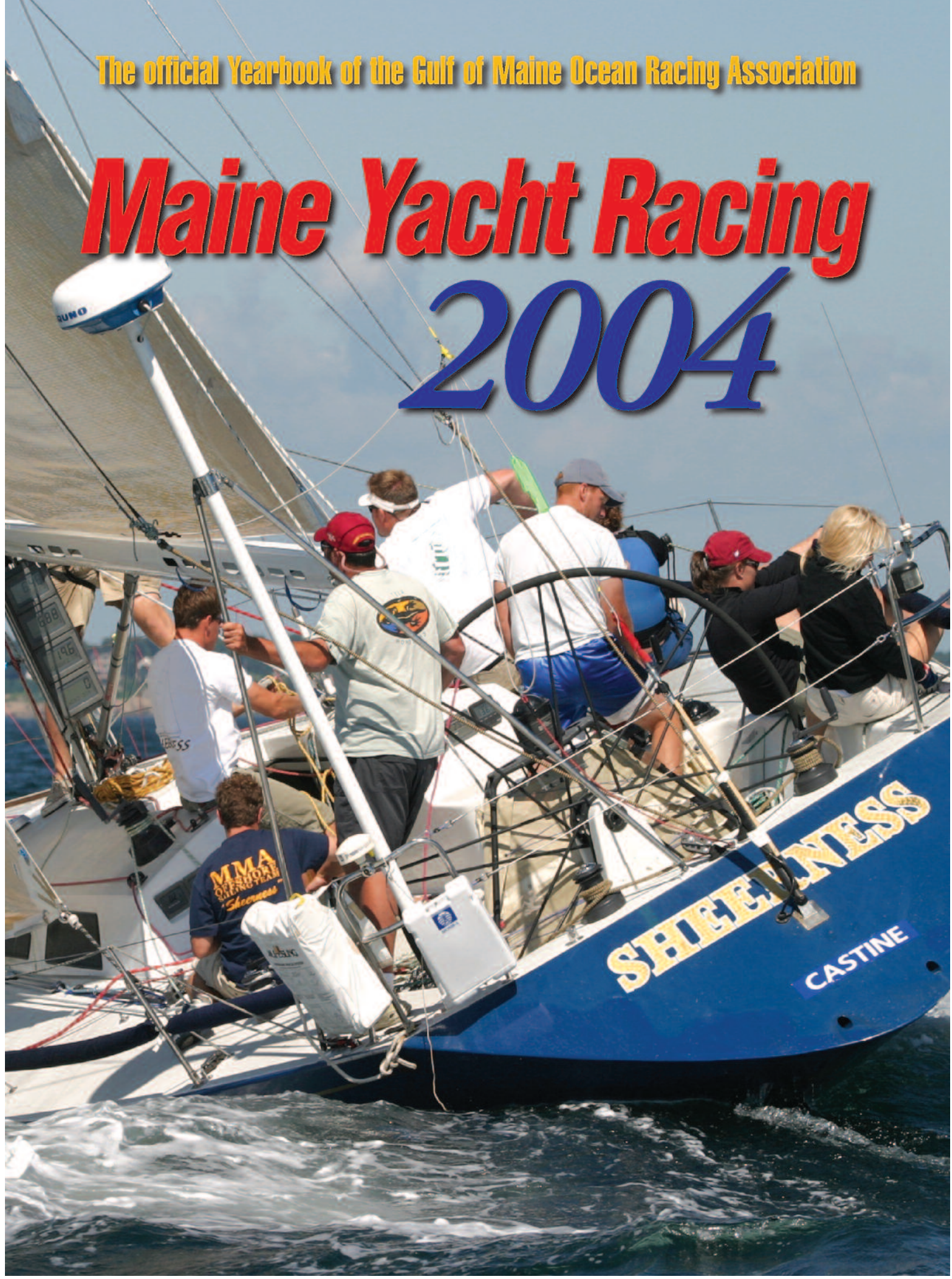


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Maine Yacht Racing 2004



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Dear fellow Gulf of Maine racers,

The Gulf of Maine Ocean Racing Association is proud to present this newly revised yearbook produced for the first time by Points East Magazine. Our thanks to Sandy Marsters and Bernie Wideman at Points East. I would also like express our gratitude to Ed Rogers, who single-handedly produced our yearbook for many years.



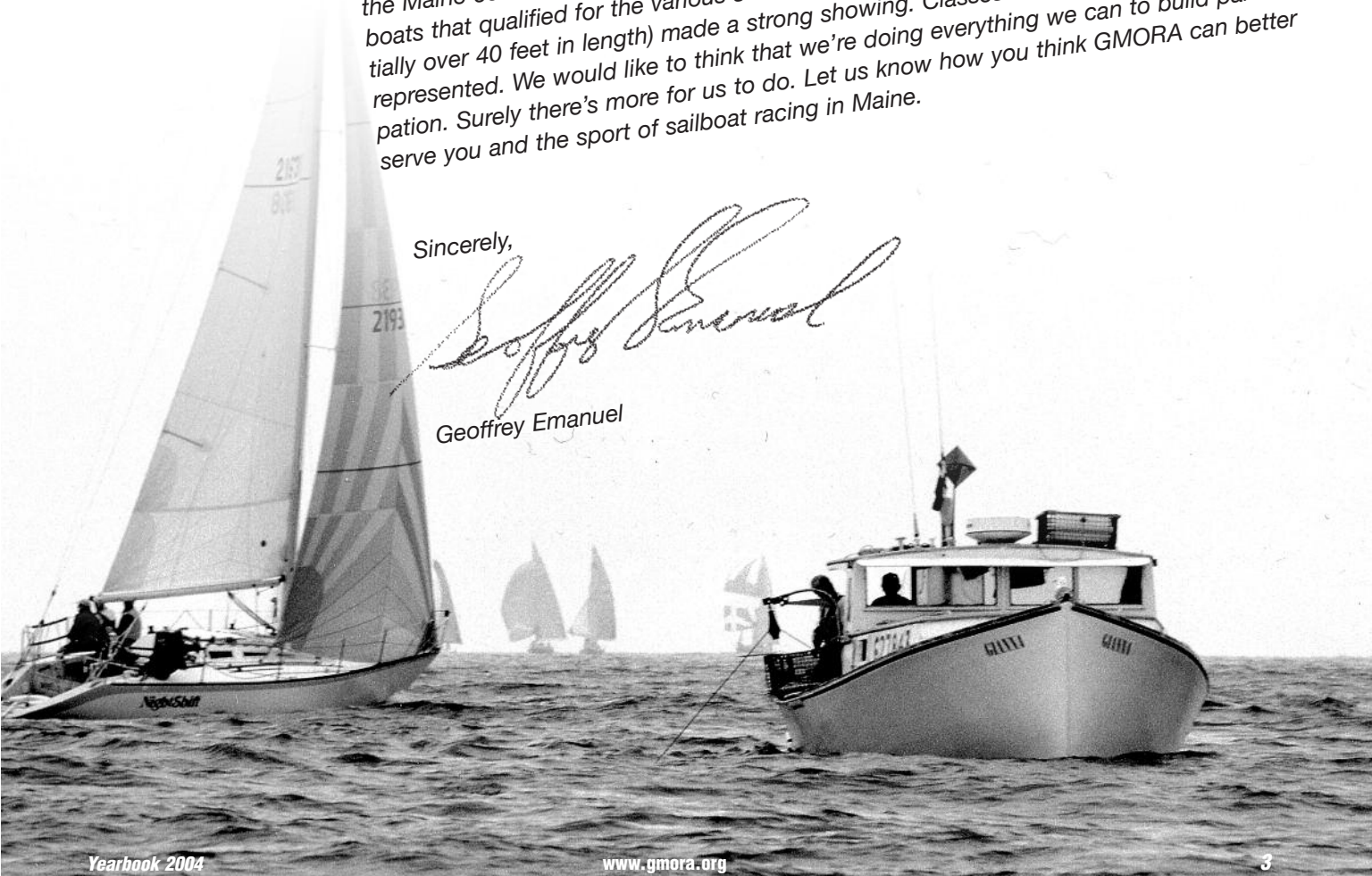
The President's Page

GMORA has finished its second year as partners with PHRF-Maine. I am pleased to report the merger is a success. We now have more than 200 members/PHRF certificate holders in Maine. The added membership allows us to enhance our awards banquet, sponsor educational programs and promote sailing in Maine. Thanks to you, GMORA was able to hold a race committee seminar last spring where 25 individuals successfully completed the course and passed the competency exam. GMORA contributed \$500 towards the 2003 PHRF Maine State Championships. This event was singled out by GMORA as the only statewide championship regatta and is one we hope to continue to promote to our membership as a unique event. Our thanks and appreciation goes to the Portland Yacht Club, which hosted an excellent regatta. This year's awards banquet included live music and an entertain-

ing presentation by world-famous sailor Cam Lewis of Lincolnville, Maine. GMORA remains committed to building participation at all of the sailing events on the Maine coast. To be honest, 2003 was a disappointment in terms of the number of boats that qualified for the various season championships. Class A boats (boats essentially over 40 feet in length) made a strong showing. Classes B and C were sparsely represented. We would like to think that we're doing everything we can to build participation. Surely there's more for us to do. Let us know how you think GMORA can better serve you and the sport of sailboat racing in Maine.

Sincerely,

Geoffrey Emanuel





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Inside Maine Yacht Racing 2004

About this publication

Maine Yacht Racing is the official publication of the Gulf of Maine Ocean Racing Association and is published annually each spring.

Points East LLC, under contract from GMORA, is the publisher of Maine Yacht Racing and is responsible for the ads and editorial matter that appear in the publication. Points East LLC also annually awards the Gulf of Maine Yachtsman of the Year trophy in consultation with GMORA. Points East LLC also publishes Points East Magazine – the magazine of coastal New England cruising – eight times a year.

Maine Yacht Racing is mailed free to all GMORA members and is also distributed through sail lofts and yacht clubs throughout New England. A total of 3,000 copies of this publication are printed and distributed beginning in April. If your favorite sail loft or yacht club has not received a supply of the publication, or has run out of copies, please contact the publisher at 1-888-778-5790. Individual copies, other than those mailed directly to GMORA members, can be purchased for \$5 per copy, which includes 1st class postage.

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GULF OF MAINE OCEAN RACING ASSOCIATION

For complete information on these races go to www.gmora.org

Race	Date	Host/venue	Region	Days	Pg.
CENTERBOARD REGATTA	6/12	Centerboard Y.C.	W	1	10
PILOT RACES	6/19-20	Portland Y.C.	W	2	12
HARRASEEKET REGATTA	6/26	Harraseeket Y.C.	W	1	12
ADMIRAL DIGBY CUP OCEAN RACE	7/2-4	Points East, RWNSYC	E	2	13
PHRF - MAINE STATE CHAMPIONSHIP	7/10-11	Portland Y.C.	W,C,E	2	14
MT. DESERT ISLAND SERIES	7/11, 25, 8/15, 22	Northeast Harbor Fleet	E	2	15
HOSPICE REGATTA	7/17	Great Harbor Marina	E	1	18
BOOTHBAY REGATTA/VOLVO CUP (BHYC)	7/17-18	Boothbay Harbor Y.C.	W,C	2	20
PEN BAY REGATTA (CAMDEN - CASTINE)	7/24-25	Camden Y.C.	C	2	21
DOWNEAST CHALLENGE	7/31-8/1	Eastern Point Y.C.	W,C	2	15
SEGUIN ISLAND TROPHY RACE	7/31-8/1	Southport Y.C.	W,C	2	17
MONHEGAN ISLAND RACE	8/7-8	Portland Y.C.	W	2	23
DOWN EAST RACE WEEK	8/7-13	North Haven Casino, Kollegewidgwok Y.C., N.E. Harbor Fleet	E	5	21
MS REGATTA	8/14		W	1	24
PHRF NEW ENGLAND CHAMPIONSHIPS	8/27-29	Boston Y.C.	*	3	25
COMMODORE'S CUP	8/29		C	1	
BOOTHBAY HARBOR CHALLENGE CUP	8/31	Boothbay Harbor Y.C.			
YARMOUTH CUP	9/2-3	Portland Y.C.	W	2	28
END OF SUMMER RENDEZVOUS RACE	9/11-12		**	0	

* Will only count towards overall Dirigo Bowl Season Championship

** This is a non-scoring event, co-sponsored by the Storm Trysail Club, the Cruising Club of America and GMORA

PISCATAQUA SAILING ASSOCIATION (NEW HAMPSHIRE)

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JOHN PAUL JONES RACE	6/19	Kittery Point Yacht Club	
LASER REGATTA	6/20	Piscataqua Sailing Association	
WHALEBACK RACE	7/17	Kittery Point Yacht Club	
REDHOOK REGATTA	8/14-15	Piscataqua Sailing Association	
PHRF NEW ENGLAND CHAMPIONSHIPS	8/27-29	Boston Yacht Club	25
VOLVO-LEUKEMIA REGATTA	9/11	Kittery Point Yacht Club	
SINGLE-HANDED CHALLENGE	9/18	Kittery Point Yacht Club	
DAVE BOWERS CHALLENGE	9/25	Portsmouth Yacht Club	

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SOLSTICE RACE	6/19
ROCKLAND/BAYSIDE/ROCKLAND	7/10-11
ROCKLAND-PENOBSCOT BAY OVERNIGHT	TBA

MISCELLANEOUS

SHIPYARD CUP	9/10-12	Hodgdon Yachts
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Scoring, Trophies, and Conditions of Eligibility

1. Series trophies will be awarded based on performance in not more than the maximum number of race days eligible to be counted for a series trophy.

2. A race day is one day of racing, whether one or more races are conducted. A competitor must complete all races sailed on a day to make that race day eligible to be scored. Certain distance races are scored as two race days. See Racing Schedule.

3. Race day performance of a yacht will be scored by GMORA using the Rinderle B scoring system, which weighs results by reference to the number of contestants in a particular class. So, for example, a first place in a class of 12 boats will yield a higher score than a first place in a class of 5. (See page 22 for chart of Rinderle B. scoring.)

