

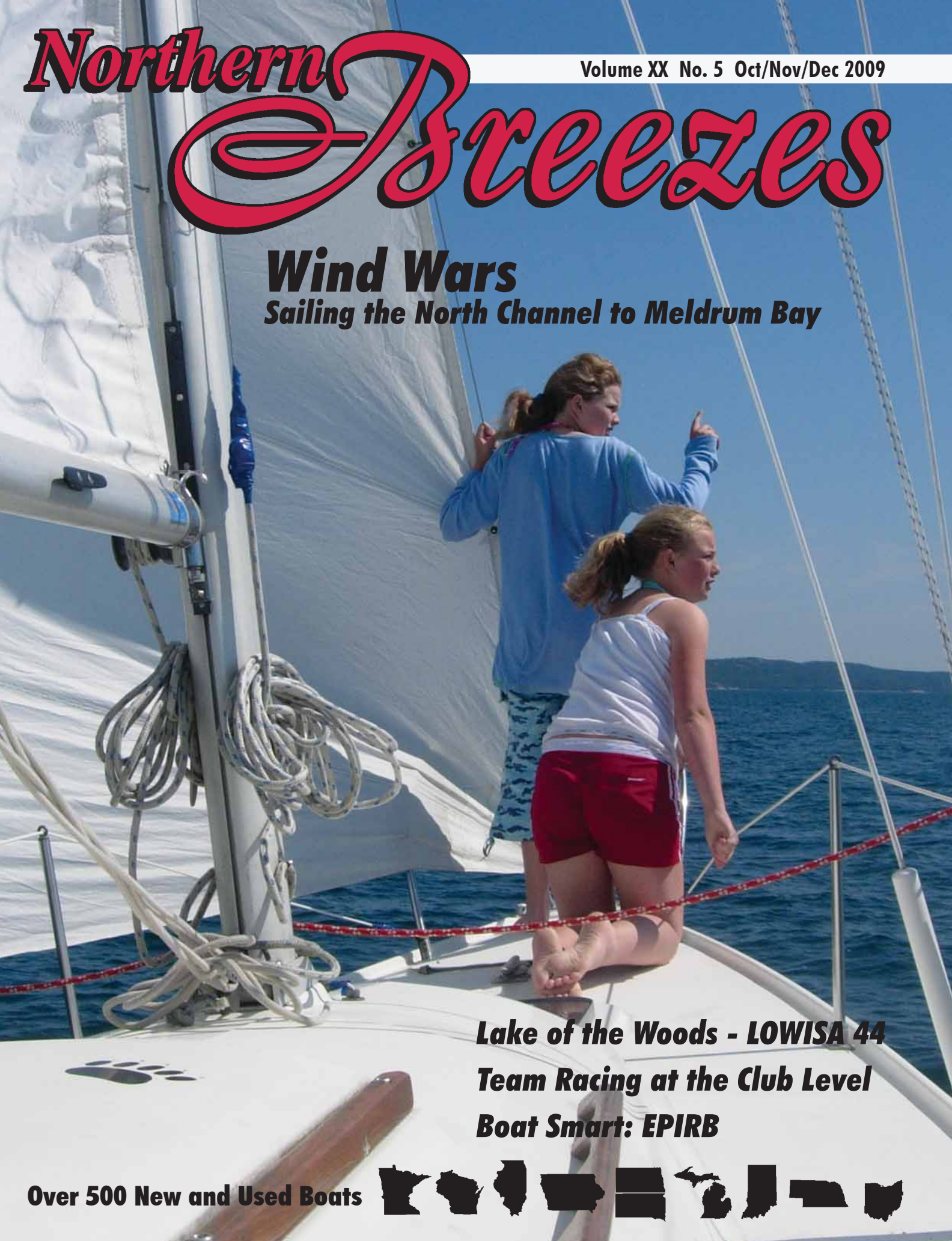
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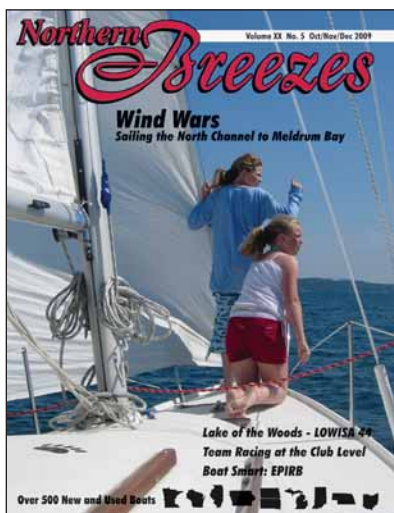
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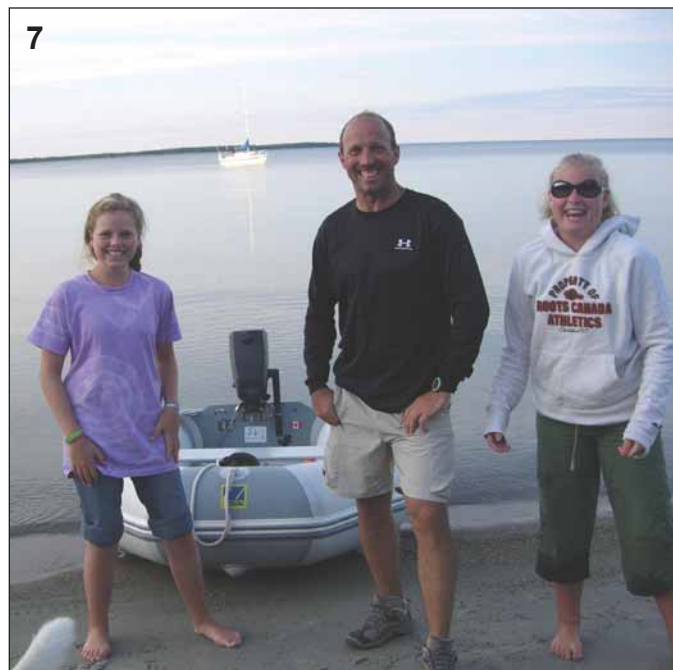
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The Cover



Cover Photo:
Sailing the
North Channel.

*Photo by
Terry Lynn Johnson*



Page 7, Denis and girls.

Photo by Terry Lynn Johnson



Page 10, Sonars in Wisconsin.

Photo by Ken Legler, Head Sailing Coach, Tufts University



Page 30, Taylor Canfield from the US Virgin Islands won the Chicago Match Race Center's (CMRC's) July Grade 3 Event in front of the Chicago lakefront's Belmont Harbor.

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Speed & Smarts

Make a 'Game Plan' For The Windward Leg
 by David Dellenbaugh

It's critical to have a good strategic plan for the windward leg because that is usually where the fleet gets farthest apart. When boats are on opposite sides of the beat, their separation can be huge, and even a small change in wind direction, pressure, or current can have a huge impact on the fleet standings.

Of course, if the conditions never change you don't have to worry about strategy. In that case the race will be decided entirely on speed and tactics. But in reality the wind is always changing in both velocity and direction. In fact, the wind is a lot like a snowflake - it never follows exactly the same pattern in any two races.

The Strategic "Playing Field": It's important to think about strategy before you start sailing up the windward leg. For the first beat, develop a game plan before you get into the starting sequence. This is critical because your position on the starting line will determine where you end up on the course.

For the second or third beat, make a new plan (or revise your old one) before you round the leeward mark. This is important so you won't get stuck going the wrong way at the beginning of the windward leg. Photo by J.H. Peterson

Every race has a unique set of strategic conditions, and that's why you need to develop a new strategy for

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Wind Wars

Sailing the North Channel to Meldrum Bay

by Terry Lynn Johnson

“We’ll just go where the wind blows us,” I had said the night before. I was trying to reassure everyone this would be fun. But we had a plan. A destination. And seven days to do it.

“Dad’s looking a little green, Terry,” said Rebecca, my 12-year-old stepdaughter. I glanced over my shoulder at Denis while I wrestled with the tiller of our 26’ Tanzer. Anything over 3 foot waves and my husband became dead weight. Not the best trait for a sailor and certainly not a great start to our week long expedition.

Victoria, my 10-year-old stepdaughter and our blue-eyed husky/lab cross made up the rest of our intrepid team. We’d been talking about sailing to Cockburn Island, west of Manitoulin Island since we bought our boat, *Logs and Frogs*. This year we called up the courage, booked the time off work and had just left Little Current. The forecast of strong west winds all week had us nervous. Despite my assurances, it would be man against nature all the way westward.

We tucked into Gore Bay our first night just before vicious 35 knot winds came up to interrupt the trips of all sailors in the area. We watched a 40-foot catamaran get tossed around in the whitecaps like it was a toy boat in a tub. The crew were wearing full foul-weather gear and feverish looks in their eyes when they docked. “Pretty big seas.” I heard one of them say to sum up their day.

There were at least ten other sailors gathered on the dock to help lasso the Cat. One of the best things about sailing is the easy friendships you can make. Our conversations usually started, “How do you like your Tanzer?” Or, “Our first boat was a Tanzer 26. Man that was a great boat.”



