



### *Caribbean Updates and the Celestial Option*

Last year was our biggest presence in the Caribbean ever! This year we've run very thin on boats to charter both for additional classes and for our graduates. This is a great problem to have! Confirming a boat or class in July or August 2008 for 2009 is good planning.

We are excited about our new guest instructor, Captain Dorothy LaFond, who will be teaching "Practical Celestial Navigation" for three weeks with us during our Offshore Advanced Coastal Cruising class/adventure this March. Even if you are not interested in learning Celestial Navigation, learning about the celestial bodies and meeting Dorothy is a real plus.

Dorothy is a very talented woman who taught Celestial Navigation aboard the 128' Schooner, *Harvey Gamage*, for five years. She also wrote her own book titled *Celestial Navigation* which is listed on Amazon.com. Captain Thom Burns is editing Dorothy's new third edition with rough copies planned for the March classes and regularly printed versions as soon as possible thereafter. Dorothy's accomplishments are far too numerous to list here but they include being the lead Bareboat Instructor for Blue Water Sailing School. What can you say when a grandmother does all this and more . . . except . . . "Way to Go G...!"



Capt. Dorothy LaFond

We have changed our Advanced Coastal Cruising Offshore Adventure to include Tortola, Anegada, St. Croix, St. John (circumnavigation). You get tough navigational challenges, night passage making and experience while seeing some of the best of this part of the Caribbean.

We've also changed yachts to a Bavaria 50 which accommodates singles and couples as a group better than the four double cabins on the Beneteau. It reportedly sails well with almost 200 sq. ft. more sail area than similar sized boats. This has been a popular offering.

We still have a few vacancies in the Caribbean. Call or check the web site.

### *The New Revised Coastal Navigation Book*

Captain Thom Burns and the crew at Northern Breezes, Inc., our publishing sister company, have been working diligently for the past two years to edit this long out of print book which was the

ASA standard Coastal Navigation textbook for twenty years. It is finally complete. Thom and wife Michele Pufahl-Burns met the author for the first time at the ASA National Conference in Marina Del Ray, California in November. "Mike is a great guy. We share so much in common. He was a Coast Guard Officer. I was a Navy Officer. We both enjoyed our ships. We both have a low tolerance for bureaucracy. Most importantly, we both share a similar philosophy about how to teach navigation. We are already thinking about a trip to California to spend time with our new friend," said Thom. The revised edition has been updated with GPS and Radar. "You can not believe what is involved in taking a book which was originally produced on an IBM Selectric typewriter with all the drawings done by hand and moving it into the modern age with everything done electronically," noted Thom. "I want to thank the staff and all the students over the past few classes who helped us make this a much better book."

### *It's Official: Northern Breezes Boat Club!*

We have struggled along with many of you and the sailing industry in general about how to provide sailing opportunities to graduates without the graduates being forced to buy a boat. Many people are just "way too busy" to justify a boat purchase, or to both maintain and use a boat. But they love to sail.

The Northern Breezes Boat Club is an answer which gives graduates access to Lake Minnetonka on clean, well-maintained sailboats. We currently have two Ensigns which are our primary keelboat training platforms on Lake Minnetonka, and one Pearson 26. We have the capacity to add another boat or two if the demand is there. The online reservation system has been set-up and the staffing is in place.

Membership in the club also includes membership at Shorewood Yacht Club. This provides a nice family and friends social environment and club "fun" racing opportunities. There will be special pricing at the Minneapolis Boat Show.

### *Superior Charters and Northern Breezes Team Up to Offer Flotillas on Lake Superior*

We at Northern Breezes Sailing School and Superior Charters want you and your guests to have the best possible experiences on Lake Superior. We are introducing "Flotilla Sailing" to enable more sailors to enjoy various parts of the lake which are either off limits to charter boats or outside either the comfort level or experience level of sailors. This is a great way to learn or refresh skills in a controlled manner with very seasoned captains from

The Northern Breezes Sailing School is certified by the American Sailing Association. Over 721,000 ASA certifications have been awarded. Principals are Captain Thom Burns, publisher of *Northern Breezes Sailing Magazine* and *Sailing Breezes Internet Magazine*. Thom and lead instructor Captain Steve Burns are Instructor Evaluators for American Sailing Association. Thom is also a US Sailing-certified instructor.

