, Wing	00	\$89,995	NE
27	Ericson, Whl, GPS, IB Engine, 6 Sails	76	\$12,900	SC	32	Catalina 320, Wing	07	\$138,500	NE
27	Hunter	93	\$23,500	NE	32	Ericson, Reduced	74	\$15,500	NE
27	Hunter, 3 Sails, Yanmar IB, Stereo	77	\$5,700	HY	32	Islander, Main, 150%, Storm, Spin, Elect	80	\$29,900	NY
27	Hunter, Reduced	84	\$10,500	NE	32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl	98	\$135,000	HY
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY	32	Larson Cabrio 330	02	\$80,000	IY
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY	32	Pearson 323, Main, Furl Gen., Dinghy	77	\$34,995	NY
27	TMI, 5 Sails, 15 Hp, Electronics	81	\$12,000	HY	33	Beneteau 331, 5 Sails, 27hp Wsrbk, Whl	01	\$88,000	HY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$19,500	HY	33	Hunter	82	\$23,000	NE
28	Kings Cruiser Sloop	57	\$10,000	IY	33	Hunter 33-NEW LISTING	80	\$19,900	CN
28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY	33	Hunter, - NEW - Mariner Pkg - Save \$9,000	07	Call	CN
28	Newport 28	79	\$15,000	NE	33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY	33	Tartan, Up Grade Sails, Dsl, Elect	82	Call	NY
28	O'Day, IB, Main, Genoa, More	81	\$17,995	NY	34	Beneteau 343 LIKE NEW - Bayfield	06	\$129,900	CN
28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY	34	Beneteau 343 NEW - Save \$5,670	07	Call	CN

LOA	Description	Yr	Price	Bkg
34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$125,000	HY
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
35	Catalina 350	03	\$143,900	NE
35	Catalina 350	04	\$139,999	NE
35	Columbia 10.7	84	\$58,995	NY
35	Ericson	70	\$22,500	NE
35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl	94	\$69,500	HY
36	C&C 110	03	\$139,999	NE
36	Catalina	01	\$119,995	NE
36	Hunter 36-NEW-BEAUTIFUL	08	Call	CN
36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
37	Beneteau 373 - NEW - Save \$\$15K	07	Call	CN
37	Hunter 376, Incl 2008 Bayfield Slip	97	\$103,900	CN
37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$94,500	NY
37	Tartan 3700, Main, Furl Gen., Autopilot, GPS	96	\$275,000	NY
37	Tartan 3700CCR - NEW - Save \$\$37K	07	\$279,900	CN
37	Tartan, Fully equipped, Dinghy	78	\$58,900	NY
38	Catalina 387	04	\$184,999	NE
38	Hunter 38-NEW Listing	06	\$190,000	CN
38	Hunter 38, **Dealer Demo**, Save 27K	06	\$199,900	CN
38	Morgan 382, Dsl, Radar, GPS, Furling	79	\$59,900	NY
40	Beneteau 40-NEW MODEL	08	Call	CN
40	C&C, 14 Sails, Furling, Dsl, Awlgrip	80	\$74,995	NY
40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$295,000	NY
40	Silverton Aft Cabin	87	\$67,900	IY
40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
42	Vagabond, Main, Furl SS & Genoa, More	83	\$165,000	NY
43	Siren Song, 90hp Dsl, Teak Decks, 19 Sails	UK	\$39,500	NY
45	Charles Wittholz, Tri-Cabin, 2 Heads, Dsl	95	\$45,000	SC
45	Fabola Diva 451	97	\$175,000	IY
45	Morgan, Nelson-Marek fast cruiser	83	\$99,900	CN
46	Tartan, Main, Furl Jib, All Inst., Heat/Air	93	\$229,000	NY
47	McKinna Sedan, Dsl	00	\$345,000	IY
50	Yokosuka Naval Shipyard Yawl	47	\$140,000	IY



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3.5 HP Nissan Long Shaft	06	\$850 HW
7 Howmar Hauler Harbormate, USCG Dinghy	81	350 HY
8 Dinghy, Hard-chined Fiberglass w/Oars	86	450 HY
22 Sea Ray Express 215, Motor	00	\$27,900 IY
26 Hacker Race Boat	97	\$115,000 IY
30 Pen Yan Sport Fish	78	\$39,500 IY
30 Trojan F-30	79	\$24,495 IY
31 Cruiser 3170 Esprit, Gas Engine	88	\$29,900 IY
32 Bayliner 3255 Avanti	95	\$58,000 IY
32 Bayliner 3270 Fly Bridge	89	\$36,500 IY
32 Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$29,500 HY
32 Larson Cabrio 330	02	\$80,000 IY
40 Silverton Aft Cabin	87	\$67,900 IY
47 McKinna Sedan, Dsl	00	\$345,000 IY