Meldrum Marina’s net shed made for a handy meeting area.
Photos by Terry Lynn Johnson.

That night we visited in the cockpit of the 31’ Bristol of our new friends while the kids played cards in the V-berth with their new friends. Gore Bay had lots to offer with hikes to the lookout, walks to the lighthouse and of course, rock hunting.

**“Well...we call that
Rattlesnake Island,”
he said with a little grin.**

When the wind calmed a little we charged ahead, heading west, battling for every mile. The storm jib taut and snapping, the dog sliding on her nails across the slanted seat, the reefed main alternating full then limp as we pinched too tight. Cold waves roared up and soaked us as the wind screamed through the rigging.

After several days, we came exhausted to Vidal Island. The crew was near mutiny. We were wind burnt, sun burnt and stressed along with being

a little nauseous.

“Let’s go exploring,” I suggested. We dinghied to the rocky, south shoreline and hiked for over an hour. The dog zigzagged in frantic glee, nose to the ground and tail waving high. All the walking made me and the girls hot and hungry.

“I’m going to start supper,” I said. But Denis was on a mission to scour every last tussock for some hidden treasure, so we left him the dinghy. We shucked our clothes and left them in the Zodiac and tiptoed and squealed our way into the icy, clear aqua water. A short swim and fresh clothes over tingling, clean skin never felt so good.

We discussed our options for the next day. Do we go to Meldrum Bay, or head straight into the winds once again and battle it out for Cockburn? We were so close to our goal. But after days of fighting Mother Nature, we were feeling a little fragile.

Little Current bridge is seen in the distance.



Cooking supper, we discovered we had run out of water in the fresh water tank, and the holding tank was full. Meldrum Bay it is.

Docking at Meldrum was a nervous and awkward experience. Sharp rebar jutted out of the wall near the Marina's gas dock. Wind howled down the bay and bashed our shiny hull dangerously close. Denis leaped to the dock and held it off just as we were about to crunch down on a nasty spike.

More stragglers were blown in out of the choppy seas. "There's six footers out there," said the Hunter 35 owners, as they attempted to get a pump out without scratching anything.

The welcoming marina staff and Townies made up for the dilapidated docks. We spoke with a grizzled local and told him of our adventures on

Vidal Island. His eyebrows shot up in shock as he took in our two young girls. "Well...we call that Rattlesnake Island," he said with a little grin. He held out his arm, "Snakes as long as your arm, and just as round. They're all over that Island."

The whites of Denis's eyes flashed and I chuckled at the memory of a past hike along a rocky shoreline when he had shot up straight in the air with a distinctly girly scream when he nearly stepped on a water snake. We looked at each other over the girls' heads as we recalled traipsing across Vidal Island blissfully unaware of it's inhabitants.

The Marina's net shed made for a handy meeting area that night. A gentleman from the boat beside ours walked down the dock towards



She took a self-portrait.

the shed carrying a mysterious box. We all followed like children from the Pied Piper. To our delight, he pulled out a shiny accordion and told us modestly that he "played a little bit." For hours we clapped and stomped at our first ever Polka Party. Perky music and singing filled the musty room. Even the mice showed their



Denis and girls. Photos by Terry Lynn Johnson

appreciation, dancing up and down the walls.

Back on our boat, we decided that tomorrow we'd better start heading home. Colburn would have to wait another year. But had we been defeated? In our efforts, it was the stops and the people that made this trip memorable. And if we turn around tomorrow, at least we'd finally have the savage winds to our back.

After the girls went to sleep, Denis and I sat in the cockpit, listening to the stars and watching a beaver swim around the docks. He seemed to be trying to tell us to go with the flow.

The next day, we woke to the news on the marine radio that our adversary, the Evil Wind, still had some tricks up it's sleeve. It had shifted East.

For five hours we struggled and whipped and bounced our way homeward. No one spoke much in the six foot seas. We were completely bagged.

Just to get out of the waves, we tucked in behind the Cape Roberts peninsula and dinghied to dry land. We found a hiking trail system and decided to spend the rest of the day stretching our legs. Anything to stay off the bouncing boat. The girls and I tormented Denis describing the different colours of grey that had spread across his face. Truth was we were all pretty tired of fighting with the wind.

At five a.m., we woke to find the winds had finally relented. But a thick bank of fog had rolled

in. The dog kept me company as I sailed on a beam reach while everyone else slept below. I kept expecting ghost ships to appear before me out of the mist. For a wondrous, peaceful two hours of surreal sailing, I watched the compass and listened intently for the sounds of other boats. I could not see shore in any direction. A little part of my brain niggled in worry as I hoped I was on the right track. Did I calculate the right compass bearing? Perhaps we're going faster or slower than I predicted. I looked at my watch. As suddenly as it had come, the fog lifted and I was proud to see we were right on the bouy marking the channel to Clapperton Island.

As we motored into our home berth in Little Current the next day in the pouring rain, we stood on deck in our rain gear and vowed to each other our new sailing motto. We will go where the wind takes us. For real this time. No more man vs. nature. Our future trips will be man with nature. It's not the destination, but the journey, and all that. Much more fun that way and less nauseating. The wind had taught us surrender.

Terry Lynn Johnson sails the North Channel of Lake Huron with her family in their Tanzer 26'. One day she hopes to circumnavigate Manitoulin Island. Visit her at www.terrylynnjohnson.com

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Team Racing at the Club Level

by Thomas Brown

There's something catching fire in the club racing scene, and it's not only on the barbeque grill. Long popular with high school and college racing programs, team racing is finding its way to the club level event calendar. Sailing centers and club members are acquiring whole new fleets of boats and teams are travelling en masse cross continent for friendly competitions between clubs.

But what is team racing? At first approach, often even experienced club racers are bewildered. At its basic level, it's a sailboat race that's scored as a team. In the most common format of 3 boats per team, it means 10 points (in the traditional fleet racing sense of one point per place position) or less, wins the race. However, this is where the similarity to fleet racing ends. With six boats, there are twelve different possible outcomes, and a single well performing boat on a team is no assurance of success. Ken Legler, coach of the Tufts University team, and popular coach for club level events puts it another way, "The fun and challenge of team racing is just because you're first, doesn't mean you'll win."

Most would agree that fleet racing focuses on going as fast with the least distance possible. Match racing is primarily about the start, and many even match races are already decided by the time the starting gun goes off. Not so for team racing. While starting well and going fast are important, most skilled crew team races are not decided until right up to the last few feet from the finish line.

To get started, the minimum is 4 boats: 2 on 2. This is the easiest form to start with since whichever team has the boat in last place, loses. Note however, that you can have a boat on your team in first place, and still lose!

The more generally recognized format is 3 on 3. This steps up the intrigue in that there are more permutations that can result in a winning score, as well as



Sonars in Wisconsin. Photo by Ken Legler, Head Sailing Coach, Tufts University

the fact that you can have a boat in last place and still win...as well as one in first place and still lose!

The race itself actually becomes like a basketball game where there are 'plays' and team members 'cover' for each other while at the same time avoiding 'fouls.' Here are the generally accepted plays of the 3 on 3 team racing format:

- 1-2-anything wins ("Play 1")
- 1-3-anything except DSQ wins

(assuming that DSQ is 7 points)

- 2-3-4 ("Play 2")
- 2-3-5
- 1-4-5 ("Play 4")

The challenge of this is that this is a game almost more than a race that is constantly and quickly changing. An instinctive knowledge of the rules (with their exceptions and limitations) must be as fluent as one's own native language. It rewards those who can decisively take the initiative and make boats both go

both fast AND slow! It penalizes delay or simple single boat decisions alone.

As an example, one of the most popular moves in team racing is the 'mark trap' whereby a team boat slows down and 'traps,' via judicious use of the rules, a competitor from rounding a mark until a fellow teammate can catch up and form a play.

One of the bastion keelboat classes for team racing at the club level is the Sonar. Simply rigged with no overlapping genoa, it fits the need for rapid maneuverability, good boat behavior when executing plays in heavy air and a crew count of three with one of them being the highly desirable dedicated 'head out of the boat.'

Since its recognition as an ISAF class in 2000, the Sonar has hosted the annual Kirby Cup in team racing format after its designer (and that of the Laser) Bruce Kirby. The Kirby Cup rotates from different Sonar fleet locations ranging from Galveston Texas to Noroton Connecticut in the U.S. Other Sonar team racing venues popular with club teams cross the Atlantic to Scotland and the famous Solent in the U.K.

Perhaps one of the interesting aspects of the current team racing trend is the 'travelling club team' concept. Recently, the Sheboygan, WI Sailing Center, (<http://www.sailsheboygan.us>) hosted a combination team racing clinic and regatta with Ken Legler, Tufts University coach with a top notch staff of umpires and specialists. Nearly all of the boats were provided by Sail Sheboygan with its club fleet of Sonars. Teams came from as far as Boston, Lake



Sonars in Wisconsin. Photo by Ken Legler, Head Sailing Coach, Tufts University

Winnipeg and Wayzata, Minnesota with simply their sailing garb in hand ready to race against the local Sheboygan team. This is an event that is committed to occur yearly along with reciprocal events in the clubs of the visiting team members. The venues for this form of team racing is growing each year. The US Sailing site indicates "Team Racing in keelboats may be the fastest growing element of this discipline."

