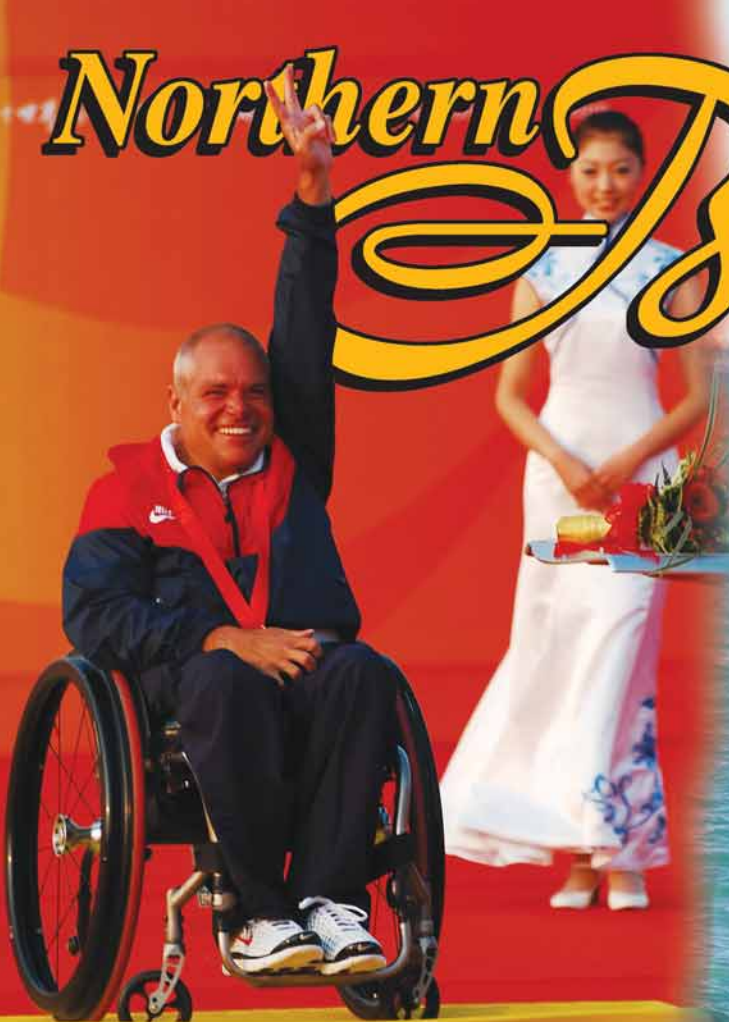


# Northern Breezes

Volume XX No. 1 Feb 2009



**Wisconsin Sailor, John Ruf Wins Bronze in Beijing Paralympics**



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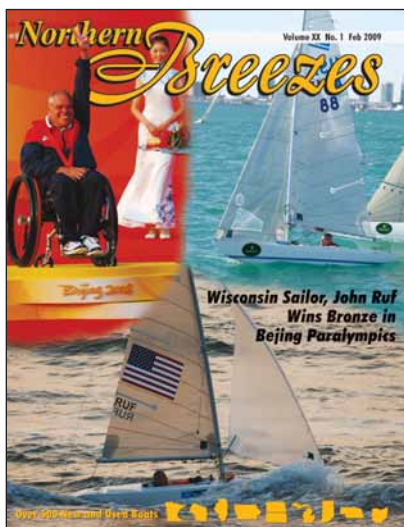
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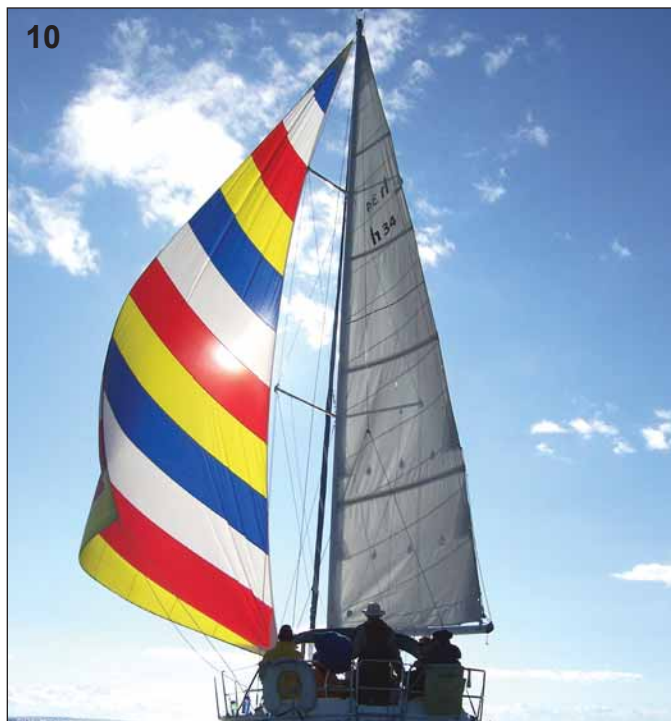
**John Ruf Celebrates a Great Year of Sailing:**

**Top Left: John receives a bronze medal at the 2008 Paralympic Games in Qingdao, China**  
Photo: Dan Tucker/US SAILING

**Bottom: John competing at the 2008 Paralympic Games**  
Photo: Dan Tucker/US SAILING

**Top Right: US SAILING's 2008 Rolex Miami OCR in Jan 2008.**  
Photo: Walter Cooper/US SAILING

**Composition by Alan Kretzschmar.**



Page 10, Jolly Swagman sailing wing on wing to Cornucopia last fall. Photo by Mark Siekmeier



Page 37, One of three GPS assisted breakwall encounters on Michigan's western shore.

Photo by Tom Rau



Page 38, Moonrise over Pike's Bay Marina, Apostle Islands. Photo by Sam Huonder

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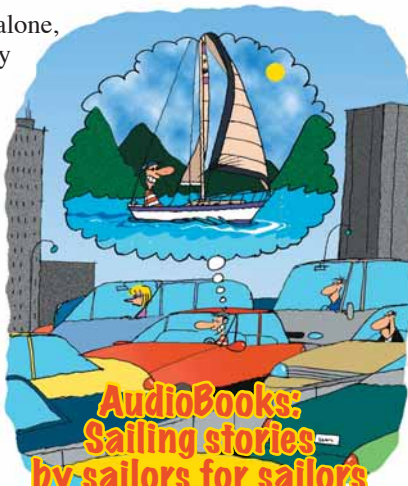
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# Olympic Hopefuls: John Ruf Captures Bronze in First Paralympics

by Thom Burns

Several mid-westerners made the Herculean effort to go to the Olympic Games and to win a sailing medal. John Ruf from Pewaukee, Wisconsin won a bronze medal in the 2.4M one person keelboat at the 2008 Beijing Paralympic Games. This was his first attempt at the Paralympics.

As a youth, Ruf learned to sail X-boats from his grandfather and mother and then he moved to M-16 Scows and E-Scows. He spent much of his childhood shuttling between doctors and hospitals after a tumor was discovered on his spine, but he still sailed. After a car accident, a wheelchair became his mode of transport, but he jumped right back into sailing. He discovered the 2.4M while flipping through a sailing magazine during his recuperation.

John was your average club racer who loved nothing more than being out on his boat racing against friends. He won a few and lost a few, but at the end of the day, heading back to the club and sharing tall tales about the racing was always the best part. But John's sailing



John Ruf

Photo: USOC

focus changed dramatically as he became determined to go for a bigger target-an Olympic medal.

"The thought that I could get the same medal as an Olympic Finn sailor was intriguing. There might be a ramp

to the podium but the road to it is exactly the same," said John.

But the road was tough. Finishing 10th at the 2007 Disabled Sailing World Championship motivated John to raise his game and work incredibly hard to increase his speed. "Since then, he has jumped to the forefront and onto the leader board," said head Paralympic coach, Betsy Alison, "It's a fantastic achievement." A month later, John won the right to represent the U.S at the Paralympic Games.

At the games, with the top seven racers in contention for a medal in the 2.4M fleet, two fourth place finishes on the final day of racing assured a bronze medal for the first-time Olympian.

What John likes best about his 2.4M is that when he's out on the water he never thinks about his disabilities and the daily struggles that go with them. "I have caught myself after a race realizing I never once thought about the fact that I wasn't in my wheelchair. I'm not hanging out on a trapeze, I'm not competing in a 49er, but in terms of sailing my 2.4M, my wheelchair isn't getting in the way like it does in everything else. There aren't many other things I do that give me that same feeling."

John says one of the most important things he's gained from sailing are the friendships he's made. "As I look at it, all the friendships I have grew out of sailing. They're more than just 'sailing' friendships because that's not the only thing we talk about. I feel very fortunate to have met these people. They are very important to me."

*Thom Burns publishes Northern Breezes and SailingBreezes.com Magazines.*



Photo: Betsy Alison



# Sailing News

## Rodney L. TerBeest



Rod TerBeest, age 60 of Madison Lake, MN passed December 21, 2008, after a long battle with cancer.

Rod was born on June 21, 1948, in Wycoff, MN to Russell and Helen (Plumber) TerBeest. He graduated from Harmony high school in 1966 and from Minnesota State University in Mankato. In his earlier years he was employed at KEYC TV in Mankato. Since the 1980's he owned Rod TerBeest Productions.

Rod was an avid sailor who built the Madison Lake Sailing Club where he introduced one design sailing in the Holder 20. After competing for three years, he traveled to Lake Meade in 2000 for the Holder 20 Nationals. Rod won the event with long time friends Tim Carlson and Paul Baumgardt from Mankato.

Rod was a member of the Lake City Yacht Club which then hosted the 2001 Holder 20 Nationals. He was president of the Holder 20 One Design sailing class, and, the Mankato Chamber of Commerce. In addition to sailing, he enjoyed wood working and movies.

## Bree Wins West Marine Writer's Award For Top Boating Article

Marlin Bree, a freelance writer, lecturer and author of several boating books, has won the top award Boating Writer's International gives to a boating writer -- The West Marine Writer's Award. Bree, of St. Paul, MN, received the award, consisting of a \$5,000 check and a crystal trophy announced at a formal presentation during the BWI membership meeting at the Ft. Lauderdale International Boat Show. It is the second time he has earned the top honor, having taken the award in 2004, and elicited his comment, "Lightning really does strike twice!"

Bree's story, "The Old Man and the Inland Sea," was published in the January/February 2007 issue of *The Ensign*. It's a true tale of an attempted rescue of a fishing partner by a 62-year old Norwegian-blooded mariner during a late November storm on Lake Superior. The writer describes the courage and resourcefulness of the "old

man" as he battles engine failure, growing waves and declining temperatures - ultimately becoming frozen in place to the floorboards of his tiny 17-foot rescue skiff - yet prevailing to be rescued after 29 hours through day and night in the harsh elements. The article was first recognized in the Seamanship, Rescue & Safety category earlier this year, one of 48 award winners in the 2007 BWI annual Writing Contest. The top three entries in each of 16 writing categories were automatically entered for this grand prize.

Judges said Bree's entry, "Does a superb job of what magazines such as *American Heritage* and *Smithsonian* do regularly: Take an event from the past and explicate the circumstances in vivid, gripping detail. Bree does so in such a way as to make the 50-year-old event as real as if we were experiencing it ourselves -- today! He is an excellent writer but this is a particularly captivating story and that's why it wins."

Judges for the West Marine Writer's Award are associated with Northwestern University's Medill School of Journalism and have had careers in newspapers, magazines, broadcasting and on-line enterprises.

*Bree's complete story is posted on [www.marlinbree.com](http://www.marlinbree.com).*



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# Northern Breezes, We Deliver

by Tony Green

It was an early October sailing trip on southern Lake Superior. Northern Breezes Sailing School had finished up the year's classes the previous week and the upcoming weekend was the Bayfield Apple Festival, the unofficial end of the tourist season on this part of the lake. October weather can be unpredictable anywhere, but on Superior it can be downright mean. Previous years have brought snow and sleet in early fall and Captain Thom Burns had two of the school's boats, Aerie and Jolly Swagman, to move to Duluth, Minnesota from their summer home in Bayfield, Wisconsin. Aerie, an Islander 36, and Jolly, a Hunter 34, would spend the winter at Spirit Lake Marina outside Duluth for the simple reason that they would be much closer to the school's office in Minneapolis. Driving time to Duluth for fall and spring maintenance is about half of the 4.5 hours it takes to get to Bayfield, a significant round-trip time savings. The downside was that the two yachts had to be moved about 80 miles down the Lake Superior shore, with only two harbors of refuge, Cornucopia and Port Wing, as bail-out spots in case the weather turned ugly. Clearly, Captain Thom would need help and that's where we came in.