**Legend:**

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# ***Celebration Sailing Festival***

**Midwestern Sailors Worldwide**



**"Lake Superior Sunset"  
Little Sand Bay  
Apostle Islands  
National Lakeshore  
Wisconsin**

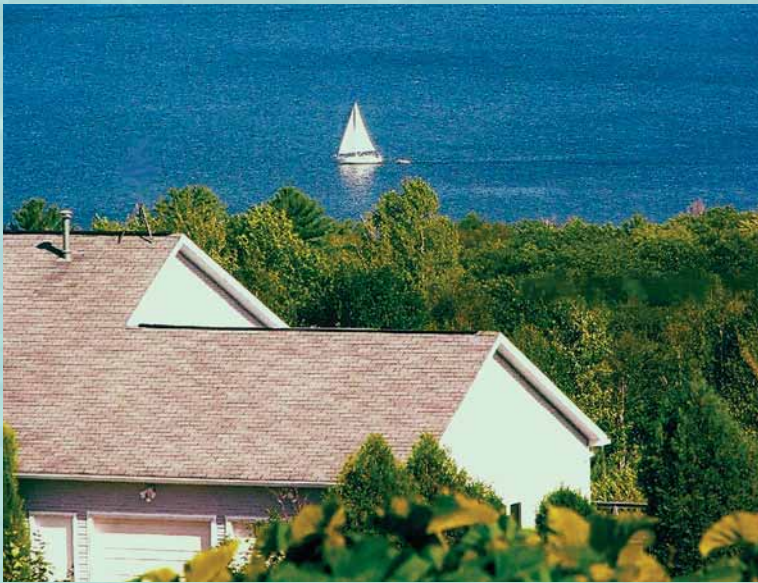
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***In this issue, we highlight the Apostle Islands region of Lake Superior with photos by Riverstone Photography of Bayfield, Wisconsin. Visit their Web site at [riverstonephotog.com](http://riverstonephotog.com) for more images from the area. (Works best in Internet Explorer.)***

***"Superior Moon Sweep"  
Off Highway 13, near  
Cornucopia, Wisconsin***

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**“Hanging-Out”  
Little Sand Bay  
Apostle Islands  
National Lakeshore  
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**“Roof Top Sail”  
Bayfield, Wisconsin**

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

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

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# Sailing Western Lake Superior

by Sam Huonder

*Part 2 - Follow Emmanuel to Silver Bay and Split Rock Lighthouse on the North Shore of Lake Superior.*

Thursday morning, I am somewhat sleep deprived and don't make an appearance for breakfast until 8 AM. John and Jim feel strongly that an accomplishment of some sort is needed. After listening to NOAA, we decide to try Silver Bay again since the wind sounds promising. It is just a short while later that we are taking *Emmanuel* past Oak and then Bear Island. As we leave the shelter of the islands the wind is now mostly to the north and is blowing steady. With a reefed main and jib rolled out, *Emmanuel* slides powerfully through the 2 and 3 foot chop on a close reach. I am drinking a cup of delicious French press coffee and we are all eating my homemade molasses cookies. While the air is cool the sun is warm and we are away. It is a beautiful day and soon my disgruntlement of the night before eases



**Split Rock Lighthouse.**

and the magic that is sailing starts to work on me once again.

The time passes quickly and by early afternoon Silver Bay marina is

in sight. A call on the VHF to the marina manager gets us a slip assignment and we are soon docked and tied up. Lunch that day for the three of us is my homemade vegetable beef soup and my home baked bread. I have to tell you something about my friend John. John has eaten many meals that I have prepared over the years and he has never gotten over his amazement that a fluff head like me can turn out an edible meal. So he quizzes me on how I made the soup. He wants me to think he does this because he is interested. I know he does it because he still thinks I buy this stuff somewhere.

After a nap and showers and some exploring it is time for dinner. We have all been dreaming about dinner at the Northern Lights Restaurant in Beaver Bay. They do a fabulous job with walleye on a plank and we can hardly wait. When you check in at Silver Bay Marina, if you let them know that you want to have



**Sam and Jim in the garden at Northern Lights restaurant.**

dinner at Northern Lights they'll call the restaurant and arrange for your pickup at the marina (and your return, of course). We have a great dinner and spend some time in the lovely garden in back of the restaurant that overlooks the lake. Back on the boat that night we play cards and then turn in.

Friday morning dawns bright and clear with winds out of the southwest about 10 knots. The wind direction presents a bit of a quandary for exiting our slip since the wind will be right on our beam as we try to back out of the slip and we are at the end of the fairway with a seawall on our starboard beam. We

don't have a lot of room. However, Jim figures out a way for us to exit gracefully. Since no one is in the slip next to us we can bring the bow over and push the stern to the seawall. John walks the bow down the slip and jumps on. Not exactly gracefully, I might add. Now I know why guys wear belts. It is not just to keep their pants up. It gives you something to grab and haul them aboard with when their foot slips off the bow anchor roller. A dunking averted, Jim brings the helm over and puts us in forward gear and we motor out, enjoying (we imagine) the admiring glances of the other marina dwellers.