Northern Breezes Sailing School leading the flotillas. Separate flotillas will sail from Bayfield, Wisconsin and follow a route to do: Western Lake Superior; Keweenaw Peninsula (Houghton-Hancock area); and, Isle Royale.

How Can I Participate? If you are a bareboat charterer, charter a well maintained and equipped boat from Superior Charters. If you are a private boat owner, pay a flotilla fee and come along—you're welcome. If you are an individual or couple, but do not desire to charter your own boat, call Northern Breezes to come aboard the lead boat or Superior Charters for assistance in joining an "SC" boat.

Most flotillas will be five days with Isle Royale being six or seven. The details are way more than we can put in this newsletter. Talk it up with your friends; take your sailing adventures to a new level.

Check out the web site for more details.

### ***New Boat, Jolly Swagman joins the fleet!***

*Jolly Swagman*, the subject of a few stories by the previous owner in Northern Breezes, has now been with us in the Northern Breezes school fleet for its first season. We like the boat and have made some significant improvements to some essential systems. The electrical system was totally reworked. The head was replaced. Both water tanks were thoroughly cleaned and bleached. A brand new 12 volt refrigeration system was installed. Both sails were repaired. Two fuel leaks were isolated and repaired. The fuel shut off was replaced.

It's worth mentioning some of these things because it is not necessarily unusual to do these things when you're bringing a used boat up to standard for operational reliability. *Jolly Swagman* is based out of Pike's Bay Marina, Bayfield, Wisconsin. Jolly is a Hunter 34 with great accommodations for families. Graduates are able to charter Jolly from Superior Charters when the boat is not in school use.

### ***Moving Aerie and Jolly Swagman***

This is a sometimes arduous, often cold and foggy adventure which is mostly done with graduates and instructors. This year we scheduled the move from Bayfield to Spirit Lake Marina in Duluth for AppleFest weekend in October. "Everything is weather dependent. Right?" Captain Thom skippered *Aerie*, our Islander 36, and sailing instructor, Vicki Staudte, skippered *Jolly Swagman*, our Hunter 34. It was pea soup fog with some wind. This necessitated some very careful navigational preparation to ensure that all GPS waypoints were not only entered correctly but that they were also named consistently between the boats. This would enable us to talk waypoint distances and direction without plotting the exact latitude and longitude.

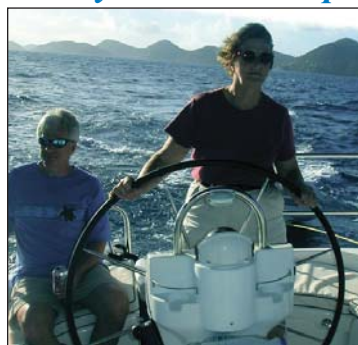
Since *Jolly Swagman* does not have radar Thom would provide radar cover for *Jolly Swagman*. This required careful coordination between the two boats. In the end it worked quite well.

However, the "dark night" fog was disorienting until we got used to it. Out around Sand Island, there were some pretty big waves which were left over from a nor'easter. The forecasted 15 knot winds out of the south never reached a velocity which would quickly flatten the waves.

Four or five ships were within ten nautical miles during the passage, but only one caused any serious concern. It was near the Superior entrance. We just slowed down and let it go by.

If you have interest in one of these delivery trips, call Thom or email the office. They are not a class. They are good experience. They are a "no charge" win-win value for our graduates.

