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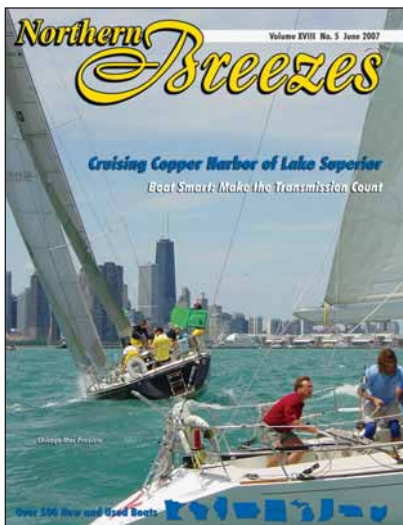
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Cover: Mac Start Line Maneuvers: *Northern Harrier of Thunder Bay, Ontario and Wooton 2 of Chicago*. Entry in Boatingshots.com 2006 Mac Race Photo Challenge.™



Jordan, Joshua, Chris and Bill Tappan of Northwoods, New Hampshire visit the Copper Harbor overlook on Brockway Mountain Drive. Black bears like to get into the garbage can here, so don't leave trash and keep a sharp lookout for the bruins, who are basically harmless if you keep your distance. Page 8.



Beneteau 36.7 start of the Chicago to Mackinac race. Page 21.



Tom Kershner at The Baths, BVI. Photo by Sandy Kershner. Page 44.

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Letters & Emails

Death Straps

Dear Tom Rau,

I followed the link in today's Scuttlebutt to your article warning about over-long safety harness tethers. I worry a little that the piece's thrust and its sensational title could be interpreted to suggest that any safety harness is dangerous at any time. ("Death strap" is pretty extreme.) Thousands upon thousands of people (including yours truly) have been saved by harnesses.

To your wise advisory on over-long tethers I'd add warnings against (1) hooking on to leeward, (2) running the jackline all the way to the stern, and (3) using a carabiner instead of a snap shackle at the body end. I always alert people to these and other problems at safety and seamanship seminars (including the one at Milwaukee last weekend).

For recent research on crewoverboard rescues and the difficulty of climbing back on board, take a look at the final report of the 2005 Crewoverboard Rescue Symposium on San Francisco Bay. It's at BoatUS.com/Foundation

Best wishes, John Rousmaniere

Author, The Annapolis Book of Seamanship

Dear John,

I appreciate your concern regarding the negative connotation of "Death Straps". It's a waterfront term I picked up from the sailing community around Lake Michigan. I appreciate its shock value in that it draws attention to the issue. While there are "sailors" there are those who simply sail. During my waterfront beat as a Coast Guard boating safety columnist, I'm concerned about the number of "day" sailors I interview that labor under the impression that they

can retrieve themselves by simply pulling themselves back aboard if tethered to a safety harness. Even experienced sailors have expressed this misleading mindset.

During a series of lectures that I delivered at Strictly Sail in Chicago in February, I noticed folks taking notes regarding my concerns about "death straps." That suggested that it's a topic worthy of comment and if the term, "death straps" drew their attention, then better yet.

By the way, I'm familiar with SF Rescue Symposium and addressed it at Strictly Sail. I salute you for hands on safety drills that provide more useful information than supposition could ever. I speak from experience. In my book, "Boat Smart Chronicles, I describe being dragged through the water attached to a tether line and safety harness. The experience certainly gave meaning to the term—death straps.

Thanks for your thoughtful insights and there are several things we certainly can agree on as you stated in your critique in the Rescue Symposium and that is: keep it simple, Murphy is your shipmate, a throw bag is a must, and effective communications. Obviously sound advice from the voice of experience.

Hopefully some day we will meet,

Respectively, Tom Rau

Coast Guard retired Senior Chief and Boating Safety Columnist, author Boat Smart Chronicles, Lake Michigan Devours Its Wounded," www.boatsmart.net



The small one is the best for hooking the tether at the body because it opens when under load. The one on the right is extremely secure. The others can unhook themselves. Photo: John Rousmaniere

Publisher's Note:

Thanks to John Rousmaniere and Tom Rau for their thoughtful comments on critical safety issues.

I've had a couple of good experiences with Jack Lines, tethers and harnesses as well as one bad one in which I was attached to a Jack Line which wasn't tight enough. No damage but pretty wet!

As John pointed-out, even when I got wet (half off the boat) I got back on board! I use and believe in this equipment and always look for better, safer gear and the best ways to use it.

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Cruiser's Notebook: Copper Harbor

By Cyndi Perkins

Copper Harbor isn't everyone's cup of tea. Case in point: the middle-aged male purchasing cheap gas and road munchies at the Pines, Keweenaw Bay Indian Community Reservation convenience superstore on US-41 in Michigan's Upper Peninsula. Downbound from the tip of the Keweenaw Peninsula, Mister Tourist told the cashier that his family was "disappointed" with Copper Harbor.

"There wasn't as much to do as we thought. We thought it would be more like Mackinac Island." The cashier nodded in feigned sympathy, but rolled her eyes as soon as he wasn't looking. Locals and faithfully returning visitors are very grateful that Copper Harbor is not like Mackinac Island, or Disneyland - or anywhere else on the planet, for that matter.

This little town on Lake Superior boasts a proud frontier spirit, an imposing natural landscape and a genuine spirit of hospitality. While you'll find all the t-shirts and postcards your heart desires - and even fudge - in this northernmost community at the tip of the Keweenaw Peninsula, the best souvenir is the memories that you will carry away after your visit.

The roughly 45-mile drive up to the harbor from Houghton-Hancock via the shoreline highway along Lake Superior or the equally scenic interior route is splendid. However, boaters truly have the edge when it comes to fully enjoying the charms of Copper



Josh and Chris Tappan check out the vista atop Brockway Mountain. The panoramic view of Lake Superior and the rolling forests up north on the Keweenaw Peninsula is spectacular year 'round. In winter the unplowed Mountain Drive is a ski and snowmobile challenge.

Harbor. There's plenty to do and see, and doing nothing at all is highly encouraged. Copper Harbor offers fascinating shopping, dining, hiking, biking, kayaking, beach-combing and fishing, all in "a quiet full of noise," as Copper Harbor's beloved resident naturalist, the late Jim Rooks, described it.

One of the most beneficial aspects of boating at this latitude is a 16-hour day mid-summer. And as the sun finally goes down, Copper Harbor's daily sunset display rivals that of Key West, minus the jugglers, cross-dressers and fire-eaters. Even during peak tourist season, from the Fourth of July until the fall colors flame to mid-October prime, you won't find

the crowds or the prices oppressive.

Captain Scott and I love Copper Harbor. It's just that simple. *Chip Ahoy* anchors there as many times as possible each summer. Sometimes we depart Houghton-Hancock from the Keweenaw Waterway's south entry, working our way up past Rabbit Island, Big Traverse Bay, Bete Grise, Keystone Bay and 'round the infamous Keweenaw Point.

Departure from the north entry of Portage Shipping Canal is the shortest route. That route was our choice one particularly hot, sunny mid-August Saturday morning. We backed *Chip Ahoy* from her slip at Houghton County Marina at 9 a.m., passing under Portage Lake Lift Bridge in

short order thanks to a quick raise from the courteous bridge tender. The canal presents no challenges to navigation beyond paying attention to its well-marked route out to the big lake. When entering or exiting the canal, it is important to give shoaling off the north entry light a wide berth, so we do not adjust for the turn east until we are more than a mile out. Generally we stay about a mile offshore throughout the roughly 37 nautical-mile journey, as many of the deceptively inviting bays shallow quickly and are strewn with uncharted rocks and shoals.

Brisk northwest winds and sprightly 1-3 footers greeted us on the big lake. Scott trimmed the main and adjusted the headsail to achieve a four mph trolling speed and dropped a line off the stern. The presence of Native American fishing boats is always a reliable trout/whitefish indicator. We hoped to hook supper. His heavy-duty



The new Isle Royale Queen, Copper Harbor's venerable and revered ferry service to Isle Royale National Park, was moored on Houghton City Waterfront Park's "Bonanza" dock before beginning service. The Kilpela family has a proud tradition of reliable seamanship navigating Superior's temperamental waters.

vintage fishing rods, garage sale bargains, have yielded many trout and northern pike dinners. We haven't been as lucky with salmon. We hook them just fine, but for some reason

they always find a way to escape during the landing process.

Sail-trolling toward Copper Harbor, the first landmark is McLain State Park, an approximately 443-acre



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Portage Lake Shipping Canal's North Entry Light and foghorn is a beautiful place to visit by land or sea and a welcome beacon to travelers looking for safe refuge off the big lake.

facility with two miles of beautiful Lake Superior sand beach and excellent camping and day-use facilities. The public park is book-ended by a pretty stretch of cottages and homes perched atop sand-and-rock conglomerate cliffs overlooking a long strip of peaceful beach. Stairs of iron, timber or stone of every description and age lead down to the water. Campfires twinkle along the shore on hot summer nights when laughter carries over a quiet lake. The upper entry horn provides a lonely yet welcoming song quite often, as Lake Superior is notorious for her dense fogs. Several years ago a north entry property owner mounted a campaign to get the foghorn deactivated, claiming it was an outdated nuisance. Vocal opponents quickly drowned the noise complaint, rallying to the defense of this distinctive and germane maritime signal.

Cell phone reception is spotty to nil in the shadow of Copper Harbor's Brockway Mountain, but signal is strong on the lake. Our friends Denise and Greg Maronen called us from "Freighter Way," their recently purchased Lake Superior dream cottage. They were watching us through a telescope on their ridgetop deck. Gosh, I

was glad we weren't doing anything embarrassing! Scott promptly whipped out our binoculars so we could look at them looking at us.

Have I mentioned before that we are easily amused?

While I put together a sandwich lunch, we followed a few conversa-

tions on the marine radio. No shame in being nosy. Sometimes it's very helpful to tune into what everyone else out on the lake is doing. On this day we heard from a captain named Rebecca stationed on the lakes freighter *Burns Harbor*. She was chatting with the captain of the *Ranger III*, Isle Royale National Park's ferry to the island. Based out of the National Park Service offices and docks on the Houghton waterfront, the *Ranger III* can be a good source of info for current lake conditions, including waves and fog, as it reports its position during transits to and from the remote Superior archipelago. Ditto the Copper Harbor-based Isle Royale Queen ferry to Isle Royale.

And speaking of great sources, I dashed down below to consult our copy of "Know Your Ships." The *Burns Harbor* is a 1,000-footer built in 1980 for the Bethlehem Steel Corp. fleet. "Know Your Ships" is a fun and inexpensive way for boaters to find out more about the vessels plying the Great Lakes and St. Lawrence Seaway. Copies may be purchased in

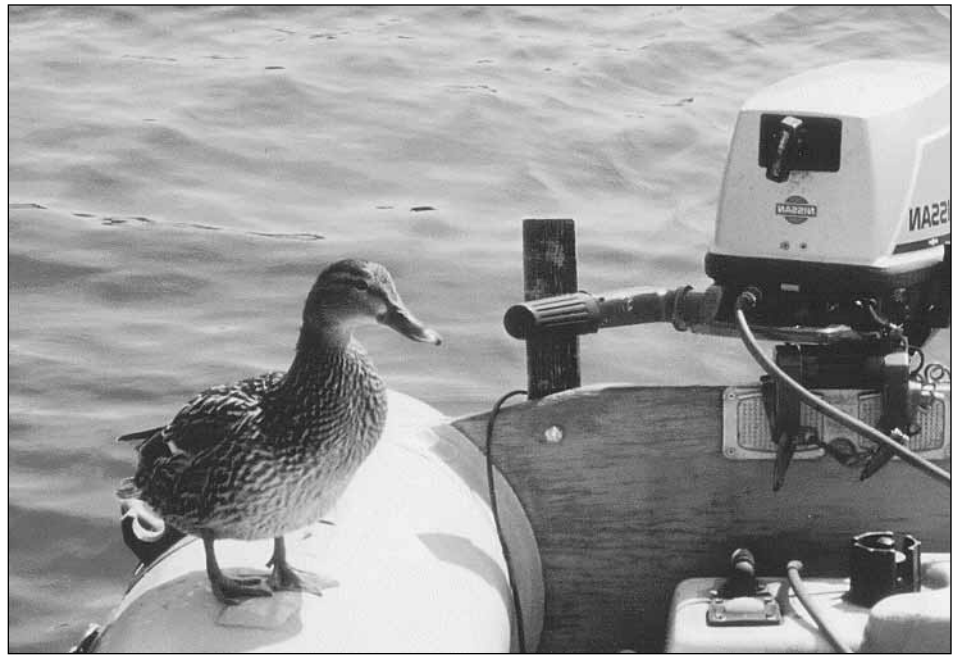


Jordan, Joshua, Chris and Bill Tappan of Northwoods, New Hampshire visit the Copper Harbor overlook on Brockway Mountain Drive. Black bears like to get into the garbage can here, so don't leave trash and keep a sharp lookout for the bruins, who are basically harmless if you keep your distance.

nautical outlets and bookstores and there is also a website at www.knowyourships.com

Just as we were finishing our chips and pickles, Scott's rod zinged with a strike on his silver-and-blue spoon. He landed a plump trout. After a photo session we released the fish, as we prefer the leaner pink specimens. The last time we grilled fat trout fillets off the stern-mounted BBQ it left an unappetizing grease slick behind the boat. Although it eventually dissipated and was truly biodegradable, I doubt our neighbors in the anchorage appreciated it. Zero discharge, please!