"We" were a handpicked crew of Northern Breezes instructors and graduates solicited to help in the delivery. Well,

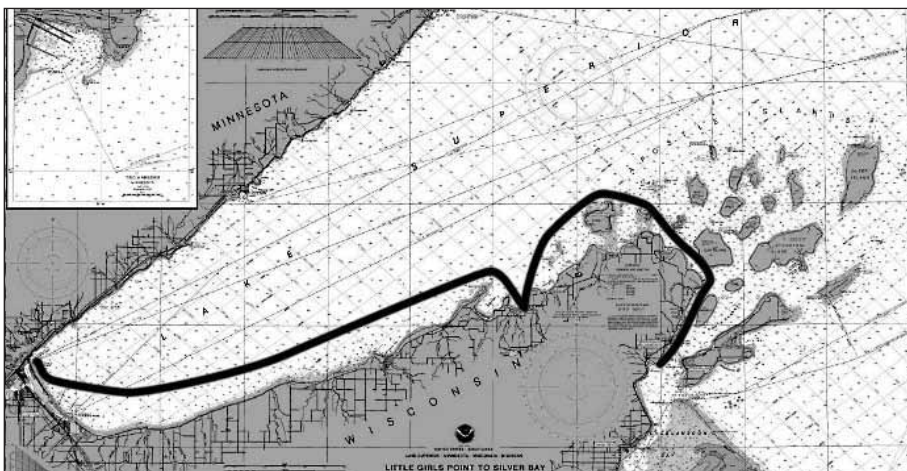
not exactly handpicked; we were actually the first ones to respond to Thom's e-mail request. Of course, he had veto power to eliminate incompetent and/or disagreeable sailors, but it pretty much was first-come, first-served. This was unpaid work with strangers over two weekdays in potentially unpleasant weather, but amazingly, Thom usually has to turn people away. Most of us came for the same reason: a chance to sail on Superior and do something new on the water. There's just something about the big lake that makes sailors volunteer for this sort of stuff. There were ten humans and one canine on the trip. Thom, his wife Michele and dog Dewey led the crew on Aerie, with Paul Maravelas and Tim Black, both Northern Breezes instructors, as crew. Audrey Royer, also an instructor, skippered Jolly, with a crew consisting of myself and Scott Sandberg, both freshman ASA instructors, and Norann Dillon, Mark Siekmeier and Lou Culbert, all experienced sailors and Northern Breezes graduates. The plan was to sail from Pike's Bay Marina in Bayfield to Cornucopia on the first day, a trip of about 35 miles. On the second day, the



**Audrey Royer and Mark Siekmeier preparing for a wet, cold start to the early fall delivery.**

boats would travel another 45 miles to Spirit Lake Marina, seven miles up the St. Louis River from Duluth.

Preparation and provisioning were easy for most of us, as Audrey took the lead in menu planning and shopping. Transportation logistics were more complicated. We had ten people (and one dog) and nine cars, if everyone drove separately. This was clearly uneconomical, environmentally unfriendly and downright anti-social. Fortunately, most of us had some flexibility in our departure schedules and ended up meeting at Mark's office in the northern suburbs to carpool to Spirit Lake, where we left two vehicles. We consolidated gear and crew into two cars and continued on to Bayfield. Thom, Michele and Dewey drove separately and met us the following morning. We left two vehicles in Duluth so that after the boat deliveries, one car would shuttle drivers back to Bayfield, while the other could head back to the Twin Cities. With this arrangement, about half of the crew could head immediately home rather than waiting three to four hours for the cars to return from Bayfield. With dif-



ferent cars going different distances and passengers shifting around, we didn't even bother with the higher math required to calculate exact gas reimbursement. We made it to Duluth around 7 PM, shifted gear and crew, picked up some fast food across the border in Superior, Wisconsin, and arrived in Bayfield around 9:30 PM. We boarded the two boats and immediately turned on the cabin heaters, as the temperature was in the 40s F. After chatting awhile and getting our gear marginally stowed, we turned in.

On Thursday morning, we ate breakfast, finished loading and stowing, watered, fueled and pumped out the boats while intermittent rain fell. Not a warm, refreshing, summer shower, but a cold, clammy rainfall that instantly chilled the skin. We got underway from Pike's Bay at 10:45 AM and motored into a moderate northwest wind past Bayfield, then raised sail and beat up the West Channel into the Apostle Islands. Aerie followed about a half-hour later. You've probably heard the old saying that anytime two sailboats are headed in the same direction they are racing. The competition between Jolly and Aerie was never formally declared, but certainly implied and reinforced by some good natured taunting on the VHF radio. Thanks to our head start, Jolly had a commanding lead at the outset. Beating into the northwest breeze through the Apostle Islands, Jolly performed well, but being the faster boat with a more experienced crew, Aerie gradually closed the gap. At York Island, the two skippers had different ideas on how to get an edge. Jolly went north around the island to maximize wind and boat speed, while Aerie cut south trying to shave a little distance off the route. The boats met up again on the far side of York Island and the race was close for awhile until we rounded Sand Island Lighthouse and turned downwind. Aerie ran up her tri-radial racing spinnaker and took off. Jolly answered with an asymmetrical cruising spinnaker, but it was never even close during the final 12 miles to Cornucopia. For several of Jolly's crew, it was the first time they'd ever flown a spinnaker. Despite our inex-




The weather improved immensely. Here Aerie sets their spinnaker for the final twelve mile run into Cornucopia. Photo by Norann Dillon

perience, we kept it interesting for many hours and were extremely proud of our performance. Mark got some terrific wing-on-wing action shots of Jolly from the trailing dinghy. As we approached Cornucopia, the wind shifted to the north and began to build. The cruising spinnaker started to overpower the boat and it was time to take it down. Having no spinnaker sock to douse the big sail, we dropped it right through the foredeck hatch and bagged it down below. We motored into "Corny" at least an hour behind Aerie, and tied up at the Siskiwit Bay Marina in front of the Fo'c'sle Bed & Breakfast. We made it in before dark and

had sailed safely and proficiently without any sharp words being exchanged between the six former strangers. We knew that we had done a good job, gained some valuable experience, had a great day of sailing and genuinely wanted to spend some more time together. We met Aerie's crew for dinner at Cornucopia's Village Inn. A new experience for me was the whitefish liver appetizers (seasoned and pan fried with garlic, onions and green peppers), and the German Night menu was popular with both locals and visitors. After dinner and a couple of Fat Squirrel Ales, we lingered briefly in the restaurant bar to watch the vice presiden-



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- April 16: Match Racing
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- Saturdays in May: On-the-Water

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Jolly's asymmetrical cruising spinnaker from out of the forward hatch. This is where the crew doused the spinnaker as well. Photo by Norann Dillon



tial debate, but a drunk camped out on a barstool seemed to object to our presence and loudly complained that the TV station should be immediately changed. It was, and we left.

The next morning, Jolly's crew arose at 6 AM to get an early start and a bigger jump on Aerie. The temperature hovered just above freezing and the entire boat was covered with frost (this was October 2nd!). It was slippery footing and our non-skid shoes were ineffective on the icy surfaces, although everyone managed to stay on their feet and onboard. The boat was facing the wrong direction in the narrow marina channel, so we flipped it 180 degrees at the seawall using dock lines and the engine. After a quick breakfast, we got underway at 7:15 AM, trying not to wake up Aerie's crew on our way out. The wind was still from the north at 10-15 knots and we raised sail as soon as we cleared Bark Point. The physical activity of making sail was helpful in warding off the chill. I wore just about every clean piece of clothing in my sea bag, and it was several hours before the sun was high enough to start shedding layers. We had a delightful three-hour broad reach under full main and jib, averaging five knots of boat speed and regularly exceeding six knots. About 11 AM, the wind velocity started falling as fore-

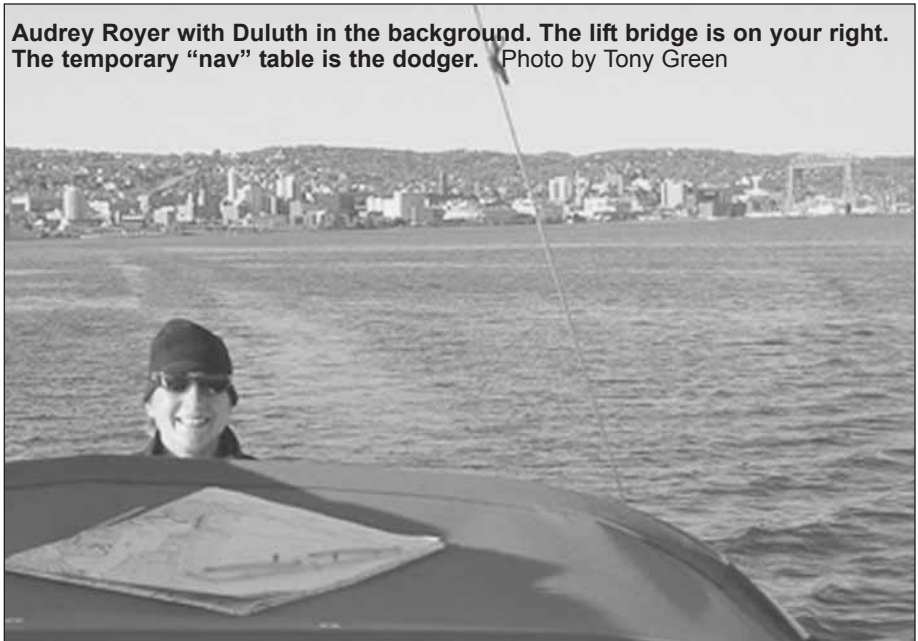
cast and we traded in the jib for the cruising spinnaker. This kept us sailing at 4+ knots in 5-10 knot winds, but within the hour the winds dropped off further. We had calculated that a minimum boat speed of four knots would be required to get us into Spirit Lake Marina before the 6:45 PM sunset, so we dropped the spinnaker, fired up the engine and motor-sailed the rest of the way. There actually was enough wind to sail; just not enough to get us in before dark. Pity. A considerable swell on the starboard quarter left-over from the north wind made steering more challenging. It took several hours for the motion to settle down after the wind eased; a reminder of how big this lake is and how much energy it contains when riled up.

We had a big lead on Aerie, whose crew had slept in and taken a more leisurely approach to getting out of Cornucopia. It was their loss, as they missed the morning breeze and had to motor-sail the entire 45 miles to Duluth. Since Jolly was ahead of schedule, we decided to take the scenic route to Spirit Lake by going through the Duluth Ship Canal instead of the Superior Entry. This side trip proved to be a highlight of the voyage. We reached the Aerial Lift Bridge at about 4:15 PM, having previously hailed the bridge operator on VHF

channel 16 to give our estimated time of arrival. He promised to watch for us and sure enough, the bridge went up right when we got there. There was no other boat traffic and we were the star of the show. As we paraded through the canal and under the bridge, people lined the breakwaters and waved. We smiled and waved back, thoroughly enjoying the attention and joking about doing our part to support Duluth tourism. We had all come here at some point in our lives to watch the boats go through this magnificent structure and since there weren't any ore freighters, somebody had to entertain the sightseers. Seeing this incredible piece of engineering in operation while directly underneath it was a memorable experience. After clearing the lift bridge and entering the harbor, the full navigation plan was set in motion. With a well-marked harbor, a detailed chart, good visibility, three GPS units and six ASA-certified sailors (including three instructors) aboard, safely navigating the St. Louis River was probably never in doubt. But we took our task seriously with skipper Audrey at the helm, three lookouts on deck and a dedicated navigator and assistant. The wind was light, and the top of the dodger made a decent chart table. The lookouts scouted the channel ahead with binoculars and called out the buoy numbers as they became visible. The observations were confirmed against the chart and GPS and the boat's position was plotted every three to five minutes. Tons of overkill, for sure, but we had the resources so why not use them? Just south of the U.S. Highway 2 (Dick Bong) bridge is the Grassy Point railroad swing bridge. It was blocking our path, so we hailed the operator on the VHF and he promptly opened it for us. As we passed through, we all got a chuckle from the curious collection of stuffed animals stuck to the railroad trestle. The final leg into Spirit Lake was the most challenging, as we were heading directly into the setting sun, but we arrived without incident at Spirit Lake Marina about 90 minutes after clearing the Lift Bridge. Nobody was at the marina office, so we picked out an empty slip and tied up. We

estimated that Aerie was about an hour behind us and worried that they would arrive after sunset. We called to get their position and were shocked to learn that they were right around the last bend in the river. At first we thought that they were putting us on, but sure enough, a moving mast was visible through the trees within minutes. We had taken the long way and traveled upriver at a conservative pace, and Aerie was the faster boat, but they had really kicked it into high gear to arrive before dark. There was an open slip next to us and Thom backed Aerie into it. We all had a snack and swapped a few new sea stories. The crew and gear were divided into the two vehicles previously left at the marina. One returned to Bayfield and the other went home to the Twin Cities. Thom, Michelle, Norann, Audrey, myself and Dewey packed into one vehicle to make the two-hour drive back to Pike's Bay Marina to get our vans. We said our second set of goodbyes at 9 PM and headed our separate ways. I returned home to Minneapolis about 1:30 AM and spent the next 90 minutes

**Audrey Royer with Duluth in the background. The lift bridge is on your right. The temporary "nav" table is the dodger.** Photo by Tony Green



decompressing before finally turning in at 3 AM. As I reflected on the trip in the wee hours of the morning, the following thoughts came to mind: How much I loved sailing, how much I liked the people I'd met over the past three days, how good the food had been, how tired I was now and would be later that day, and how

I couldn't wait to do it again.