We motor southward along the shore and in a short time are in sight of Split Rock Lighthouse. The north shore is majestic and breathtaking and we take a lot of pictures. When we reach Split Rock we spend a bit more time gawking before hoisting sail and falling off. We are heading back to the islands but are in no great hurry which is a good thing, because the wind lightens up as the day warms. Pretty soon, Jim and John are



***Emmanuel's* Dinghy ashore at Sand Island.**

both dozing on deck in the warmth of the sun and I am at the helm. *Emmanuel* makes almost no sound as she glides through the water. The wind is light and is off the starboard quarter. There is no chop on the lake and the deep blue of it melts into the far off horizon. The bread we'll be having with dinner is tucked under the dodger where it is out of the wind while it raises in the warm sun. I am surprised at how beautiful this kind of quiet can be. The only sounds are those of wind and water and boat.

After we arrive at Sand Island Jim and John quickly get the anchor down and the dinghy off the davits and are calling for me. We are the only boat in the bay and it is like watered green silk and is clear as glass. After exploring the rocky shoreline in Lighthouse Bay we make our way around the point and arrive at the Sand Island Lighthouse landing. We pull the dingy well up on the rocky flats before making our way to the lighthouse. No one is manning the lighthouse but we wander all over the grounds and walk

along the piled up boulders and completely lose track of time. Finally, hunger demands that we return to the boat where dinner preparations are quickly under way.

Later that night after we have had a fabulous steak dinner, that includes bread baked in *Emmanuel's* oven, the three of us sit on deck watching a perfect sunset over a perfectly calm Lake Superior and an equally spectacular moon rise. The next morning it is time for us to head back to Pike's Bay. The wind comes up early and starts to push some chop into the bay. As we leave Lighthouse Bay we feel the full force of the wind and we decide to go with a double reefed main and we roll out about half the jib. After hoisting, we turn to a close reach and *Emmanuel* leans into the wind and water and muscles through them. We get a good ride around this northwestern tip of Sand Island and *Emmanuel* easily handles the 18 knots of wind blowing out of the northwest as we sail past Raspberry and then Oak Island. Our course allows us to pass close enough to



**Freighter passing astern as we leave the islands.**

shore that we get a really good look at the fantastic rock formations that make up so much of these islands.

I let my mind wander and I start my inventory again. The batteries, the broken shackle, the mangled sail slide, the broken reef point and the uncooperative autopilot seem like small matters now. With a little surprise and a little bit of pride, I realize that Jim and I have fixed, repaired or overcome all the issues we had to start with and managed to have a good deal of fun while we were at it. For a moment, it's a heady feeling tempered with the knowledge that it will always be something since that seems to be the nature of boats. But for now, this feels good and I ask myself again, who wouldn't want to own a sailboat?

And at that moment I am able to answer my own question. This is why I do it; this particular moment. We had made the turn toward home and were powering down the western channel. With the wind behind us *Emmanuel* picks up her skirts and flies before the wind, practically

surfing down the waves. The lake is a deep, throat-tightening blue and the sky overhead is clear. I have the wind in my hair, the sun on my face and ratty old sailing gloves on my hands. I am with my two best friends in the



**Jim and John on the shore of Sand Island.**

whole world and the cockpit is full of laughter and talk. Jim's smile as he helms *Emmanuel* confidentially through the big waves is priceless.

Times like this are so sublime I could never put words to them. Precious moments like these are what keep me hooked and keep me coming back and putting up with the constant upgrade, upkeep, repair and replacement and the constant drain on my budget that is big boat ownership. Will I ever come out ahead? If I consider it in terms of my retirement planning, I am sure I lag behind the goals my financial planner has set for me. In terms of life experiences and memories that will last forever, I am so far ahead I can't even see me.

*Sam Hounder is former Commodore of Black Bear Yacht Club and Rear Commodore of Sailfest. She and husband Jim have been sailing together for about 15 years. They keep Emmanuel in Pike's Bay Marina in Bayfield, WI.*

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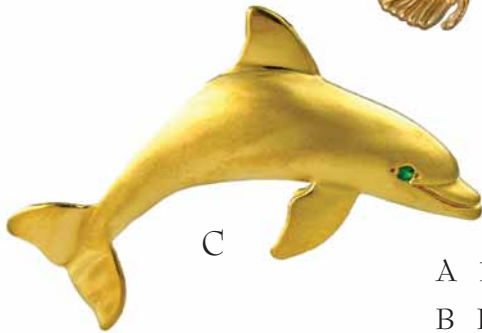
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B



C



D



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I

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J



K



L



F



M