The Keweenaw Peninsula's north shore as depicted on the charts may appear more inviting than it actually is, at least in terms of safe harbors. Only Eagle Harbor, approximately 12 nautical miles west of Copper Harbor, and Copper Harbor itself, offer true refuge with marked entrances and docking facilities. Other bays should not be entered without local knowledge and never in running seas. Eagle Harbor is a victim of Michigan's state cutbacks; the municipal dock and fueling facility is no longer staffed. It is a long jaunt from the dock to the charming and historic town of Eagle Harbor. However, if boaters need to make an emergency pit stop, local




Our Copper Harbor "stalker duck" just couldn't get enough of *Chip Ahoy*.

boaters may be able to help with fuel or other needs. And on the bright side, your stay on the dock is free.

As we sailed past Eagle Harbor, the temperature dropped 10-15 degrees in increasing NW winds. It is nearly always colder on this side of the Keweenaw Peninsula. Locals like to remind anyone who complains that the wind and chill keeps the bugs away. Given some of the noseums, ankle biters and mosquitoes that inhabit this neck of the woods, that's no small consideration. Even here,

though, you'll want hatch screens and bug goop handy in case of attack.

Buffeted by the sporty wind, *Chip Ahoy* clipped along at 6 mph, then 7, too fast for trolling. Scott reeled in his line and I settled back in the cockpit to enjoy the ride and the scenery, monitoring the tiller pilot. The golden domes of a palatial shoreline monastery gleamed from the shoreline forest. The impressive structure is home to the Eastern Orthodox monks of the Society of St. John. Father Basil and company also operate the Jampot,



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Scott lands a fat trout off Eagle River, one of many we've caught while "sail trolling" in the area.

a roadside gourmet emporium between Eagle River and Eagle Harbor featuring delectable jams, jellies and muffins. Unfortunately it is not accessible by boat but well worth visiting if you can arrange a ride.

Some of the most dramatic scenery on the lake unfolded as we made our way past Hunter's Point to the entrance. The cheerful clanging of the red-and-white striped bell buoy welcomed *Chip Ahoy*. Lining up with the range marker ashore, we tracked a straight-line course bordered on either side by evil shoals and rock outcroppings. In my pre-sailing days I used to think that mariners altered course to go to the lighthouses. Copper Harbor's picturesque but highly unapproachable lighthouse complex is one of the more dramatic illustrations of why that was a foolhardy notion.

I took the tiller as Scott went forward to drop cutter and mainsail. Visibility was perfect. While the approach is straightforward, transiting this hazardous area in fog can be an eerie, heart-thumping experience that will cause you to

feel an extra measure of love for your radar.

Even when you can't see the entrance, soon enough you may smell it. When the wind is right the hickory wood-fired grills of the Harbor Haus make bellies growl with the promise of a mouth-watering meal. As we turned to starboard to head up into the westernmost nook of the harbor, I had time to scan the dining room to see if any of my food & beverage buddies were on duty. The Harbor Haus is best known for its four-star cuisine, including genuine German dishes, fresh Lake Superior fish and unique northwoods specialties such as bison and venison. Another claim to fame is the high-kicking can-can waiters and dirndl-clad waitresses perform for the *Isle Royale Queen IV* ferry when she returns to Copper Harbor from Isle Royale National Park each evening around 7:00 pm. It's a showstopper for restaurant and ferryboat patrons alike! You may tie up to the Harbor Haus dock, identified by the American, German, Finnish, Swedish and Michigan flags proudly flying, to dine at the restaurant or visit the tiny but welcoming lounge that is home to Copper Harbor Yacht Club. However, due to submerged cribs, giant boulders and shipwreck remains the dock is only accessible to smaller shallow-draft vessels and should be approached with caution. On a nice day, it's fun to visit in your dinghy from the anchorage or municipal marina.

At 5:20 p.m. we dropped the hook in 13 feet near Porter Island and the adjacent tip of the peninsula at Hunter's Point. Together with a spiny chain of rock outcroppings and stone islets, the point and the island provide a snug barrier between the harbor and Lake Superior itself. Thanks to efforts to preserve Hunter's Point for public access and enjoyment, there's a walking trail that begins next to the



Welcome to the Far North American-style. U.S. Highway 41 dead-ends in Copper Harbor. A road sign notes that Copper Harbor is 1,990 miles from Miami, Florida.

marina and takes you all the way out to the end. Agate picking on the Superior side is an addiction for many, including Captain Scott. Inside the harbor, calmer waters are a boon to kayakers of all levels. You can rent all the necessary equipment and take lessons or excursions through Keweenaw Adventure Company located on main street and near the ferry dock.

We weren't anchored more than 10 minutes before a delegate from the harbor's prodigious bird population came calling. An overly friendly mallard duck claimed possession of *Chip Ahoy's* dinghy, apparently waiting for a handout as Scott concocted a kielbasa sausage and fried potato skillet dinner. The daffy duck stuck close throughout our visit. Not a problem as long as she refrained from doing her business on our dinghy!

Copper Harbor's municipal marina is close to the anchorage and as far as we're concerned is one of the better-kept secrets on the Great Lakes. The under-visited marina underwent extensive renovations and dredging a few years back, resulting in eight or more deep-draft slips, modern utility hook-ups and a spacious new bathhouse adjacent to the delightful Lighthouse Marina Gift Shop. Tours of Copper Harbor Lighthouse and keeper's cottage, accessible only by tour boat, begin at the marina. Tell Nick and crew we said hello if you stop by this professional and pleasant



Chip Ahoy on the hook in Copper Harbor, minus a roller furling. Our headstay blew on the Florida Intracoastal Waterway, sending the roller furling extrusions rocketing around the deck and ripping the headsail to shreds. We found an excellent hank-on headsail in St. Augustine, Florida and it has performed well so far. Another rolling furling is in our future, but for now Chip Ahoy's sail profile is more hands-on.

state waterways-sanctioned facility.

Trailer sailors may wish to make use of the boat launch at the marina. With improved depths even larger power yachts have used the launch to put in for Isle Royale and other Superior destinations.

We actually prefer anchoring out

here. There are a number of suitable dinghy docks in town. Shallow-draft vessels can and often do tie up at the Sixth Street Township Dock behind Duck Island near the ferry/charter dock. Instructions for paying a modest fee are posted. There is a public garbage receptacle, bear-proofed as is

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necessary throughout the harbor. These critters are basically harmless gluttons as long as you don't try to feed or challenge them. Be aware that at the public dock there carries four feet of water at best. The nearby ferry/charter dock is private.

After a restful, star-studded evening unmarred by city lights, we putted in to town on Sunday morning. It is our habit to stroll in leisurely fashion, plucking raspberries, thimbleberries or perhaps wild mint along the way to visit some of our favorite friends, including Postmaster Clyde Wescoat. Clyde and Scott have known each other since childhood; he occasionally calls Scott "Simone," his name from the high school French class. In addition to postal duties, Clyde and his wife Loyd run some of the more interesting gift shops in the harbor, including the tiny emporium that sits atop Brockway Mountain. Brockway Mountain Drive is a must-do for visitors arriving by car, featuring spectacular overviews of the lake, the town and Keweenaw's superb woodland scenery. In the winter Brockway Mountain Drive isn't plowed, allowing for access by snowmobile or cross-country skis.

Our rambles down and around main street also take us through Grant Township Park, site of the annual Copper Harbor Art in the Park and other popular community events including an old-fashioned Fourth of July celebration complete with watermelon-seed spitting contests and sack races. Copper Harbor's one-room schoolhouse takes care of the educational needs of the town's elementary-aged residents. The older kids are transported to Calumet High School. After a stop at the General Store to see what proprietors Jeff and Kelly Coltas are up to, we decide a hot fudge sundae at the Country Village gift shop complex was just what the sailor ordered.

Back at the boat, it was time to kick back. Captain Scott practiced a new song on the guitar while I lounged in the sun-drenched cockpit with a

Copper Harbor Contacts

- Fred's Charters offers fishing and diving excursions in the Keweenaw Underwater Preserve as well as scenic excursions aboard the Equinox. Call 906-289-4849 for more info.

- Lodging facilities ashore in Copper Harbor are pleasant and reasonably priced, but be sure to book in advance during holidays. We highly recommend the cabins at the Mariner North resort, which also has hotel-style rooms and a lively bar and restaurant that is a favorite with snowmobilers come winter. Call the Mariner at 906-289-4637 for details.

- Also located on main street, The Estivant Pines resort is another rustic lodging option. Zik's bar at the Pines is our favorite place to tip a cold one. The diner offers classic breakfast, lunch and supper selections, including giant cinnamon rolls and Sunday turkey dinner with all the trimmings. Kids of all ages love the giant chair out front. Both the Mariner and Zik's have live entertainment on weekends and other select evenings.

- For details on bike rentals/excursions, kayaking, hiking in the Estivant Pines (said to be the oldest stand of virgin white pine east of the Mississippi) or on the Hunter's Point nature trail, check out Copper Harbor's website accessible via pasty.com

- Keweenaw Mountain Lodge, a WPA-era resort with a gorgeous northwoods lodge, golf course and guest cabins, features fine dining during the summer into mid-fall. The marina may be able to help arrange for a ride to the Lodge if you'd like to dine or get in a round of golf.

- Fort Wilkins State Park, restored to show what life was like during the days when the fort was a frontier outpost, features military re-enactments and other special programs as well as offering camping and nature activities in and around Lake Fanny Hooe.

- Copper Harbor Marina is a Michigan State Waterways commissioned facility. Call 1-906-289-4698 for more info.

Copper Harbor is on the North side of Michigan's Upper Peninsula on the Canadian Border.



good book. In the late afternoon our friend Tom, another long-time area resident, waved from the 10th Street Public Dock directly in front of our anchorage. Scott buzzed over to pick him up and he stayed to share a grilled chicken dinner.

As we exited the harbor Monday morning our stalker duck followed us, irritably quacking all the way. About two miles off the harbor she finally gave up the chase.

Author's Update: Due to current low water levels on Lake Superior, mariners should definitely check on water levels before attempting to launch, dock or fuel at the marina. The approach and anchorage will still have adequate water.

Cyndi Perkins is a freelance writer and full-time cruiser traveling with husband Scott aboard their 32-foot DownEast sailboat Chip Ahoy. The couple completed America's Great Circle Loop — a nine-month, 6,000-mile journey — on June 4, 2004. In August 2005 Chip Ahoy once again headed off Lake Superior for an extended cruise south, returning to Lake Superior from their second Loop in June 2006. Cyndi will be sharing top boating destinations with readers in her regular "Cruiser's Notebook" feature. Comments, suggestions and questions (short text messages with no attachments) may be directed to her at svchiphahoy@gmail.com.

THE BOOKSHELF

Boat Smart Chronicles

By Tom Rau

It took Coast Guardman Tom Rau more than 20 years to compile the Boat Smart Chronicles both as a boating safety columnist and as a Coast Guard rescue responder. This dual effort has resulted in a one-of-a kind boating safety guide. Tom is absolutely convinced that whom ever shall read the Chronicles will be a far safer boater whether an old salt or novice boater.

Boat Smart Chronicles is published by Seaworthy Publications and is available for \$19.95.

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

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



Tricks of the Trades

By Bruce Van Sant

Van Sant answers questions of health, thieves, con artists, corrupt officials, equipment, brokers, outfitters and more. You find sound counsel for single handers, and unique tips on how to find and outfit a boat for your trade winds cruise.

In his fourth decade of living and cruising foreign, Van Sant has amassed stratagems for sailors cruising abroad for the first time. Not how to survive, but how to live well while cruising safely and comfortably. In short, Tricks for successfully cruising the islands of the trade winds.