*Tony Green has been boating since 1985, including eight years on U.S. Navy nuclear submarines. He currently teaches for Northern Breezes Sailing School and sails with his wife and two daughters on Lake Calhoun in Minneapolis, on the St. Croix River and on Lake Superior.*

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# Midwest Team Wins Timme Angsten

by Allie Valentor

Early in the afternoon on Black Friday (November 28, 2008) in Chicago, sailors braved the cold and the crowds of determined, bargain-hungry shoppers and convened at the Chicago Yacht Club's Monroe Street station. Northeastern teams from Middlebury College, Tufts University and Salve Regina University joined the MCSA qualifying teams for the regatta. John Carroll University, University of Michigan, University of Minnesota, Northwestern University, Notre Dame University, Ohio State University, St. Thomas University and University of Wisconsin represented the Midwest at the regatta.

Racing on Friday was lackluster. The wind, forecasted at 15-20 knots from the northeast, was actually ranging from 2-7 knots from the southeast and then shifting to east later in the day. The breeze was difficult to predict, and the skippers and crews fought through the variable conditions until racing was stopped at around 4:30 pm. Salve Regina was in the lead at the end of Friday, with Tufts in second and Wisconsin following closely in third.



Roll tack in front of the Field Museum.



Eventual winner Wisconsin (11) jockeys for position near the Shedd Aquarium.

Saturday, the weather yielded similar conditions to Friday: light, variable winds out of the west. It was a beautiful day, despite the lackluster sailing conditions, and the spectators gathered outside, watching the racing in the mild 40 degree temperatures and bright sunshine. The A division sailors seemed to suffer most of the variable breeze, as it seemed to fill in and become more consistent during the B sets. The sailors fought on for the second day until about 4:00 pm when racing was called for the day. Wisconsin gained points on Tufts University to finish the day in second, trailing only ten points behind first-place Salve Regina.

Sunday's conditions were more representative of fall sailing in the Midwest. The wind howled outside as whitecaps swept across Monroe's inner harbor. Many teams opted to switch in their heavy-air crews if they had them, and so began the final day of the Timme Angsten Memorial Regatta. Only three races in each division were required to complete the regatta, so teams arrived early and began sailing right away. The wind and waves were a struggle for many of the teams, with numerous capsize and over-

turned boats towards the end of the day. Wisconsin's team gained points on Salve Regina throughout the day, and going into the final race of B division, they were one mere point behind Salve Regina. Spectators anxiously gathered inside, awaiting the final race of the regatta. The last Midwestern victory at the regatta had been fourteen years prior, so plenty of emotions were on the line. The breeze built and many teams struggled to keep their boats upright, but Wisconsin pulled off a first place finish, with Minnesota finishing behind them in second, putting a one-point barrier between Wisconsin and Salve Regina. For the first time since 1994, a Midwestern team won the regatta! Congratulations to the Wisconsin sailing team, consisting of seniors Rob Pickens, Jenny Koningisor, Matt Kirley, and Kevin Campbell, junior Allie Valentor, and freshmen Joe Kutschenreuter and Molly Forbes, as well as all of the teams that participated in an exciting regatta!

*Allie Valentor, a Chicago native, sailed on the winning team from the University of Wisconsin.*

# Minnesota Women Take On Worlds

By Anna Middleton

Last August, a team of four from the Minnesota Women's Sailing Team (MWST) trailered their boat, *SheMight*, to New York. Their goal: to compete in the J/22 World Championship Regatta.

The Rochester Yacht Club, one of the oldest yacht clubs in the United States, hosted the prestigious championship, and participants came from all over the globe. Some of the nations represented included the Netherlands, Canada, the Virgin Islands, South Africa, and France.

This year was only the second time a team from MWST had attended Worlds. Participating in such international competitions is part of MWST's continuing effort to foster leadership skills, encourage camaraderie, strengthen confidence, and increase skill levels of women sailors.

"Lois, Cait, Jenny, and I practiced together for a couple of months before going," says skipper Leah Willcutt. "We had all done regattas before, but never together, and practicing together and getting to know each other on the boat is essential to working together as a team."

Four days before they needed to leave for Worlds, however, the team was dealt a severe blow: one of their members started having serious back problems. She was in a lot of pain and in no condition to spend six days on a boat with three races per day. Although the team had trained so hard, it looked like they would never make it to their long-awaited goal.

In a last-minute stroke of luck, however, experienced trimmer Joni Berg happened to be available and willing to take the week off work. Berg hadn't trained with the rest of the team, but she leaped into the position with enthusiasm.

Together, the new MWST team drove the sixteen hours to Rochester in two days to be fresh and ready for a long week of sailing. That same evening the MWST team had their sails measured, their safety gear collected, and their boat weighed. The next day they put up the mast and cleaned and polished the hull.

"A few new decals on *SheMight* made a couple people say that they thought we had a completely different



boat! She was looking good and fast," says Willcutt. The entire team was optimistic.

The first day's practice was equally encouraging as the team powered their boat through the large, rolling waves on Lake Ontario. Although they started late, they still managed to catch a few competitors on the upwind leg and realized they had a real chance to be in the middle of the fleet.

"We certainly had moments of brilliance," remarks Berg, "and the teamwork and communication happening on the boat were phenomenal."

The first day of actual racing turned out to be the team's best finish. But sadly, it didn't count because the time limit expired.

"That was really frustrating for us because light air is our forte," says Willcutt. The race was postponed most of the day due to light wind, and even after the race finally began, the breeze remained so faint and capricious that over a third of the fleet failed to finish in time.

The next race day provided a very different challenge. The morning started with another light air postponement, but steadily the breeze built until white caps and chop harried the lake.

"On the second day, we were working hard to keep the boat going through Lake Ontario waves," explains foredeck-er Jenny Child. "We don't see waves like that at home, and we were pretty glad our host family had a hot tub for us to sit in that night!"

This was Caitrin Mullan's first world championship as jib trimmer, and keeping the boat moving through those steep waves during the upwind tacks was a new test for her.

"The first leg of each race was 1.7 nautical miles," points out Mullen, "so by

the end of a windy day that was a lot of trimming!"

The whole team joined the fight to keep the boat moving through the chop, but the continuous battle left them tired after the first race—and completely spent after the next two races.

"We never quite recovered our strength in the next couple days," says Willcutt. "Fortunately, it wasn't that windy again."

This was also Willcutt's first international race as skipper.

"I was pretty terrified of the starts at first, but in the end I decided that was the part I liked the most," she says. One of her favorite moments was maneuvering *SheMight* into her ideal starting position—and then finding that several sterling sailors had chosen exactly the same spot.

"I figured I was doing okay on the starting line when I looked below me and saw Greg Fisher [the regatta's ultimate winner] and Terry Flynn. If I picked the same spot they did, I must be doing something right!" Willcutt adds, "You have to celebrate the small successes when you're competing against 104 of the top J/22s in the world."

Obligations back home forced the team to miss the last day of the regatta, but all in all, they placed 99 out of 105.

"It was a fantastic experience," says Willcutt. "I loved the excitement of having 105 boats on the line, and it's a great sense of accomplishment to know that I sailed in a World Championship. I can't wait until next time!"

*MWST offers excellent chances for women of all ages, backgrounds, and experience to plunge into the exhilarating sport of sailing and racing.*

To learn more, contact them at: [www.mwst@mwst.org](mailto:www.mwst@mwst.org)

# THE OLD MAN AND THE INLAND SEA

## A survivor's tale of extraordinary courage and resourcefulness on Lake Superior

by Marlin Bree  
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Note: This remarkable true-life survival story set on Lake Superior's rugged North Shore won Boating Writer's International grand prize award in 2008. Excerpted from Marlin Bree's book, *Broken Seas: True Tales of Extraordinary Seafaring Adventures*, it appeared in the January/February issue of *The Ensign* magazine, the publication of the U.S. Power Squadron.

Lake Superior's chill waters were an ominous slate gray and the lake was steaming with fog banks 40-feet high as Carl Hammer slipped into his 17-foot wooden fishing skiff and started his outboard engine. It was 7 a.m., November 26, 1958 — the day before Thanksgiving.

The 26-year-old North Shore fisherman figured he'd get to his offshore fishing nets before a storm came up, pick his catch, and get back quickly — just as he'd done hundreds of times before. He'd have to hurry.

At 8:30 a.m., his fishing partner, Helmer Aakvik — also known as the "Old Man" — peered out the window of his cabin on the bluffs overlooking Superior and made his decision: he would not go out to the nets this morning. The 62-year-old Aakvik settled down to enjoy a second cup of coffee when his cabin door opened with a blast of wind and his neighbor, Elmer Jackson, charged in. "The young fellow is still out on his boat," Jackson said, worried.

Aakvik looked up, troubled. A storm was coming on — one of the worst kinds — an offshore wind from the north-northwest. His fishing partner, Carl Hammer, was still out on treacherous Superior. He abruptly put down his coffee cup. "Call the Coast Guard," he said.

As he turned to leave, Jackson looked at him carefully. "Just don't you go out," he warned.

\* \* \*

Grabbing a jacket and pulling his cap down tightly, the Old Man walked

down the winding path to the bluff's edge. There was a steady wind out of the northwest, and, even in the protection of the rocky ridge behind him, the temperature was dropping. This was late November in the North Country and soon there'd be ice and snow.

On a near-vertical rock ledge jutting above the lake, he came to the ramshackle wooden fish house that he and Hammer shared. In the open end of the shed, he could see that Hammer's boat was gone. Spruce trees swayed ominously below in the onshore breeze.

He ducked back inside the wood shack and checked around. Sure enough, the young fisherman had helped himself to Aakvik's gas supply. The borrowing was OK — they shared supplies all the time in this close-knit Norwegian community. The problem was that Hammer had a new outboard engine that used a different ratio of oil to gas in the fuel than Aakvik's. The Old Man had an old Lockport and an elderly Johnson, but Hammer used a newer Johnson, which needed about a half a quart of oil mixed in five gallons of gas. Aakvik's old two-cycles required *twice* that amount of oil, and a too heavy oil-gas ratio would gum up his friend's carburetor and foul his spark plugs — stalling his engine.

He peered into the can, then swirled it around. He could see the drops of water on the surface. His gas was old and had accumulated water condensation. The old man's normal routine was to filter the water out of the gas so that it didn't freeze in the lines and kill the

Hammer hadn't filtered his gas.

\* \* \*

The Old Man hurriedly dressed himself in layers of wool: socks, underwear, pants and shirt. Wool was the key to survival on Superior because it could keep him warm even when it was wet. Over his wool, he put on his heavy rubber fisherman's suit, adding rubber boots, wool mitts and a sheepskin helmet. He waddled when he walked, but he wore a proven North Shore outfit.

Aakvik never went out on that lake, winter or summer, without a good set of oilskins. Oilies were part of the equipment you needed for survival on Superior, especially late in the season when the famed "Witches of November" came calling.

As he told everyone in his broken English, "they saved your life."

\* \* \*

A little past 9 a.m., the Old Man stood atop the rock outcropping over the slide. His seventeen-foot-long boat was tied to a wooden slide about 30 feet above the water, located high above the shoreline rocks. Mercifully, the wind was blowing from the northwest, off the land, and not from the water. Today, there would be no problem launching the skiff.

The slide consisted of three trimmed tree trunks, each about eight to ten inches in diameter, and over forty feet long. As he attached a wire cable to his skiff's bow, the Old Man thought for a moment and reached down and threw a hatchet into his boat. Then he added two more pieces of equipment: an old wooden fish box that weighed almost 50 pounds, and, fifty fathoms of rope.