4. For its own scoring, GMORA will use the following class breaks:

- Class A - up to 75*
- Class B - 76 to 102**
- Class C - 103 to 140
- Class D - 141 and up

*Boats with a negative PHRF rating will race in Class A

**J/35s (PHRF 72) will race in Class B

Member Clubs are encouraged to use the same class breaks where feasible. In the event a race organizer uses different class breaks, GMORA will score a boat's performance in the class in which it races as if it were in its GMORA class for series trophy scoring.

Overall Gulf of Maine Championship (Dirigo Bowl):

The winner shall be the yacht that (a) qualifies for the season championship by sailing the minimum required nine race days, (b) accumulates the highest Rinderle B point total determined by scoring the yacht's best nine race days and (c) sails at least 2 race days in an alternate geographic area. For example if a vessel sailed 9 race days in the Eastern Area, she would still have to compete in at least two race days in the Central or Western Area to qualify for the Dirigo Bowl. There is no distinction granted to specific class participation. Please visit www.gmora.org for which regattas qualify for each series.

Gulf of Maine Class A, B, C, D Championships:

Best 9 race days count. Second and subsequent place trophies if participation in class is sufficient.

Western Area Class A, B, C, D Championships:

Best 8 race days count. Second and subsequent place trophies if participation in class is sufficient.

Central Area Class A, B, C, D Championships: Best 4 race days count. Second and subsequent place trophies if participation in class is sufficient.

Eastern Area Class A, B, C, D Championships: Best 5 race days count. Second and subsequent place trophies if participation in class is sufficient.

Multihull Circuit Championship: Best 5 race days count. Second and subsequent place trophies if participation is sufficient.

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2003 GMORA awards

Final standings for the 2003 racing season

Boat	Owner	Place			
Western Series					
Class A			<i>Scaramouche</i>	Merle Hallett	3
<i>Bandito</i>	Dick Hale	1	<i>Revolution II</i>	Ed Rogers	4
<i>Scaramouche</i>	Merle Hallett	2	<i>Revolution VI</i>	Doyle Marchant	6
<i>Sheerness</i>	MMA	3	<i>Tamarack</i>	Bob Kellogg	8
<i>Revolution II</i>	Ed Rogers	4	<i>Beausoleil</i>	Richard Parent	9
<i>Beausoleil</i>	Richard Parent	5	Class B		
<i>Tamarack</i>	Bob Kellogg	6	<i>Kaos</i>	Scott Smithwick	1
<i>Revolution VI</i>	Doyle Marchant	7	<i>Whiplash</i>	Sash Spencer	2
<i>Vigilante</i>	Alan Joseph	8	<i>Laurentide</i>	Mike Casey	3
Class B			Class C		
<i>Kaos</i>	Scott Smithwick	1	<i>Commotion</i>	Geoff Emanuel	1
Central Series			<i>Nightshift</i>	Mike Iaconeta	2
Class A			Class D		
<i>Bandito</i>	Dick Hale	1	<i>Nipantuck</i>	Mark Werner	1
<i>Sheerness</i>	MMA	2	<i>Too Elusive</i>	Kit Watson	2
			Eastern Series		
			Class A		
			<i>Cybele</i>	David Rockefeller	1



<i>Weather Gauge</i>	Stockton Smith	2
<i>Firefly</i>	Patrick Wilmerding	3
<i>Pequot</i>	Bevin Cherot	4
<i>Tango</i>	Dan Burnes	5
<i>Vigilante</i>	Alan Joseph	6
Class B		
<i>Gaylark</i>	Kaighn Smith	1
<i>Altercation</i>	Win Fowler	2
<i>Eventyr</i>	Gordon Haaland	3
<i>Otter</i>	Henry Becton	4
<i>Whiplash</i>	Sash Spencer	5
Class C		
<i>Balance</i>	Haven Ladd	1
<i>Ariana</i>	Jeff Becton	2
<i>Lara</i>	Charles Hoppin	3

Overall final standings

Class A

<i>Bandito</i>	Dick Hale	1
<i>Sheerness</i>	MMA	2
<i>Scaramouche</i>	Merle Hallett	3
<i>Revolution II</i>	Ed Rogers	4

<i>Beausoleil</i>	Richard Parent	5
<i>Tamarack</i>	Bob Kellogg	6
<i>Revolution VI</i>	Doyle Marchant	7
<i>Vigilante</i>	Alan Joseph	8
Class B		
<i>Kaos</i>	Scott Smithwick	1
<i>Whiplash</i>	Sash Spencer	2
Class C		
<i>Snowbird</i>	Jon Randall	1
Class D		
<i>Rita P</i>	Randy/Gail Rice	1
J105		
<i>Keemah</i>	Don Logan	1
<i>Witch</i>	Ken Colburn	2
<i>Hair of the Dog</i>	Bill Aronson	3

Dirigo Cup

<i>Bandito</i>	Dick Hale	1
<i>Kaos</i>	Scott Smithwick	2
<i>Sheerness</i>	MMA	3
<i>Scaramouche</i>	Merle Hallett	4
<i>Rita P</i>	Randy/Gail Rice	5

Special awards

Yachtsman of the Year: Dick Hale

Best Dressed Boat - *Vigilante*

Best Named Boat - *Tamarack* aka Home Land Security

Most Valuable Crew - *Scaramouche*

Family Award - *Charsar*

Hospitality Award - Yarmouth, Nova Scotia

Best Run Regatta - PHRF State of Maine & One Design Regatta, Portland Yacht Club

Seamanship Award - *Fiesta*

Principal Race Officer Award - Fred Clemens

Jim Lowery Award for Sportsmanship - Geoff Emanuel

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Mike Casey steers his Casey 29, *Laurentide*, during the MS Regatta.

On the water with GMORA

Reports from the Gulf of Maine circuit

Photo by Andrew Simms, Wavelength Studios

Centerboard Regatta

Centerboard Yacht Club, S. Portland, Maine

2004 Regatta: June 12-13

For FMI: www.centerboard.org;

David Pierce, 207-646-9768; dopierce@yahoo.com

By David Pierce

The Centerboard Regatta is the first GMORA race of the season held in early June in the waters surrounding Portland Harbor. The 2003 race included 13 entrants divided into two classes. Many boats were not commissioned yet due to the cold and wet spring.

The weather was damp with occasional drizzle and wind from the south ranging from 0-25 knots.

Two courses were sailed, the first a windward-leeward course and the second a windward-leeward with a reaching leg in the middle, all using government marks.

The wind increased during the first race as the fleet beat

past Spring Point Light and on to Portland Head Light. On the run back, in the building breeze, one boat was seen trying to dip their spreaders in the water. It didn't seem to help their speed!

During the second race, the three leading boats missed the wing mark completely and finished the race puzzled why no gun sounded as the first boat crossed the line. Realizing their error, two of the boats resailed the missed marks and finished the race to the appreciation of the race committee and fellow competitors.

The racers then retired to the Centerboard Yacht Club clubhouse for hors d'oeuvres, refreshments and to celebrate the final results. The racing was very close with two ties needing extra calculations to be broken. In racing class, 1st place went to *Keemah*, 2nd was *Snowbird*, and 3rd was Bill Aronson's *Hair of the Dog*.

In cruising class, 1st went to *Nipantuck*, and 2nd to *Rita P*.

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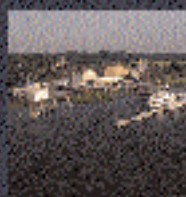
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Pilot Race

2004 race date: June 19-20

FMI: www.portlandyachtclub.com

Class A: *Scaramouche*, 1st; *Tamarack*, 2nd; *Bandito*, 3rd
Class B: *Go Dog Go*, 1st; *Commotion*, 2nd; *Kaos*, 3rd
Class C: *Laurentide*, 1st; *Nipantuck*, 2nd; *Rita P*, 3rd
J24: *Mr. Hankey*, 1st; *Maelstrom*, 2nd; *Second Chance*, 3rd
J105: *Black Owl*, 1st; *Keemah*, 2nd; *Hair of the Dog*, 3rd

Portland Yacht Club is headquarters for much of the racing in southern Maine, and the Pilot Race is one of the big ones. Last year's race June 14-15 offered both longer courses for the big boats and shorter round-the-buoys courses for the one-design fleets. Thirty-seven boats gathered in Casco Bay for two days of racing and – as always – a great PYC party. Feeble winds starting in out of the north and east that never did better than 6K on Saturday wreaked havoc with the racing schedule. Sunday saw a slight improvement, with winds out of the southeast about 12K by early afternoon.

After three races, Merle Hallett's *Scaramouche* took the Class A series with two 1st-place finishes and a 4th, followed by Bob Kellogg's *Tamarack*, 2nd, and Dick Hale's *Bandito*, 3rd.

Class B also got in only three races, with David Ruff's *Go Dog Go* taking 1st, Geoff Emanuel's *Commotion* 2nd and Scott Smithwick's *Kaos* 3rd.

In Class C, Mike Casey's *Laurentide* won two of three races to take 1st overall, followed by Mark Werner's *Nipantuck*, 2nd, and Randy Rice's *Rita P*, 3rd.

After four races in the J24 class, *Mr. Hankey* took 1st, *Maelstrom* 2nd and *Second Chance* 3rd. *Black Owl* dominated the J105 class with four first-place finishes, followed by *Keemah*, 2nd, and *Hair of the Dog*, 3rd.

Harraseeket Regatta

2004 race date: June 26

Contact: www.hyc.cc; info@hyc.cc

Class A: *Bandito*, 1st; *Scaramouche*, 2nd
Class B: *Kaos*, 1st; *Cats Paw*, 2nd
Cruising Class: *Rita P*, 1st; *Shamrock*, 2nd

By Bill Full

Harraseeket Yacht Club looks forward every year to sponsoring the first pursuit race of the summer in Casco Bay for the GMORA series. A pursuit race changes the starting format to a staggered sequence with the higher rated PHRF boats starting first. The rest of the fleets follow the same course with the hope that all boats end up finishing at the same time. For the majority of racers the Harraseeket Regatta offers a chance to see a different racing area and the challenge of strong currents in northern Casco Bay.

About 20 yachts endured frustrating conditions during the 2003 regatta. All boats got off to a great start with a building sea breeze, but unfortunately a warm front approached and shut down the wind for the day. Amazingly, two boats in Class B were able to stay in their own private breeze all day and got around the course in excellent time. Five boats ended up withdrawing; another five kept at it but finished after time expired. When the dust settled, there were only enough boats left to fill the first two spots in each class.

Leading all the fleets was Scott Smithwick with his Frers 36 *Kaos*, followed by Butch Minson with *Cats Paw* in class B. In class A, Dick Hale with *Bandito* was 1st and Merle Hallett was second in *Scaramouche*. Cruising class was the only other group that could finish within the time limit. First were Randy



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and Gail Rice with *Rita P.*, and 2nd was Dan Wellehan in *Shamrock*. The key to the 2003 race was being able to reach the windward mark in Broad Sound before the tide changed; those that missed it struggled with the tide and quickly diminishing wind. For 2004 we'll keep our fingers crossed and hope for some breeze and maybe remove the time limit for those who are willing to miss the post race party.

Admiral Digby Cup

2004 dates: July 2-4

FMI: www.pointseast.com;

www.annapolisbasin.com

Overall: *Vortex*

Cruising Class: 1st, *Common Sense*

Racing Class: 1st *Vortex*; 2nd *Walkabout*; 3rd *Northern Dancer*

In 2003, the course of this three-year-old ocean race was reversed, beginning in Digby, Nova-Scotia and ending 125 nautical miles later in Bass Harbor, Maine. Eight boats from 27 feet to 55 feet in two classes, with PHRF ratings from 72 to 273 milled around the start outside the Digby breakwater as the race committee waited for a line of thunderstorms and heavy showers to move through. The start was in barely detectable westerly zephyrs, which meant a downwind run to the first mark, then a long beat out of Annapolis basin. Light winds dominated for much of the race, forcing half the fleet to drop out. Overall winner *Vortex* finished with chute flying on a fine southwest breeze with an elapsed time of nearly 29 hours. On the Canadian side, racers enjoyed the hospitality of the members of the Royal Western Nova Scotia Yacht Club; they were greeted on the docks at Morris Yachts with hors d'oeuvres from Duck Trap River Fish Farm, beer from Gritty McDuff's, and an awards banquet at The Wharf restaurant.