Tricks of the Trades presents a lively documentary from Van Sant's 45 years of sailing and seven years of trawling. It gives graphic and detailed accounts of natural effects you can use to cheat the ceaseless winds and wild seas of their power to deny you safe and comfortable passage through the islands of the trades of any ocean.

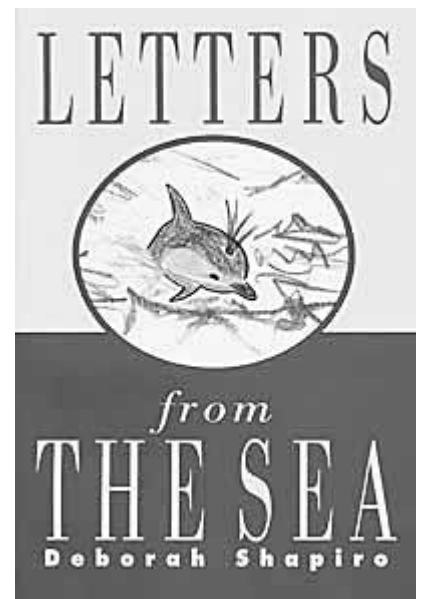
Tricks of the Trades is available for \$14.95.

Letters from The Sea

By Deborah Shapiro

Letters to children who have never been sailing written aboard the sailing yacht Northern Light during an 8,000 mile ocean voyage. The author describes life aboard a small sailboat in mid-ocean, close to birds, dolphins and sea life of all kinds.

Letters from the Sea is published by Paradise Cay Publications and is available for \$19.99.

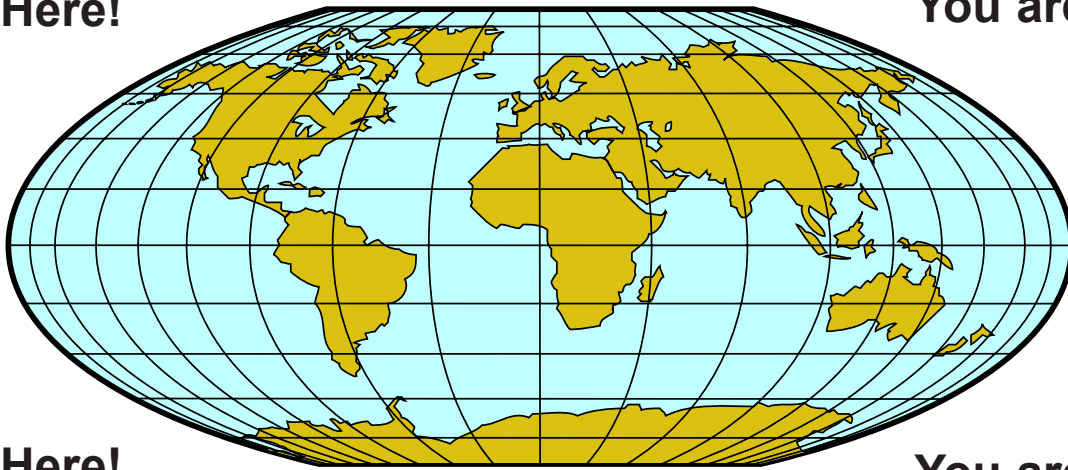


Make the Call Count— Know Your Location

by Tom Rau

You are Here!

You are Here!



You are Here!

You are Here!

It can't be over-stressed how important it is for boaters to know their location, especially if they need immediate assistance. Some boaters, however, labor under the illusion that when they call the Coast Guard, by some magical means the radio watchstander can determine the caller's location.

How pretty to think so, but it ain't so. The boater is the only one who can provide his or her location on the water.

Unfortunately, far too often recreational boaters are unable to provide an accurate position, which finds the Coast Guard and other rescue agencies depleting resources and time conducting needless searches: lost time and effort that could prove fatal to a wayward boater.

Lieutenant Commander Chris Day, Coast Guard Station Traverse Air, drives home this point while conducting public safety seminars. The veteran Coast Guard aviator conducts a drill he calls "make the call count." Using a hand-held tape recorder, he asks participants to pretend it's a marine radio and they are transmitting

a Mayday over Channel 16, the International Hailing and Distress frequency. Commander Day then selects someone from the group to issue a Mayday. Five to seven seconds into the broadcast, he switches off the tape recorder, simulating a dead radio for whatever reasons. Then he plays back the brief segment. Participants are stunned how they wasted precious time communicating frivolous information. "Make the call count," he stresses: "Mayday, Mayday I'm five miles off Betsy Point, end transmission. That's enough information to launch Coast Guard boats and aircraft to process a successful rescue," said Day.

Two fishermen whose 35-foot fishing boat sank off Ludington Harbor on April 12, 2005 late at night could well have been in the audience to reap the Commander's life-saving advice, for in the few moments before their boat went down, they fired off a Mayday that provided the following information in less than ten seconds: location, number of people aboard and nature of distress. Text book perfect and it saved their lives. As he slipped

on his anti exposure suit, one crewman was going down with the boat, but due to the suit's buoyancy he popped to the surface after ascending twenty feet below the surface, according to Mat Herrmann, the Coast Guardsman coxswain who rescued the pair.

It took twenty-two minutes from the time Group Grand Haven received the Mayday, to the time the Coast Guard Ludington crew aboard a 30-foot rescue boat reached the two fishermen bobbing in 35-degree water in 3-4 foot seas approximately 5.5 nautical miles northwest of Ludington Harbor, the GPS position provided in the Mayday. I spoke with Joe Loverti, the radio operator at Group Grand Haven who intercepted the initial call, and he told me a crewman immediately provided the boat's position (range and bearing to Ludington Harbor and latitude and longitude) and in seconds the transmission ended. Moments later he received a second call from the operator, who again passed his location and that the boat was going down. End transmission.

On May 14, 2005, in another

spectacular “make the call count” rescue, a Coast Guard boat crew from Station Kenosha, Wisconsin, pulled three fishermen from the waters off Kenosha in early evening after a crewman fired off an urgent Mayday. Both Station Kenosha and Group Milwaukee intercepted the urgent call for help, which carried the boat’s latitude and longitude (4 nautical miles west of Kenosha), number of people aboard, and that was it was rapidly taking on water. Station Kenosha immediately launched a 41-foot rescue boat and 16 minutes later, after pounding through four-foot seas, reached the three fishermen clinging to their overturned 19-foot aluminum boat in 45-degree water. From near by Illinois, a Winthrop Harbor police helicopter crew also responded to the Channel 16 Mayday and was the first to reach the overturned craft. The copter hovered overhead, awaiting the Coast Guard boat.

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

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

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Boat Smart Brief:

“These guys did everything right: they immediately provided their location, they wore life jackets, and they fired off a flare,” said Coast Guardsman Ben Spafford, the coxswain aboard the rescue boat. Also, I might add the crewman wisely used Channel 16 and not a cell phone, which alerted the maritime community at large, including the Winthrop Harbor police helicopter. In both Mayday cases, the people in the water (PIW) were wearing lifejackets or survival suits; however, the PIWs’ flotation devices did not carry night illumination devices like a strobe light or glow stick, a must for night-time boating. The survival suits did, however, carry reflective material that the search light on the Ludington rescue boat picked up, which led to the fishermen’s rescue. Both cases also reinforced an observation that I have witnessed over nineteen years of writing Boat Smart columns and as a Coast Guard rescue responder: boats can sink in a heartbeat and often do.

For me, the most gratifying aspect of the rescue is that the boaters knew how to do the right things. While being interviewed by Fox 6 television, one of the survivors stated he owed his life to the Coast Guard Auxiliary and lessons he learned during a boating safety class sponsored by Flotilla 51, Station Kenosha. How sweet it is when boaters learn to take responsibility for their own safety. So tell me, are you prepared to make the call count? If you’re boat smart, you are.

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Converging on Port Tack

by David Dellenbaugh

By far the most common way that two boats interact on a beat is when they come together on opposite tacks. This happens many times during a race, and the tactics you choose to employ in each case can make a huge difference in your race results.

We will discuss tactical options for the port tacker. The obvious first step is keeping a good lookout so you

know when another boat is coming.

The next step, and probably the most important when boats converge, is to mentally review your strategic game plan. In simple terms, do you like the right side, or the left? This will have a huge impact on your tactical decision and is therefore critical to know before you engage the other boat.

When you meet another boat on the race course, you have several tactical objectives:

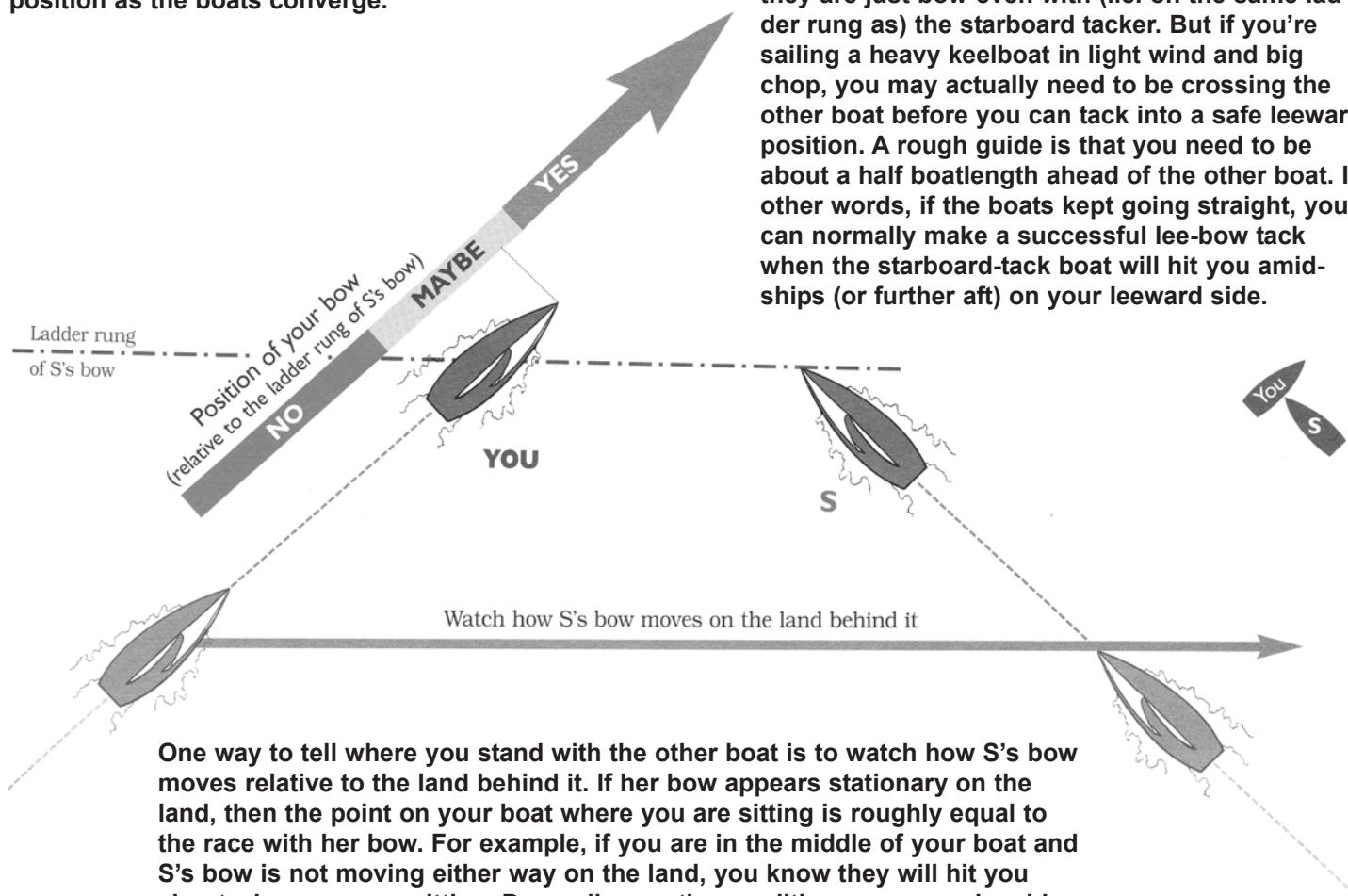
1) To come out of that situation so you are headed in the correct direction strategically. This is the most important goal.

2) To lose as little time as possible while maneuvering around the other boat. In other words, don't lose sight

A. Can you lee-bow?

When you converge with a starboard tacker on a beat, it's critical to know where you stand. If you can't cross in front of them, can you at least tack into a safe leeward position? The ability to do this is a strong tactical weapon, so you must get good at judging your relative position as the boats converge.