Ready for his battle, the Old Man lowered his skiff down the boat slide into the dark waters. As he hefted himself aboard, the little skiff bobbed up and down a little to welcome his familiar weight. The Old Man felt at home. He had built his boat along the lines of a North Atlantic dory, with a raked bow, slab sides, and, a flat transom. But his North Shore skiff was much more heavily constructed. It had a heavy wooden v-shaped chine bottom, strong sawn ribs, a beam of five feet, with freeboard of a little less than two feet.

A really good skiff reminded the Hovland, Minnesota, fishermen of boats from “the old country” — a high compliment. Like the Norwegian small boats operating in icy fjords, a Superior boat had to deal with big water — split the waves when it encountered big water, rather than trying to plow through them, and, have enough flare in the bow to lift the boat up so it didn’t founder.

His skiff was more than 20 years old, and, was well beyond a North Shore fishing boat’s useful years. It was tired: it had punched through countless waves, survived many storms, and had been dragged countless times up the slide with a full hold of fish. It had rot in some of the bottom planks, and, the screws holding the planks to the frames felt a little loose.

But the Old Man had faith. His home-built skiff had taken him out and brought him back every time. It could be relied upon to do it once more.

\* \* \*

The first blasts of the offshore wind hit him once he left the protection of the shore, and, even in his oilskins, the Old Man felt its bite. There was no protection in the open boat and the wind was coming up sharply. The temperature was about six degrees above zero, and, it was dropping.

Atop a wave, he saw the first marker buoy flag, and moments later, he could make out a line of bobbing buoys, strung out in a row, the line bending in the wind and the waves. But no sign of Carl Hammer or his skiff. In the mounting waves, Aakvik made his run along-



**Helmer Aakvik in ice-covered oilskins with his open, wooden 17 foot skiff. Painted photo by M.J. Humprey, owned by the Cook County Historical Society.**

side the line, being careful not to foul his propeller on the nets.

At the end marker buoy, Aakvik scanned the horizon. Out here, the big lake was alive. Away from shore, the waves continued to build, and, his small boat bobbed up and down. He held his cupped hand to his eyes, to give him better vision. Still no sign of Hammer or his skiff.

One thing was certain: Hammer had not tied his boat to one of the marker buoys held in place by the heavy rock anchors — standard practice if a fishing boat had engine trouble — to await rescue.

The Old Man pulled his boat alongside a buoy, grabbed it for a moment, and turned off his engine.

And waited.

\* \* \*

Along the bluffs on shore, the watchers with binoculars scanned the broken seas. The heavy rollers of Superior were high and mean now, with waves rearing into the lake’s notorious “square rollers.” Visibility was poor, but the wind was coming up and blowing the fog around in patches. Someone shouted that he had seen someone moving alongside the nets.

Word had spread. The village knew

that the Old Man had gone out to bring in The Kid.

Someone recognized Aakvik’s boat bounding up and down in the waves. He appeared to be hanging with his hands onto a buoy.

Minutes passed and they saw his boat move away from the nets. From the way his boat was handling, they could tell he was drifting, without power.

\* \* \*

Aakvik deliberately was moving

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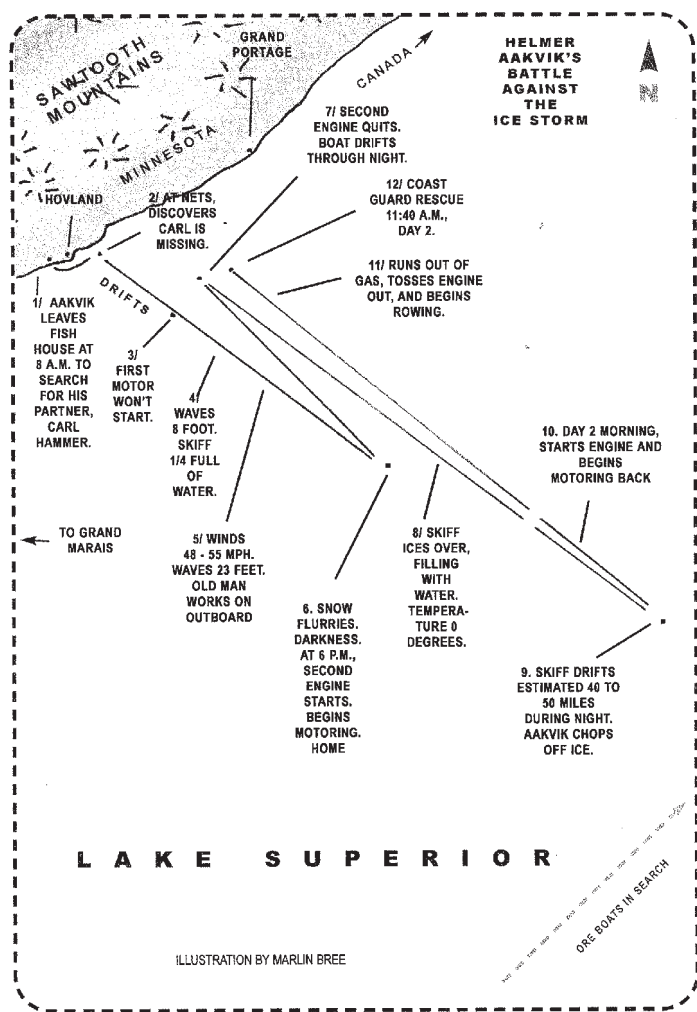
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with the waves and the wind. He figured that The Kid must have had a problem with his motor and that by drifting without power the Old Man would be carried by the wind and waves in the same direction. The wind speed was about 38 mph. He went down into the trough of one wave, then upward. His boat perched high atop a big breaker. He did not know how high the waves were, but moving walls of water surrounded him, and they were growing.

He tried to figure the speed and direction his partner was drifting. Once he got his bearings, he started his engine, running downwind, steering clear of the crests. He had to hurry.

When he was about seven or eight miles out, he let his boat idle atop a wave for one last look around for his missing partner. At this height, he thought he could see for miles, but there was no sign of Hammer.

Lockport outboard without its cover, and, the entire engine had been splashed with spray, which had frozen.

He wound up the starting chord, pulled out the choke, and, turned up the throttle to start. He gave it a hard pull, and the old engine wheezed several times. Again and again, he ran through the starting drill. But the ice-encrusted engine would not start.

He sat back for a moment, weary, but thankful he had the foresight to bring his spare engine onboard. The newer 14-horsepower, two cylinder Johnson two-cycle lay in the floorboards.

In the storm-filled seas, in a bouncing boat, he 'd have to wrestle the heavy Lockport off the transom. Timing his movements between the waves, he unscrewed the clamps that held the Lockport to the transom and grunted: it was frozen to the boat. He hefted his weight against the hundred-pound

The waves whistled, he noticed — he'd never heard them that bad before.

It was time to head back toward shore. He could not see the tall headlands of home in the fog, but he knew which way to go: upwind.

He'd have to turn his boat around and plunge directly back into the mounting wind and waves.

Suddenly, the outboard started to splutter, then die. In the eerie silence, he turned to his outboard and saw it was white with ice. He had been using the elderly

engine, felt the ice break, and, leaned over to grasp the power head. He pulled hard and the old outboard came out of the water. He wrestled it to one side and into the bottom of the boat.

Watching his weight, he slid forward to pull the Johnson toward him, carefully lifting it in his arms, cradling it like a baby. His boat, and his salvation would depend on this engine. In the bilge, the partly frozen water sloshed ominously.

Slowly, he slid the Johnson prop-first over the stern. There could be no mistakes now. He braced himself to lower the power head onto its clamps. With a final slide, the outboard was on the transom and the small boat reacted to the extra weight and drag, cocking broadside to the wind. He tightened the clamps.

He wiped his face and discovered that perspiration had turned to ice. His hat had a rime of white around it.

He snicked the gear into neutral, pulled the choke button, twisted the throttle to the starting position, and then yanked hard on the starter chord. There was not even an encouraging whuff, or, slight backfire.

Despite all his efforts, his second engine wouldn't start.

\* \* \*

In his T-35 jet trainer, Major Leo Tighe anxiously scanned the surface of wind-churned Superior. It would be almost impossible to pick out a small boat from the white caps. A hit-and-run snowstorm had come up from nowhere, racing with unusual speed out of the west, and dumped 13 inches of snow on the ground. Cold rain and sleet turning to ice had blanked the Duluth airport and the rest of the Midwest, turning to ice.

He had been lucky to get in the air.

Riding with him in the back seat was Lt. Gerald Buster. Flying in a north-south search pattern, they were buffeted with strong winds. More than once they came closer to Superior's outstretched fingers than they cared to.

"There!"

Major Tighe had spotted something in the waves below. He circled.

At 2 p.m., about 20 miles from shore, they saw a small, white boat.

On their first pass, it looked like it was under power. The man in the rear seat of the boat was paying no attention to their low-flying jet.

They circled again, this time lower yet, and, saw that the man's engine wasn't putting out any wake, nor was the boat making any progress in the waves. The boat was rolling broadside, or sideways, to the wave trains — a dangerous position. It looked like the man was in trouble, but he wouldn't look up or signal to them. The boat and the man were white — suddenly it dawned on Major Tighe that they were ice covered.

He circled the small craft again and again until a radar station on shore could get a fix on the site and relay the information to the Coast Guard. Low on fuel, he returned to the Duluth air base. There wasn't anything else he could do from the air.

Silently, he said a small prayer.

\* \* \*

All that long afternoon, the skiff drifted with the wind and the waves while the old man labored over his balky engine. The waves were increasing in size, the wind was gusting louder than before, and he was moving further from shore.

A rogue wave reared over the boat, swamping it. His small boat was a quarter full of water. Desperately, he bailed — but his boat was not buoyant enough and riding too low in the water. He moved forward to the bow and laid his hand on his old Lockport. He felt a twinge of regret wash over him: it had been his fishing partner for many years, and, he'd taken it in to the Hovland blacksmith shop many times to have it welded up. There was a bond between the old outboard and the Old Man.

With reluctance, he threw it overboard.

The motor hit the water and sank instantly. In the waves, there was not even a ripple where it once had been.

His skiff was lighter now by over a hundred pounds, and, he saw the freeboard lift an inch or two in the bow. He

began bailing again, trying to keep pace with the spray and spume that came aboard. When the water was down to the floorboards, he turned his attention to his one remaining engine.

Somehow, he had to fix his engine. He did not have any tools with him — just an ax. He took off his gloves, baring his skin to the frozen metal, and twisted the gas line off by hand. No gas was coming out — his line had frozen. There had been too much water in his gas as well.

The old fisherman thought a moment, and then stuck the gas line in his mouth to melt it. He kept it in his mouth, checking from time to time. The raw rubber, soaked in gasoline, made him gag.

After about a half an hour, he blew hard on one end. The ice block popped out. The line was free.

He had been at work on the boat and the outboard all afternoon, and as he looked around him, he saw the short November day was growing dark. He reattached the open gas line to the engine and hauled hard on the starter chord.

With a roar, the old two-cylinder Johnson came to life, and the Old Man headed for a shore he could not see. He knew if he steered into the waves and wind, he'd end up somewhere along the North Shore. But the oncoming waves were running hard, with seas 20 feet high, dwarfing his boat. The old skiff was taking a terrible pounding. The planks were flexing and they looked like they were separating. The screws holding them to the frames were pulling out.

There was nothing to do but turn off the engine. The moment the motor stopped pounding, he noticed the awful noise of the sea once more. The wind howled across his open boat, and, the white-crested growlers reared in front of him.

Without power, his boat was cocking sideways to the waves. Breakers were coming in over the side of his boat. Reaching forward, he picked the rope out of the half-frozen slurry in the skiff's bilge and tied it to the sturdy wooden

fishing crate. He grunted as he hefted the fifty-pound crate over the side. With a splash, it sank part way into the waves, receding from his drifting boat.

He felt a tug on the rope, and, tied the line off the bow. The boat's bow swung around to the waves.

His improvised sea anchor was holding, and, his boat was riding to the waves with her bow cocked at a slight angle to them — her best sea-keeping position. But the temperature dropped further and ice continued to grow on the skiff and the Old Man.

He had done all he could. Now he could only bow his head at the growing fury of the storm.