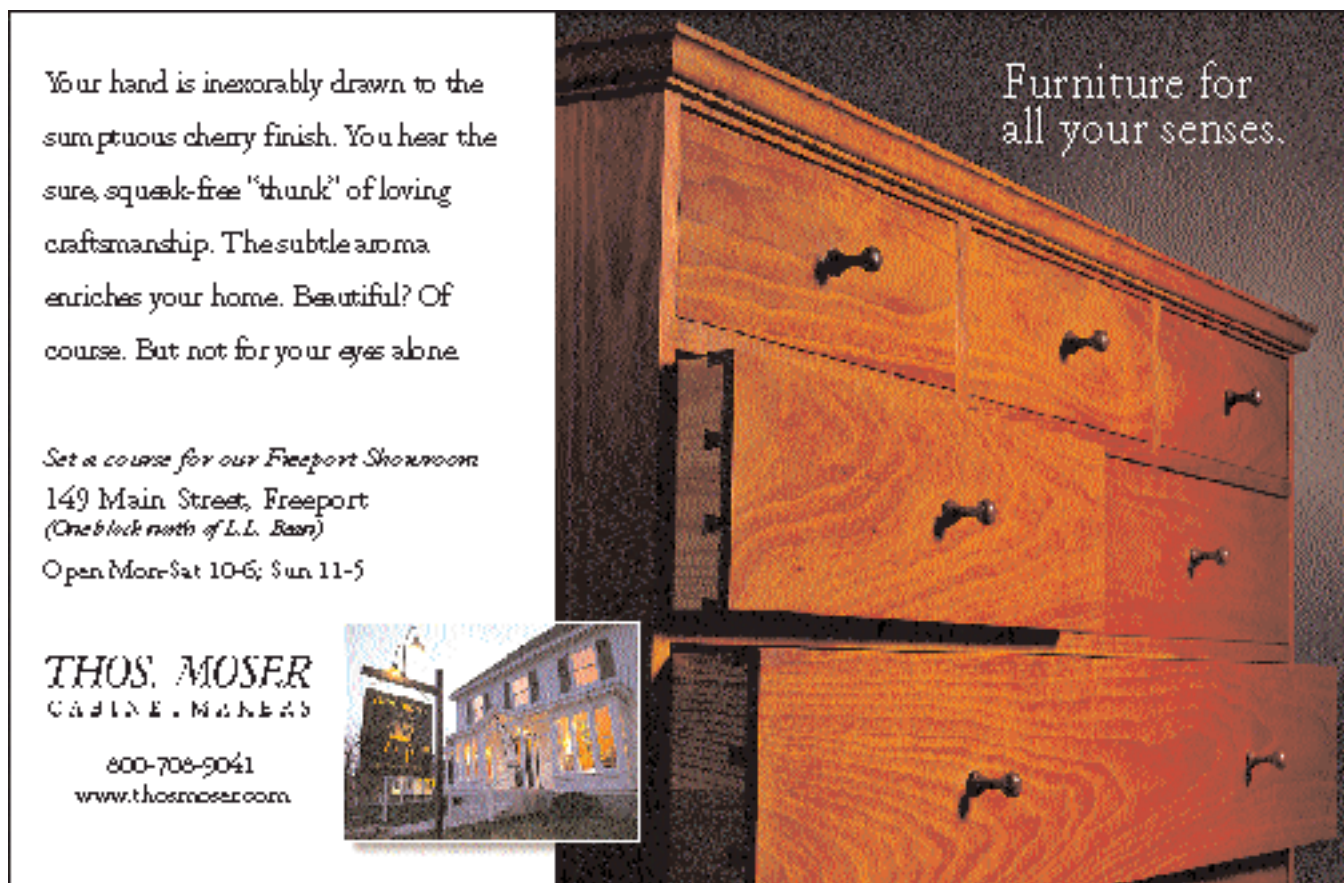


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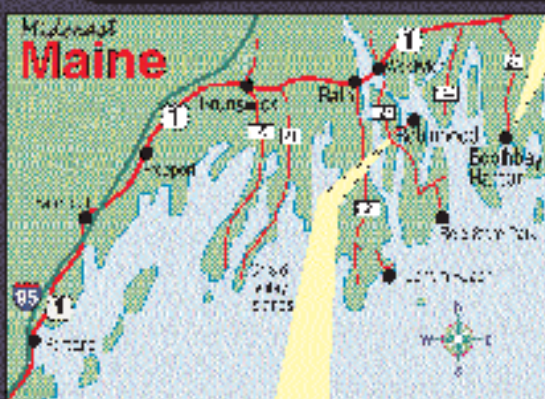
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PHRF Maine Championships

2004 Race dates: July 10-11

FMI: www.portlandyachtclub.com/racing

The PHRF Maine Championships and One Design Regatta is one of the premier events on the GMORA summer circuit. In 2003, more than 40 boats participated in the regatta July 12-13, with several one-design classes competing in round-the-buoys racing inside Casco Bay and PHRF boats racing outside Hussey Sound in glorious weather with southwest winds averaging about 10K. The race host is Portland Yacht Club, which puts on a fine dinner on Saturday night.

After the five-race PHRF Class A series, Dick Hale's *Bandito* won the regatta, posting two 1st place finishes to edge out Merle Hallett's *Scaramouche*, 2nd, and Maine Maritime Academy's *Sheerness*, 3rd.

Class B boats ran four races over the weekend, with Jeff Bennett's *Cool Runnings* sweeping the series with four 1st-place finishes. Scott Smithwick's *Kaos* took 2nd and Sash Spencer's *Whiplash* 3rd.

Class C racing was dominated by Geoff Emanuel's *Commotion*, turning in four 1st-place finishes. Following were Mike Iaconeta's *Nightshift*, 2nd, and *Persistence*, 3rd.

In J105 class racing, Ken Colburn's *Witch*, though only winning one of the five races, took 1st, followed by Don Logan's *Keemah*, 2nd, and *Black Owl*, 3rd. With first-place finishes in three of five races, *Glass Slipper* dominated the Etchells class, followed by *Miss Margaret*, 2nd, and *Dakota*, 3rd. In J24 racing, *Denali* also posted three first-place finishes to edge out *Mr. Hankey*, 2nd, and *Bad Apple*, 3rd.

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Mt. Desert Island Series

2004 race dates: July 11, 25; Aug. 15, 22

FMI: www.nehfleet.org

The 2003 Mt. Desert Island Invitational Series was held on four Saturdays in July and August.

Five boats turned out for the first race July 6, competing on a 16.75-mile course. Taking 1st was *Gaylark* with an elapsed time of just over three hours, corrected to 2:37. In 2nd place was *Vigilante*, which took line honors at 3:09:48. Third was *Eventyr*.

Two weeks later on July 20 eight boats gathered for Race 2. *Weather Gauge* earned line honors, finishing in just over 3 hours, and won on corrected time as well. About 20 minutes behind was *Far Out*, followed by *Eventyr*.

In Race 3 on Aug. 3, *Weather Gauge* again was 1st to finish and 1st on corrected time on a short 6.5-mile course. This time *Eventyr*, which participated in all four races, worked up to 2nd, and *Grey Eagle* finished 3rd.

In the final race, Aug. 17 *Eventyr* was only seconds behind the winner, *Gaylark*, for another 2nd place. *Far Out* took 3rd on the 13.5-mile course.

The Northeast Harbor Fleet conducts an extensive schedule of races for one-design and cruising sailboats during the summer months.

Northeast Harbor claims the largest International One-Design fleet in the world, with 30 boats. The IODs race regularly on Saturdays and Mondays. The Mercury class races on Saturdays and Thursday evenings. Special events include races for J24s, J22s, A-Boats, Luders 16s, and Bullseyes.

Downeast Challenge

2004 dates: July 31-Aug. 1.

FMI: www.annisquamyc.org/downeast

Fully Crewed Racing Division

1st, *Kanga*, David Pearce; 2nd, *Spray*, Jason Calionos; 3rd *Whistler*, Fred Schmid

Double-handed Racing Division

1st, *Angel*, Ed Anderson; 2nd *Arabesque*, Richard Sides; 3rd *Incentive*, Carl Doane

Hosts: Annisquam Yacht Club; Eastern Point Yacht Club; Rockland Yacht Club.

Nine boats found their way to Gloucester in challenging conditions July 26 for the start of the Downeast Challenge race, aka Downeast One-Two Plus, aka Gloucester-Rockland Race. The race is a fundraiser to help young people studying the marine trades.



They don't call it the Downeast Challenge for nothing. The offshore race from Gloucester, Mass., to Rockland, Maine offered challenging conditions.

Al Hodsdon

Al Hodsdon of *Seajab* has put together a very nice little booklet recounting the lively conditions during the race.

"It was a spinnaker run all day and into the night. *Seajab* stayed with *Whistler* and *Orinoco*. *Angel* was off on her own. The wind picked up about 10:30 and we dropped the spinnaker and went under main alone. We were doing 7.4 knots with the main alone.

"Then about midnight we think it was *Orinoco* that passed astern of us going to the outside of Monhegan. We went inside. We were still going at 7-plus knots in the dark – no moon or stars.

"The crew decided to gybe the main at about 2 a.m. because we needed to change tacks. There was a bang and a lot of expletives on deck. When I got on deck the main was well wrapped up in the spreaders.

"We dropped the main and rolled out about eight feet of the jib and I went back to sleep. The boat slowed to about 5 knots and we were all beat and needed a rest.

I went back to sleep and awoke at about 4 a.m. We were



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Yachtsman of the Year is a 'game day kind of guy'



"He keeps himself in the game, minimizes any mistakes, and stays calm, cool and collected on the helm."

When Dick Hale graduated from a 19-foot Lightning to his first big keelboat boat, a C&C 44, in 1986, he knew he needed some help. Things just worked differently on the big sloop from the way they had on the Lightnings he raced on San Francisco Bay.

So Hale went to sailmaker Win Fowler, whom he considers one of the top racing sailors in Maine. "He helped me to understand the differences between sailing a planing dinghy and a 10-ton displacement sailboat," Hale says. "Win's guidance allowed us to win what at that time was Race Week."

The winning didn't stop there. *Bandito*, his Nelson/Marek 45, has become one of the most feared boats on the Gulf of Maine Ocean Racing Circuit. For five years straight he has won the very competitive GMORA A division.

At last October's GMORA awards banquet in Woolwich, Maine, Hale, of Falmouth, wore a hole in the carpet retrieving his many awards. His last trip to the podium was to receive a plaque naming him 2003 Points East/GMORA Yachtsman of the Year.

The award is presented annually to a Gulf of Maine yachtsman who exemplifies the ideals of the sport – fair play, an intense dedication to the sport and an infectious enthusiasm for boating. One friend summed up his view of Hale as "a game-day kind of guy."

He is well known on the racecourse for his

intense concentration and his coolness under pressure. "He's a very solid racer," one competitor said. "He's very serious and he can do very well. He keeps himself in the game, minimizes any mistakes, and stays calm, cool and collected on the helm."

Hale credits long-time sailing companion and now competitor Merle Hallett of Falmouth for much of his success. "While we tend to sail differently tactically, he is always there in the thick of it all, and there is no one that I have met who knows more about boats," Hale said. "We are the best of competitors and, more importantly, the best of friends. I have learned an enormous amount about racing in Maine as well as general seamanship from him."

Dodge Morgan, who works with Hale in a hi-tech company, says Hale's style on the racecourse differs from his top-down, heavily delegated management style. On the boat, he's all hands-on, aware of everything that is going on.

He's not, however, a big spender on his boats. "As you go aboard, you're surrounded by things that are just barely working," said one friend. "He wins races, but he doesn't win races by spending money to do so."

A story is widely told of one Yarmouth Cup from which Hale sailed home with a cracked hull held together by duct tape.



With Dick Hale at the helm, *Bandito* jockeys for position at the start of the Yarmouth Cup.

crawling along at 2 knots with little wind just off Tenants Harbor. We broke out the main and opened up the jib and waited for the wind. It came at about 7 a.m. and off we went at about 7 knots on a close reach up Two Bush Channel. It was a close reach all the way to Rockland with 12 to 15 knots of wind."

All the boats finished safely, if not a little roughed up, with *Angel*, an Alden 54, crossing before dawn to take line honors. Rockland Yacht Club hosted an after-race party Sunday and an award breakfast Monday.

The Downeast Challenge is a unique race that should grow since it combines all aspects of sailing with lots of emphasis on being self-sufficient out at sea in unpredictable conditions. In addition, not only is it a charity event, but it's a great way to get to Maine.

Seguin Island Trophy Races

2004 Regatta: July 31-Aug. 1

FMI: www.southportyc.org

A fleet: *Bandito*, 1st; *Synergy III*, 2nd; *Sheerness*, 3rd

J105 fleet: *Witch*, 1st; *Charsar*, 2nd; *Hair of the Dog*, 3rd

E Fleet (cruising): *Felicitas*, 1st; *Fiddler*, 2nd; *Nipantuck*, 3rd

J/24 Fleet: *Smarty Pantz* and the 4 Bears, 1st; *Rainer*, 2nd; *Volunteer*, 3rd

J/22 Fleet: *Pirouette*, 1st; *Gigi*, 2nd; *Dogs Playing Pool*, 3rd.

Host: Southport Yacht Club, Boothbay Region Boatyard

By Charles "Bud" Hawley

Fleet Handicapper

The Southport Yacht Club (SYC) has participated in yacht racing on the coast of Maine through most of its 80-year history. The Seguin Island Race (SIR) for Gulf of Maine bluewater racers was first sailed in the summer of 1968. It was so named because the regatta always involved sailing near or around Seguin Island. The winner of the SIR that first year was the yacht *Omega*, owned and sailed by the Maine Maritime Academy. The SIR was sailed annually as a single-day race until 1986.

The SYC did not sponsor offshore bluewater racing between 1986 and 1995. In 1996, Boothbay Region Boatyard joined SYC to sponsor the Gulf of Maine Ocean Racing Association (GMORA) sanctioned Seguin Island Trophy Races (SITR).

The regatta has evolved into a popular two-day GMORA PHRF class and one-

design regatta that concludes with a 15- to 16-mile, multi-class pursuit/reverse handicap race. The pursuit race is, in effect, two races in one with PHRF and one design class racing on the one hand while pursuing the overall leader on the other.

The 1976 Seguin Island Race was won by Pete Welles in *Witch of Endor*. Welles died before he could race again. In his memory, the SYC maintains a perpetual Pete Welles Memorial Trophy that bears the name of each "first to finish" yacht in the SIR from 1976 to 1986. Starting in 1996, the winner of the SITR pursuit race has been awarded the Pete Welles Trophy.

In 2003, the Seguin Island Trophy Races included 2 PHRF Class races, 2 J22 Class races, 2 J24 Class races, and 1 Cruising Class race on Saturday and the pursuit race on Sunday. A total of 28 yachts were registered.

The class racing on Saturday was held in brisk, 10- to 12-mph breezes from the southwest. Sea swells in the Sheepscot River made anchoring the R/C boat and mark placement for the two windward/leeward races a challenge.

After the two races on Saturday, Chuck Koch in *Pirouette* had a 1-point lead in J22s, Peter Smith in *Smarty Pants* had a 2-point lead in J24s, Ken Colburn in *Witch* had a 2-point lead in

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J105s, and Dick Hale in *Bandito* had a 2-point lead in PHRF Class A. Joel Brightman in *Felicitas* won the only cruising class race of the day.