If you want to make a lee-bow 'stick', you must almost always be 'bow ahead' of the approaching starboard tacker. The distance you need to be ahead depends on a number of factors including your boat type, the skill of your crew, wind velocity and wave conditions. In flat water and medium breeze, a good sailor in a light dinghy may be able to execute a successful lee-bow tack when they are just bow-even with (i.e. on the same ladder rung as) the starboard tacker. But if you're sailing a heavy keelboat in light wind and big chop, you may actually need to be crossing the other boat before you can tack into a safe leeward position. A rough guide is that you need to be about a half boatlength ahead of the other boat. In other words, if the boats kept going straight, you can normally make a successful lee-bow tack when the starboard-tack boat will hit you amidships (or further aft) on your leeward side.



One way to tell where you stand with the other boat is to watch how S's bow moves relative to the land behind it. If her bow appears stationary on the land, then the point on your boat where you are sitting is roughly equal to the race with her bow. For example, if you are in the middle of your boat and S's bow is not moving either way on the land, you know they will hit you about where you are sitting. Depending on the conditions, you may be able to tack in a safe leeward position.

of the big picture, and

3) To force the other boat to go in the unfavored direction. This is a secondary goal unless you are in a situation (e.g. a match race or a fight to win the series) where you really need to beat that competitor.

As you converge with a starboard tacker (S), keep the following things in mind:

- S has the right of way, so be sure to keep clear and avoid fouling her. There are, however, some limits on S's ability to change course near you (see rule 16), and these can work in your favor. For example, if you bear off to duck S, she cannot turn into a tack if her stern swings and causes you to change your course immediately to avoid her.

- While you are converging with another boat, it's usually a good idea to bear off slightly and build a little extra speed. By coming into the situation faster than normal, you have more tactical options and better

maneuverability relative to your competitor.

- One big question for the port tacker is whether or not she is far enough advanced in the race that she can tack into a safe leeward position on the starboard tacker (see left), No matter which side of the course you like, the answer to this question will make a critical difference in your tactics, so learn how to judge this accurately.

Protecting the left side.

When your gameplan says go left, it's easy being the port tacker because you are already on the left side of the other boat. You have two options:

- Tack well before you meet up with the other boat. This makes sense because if you like the left you shouldn't keep sailing on port tack - just get onto starboard as soon as you can. Make sure you tack at least 4 or 5 boatlengths to leeward of S; if you go any closer she may end up pinning

you on starboard tack.

- Tack in a safe leeward position on S (assuming you are far enough advanced to do this). This is a good way for you to head the right way and



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force your closest competitor to go the wrong way, plus you avoid the chance that S may pin you.

When you like the right.

If your strategy says to keep going on port tack, this is more complicated because you must switch sides with the approaching starboard tacker (and they have the right of way). There are three ways to do this:

- **Cross ahead of S.** This is obviously the preferred way of getting to the right, but you must be more than a boat length ahead of S in order to do it. If it looks close, you can always ask (loudly) if they will let you cross. Yell out something like, “Tack or cross?” Often they will let you go across so you don’t lee-bow them.

- **Duck behind S.** This is a safe way of getting to the right, though many sailors are reluctant to give up distance by bearing off. However, if you like the right a lot, going there will gain more than you lose ducking.

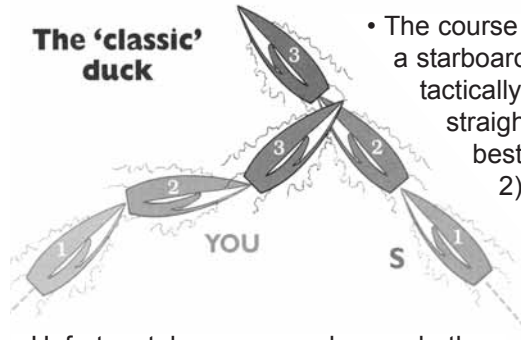
The only problem with this tactic occurs when S tacks right in front of you. To avoid this, try yelling “Hold your course.” This is a non-binding hail, but it lets them know that they should be careful about changing their course. Another option is to do the ‘freeze and duck’.

- **Tack on S’s lee bow.** This may seem like a strange way to go right, but if you can quickly pinch off S you’ll be able to tack again. This works only if the cost of two tacks is less than the two boat lengths or so that you would have lost by ducking.

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

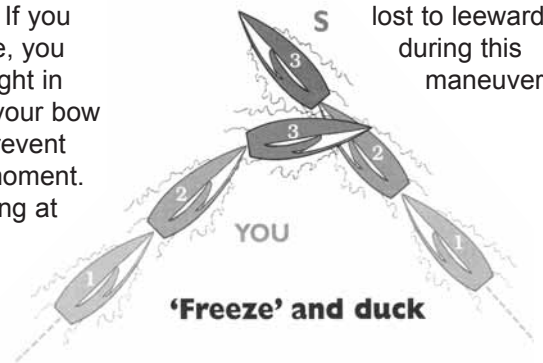
B. When you want to keep going right

If you’re on port tack and you like the right side of the course, don’t tack to avoid a starboard tacker. Instead, plan ahead so you can duck them and continue on port tack.



- The course you choose to steer when ducking a starboard tacker can make a big difference tactically. If you know that S will continue straight ahead on starboard tack, your best course is to bear off early (position 2) and then gradually turn up to closehauled as your bow gets to S’s transom. By passing close behind S’s stern on a close-hauled course, you minimize your distance lost to leeward during this maneuver.

- Unfortunately, you never know whether S will keep going straight or not. If you make your duck as shown above, you allow (or even invite) S to tack right in front of you at position 2 (when your bow is aimed behind her stern). To prevent this don’t bear off until the last moment. By holding your course and aiming at S for as long as possible, you make it hard for her to tack (because any time she changes course she must give you room to keep clear under rule 16.1). Though you end up passing S’s transom on a close reach (and thereby lose some VMG to windward), this tactical maneuver increases your chances of being able to continue on port tack to the right.



The classic technique for ducking a starboard tacker (S) is to bear off early so you can return to a closehauled course by the time you cross behind S’s transom. However, if you aim behind S too early it will be easy for her to tack in front of you. Instead, hold your boat on a converging course longer than usual; don’t aim your bow behind the leeward corner of S’s transom until it’s too late for her to tack.

Photo by JH Peterson

The 2007 Chicago Yacht Club Race to Mackinac: July 14th

Presented by Lands' End Business Outfitters

For the 99th time, sailors converge on Chicago's front yard to compete in the world's longest annual freshwater sailing race.



Year after year they come. 99 years to be exact. Over 3,000 sailing enthusiasts will take part in the 333-mile race from Chicago to Mackinac Island, MI, during one of the world's longest and most prestigious freshwater races. The Chicago Yacht Club Race to Mackinac, better known as "The Mac," will weigh anchor and set sail on Saturday, July 14, 2007.

Starting in 1898 with a mere five boats, The Mac has evolved into a world class sporting event. Although the Mac remains primarily an amateur event, this race has a proven track record of attracting some of the finest sailing talent in the sport. Last year, Doug DeVos' record breaking

Windquest and 2006 Volvo Ocean Race winner *ABN AMPRO TWO*, skippered by Mike Sanderson, were the boats to watch. Although neither monohull beat the record of 23 hours, 30 minutes, and 34 seconds, set by Roy Disney's *Pyewacket* in 2002. Steve Fossett on *Stars and Stripes* set the multihull record of 18 hours, 50 minutes, and 32 seconds in 1998. The unpredictable weather and fickle winds on Lake Michigan make the Race to Mackinac a supreme test, which many competitors feel rivals any ocean race. As one veteran sailor put it, "It's fun, but it's serious fun."

In 2006, over 7 million website hits were recorded, as spectators watched real-time updates of boats tracked with global positioning satellite. Race tracking is available thanks to state-of-the-art technology developed by Rolling Meadows-based innovator FlagShip

Integration Services, Inc. The website also offered access to Mac multimedia, with streaming videos, photos and race updates. For 2007, race tracking, videos and more can be found on the Chicago Yacht Club Race to Mackinac website at http://www.chicagoyachtclub.org/race_tomackinac.

Sailors from Maine to California make this race an invariable part of their summer. Moreover, each year the Mac hosts sailors from as far off as Hong Kong, New Zealand and Australia. The reach of the Race to Mackinac will extend even wider for 2007. A fourth race division, the

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Cruising Division, has been added, inviting recreational sailors to experience the thrills of this nautical feat. The Cruising Division has separate requirements for eligibility and entry. Also new in 2007, The Mac will allow competitors who choose to logo their boats the ability to enter the race, thereby attracting larger, more well-known boats from around the world.

These changes reflect the progression of the international world of competitive sailing, and add a new chapter to the Mac's colorful and rich history. However, the basic elements of this venerable contest have remained unchanged for over 100 years. Stripped down to its essence, The Mac, like all sailboat racing, is still primarily a test of strength, endurance, strategy and willpower. And let's not forget the dearest friend and most menacing foe of all sailors, the wind. Sailors can request an invi-



Beneteau 36.7 start of the Chicago to Mackinac race.

tation to the Race to Mackinac online at: <http://www.chicagoyachtclub.org/racetomackinac/requestinfo.cfm>.

Editor's Note: While in Chicago, we recommend the breakfast at Under 55 Cafe located at 55 E Monroe St.



Crowded startline for the Chicago to Mackinac race. Photo provided by BoatingShots.com.

Calendar of Events

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

June

June 1-3 - Sperry Top-Sider Detroit NOOD Regatta - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more information.

June 1-3 - Lighthouse Regatta - Fond du Lac Yacht Club, Fond du Lac, WI. Contact elmo@centurytel.net or www.fdl-sail.org.

June 5-July 17 - Sail Building & Repair - Tuesdays 6:30-9:30PM class. MATC Downtown Education Center. Teacher Kathy Kludy. To register sign up for class #10771. Contact Kathy Kludy at 608-838-8632 or kkkludy@matcmadison.edu.

June 7-10 - Mystic Sea Music Festival - Lee Murdock will be performing along with several other events at the Mystic Sea Music Festival.

June 9 - Informal Shell Lake Race - Shell Lake Sailing Club. Contact Thomas Scott at 715-468-2294 or trsbadger@aol.com.

June 9-10 - American Diabetes Association Regatta. Hosted by Wayzata Yacht Club on Lake Minnetonka, MN. Contact Susan Klimek ADA 1-888-342-2383 ext. 6591 or www.wyc.org.

June 9-10 - UK-Halsey Sailmakers PHRF and One-Design Regatta - Waukegan Yacht Club, Waukegan, IL. Contact John Simons at 847-816-2441 or visit www.ussailing.org for more info.

June 14 - Shell Lake Informal Race - Shell Lake Sailing Club. Contact Thomas Scott at 715-468-2294 or trsbadger@aol.com.

June 15-17 - Lake Erie Rally - Leamington, Ontario. Contact Jim Ehrman at 330-297-0263 or jimsmarine@neo.rr.com.

June 15-17 - Sperry Top-Sider Chicago NOOD Regatta - Chicago Yacht Club, Chicago, IL. Visit www.ussailing.org or www.chicagoyachtclub.org for more information.

June 16-17 - Bayfield Cup Weekend - AIS event. Contact Bill Peterson, 952-937-3915 days, bpeterson@banta.com.

June 17 - Fathers Day Sail & Picnic Blackwell - Trailer Sailors up to 20 foot and Picnic. North West Sailing Association is holding the event. Visit www.nwsail.com for more info.

June 21 - Double Handed Championship - Lake Michigan Singlehanded Society. West Shore start: Winthrop Harbor, IL. East Shore start: Muskegon, MI. Both starts finish at Port Washington, WI. Visit www.LMSSonline.com Contact Al Bednarek at 414-421-7577.

June 22-28 - I-20 Invitational Sailboat Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact sjbaccus@charter.net or www.fdl-sail.org.

June 23 - Cruisers Party - The "Unofficial" Great Lakes Cruiser party on Lake Superior. Music by Eric Stone and local musicians. Visit www.superiorcharters.com for more info.

June 23-24 - Madison 2-Day Sail - Lake Mendota, Madison, WI. North West Sailing Association is holding the event. Visit www.nwsail.com for more info.

June 23-24 - Summer Sailstice - Visit www.summersailstice.com for more info.

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Weather Gauge *n* 1. (Naut.) A warship's position to windward of another.
2. (Fig.) An advantageous or superior position.

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Calendar of Events

June 23-July 1 - Cleveland Race Week - Edgewater Yacht Club, Cleveland, OH. Contact Michael Dills at 216-289-3080 or 216-731-7161 or visit www.ussailing.org for more info.