\* \* \*

*Follow the rest of the story online in February articles at [www.SailingBreezes.com](http://www.SailingBreezes.com).*

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Helmer Aakvik's courage to go out in a rising ice storm and his resourcefulness in surviving against great odds is told by fellow Lake Superior boater Marlin Bree ([www.marlinbree.com](http://www.marlinbree.com)), in his book *Broken Seas: True Tales of Extraordinary Seafaring Adventures* (Marlor Press, \$15.95). This award-winning magazine article was excerpted in the *The Ensign* magazine in its January/February 2007 issue. *See page nine of the news section.*



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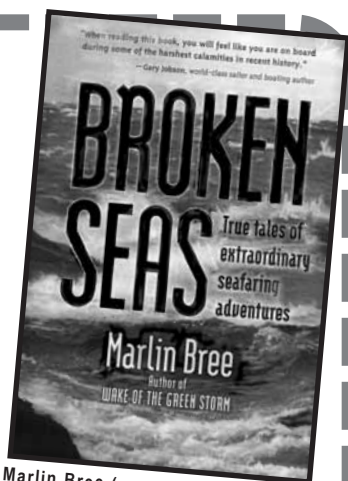
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## Cockpit Organizers

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Ronstan's new range of Cockpit Organizers control cockpit clutter by containing loose items. Each product has been specifically designed to address common cockpit organization problems and help create a fast and functional environment in almost any sailboat cockpit.

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Ronstan Cockpit Organizers are available using either acrylic canvas or PVC material. The acrylic rope bags have a classic navy style and are both water and U.V. resistant. They utilize a pull tight strap closure system and cockpit versions include a drink holder pocket on the side. Other acrylic products include a lifeline-mounted version of the rope bag, a winch handle pocket and a drink holder.

The PVC rope bags are designed to survive the harshest elements. Made of water-repellent white PVC with black water-draining polyurethane mesh, these rope bags are extremely durable. They are available in either vertical or horizontal orientation and can be screw mounted if desired.

Available through Ronstan dealers, or go to [www.ronstan.com](http://www.ronstan.com) for details. Ronstan International is one of the world's leading manufacturers of hardware for sailing, architectural and industrial applications.



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# Guidelines for Good Mainsail Shape

by David Dellenbaugh

The mainsail must have a very versatile shape. On almost every boat, one main must cover the entire wind range from drifter to howler and from flat water to big chop. So that sail must be capable of changing from full and powerful for acceleration to flat and twisted for depowering. And back again.

Fortunately, there are many 'tools' you can use to control the shape of the main. Since the entire luff of the sail is connected to the mast, you have a great influence over mainsail shape by changing mast bend (using backstay, vang, rig tension, mast blocks, butt position, etc.). You also have other tools such as the mainsheet, traveler, outhaul, and Cunningham.

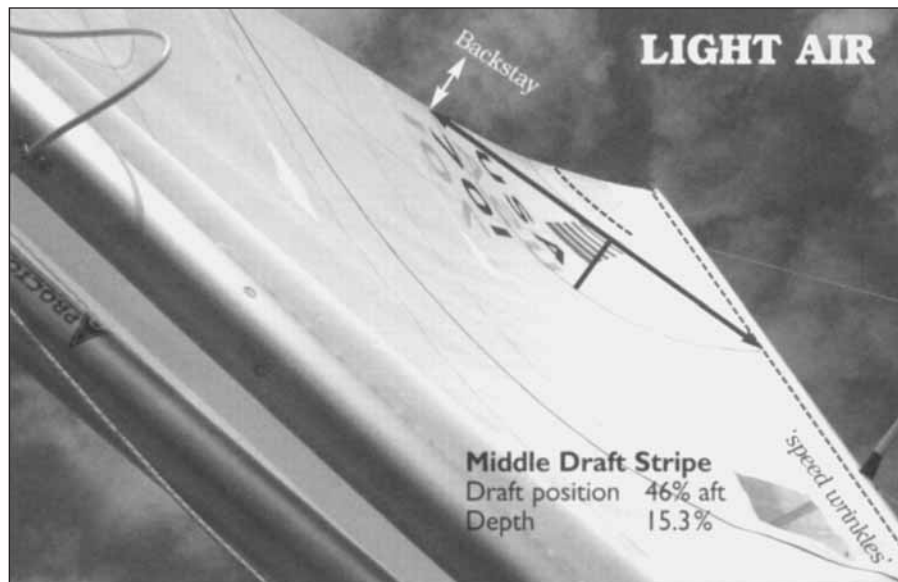
With such good control over sail shape, the most important question is deciding what shape you want. As a very basic rule of thumb, start by setting up the main with the top batten parallel to the boom, the boom trimmed to the boat's centerline, the position of the maximum draft just forward of the middle and a

few wrinkles in the lower luff area.

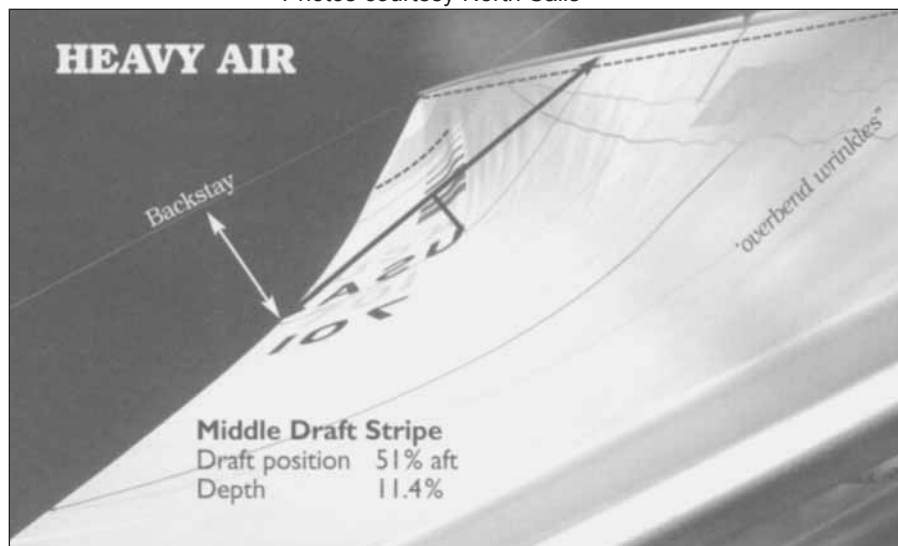
Of course, these ballpark settings need tweaking in different wind velocities, and that's what I've tried to describe in the chart on the next page. But sea state is also a very critical factor that this chart does not fully consider. For example, if you have medium air and big lump, you may actually need to go with settings in the 'Light Air' column. If you have light air and very flat water, you may be closer to the 'Medium Air' settings.

We are talking only about the mainsail shape here, but remember that everything must be done in concert with achieving good shape in the headsail too. This means your main trim is often a slight compromise.

*Dave publishes the newsletter Speed & Smarts. For a subscription call: 800-356-2200 or go to: [www.speedandsmarts.com](http://www.speedandsmarts.com)*



Photos courtesy North Sails



## Light-air mainsail trim.

In 5 knots of wind, the mainsail is set up to be quite full overall. The backstay is tensioned just enough to take up the slack (which is evident because the mast is almost perfectly straight). The cunningham is eased so there are slight 'speed wrinkles' along the lower part of the luff (though it might be better to have even less luff tension so the sail is fuller and slightly more draft-aft).

The mainsheet is trimmed just tight enough so the telltale at the aft end of the top batten stalls only occasionally (hard to see here). Another guide for sheet tension in light air is that the top batten should be slightly 'open' (i.e. it angles off slightly to leeward). You would want even more twist in bigger waves or less twist in flatter water.

## Heavy-air mainsail trim.

In 20 knots of wind, this main (same sail as above) has been set up very flat. The main difference between this set-up and the one above is that the backstay has been pulled much harder. You can see there is a lot more mast-bend, which pulls the shape out of the middle of the sail and causes the 'overbend wrinkles' in the lower part of the luff. The draft is a little far aft so perhaps this sail needs more cunningham or a bit less backstay to bring the draft closer to 45% aft.

The mainsheet is eased to depower the sail by allowing it to twist a lot. Note the upper batten angled off to leeward and the distance between the leech and the backstay. It looks like the traveler has also been eased to depower the sail.

<b>MAINSAIL TRIM</b>	<b>Light Air (&lt;8 knots)</b>	<b>Medium Air (8-15 knots)</b>	<b>Heavy Air (&gt;15 knots)</b>
<b>Top batten</b>	Slightly open (i.e. angled to leeward) unless you have flat water and the higher end of this wind range. More waves require more twist.	Parallel to the boom, or somewhat closed (i.e. angled to windward) in ideal pointing conditions.	Slightly open. More twist as you get more overpowered.
<b>Top leech telltale</b>	Flowing most of the time, if possible.	Stalled a lot of the time- almost all the time in ideal pointing conditions.	Flowing all the time.
<b>Backstay tension</b>	Minimal (just enough to remove slack, loose enough to keep headstay sag and full jib).	Moderate-more in flat water as you become overpowered.	Maximum (or until you have too many overbend wrinkles).
<b>Traveler</b>	Well above centerline-often as far to windward as possible-must be far enough so boom is on (or above) centerline when main is trimmed properly.	Slightly above centerline-just far enough to keep the boom centered.	On or below centerline-farther to leeward as you get overpowered.
<b>Cunningham</b>	Well eased to keep sail full-there are usually obvious wrinkles along the luff.	Tension enough to keep draft at around 45%-usually a hint of luff wrinkles unless the sail is old and needs more luff tension to move draft forward.	Pull hard to keep draft forward as mast bends. No wrinkles visible (except perhaps a hint of overbend wrinkles)
<b>Outhaul</b>	Moderately eased. Slightly tighter in very light air or very flat water.	Tight. A little looser if waves are bigger than the wind.	Very tight-take it to max black band on boom to flatten lower third of sail and open lower leech.
<b>Boom vang</b>	No tension! (Pull just enough to remove slack so it's easier for crew to move across the boat when tacking).	Trim main for sailing upwind and then snug vang. Pull vang tighter if you have to ease main to depower.	Very tight to maintain leech tension, mast bend and flat sail shape when easing mainsheet.
<b>Sail shape (middle draft stripe)</b>	Sail is quite full overall. Depth roughly 13-16%. Maximum fullness 50% aft.	Sail is in middle of designed range with minimal twist. Depth roughly 11-13%. Maximum fullness 45% aft.	Sail is 'bladed out.' Depth roughly 9-12%. Maximum fullness 45% aft.
<b>Prebend</b>	Maximum. Need to bend mast (to match sail's designed shape) without the mainsheet and backstay.	Moderate. Just enough so adjusting the backstay gives you perfect trim simultaneously for both the mainsail and headsail.	Minimum. If you have too much prebend the mast will overbend early.
<b>Windward helm (rudder angle)</b>	Your goal is a slight pull on the helm (a few degrees of rudder angle) for feel, but you can't always get this.	A moderate amount of helm-roughly 4-6 degrees of rudder angle is optimum for bigger boats. Less helm for dinghies.	You are usually trying to reduce helm and rudder angle so you don't have to fight the wheel or tiller.
<b>Mast rake</b>	Maximum. Balance the boat and increase helm by angling the mast aft.	Middle range.	Minimum. Balance the boat and decrease helm by not angling the mast so far.

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## Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg
9	17 New Escape Solsa. Start your own fleet	08	\$699	SD
9	Achilles inflatable	UK	\$500	FS
9	Water Tender Dinghy, soft-chined	UK	\$250	HY
9	West Marine Inflatable	03	\$900	FS
10	2 Windrider 10	02	\$699	SD
10	Hunter Xcite	06	\$19,956	SD
10	Hunter Xcite, New	04	\$2,500	FS
10	Walker Bay	04	\$799	SD
10	Walker Bay RID, Perf. Sail kit, like new	02	Call	HY
10	Walker Bay, New listing	UK	Call	HY
11	Inflatable dinghy, particulars TBD	UK	Call	HY
12	Catalina Expedition 12.5, furling main, trlr	99	\$3,395	WB
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB
12	Johnson Miniscow, Main, Trlr	96	\$2,395	WB
12	Pakboat Puffin	99	\$300	SD
12	Sailboard	UK	\$600	FS
13	Catalina Expo 12.5	06	\$2,995	SD
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY
14	Catalina 14.2	07	\$4,095	SD
14	Catalina Capri 14.2, Main, Jib, Trlr, deck cvr	87	\$2,995	WB
14	Catalina Expo 14.2	06	\$3,995	SD
14	Flying Juinor w/ trailer	67	\$395	SD
14	Ghost w/ trailer	77	\$1,495	SD
14	Hunter 140 w/ trailer	04	\$3,799	SD
14	Hunter 146, Main, furling jib, trailer	03	\$2,500	WB
14	Picnic Cat w/ trailer and options	09	\$12,900	GS
14	Skipper, Trlr	77	\$1,000	FS
14	Sunfish w/ trailer	67	\$795	SD
15	Chrysler Mutineer w/ trailer	75	\$799	SD
15	Hunter 146 w/ trailer	04	\$4,195	SD
15	Legacy, New Model, w/Trlr	07	\$11,500	GS
15	Precision 15 w/ trailer	07	\$5,695	SD
15	Precision K, Main, Jib, Trlr, RF, Motor Mount	08	\$9,040	HY
15	Precision, Main, Jib, Trlr, RF, Motor Mount	08	\$7,989	HY
15	West Wight Potter w/ trailer, Honda 2HP	08	\$9,995	SD
16	Annapolis Daysailer Mainsail, Jib, Trlr	72	\$1,600	WB