The attraction of this format is that a club team would prepare for a team event at their own club during the season and then go together to the team event. In turn, visiting teams are invited for local events. No boat trailers, tow vehicles or valuable vacation time burned away under the windshield.

Whether you're new to one design racing, want to give it a try, or are an old salt at fleet racing, there's not much else that will get you in the game and bring you up to speed faster than team racing!

Resources:

Wayzata Yacht Club Sonar fleet #5:

<http://www.wyc.org>

Lake Winnipeg Sonar fleet:

www.gimliyachtclub.ca

Sail Sheboygan:

<http://www.sailsheboygan.us>

Sonar class association:

<http://www.sonar.org>

ISAF <http://www.sailing.org>

Thomas Brown races with the Sonar fleet #5, Wayzata Yacht Club, and owns Sonar #40 "Tally Ho!"

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How well do you know the new 2009-2012 racing rules?

by David Dellenbaugh

Here is an excerpt from the latest version of the Racing Rules IQ test from Speed & Smarts! This year's test has brand new questions that are designed to find out how well you understand the new 2009-2012 edition of the rulebook.

This special IQ test focuses on the changes in the new rules. You can take it with an open rulebook, or if you'd like a challenge similar to what you will face on the race course, try it first without looking at the rules. Many of the test topics were covered in issue #104 of Speed & Smarts which explained the rule changes. When you finish the test, check your answers below. Extended answers can be found in issue #106 of Speed & Smarts. Good Luck!

TRUE or FALSE?

Changes in the Definitions

1 Whenever a boat is entitled to mark-room, this includes space to tack if that is her proper course around the mark.

T F

2 When a racing boat is steering a course that will just miss a large obstacle, that object is not considered an obstruction.

T F

3 A tugboat moving through the course could be considered a continuing obstruction.

T F

4 When a boat entitled to mark-room is at the mark, she can sail her proper course.

T F

5 Mark-room includes space for a boat to sail a seamanlike course to the mark.

T F

6 An object that is big enough to be an obstruction for one boat might not be an obstruction for another boat.

T F

7 A boat is not fetching a mark unless she can pass on its windward side without sailing above a closehauled course.

T F

8 A boat that is racing is never considered to be a continuing obstruction.

T F

9 When only a boat's spinnaker is in the zone, she is not considered to be "in the zone".

T F

10 Two boats sailing downwind on opposite tacks are not considered to be overlapped unless they are subject to Rule 18.

T F

11 The terms clear ahead, clear astern and overlap always apply to boats that are on the same tack.

T F

12 The zone is always circular in shape.

T F

13 There is never a zone around an obstruction.

T F

New Section C Rules

14 A right-of-way boat may choose to pass an obstruction on either side.

T F

15 A boat required to give mark-room must always continue to do so until the other boat has passed the mark.

T F

16 A leeward boat is not permitted to hail for room to tack at an obstruction if the boat to the windward of her is fetching it.

T F

17 Rule 19 (Room to pass an obstruction) never applies at the race committee boat.

T F

18 If two boats were overlapped when the first one entered the zone, the outside boat must thereafter give mark-room to the inside boat.

T F

19 Rule 18 (Mark-Room) does not apply unless both boats are in the zone.

T F

20 A boat can hail for room to tack at a mark if it is also an obstruction.

T F

21 If one boat tacks inside the zone and a fetching boat then must change course to avoid her, the boat that tacked must take a penalty.

T F

22 When a boat is taking mark-room to which she is entitled, she will be exonerated if she breaks rule 16 (Changing Course).

T F

23 Rule 18 (Mark-Room) never applies at a mark that is also a continuing obstruction.

T F

24 If one boat hails for room to tack and the hailed boat thinks the hail is too early, she is still required to respond.

T F

25 When a port-tack boat enters the zone clear ahead of a starboard tack-er, the port-tacker has the right of way until they pass the mark and rule 18 turns off.

T F

26 When a boat gets an inside overlap from clear astern, she is never entitled to mark-room unless the outside boat has been able to give mark-room from the moment the overlap began.

T F

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

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12. False 13. False 14. True 15. False 16. False 17. False 18. True 19. False 20. True 21. False
22. False 23. True 24. True 25. False 26. False
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Keep Your Boat Afloat in the Off Season

Progressive offers tips to prepare your boat for winter

As the summer boating season comes to a close, many boaters are preparing their vessels for winter storage. Leading boat insurer Progressive wants to remind boat owners about a number of steps they can take to make sure their boats are properly protected during the off season.

“Taking the right steps now to protect your boat will not only provide you with peace of mind through the long, cold winter months, but can help you avoid a hefty maintenance bill in the spring,” says Dominic Mediate, Progressive’s boat product manager.

Some slip-proof tips for winterizing your boat:

- **Get your engine winter-ready** – First drain the water from the engine completely and fill the cooling system with environmentally safe antifreeze. Remove spark plugs and fog cylinders, and wipe down engine with fogging oil or similar moisture displacing lubricant.

- **Check your fluids** – Change the oil and filter, and ensure fuel tanks contain stabilizer and are filled to the desired level. And don’t forget the lower unit! If there is any water left in the lower unit, it can freeze and cause the unit to crack.

- **Keep your boat sufficiently covered** – If you are using a standard canvas or plastic cover make sure it is properly secured and sturdy enough to handle any snow-build-up. For added protection against the winter wind and snow look no further than trusty shrink wrap, which can be used to cover exposed areas of the boat. If possible, apply shrink wrap or other covering to the tongue, trailer jack, and winch.

- **Don’t forget the trailer** – To be sure your trailer is ready to roll when spring comes back around put it up on blocks, oil the rollers, trailer jack and winch; and grease the bearings.

- **Remove the battery** – Maintain the charge and keep the battery conditioned

through the winter by removing it from the boat and storing it properly.

- **Keep your boat from “going condo”** – To keep birds, rodents or other vermin from using your boat as their winter residence make sure there are no possible entrances, and spread a deterrent like moth balls through the vessel.

- **Show your love** – Check on your boat periodically during the winter months.

- **Check your insurance policy** – Make sure you’re properly protected in case your boat is stolen or damaged in the off season. A stand-alone boat insurance policy can give you that protection.

“Having specialized boat insurance can make a big difference in the event you need to file a claim,” explains Mediate. “Some boaters might think it’s more convenient to just add a boat endorsement to their homeowners policy, believing it offers more protection than it actually does.”

J H Peterson

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WINTER?

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EPIRB: a sure life-saving signal from outer space—maybe?

by Tom Rau

EPIRB, a sure life-saving signal from outer space, is a terrestrial acronym for emergency position indicator radio beacon. In short, it's an electronic distress signal beamed from a small device aboard a boat or ship to search and rescue satellite receivers.

Maybe.

The maybe involves not the celestial complex component, but rather a simple terrestrial subcomponent: human error. Such an error nearly cost a father and son their lives in a recent boating mishap off the Florida coast.

According to Chris Landry, Senior Reporter for Soundings Magazine, the father bought a new EPIRB for their 25-foot center console powerboat for an upcoming trip to the Bahamas. While underway their boat flooded and then rolled. The EPIRB failed to activate.

The father and son clung to the overturned hull hopeful that they would be rescued. After eight hours, there was no rescue response—nothing. Apparently, they had failed to read the EPIRB instructions. What the father and son didn't know is that the EPIRB must be on the surface for its antenna to transmit GPS coordinates to SAR satellites.

Trapped within its pouch in the underside of the boat's t-top, the EPIRB just as well have not been aboard. By happenstance, or if you wish by divine providence, the EPIRB worked free of the pouch and floated to the surface, releasing its life-saving signal that led to their rescue.

Since 1982, this incredible modern-day satellite rescue system has saved over 24,500 people world-wide, and over 6,108 people in the U.S. NOAA, which plays a key role in the search and rescue satellite system, offers the following advice to mariners about EPIRBs.



EPIRBs as small and portable as these life-saving devices might be their only limitation is the limitation of those that fail to read the instructions. Failing to do so nearly cost a father and son their lives.

Listen up: these NOAA folks speak in a deck-plate language this old senior chief can clearly understand.

As with any safety gear, it's only as good as the person operating it. Spend some time familiarizing yourself with your EPIRB. The following addresses the 406 MHz EPIRB designed for maritime use.

Test your EPIRB in accordance with manufacturers' recommendations. Most EPIRB activation switches have a test position. This allows the entire unit, including battery and antenna, to be tested without generating a false alarm.

Register your EPIRB with NOAA. This will help flush out a false alarm. If the EPIRB is properly registered, the situation can be resolved with a simple phone call from the Coast Guard. It will also help speed a rescue if need be. If your EPIRB is not registered, a form is included on NOAA's homepage. It's free, it's easy, and it's the law.