### ***Family Courses—Expanding to All Levels***



**Sharon Anderson drives the boat, while Capt. Tom Embertson coaches her on.**

We started doing "Family & Friends" courses on a more formal basis in 2006. The idea is that your family is your real bareboat charter crew, so why not have younger sailors or willing crew certified as "crew" and ensure that everyone can perform well together?

The idea has taken off to the point that we are now offering family and friends at all levels, from Small Boat through

Offshore Advanced Coastal Cruising. There are four families doing classes in the British Virgin Islands in 2008!

We love it! Families and couples who sail together share more time and unique experiences which has to be good!

### ***Company/Office Events***

Northern Breezes Sailing School does corporate events. These may be team building or just fun. Bring your company, work group, whatever to one of our locations. Enjoy and share sailing with your co-workers! Let us help you with an outstanding, memorable sailing event!

### ***Feedback Reports***

We have called many of you regarding feedback on our classes and trips. With the new ASA online system, it is much easier to file feedback reports online. These have been extremely valuable to us. We thank you for taking your time in this way. We have already changed one aspect of our Family and Friends Basic Cruising/Bareboat Charter course based on your feedback. You helped us identify and fix a couple of problems on our boats. We also appreciate the vast number of positives you sent our way. This helped us select our "Instructors of the Year."

### ***Sailfest***

Sailfest was bigger than it has been in the past eight years, with 39 boats. Sailors are finally realizing that this is not a hard core race and it is fun. It's fun because it is a pursuit in which boats start at a designated time and sail a designated course around Basswood Island. Scoring is simple. If you pass someone in your class, you win or place.

Bill Hooper of Hooper's Yachts took pictures of every participant under sail! There were a lot of great shots. Northern Breezes' fleet cook Deb Sanders, catered the event and singer, songwriter, author Carl Behrend provided music and entertainment.

Captain Steve Burns skippering *Aerie* with his Basic Cruising/Bareboat students as crew, was unable to defend his Class B trophy from last year because the head of the genoa sail blew. Captain Thom Burns who was sailing with Michele Pufahl-Burns aboard their WindRider 17, *Shell*, finished second to Scott Rasmussen, a small boat instructor. Sailing Camp Director, Terence Glommen-McCloskey won Class C with his crew of Kiel Remme in a 19 foot Lighting. This is noteworthy since the boat and trailer were in a dilapidated state of storage two weeks before Sailfest.



The food was great and so was the entertainment. The crowd stayed around for quite some time.

Next year's event is scheduled for July 5, 2008. Use your own boat or charter one from Superior Charters. Don't miss it—it is a great time.

### **Instructor Clinics**

This is a great way to sail more and refine your skills (yes, we pay you when you teach for us). When is the last time you sailed on someone else's nickel while increasing your own skills? This is typically what happens when you become an instructor—a new kind of challenge. Clinics are offered in May for regular instructors and in June for our Youth Sailing Camp Instructors. Sometimes we can slip an adult instructor in with the younger camp instructors.

If you are going to teach for Northern Breezes, you will have to do even more than what is in your log book for ASA instructor qualification. Why? We grow our instructors. We want them at very high levels in order to give the students the best possible training. We also want to be very comfortable with every instructor with whom we are sending students sailing.

At the recent ASA National Conference, we heard, "I wish more schools would take this approach," from ASA staff and board members; and we heard, "I wish we could do that," from other schools.

### **Northern Breezes Instructor Published**

Mike Bastin, one of our Australian instructors, who has taught a number of Basic Keelboat courses on Lake Minnetonka, recently published a very nice review of his Cruising Catamaran Course on Lake Superior with Captain Steve Burns. Mike wants to buy a Catamaran. He is chartering one in the British Virgin Islands in February.

Mike spent four years flying around in P-3 aircraft for the Australian navy. He was a radar operator who trained new operators. He has completed his ASA Radar Instructor certification and taught his first class last spring.

### **Instructors of the Year!**

Instructors can't be recognized enough! Here is who our graduates told us were the best instructors. Some categories will have more than one entry due to the closeness of the evaluations.