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16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB
16	Catalina Capri 16 w/ trailer, Suzuki 4HP	92	\$2,795	SD
16	Compac 16 w/ trailer	87	\$2,695	SD
16	Hobie Cat Getaway w/ trailer	01	\$3,895	SD
16	Hobie, Trlr	82	\$1,000	FS
16	Johannsen Raider w/ trailer	04	\$5,495	SD
16	Johnson Daysailer, Main, Jib, Motor Mount, Trlr	83	\$2,400	WB
16	Johnson Daysailer, Main, Jib, Trlr	83	\$1,900	WB
16	Johnson MC Scow, mainsail, trailer	87	\$1,995	WB
16	Johnson X Boat, mainsail, jib, trailer	81	\$2,995	WB
16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY
16	M16, Trlr	UK	\$600	FS

**Legend:**

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# Waterfront

# Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
16	Man-O-War	74	\$800	FS	22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY
16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$950	HY	22	S-2 6.7, 2 sails, Trlr, 2HP OB, Comp/KM	81	\$2,500	HY
16	Precision 165, Main, Jib, new 150%, Trlr, More	96	\$7,200	HY	22	Starwind 223- MAKE OFFERS	86	\$5,200	CN
16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$14,095	HY	23	Hunter, 3 Sails, 5hp OB, Trlr, New Rigging	90	\$6,400	HY
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC	23	Hunter, 3 Sails, 8hp OB, Trlr, furling, more	85	\$4,900	HY
16	Rave Hydrofoil, TRLR, New Sails	03	\$8,200	AS	23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
16	Rave, Trlr, Good Condition	00	\$4,000	GS	23	O'Day Tempest, New Hull Paint, 3 Sails, More	UK	\$4,500	HY
16	Snipe w/ trailer	77	\$500	SD	23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
16	Tanzer, Mainsail, Jib, 2HP Evinrude OB, Trlr	73	\$2,800	WB	23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
17	Catalina 16.5 w/ trailer	04	\$4,795	SD	23	Penn Yan Avenger, Trlr, Trim tabs, Cabin	88	\$6,300	FS
17	Hunter 170 [NEW],TRLR	06	\$7,500	AS	23	Precision 23, tandem trialer, Suzuki 10HP	88	\$5,995	SD
17	Hunter 170, trailer, Honda 2HP, spinnaker	07	\$9,429	SD	23	Precision, 2 Sails, 8hp Honda 4 strk, Trlr, nice	01	Call	HY
17	Montgomery, 6 sails, 6HP OB, galley, head	76	\$5,200	HY	23	Precision, 2 Sails, 9.9hp Yamaha, Trlr	93	\$13,500	HY
17	O'Day Daysailer w/ trailer	63	\$500	SD	23	Schock, 3 sails, 6HP Johnson, Trlr	88	\$9,500	HY
17	Sun Cat w/ trailer and options	09	\$22,900	GS	24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
17	Windrider Trimaran, Advantage RED	08	\$8,995	HW	24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
17	WindRider, Dealer Boat, Bilge Pump	07	\$7,495	GS	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
17	WindRider, with screecher	04	\$6,000	FS	24	C&C, 6 Sails, 15hp Evin, Trlr, Anchor, More	78	\$4,000	HY
18	Capri 18 w/ trailer and newer 5HP Nissan	89	\$5,495	SD	24	C&C, 8 Sails, 6hp Merc, Galley, 5 Winches	76	\$4,000	HY
18	Precision 185, Main, Jib, Trlr, RF, More	05	\$8,950	HY	24	Cal, fire & smoke damage, hull & keel OK	86	\$3,000	HY
18	Precision 185, Main, Jib, Trlr, RF, More	07	\$10,565	HY	24	Dufour, 4 Sails, cradle, new elec, more	75	\$4,500	HY
18	Precision 185, Main, Jib, Trlr, RF, More	08	\$10,870	HY	24	Hunter 240, Mainsail, 110 jib, Asym.Spinnkr, More	02	\$16,900	SC
18	Precision, Main, Jib, Trlr, ladder, more	05	\$12,900	HY	24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
18	Precision, Main, Jib, Trlr, More	08	\$17,702	HY	24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY
18	Seaward Fox	92	\$5,000	FS	24	J Boat (Hull 4175), 11 Sails, 4hp John, Trlr, More	87	\$9,449	HY
19	O'Day Mariner, 2 sails, 4HP OB, Trlr, cover	69	\$2,750	HY	24	J Boat (Hull 4305), 4 Sails, 3.5hp, race equipt	86	\$14,750	HY
19	O'Day, Swing keel, Mainsail, Jib, 6HP OB, Trlr	82	\$3,200	WB	24	J-24, 4HP Johnson, VHF, stove, More	79	\$6,900	SC
19	Seaward Fox, furler, 4HP Evinrude, trlr, more	90	\$6,500	SC	24	Laguna 24 w/ trailer, 6HP Suzuki	86	\$3,999	SD
19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	98	\$8,000	HY	24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	99	\$9,500	HY	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
19	West Wight Potter, 3 Sails, DS, Trlr, More	85	\$4,500	HY	24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
19	West Wight Potter,Trlr, CDI Furling More	96	\$7,900	HY	24	Pacific Seacraft Dana, IB Diesel, LPG, More	91	\$59,995	NY
20	Horizon Cat, Loaded, Elec Aux Engin, Trlr	08	\$39,900	GS	24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
20	Horizon Cat, Many options incl Diesel & Trlr	04	\$29,500	GS	24	S-2 7.3, 4 Sails, 6hp Suzuki, Elect, More	86	\$9,400	HY
20	Thame River, Twin Keel, Trlr	68	\$3,000	CM	24	San Juan, 8 Sails, 4.5 Merc OB, Elect, More	78	\$5,700	HY
21	Com-Pac Eclipse, Trlr, Many Access	05	\$22,000	GS	24	Seafarer, Custom Trlr	74	\$8,700	FS
21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$4,500	HY	25	Bayfield, 2 sails, 8HP dsl, furler, Trlr, more	77	\$15,000	HY
21	Hunter 216, Furler, Spinnaker, 2HP OB, Trlr	04	\$13,500	WB	25	Cal, 4 Sails, 11 Hp Diesel,Furler, Electronics	83	\$10,000	HY
21	Hunter 216, Furling Jib, TRLR	08	\$17,990	AS	25	Cape Dory, 4hp OB	77	\$6,600	CM
21	Precision, 2 Sails, Trlr, RF, Stern Seats	07	\$24,892	HY	25	Capri, 6 Sails, Trlr, 4 Winches, Compass, More	81	\$8,500	HY
21	San Juan MKI, Furler, 2 rudders, 4HP OB, trlr	74	\$3,950	WB	25	Catalina	78	\$6,500	CM
22	Catalina 22 MkII w/ trailer, heavily loaded	07	\$20,995	SD	25	Catalina 25 Tall Rig, Main, 110% RF, 9.9 hp	90	\$17,900	WB
22	Catalina 22, fin keel	77	\$400	SD	25	Catalina 25 w/ trailer, 9.9HP Evinrude	85	\$6,500	SD
22	Catalina 22. Wing keel, trailer, 6HP Johnson	93	\$5,995	SD	25	Catalina 250, inboard diesel, wheel steering	03	\$25,999	SD
22	Catalina WingKeel Mainsail,Jib furler Trlr, Mtr	88	\$10,500	WB	25	Catalina 250, wheel, trailer, loaded	06	\$27,995	SD
22	Catalina, 2 Sails, Trlr, poptop w/ encl, more	80	\$3,900	HY	25	Catalina 250, Wing Keel, Main, RF, OB	00	\$23,500	WB
22	Catalina, 3 Sails, 9.9 Chrysler, Trlr, More	88	\$4,400	HY	25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
22	Hunter 216 w/ trailer	08	\$11,995	SD	25	Columbia 7.6M, Reduced	79	\$11,500	NE
22	J Boat, Hull #25, a sails, 4.5hp OB, trlr, more	83	\$7,900	HY	25	Ericson 25+, 15 HP OMC Saildrive, Main, More	79	\$9,995	NY
22	Laguna 22 w/ trailer	85	\$2,995	SD	25	Freedom, 3 Sails, OB, Cradle, Head, Galley	83	\$3,900	HY



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LOA	Description	Yr	Price	Bkg
25	Hunter 25 w/ trailer, wheel, loaded	06	\$25,995	SD
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	Hunter, 5 Sails, tandem trlr, 9.9HP, Shr Pwr	78	\$6,500	HY
25	Hunter, RF Jib, 9.8 OB, Wheel, Bimini, SALE	08	\$35,500	AS
25	Irwin, 5 Sails, 15hp Yamaha, Trlr	70	\$4,000	HY
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB
25	O'Day, 2 Sails, 9.9hp, new winches, Trlr, Fulr	75	\$8,750	HY
25	O'Day, Mainsail, 2 Genoas w/furling, Needs work	78	\$2,000	NY
25	Seaward, 4 sails, 9HP Ynmr, CDI, wheel, trlr	94	Call	HY
26	Annapolis w/ trailer, inboard diesel	72	\$1,995	SD
26	Bristol, 4 sails, 9.5hp Evin, very nice	68	\$5,600	HY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$11,500	HY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	UK	\$8,500	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Grampian, Lots of New Gear	72	\$6,000	HY
26	Hunter 25.5, inboard diesel, cradle	85	\$4,500	SD
26	Hunter 26, water ballast, 8HP OB, furler, more	95	\$18,000	SC
26	Hunter 26.5, 4 sails, 9.9 Tohatsu OB, trlr, bim	88	\$14,000	HY
26	Hunter 260, 2 sails, 9.9 4-strk, trlr, CDI, wheel	05	\$30,000	HY
26	Hunter 260, 9.9HP OB, AM/FM/CD, Autohelm	01	\$25,000	SC

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LOA	Description	Yr	Price	Bkg
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$19,500	HY
26	MacGregor 26X- NEW- Immaculate!	98	\$14,900	CN
26	MacGregor 26X w/ trailer, 50HP Nissan	97	\$9,999	SD
26	MacGregor, 2005 25hp OB, Trlr, GPS, More	95	\$14,000	SC
26	O'Day, Trlr, New 135% on furler, New Main, More	85	\$16,000	FS
26	Paceship (PY26) fin keel, 5 Sails, 8HP IB	79	\$9,500	HY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$7,500	HY
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$8,500	HY
26	Pearson, OB, Yard Trlr	72	\$7,000	CM
26	Pearson-New Listing/Particulars TBD	UK	Call	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S2 7.9, 4 sails, elec head, 6HP OB, trlr, more	83	\$11,500	FS
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	84	\$14,000	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$14,000	HY
26	S2 8.0B, Trlr, Autopilot, New 4 Stroke Sail Drive	80	\$16,500	IM
26	S-2 8M, New cushions, New sails in 07&06, More	82	\$11,500	NY
26	San Juan 7.7, 6 sails, 9.9HP OB, Trlr, more	79	\$9,500	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Seaward RK	08	\$36,000	GM
26	Shock Endeavor, Yard Trlr	67	\$1,500	CM
26	Tanzer	79	\$7,500	NE
27	Aloha, 5 Sails, 9.9 Yamaha 4strk, More	85	\$6,000	HY
27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS
27	C&C 27, 2 Sets of Sails, 9.9hp OB, Elect	84	\$14,995	NY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	Cape Dory	78	\$19,500	NE
27	Captiva, 18HP Ynmr, trlr, 155 genoa, More	87	\$16,500	SC
27	Catalina	77	\$6,000	NE

**Legend:**

AS=Aquarius Sail  
262-691-3794

CM=Cramer Marine  
[cramermarine.com](http://cramermarine.com)  
800-776-0909  
414-272-5998

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

FS=Fleet Sails  
218-547-1188

GM=Gunkhole Marine  
651-260-6200

GS=Great Lakes Sailboat Co.  
517-339-1760

HH=Hansen's Harbor  
[www.hansensharbor.com](http://www.hansensharbor.com)