Affix your registration decal on the EPIRB so it can be easily read without taking the EPIRB out of its bracket.

A surprising amount of false alarms are generated by people—sometimes Coast Guard safety inspectors—doing so to check the decal.

Never remove the EPIRB from its bracket without first switching it to the "Off" position, unless it is an actual distress. Also, never allow others to remove it. Many false alarms are generated by curious meddlers.

Another common source of false alarms: removing the EPIRB to perform boat maintenance such as painting.

Ensure that the EPIRB batteries are within their expiration date.

If the EPIRB is not on the vessel, it should be switched off. This avoids the embarrassment of SAR forces converging on the trunk of your car, hopefully not during rush hour.

Finally, search and rescue satellites are good at what they do, detecting emergency beacons. An activation of a 406 MHz EPIRB for just a few seconds will be detected. After a few minutes, it will be detected and located. This is good if you're in distress, but if you're not, you just generated a false alarm and a possible needless use of valuable life-saving resources that might be desperately needed elsewhere.

It could be you elsewhere, Boat Smart; know your EPIRB. For more information regarding EPIRBs and how to register then log onto:

<http://www.sarsat.noaa.gov/>

Tom Rau is a retired 27-year Coast Guard veteran, boating safety columnist, and author of Boat Smart Chronicles, Lake Michigan Devours Its Wounded. His book is a 20-year journal of recreational boating mishaps with valuable lessons learned. It, along with recent rescue stories, can be viewed at: www.boatsmart.net

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.

October 2009

Oct 3-4 - Leukemia Cup Regatta - North Star Sail Club, Harrison Township, MI. www.leukemia-lymphoma.org

Oct 7-10, Rolex International Women's Keelboat Championship, Rochester Yacht Club, Lake Ontario, NY. Info: staff@rochesteryc.com or 585-342-5511.

Oct 8-12 - 40th Annual United States Sailboat Show. Annapolis, MD. The world's largest in-water sailboat show. Seminars, clothing & accessories, boats of all sizes. Enjoy historic Annapolis. Info: 410-268-8828.

Oct 14-17 - U.S. Championship of Champions - Carlyle Sailing Association. St. Louis, MO. Visit www.ussailing.org for more info.

Oct 18-22 - U.S. Multihull Championship - Clearwater Yacht Club. Clearwater, FL. Visit www.ussailing.org for more info.

November 2009

Nov 8 - Ice Boat Swap Meet - 10am-2pm. Shorewood Yacht Club, Lake Minnetonka, MN. Visit iceboating.net, or call 952-474-0600 for more info.

Nov 18-22 - U.S. Match Racing Championship - St. Petersburg Yacht Club, St Petersburg, FL. Visit www.ussailing.org for more info.

Nov 27-29 - Timme Angsten Memorial Regatta - Chicago Yacht Club. Visit www.chicagoyachtclub.org for more information.

December 2009

Dec 3-6 - St. Petersburg Power & Sailboat Show - St. Petersburg, FL. Visit www.strictlysail.com

January 2010

Jan 18-22 - Key West Race Week 2010 - Key West, FL. For IRC, PHRF and One-Design classes. Visit www.Premiere-Racing.com

Jan 20-24 - 38th Minneapolis Boat Show - Minneapolis Convention Center, Minneapolis, MN. Visit www.minneapolisboatshow.com for more info.

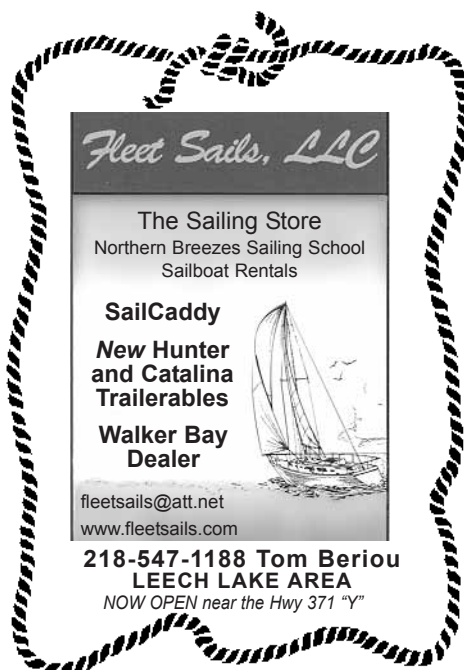
Jan 28-31 - Strictly Sail Chicago - Navy Pier, Chicago, IL. The Midwest's only indoor all-sail boat show....a must do event for all sailors, with more boats, more gear, more seminars and more fun than ever. Visit www.strictlysail.com for more info.

February 2010

Feb 11-15 - Strictly Sail Miami. Sea Isle Marina . Miami, Florida. Visit StrictlySailMiami.com for more info.

Feb 19-20 - St. Croix Yacht Club Hospice Regatta. St. Croix, USVI. SCYC contact: Kiomie Pedrini stcroixyc@gmail.com

March 2010



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Mar 4-7 - 2010 Miami Grand Prix, Miami Beach Florida, USA. A premier regatta with IRC and One-Design racing. Visit www.Premiere-Racing.com

April 2010

April 15-18 - Strictly Sail Pacific & Power Boat Expo - Oakland, CA. Visit www.strictlysailpacific.com for more info.

July 2010

July 24 - 2010 Chicago Yacht Club Race to Mackinac. Chicago, IL. www.chicagoyachtclub.org.

September 2010

Sept 15-18 - J/105 North American Championship. Chicago Yacht Club, Chicago, IL. Visit www.j105.org



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Sailing News

The United States Sailboat Show Exceeds All Expectations

Despite Unsettled Industry, 40th Anniversary is a Great Success

Optimism and excitement prevailed at the 2009 United States Sailboat Show in Annapolis, Maryland, October 8-12, 2009. The show, recognized as the



best in the industry for new, in-water sailboats, celebrated its 40th Anniversary with five days of great weather, large crowds and satisfied exhibitors who reported brisk sales. "This was the best show we have participated in for quite a few years," says Stanley Feigenbaum of Beta Marine, Inc. "We were selling engines and services right at the show, which is unusual. We typically pass out a lot of information at the show, then make our sales in the weeks and months following."

Tom Wagner of Passport Yachts had a similar experience. "This event was well organized and well attended, says Wagner. "We were expecting lots of lookers and not buyers, but it was the opposite—the quality of the crowd was refreshing."

Attendees were equally impressed. "My wife and I just returned home after spending two days at the Annapolis Sailboat Show," says Lou Szabo of Melbourne, Florida. "Great show! We had lots of fun. We couldn't believe the

size, with something for everyone. We are interested in several sailboats and we bought some products at the show. We plan to attend next year's show too."

Each fall, the United States Sailboat Show draws nearly 50,000 sailing enthusiasts worldwide to the quaint Chesapeake Bay town. Annapolis is also the home of the United States Naval

Academy and numerous historic homes. The United States Sailboat Show, followed by the United States Powerboat Show, October 15 - 18, produce approximately \$51,000,000 of revenue for the City of Annapolis and area businesses. This year, despite economic belt tightening, was no exception. Annapolis was bustling with business.

Preliminary attendance reports show an increase over last year's show, the third best year in the show's history, which is great news for exhibitors. The primary objective of United States Yacht Shows, Inc., the producer of the show, is to bring together the highest quality exhibitors and attendees. "If we can match up the sellers with the right buyers, we have done our job," said Paul Jacobs, marketing manager for the company. "We have received many reports of success from manufacturers displaying at this year's show. One international boat builder had over ten contracts written by Saturday's close of show.

A prominent outerwear company

reported that sales were up 58% over last year, opening day for SailCare, Inc. was their best in eighteen years, and Jaguar, an automobile sponsor, had an attendee purchase a vehicle onsite, driving it directly from the show to New York State."

Ed Hartman, president of United States Yacht Shows Inc., is also pleased. "Attendees at this year's Sailboat Show were as upbeat as the stock market. Vendors were enthusiastic. Wallets were opened. Shopping bags were stuffed and happy faces were everywhere. It was a good year. We look for a terrific show next year."

About United States Yacht Shows

The United States Yacht Shows, a premier event management company, has produced several sterling in-water boat shows since 1970. Today, close to 150,000 attendees from around the world come to the Chesapeake Bay to experience these nautical extravaganzas.

38th Annual Minneapolis Boat Show Docks at Minneapolis Convention Center January 20-24, 2010

Premiere Boating Event Returns with Hundreds of Boats, Best Deals in Boating

The 38th annual Minneapolis Boat Show returns to the Minneapolis Convention Center for five days of special pricing and the newest boats and marine gear under one roof January 20-24, 2010. The upper Midwest's largest boat show will offer more than 400 of the newest boats from the region's top dealers and hundreds of booths unveiling some of boating's most innovative engines, marine electronics, fishing gear, and accessories for purchase.