Skippers, crews, and interested SYC members gathered for land-based festivities Saturday after racing for a beer/cocktail party, a protest meeting, and a super barbecue at the Boothbay Region Boatyard. The barbecue put on by Jimmy Bridges has become one of the signature social events on the GMORA circuit.

Sunday broke stormy and overcast. Seas in the river had built considerably overnight. Winds were still in the southwest but had increased to the 25- to 30-mph range. Forecasts for a wet, bumpy ride on the water were everywhere. Crews were wet even before the race got underway. When it was over, three boats withdrew, another tore a main, and three others lost chutes on the tight reach from Sloop Ledge to the Cuckolds.

The excitement of the race continued right up to the last second with nail-biting close finishes among the PHRF A class competitors and among the J105s. The J105s *Charsar* and *Keemah* completed the 14-mile race overlapped in yet again another dramatic pursuit race finish. Scott Fox's *Charsar* got the bullet, and her skipper, Jeff Stamas, won the Pete Welles Memorial Trophy.

Because of the weather on Sunday, the J22s sailed two windward/leeward races in Ebenecook Harbor with Chuck Koch in *Pirouette* and Thad Hutchinson in *Gigi* tied for the day.

Overall, after two days of racing, Chuck Koch in *Pirouette* won the J22 class, Pete Smith in *Smarty Pants* won the J24 class in a tie breaker over Rob Hawley in *Rainier*, Ken Colburn won the J105 class in a tie breaker over Scott Fox's *Charsar*, Dick Hale in *Bandito* won PHRF Class A, and Joel Brightman won the cruising class in *Felicitas*.

Since 1995, the Seguin Island Trophy Races have been held either on the weekend before or on the weekend after the Boothbay Harbor YC Volvo/Leukemia Cup. This year's new schedule will make the event an attractive logical segue for skippers moving their boats from Penobscot Bay and farther Downeast to the Monhegan Race on Aug. 7-8.

Hospice Regatta

2004 Regatta: July 17

FMI: www.hospiceregattas.org/maine.shtml

By Aaron Porter

Courtesy, The Ellsworth American

The summer of 2003 could have been kinder to sailors. Fog and rain were plentiful, wreaking havoc on vacation week cruisers and weekend racers alike.

The morning of July 19 it looked as if the weather gods would refuse to smile on the seventh annual Hospice Regatta of Maine. Charity or not, a dense bank of fog scaled up and shut in again repeatedly as competitors gathered in the Great Harbor area between Southwest and Northeast harbors.

The fleet of 14 racers and a growing spectator crowd milled

about, sometimes alarmingly oblivious to one another's presence in the fog. The sounds of quick tacks and bellowed warnings pierced the shroud of fog as the start was delayed nearly 45 minutes.

But a break in the visibility allowed the race to get under way just before 11 a.m. in a downwind start headed to the can buoy at the mouth of Somes Sound. The Southeast wind varied from 5 to 10 knots and would veer into the southwest as the race progressed.

The spinnakers were out at the start and allowed the Class A boats to out-pace many of the Class C vessels, enjoined



Photos courtesy Bud Hawley



Ed Rogers' *Revolution II*, above, heads upwind after rounding the mark during the Seguin Island Trophy Races. At left, Byron Borst's *Synergy* enjoys some elbow room.

from flying spinnakers.

After rounding the first mark the fleet beat right back the way it came. By then the fog was gone, but the close quarters excitement persisted as boats heading to windward tacked their way through the tail of the fleet still completing the initial downwind leg.

The fleet continued with its windward work out the Western Way between Great Cranberry Island and Seawall on Mount Desert Island.

From there the course led Southwest around Black Island. As the wind veered that too was windward work. The change in wind direction also led to the long leg between Black and Baker Islands being another spinnaker run for those boats that could fly them.

After rounding the whistle south of Baker, the final leg of the race sent sailors around the east end of Little Cranberry Island and up the eastern Way to the finish back in Great Harbor.



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At 22.5 miles in light and changing air, the course challenged the fleet, which got thoroughly spread out along it. Some boats were still finishing after 5 p.m.

Final results on corrected time placed Stockton Smith's Concordia 44 *Weather Gauge* in first place among Class A boats. Smith, who has competed regularly in the Hospice Regatta of Maine since its beginning, was followed in less than 10 minutes by Kaighn Smith in his Swan 38, *Gaylark*. Bill Wilkinson rounded out the top three in his J/105 *Grey Eagle*.

In Class C competition, Hal Kroeger in the Morris 52 *Far Out* placed first. He was followed by Gordon Haaland in the J/42 *Eventyr* and Bevin Cherot sailing the Hinckley 44, *Pequot*.

The Hospice Regatta of Maine also includes a race for the International One Design Fleet from Northeast Harbor. While the other boats were bashing around outside Baker Island, 13 smaller, graceful IODs were sailing a more civilized 12-mile course within Great Harbor and the Western Way.

Henry Brauer took first place sailing *Reiver*, followed by David Rockefeller, Jr. in *Tundra* and John C. Henry in *Gambler*.

The charity regatta, which supports Hospice of Hancock County also includes junior competition in Optimist prams and 420s as well as a powerboat rally that sends participants to harbors around Mount Desert Island collecting cards for what will hopefully be a winning poker hand.

Camden-Castine Regatta

2004 race dates: July 24-25

Contact: cyc@midcoast.com. Camden Yacht Club, PO Box 204, Camden, ME 04834. 207-236-7033.

Class A: *Sheerness*, 1st; *Bandito*, 2nd; *Scaramouche*, 3rd

Class B: *Kaos*, 1st; *Whiplash*, 2nd; *Fiesta!*, 3rd

Class C: *Pegasus*, 1st; *Moondance*, 2nd

Multihull Class: *Faamu Sami*, 1st; *Alegra*, 2nd; *Quickstep*, 3rd;

Cruising Class: *Too Elusive*, 1st; *Agisymba*, 2nd

Twenty-two boats started the 2003 race in light winds that persisted along the course Saturday from Camden to Castine, causing a number of DNFs in that race. After a night of socializing in Castine, winds picked up on Sunday and nearly every boat in the fleet finished the course from Camden back to Castine in time for the annual baked bean and hot dog post race "tea" at the sponsoring Camden Yacht Club and the awards banquet. The race benefitted the Brain Injury Association of Maine.

Multihulls gain influence on the Northeast circuit

By Peter Garcia

Participation in the small Gulf of Maine Ocean Racing Association multihull fleet continued to grow in 2003. New players were *Rocketeer*, Mark Blouin's 55-foot Atlantic catamaran and *Flying Fish*, Charlie Pingree's class 39-foot trimaran. The season got off to a slow start primarily because three regulars didn't sail in July. Jake Van Beelan's 36-foot Walter Greene tri, *Friends*, and Peter Garcia's Newick tri *Alegra* went south for the Montego Bay Race last winter. By the time *Alegra* made the sail back to Maine and completed a refit, it was late July. *Friends* stayed south. Van Beelan has bought a home in South Portland and plans to be back in Maine for the 2004 season. Last year's Gulf of Maine Ocean Racing Association multihull champion, *Faamu Sami*, an extraordinarily fast Hughes 46 tri owned by Dick Saltonstall, did not compete until August.

The first weekend of August saw the fleet in Camden for the annual Camden-Castine races. *Rocketeer*, *Flying Fish*, *Alegra*, and *Faamu Sami* were joined by Bruce Olsen's F25A *Quickstep*. *Faamu Sami* won both races, going away in very light air.

The next weekend there were six entries in the Monhegan Race. Bert Kornyei (*Hot Flash*) and Jon Alvord (*Triceratops*) trailed their folding Corsair tris in from Massachusetts and New Hampshire, respectively, to race. *Faamu Sami* won again, with Charlie Pingree's *Flying Fish* very close behind. *Alegra* left the race for a couple of hours early Sunday morning to answer a Mayday call, and was later awarded redress in the form of a time

allowance by the race committee, but it wasn't enough to do better than 3rd.

One hundred thirty-two boats turned out for the Multiple Sclerosis Regatta in Portland Harbor Aug. 16. Nine were multihulls. Bob Bartlett won the small boat multihull class in his Nacra 570. Jessie Deupree's Corsair 27 *Ion* was first overall and first on corrected time in the five-boat class of larger multihulls.

The Yarmouth Cup is the last race of the season. It promised to be an exciting face-off between the undefeated *Faamu Sami* and *Alacrity*, a 50-foot mostly carbon-fiber flyer designed by Dick Newick and owned by Rex Conn, who hails from the Chesapeake Bay. Conn had *Alacrity* in Maine to fit a new carbon fiber mast from Maine Composites and add two feet to the bow so that the boat would qualify for the singlehanded transatlantic race this summer.

As it turned out *Alacrity* was not ready to sail, so there were only two multihulls in the race, Tom Egan's *Scout*, and *Alegra* (with Conn aboard). The two of them enjoyed a stimulating race for line honors with Arthur Watson's gorgeous and powerful 70-some-odd-foot Oceans ketch, *Too Elusive*. The three boats were in sight of each other day and night for 175 miles in light air. *Scout* finished first overall. Watson's *Too Elusive* finished about 20 minutes later to take first overall in the monohull fleet and first in Class A. *Alegra* finished half an hour behind *Scout* to save her time and take first in the multihull class.

Alegra won the overall GMORA championship for 2003 because she was the only multihull to sail enough races to qualify. This year more participation is anticipated as the fleet grows.



Peter Garcia's trimaran *Alegra* in action on Casco Bay.

Volvo Leukemia Cup
2003 Boothbay Harbor Yacht Club
Leukemia Cup Regatta
July 17-18

By Byron Borst

Sixty-three boats competed in this regatta, which saw all the weather that makes the coast of Maine such a wonderful and challenging place to sail. They came to Boothbay Harbor, traditionally one of the favorites on the GMORA circuit, with a joint purpose: first, to enjoy the competition and, secondly, and for many more importantly, to help in the fight against Leukemia and other blood-related cancers. More than \$90,000 was raised.

The Regatta started on Friday with registration at the Yacht Club, followed by a free cocktail party for skippers and crew at J. H. Hawk's restaurant on the waterfront. Jim Bridges, a frequent crew on *Synergy*, is the owner of the restaurant and has been an active supporter of the Leukemia Cup since its debut in Boothbay Harbor five years ago. The cocktail party offered a chance for competitors to mingle off the racecourse setting. Hawk's seemed to be the preferred spot for sailors during the weekend.

After Saturday's skippers' meeting, most of the boats joined in a pre-race parade through the inner harbor.

The first race got off on time under a sunny sky with fair winds. In class A, *Synergy* took the gun, then had to watch the Maine Maritime crew with their new boat, *Sheerness*, save their time after some tricky upwind sailing. We were all impressed with their downwind speed and feared this was a wake-up call for the rest of the season. All in all, there were a lot of close races on both courses. Other winners were *Whiplash* in class B, *Keemah* in the 105 fleet, and *Defiant* in class C.

Race 2 started in light winds. Class A saw a battle between Dick Hale in *Bandito* and Merle Hallett in *Scaramouche*. *Synergy* took the gun again though lost again to Dick and Merle on corrected time. Maine Maritime was right there, missing Merle by one second. Class B was won by Scott Smithwick on *Kaos*, Class C by Wayne Smith on *Defiant* and *Keemah* made it two straight for the 105s.

Following the racing on Saturday many of the sailors went to the cocktail party and auction at the Club. Others went into town and I can assure you a good time was had at both locations.

Race 3 got off Sunday under foggy skies and a light breeze from the south. Dick Hale showed his winning form, taking the gun and the regatta (class A). There were times when we were not sure the wind would hold and it's no fun being behind boats you owe time to in a weakening breeze.

There were nine classes in the regatta. Other weekend winners were Scott Smithwick in *Kaos*, *Keemah* in the 105 fleet, and Wayne Smith in *Defiant*. In the cruising class Mark Werner took class E sailing *Nipantuck*, Randy & Gail Rice on *Rita P* topped Class F. One-design winners were: J24, Pete Smith on *Smarty Pantz & the 4 Bears*; J22, Chuck Koch on *Pirouette*; BHC one-designs, Pat Berger on *Wildfire*.

The real winner was the Leukemia Society and all the victims of blood-related cancers. Arthur Watson, sailing *Too Elusive* was the top fundraiser (\$15,000), and at the awards banquet his son Ali accepted the Leukemia Cup.

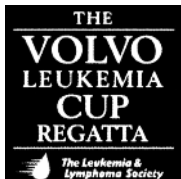

Down East Race Week
2004 Race: Aug. 6-14

FMI: www.downeastraceweek.com;
info@downeastraceweek.com

By Mike Chace

President, Down East Race Week

The summer that never seemed to get underway shone favorably on Down East Race Week in 2003. After a slow start, we were provided with some of the finest racing and cruising that we have had.

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West Penobscot Bay Race

Saturday, Aug. 7 (the West Penobscot Bay Race sponsored by the North Haven Casino) dawned foggy with light air and the race was started in the Fox Island Thorofare by George Lewis. Eventually, the holes gave way to a steady, slow, easterly breeze that took the fleet southeastward into East Penobscot Bay with divisions 1 and 2 beating to the western end of the Deer Island Thorofare before turning north to the finish off Eagle Island. Divisions 3 and 4 had a shorter course rounding Babbitt Island Ledge nun and proceeding to the same finish. Although the sun was visible through the fog, most of the fleet was isolated in it and saw each other only occasionally. The fleet retired to Orcutt and Bucks harbors for the night.

Nevin Cup

The next day, day one of the Nevin Cup (sponsored by the Kollegewidgwok Yacht Club), was grimly foggy but thanks to the persistence of Spencer Evans, who headed the Nevin Cup Race Committee, we were started on what was hoped to be a windward-leeward race down Eggemoggin Reach into Jericho Bay and back.

We started in light air in wind that veered to the southwest and built rapidly while clearing. It soon became a gusty 25-knot reach that saw most of us at hull speed with single or double reefs in our mains. Only a few boats managed to set spinners. Even then it was for brief periods, and there were some truly nice broaches by Torrey Castle.