HW=High Water Marks  
612-462-3704

HY=Hooper's Yachts  
651-436-8795  
800-377-8795

IM=Image Yacht Sales  
651-269-6434

LB=Lakeland Boatworks  
269-795-9441

MA=Martins Sports Afloat  
218-963-2452

NE=NestEgg Marine  
715-732-4466

NY=Northland Yachts  
715-779-3339

OY=Owens Yacht  
800-879-2684

PB=Pikes Bay Yacht Sales  
715-209-2493

SC=See Classifieds

SD= Sailing World  
815-344-9333

SU=Superior Yachts  
715-779-5124

SY=Shorewood Yachts  
952-474-0600

SW=Sailor's World  
952-475-3443

WB=White Bear BW  
651-429-7221

# Northern Breezes

# Waterfront

# Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
27	Catalina 270, 2 Sails, 18HP Perk, frlr, wheel	94	\$35,000	HY	32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$28,500	HY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY	32	C&C, 4 sails, 13hp Yanmar, wheel, more	84	\$35,000	HY
27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS	32	Catalina 320	02	\$103,995	NE
27	Catalina, Like new kevlar sails, Ultraleather interior	95	\$35,000	IM	32	Catalina 320, 3 sails, 29hp perk, furling, more	94	\$85,000	HY
27	Catalina, Wheel Steering	79	\$10,500	CM	32	Catalina, Gorgeous, VC bottom, Lake City	95	\$65,000	IM
27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$19,975	CN	32	Seaward RK	08	\$124,000	GM
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$9,000	HY	33	C&C, New Engine, Elect, Dodger	75	\$34,995	NY
27	Ericson, Main, 4 Jibs, IB, Wheel, More	76	\$12,900	NY	33	Hunter 33- Good Condition New Diesel	80	\$19,900	CN
27	Home Made (Unknown Brand) 0 Sails, More	76	\$1,200	HY	33	Hunter 33.5-LOWER PRICE-NEW DODGER	92	\$54,900	CN
27	Hunter, Lake City, Meticulous	78	\$11,000	IM	33	Hunter 33-NEW LISTING - AS NEW!	05	\$106,900	CN
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY	33	Morgan, spacious, dsl, frlr, new hatch & ports	74	\$29,000	SC
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY	33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$15,000	HY	34	Bavaria Cruiser, 2 Sails, Volvo IB, Whl, More	08	\$166,000	HY
28	Hunter	89	\$6,000	NE	34	Beneteau 343 LIKE NEW - LOADED	06	\$119,900	CN
28	Johnson E Skow (Hull 22), 2 sets sails, Trlr	79	\$2,200	HY	34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY	34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY	34	Gemini 34 Catamaran	99	\$110,000	NY
28	Tartan, 3 sails, Ynmr IB, Trlr, Hrkn frlr, dinghy	89	\$35,900	HY	34	Hunter 340- NEW LISTING-EXCELLENT!!	98	\$74,900	CN
29	Bayfield, 3 sails, Yanmar IB, wheel, electron.	84	\$23,500	HY	34	Hunter 340, 3 sails, Ynmr, Frlx, Wheel, Dodgr	99	\$69,000	HY
29	Cape Dory, Dsl, Yard Trlr	78	\$22,400	CM	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY	34	Pacific Seacraft Voyagemaker, 4 Sails, Yanmar	95	\$142,000	HY
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN	34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$95,000	HY
29	Lancer	78	\$10,995	NE	34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY	34	Tartan 3400 - Air Cond - Leather- Loaded	07	\$239,000	CN
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY	35	Catalina 350	04	\$134,999	NE
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$98,950	HY	35	Catalina 350, partnership or outright, loaded	04	\$155,000	HY
30	Beneteau First 305, 3 Sails, 18HP diesel	87	\$34,900	SC	35	Ericson	70	\$14,999	NE
30	C&C, Lake City, Helm Wheel	74	\$13,000	IM	35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
30	Cape Dory Motorsailer, Reefer/Freezes, 4 sails	88	\$49,500	NY	35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$29,000	HY
30	Catalina	88	\$20,000	NE	35	Scanmar, Modern, Exc cond, Aft cabin, More	86	\$59,000	SC
30	Catalina	88	\$44,000	NE	36	Cal	69	\$24,900	NE
30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY	36	Catalina, V good cond, frlr, enclosure, More	86	\$55,000	SC
30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$46,900	HY	36	Hunter 36-NEW-YEAR END SPECIAL!	08	Call	CN
30	Catalina Tall Rig	94	\$54,200	NE	36	Islander, 4 sails, 50 HP dsl, Frlx, wheel, more	77	\$48,000	HY
30	Catalina, Exc cond, dsl, furler, dodger, More	92	\$49,000	SC	36	Islander, Project boat, Good hull, deck primed	77	\$5,500	HY
30	Catalina, Main, Genoa, GPS, Auuto-Pilot	80	\$17,500	NY	36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	\$167,800	SU
30	Chance 30/30, 8 sails, Palmer 27hp IB, more	73	\$10,000	HY	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
30	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$24,000	HY	37	Beneteau 373 - NEW - Special Pricing	07	\$159,550	CN
30	Gemini 3000 Catamaran, 25hp Yamaha, More	87	\$39,995	NY	37	Hunter 376- Includes Avon Dinghy	97	\$97,900	CN
30	J Boat (Hull #291), 10 sails, 12HP Ynmr, more	81	\$32,000	HY	37	Hunter 376 NEW LISTING-BAYFIELD	98	\$99,900	CN
30	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	UK	\$15,000	HY	37	Irwin, 40HP Perk, radar, GPS, auto, 2 cabins	81	\$54,900	SC
30	Pearson Flyer, 5 sails, BMW IB, Club racer	81	\$9,900	HY	37	Tartan 3700CCR - NEW - Save \$54K	07	\$255,900	CN
30	Pearson-New Listing/Particulars TBD	74	Call	HY	39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	\$198,500	SU
30	S2 9.1, New UK Head Sail - Very Fast	85	\$34,000	IM	40	C&C, 14 sails, Furling, Diesel, Awlgrip, More	80	\$74,995	NY
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$27,500	HY	40	C&C, 8 sails, 30hp Yanm, furler, elec, more	80	\$61,000	HY
30	Tartan 30, Upgraded sails, New uphol, More	77	\$18,995	NY	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$275,000	NY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$29,000	HY	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	41	Hunter 410, NEW LIST - GREAT CRUISER	00	\$133,900	CN
31	Pearson 31-2, 5 sails, Yanmar, wheel, more	89	\$42,000	HY	42	Beneteau 423- "Low Bid" CHARTER READY	05	\$213,990	CN
32	Beneteau 321, Diesel, Furling Main & Genoa, More	96	\$69,995	NY	43	Hood, 19 sails, Dsl, electronics, beautiful	66	\$88,000	HY

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
43	Serendipity, Full racing sail inventory, More	80	\$27,500	NY		Instruction: Northern Breezes Sailing School (ASA)		Call	SC
45	Morgan, Nelson-Marek FAST CRUISER	83	\$99,900	CN		Instruction: Superior Charters Sailing School		Call	SC
46	Tartan, Main, Furl Jib, All Inst., Heat/Air, More	93	\$198,000	NY		Jeanneau Sailboat Dealer on Lake Superior!		Call	SC
49	Jeanneau SO49i, 4 Cabin, 4 Head, Equipped	08	\$319,900	SU		Music: Carl Behrend		\$18	SC
56	10-Meter Racing Sloop	27	\$25,000	HY		Music: Lee Murdock Songs		\$15	SC

**Miscellaneous**

	Charter the Apostle Islands with Superior Charters	Call	SC		23 Penn Yan Avenger, 5.7 ltr, trlr, trim tabs	88	\$6,300	FS	
	Deliveries: Professional, Sail and power	Call	SC		Rental: WindRider Rentals			Call	SC
11	Inflatable dinghy, new listing	UK	Call	HY	10 Walker Bay RID, Perf. Sail kit, like new	02		Call	HY
					10 Walker Bay, new listing	UK		Call	HY
					Wanted: Used Johnson or Evinrude 2-6hp			Call	SC
					9 Water Tender Dinghy, soft-chined	UK	\$250	HY	

**Legend:**

AS=Aquarius Sail 262-691-3794	FS=Fleet Sails 218-547-1188	HY=Hooper's Yachts 651-436-8795 800-377-8795	NE=NestEgg Marine 715-732-4466	SD= Sailing World 815-344-9333
CM=Cramer Marine cramermarine.com 800-776-0909 414-272-5998	GM=Gunkhole Marine 651-260-6200	IM=Image Yacht Sales 651-269-6434	NY=Northland Yachts 715-779-3339	SU=Superior Yachts 715-779-5124
CN=Crow's Nest Yachts 651-739-2880	GS=Great Lakes Sailboat Co. 517-339-1760	LB=Lakeland Boatworks 269-795-9441	OY=Owens Yacht 800-879-2684	SY=Shorewood Yachts 952-474-0600
	HH=Hansen's Harbor www.hansensharbor.com	MA=Martins Sports Afloat 218-963-2452	PB=Pikes Bay Yacht Sales 715-209-2493	SW=Sailor's World 952-475-3443
	HW=High Water Marks 612-462-3704		SC=See Classifieds	WB=White Bear BW 651-429-7221

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**16' Rave Hydrofoil, 2002** Granite blue, full battened main, jib, screecher. Trlr. Stored inside. Exc shape. \$9,999/BO. 612-597-7399.

**19' Seaward Fox, 1990**  
\$6500. Pictures and details:  
[http://web.me.com/pbilek/Seaward\\_Fox/Seaward\\_Fox\\_for\\_sale.html](http://web.me.com/pbilek/Seaward_Fox/Seaward_Fox_for_sale.html)  
651-592-5181 pbilek@mac.com



**24' Hunter 240, 2002** Mainsail, 110% jib, Asymmetrical spinnaker, Tacktick Sail Master, VHF radio, Eagle GPS, Shore power w/ battery charger, 6 HP Nissan, porta potty, Bow Roller w/Danforth anchor, rode, chain. Alcohol stove, fresh water tank, CDI roller furling, Shoreland trailer w/adjustable tongue. \$16,900  
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**26' Hunter 260, 2001** Fun to sail, easy to trailer and a snap to set up. Includes 9.9 Nissan Outboard, sails, AM/FM/CD, VHF, autopilot, depth gauge, seat cushions. \$25,000. ala-neoneill@comcast.net 715-426-9936

**26' Hunter H26, 1995** Trailer Sailor. \$18,000 lots of extras. Check it out:  
[http://web.me.com/pbilek/HUNTER\\_26/Pictures.html](http://web.me.com/pbilek/HUNTER_26/Pictures.html)  
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**26' MacGregor Sailboat, 1995**  
2005 Honda 25hp outboard, trailer, GPS, Radio, Radar Deflector and Compass-\$14,000; also Walker Bay Dinghy with inflatable collar plus sailing rig-\$2,000. Contact Kris at 218.390.0411 or hawkridgeart@yahoo.com

**27' Captiva, 1987** Excellent sailing boat, 18 hp Yanmar inboard diesel, trailer, draft 3'7", 9'9" beam, 6 opening ports, 6'2" headroom, 155 Genoa headsail, Pengilly, MN, \$16,500 218-244-7556, gsmiller@northlc.com e-mail for pictures, specs



**30' Beneteau First 305, 1987** 3 Sails including North 155, VolvoPenta 18 Hp Diesel, Sleeps 6, teak interior, bimini & other canvas, cockpit cushions, cradle & winter cover, \$34,900. For more info call 507-884-6123

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**30' Catalina 30, 1992** Excellent condition, Universal diesel engine, Roller furling and Dutchman mainsail handling system, LP stove and oven, Dodger and bimini, Winter cover, Located Lake City, MN. \$49,000. 319-983-2622.