June 28-July 1 - Catalina 25 Catalina 250 Nationals - Catalina 25 - 250 International Association, Cleveland, OH. Contact Bill Meinert at (260) 982-1929 or visit www.ussailing.org for more info.

June 29-July 1 - USA Junior Olympic Sailing Festival - Bayview Riverfest - Bayview Yacht Club, Detroit, MI. Visit www.ussailing.org for more information.

June 30 - TransWinnebago Cruiser Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact jkbraun@sbcglobal.net or www.fdlisail.org.

June 30 - Around the Islands Race - LSYA, Contact Mike Spence at 612-376-2266 days, mike_spence@ellerbebecket.com.

June 30 - Lee Murdock - Pullar Stadium, Sault Ste Marie, MI. Visit www.leemurdock.com for more info.

June 30-July 1 - Lake Huron Yachting Association Championship Regatta - Port Huron Yacht Club, Port Huron, MI. Contact Tyson A. Connolly at 810-982-8991 or visit www.ussailing.org for more info.

June 30-July 1 - Area E U.S. Women's Sailing Championship Semi Finals - Bayview Yacht Club, Detroit, MI. Contact Sandi Svoboda at 313-574-0645 or visit www.ussailing.org for more info.

July

July 2-6 - Apostle Islands Race Week - LSYA, Contact Jim Vaudreuil, 715-855-6203 days, jimv@huebsch-services.com.

July 5-7 - USA Junior Olympic Sailing Festival - Upper Midwest - Wayzata YC & Wayzata Sailing School, Wayzata, MN. Visit ussailing.org or www.wyc.org for more info.

July 6 - Lee Murdock - Shelby, MI. Visit www.leemurdock.com for more info.

July 6-7 - Sailfest - Contact Thom Burns at thom@sailingbreezes.com or 763-542-9707, www.sailingbreezes.com.

July 6-7 - Lake Huron International Regatta - Port Huron Yacht Club, Port Huron, MI. Contact Tyson A. Connolly at 810-982-8991 or visit www.ussailing.org for more info.

July 7 - Lee Murdock - Maumee Bay State Park, Toledo, OH. Visit www.leemurdock.com for more info.

July 7 - Ed Gans Memorial Sail - North West Sailing Association is holding the event in Montrose Harbor. Visit www.nwsail.com for more info.

July 7 - Shell Lake Arts Festival Regatta - Shell Lake Sailing Club. Contact Thomas Scott at 715-468-2294 or trsbadger@aol.com.

July 8-12 - 2007 Day Sailer North American Championship Regatta - Lake Onalaska, LaCrosse, Wisconsin. Registration forms and regatta information will be found on the DSA website at www.DaySailer.org. You can also receive a registration form and information by calling Lee Peterson at 507-875-2324. Information about the LaCrosse Sailing Club and Fleet 132 can be found on the club web site at www.lax-sailing.org.

July 9-14 - Race to Mackinac Week - Chicago Yacht Club is hosting. Visit www.chicagoyachtclub.org for more info.

July 13-14 - 2nd Annual Crow's Nest Yachts Rendezvous - Hunter, Beneteau and Tartan. At Pike's Bay Marina, Bayfield, WI. For more details or to register call 651-739-2880 or carol@crowstestyachts-mn.com.

July 14 - Start of the MAC - Watch the start of the MAC race with the North West Sailing Association. Visit www.nwsail.com for more info.

July 15 - Woodstock Folk Festival - Lee Murdock will be playing in the Woodstock Folk Festival from 1-6PM in Woodstock, IL. Contact woodstockfolkfest@sbcglobal.net.

July 15-18 - Rendezvous 2007 - Barker's Island, Superior, WI. Contact Duane Flynn at 218-525-4580 or duflynn@msn.com.

July 19-20 - Leukemia Cup Kickoff Events - White Bear Lake, MN. Visit www.leukemicup.org/mn for more info or contact Nicki Hyser: 763-545-3309x102, nicki.hyser@lls.org.

July 21 - Monroe Sail - Get a skyline view of Chicago. North West Sailing Association is holding the event. Visit www.nwsail.com for more info.

July 21 - Lee Murdock - Bay City State Park Visitors' Center, Bay City, MI. Visit www.leemurdock.com for more info.

July 22 - 26 - Catalina 22 National Championship Regatta - North Cape Yacht Club, LaSalle, MI For Information: www.c22nationals.org or Chris Kretz at sail19lax19@yahoo.com.

July 26 - 29 - Door County Weekend - North West Sailing Association is holding the event. Visit www.nwsail.com for more info.

July 27-29 - USODA Team Race Nationals - USODA / Minnetonka Yacht Club, Deephaven, MN. Visit www.ussailing.org for more info.

July 27-29 - LTYC Invitational Regatta and One-Design Series - Little Traverse Yacht Club, Harbor Springs, MI. Contact Kevin R. Farrell at 314-862-5000 or visit www.ussailing.org for more info.

July 28 - Fondy 40 Miller Sailboat Cruiser Race - Fond du Lac Yacht Club, Fond du Lac, WI. Contact www.fdlisail.org.

July 28 - GL 70 Regatta - M & M Yacht Club, Menominee, MI. Visit www.ussailing.org for more info.

July 28-29 - 2007 Gull Lake Yacht Club Fun Regatta - Gull Lake, MN. Contact EnvisionEvents@yahoo.com or visit www.glyc.com for more info.

Aug

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

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

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

MP Davidson Announces NEXUS Has Expanded to All Canadian Waterways

Patricia Davidson, Member of Parliament for Sarnia-Lambton, on behalf of the Minister of Public Safety, the Honorable Stockwell Day, announced today that the NEXUS program has expanded to all Canadian waterways. This will allow eligible Canadian recreational boaters to expedite their border clearance between Canada and the United States.

NEXUS is a joint initiative of the Canada Border Services Agency and U.S. Customs and Border Protection that facilitates quick and secure entry into Canada and the United States for pre-approved, low-risk travelers.

In December 2006, the NEXUS Air, Highway and Marine programs were harmonized into one trusted traveler program. NEXUS members are now "in for one, in for all" and can cross the border using any of the three modes at participating locations.

NEXUS is an initiative under the Security and Prosperity Partnership of North America that provides a framework to advance collaboration between Canada, the United States and Mexico in areas as diverse as security, trade facilitation, transportation, the environment and public health.

"Canada's new government is delivering on its commitment to make our borders smarter and more secure for Canadians," said Minister Day. "As of today, Canadian recreational boaters who are part of the NEXUS program will be able to take advantage of this great program."

"I encourage Canadian boaters to apply for a NEXUS membership because using a NEXUS card is a more convenient, time-saving and

secure way to cross the border," said Ms. Davidson. "Instead of waiting on arrival to get border clearance, NEXUS members can now call 30 minutes to four hours ahead of time to a telephone reporting centre in the marine mode."

"The success of NEXUS has been instrumental in creating a secure and streamlined crossing process for good neighbors on both sides of the border," said W. Ralph Basham, Commissioner of U.S. Customs and Border Protection. "I look forward to the continued success and expansion of NEXUS, and a continued strong working relationship with the Canadian government and Canadian citizens."

For more information, please visit the NEXUS Web site at www.nexus.gc.ca or call 1-866-NEXUS-26.

New Research Vessel Based Out of Marquette, Michigan

The Lower Harbor in Marquette, MI is about to have a new resident.

The Department of Natural Resources' research boat, the Lake Char, will be based out of Marquette, Michigan. It will be sailing and doing research during the warm months and will dock in Marquette when Lake Superior gets cold and snowy. "This is the first of a whole new generation of fuel-efficient and environment-friendly boats to ply the Great Lakes for the research community," explained David Andersen of Andersen Boat Works.

The Lake Char will be surveying the number of foreign lake trout, their age, growth rates, health, diet, survival rates and reproductive rates. The data collected will provide researchers with the best ways to evaluate fishing regulations as well as

keeping track of new species of fish. "Lake Superior is in very good shape compared to other Great Lakes in terms of fisheries, so it's more of a long-term monitoring that we're doing," said Phil Schneeberger of the Marquette Fisheries Station.

The crew is still putting the finishing touches on the boat, which will launch on Lake Superior in early May.

Why Boats Sink In The Springtime

With the return of warm weather, boaters are once again cruising America's waterways. But some may be in for a rude surprise when they find their boat sinks at the dock just after being put in the water. According to the April 2007 issue of BoatU.S. Seaworthy newsletter, spring brings its own unique challenges to preparing and maintaining a boat in seaworthy condition.

"While not widespread, sinkings at the dock this time of year are easily avoidable," said Seaworthy Editor Bob Adriance. "However, a spring sinking can ruin a boating season since repairs may well have to wait because marinas and boatyards are very busy outfitting and launching boats." After combing through the BoatU.S. Marine Insurance claims files for the most common causes of springtime sinkings, Adriance has the following tips for boaters:

- **Hose clamps:** Winterizing an engine in the fall often requires the removal of coolant hoses. But sometimes boaters are in a rush and the hoses aren't reattached and clamped properly. Adding to this, cramped engine boxes mean that the hoses and the clamps holding them sometimes can't be visually inspected easily. In the spring you'll need to ensure all of the hose clamps are securely tightened in place.

Sailing News

- **Hoses:** During the winter as the water inside them freezes, some hoses can lift off their attached seacock (valve). However, with spring's warmer temperatures the water now melts, and if the seacock was left open last fall, water can pour into the bilge. Double clamping with marine-rated stainless hose clamps, inspecting hose attachment locations, or keeping seacocks closed can all save you from a spring sinking.

- **Spring rains:** Combine heavy rains with poorly caulked ports, deck hatches, fittings, chain plates and scuppers clogged by last fall's leaves and you have a recipe for sinking. Just 100 gallons of water weighs over 800 pounds so a boat with a low freeboard only needs to sink a few inches before cockpit scuppers (drains intended to remove water) submerge and water starts to enter the boat. Larger boats with cracked or improperly caulked fittings that are located just above the waterline can also inadvertently let water in when they become submerged. Ensure that rain rolls off the boat and not into it.

- **Sea strainer:** For inboard/outboard and inboard powered boats, if not properly winterized, the intake sea strainer can freeze over the winter, cracking or bending the inspection bowl. And if the seacock was left open the boat will sink as soon as ice in the strainer thaws or the boat is put in the water. Always inspect the strainer for cracks or other damage.

- **Stuffing Box:** If the stuffing box's packing material that seals the prop shaft is not tight, a steady drip will slowly swamp a boat. Also remember that no stuffing box should leak when the prop shaft is not moving. Stuffing boxes need to be inspected routinely, regardless of the season.

Donate Your Boat To Science

National Association of State Boating Law Administrators Accident Investigation Program to Stage Boat Collisions

If you're a boater with a passion for forensic science – and you have a trailerable boat or PWC that you might consider using as a tax write off, a new program funded by a grant from the U.S. Coast Guard could help the nation's waterway accident investigators improve training and better understand boat collision dynamics.

The National Association of State Boating Law Administrators (NASBLA) is using the grant to glean information from a series of staged, two-vessel collisions starting this September in Virginia. A variety of powered, trailerable watercraft, from bass boats, open runabouts and pontoon craft to small cabin cruisers and personal watercraft will be involved. After the staged collisions are performed, NASBLA intends to relocate the subject vessels to the National Transportation Safety Board's Training Academy in Ashburn, VA, where they will be used in future NASBLA boating accident investigation training.

The BoatU.S. Foundation for Boating Safety and Clean Water is assisting NASBLA in its quest to secure donated boats for testing. Officers from the Virginia Department of Game and Inland Fisheries will help conduct the tests and TowBoatU.S. Potomac Marine is assisting with the on-scene logistics of the staged collisions.

Watercraft owners who wish to donate their boat will receive verification of the IRS 501(c3) donation for the fair market value. Boats need to be in operating condition, including propulsion and include a trailer. Boat,

motor and trailer certification of legal ownership and assignment is also required and may include either Certificate of Title, Certificate of Number or a Manufacturer's Statement of Origin.

To donate your boat or if you have questions about the types of boats NASBLA is requesting, call 859-225-9687 or email: info@nasbla.org.

The BoatU.S. Foundation for Boating Safety and Clean Water is a national 501(c)(3) nonprofit education and research organization primarily funded by the voluntary contributions of the 670,000 members of BoatU.S. TowBoatU.S. is part of North America's largest network of on-the-water towing services for recreational boaters.

U.S. Coast Guard Auxiliary Teams Up With the "Wear It!" Life Jacket Campaign to Promote the "Be a Survivor!" Essay Contest

Contest launches during National Safe Boating Week (May 19-25th) continues through Labor Day

The Coast Guard Auxiliary recently announced that it will support the campaign effort by distributing information on life jackets and the "Be a Survivor!" contest during Vessel Safety Checks beginning National Safe Boating Week and proceeding through Labor Day.