- Camp Counselor of the Year: **Terence Glommen-McCloskey, Brent Chinnock**
- Small Boat Instructor of the Year: **Brent Chinnock, Terence Glommen-McCloskey**
- Basic Keelboat Instructors of the Year: **Peter Larson, Kyle Flesness, Brent Chinnock, Audrey Royer (First Year)**
- Basic Cruising/Bareboat Charter Instructors of the Year: **Captain Tom Embertson, Captain Gail Bowdish**
- Advanced Coastal Cruising Instructors of the Year: **Captain Steve Burns, Captain Thom Burns, Captain Gail Bowdish**
- Cruising Multihull Instructor of the Year: **Captain Steve Burns**
- Navigation Instructor of the Year: **Captain Thom Burns**

### **A Great 2007 Trans-Superior Race**

Let's set the stage for this story. *Aerie*, our Islander 36, was the oldest boat in the race. The racing genoa blew its head three weeks earlier in Sailfest. The mainsail was someone's retired sail because the good main was destroyed in a 52 knot



**Aerie flew spinnakers for 26 hours. Photo: Eric Anderson**

wind in June. The crew of six had never practiced together before the race. Some were graduates. Some were instructors. Four of the crew were over 6 feet tall and averaged over 250 lbs. They soon were collectively known as "The Ballast Boys." Captain Thom Burns had a lot of racing and tactical experience. Captain Steve Burns had acquired quite a bit of experience and knows how to make a boat go fast!

We started the race right with a great start. We were the third boat over the line which included a fleet of high powered 40 and 50 footers. After establishing our position in clear air, we raised the spinnaker and flew spinnakers of one kind or another for twenty-two hours straight! Then the wind turned onto our nose and we had to beat with the bad mainsail for almost twenty hours into six to eight foot waves. Someone was watching out for us, because it was so windy we had to double reef which gave us much better sail shape than the blown out bottom of the sail provided. Then the wind shifted and we could sail almost the rhumb line on a close reach down past the Apostle Islands towards Duluth. Much to our delight, the wind shifted further aft and we were able to raise the spinnaker again for four more hours. During this time the wind kept building. The spinnaker was pulling the bow down which made it harder to surf. So Captain Thom ordered two of the biggest "Ballast Boys" to sit as far back on each corner of the stern as possible. With over 600 lbs. on the stern, the bow raised five degrees or more and the boat started surfing. After an hour of this with the wind still building, Captain Steve spoke the obvious and told a grinning Captain Thom, "You are crazy, absolutely crazy." Ten minutes later, Thom ordered the spinnaker doused. It took three "Ballast Boys" to hold the spinnaker after it was

doused with its sock. Since it was at night, we didn't strike the genoa until the spinnaker and crew were safely stowed.

It was a very fun race. We won class and are now three time defending champions. How did you spend 66 hours in August?

The crew for the Trans-Superior was: Captain Thom Burns, Captain Steve Burns, Kyle Flesness (Instructor) and Michele Pufahl-Burns (Instructor). Making up the "Ballast Boys" crew were: Eric Anderson (graduate), Tom Kershner (Instructor), Tim Lamey (graduate) and Scott Woolfrey (graduate).

### ***Boat Shows***

Come see us this year at Minneapolis: January 23-27, 2008; Chicago Strictly Sail: January 31-February 3, 2008. It is always fun to see our graduates and hear about your adventures.

### ***Charter Your Boat with Us—Save \$***

Did you know that you can charter a boat in the Caribbean using Northern Breezes? We typically share what we know about boats, about the best companies, about provisioning and even who you might hire for a Captain or Cook. Then when it is all said and done, we give you a credit on your charter for using Northern Breezes. We have assisted many of our graduates over the years. Charter with someone you know.

***These Topics are in the Online Version Only.***

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**763-542-9707**

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**3949 Winnetka Ave. N.**

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