**33' Morgan OutIsland, 1974**  
"Excellent condition", very spacious, dodger, bimini, new hatches and ports, roller furling, bow roller, plow anchor, stove with oven, BBQ, pressurized water, shower, diesel, steel cradle, \$29,000 davejean08@yahoo.com 715-372-5633



**35' Scanmar, 1986** Modern lines - Swedish quality. One owner, fresh water, excellent condition. Aft cabin, shoal draft 5' fin, epoxy barrier coats, roller-furling, all lines to cockpit, dodger, propane stove/oven, Volvo-Penta 28hp. Port Huron. \$59,000. 810-388-5231

**36' Catalina, 1986** Standard rig. Boat is in very good condition with many upgrades, including sails, full enclosure and furling system. 920-887-2714. \$55,000. Check it out at <http://webpages.charter.net/journey36>

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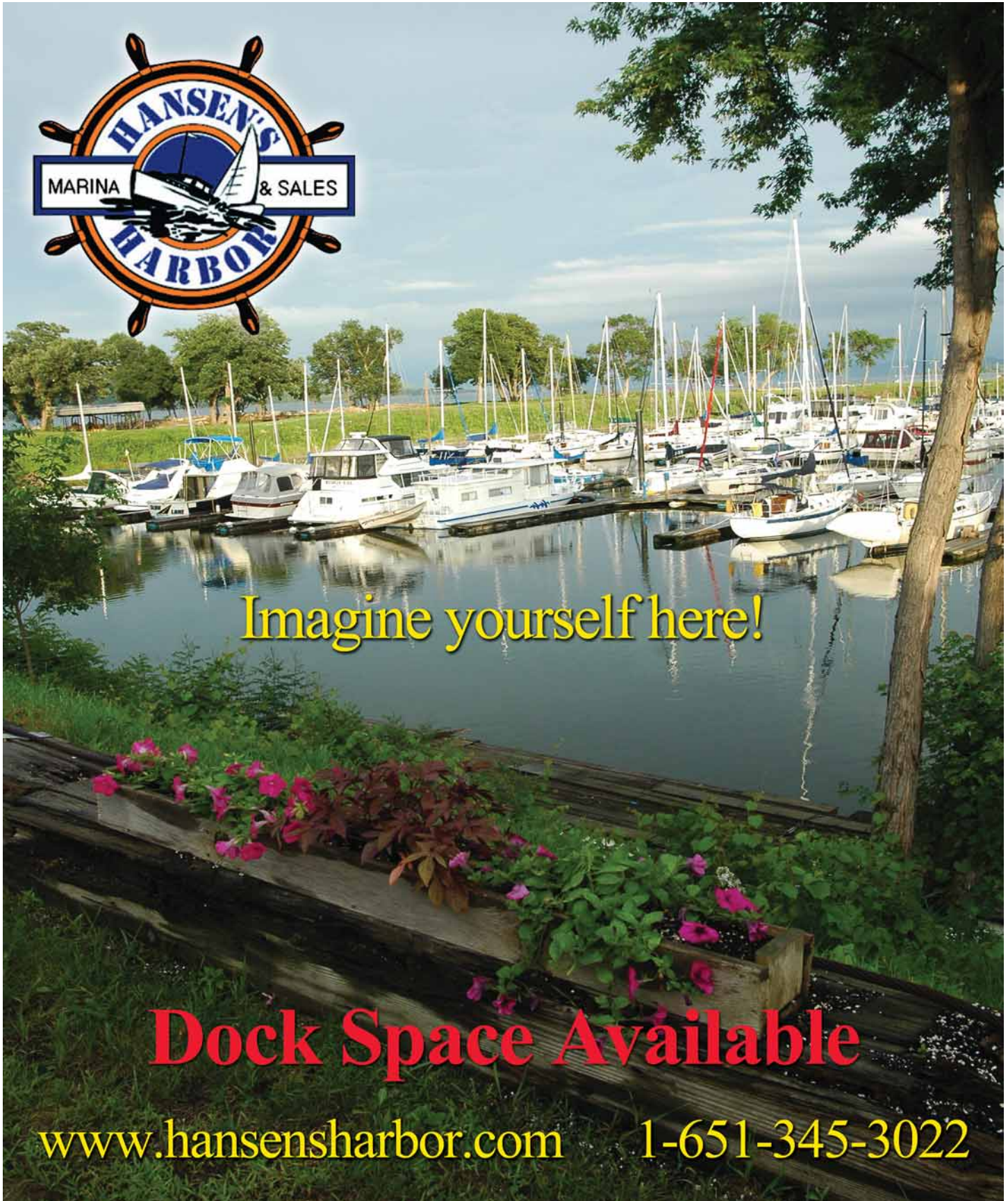


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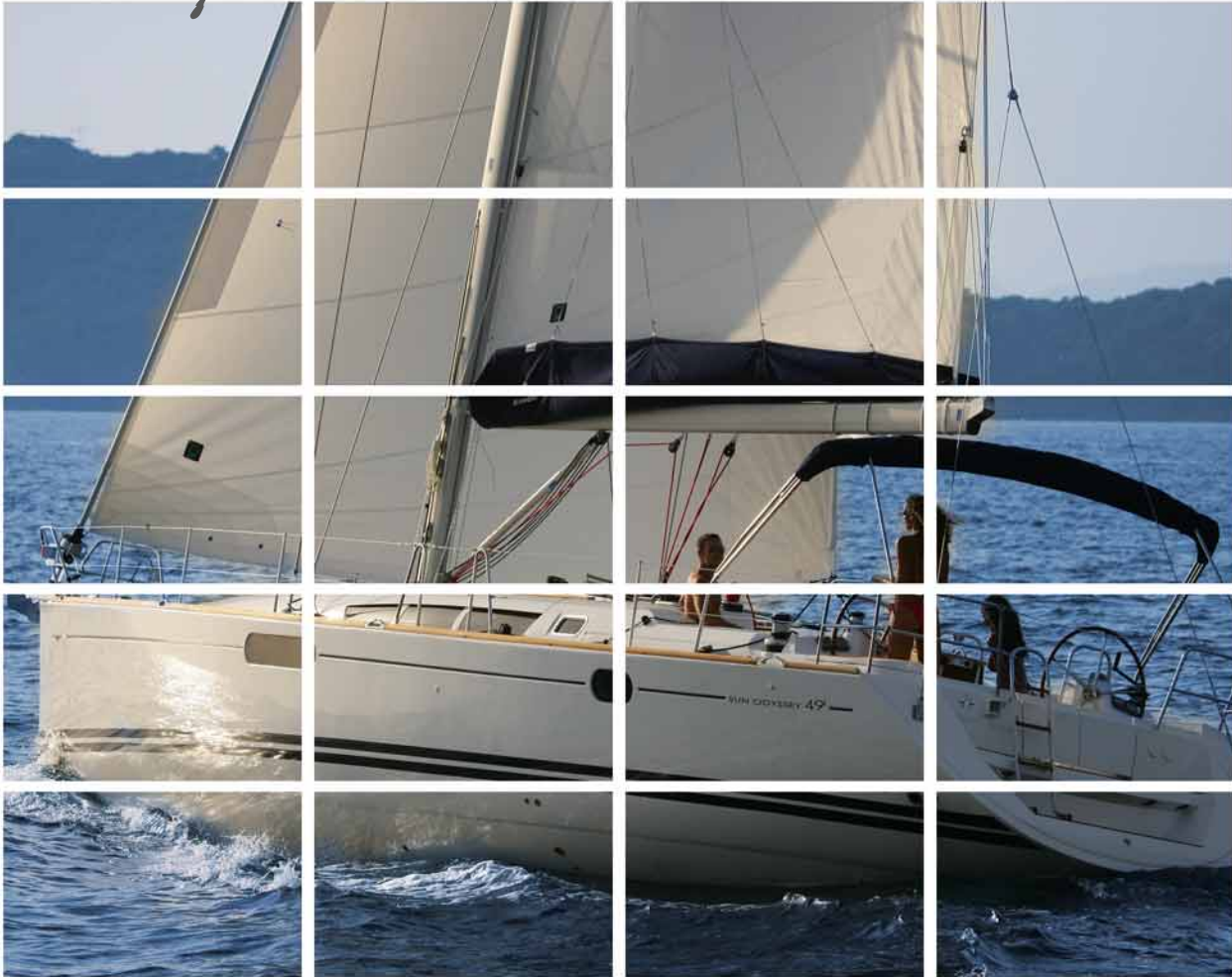
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# Don't let the GPS lead you astray

Late at night on August 15, 2008 the operator of a 21-foot powerboat slammed into Manistee's South breakwater while steering on a GPS waypoint located inside the harbor mouth. Twelve days later a Ludington boater repeated the stunt. Several days later another boater slammed into Manistee's breakwater while steering on a waypoint inside the harbor mouth. OH MY!  
Photo Tom Rau/Boat Smart

by Tom Rau



Over the years I have been tempted to call my column "Boat Stupid", and the temptation to title my book "Boat Stupid Chronicles" rather than "Boat Smart" was even more tempting.

I don't mean to be mean, bitter or sarcastic regarding the "Boat Stupid" dig but rather one at wits end regarding an endless continuum of less than safe boating behavior that crosses my Boat Smart desk. Let me make it perfectly clear that it is not boaters but their boating behavior that fuels my frustrations.

Let me share several cases of less than smart boating behavior that recently crossed my desk. Both cases involve boaters who recently slammed into Lake Michigan breakwaters at night while steering on a GPS waypoint. Let me put these breakwater collisions in perspective so you may understand the degree of my frustrations.

What sensible person would drive down a country dirt road at night at a high rate of speed without headlights, or drive at night through a busy mall parking lot at 60 miles per hour, or approach an unfamiliar harbor at night at a high rate of speed locked on a GPS waypoint programmed inside a harbor enclosed by breakwaters.

Thank goodness such reckless high-speed behavior, to the best of my knowledge, seldom visits mall parking lots or county dirt roads. As for boaters visiting harbors at night at a high rate of speed and crashing into structures, the numbers are overwhelming.

Two recent breakwater collisions brings

my count to 68. These collisions, which left boaters high and dry, left some seriously injured, and left others in the hereafter, mostly occurred between Chicago and Frankfort, Michigan, over the last 12 years. I suspect more have occurred, but the impact did not cripple the boat, so the mishap went unreported. I seriously doubt boaters would report a breakwater encounter if they could slip away veiled in the darkness of night.

Two most recent breakwater collisions offer hard-earned lessons. The first collision occurred on August 15, 2008, at Manistee harbor. At approximately 10:22 p.m., a 21-foot powerboat with five people aboard slammed into Manistee's South breakwater. Miraculously no one was injured. Alcohol was not involved.

The boat operator told marine salvager Richard Lenardson of TowBoatU.S. that he was steering on a GPS waypoint that he had earlier programmed inside the harbor mouth. He also told Lenardson that he had difficulty reading the aids to navigation lights at the harbor.

"When he struck the upward sloped riprap rocks at the base of the breakwater, it propelled the boat skyward and down onto the breakwater," said Lenardson.

Imagine one moment you're racing towards the harbor, the next you're skyward bound staring at stars, a microsecond later you're downward bound as boat and concrete clash with an explosive impact that draws 911 calls.

Twelve days later a 19-foot powerboat with three people aboard slammed into

Ludington's south breakwater at around 11 p.m., in a clone-like repeat of the Manistee foray. There were no injuries and alcohol was not involved. As with the Manistee collision the operator reportedly was steering on a GPS waypoint located at the Loomis Street boat ramps located inside the harbor breakwater. He also reported being confused by the harbor aids to navigation lights.

Why didn't the operators, when confused about the lighted aids to navigation throttle back and assess the situation? What's more, both operators were out-of-towners and reportedly not familiar with the harbor. Even more reason to bring back the throttles.

I can understand programming a GPS waypoint inside a harbor breakwater system, but I strongly discourage it. Most knowledgeable boaters program a waypoint safely off the harbor entrance and then approach the harbor at slow bells.

Another approach prudent boaters exercise is consulting a navigation chart, especially if approaching an unfamiliar harbor at night.

Countless boaters have safely approached Manistee and Ludington at night as have countless other boaters around Lake Michigan and across the Great Lakes. This suggests that most boaters do bring back the throttles when approaching harbors at night.

Boat Smart-follow their lead and don't let the GPS lead you astray.

The following crossed my desk just before deadline: On August 25, 2008, a 18-foot powerboat slammed into Lake Michigan breakwater at Kenosha, Wisconsin early Monday morning. The 31-year-old operator was killed. A 26-year-old female suffered a spinal fracture and other back injuries after being ejected from the boat. Authorities believe alcohol was involved. The accident remains under investigation. Several days later another boat slammed into Manistee's South Breakwater. No one was injured and alcohol was not involved. According to investigating authorities the boater was steering on a GPS waypoint inside the harbor mouth.

*Tom Rau is a retired 27-year Coast Guard veteran, boating safety columnist, and author of Boat Smart Chronicles, Lake Michigan Devours Its Wounded, a 20-year journal of recreational boating mishaps with valuable lessons learned.*  
[www.boatsmart.net](http://www.boatsmart.net)

# Celebration Sailing Festival

Midwestern Sailors Worldwide



The Wisconsin Badger Sailing Team leads the University of Michigan at the Windward mark. UW Madison went on to win the Timme Angsten Regatta hosted by the Chicago Yacht Club.

Photo by Allie Valentor

**Below: Arriving in Paradise with Marina Cay, BVI off the Port Wing.**

Photo by Tom Embertson

## Let's Celebrate!

The photos used in **Celebration Sailing** are sent in by Midwest sailors like you, from all over the world. Have a photo you think other sailors would like to see? 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. Submission means we have authorization to use them for publication in print and online, and don't expect them back!

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