"The 'Be a Survivor!' entry forms will have significant visibility, as they will also be distributed through West Marine, the contest co-sponsor," said Rebecca Hall, a spokesperson for PCI Communications, who represents the National Safe Boating Council.

The initial focus of the collaboration between the Coast Guard

Sailing News

Auxiliary and the “Wear It!” campaign will be in those states with the highest number of accidents and fatalities, which includes California, Florida, Texas, New York, Michigan, Louisiana, Minnesota, Washington, North Carolina, and Missouri. “However, our goal is to get the message out nationwide that a life jacket on a boat is like a seat belt on a car – just wear it!” said Ed Sweeney, Chief of the Public Affairs Department for the Coast Guard Auxiliary.

Contestants are encouraged to submit an original story (350-700 words) that describes how you or someone you love was saved by wearing a life jacket. Winning stories will encourage a “survivor’s attitude” by convincing others to wear their life jackets whenever they are out on the water.

All entries must be received no later than September 4, 2007.

Winners of the “Be a Survivor!” contest will be announced by October 15, 2007. Contestants will have the chance to win one of three great prizes, provided courtesy of West Marine, and may also have their story published in a future edition of the National Safe Boating Council’s book, *Saved by the Jacket*.

For more information on the “Wear It!” life jacket campaign, or the “Be a Survivor!” essay contest, visit www.safeboatingcampaign.com.

The Boat Insurance Maze: Important Buying Tips From BOAT U.S.

Unlike home or auto insurance, boat insurance policies can vary widely from one company to the next. Which type is best for you? BoatU.S., the nation’s largest recreational boat owners association, has some tips for you.

• **Ask around:** How an insurance company handles a claim and lives up to expectations is a great indicator of the policy’s real value, so ask your friends about their insurance claim experience. Was the company prompt? Did they keep the policyholder informed? How helpful were they in processing the claim?

You can also research potential insurance carriers at www.ambest.com/ratings. The ratings are the industry’s benchmark for assessing an insurer’s financial strength; look for an “A” rating (excellent) or better. State insurance regulatory agencies are also a good reference and can be found online.

• **Homeowner’s or separate policy for the boat?** Consider buying a separate insurance policy for the boat, rather than adding it to your homeowner’s policy as the lat-

ter often limits certain marine-related risks such as salvage work, wreck removal, pollution or environmental damage. Whatever amount the boat is insured for, it should have a separate but equal amount of funds available for any salvage work. This means that you’re compensated for the loss of your boat and not having to pay additional, out-of-pocket costs to have a wreck removed from a waterway.

• **Agreed Value vs. Actual Cash Value:** These are the two main choices that boaters face and depreciation is what sets them apart. While it typically costs more up front, an “agreed value” policy covers the boat at whatever value you and your insurer agree upon - there is no depreciation if there is a total loss of the boat (some partial losses may be depreciated). “Actual cash value” policies, on the other hand, cost less up front but factor in depreciation and only pay up to the actual cash value at the time the boat is declared a total or partial loss or property was lost.

• **Boaters are different:** A good insurer will tailor your coverage to fit your needs so there will be no surprises. For example, bass boaters may need fishing gear and tournament coverage as well as policies that allow them to easily trailer their boat far from home. You may want “freeze coverage” if you live in a temperate state because ironically, that’s where most of this kind of damage occurs. “Hurricane haul-out” coverage helps foot the bill to move your boat to dry ground when a storm approaches. And if some boaters are only concerned about potential injuries or property damage, or they just need to meet the requirements of their marina’s slip contract, a liability only policy may be just the ticket.

For more info, visit www.BoatUS.com/Insurance or call 800-283-2883. BoatU.S. is the nation’s leading advocate for recreational boaters.



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Racing News and Results

Inter-Lake Yachting Association and GMC Join Forces to Present 2007 Bay Weeks



In late July, hundreds of boating enthusiasts will head to Lake Erie to participate in the Inter-Lake Yachting Association's (I-LYA) annual GMC I-LYA Bay Week Regattas at Put-in-Bay (Ohio). Newly sponsored by GMC Trucks and supported by West Marine, the GMC I-LYA Bay Week Regattas consist of three events run back-to-back: the Junior Regatta (July 16-21), the Powerboat Regatta (July 26-30) and the Sailing Regatta (July 30-Aug. 1).

Put-in-Bay, the quaint Victorian resort village that lures participants back with its charm and ambience year after year, is located on South Bass Island, Lake Erie's version of Mackinac Island. Another two dozen of the Bass islands -- where Commodore Perry won his famous battle in the War of 1812 and spoke the indelible words "We have met the enemy and they are ours" -- surround it, enhancing the area's beauty and adding to its tactical racing challenges. The Bay Week Regattas, however, are not all about hard-core competition; they also cater to those who prefer extreme recreational fun.

"The Bay Week Regattas are an annual rendezvous opportunity for many of the sailors throughout the Lake Erie region," said I-LYA Commodore Jim Dupre of Riverview Yacht Club. "They offer something

for everyone—young, old, male, female, competitive racer, recreational boater. Some of the adults have been participating since they were young kids and run into the same friends they made some 20 years ago."

Contributing to the rich maritime tradition of the area, the I-LYA — formed in 1885 to promote the interest of boat owners and other members — is the oldest yacht racing association in the country. It is also one of the largest, with 146 member yacht clubs located in states that surround Lake Erie: Michigan, Indiana, Ohio, Pennsylvania, New York and the Canadian province of Ontario.

GMC I-LYA Bay Week Junior Regatta

The GMC I-LYA Bay Week Junior Regatta (Mon., July 16-Sat., 21) at Put-in-Bay features upwards of 160 juniors racing in one-design classes for Thistles, CFJs and Lasers. With the boats being of the same design within each class, the emphasis is on skill rather than on equipment. The Junior Regatta, which has been held annually for over 50 years, also is a stepping stone to US SAILING's national junior sailing championships for the Sears Cup, Bemis and Smythe Trophies, serving as Area E Quarter Finals for these ladder events.

GMC I-LYA Bay Week Power Boat Regatta

Since 1908 when the Class C speed boat Rainmaker won the main

event at an average speed of 22.04 knots, the I-LYA Bay Week Power Boat Regatta (Thurs., July 26-Mon., July 30) has been one of the most festive and fun family events on Lake Erie. Contests include predicted log races and other tests of seamanship such as docking, maneuvering (including the "chicane" sequence of tight serpentine curves), compass navigation, weather forecasting, and the "flying mile." There is also a Commodore's Trophy, Junior Navigation Contest, Canoe and Inflatable Races, Miniature Golf Outing, Kids Fishing Derby, Softball Game and Golf Scrambles. A party for the adults, sponsored by Captain Morgan Rum, is also a welcome favorite on the events list.

GMC I-LYA Deepwater Races

Feeder races on Friday, July 27 (starting in Cleveland); Saturday, July 28 (Sandusky, Port Clinton and Toledo); and Sunday, July 29 (Detroit) will send their fleets through the challenging waters around the Bass Islands to the bustling waterfront of Put-in-Bay, where the GMC I-LYA Bay Week Sailing Regatta will begin on Monday, July 30.

GMC I-LYA 114th Bay Week Sailing Regatta

With a tradition of 114 years behind it, the GMC I-LYA Bay Week Sailing Regatta has long been a proving ground for some of the best sailors

Racing News

and fastest boats on the Lakes. Racing enthusiasts, from pre-teens to veterans of 30 or more years, compete in classes for Handicap (LE-PHRF, JAM, MORC, Offshore Multihull); One-Design (Interlake, Thistle, JY15); Offshore One-Design (Tartan 10, J/22, J/24, J/105); and One-Design Centerboard & Catamaran. There's even a Cruising Class with optional casual racing.

Sailing Regatta festivities begin Sunday afternoon, July 29, as regatta entrants arrive at Put-in-Bay. Some sailors casually cruise to the Bay over the weekend, while others choose to compete in feeder races called Deepwater Races. Whether cruising or racing to the Bay, the boats dock at the Put-in-Bay City Docks in the area reserved for Bay Week competitors (docking is included in entry fees).

Monday, July 30, through Wednesday, Aug. 1, is dedicated to racing. The many moods of Lake Erie typically require sailors to negotiate challenging shifts in winds, current and notorious chop while navigating around islands and reefs. The event traditionally has served as national championships for various championships, and sailors look forward to Boat of the Day awards presented by GMC. After racing, they can revel in the many shoreside activities on tap, including the Deepwater Awards, daily awards, Captain Morgan Rum party, Sailors' Steak Fry and Ladies Tea.

Second Annual Tri-Area Challenge

Open to all racing classes participating in the GMC I-LYA Bay Week Sailing Regatta, the Second Annual Tri-Area Challenge will be decided among teams from Detroit, Western Lake Erie Basin and Cleveland. Boats registered for the regatta will be automatically eligible and included in the scoring for no additional fee.

The winning area will receive a cash prize of \$1000 to be distributed to that area's Junior programs, along with a case of Captain Morgan Rum for the sailors GMC, the brand name used on trucks, vans, and SUVs marketed in North America and the Middle East by General Motors, is General Motors' second largest selling light vehicle division.

For more information visit <http://www.i-lya.com>, or for information on the Junior Regatta, contact Ron Spies at r.spies@gm.com; on the Sailing Regatta, contact Ed Skoch at ejskoch@comcast.net; on the Power Boat Regatta, contact John Stewart at jdanna@sbcglobal.net.

Great Lakes Water Levels

National Weather Service Detroit/Pontiac MI

1245 AM EDT Fri May 18 2007

The Following Are The Average Lake Levels
Forecast For Next Week.