We retired to Benjamin River for the night and the rafts were full of tales that grew taller in inverse proportion to the decreasing level of the ice in the ice chest. Day two of the Nevin Cup was better. The fleet beat southeast into a flood tide from Eggemoggin Reach into a fog bank that obscured our rounding mark off Hat Island Ledge. Thence, we proceeded northward into clear, sunny air, jibing through the Casco Passage in 10 to 15 knots of southerly under spinnaker. From our Division 3 berth it was an amazing sight to watch the larger boats drive through, seemingly neck and neck. It was a long spinnaker reach on port tack to Blue Hill for the night.

After a Wednesday lay day, there was an extraordinary steak dinner, prepared by their manager, Sam, at the Kollegewidgwok Yacht Club. The first three days of prizes were handed out and we were led in the raucous KYC fight song by Vice Commodore and former Whiffenpoof Henry Becton, who co-skippers the Sabre 38 *Otter* with Rusty Duym.

Rinderle B scoring system explained

Place	Rinderle B Table																									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
The Rinderle B scoring system was developed to weight performance as a function of two criteria, finishing position and the number of boats participating in a given race. This grid assigns a specific number based on, first, a particular yacht's finishing position and, secondly, the number of boats that finish in any given race behind a given yacht. The higher the finishing position, the higher the number. The more boats that a given yacht beats, the higher the number. The highest number is awarded to the first-place finishing yacht that beats the largest number of boats. Common sense supports the idea that anyone who beats more boats in a regatta should get more reward. Secondly, it doesn't matter what class a given boat races in, GMORA will score season championships by the highest total of Rinderle B points achieved by individual yachts from their nine best race days.	79.1	81.3	83.6	85.8	87.8	89.6	91.2	92.6	93.9	95	96	96.9	97.6	98.2	98.7	99.2	99.5	99.8	100	100.1	100.3	100.4	100.4	100.5	100.5	1
		10.5	43	56.8	65	70.7	75	78.5	81.3	83.6	85.6	87.3	88.7	89.9	91	91.9	92.7	93.3	93.9	94.3	94.7	95.1	95.4	95.6	95.8	2
			10.5	33.7	49.6	55.7	62.1	67.1	71.2	74.5	77.3	79.6	81.6	83.3	84.8	86.1	87.2	88.1	89	89.7	90.3	90.8	91.3	91.7	92.1	3
				10.5	28.7	40.6	49.2	55.8	61.1	65.3	68.9	71.9	74.5	76.7	78.6	80.3	81.7	83	84.1	85	85.9	86.8	87.3	87.9	88.4	4
					10.5	25.6	36.3	44.5	50.9	56.2	60.6	64.3	67.4	70.1	72.4	74.5	76.2	77.8	79.1	80.4	81.4	82.4	83.2	84	84.7	5
						10.5	23.4	33.2	40.8	47.1	52.2	56.6	60.3	63.5	66.2	68.6	70.7	72.6	74.2	75.7	77	78.2	79.2	80.1	81	6
							10.5	21.8	30.7	37.9	43.9	48.9	53.2	56.8	60	62.8	65.3	67.4	69.3	71	72.6	73.9	75.2	76.3	77.3	7
								10.5	20.6	28.8	35.5	41.2	46.1	50.2	53.8	57	59.8	62.3	64.4	66.4	68.1	69.7	71.1	72.4	73.6	8
									10.5	19.6	27.2	33.5	38.9	43.6	47.7	51.2	54.3	57.1	59.5	61.7	63.7	65.5	67.1	68.5	69.9	9
										10.5	18.6	25.9	31.8	37	41.5	45.4	48.8	51.9	54.6	57.1	59.3	61.2	63	64.7	66.2	10
											10.5	18.2	24.7	30.4	35.3	39.6	43.4	46.7	49.7	52.4	54.8	57	59	60.8	62.4	11
												10.5	17.6	23.7	29.1	33.8	37.9	41.6	44.8	47.8	50.4	52.8	55	56.9	58.7	12
													10.5	17.1	22.9	27.9	32.4	36.4	39.9	43.1	46	48.8	50.9	53.1	55	13
														10.5	16.7	22.1	26.9	31.2	35	38.4	41.5	44.3	46.9	49.2	51.3	14
															10.5	16.3	21.5	26	30.1	33.8	37.1	40.1	42.8	45.3	47.6	15
																10.5	15	20.9	25.2	29.1	32.7	35.9	38.8	41.5	43.9	16
																	10.5	15.7	20.3	24.5	28.2	31.6	34.7	37.6	40.2	17
																		10.5	15.4	19.8	23.8	27.4	30.7	33.7	36.5	18
																			10.5	15.2	19.4	23.2	26.7	29.8	32.8	19
																				10.5	14.9	19	22.6	26	29.1	20
																					10.5	14.7	18.6	22.1	25.3	21
																						10.5	14.5	18.2	21.6	22
																							10.5	14.4	17.9	23
																								10.5	14.2	24
																									10.5	25

number of boats

Number of boats

nal Cracker Jacks box, can be counted on in his Cambria 42 as well as the ever-competitive Win Fowler in *Altercation* and Joe D'Amato in his beautiful, black, wooden, 45-foot yawl, *Jubilee*.

In 2003, David Rockefeller and Rick Burnes, brought their new *Cybele*, a flashy and fast, dark-red, IMX 45, and from Boston Dr. Ken Burnes came with his *Tango*, a speedy dinghy-like 46-footer that seemed to plane in 5 knots of breeze. It is a good mix and we have a great time. Come join us this year for DERW X. We start with a non-mandatory skipper's meeting at the North Haven Casino on Friday, Aug. 6 at 1800. See you there.

Monhegan Island Race

2004 race dates: August 7 - 8

FMI: www.portlandyachtclub.com

By Geoff Emanuel

GMORA President

2003 will be remembered as a race of extremes. The first half of the race was miserable – fog, no wind and, for some, close calls with big ships! No fun and scary too. The last half became a sleigh ride as a wonderful southerly blew in from nowhere early Sunday morning and whisked the fleet around the course. I was sailing aboard *Tamarack*. It took us 10½ hours to sail 25 miles from the start to Cape Porpoise and 12 hours to sail 88 miles from Cape Porpoise to Monhegan and then to the finish off Portland Head Light! At 2 a.m. Sunday, the moon was out, the fog had cleared and we were surfing down waves at speeds between 8 and 10 knots. Thanks to this long-awaited but unexpected breeze the last boat finished by 12:15 p.m. Sunday.

Ptarmigan, a sleek Nelson-Marek 48, won Class A. She hails

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Pete Smith, First Overall.

ALL THE BEST FOR 2004



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from the Riverside Yacht Club in Connecticut. I spoke to the owner after the race. He absolutely loved the event from the pre-race party to the post-race breakfast. He'll be back next year in his new boat, a custom-built Nelson Marek 53. PYC member Merle Hallett finished a close 2nd aboard *Scaramouche*. *Sheerness*, Maine Maritime's newly-donated sloop, placed 3rd. *Kaos*, sailed by PYC member Scott Smithwick, won Class B. PYC member Ned Semonite's *Black Owl* finished 2nd. Randy and Gail Rice's *Rita P* won both the double-handed Seguin class and the overall Seguin Island Trophy.

Broken Leash, Peter Price's J35, won the double-handed racing class followed by Sean Dunfey's *Flying J*. PYC member Dexter Hyland won the Manana Island Race in his C&C 35 *Patriot*. *Faamu Saami*, Richard Saltonstall's 46-footer, won the multihull division. The Harraseeket Yacht Club won the first-ever Monhegan Club Challenge.

A lot of PYC members and other volunteers were instrumental in pulling off this event. Space prohibits me from thanking each one individually, but I do want to note several important accomplishments:

Jody Cady and Bob Kellogg researched past winners who had not been accounted for on some of our perpetual trophies and had the trophies engraved. They also reconfirmed the historical record behind each trophy, which was on display at PYC over the weekend. A big job and very much appreciated.

Russell Vest found the beautiful keeper trophies and worked with an artist to develop our new logo! Peter Buzzini handled the production of hats and T-shirts which, given that all were sold out, were clearly a hit. Thanks to the junior yacht club, especially Molly Tierney, for handling their sales! An excellent job was performed by PYC members Dave White, Bill Poole,

Rick Thompson and Chuck Sanders, who handled starting and finish line duties respectively.

I also want to thank Diane Jellis and all the PYC staff who worked tirelessly as usual to make the race and its associated events possible.

Finally, thanks to the sponsors: East Coast Yacht Sales, Morong Falmouth, Smithwick & Clarke Insurance, Ocean Navigator Magazine and Advest. Thanks also to Gritty McDuff's for supplying wonderful beer for the Friday Night Party!

MS Regatta

2004 dates: Aug. 13-15

FMI: www.msmaine.org/msregatta.

1-800-639-1330.

Racing Class A: *Scaramouche*, 1st; *Revolution VI*, 2nd; *Bandito*, 3rd

Racing Class B: *Keemah*, 1st; *Kaos*, 2nd; *Laurentide*, 3rd

Racing Class C: *Flying J*, 1st; *Milady*, 2nd; *Night Shift*, 3rd

Cruising A: *Too Elusive*, 1st; *Ruthless*, 2nd; *Phoenix*, 3rd

Cruising B: *Defiant*, 1st; *Island Pursuit*, 2nd; *Voodoo*, 3rd

Cruising C: *Artemis*, 1st; *Rita P*, 2nd; *Robin*, 3rd

Cruising D: *Ajax*, 1st; *The Moe*, 2nd; *Talisker*, 3rd

Etchells: *Glass Slipper*, 1st; *Blossom*, 2nd; *Boogie*, 3rd

J24: *Flying Chicken*, 1st; *Mister Hanky*, 2nd; *Flying Circus*, 3rd

Multihull A: *Nacra 570*, 1st; *Crackx*, 2nd; *No Equal*, 3rd


Multihull B: *Ion*, 1st; *Alegra*, 2nd; *Mouse 3*, 3rd

Classics: *Seaward*, 1st; *Saraband*, 2nd; *Eagle*, 3rd


Portland's MS Regatta, already Maine's biggest sailboat race and one of the largest charity fund-raisers in New

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England, last year grew to 130 boats. With a new Poker Run event, the total raised this year to fight multiple sclerosis was \$116,000, up about 20 percent over 2002.

Although the event has turned into a weekend-long festival, including a tug-boat race, the focal point continues to be Saturday's sailboat race, which included a parade of competitors along the Portland waterfront. A west wind with gusts up to 22 knots made for a quick and uncomplicated trip around the Portland Harbor courses for most boats in the three racing classes, two multihull classes, two one-design classes, four cruising classes and one classics class. Course lengths ranged from 6.1 miles to 15.3 miles. Winning in Racing A was Merle Hallett on *Scaramouche*, who continues to direct the MS Regatta more than two decades after founding it.

Social events included the Friday night gala at Handy Boat in Falmouth with cocktails and the annual auction. After racing on Saturday, competitors relaxed at a waterfront barbecue and awards banquet at Handy Boat.

PHRF New Englands

2004 race: Aug. 27-29

FMI: www.phrfne.org

Maine racers:

Class 1: *Emotional Rescue*, Bruce Cassidy, 6th

Class 2: *Sheerness*, MMA, 5th

Class 3: *Revolution II*, Ed Rogers, 4th; *Tamarack*, Bob Kellogg, 8th.

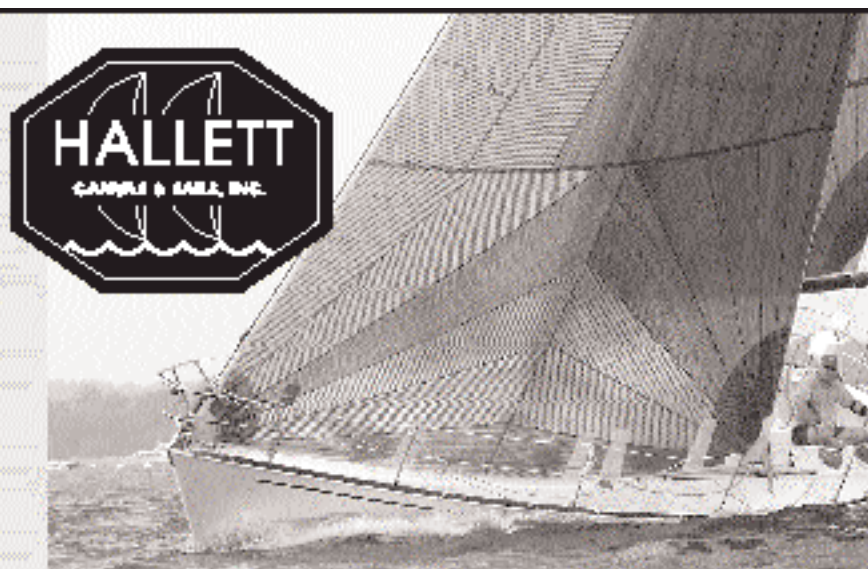
Class 5: *Kaos*, Scott Smithwick, 2nd

About a half-dozen GMORA boats make their way to Marblehead each August for the PHRF New Englands in Marblehead. Hosted by the Boston, Corinthian and Eastern Yacht Clubs, the regatta gives sailors from all over New England a chance to compete outside of their usual fleets.

And of course with three Marblehead yacht clubs involved the social activities can't be beat.

Last year's races were conducted from Aug. 22-24. Two racing and one cruising division raced a variety of courses on Massachusetts Bay.

Friday saw moderate winds out of the southwest shifting 50 degrees to the right just before the first start, then finally settling at about 240 degrees. Things livened up Saturday with brisk Northwest winds reaching more than 20K in the afternoon. On Sunday strong winds, toppled one boat's rig.