"With exhibitors offering unprecedented deals under one roof, there's no better place to compare, shop and save than at the 2010 boat show," notes Jennifer Thompson, show manager. "And for the first time, visitors will have the

Sailing News

chance to pre-shop the show, browse exhibitor inventory and schedule appointments with boat dealers at www.MinneapolisBoatShow.com.”

When: Wednesday – Sunday,
January 20-24, 2010

Wed., Jan. 20: 5:00-10:00p.m. /
Thurs., Jan. 21 and Fri., Jan 22:
noon -10:00p.m.

Sat., Jan. 23: 10:00a.m.-9:00p.m. /
Sun., Jan. 24: 10:00a.m.-5:00p.m.

Where: Minneapolis Convention
Center

1301 Second Avenue South,
Minneapolis, Minnesota

Tickets: Tickets can be purchased in
advance at

www.Minneapolisboatshow.com or
onsite the day of the show and cost:

Adults (16 and older): \$10.00

Juniors (13-15): \$5.00

Children (12 and under): FREE

Senior Day is Thursday, January 24
(62+): \$7.00

Visit

www.MinneapolisBoatShow.com for
special ticket offers

Features: The 2010 Minneapolis
Boat Show will also feature the Rail Jam,
professional wake boarders performing
tricks and daring stunts over a 160 foot
pool of water; the return of the SailFest
Seminar Series; and the Affordability
Pavilion, featuring boats that can be
financed for \$250 or less per month.
Additional features and contests will be
announced in the coming months.

Contact: 612-332-8330 or
www.MinneapolisBoatShow.com

Strictly Sail Chicago 2010 Opens its Doors January 28 – 31

**Largest indoor all-sail show in the U.S.
features the latest in products and
information**

Strictly Sail Chicago, the largest
indoor sail show in the country, will
be held January 28 – 31, 2010, at Navy
Pier. More than 20,000 sailing enthusiasts

are expected to attend the four-day event
to find the latest sailboats and sailing
products, with hundreds of educational
seminars. Launched in 1996, Strictly Sail
Chicago is an annual tradition for thou-
sands of sailors to meet to discuss the
upcoming season and check out the
newest sailboats, gear and accessories.

When: Thursday through Sunday,
January 28 – 31, 2010

Thursday and Friday:
11 a.m. – 8 p.m.

Saturday: 9 a.m. – 7 p.m.

Sunday: 9 a.m. – 4 p.m.

Where: Navy Pier, Festival Halls A
& B, 600 E. Grand Ave., Chicago, IL
60611

Admission: \$12 – Thursday and

Friday (Adults)

\$15 – Saturday and Sunday (Adults)

\$24 – Two-Day Adult Pass

FREE – Children 15 years and
under (when accompanied by an adult)

Features:

A variety of com-
prehensive semi-
nars, interactive
displays and spe-
cial events will be
featured at Strictly
Sail Chicago
2010. Beginners
are introduced to
sailing basics,
while experienced
sailors can learn
new techniques
and technologies.
Sailing adventure
cruisers, authors
and experts will
share their experi-
ences at sea.
Visitors can also
check out the lat-
est and greatest
environmentally
safe boating prod-
ucts at the “Green
Boating Zone.”

Attendees are encouraged to bring chil-
dren along to enjoy the Kids Club, an
activity center designed for junior sailors
to build their own sailboat models, draw
“sailboats of the future” and learn knot
tying.

Visit StrictlySailChicago.com for
complete details.

Gentleman “Bill” Crealock

W.I.B. Crealock, an American yacht
designer, sailor, and sailing author, died at
89 in his home in Carlsbad, Calif., after
breaking his hip in a fall.

Crealock was known for his design,
the Pacific Seacraft 36, which is in the
American Sailboat Hall of Fame and was
noted as a “classic American sailboat.”

Crealock also designed several other
Pacific Seacraft Yachts.

For a full appreciation see:

[http://en.wikipedia.org/wiki/](http://en.wikipedia.org/wiki/W.I.B._Crealock)

W.I.B. Crealock

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or skipper, *Speed and Smarts* will help you sail
smarter this year (and next year too!). To receive a
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Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
9	Achilles inflatable	UK	\$500	FS	18	Boston Whaler Harpoon 5.2, Trlr, Needs Sails	77	\$1,500	HY
9	West Marine Inflatable	03	\$800	FS	18	Hobie Tiger, NEW, SALE, (lists for \$20,999)	08	\$15,999	AS
11	Boston Whaler Tender, no trlr	96	\$1,500	WB	18	Hobie, 2 Sets of Sails, Trlr, Upgrded rudders	82	\$2,200	HY
11	Luger, Trlr, Cover	UK	\$875	MA	18	Nacra 5.2 Catamaran, 2 Sails, Trlr, new tramp	79	\$2,250	HY
12	Catalina Expedition 12.5, furling main, Trlr	99	\$3,395	WB	18	Seaward Fox, Trlr, 3HP	92	\$4,200	FS
12	Johnson Miniscow, Main	92	\$1,695	WB	19	Cape Dory Typhoon, Main, Jib, Trlr, 6hp Merc	71	\$5,900	WB
12	Sailboard	UK	\$600	FS	19	Rhodes (Centerboard), 2 Sails, Galv. Trlr, More	98	\$12,500	HY
12	Sunfish	UK	\$400	FS	19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	98	\$8,000	HY
13	Alcort AMF Puffer, Main, Jib	74	\$1,900	WB	20	C Scow, New listing	UK	Call	HY
14	Alumacraft, 2 Sails, trailer	UK	\$795	HY	20	Mirage 5.5, 5 Sails, Trlr, Vang, OB/Furl addt'l cost	80	\$2,200	HY
14	Catalina 14.2 Fixed Keel, Main, Furling Jib, Trlr	03	\$4,895	WB	20	Northeastern Harbor Pilot, Custom, Trlr, More	41	\$59,000	WB
14	Catalina 14.2, Main, Furling Jib, Cockpit cvr	93	\$3,995	WB	20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
14	Catalina Capri 14.2, Main, Jib, Trlr	85	\$2,895	WB	21	MacGregor Venture, 4 Sails, 4hp OB, Trlr	78	\$2,100	HY
14	Catalina Capri 14.2, Main, Jib, Trlr	89	\$3,900	WB	21	Ranger Martini- Fridg, Sink, CUTE!	05	\$24,900	CN
14	Howmar Phantom, Main, Trlr	78	\$2,499	WB	21	San Juan MKI, Furler, 2 rudders, 4HP OB, trlr	74	\$3,950	WB
14	Hunter 140, Roller Furling	09	\$5,900	AS	22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	06	\$21,995	WB
14	Seabird Scow	74	\$300	FS	22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	88	\$10,500	WB
14	Skipper, Trlr	77	\$1,000	FS	22	Catalina, swing keel, Main, Jib, Trlr, Evin 7.5HP	79	\$5,800	WB
14	Sunfish	UK	\$825	MA	22	Catalina, Trlr, 6.5 Evinrude	73	\$4,300	FS
14	Sunfish, Trlr	UK	\$1,100	MA	22	Catalina, Wing, Furler, Trlr	89	\$6,300	FS
14	WD Schock Harbor 14, 2 Sails, Minkota Elect, trlr	04	\$5,550	HY	22	Hurley, 5 Sails, 6hp Johnson, Trlr, Lifelines, More	69	\$2,500	HY
15	Hunter 146, Main, Roller Furling Jib, Trlr, More	03	\$3,995	WB	22	J Boats J 22, Very Good Cond, 4hp Evin, Trlr	89	\$8,990	SW
15	O'Day, Main, Jib, Needs centerboard	82	\$1,500	WB	22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY
15	O'Day, Main, Roller Furling Jib, Trlr	83	\$2,995	WB	22	Morgan, Yard Trlr	69	\$4,000	FS
15	Precision, 2 Sails, Trlr, Motor mount, More	02	\$2,750	HY	23	Hunter, 3 Sails, 8hp OB, Trlr, furling, more	85	\$3,900	HY
16	AMF Apollo, Trlr, Roller furler	79	\$1,200	FS	23	Hunter, New Listing	85	Call	HY
16	Capri 16.5, 2 Sails, 2HP Tohatsu ('06), Trlr, More	95	\$5,000	HY	23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mrk	87	\$6,900	FS
16	Com-Pac, Nissan 4strk OB, Sails, Refurbished	83	\$3,500	SW	23	O'Day 23, Main, Jib, Evin 9.9HP OB, Trlr	79	\$9,500	WB
16	Hobie Cat, Trlr, Good sails and tramps	80	\$1,700	FS	23	O'Day Tempest, New Hull Paint, 3 Sails, More	6?	\$4,500	HY
16	Johnson Daysailer, Main, Jib, Trlr	83	\$1,900	WB	23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
16	Luger Leeward 16, Main, Jib, 2.5HP OB, Trlr, More	76	\$2,700	WB	23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$5,800	WB
16	Man-O-War	UK	\$800	FS	23	Paceship, 3 Sails, 7.5hp Evin, Trlr, Rails, More	80	\$5,500	HY
16	Precision 165, 3 Sails, 3.5 Nissan OB, Trlr, More	01	\$6,495	HY	23	Penn Yan Avenger, Trlr	88	\$5,900	FS
16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$12,353	HY	23	Precision, 2 Sails, 9.9 Ymha 4strk OB, Trlr, More	04	\$24,500	HY
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC	24	C&C, 3' Fin, Trlr, 110%, 150%	76	\$5,600	FS
16	WindRider, Roller furling mainsail, Trlr	00	\$995	WB	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
17	Boston Whaler Curriituck, 2000 Merc 90hp, More	74	\$5,900	HY	24	Cal, fire & smoke damage, hull & keel OK	86	\$3,000	HY
17	Catalina, Trlr, Furler, 2 hp Honda	06	\$7,500	FS	24	Dufour, 4 Sails, cradle, new elec, more	75	\$4,500	HY
17	Hunter, Furling headsail	05	\$5,500	FS	24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
17	Montgomery, 6 Sails, 6hp Evin OB, Trlr, More	76	\$3,500	HY	24	J Boat (Hull 4305), 4 Sails, 3.5hp, race equipt	86	\$14,750	HY
17	Nacra 5.2 Catamaran, Main, Jib, trapeze, Trlr	79	\$1,900	WB	24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
17	O'Day Daysailer II, Main, Jib, 2HP OB, Trlr, More	76	\$2,750	WB	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
17	O'Day Daysailer, New main, Furling jib, Trlr, More	82	\$3,800	WB	24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
17	O'Day, Trlr	UK	\$1,200	FS	24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
					24	Seafarer, Custom Trlr	74	\$6,000	FS
					25	Cal, 4 Sails, 11 Hp Diesel, Furler, Electronics	83	\$8,800	HY
					25	Catalina 250, Wing Keel, Main, RF, OB, Trlr	00	\$23,500	WB
					25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY

LOA	Description	Yr	Price	Bkg
25	Catalina, Trlr, Swing, Furling headsail, pop-top	86	\$9,000	FS
25	Ericson, 5 Sails, 9.9 Evin, Trlr, L lines, DS, More	73	\$6,900	HY
25	Freedom, 3 Sails, OB, Cradle, Head, Galley	83	\$3,900	HY
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
25	Hunter, 5 Sails, tandem trlr, 9.9HP, Shr Pwr	78	\$6,500	HY
25	Hunter, RF Jib, 9.8 OB, Wheel, NEW, SALE	08	\$35,500	AS
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB
25	O'Day, 7 Sails, 15HP Evin, Trlr, L lines, More	80	\$7,800	HY
25	O'Day, Honda 10hp OB, Trlr, Shore power, More	79	\$6,500	SC
25	O'Day, Mainsail, 2 Genoas w/furling, Needs work	78	\$2,000	NY
25	O'Day, Trlr, 3 sails	75	\$4,200	FS
26	Balboa, 5 Sails, 9.9 Evin, Trlr, L lines, More	71	\$4,200	HY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$7,000	HY
26	C&C, New Awlgrip hull sides (navy blue) IB Power	78	\$10,995	NY
26	Capri, Exc. Cond, Tiller, Cradle, More	90	\$17,900	SW
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$3,500	HY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	78	\$5,000	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Hunter 26 New Listing!	95	\$17,500	CN
26	Hunter 26- MANY NEW UPGRADES!	94	\$16,500	CN
26	MacGregor 26x- Fit for Superior Cruising	95	\$14,900	CN
26	MacGregor 26x- IN-BOOM FURLING!	98	\$18,900	CN
26	O'Day, Trlr, New 135%, w/furler, New Main	85	\$13,000	FS
26	Paceship (PY26) fin keel, 5 Sails, 8HP IB	79	\$9,500	HY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$7,500	HY
26	Paceship (PY26) shoal/swing, New listing	UK	Call	HY
26	Pearson Commander, OB, Yard Trlr	72	\$1,500	CM
26	Pearson, 3 Sails, cradle, 3 winches, DS, More	70	\$4,000	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$6,995	HY
26	Pearson, New listing	UK	Call	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S 2 7.9, 10hp IB Dsl, Fiberglass, Trlr	83	\$17,995	SW
26	S 2 7.9, Trlr, Updates	82	\$10,995	SW
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$11,900	HY
26	S2 8.0B, Trlr, Autopilot, New 4 Stroke Sail Drive	80	\$16,500	IM
26	S-2 8M, New cushions, New sails in 07&06, More	82	\$11,500	NY
26	San Juan 7.7, 6 sails, 9.9HP OB, Trlr, more	79	\$6,900	HY
26	San Juan, New Listing	75	Call	HY

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LOA	Description	Yr	Price	Bkg
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Shock Endeavor, Yard Trlr	67	\$1,500	CM
26	South Coast, 2 Sails, 12hp OB, Trlr, More	78	\$6,500	HY
27	C&C, 2 Sails, Furlex, Needs clean up, Make offer	UK	Call	HY
27	C&C, 2 Sets of Sails, 9.9hp OB, Elect	84	\$9,995	NY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	Catalina 270, 2 Sails, 18HP Perk, flrl, wheel	94	\$35,000	HY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$7,900	HY
27	Catalina, IB Dsl, Cradle/Trlr	79	\$10,000	FS
27	Catalina, Wheel Steering, Jib Frl	79	\$10,500	CM
27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$19,975	CN
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$9,000	HY
27	Ericson, Exc Cond, Electronics, Whl, A4, 5 Sails	76	\$10,900	SC

Legend:

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

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
27	Home Made (Unknown Brand) 0 Sails, More	76	\$1,200	HY	33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY
28	Beneteau First 285, Great condition	89	\$29,300	IM	34	Beneteau 343 LIKE NEW - LOADED	06	\$119,900	CN
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$15,000	HY	34	C&C, 5 sails, A4, Whl, Furler, Dodger, 10 Winches	78	\$29,000	HY
28	Catalina	97	\$54,000	NE	34	C&C, Main, Furling Genoa, GPS, LPD, More	79	\$30,995	NY
28	Hunter 28- NEW LISTING!	91	\$23,900	CN	34	Cal, Main, Genoa, Spin, Dsl, Elect, More	75	\$24,995	NY
28	Irwin	72	\$4,995	NE	34	Catalina 34, Main, Furl, Genoa, Radar, More	87	\$43,900	NY
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY	34	Catalina 34, New Sails, Independent Heat	89	\$59,900	SU
28	Pearson	86	\$24,995	NE	34	Hunter 340, 3 sails, Ynmr, Frlx, Wheel, Dodgr	99	\$69,000	HY
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$22,500	NY
29	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	UK	\$16,900	HY	34	Pacific Seacraft Voyagemaker, 4 Sails, Yanmar	95	\$142,000	HY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$16,500	NY	34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
29	Hunter 29.5, 2 Sails, Yanmar IB, Whl, More	95	\$37,900	HY	34	Pacific Seacraft, Yanmar Dsl, Furl, Whl, more	90	\$95,000	HY
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN	35	Catalina 350	04	\$134,999	NE
29	Lancer	78	\$10,995	NE	35	Catalina 350, partnership or outright, loaded	04	\$119,000	HY
29	Northwind, Main, Furl Genoa, IB, Vang, More	70	\$6,995	NY	35	Ericson	80	\$36,000	NE
30	Bristol 29.9, Exc cond, dsl, new uphol, cradle	78	\$26,000	SC	35	Ericson Sloop	84	\$45,000	IM
30	Catalina 30- FANTASTIC!!	86	\$31,900	CN	35	Freedom 350, Reduced Price, New Windlass, Ddgr	93	\$79,500	SU
30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY	36	Beneteau First 36.7- PRISTINE!!	02	\$122,500	CN
30	Catalina MK II, Rigid boom vang, Very nice	93	\$38,900	IM	36	Cal	69	\$24,900	NE
30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$46,900	HY	36	Hunter 36- Brand New- SAVE OVER \$35k	08	Call	CN
30	Catalina Tall Rig	97	\$19,499	NE	36	Islander, 4 sails, 50 HP dsl, Frlx, wheel, More	77	\$48,000	HY
30	Catalina, Beautiful boat, Lake City	92	\$49,000	IM	36	Islander, 50hp Perkins, 5 sails, 7 winches, More	77	\$48,000	SC
30	Catalina, many extras	79	\$17,000	CM	36	Jeanneau SO36i, 3 Cabin, Bimini, Dodger, Windlass	08	\$160,000	SU
30	Contest, 3 Sails, 28HP IB, Trlr, Furl, L lines, More	70	\$12,000	HY	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
30	J Boat (Hull #291), 10 sails, 12HP Ynmr, more	81	\$32,000	HY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$48,995	NY
30	Nonsuch (Classic), Main, Westbk Dsl IB, More	82	\$55,900	HY	37	Hunter 37.5 Legend, 5 Sails, 34HP Yanmar, More	92	\$86,900	HY
30	Pearson, 5 Sails, A4 IB, VHF, Stereo, Rails, More	75	\$7,000	HY	37	Hunter 376- Includes Avon Dinghy	97	\$97,900	CN
30	Pearson, Jib Frl, A-4, Steel Skid	72	\$9,500	CM	37	Hunter 376, 2 Sails, 36hp Yanmar, Furling, More	98	\$93,900	HY
30	S 2 9.2 C-center cockpit, Dsl, Fiberglass	83	\$32,900	SW	37	Rafiki 37, Cutter Rig, Tiller Steering	78	\$55,000	SU
30	S2 9.1, New UK Head Sail - Very Fast	85	\$32,000	IM	38	C&C Landfall, New listing	80	Call	HY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$22,000	HY	38	Hunter H380, Furling main/jib, Elect. Windlass	99	\$99,900	SC
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	38	Hunter, 3 Sails, 45hp Yanmar, Whl, Furler, More	06	\$165,000	HY
31	Catalina 310	01	\$72,995	NE	38	Morgan 382, Beautiful, All instr, Heat, More	79	\$69,900	NY
31	Hunter 31- LIKE NEW- Great Value!	06	\$88,900	CN	38	Tartan 3800- EXCEPTIONAL!!! REDUCED!	98	\$159,000	CN
31	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	74	\$11,900	HY	39	Jeanneau SO39i, 3 Cabin, Bimini, Dodger, Windlass	08	\$185,000	SU
31	Pearson 31-2, 5 sails, Yanmar, wheel, more	89	\$37,800	HY	40	C&C, 14 sails, Furling, Diesel, Awlgrip, More	80	\$74,995	NY
32	Beneteau 321, Diesel, Furling Main & Genoa, More	96	\$69,995	NY	40	C&C, 8 sails, 30hp Yanm, furler, elec, more	80	\$58,000	HY
32	Catalina 320	02	\$94,995	NE	40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$275,000	NY
32	Coronado, Center cockpit, new universal diesel	72	\$10,900	IM	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
32	J Boat, 4 Sails, 28HP Yanmar, Wheel, Furler, more	01	\$140,000	HY	41	Hunter 410, NEW LIST - GREAT CRUISER	00	\$133,900	CN
32	Rhodes Sloop, 5 sails, A4, new paint, more	57	\$50,000	HY	41	Island Packet Sp Cruiser, Dsl, Fiberglass	08	\$413,430	SW
33	C&C, New Engine, Elect, Dodger	75	\$32,900	NY	41	Sceptre, New bow thruster, Sails, Inst, More	87	\$220,000	NY
33	Hunter 33-NEW LISTING - AS NEW!	05	\$106,900	CN	42	Beneteau 432, Furl Main & Jib, Dsl, Loaded, More	05	\$210,000	NY
33	Hunter, Virtually New, Lake City	05	\$98,900	IM	43	Beneteau 430, 3 Cabin, Radar, Canvas, Heat	05	\$199,000	SU
33	Jeanneau SO33i, NEW MODEL, Canvas, 2 Cabin	10	\$126,900	SU	43	Hood, 19 sails, IB Dsl, electronics, beautiful	66	\$88,000	HY
33	Pearson 10 Metre, Main, Jib, Genoa, Spin, More	74	\$17,999	NY	49	Jeanneau SO49i, 4 Cabin, 4 Head, Bow Thruster	08	\$330,000	SU
33	Ranger, 2 Sails, A4 IB, Whl, Furlx	76	\$19,000	HY	56	10-Meter Racing Sloop, Wood hull, project boat	27	\$25,000	HY

LOA	Description	Yr	Price	Bkg
Miscellaneous				
	Charter the Apostle Islands with Superior Charters	Call	SC	
	Deliveries: Professional, Sail and power	Call	SC	
	Instruction: Northern Breezes Sailing School (ASA)	Call	SC	
	Instruction: Superior Charters Sailing School	Call	SC	
	Music: Carl Behrend	\$18	SC	
	Music: Lee Murdock Songs	\$15	SC	
	Rental: WindRider Rentals	Call	SC	
	Wanted: Used Johnson or Evinrude 2-6hp	Call	SC	
	Jeanneau Sailboat Dealer on Lake Superior!	Call	SC	
	Furlex, luff 29'	06	\$1,500	FS
	Mainsail New Luff 23'6", foot 8'4", leech 24'10"	06	\$500	FS
	Racing sails 22' sloop rig, \$500 each	UK	\$500	FS
	3 speed Lewmar 44 winches, set of two	UK	\$1,200	FS
	Harken #8 Winches set of two	06	\$300	FS
	Harken #16 Self tailing winches set of 2	06	\$700	FS
	10kg Bruce anchor, 20x3/8 proof, 200' 5/8 3 strand	09	\$200	FS
	SS Windline anchor bow roller	09	\$100	FS
	Simpson-Lawrence manual windlass	09	\$500	FS
	Magma Kettle	UK	\$100	FS
	Magma Gourmet series	UK	\$200	FS
	2X 60 Watt Solar panels w/regulator	06	\$1,000	FS
	4,000 GPH Bilge pump	09	\$95	FS
23	Penn Yan Avenger, Trlr	88	\$5,900	FS



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Celebration Sailing Festival

Midwestern Sailors Worldwide



We enjoy Northern Breezes! We are part of a National Catalina 22 group that cruise a different Great Lake for a week every summer. This year it was the Apostle Islands of Lake Superior. We were a fleet of twelve boats, about half of us from the Midwest but the rest from as far away as Tennessee, Arkansas, Kansas and New Mexico.

Attached is a photo taken by myself of part of our group as we sailed past Basswood Island. Hope you can use it.

Photo by Diana Lehr.



Jerry Burns carries “best friends” Dee and Dewey in the Apostle Islands National Lakeshore.

Photo by Mike Pufahl.



Jessica, Alan, and Jean Kretschmar enjoy a cool evening on Lake Minnetonka, MN.

Photo by Tony Green.

Let's Celebrate!

The photos used in **Celebration Sailing Festival** are sent in by Midwest sailors like you, from all over the world. Have a photo you think other sailors would like to see?

Something that might show the true feeling behind why you sail? You can send prints or digital files. Each photo must include who it was taken by, who is in the picture, and where it was taken if possible. Also, it should have your name and address on it. Submission means we have authorization to use them for publication in print and online, and don't expect them back!

E-mail: Put "Celeb Sailing Photo" in the subject line to Info@SailingBreezes.com

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Lake of the Woods — LOWISA 44

by Bob Nuttall

Woot woot another amazing LOWISA regatta! The 44th LOWISA (Lake of the Woods International Sailing Association), opened its annual event August 2nd at the Kenora Harbourfront in glorious weather; the spectacle of all the boats rigged and ready to sail drew a crowd of onlookers as the fleet anticipated the week-long regatta. Each day's course was designed to be about 25 miles long and included all points of sail in the predominant southerly winds. With 60 square miles of lake, the sailing possibilities are almost endless. For LOWISA 44, the Race Officers once again set great courses which were point-to-point so that a new wilderness anchorage could be enjoyed each day on this pristine lake of 16,662 islands and 65,000 miles of shoreline. For the avid racers, careful tactical work and sharp sailing skills produced great competitive racing with tired but happy crews by the end of each day.

Sailing and racing on Lake of the Woods is always spectacular. And the alternatives for accommodations and eating are very good; proximate 5-star wilderness lodges, houseboat rentals each with their complimenting food and fanfare choices or pitching your tent each night under magnificent star filled skies provided options that suit every lifestyle and every budget. This year's host lodge



was Totem Resort's Wiley Point Wilderness Lodge and as for me, the accommodations were comfortable and the deserts, well maybe because we were in the wilderness with all that fresh air, the deserts were "to die for"!

LOWISA's racing on the Lake of the Woods is world class with the post racing afternoons and evenings always delightful. I couldn't begin to count all of the international friendships that have been created over the years or the annual reunions between racing rivals or its cruising enthusiasts. LOWISA traditionally gets its start with the Arctic Glacier Annual Youth Dinghy Open Day Regatta

and closes with the Commodore's Awards Banquet. Social highlights are many and included, to mention a few, the always anticipated annual Mt. Gay, Pepsi, Arctic Glacier Wilderness Adventure (rum party), LOWISA's own Star Search talent contest, the Canadian Tire Kids' Fishing Derby, the LOWISA Scavenger Hunt and the Arctic Glacier Frozen T-Shirt contest. Come one, come all, you can even find time to kick back and read the latest Dan Brown novel—the choices are many and yours to make.

Our participants came from far and near (my daughter Erin Grealy may have been our most distant participant having traveled from Melbourne, Australia. My eldest daughter, Kristin, travelled from Whistler, BC, too—simple proof that there's nowhere else they'd rather be than at the LOWISA regatta). There too, were Old Salts and Young Salts alike, with every skill set imaginable. We have many "firsts" on LOWISA each year but it is especially important to mention that our youngest competitors on LOWISA 44 were Michael Nelson (13), and Jack Clark (11), who on their tiny Weta 4.4m trimaran piloted, navigated and with amazing courage and skill, sailed the entire regatta without aid or abetting from parent or fleet—impressive, eh?