LAKE LEVEL... INCHES FROM CHART DATUM

SUPERIOR	-13
MICHIGAN AND HURON	2
ST CLAIR	24
ERIE	34
ONTARIO	36

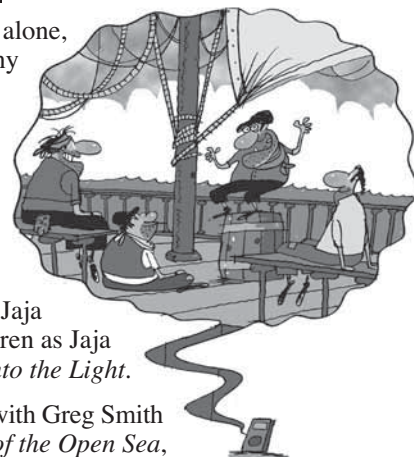
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Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
9	Walker Bay RID 275, Sail Kit	06	\$2,299	FS	15	Albacore, Main, Jib, Trlr, New Rigging	68	\$1,100	HY
10	Hunter Liberty, Sail Kit, New	04	\$2,199	FS	15	Bongo, Main, Spinnaker, Trlr, Will Deliver	05	\$5,500	SC
10	Hunter Xcite, New	04	\$2,699	FS	15	Coronado, Plaining Boat w/hiking wire	82	\$599	HW
10	WindRider Trimaran, S-O-T, Car Top Tri	03	\$1,495	HW	15	JY 15, Spinnaker, Trapeze, Trlr	UK	\$1,900	SY
10	WindRider, Yellow	02	\$1,195	GS	15	Laser , With Trlr \$950, Without Trlr \$850	UK	\$950	MA
11	Hunter Xcite Turbo	06	\$2,699	AS	15	Legacy, New Boom Tender Model, Trlr	07	\$14,900	GS
12	AMF Minifish	75	\$900	FS	15	West Wight Potter, Like New, RF Jib, Trlr, OB	96	Call	SC
12	Catalina Expo 12.5, Freestanding CF Mast	05	\$2,995	GS	16	AM Fiberglass, Trlr, Main, Jib	73	\$1,000	FS
12	Escape Captiva, Polyethylene Hull, Furl Main	00	\$1,700	WB	16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB
12	Holder, Main	86	\$1,100	WB	16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	95	\$4,900	WB
12	Johnson Miniscow, Main, Trlr	86	\$2,100	WB	16	Catalina 16.5, Main, RF Jib, Motor Mount, Trl	95	\$4,800	WB
12	Johnson Miniscow, Main, Trlr	86	\$1,695	WB	16	Compac 16CB, Swing Keel, Main, Jib, 2.5 OB	97	\$5,800	WB
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB	16	Custom Wooden Sail/Rowboat, Trlr	82	\$5,900	WB
13	Barnett Butterfly, Main	77	\$1,900	WB	16	Escape PlayCat	03	\$3,000	AS
13	Chrysler Pirateer, Main, Trlr	77	\$2,800	WB	16	Glastron 159, Main, Trlr	74	\$1,200	WB
13	Laser, Main, Trlr	87	\$2,000	WB	16	Hobie	77	\$800	FS
13	Puffer Sailboat/Rowboat, Main, Jib, Oars	74	\$995	SC	16	Hobie Adventure Island	07	\$2,999	AS
13	Swiftly, Wooden Boat, Sails, Trlr	00	\$4,500	WB	16	Hobie Cat, Main, Jib, Trlr	UK	\$1,799	MR
13	Vanguard Laser, Trlr	05	\$4,800	WB	16	Hobie Cat, Mast, Sails, Trlr	UK	\$1,000	MR
14	Am Fiberglass Corp "T" for Two	77	\$900	FS	16	Hobie Getaway	07	\$6,399	AS
14	American Daysailer, Main, Jib, Trlr	89	\$1,900	WB	16	Island Packet Big Fish	06	\$3,995	SW
14	Aqua Finn by AMF (Sunfish)	81	\$1,400	FS	16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB
14	Catalina Capri 14.2, Main, Furl Jib, Trlr	90	\$3,500	WB	16	Johnson J Scow, Mint Condition, Main, Trlr	79	\$2,600	WB
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB	16	Johnson M Scow, Main, Jib, Trlr	UK	\$980	MA
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$4,000	WB	16	Johnson M-16, Main, Jib, Trlr	80	\$2,700	WB
14	Catalina Capri 14.2, Main, RF Jib, Trlr	90	\$3,500	WB	16	Johnson X, Main, Jib, Trlr	83	\$1,800	WB
14	Catalina Capri 14.2, Main, RF Jib, Trlr	92	\$2,995	WB	16	Johnson X, Trlr	UK	\$1,000	MA
14	Catalina Capri 14.2, Main, Jib, Trlr	87	\$2,995	WB	16	M-16, 2 Sets Main & Jibs, Trlr, Race Ready	89	\$3,000	HY
14	Catalina Capri 14.2, Trlr, Motor Mount	91	\$3,900	SC	16	M16, Trlr	UK	\$600	FS
14	Catalina Expo 14.2, RF Main, Trlr	05	\$6,500	WB	16	Melges M-16, Trlr, Two Sets of Sails	UK	\$950	MA
14	Hunter 146, Trlr, Furler	05	\$5,500	FS	16	Melges X with Trailer, Club Champ, Mint	99	\$6,500	CN
14	Johnson Mini Scow	UK	\$950	MA	16	Paceship, Trlr	72	\$1,200	FS
14	O'Day Javilin BSU	UK	\$600	FS	16	Rave Hydrofoil, All Options, Trlr	03	\$10,000	AS
14	Phantom/Sunfish, Sail	UK	\$1,299	MR	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
14	Picnic Cat, Boarding Ladder, Motor, Trlr	03	\$7,900	SC	16	Rave, Trlr, Good Condition	00	\$4,000	GS
14	Picnic Cat, Well Equipped, Trlr	07	\$11,500	GS	16	WindRider, New boat, Excellent, w/Options	05	\$4,450	GS
14	Schock Capri 14, Main, RF Jib, Trlr	04	\$6,850	WB	16	X Boat, 2 Sails, Red	77	\$600	FS
14	Skipper, Trlr	77	\$1,000	FS	16	X Boat, Single Sail, Green	UK	\$600	FS
14	Sunfish, Main, Trlr	77	\$2,700	WB	17	Catalina 16.5, Centerboard, Trlr, Honda OB	95	\$4,900	SY
14	Sunfish, Main, Trlr	UK	\$895	MA	17	Catalina Capri 16.5, Centerboard, RF Jib, Trlr	01	\$450	SC
					17	Hunter 170, Float, Trlr, Motor Mount	06	\$8,200	FS
					17	Hunter 170, Roller Furling Jib	07	\$8,259	AS
					17	Nimble Mudhen, Main, 2.5 Merc OB, Trlr	92	\$5,500	HY
					17	O'Day DS, 2 Sails, 1.5hp John OB, Trlr	76	\$2,500	HY

LOA	Description	Yr	Price	Bkg
17	Silverline Dolphin, Trlr	77	\$1,500	FS
17	WindRider Trimaran, Advantage New!	07	\$8,200	HW
17	WindRider Trimaran, Trlr, Furling Jib	02	\$5,199	HW
17	WindRider Trimaran, Trlr, Furling Jib	04	\$6,590	HW
17	WindRider Trimaran, Trlr, Furling Jib	05	\$7,350	HW
17	WindRider, Dealer Boat, Bilge Pump	06	\$7,995	GS
17	WindRider, Hmbt Trlr, Furl, Bilge	02	\$4,500	FS
18	American Sail, Trlr, Cover, Seats 6	04	\$6,500	SC
18	Cape Dory Typhoon Weekender, 4hp Evin, Trl	79	\$5,800	HY
18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB
18	Catalina, Main, RF Jib, 5hp Merc, Trlr	02	\$13,500	WB
18	Chrysler Buccaneer, Main, Jib, Trlr, Furl	72	\$1,800	HY
18	Chrysler Buccaneer, Newer Main & Jib, Trlr	74	\$2,000	HY
18	Victoria, 3 Sails, 3hp Nissan, Trlr, More	84	\$2,900	HY
18	Victoria, 3 Sails, 3hp Yamaha, Trlr, More	80	\$3,950	HY
19	Com-Pac, Bristol Cond, CDI, Honda, Trlr	00	\$14,900	GS
19	O'Day, Trlr, Spinnaker, Genoa, Reduced	UK	\$2,950	MA
19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl	04	\$21,000	HY
19	Vanguard, Furl Jib	80	\$700	FS
19	West Wight Potter, Every Option, Upgrades	00	\$10,500	GS
20	C Scow - Melges, Ready to Sail, Trlr	72	\$700	SC
20	Hobie Holder, Well Maintained, 3.5hp Nissan	85	\$6,000	SC
20	Johnson C, Trlr, Very Clean, Stored Inside	UK	\$2,000	MA
20	Precision, Newer Main, Jib, 6hp Johnson, Trlr	88	\$7,995	SC
21	Hunter 216, Frl, Trlr, Demo	04	\$14,000	FS
21	Hunter 216, Furl, Trlr, New	06	\$16,900	FS
21	Hunter 216, RF Jib, Options Available	07	\$17,439	AS
21	Impulse, 3 Sails, Trlr, Vang	89	\$3,200	HY
21	Impulse, Main, Jib, Spin, OB, Trlr	89	\$3,800	WB
21	MacGregor, 4 Sails, 6hp Johnson, Trlr	77	\$2,000	HY
21	Precision, 3 Sails, 5hp Nissan, Trlr, More	00	\$14,500	HY
22	Bayliner Bucaneer 220, 6 Sails, Trlr, More	80	\$2,900	HY
22	Catalina Capri, Main, RF Jib, OB, Trlr	95	\$12,000	WB
22	Catalina, 2 Sails, Trlr, VHF, More	93	\$10,075	HY
22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY
22	Catalina, 3 Sails, 6hp Johnson, Trlr, More	73	\$4,000	HY

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LOA	Description	Yr	Price	Bkg
22	Catalina, 4 Sails, Trlr, 3 Winches, More	78	\$6,000	HY
22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB
22	Chris Craft Sea Skiff Classic	67	\$5,800	FS
22	Chrysler, Trlr, Merc 9.9	75	\$3,500	FS
22	Laguna, 4 Sails, Trlr, Galley, Head	85	\$3,500	HY
22	Laguna, 4 Sails, Trlr, Pop Top, Vang	87	\$3,800	HY
22	Nonsuch, Main, 13hp Westerbeke, Elect	84	\$27,400	HY
22	O'Day, Gas, Fiberglass	86	\$4,995	SW
22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr	78	\$4,500	HY
22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr	84	\$7,900	HY
22	Spindrift, 4 Sails, 8hp Evinrude, Trlr, More	84	\$5,500	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
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CN=Crow's Nest Yachts 651-739-2880	GS=Great Lakes Sailboat Co. 517-339-1760	IY=Island Yacht Sales 218-428-7306	NE=NestEgg Marine 715-732-4466	WB=White Bear BW 651-429-7221
	HH=Hansen's Harbor www.hansensharbor.com	LB=Lakeland Boatworks 269-795-9441	NY=Northland Yachts 715-779-3339	
			SC=See Classifieds	


Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
22	Tanzer, 5 Sails, Trlr, 6hp OB, More	78	\$5,500	HY	25	Columbia 7.6M	79	\$15,500	NE
22	Tanzer, Main, RF Jib, 6hp OB, Trlr, Galley	74	\$5,500	WB	25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$6,900	HY
23	AMF Paceship, Trlr	77	\$4,995	SY	25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
23	Beneteau, Trlr, Genoa, RF, Honda OB	UK	\$12,500	MA	25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY
23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr	74	\$4,500	HY	25	Hunter, All Options, Trlr, Sale	07	\$38,500	AS
23	Coronado, Trlr, 3 Sails, Chrysler 9.9	73	\$3,850	SC	25	Irwin, 5 Sauks, 15hp Yamaha, Trlr	70	\$7,250	HY
23	Hunter 23.5, 2 Sails, 5hp Nissan, Trlr, More	94	\$10,150	HY	25	Irwin, Trlr, 8 HP Honda 3 Hd Sails	77	\$6,000	FS
23	Hunter, 4 Sails, 5hp Nissan, Trlr, Galley, More	90	\$7,800	HY	25	Lancer, Trlr, Furl, Standing Headroom	81	\$6,500	FS
23	Hunter, Trlr, Wing	87	\$6,999	FS	25	MacGregor, 3 Sails, 7.5hp Honda, Trlr	81	\$5,900	HY
23	Hunter, Trlr, Wing, Furler, Nisson	89	\$9,900	FS	25	Merit, 4 Sails, 6hp Merc, Trlr, Comp/KM/VHF	85	\$5,900	HY
23	O'Day	73	Call	HY	25	Merit, 8 Sails, 5hp OB, Trlr, 2 Comp, Galley	84	\$8,000	HY
23	O'Day Osprey, New Hull Paint, 3 Sails	UK	\$5,000	HY	25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded	76	\$8,750	HY
23	O'Day, Trlr, 27-54" Draft	81	\$5,999	FS	25	O'Day, Centerboard, 9.9hp Motor, Trlr, 5 Sails	79	\$7,500	SC
23	Precision, 2 Sails, Trlr, Galley, More	07	\$26,995	HY	25	O'Day, Main, 2 Genoas, Needs Work	78	\$2,000	NY
23	S-2, Well Maintained, Prece Reduced!	75	\$6,900	CN	25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$15,500	NY
23	Sonar, 3 Sails, New Mast, Trlr	86	Call	HY	25	US Yachts, 3 Sails, 9.8 HP Merc, Trlr, More	81	\$6,200	HY
24	American, 2 Sails, 9.9 Evinr, Trlr, More	76	\$3,900	HY	26	Accent, Full Sail Inv, Dsl, Depth, More	73	\$12,995	NY
24	C&C	74	\$3,700	HY	26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS	26	Capri, Motor, Fiberglass	90	\$18,900	SW
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY	26	Clipper Marine, 3 Sails, 6hp Evin, Trlr, More	74	\$3,900	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY	26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr	76	\$5,900	HY
24	C&C, 4 Sails, 8 HP Merc, 5 winches, More	76	\$1,000	HY	26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$5,900	HY
24	C&C, 5 Sails, 8hp Johnson, Galley, More	76	\$5,500	HY	26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY	26	Commodore, 3 Sails, 9.9 Evin, Trlr, Electr	83	\$9,800	HY
24	Creekmore, 6hp Johnson OB, Trlr, More	80	\$6,500	SC	26	Cooper Queenship	87	\$23,000	IY
24	J Boat, 11 Sails, 4hp John, Trlr, More	87	\$10,000	HY	26	Grampian, Lots of New Gear	72	\$6,000	HY
24	J Boat, 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY	26	Hacker Race Boat	97	\$115,000	IY
24	J Boat, 9 Sails, 3hp OB, Trlr, Comp, Head	79	\$8,750	HY	26	J-80, Class Sails, Triad Trlr	06	\$49,900	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics	76	\$4,500	HY	26	Kings Cruiser Sloop	57	\$10,000	IY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$5,000	HY	26	MacGregor, 40hp Honda, 3 Sails, More	00	\$18,250	SC
24	Mirage, Trlr, Lots of Sails, Race Ready	76	\$3,500	SY	26	MacGregor, 5 Sails, 8hp John, Trlr, More	94	\$11,900	HY
24	S2 7.3, 5 sails, Trlr	85	\$9,999	FS	26	MacGregor, Trlr	94	\$11,850	FS
24	San Juan, Trlr, Sails, Race Equipped	78	\$9,999	MR	26	O'Day, Trlr, Sleeps 5, Swing Keel, Sail	86	\$16,999	MR
24	Sidelman, 5hp OB, Trlr	81	\$1,950	SY	26	Paceship (PY26) fin keel, 8 Sails, More	80	\$10,000	HY
25	C&C	74	\$2,995	NE	26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$11,000	HY
25	C&C, 3 Sails, 9.9 Johnson ('92), shr pwr	75	\$5,000	HY	26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$7,800	HY
25	Capri, 6 Sails, Trlr, 4 Winches, Compass	81	\$9,500	HY	26	S-2 7.9, Gas, Fiberglass	84	\$13,500	SW
25	Catalina 250	98	\$19,999	NE	26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches	77	\$6,500	HY
25	Catalina, 2 Sails, Trlr, 6hp John OB, Furl	77	\$7,500	HY	26	Seaward 26RK, New	07	\$36,000	GM
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl	80	\$9,500	HY	26	Seaward 26RK, New, Loaded, OB, Trlr	07	\$63,000	GM
25	Catalina, New	80	\$8,990	CN	26	Wetsrly Centaur, Trlr, Dsl	72	\$11,900	FS
25	Catalina, Swing Keel	80	\$2,000	SY	26	Westerly Centaur, 4 Sails, Dsl, Trlr, More	72	\$9,000	SC
25	Catalina, Tall Rig, Main, 3 Jibs, 9.9hp Evin, Trl	90	\$17,900	WB	27	Aloha, 2 Sails, A4 IB, Elect, Galley, Head	85	\$11,000	HY
25	Cheoy Lee Folkboat, 3 Sails, A4, Wooden	68	\$5,500	HY	27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY

LOA	Description	Yr	Price	Bkg
27	Bayliner Buc, 3', Whl, OB, Trlr, New Paint	76	\$7,000	FS
27	C&C MK III, 5 Sails, 13hp Yanmar, Whl	81	\$23,900	HY
27	C&C, Yanmar Dsl, Whl, RF, 5 Sails, BBQ	82	\$19,900	SC
27	Catalina, 2 Sails, 11hp Univ Dsl, More	74	\$10,900	HY
27	Catalina, 5 Sails, 15HP Evin, Elect, More	75	\$8,000	HY
27	Catalina, 5 Sails, New Furlex, IB, GPS, More	77	\$11,500	HY
27	Com-Pac 27/2, Great Condition	86	\$20,000	CN
27	Ericson, 4 Sails, A4 IB, Harken Furl, More	77	\$9,900	HY
27	Ericson, 6 Sails, A4 IB, Hood furling, More	73	\$5,800	HY
27	Ericson, 6 Sails, A4 IB, Hood furling, More	77	\$5,800	HY
27	Ericson, 8 Sails, 12hp Chry 180 OB, Trlr	73	\$5,900	HY
27	Hunter, 3 Sails, Yanmar IB, Stereo	77	\$5,700	HY
27	Hunter, Reduced	84	\$10,999	NE
27	Hunter, Wow Condition	76	\$11,995	CN
27	Island Packet Cutter, 18hp Yanmar, Dodger	90	\$49,900	SC
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
27	O'Day, 7 Sails, 9.9hp OB	77	\$6,995	SY
27	O'Day, Gas, Fiberglass	76	\$11,900	SW
27	Starwind, IB Dsl, Trlr, Reduced	85	\$15,995	NE
28	Cape Dory, Classic Lines	82	\$21,500	NY
28	Catalina, Dsl, Fiberglass	03	\$69,900	SW
28	Hunter 285, Dsl, electronics, H/C Water, Trlr	95	\$25,900	GM
28	Islander, Main, 150%, Storm, Spin, Elect	76	\$13,995	NY
28	Johnson Wood E Scow, Trlr, Refinished in 2002	71	\$3,500	SC
28	Morgan (Out Island), 4 Sails, AR, Elect, More	74	\$13,500	HY
28	O'Day, Main, Furl Gen, Whl, Trlr, IB	79	\$21,900	NY
28	Pearson	78	\$12,500	IY
28	Pearson, IB Dsl, Excellent Condition	86	\$24,900	SY
28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$16,900	SW
29	Bayfield, Depth, Radar, Autopilot, GPS, VHF	83	\$30,000	SC
29	Bayfield, Whl, Galley, Yanmar Dsl, Cradle	84	\$25,900	SC
29	Columbia	77	\$17,500	NE
29	Columbia 8.7, 5 Sails, IB, Cruise Equipped	77	\$13,500	HY
29	Columbia 8.7, Auto, GPS Radar	82	\$21,995	NY
29	Hunter 29.5, Way Above Average	95	\$39,900	CN



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LOA	Description	Yr	Price	Bkg
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN
29	Lancer	78	\$10,995	NE
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
29	Paceship, 2 Sails, A4 IB, Furler, Comp/VH	70	\$7,000	HY
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
30	Baba, Dsl, Autopilot, GPS, Radar, More	80	\$71,995	NY
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$105,500	HY
30	Cape Dory Cutter, 2 Sails, Volvo IB, Whl	83	\$27,000	HY
30	Cape Dory Cutter, Volvo Dsl, RF, GPS, More	83	\$33,000	SC
30	Catalina	84	\$27,000	IY
30	Catalina	84	\$27,000	IY
30	Catalina 30 Tall, Dsl, Fiberglass	88	\$34,900	SW
30	Catalina 30, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
30	Catalina Tall Rig MKII, Dsl, Fiberglass	92	\$44,900	SW
30	Catalina, Dsl, Fiberglass	89	\$42,900	SW
30	Catalina, Main, Furling Genoa, Dsl, More	80	\$23,500	NY
30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
30	Freedom, 2 Sails, Yanmar, Whl, More	86	\$35,000	HY
30	J-30, Trlr, IB Dsl	86	\$27,000	SY
30	Lancer, Dsl, Tiller Pilot, Chart Plotter, More	78	\$19,900	NY
30	Newport 30 MKII	74	\$10,900	NE
30	Pearson 303, Autopilot, RF, Dsl, GPS	82	\$29,500	SC
30	Pearson Coaster, A Real Value	69	\$12,995	NY
30	Redwing, Atomic 4, Excellent Condition	69	\$9,500	SC
30	S-2 9.2, Dsl, Fiberglass	83	\$32,900	SW
30	S-2 9.2A, 5 Sails, Yanmar, Furl, Whl, More	78	\$22,250	HY

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Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$29,995	HY	35	Beneteau 351, Furl Main & Gen, Radar	96	\$89,900	NY
30	San Juan, 7 Sails, Volvo IB, Project boat	75	\$5,000	HY	35	C&C Landfall, RF, Bimini, Yanmar 30 Dsl	82	Call	SC
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl	81	\$29,000	HY	35	Catalina	06	\$161,995	NE
30	Trojan F-30, Express Hardtop	79	\$24,500	IY	35	Catalina 350	04	\$139,999	NE
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
30	Yankee, Sparkman & Stevens	73	\$19,500	NE	35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, Elec	94	\$78,500	HY
31	Cal 31, EXCELLENT CONDITION	80	\$25,900	CN	35	S-2 35C, Dsl, Fiberglass	87	\$66,900	SW
31	Pearson MKII, Dsl, GPS, Dinghy, Loaded	88	\$45,000	SC	35	Tartan 3500, Dodger, Bimini, Dinghy, Motor	00	\$162,000	SC
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$31,500	HY	36	C&C 110	03	\$149,999	NE
32	Catalina 320, Wing	00	\$89,995	NE	36	Catalina Mark II, Dsl, Fiberglass	98	\$102,900	SW
32	Catalina 320, Wing	01	\$94,000	NE	36	Catalina, Cruise Ready, Dsl, Extras	88	\$63,000	SC
32	Ericson	74	\$22,500	NE	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
32	Gulf Pilothouse/Motor Sailor, Dsl, Furl Jib	89	\$59,500	SC	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl	98	\$135,000	HY	36	Ta Shing Tashiba	86	\$130,000	IY
32	Larson Cabrio 330	02	\$80,000	IY	37	Hunter 376, Big Boat, Small Price	98	\$104,900	CN
32	Pearson 323, Full Elect, Dinghy	77	\$34,995	NY	37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$99,500	NY
32	Seaward 32RK, New, Dsl, Std Equipment	07	\$124,000	GM	37	Island Packet, Dsl, Fiberglass	95	\$184,900	SW
32	Seaward 32RK, New, Dsl, Trlr, Loaded	06	\$135,000	GM	37	Pacific Seacraft, Dsl, Fiberglass	95	\$169,900	SW
32	Seaward 32RK, New, Dsl, Trlr, Loaded	07	\$155,000	GM	37	Tartan, New Main & Genoa, Loaded	79	\$52,500	HY
33	C&C MkII, Racer-Cruiser, Yanmar Dsl, RF	85	\$49,500	SC	38	C&C, Racer/Cruiser, RF, Refrig, Steel Crdl	77	\$32,000	SC
33	Hunter	82	\$23,000	NE	38	Morgan 382	79	\$59,900	NY
33	Pearson 10 Meter, Main, Furl Genoa, Loaded	77	\$44,995	NY	39	Beneteau 393, 3 Cabins, Loaded	05	\$169,995	NY
33	Storebro Royal	84	\$48,900	NE	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$325,000	NY
33	Tartan, Up Grade Sails, Dsl, Elect	82	Call	NY	41	Beneteau 411, Loaded	01	\$169,995	NY
34	C&C, Really Clean	79	\$26,500	NY	41	Hunter 410, New Listing, Wow! Priced	98	\$121,000	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY	41	Princess 412 - 2	85	\$88,000	IY
34	Catalina MkII, Loaded, New Condition	05	\$138,900	NE	41	Silverton Aft Cabin	87	\$67,900	IY
34	Catalina, Dsl, Furl Gen, Main, Elect	97	\$84,995	NY	42	Vagabond, Main, Furl SS & Genoa, More	83	\$175,000	NY
34	CS Yachts, Reduced	90	\$66,900	NE	43	Siren Song, 90hp Dsl, Teak Decks, 19 Sails	UK	\$39,500	NY
34	Hunter 340, INCLUDES DINGHY	97	\$73,900	CN	44	Pacemaker Allglass	74	\$77,000	IY
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY	44	Pacemaker Allglass	74	\$75,000	IY
34	Pacific Seacraft Crealock, Dsl, Fiberglass	87	\$98,500	SW	45	Fabola Diva 451	97	\$190,000	IY
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$125,000	HY	45	Morgan, Nelson/Marek Performance	83	\$99,900	CN
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY	50	Luders Yawl, Amazing, Sleeps 6, Exc Cond	47	\$140,000	IY
34	Silverton Convertible	89	\$53,900	IY					

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WB=White Bear BW
651-429-7221

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
Miscellaneous									
	Charter the Apostle Islands with a diverse fleet	Call		SC	8	Walker Bay Dinghy	89	425	HY
	Deliveries: Professional, Sail and power	Call		SC	10	Livingston Dinghy, Bi-Hull Fiberglass, OB	83	\$500	HY
	Instruction: Northern Breezes Sailing School (ASA)	Call		SC	26	Cooper Queenship	87	\$23,000	IY
	Music: Carl Behrend		\$18	SC	26	Hacker Race Boat	97	\$115,000	IY
	Music: Lee Murdock Songs		\$15	SC	30	Trojan F-30	79	\$24,500	IY
	Outboard: Honda Outboard BF2, Short Shaft, Used05		\$626	HW	32	Larson Cabrio 330	02	\$80,000	IY
	Outboard: Honda Outboard BF2, Long Shaft, Used04		\$726	HW	34	Silverton Convertible	89	\$53,900	IY
	Rental: WindRider and Kayak Rentals	Call		SC	41	Princess 412 - 2	85	\$88,000	IY
	Wanted: Used Johnson/Evinrude, 6hp long/short shaft	Call		SC	41	Silverton Aft Cabin	87	\$67,900	IY

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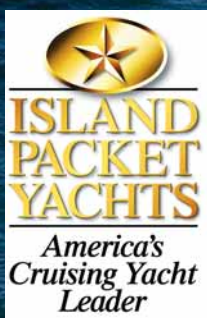
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Photo by Sandra Huonder.



Sunset at Raspberry Bay Anchorage, Apostle Islands, WI.

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