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2003 Hallett Customer Results

Overall GMORA Awards

1st Class A, *Resolute*, Richard Heis

1st Class B, *Kaos*, Scott Smithwick

1st Class C, *Sheerness*, John Smith

1st Cruising Class, *Rita P*, Emily & Gail Rose

PHRF - NE Championships

2nd Class B, *Kaos*

Marblehead Regatta

4th in Class B overall out of 70 boats

Zephyr, Oyster 45⁺, Owner Nicholas Warren

J-24 Results

1st Fleet 43 Wednesday Night Series

4th Downwind Regatta (1st final heat)

Flot Race

1st Class A

1st Class B

Centennial Regatta

1st Racing Class

1st Cruising Class

Herringfleet Regatta

1st Class A

1st Class B

Valley Lighthouse Cup

1st Class A

1st Class B

1st Cruising Class

Marblehead Regatta

2nd Class A

1st Class B

1st Double-handed upwind

1st Double-handed racing

Mid Regatta

1st Class A

2nd Class B

1st Class C

2nd Cruising A

2nd Cruising B

2nd Cruising C

1st Cruising D

PHRF - Maine

1st Class A

2nd Class B

2nd Class C

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Andrew Simms, Wavelength Studios



Left: *Cybele* at Downeast Race Week. Above, Bob Ke Look for her in a new blue suit in 2004. Above right: Championships, *Cool Runnings*, left, and *Sheerness*.



Left: *Gaylark* shows perfect form during Downeast Race Week. Above left: Wet ride on a J24; Above: Alan Joseph's *Vigilante* romps downwind during the PHRF Maine Championships.



Andrew Simms, Wavelength Studios

Allogg's battleship-gray *Tamarack* on the attack.
Opposing forces in the PHRF Maine



Al Hodsdon



Above: Dick Winckler's *Defiance* and Geoff Emanuel's *Commotion* at the start of the PHRF Championship. Below, Nat Henshaw's *Beagle* at the start of the Yarmouth Cup. Below right: Dave Jones' *Sunshine* in the Monhegan.



Carla Allen



Harvey Bell, Bell Photographic

Series totals in Class 1 had Dan Meyers on *Numbers 97* 1st. Among Maine sailors, Bruce Cassidy on *Emotional Rescue* placed 6th. In Class 2, Judd Smith on *Kismet* led the class. Winner in Class 3 was Ted Naughton on *Different Drummer*. Placing 4th was Ed Rogers on *Revolution 2*, a GMORA boat. Bob Kellogg, also a Maine sailor, placed 8th on *Tamarack*.

Kevin Colcord led Class 4, the J105s, on *Circe's Cup*. The Class 5 leader was Richard Hyde on *Freightrain*, followed closely by Maine racer Scott Smithwick on *Kaos*, 2nd. In Class 6, Warren Hudson took 1st on *Eclipse*. Class 7 was led by Bruce Baker on *Blixten*, and

Class 8 by Bob Maxwell on *Shenanigan*.

In Cruising Class 1, Milt Lauenstein led on *Temdeh*; David Felsenthal took Class 2 on *Atlantea*, and Ralph Carlton on *Corsair* took cruising class 3.

The Fleet Challenge Trophy went to the Boston Harbor Fleet. The West Marine Performance Trophy for best overall performance went to Class 5 racer Richard Hyde on *Freightrain*.

Yarmouth Cup

2004 race dates: Sept. 2-5

FMI: Merle Hallett (207) 781-5110;

info@yarmouthcup.com;

www.yarmouthcup.com

Overall winner: *Sea Return*

Cruising Class: 1st, *Victoria E*; 2nd *The Phoenix*; 3rd, *Heimu*

Racing Class A: 1st *Too Elusive*; 2nd; *Sheerness*; 3rd, *Bandito*

Racing Class B: 1st, *Beausoleil*; 2nd, *Turn the Page*; 3rd, *Beagle*

Racing Class C: 1st *Sea Return*; 2nd, *Froya*; 3rd, *Patriot*

Multihull: 1st, *Alegra*; 2nd, *Scout*

Cook's Trophy: Gerhard Gross

A true international ocean race, the Yarmouth Cup covers a 174-nautical mile course across the Bay of Fundy to Yarmouth, Nova Scotia, from Falmouth, Maine. A favorite for the overwhelming hospitality of the hosts in Yarmouth, including ambassadors assigned to each racing boat, the Yarmouth Cup is the penultimate race on the GMORA circuit. In the 2003 race, after the start in Luckse Sound near Portland, the 22 boats in the fleet set a course due east for Canada reaching in 10- to 13-knot north to northwest winds. Winds later freshened and moved northeast. The trimaran *Scout* crossed the finish line first; *Too Elusive* took line honors for the monohulls. Overall winner was *Sea Return*. The ambassador reception and award dinner was held at the Yarmouth Fire Hall, emceed by race founder Merle Hallett.

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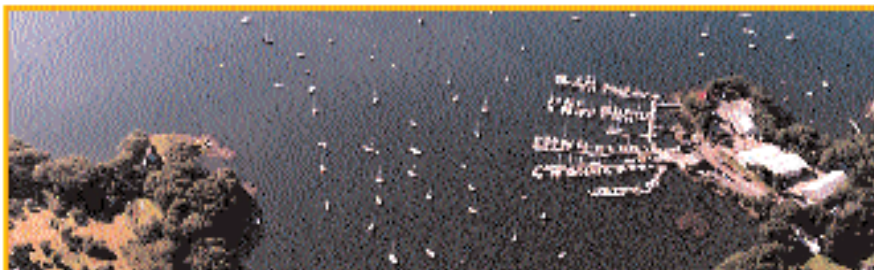
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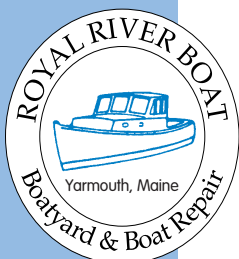
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Piscataqua Sailing Association: Next-door neighbors

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The Piscataqua Sailing Association enjoyed a great season last year and is gearing up for more in 2004. Our greatest asset is our new PRO, Denise White, a world-class sailor. Denise gave PSA some of the best racing we have ever had, with good starting lines and great windward/leeward races. Our J-105 fleet with six boats out on the line every Tuesday saw Len Small on *Marlen* take 1st, Brian Harrington, *Uproar 3*, 2nd and Giff Hammar, *Mental Floss*, 3rd for the season.

The testosterone fleet – I mean the J24 Fleet – had as many as 15 on the line some nights. It was extremely competitive this year with honors at the end of the season going to Rob Pruyn on *Old Squaw*, with a close 2nd by Tom Tarbell on *The Matrix* and 3rd to past Commodore John McCormack.

PSA was glad to welcome some new boats to its PHRF fleet and they gave some pretty stiff competition. A fleet racing was lead by Edmund Tarbell's J35 *Breakaway*. No newcomer to racing, Edmund has led the fleet for years. Doug Pinciario hasn't been disappointed with his second season racing the Concordia 50 *Trinity*, placing 2nd overall, and Budd Myles on *Veladare*, a C&C, was a close 3rd.

B Fleet saw Lorn Violette on *Osprey* take line honors with *Antares* a close second with *Water Musik* 3rd.

Lasers had a tough year with very little wind Wednesday evenings but did have a spring regatta at Great Bay Yacht Club and will have more next year.



The Piscataqua Sailing Association offers lively weeknight and weekend racing out of Portsmouth, N.H.

Red Hook Regatta in August, our major event, was well attended with J105 and J24 one designs and PHRF fleets. Wind on Saturday proved to be challenging and a workout for the crews, while Sunday races were abandoned due to lack of wind. Groves Dining in *Brew Ha Ha* took first in the J24 fleet followed by Caleb Sloan's *Blue Scoop* and Mike Hodgen's *If*. The J105s were joined by many of the Maine and Marblehead boats. Local sailors Len Small on *Marlen* took 1st, Vern Polodore of Marblehead took 2nd on *Vigilante*, and Portland's Ned Semonite on *Black Owl* 3rd. A good time was had by all

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with plenty of Red Hook Ale to go around and help with the aches and pains from Saturday.

Bill Lane on the J30 *Ginger Lane* took 1st in the spinnaker PHRF, John Parson on the Quest 30 *Blue Wing* 2nd and Tim Putnam's Evelyn 22 *Mach II* came in 3rd. The board hopes to see everyone back in 2004.

For sailors interested in year-round sailing, Portsmouth is home to one of the most active Cape Cod Frosty fleets in the Northeast. From November through May, this hardy group of sailors gathers each Sunday off New Castle Island for their racing series. The fleet has about 20 members, who are eager to keep their racing skills sharp through the winter months. "On any given Sunday we will get 10 or so races in," says fleet Commodore John Mayer. "Many of the Fleet 9 Frosty sailors hone their skills in Lasers, J24s, and other one-design boats, which make this fleet extremely competitive." In fact, sailors from CCFF 9 have won the North American Championship for the past several years.

The Frosty fleet has had a cold winter, but more of the brave souls than ever took to the water for a winter of fun sailing every Sunday. They do have a 20/20 rule — if it's blowing more than 20 knots or below 20 degrees, they sail Schooner beer at the local pub. Not a bad idea!

Denise White will return as PRO for the Tuesday night series. This year promises to be more square lines and windward marks.

Commodore Giff Hammar traded his J-105 in for a custom

50-footer that looks like a rocket! Doug Pinciario's *Trinity*, a Concordia 50, is going to have some stiff competition in the 2004 season.

Great Bay Yacht Club will host the Wednesday evening Laser series this year, with Wally Johnson heading it up. GBYC has Lasers to lease out for folks who want to try an evening. You must contact Wally in advance since yacht clubs members have first refusal on using them. The Laser fleet has anywhere from 10-15 boats on the line, and the UNH sailing team joins us regularly and gets in five to eight races each night. Easy launching and lots of fun — a great way to get into racing.

Thursday nights PSA will host "open night." This is for crews to try changing positions, let women drive, match racing, and practice starts, but don't be mistaken — there will be races! Thursday will be a great night for those who are new to racing to get started and get your feet wet racing. Yes there will be awards for Thursday night too!

The big event of the season will be the Red Hook Regatta Aug. 14-15. There will be J105 and J24 competition along with spinnaker and non-spinnaker PHRF fleets.

Kittery Point Yacht Club will host the Volvo Leukemia Cup in September.

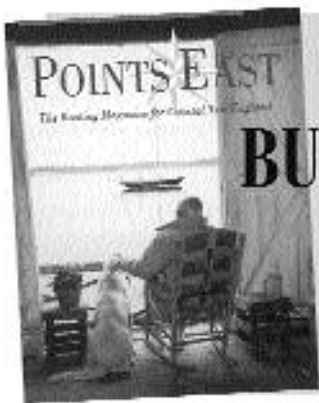
The Piscataqua Sailing Association met with the five local clubs in January to plan the 2004 season — Kittery Point Yacht Club, Portsmouth Yacht Club, Navy Yacht Club, Great Bay Yacht Club and Little Harbor Yacht Club. Check www.SailPSA.org for season updates.

"For sailors interested in year-round sailing, Portsmouth is home to one of the most active Cape Cod Frosty fleets in the World."

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Tradition is the rule at Eggemoggin Regatta

By Aaron Porter

Ellsworth American

The 2003 Eggemoggin Reach Regatta and its attendant feeder races attracted the usual horde of classic boat aficionados hoping to see the thoroughbreds really sail. With the exception of the Castine Classic Yacht Race, which gets the series under way on July 31, they were disappointed. Calm plagued the Camden to Brooklin race Aug. 1 and showers were added to the complaints in the actual Eggemoggin Reach Regatta the following day.

In contrast, the first race of the series was a treat. The sky was completely clear of clouds and a southerly breeze built through the afternoon as the fleet beat down West Penobscot Bay.

The 19.6-nautical-mile course from Castine Harbor, around the Robinson Rock bell buoy and to the mouth of Camden Harbor, gave the fleet plenty of opportunity to ogle one another and match tacks up the Islesboro shore.

After a brief delay, allowing the wind to fill in around Castine Harbor, the fleet got underway in three starts. In the Classic A division three New York 32s dominated competition, watched closely by their designer, Olin Stephens, who at 95 was at the helm of Bob Scott's *Falcon* for much of the race.

Debbie Rogers' freshly rebuilt *Gentian* fouled *Falcon* at the start but sailed well through the race. She placed 3rd in the Classic A division just behind *Falcon* and the third New York 32, Peter Cassidy's *Siren*, which won.

Richard Jacoby's *Caper* and Glenn Kim's *Serenade* rounded out the division finishing in 4th and 5th places respectively.

In spite of a fabulous starboard tack start, Steve White's *Vortex* placed 2nd, behind Donald Tofias sailing the W46 *Equus* in the Spirit of Tradition Division.

White was followed by Richard Schotte sailing *Lena* and Allerton Cushman Jr. in *Gusto*, a recent Chuck Paine design.

Classic B Division honors went to Konrad Urbrich's *Hayseed*, followed closely by Barb Hills and Tom Kiley in the Nielsen-designed *Snow Star*. Peter Gallant and Dave Knight took 3rd in *Take Five*.

The long day ended at the Camden Yacht Club, where other boats waited to join in competition the next day.

However, day two was a letdown, with only six of the 43 participants formally completing the race from Camden to Brooklin. Once again the New York 32s dominated what competition there was. This time *Falcon* was first over the line, but placed 2nd to *Gentian* on corrected time. *Siren* placed 3rd.

In the Spirit of Tradition Division, Phineas Sprague's freshly rebuilt Alden schooner *Lion's Whelp* edged out *Gusto*.

Most of the fleet motored though the glassy conditions to get to Brooklin in anticipation of the actual Eggemoggin Reach Regatta.

Aug. 2 offered no improvement. Winds continued light and showers further dampened competition. In spite of that a short course was raced.

Classic A Division was won by Nick England in *Virginia*, a Herreshoff Araminta built in 1985. He was followed by Tony Correa sailing *Noeta*, and Allen Sherman sailing *Adventuress*.

Classic B honors went to Jim Payne on *Kristin*, followed by Bill Lee on *Meteor* and Rusty Aertsen on *Streamer*.