Now the intrigue has thickened just a bit by the fact that both Michael and Jack are 3rd generation LOWISA participants. Michael is the son of David Nelson who sailed his rocket/mother ship, Kite, a state-of-the-art Ultimate 27 (and it would be more accurate, perhaps, to call her father ship since mom was not on board). David is the son of 80-something LOWISA enthusiast Earl Nelson whom scores of us know and remember from many LOWISA's past—that's three generations of active participants.

Similarly, Jack is the son of Lori and Bruce Clark and Lori is the daughter of Pat and Angie Kabris of the always competitive J100, Hurricane Bar and Grill. Jack's mom, Lori, is an important and dynamic member on Hurricane. Again, that's 3 generations of active participants! And Jack's father Bruce is always present at LOWISA, too. Bruce busies himself as a fisherman during LOWISA, but have



you ever noticed that he's often conveniently and at times, inconveniently, anchored over one of those lurking and sometimes ominous reefs? "Just fishing," he will say but I say that he is keeping vigilant watch over our fleet and I'd be quick to dispel the fisherman guise. After all, I've never seen his catch, have you?

And for the first time ever, Bruce found more fishing spots on the course than you might ever begin to imagine; never advising nor interfering with our 11 and 13 year old competitors, he was

always close and kept a special but distant watch over them, all the while, ready to lend the fleet a helping hand wherever and whenever needed. And so it was with so many of our participants...spirit, passion, love for the lifelong sport of sailing and the LOWISA regatta. Fish away, Bruce, and thank you!

Many of you will know that it has been LOWISA's tradition to run the week-long regatta in the first week of August which coincides with the Canadian Monday Civic Holiday. We've begun with the Arctic Glacier Youth Regatta and the Main Regatta Registration and Sailors' Social on the opening Saturday. The main regatta has always sailed Sunday through Saturday of the following week with Wednesday as a Layover day of optional standalone round the buoys racing and concluding on the Saturday with the Commodore's Banquet and Awards Ceremony.

Enter Fred Finlayson and Rob Eby who, as Commodore and Vice-Commodore, take the helm for 2010 and LOWISA 45. Fred and Rob bring with them not only their collective experience in many LOWISAs but exciting, innovative and fresh new ideas as well as a newly designed and "blog" centric Website that's under construction for 2010.

According to their unfolding plans, LOWISA 45 will be a 5-day event with consecutive racing and sailing Monday,



August 2nd through Friday, August 6th. The Layover day will become optional and it will fall on the opening Sunday, August 1st, 2010, in conjunction with the registration and the Skippers' Meeting. This optional buoy race will be, in terms of the overall results, a standalone race and will coincide with the Arctic Glacier Youth Regatta as optional regatta openers. The Commodore's Awards and closing ceremony will be held on the Friday evening. It is believed that this new format will provide more travel and rigging time for many of us who can't take extended time away from work, family and our many obligations. This groundbreaking format is already creating new interest by PHRF, the growing one-design and Portsmouth fleets on both sides of the border. You will best be able to keep abreast of next year's developments by visiting our Website often at www.lowisa.org.

On behalf of outgoing LOWISA 44 Commodores John and Marcia Sexton of Burnsville, Minnesota, I'd like to thank our generous sponsors, our volunteers and our participants. LOWISA is one of the longest and oldest sailing regattas in existence and boasts 44 continuous years of historic and international success—each year's success is the direct result of sponsors', volunteers' and enthusiastic participants' contributions.

LOWISA is definitely a "Ya'Gotta Regatta"; please join us in 2010. For more information on our sponsors, results, pictures or regatta information go to www.lowisa.org, search for us on Facebook "SAILLOWISA" or contact us at sailowisa@gmail.com.

Racing News

YOUNG GUNS WIN IN CHICAGO

Taylor Canfield and Dustin Durant win Final and Petit-Final rounds at Chicago Match Race Center's July Grade 3 event

21-year old Taylor Canfield from the US Virgin Islands has today won the Chicago Match Race Center's (CMRC's) July Grade 3 Event, defeating runner-up Jon Singesen (USA) in an exciting 3-0 Final sailed in front of the Chicago lakefront's Belmont Harbor. Canfield sailed with Cy Thompson also of the USVI, Matt Clark and Todd Reynolds, who are both from Chicago. And in Petit Final action, another young skipper, Dustin Durant (USA) from Long Beach, won third place in a 2-1 round against local-based Steve Lowery (USA).

This was the third and final day of racing in equally-matched TOM 28's among 12 teams entered in this event, the second of four scheduled for this year's CMRC 2009 season.

Today's 10-15 knot westerly conditions were shifty, but otherwise perfect for match race sailing, with nearly every match providing high drama for spectators arrayed on shore at the lakefront park at Belmont Harbor or on CMRC's floating regatta center moored just metres from the pre-start area. Matches in the Canfield-Singsen Final were especially close and aggressive, with multiple penalty flags and no contest won by more than a few seconds.

"My heart never beat so fast as racing against Singesen," said an elated Canfield. "All our matches with him were really close. My team really helped pull us through some tough situations, so all credit goes to them and their performance."

Singsen and his team were clearly on a roll and hungry to win, having been last after Friday's first day of competition, but yesterday qualified for today's Final Four and then went on to win their



Semi-Final round to go to the Finals.

"Hats off to Taylor and Dustin, I hope they continue to hone their talents," said Singesen. "The young guys on the World Tour also worked hard at their age, and they are on the Tour only a few years older than these two." Singesen referred to Adam Minoprio (NZL) and Torvar Mirsky (AUS), currently ranked 2nd and 4th respectively on the World Match Racing Tour standings.

"We're really pleased the weather held and thankful of the phenomenal work put in by our race management team led by Bill Canfield and umpires led by Tom Rinda," said CMRC Director Bill Hardesty. "To get in so many races and rotations among the 12 teams we had here is a testament to how well this team performed, and its helping validate our vision for providing regular high-quality Open match race competition here in the US."

For more information, photos, and complete results, visit the CMRC website at www.chicagomatchrace.com.

Live updates are also provided by Twitter from the site.

The Chicago Match Race Center's mission is to provide the highest-level match racing training facility for professional and amateur sailors in the United States. Weekly training from May through September is offered to CMRC members, and regattas are held monthly. The new fleet of TOM 28's are raced close to shore at the spectator-friendly Belmont Harbor. CMRC founder Don Wilson, an avid racer, along with former Match Racing World Champion and the CMRC Training Director Bill Hardesty are confident the popular lake shore at Belmont Harbor will be instrumental in assisting this new Olympic sport gain exposure and popularity in both Chicago and throughout North America.

For more information about the Chicago Match Race Center, visit the CMRC Web site at www.ChicagoMatchRace.com or phone 312-515-1685.

Racing News

Twin Cities Sailors Raise Sails To Help Find A Cure



Participants raised \$78,000 for patient services and blood cancer research by sailing in The Leukemia & Lymphoma Society's 2009 Leukemia Cup Regatta

250 local sailors joined forces September 18 - 20 at the Leukemia Cup Regatta on White Bear Lake, raising \$78,000 to advance the mission of The Leukemia & Lymphoma Society (LLS): Cure leukemia, lymphoma, Hodgkin's disease and myeloma, and improve the quality of life of

patients and their families. The Leukemia Cup Regatta is an annual fundraising event that gives sailors an opportunity to give back to the community while doing something they love—sailing. Since the Regatta's inception in 2004, Minnesota sailors have raised \$416,000.

Docked at White Bear Boat Works, the sixth annual Leukemia Cup Regatta was co-hosted by Black Bear Yacht Racing Association and White Bear Yacht Club. During the three day event, skippers and their crew not only competed in a series of races, but also enjoyed a cocktail reception, bidding on silent auction items, dinner provided by Olive Garden, and live music on the boardwalk. The Regatta concluded with an awards ceremony in which top fundraisers and sailors were recognized.

White Bear Lake sailor Bud Markhart and thirteen-year-old Jake

McLean of Stillwater were catalysts for the events success, as sailors rallied behind the honorees to raise funds. Bud, a professor of Horticultural Science at the University of Minnesota was diagnosed with chronic lymphocytic leukemia (CLL), a blood cancer, and melanoma, a skin cancer in July of 2008. Jake, son of Karen and Steve McLean was diagnosed with acute lymphocytic leukemia (ALL) in February 2002.

Sailors also competed for The Leukemia Cup and coveted Leukemia Cup Challenge. The Leukemia Cup, an award given to the top fundraising boat, was awarded to the crew of Echo Too. Skipped by Lisa Mathewson, Echo Too raised over \$15,000 to claim the Leukemia Cup for the fifth consecutive year. Runners up for the Leukemia Cup were LCYC, skippered by Maggie Simons, and Voodoo Chile, skippered by Lawrie Yearsley.



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