The Classic C Division winner was Jack Farrell on *Aloft*, fol-



The Eggemoggin Reach Regatta is a competition for classics. Last year designer Olin Stephens took the tiller of Bob Scott's S&S-designed New York 32, *Falcon*, right.

Photos courtesy The Ellsworth American.



lowed by Charles Nethersole on *Susanna* and Greg Carrol sailing *Thunderhead*.

In the Vintage A Division Jack Cronin's *Tannis* topped *Hayseed* and Greg Smith on *Mako*.

Vintage B honors were dominated by the New York 32s, with *Gentian* followed by *Falcon* and *Siren*.

The Spirit of Tradition Division was won by *Equus*, this time sailed by Toby Brand. She was followed by *Flirt*, sailed by Michael Cook and the newly launched *Hoi An*, sailed by Marcus Heilner.

Rockland Yacht Club developing an active mid-coast racing scene

FMI: 207-236-7048;
email ahogether@worldnet.att.net

By Dave Hoy

Rockland Yacht Club

At September's Lobster Picnic at the Rockport Boat Club, the Rockland Yacht Club recognized the winning sailors for the 2003 season. For the first time, a Sportsmanship Trophy was presented for the participating member who showed the greatest interest, fairness and support to the sport of racing this past year. Doug Pope of Warren and Rockland was awarded this recognition for his contributions.

In the Etchells (E22) one-design class, Elliott Lowe of Thomaston was the winner after throw-out races and with an average score of 1.79 for 22 races. This was barely ahead of Jeff Dinse, also of Thomaston, who was the runner-up with an average score of 1.84 for 28 races and took a 2nd-place trophy home. Third in the Etchells was Dave Jones of Rockport with an average score of 2.60 for 28 races.

In PHRF cruising class Tuesday evening races *Walkabout*, owned by Doug and Beth Pope, took top honors. Second place

The regatta includes a growing host of design and designer-specific awards. The first Aage Nielsen honors went to *Windrush*. The first Concordia award went to *Streamer*.

Gentian took the corrected time honors for Sparkman & Stephens boats. *Falcon* took the uncorrected time trophy for Sparkman & Stephens designs.

Equus won the shortest elapsed time honors, while *Tannis* won the Joel White award.

went to *Rumpleteaser*, a J24 owned by Jim and Kathy Cuthbertson that had a 2.51 average score for 23 races sailed. Third in the class was *Extra Beat*, owned by Ken and Susan Priest and Ian and Holly Kopp, with a 2.31 average score for only 14 races sailed.

In the Solstice Race June 21 covering a 28-mile course on West Penobscot Bay 1st place went to Dave Jones on *Elvis Tuna*; 2nd to Al Hodsdon on *Sea Jab*; and 3rd to Dave Hoy of Camden

This year Tuesday night races in Rockland Harbor continue. This evening series draws the Etchells (E-22) class plus cruising class yachts. The first race is tentatively planned for June 8 and scheduled each Tuesday throughout the season ending Sept. 14, open to Etchells one-design and others sailing under PHRF.

Some weekend racing for the PHRF boats will be sailed outside the breakwater as dictated on alternate weekends to participation in the regular GMORA schedule and Solstice Race June 19; Rockland Bayside Race July 10-11; the Rockland-Gloucester Race July 24-25.

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by Andrew Blum

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J/105 Fleet 23 in its second year

By Ken Colburn

This was the second year of one-design racing for J/105s in Maine and, in spite of the fog that persisted for much of the season, the Portland and Boothbay Harbor boats met frequently for some keen competition. The Pilot Race was the inaugural fleet event of the season, and Ned Semonite's *Black Owl* started off the season where they left off in 2002, by winning both days and the regatta. Don Logan's *Keemah*, always a strong competitor, came in second with Bill and Christie Aronson's *Hair of the Dog* third.

Keemah and Ken Colburn, racing *Anamchara* as his new boat *Ghost* had kissed a rock and was under repair, represented the fleet at Block Island Race Week finishing in sequence at 17th and 18th in a very competitive 32-boat one-design fleet (nothing like having your closest competitor in an away regatta being your fellow fleet member).

The PHRF – Maine Regatta saw the best turnout of the season in Maine, with 7 boats racing (including Andy Sawyer's *Straw Hat* and Brian Harrington's *Uproar* from New Hampshire). Ken Colburn's *Witch* finished first in a very tight contest followed by *Keemah* and *Black Owl*. The fleet was close enough that a minor error by one boat provided opportunities for the others.

At the Volvo Leukemia Cup Regatta in Boothbay Harbor, *Keemah* took the honors followed by *Hair of the Dog*, which took advantage of a *Keemah/Witch* tacking duel up the shore that was so intense they both ended up overstanding the windward mark, good move Bill!!! *Witch* placed third.

While the southern fleet was racing in Boothbay Harbor, Bill Wilkinson's *Grey Eagle* and Tom and Ginny Rolfe's *Sidewinder* were competing in the popular Hospice Regatta in Penobscot Bay.



J105s after the takedown.

The Seguin Island Regatta saw some of the closest finishes of the season, a fact that really demonstrated the tactical racing inherent in a one-design fleet. On Saturday, all four boats competing finished the second race within 90 seconds of each other, with *Witch* driving down at the finish to take the bullet (second of the day) while Scott Fox's *Charsar*, skippered by Jeff Sammis in Scott's absence, and *Keemah*, were battling together sailing higher to try to win the finish. A bit of local knowledge at the start had helped *Witch* get out ahead in the first race as she sailed between her own mooring and her owner's shore on a very nice lift – a tactic that would only work at high tide in a moderate breeze. On Sunday, in the Pursuit

Race, the wind was howling and all the boats had to battle the elements for maximum speed (and to avoid broaching on the reach leg of the course). *Charsar* and *Keemah* finished the 13-mile race overlapped, with *Charsar* taking the finish. *Charsar* and *Keemah* were first and second for the fleet as well, having both sailed a very impressive race. *Witch* was third but won the tie breaker with *Charsar* to take the honors for the event. All who saw the racing that weekend were impressed with the

competitiveness of the J/105s. The first annual Quantum Cup for the J/105s was won by *Witch*, followed by *Keemah*.

The fleet split up in August but the boats continued to race well, with *Keemah*, winning the MS Regatta's Racing Class B and *Black Owl* finishing second in the Red Hook Regatta. Two members of the fleet represented Maine well in the PHRF-New England's in Marblehead finishing 4th (*Ghost*) and 6th (*Keemah*) in a very competitive 15-boat fleet. Don Logan came back to Maine to take top honors in the BHYC Challenge race over Labor Day.

GMORA season honors went to Don Logan, whose consistently strong finishes paid off in the end. *Witch* finished second and *Hair of the Dog* third.

At this writing *Ghost* and *Charsar* are on their way back from racing in the 29 boat one-design fleet at Key West Race Week, having fled the frigid temperatures for a reminder of why we love the sport, a fair breeze and talented competition.

Etchells Casco Bay fleet continues to grow

By Win Fowler

The fleet enjoyed another year of friendly competition and growth, with 16 member boats in 2003. The main racing venue for the fleet is the Tuesday night series, which runs from early June until September.

Twelve different boats competed this year with eight or nine regularly on the line. Crews take turns running races and hosting post-race dinners. The overall Tuesday Series winners were Bruce Hamlin, Terry Naylor, and Dave White in *Glass Slipper*, followed by John Poyner in *Imagine*, and Seth Sprague in *Medusa*.

The Fleet hosted a world qualifying regatta in June that drew boats from around New England and Canada. Sailmaker Robbie Doyle from Marblehead won the 13-boat regatta.

The Fleet also hosted a series of "Come Sail An Etchells" events during Portland Yacht Club's Thursday night informal races as part of the continuing effort to introduce new people to the boat. The Fleet is always on the lookout for new mem-



Photo by Win Fowler

Some hot Etchells action during regular Tuesday night competition on Casco Bay.

bers, and welcomes inquiries for anyone who'd like the chance to sail one of these beautiful and responsive one-designs.

For more information, go to the Fleet Website at <http://www.etchells.org/usa/cascobay/index.php> or contact Fleet Captain Chris Robinson at houqua@maine.rr.com.

Christmas Cove 21 races run the gamut

2004 Regatta: July 23-24

Contact: Commodore George Hughes, 3 Old Sled Rd., S. Bristol, Maine 04568; lcpoint@lincoln.midcoast.com; 207-644-8887.

By Neal Prescott

The Christmas Cove 21 one-design fleet was very active again over the summer of 2003. The season kick-off race for the Bittersweet Cup was won by *Dancer*, skippered by Neal Prescott with crew Nancy Adams. A July 25-26 regatta was won by *Blue Skies*, skippered by Stuart MacNeil with his father, Bruce, as crew.

Competition among the top six crews in the 24-boat fleet is always close, with the MacNeil crew winning a nine-race, low-point summer series (including two throw-outs) by a quarter point over *Dancer* and *High Rustler*, skippered by George Hughes with crew Ted Dey, tied for 2nd place. Race courses are around the buoys, around the islands, in river and tidal current, covering more than 75 miles for the season.

In celebration of our long history of local one-design racing, a 2003 highlight was our team racing challenge with the Boothbay Harbor Yacht Club. In July three Boothbay crews traveled to Christmas Cove to race in our one-design boats, and then in August three Christmas Cove crews traveled to Boothbay (in a gale) to race in Boothbay One Designs. Christmas Cove team skippers Brigham Prescott, Stuart MacNeil, and Linc Spaulding took home the Amos N. Prescott trophy first won by BBYC in 1950. The combined challenge of team tactics, keel boats, unfamiliar waters, and sailing styles was great fun and we hope the team format will fuel an annual event.

Casco Bay becoming a top venue for J24 racers

**2004 tournament will be held Sept. 11-12.
FMI: www.J24fleet43.org.**

The Casco Bay Fleet 43 season wound up Sept. 6-7 with the Downeast Invitational Regatta in Falmouth, Maine, co-hosted by Portland Yacht Club.

Twenty-one boats signed up for the regatta, most based locally, with others traveling from Newport, R.I., Camden



Neal Prescott

Christmas Cove One-designs go at it during the summer series.

Southwest Harbor, Maine, Burlington, Vt., Marblehead, Mass., and Portsmouth, N.H.

Racers negotiated courses on Casco Bay over the two-day regatta, completing four races. Taking 1st place in total scoring was *Williway*, a Camden boat skippered by Jeff Dinse and crewed by Patty Dinse, Guy Polybank, Jim Reitz and Shawn Rouleau. Next was a Newport boat, *On The Beach*, skippered by Lee Bures and crewed by Ryan Hogan, Guy Turner, Amelle Delaforcade, and Jason Palmental.

Making the home team proud was Mark Toso of *High Five*, a Fleet 43 boat with crew Terry Naylon, Jim Heffernan and Jim Rochette.

Many racing sailors get their first taste of the sport on a J24. Show up at the Portland Yacht Club docks at 5:30 Wednesday and Thursday evenings during the summer if you want to join a crew. Many of the Fleet 43 skippers attend the Points East Crew Match party May 6 at Handy Boat in Falmouth, so it's a good place to make a connection, as are www.pointseast.com and the magazine.

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4=Main Foot

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2=Halyard Height

sets of

spreaders

Mast

Material

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Inboard

Outboard

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Prop:

Installed

In Aperture

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Sail Drive

Prop:

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2 blade

3 Blade

2 Blade

3 Blade

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I acknowledge it is the responsibility of each owner or skipper to determine that the yacht is adequately equipped and assume liability. I certify that the information I have provided on this form is accurate

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*Please review 2 new fields "Year Joined PHRF-NE" and "Hull Color" for additional information

The ins and outs of PHRF handicapping

By Charles "Bud" Hawley
GMORA Handicapper

The task of handicapping for the PHRF-NE Gulf of Maine (GOM) fleet is a function of the Gulf of Maine Ocean Racing Association (GMORA). Dr. Charles "Bud" Hawley is the PHRF-NE-GOM Fleet handicapper. Most sponsors of GMORA-sanctioned events require that competitors possess a valid PHRF-NE certificate. Annual PHRF certification assures that your handicap is up to date and accurate, and PHRF certification of competitors translates to fair play and sportsmanship on the water.

Your annual GMORA dues cover the cost involved in pro-

cessing your application for a PHRF-NE certificate in the GOM fleet. There is no better value in the sport of sailing. Additional benefits to you as a sailboat racer in the Gulf of Maine fleet include supporting organized sailboat racing in Maine; receiving Maine Yacht Racing, the GMORA yearbook; access to the GMORA web site, www.gmora.org.

Inquiries regarding PHRF handicapping in Maine should be directed to:

Dr. Charles E. Hawley
P.O. Box 4
Southport, ME 04576
(207) 633-2774, FAX (207) 633-2813
Email: gompfrf@gwi.net

PHRF FAQs

Here are some of the more frequently asked questions about PHRF-NE handicapping.

Q. Is it possible to have a rating certificate for each sail configuration?

A. No. PHRF-NE requires that a boat may maintain only one valid PHRF certificate at a time and may make only one certificate change in that certificate during the course of a season. Each sail in the declared inventory may be replaced once during a season. Other changes to sails, rig, hull, appendages or interior during the sailing season must be reported to PHRF-NE at the time they are made. Unreported changes to a yacht may invalidate your certificate.

Q. What is a base handicap?

A. A base boat is assumed to be in as-built configuration with a 150 percent genoa, a spinnaker/whisker pole length equal to J, a spinnaker width equal to 1.8 times J, a spinnaker height equal to .95 times the square root of I squared plus J squared, and either a folding or feathering propeller on an exposed shaft, a two bladed solid propeller in an aperture, or an outboard motor. IMS sail definitions apply, particularly with respect to mainsail girths. Sprit boats will be handicapped in the configuration shown on the application. Because of the performance record of some performance boats that race in PHRF-NE fleets, it has been and may be necessary to adjust base handicaps even though the sails, rig, hull, appendages, and interior have not changed.

Q. What is meant by racing trim?

A. A yacht is handicapped with the assumption that she is in racing trim. Racing trim means a smooth boat bottom and keel that have been wet sand-

FAQ, Page 42

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With Merle Hallett at the helm of *Scaramouche*, the crew takes to the rail during the 2003 MS Regatta.

Andrew Simms, Wavelength Studios



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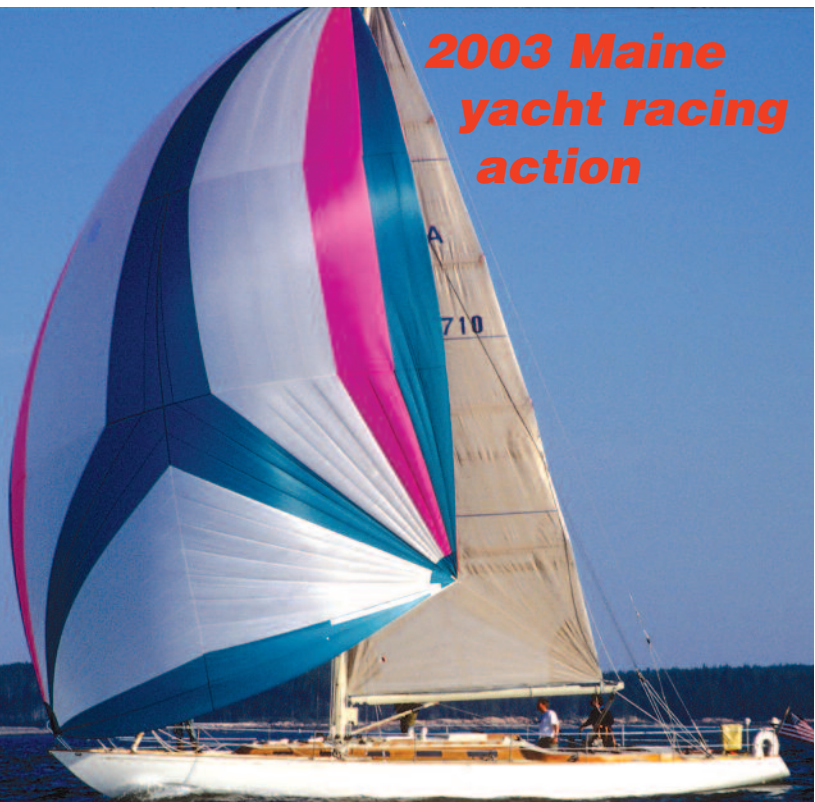
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Bottom photos, Andrew Simms, Wavelength Studios

2003 Maine yacht racing action



Steve White's *Vortex* coasts to victory in the Admiral Digby Cup. At left, from top: *Vigilante*, Alan Joseph's *141*, during Downeast Race Week; Dave Griffin's *Storm Petrel* in the MS Regatta; Stockton Smith's *Weather Gauge* during Downeast Race Week; Scott Smithwick's *Kaos* during the MS Regatta.

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The race around Islesboro

By Art Hall

The 17th Around Islesboro Race was held Sept. 6 and again spectacular late-summer weather prevailed as a fleet of 32 participants circumnavigated Islesboro Island in Maine's Penobscot Bay.

The light morning northerly breeze dictated that the fleet first proceed down western Penobscot Bay, through Gilkey's Harbor and Bracket's Channel. The anticipated beat back up the eastern bay never materialized because the wind shifted out of the south.

Spinnakers once again flew and the fleet made its way in a light southerly then, as the boats rounded Turtle Head, they were greeted by a refreshing romp to the finish off Bayside.

Line honors went to *Extra Beat*, a J35 sailed by Ken Priest

and family. But even the youngest sailor in the fleet, 12-week-old Emma, couldn't help the scratch boat save her time. Overall honors went to *Dutchess*, a Contessa 26 sailed by Sandra Squire. Second place was claimed by *Kestrel*, a Ranger 23 sailed by Neil and Susan Woodside, and third place went to *Secret Water*, an Allied Seabreeze 35 sailed by Art Hall.

This year marks the first for a new trophy. The Penobscot Bay Cup was established between the Rockland Yacht Club and the Northport Yacht Club. The combined best finishes of the RYC-sponsored Rockland/Northport Regatta and the NYC-sponsored Around Islesboro Race determined the winner. Northport Yacht Club claimed the prize this year.

Once again the race was run as a charitable fundraiser.



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—Bob Felt, *Sailing*, September, 2005

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FAQ, Page 37

ed and are fair. Paint applied with a roller always requires heavy use of wet sandpaper to achieve an acceptable bottom. Racing trim also assumes good sails. Credit will not be given for 10-year old rags. Racing trim assumes that extraneous loose "junk" has been removed from the boat as well. The removal of interior furniture, galley or cabinetry that is part of the "as-built configuration" upon which the base handicap is based will not be permitted. Of course the boat must have a good crew and she must be raced competently.

Q. What are the requirements for the Recreational Handicap?

A. Above-deck roller furling with the head and tack of a true cruising sail attached to the drum and swivel are required. No exotic sail materials are allowed. Polyester (Dacron and Pentex) and Mylar are allowed in the working sails and nylon in the spinnaker. Kevlar, Technora, Spectra, Vectran etc. (high modulus fibers) in the working sails and polyester in the spinnaker are not allowed. Two jibs are allowed, one with an Lp of 110 percent or less and one with an Lp over 110 percent. One nylon spinnaker is allowed. If you have a boat that is already handicapped in the above conditions, such as the one-design J105, you are not eligible for this credit as it is already taken into account. Likewise, if you remove the roller furling or make any other change in the boat that is already incorporated into the handicap, the boat will be subject to an appropriate handicap adjustment.

Q. Do I get credit for an asymmetrical spinnaker?

A. Yes and no. If the asymmetric spinnaker is the only spinnaker on the boat, and it is tacked to the bow without a spinnaker pole, there is a 9-second/mile credit. If it is tacked to the bow, then the spinnaker pole length on the application must be noted as either NONE or 0. If it is not so noted, it will be assumed that the sail is tacked to a standard pole and no credit will be given. If there are both symmetric and asymmetric spinnakers in the inventory that are tacked to a spinnaker pole there is a 6-second/mile penalty. If the asymmetric spinnaker is tacked to the bow, and if it is no wider than the symmetric spinnaker, then there is no handicap adjustment.

Q. What is the difference between the racing and cruising handicaps?

A. The difference is 12 seconds for a masthead rig, 6 seconds for a true fractional rig, and 9 seconds for 15/16ths rigs and fractional rigs with masthead spinnakers. There is no adjustment for catboat rigs. This difference is not intended to fully account for the speed difference between a spinnaker and a non-spinnaker boat. Another 12 seconds should be added to get a rough approximation of the perceived speed difference in some undefined "average" condition. No free flying sails are allowed with the cruising handicap.

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Quick Guide to Coastal Maine Marinas - Bar Harbor to Kittery

Prepared for GMORA by the Atlantic Cruising Club

Marina Name Website	Contact Info			Navigation		Depths* Entry Fuel	Slips		Moorings		Gas/Diesel Pump-out/\$	HaulOut Yard Rate	Services	
	Reservations Web Access	VHF M/T	Phone Fax	Harbor Lat/Long	Total/Trans. Rate/Ft.		Max. LOA Max. Draft	30 Amp \$ 50 Amp \$	Total/Trans. Rate	Launch? Max Draft			Heads/ Showers Wshr/Dryr	Nearest Restaurant Nearest Grocery
Downeast/Acadia														
Bar Harbor Regency Resort www.barharborholidayinn.com	Required OnSite		288-9723 288-3089	Frenchman Bay 44:24.003/68:13.514	20 ft. n/a	4/4 \$3.00	200 ft. 12 ft.	Incl. Incl.	1/1 \$50	Dinghy 12 ft.	Gas&Diesel None	No HaulOut	2/1 2/2	Edenfield 288-9723 BHR Store 288-9723
Bar Harbor Municipal Marina www.BarHarborMaine.com	Preferred OnSite	16 68	288-5571 288-1034	Bar Harbor 44:23.523/68:12.193	40 ft. 8 ft.	8/8 \$3.00	185 ft. 12 ft.	\$5 \$10	15/15 \$25	Dinghy 60 ft.	Gas&Diesel Yes/Free	No HaulOut	7/3 0/0	Fish House 288-3070 Burwaldo's 288-3241
The Harborside Hotel www.theharborsidehotel.com	Yes OnSite		288-5033 288-3089	Bar Harbor 44:23.490/68:12.337	8 ft. 8 ft.	10/10 \$3.50	300 ft. 8 ft.	Inq. Inq.			Gas&Diesel Yes/\$n/a	No HaulOut	3/3 6/6	The Pier 288-2110 Shop & Save 288-5680
Islesford Dock Restaurant www.islesford.com/dr	No None		244-7494	Cranberry Harbor 44:15.600/68:14.123	20 ft. 12 ft.				5/5 \$15	Launch 60 ft.	Gas&Diesel None	No HaulOut	4/0	Islesford Dock 244-7494 Islesford Market 244-7667
Northeast Harbor Marina	Docks Only Library	9 68	276-5737 276-5741	Northeast Harbor 44:17.673/68:17.123	20 ft. 10 ft.	60/15 \$1.50	160 ft. 10 ft.	\$3 \$10	60/60 \$15-25	Dinghy 20 ft.	Gas&Diesel Yes/Free	No HaulOut	2/2 1/1	Mainsail 276-3965 Pine Tree 276-3335
John M. Williams www.stanleyboats.com	No None		244-7854 244-9912	Somes Sound 44:20.159/68:19.122	35 ft. n/a				20/5 \$20	Dinghy 140 ft.	No Fuel None	Trvlft 30T \$45/hr.	1/0	Blackboards 276-4229 Somesville One-Stop
Henry R. Abel Yacht Yard	Yes None		276-5057 276-9831	Somes Sound 44:21.360/68:18.440	60 ft.	9/3 \$1.75	80 ft. 25 ft.	Inq. Inq.	28/10 \$20	Launch 60 ft.	No Fuel None	Trvlft 50T \$42/hr.	2/0	Abels' Lobster 276-5827 Somesville One-Stop
Hinckley Service Yacht Yard www.HinckleyYachts.com	Yes Library	9 9	244-5572 244-9433	Southwest Harbor 44:16.081/68:18.378	12 ft. 12 ft.				70/65 \$30	Launch 40 ft.	Diesel Yes/\$15	Trvlft160T \$48/hr.	2/3 2/2	The Moorings 244-7070 Double J 244-5544
Beal's Lobster Pier www.bealslobster.com	No Library	88 88	244-3202 244-9479	Southwest Harbor 44:16.536/68:18.835	30 ft. 20 ft.				3/3 \$20	Dinghy 30 ft.	Gas&Diesel None	No HaulOut	4/0	Beal's Lobster 244-3202 Gott's 244-3431
Southwest Boat Marine www.southwestboat.com	Yes Library	16 8	244-5525 667-4013	Southwest Harbor 44:16.565/68:18.827	20 ft. n/a	15/5 \$1.00	100 ft. 15 ft.	Incl. Incl.	3/3 \$20	Launch 20 ft.	No Fuel Yes/Free	Rlwy 250' \$n/a	1/1	Beal's Lobster 244-3202 Sawyer's 244-3315
Dysart's Great Harbor Marina www.dysartsmarina.com	Preferred OnSite	9 8	244-0117 244-7526	Southwest Harbor 44:16.487/68:19.381	12 ft. 5 ft.	100/25 \$2.25	150 ft. 12 ft.	\$10 \$15			Diesel Yes/Free	No HaulOut	14/7 2/2	Fiddler's 244-9416 Gott's 244-3431
Morris Yachts Inc. www.morrisyachts.com	Required OnSite	9 68	244-5511 244-9726	Bass Harbor 44:14.046/68:20.835	20 ft. 20 ft.	20/12 \$1.50	50 ft. 6 ft.	Incl. None	32/16 \$30	Dinghy 30 ft.	Diesel Yes/\$20	Trvlft 35T \$30-70/hr.	3/3 1/1	Maine-Ly Delight 244-3656 Sawyer's 244-3315
Kollegewidgwok Yacht Club	No Library	9 78	374-5581	Blue Hill Bay 44:24.453/68:33.723	17 ft. n/a				30/6 \$15	Launch 24 ft.	Gas&Diesel None	No HaulOut	2/0	Fishnet 374-5240 Merrill & Hinckley 374-2821
Burnt Coat Harbor Moorings	No Library	68	526-4201	Burnt Coat Harbor 44:08.558/68:26.941	15 ft. 9 ft.				30/30 \$20	Dinghy 15 ft.	Gas&Diesel None	No HaulOut	2/0	Underwater Taxi 526-4204 Swan's Is. Gen Store 526-4200
Billings Diesel & Marine Service	Yes None	16 9	367-2328 367-5925	Deer Island Thorofare 44:08.902/68:40.736	20 ft. 12 ft.	25/15 \$1.00	150 ft. 12 ft.	Incl. Incl.	20/10 \$15	Dinghy 12 ft.	Gas&Diesel Yes/Free	Trvlft 35T \$43-75/hr.	2/2 1/1	Fisherman's Friend 367-2442 Bartlett's 367-2386
Wooden Boat School www.woodenboat.com	No None		359-4651 359-8920	Eggenoggin Reach 44:14.822/68:33.376	12 ft. n/a				8/8 \$10	Dinghy 10 ft.	No Fuel None	No HaulOut	2/0	Brooklin Inn 359-2777 Brooklin Gen Store 359-8817
Brooklin Boat Yard	Yes None		359-2236 359-8871	Center Harbor 44:15.781/68:34.790	16 ft. n/a				80/8 \$20	Dinghy 25 ft.	No Fuel None	Trvlft 35T \$43/hr.	1/1 1/1	Morning Moon 359-2573 Brooklin Gen Store 359-8817
Marina at Eggenoggin Landing www.acadia.net/egglnd	Yes OnSite	9 14	348-6115 348-2738	Eggenoggin Reach 44:17.458/68:41.718	5 ft. n/a				10/4 \$20	Launch 45 ft.	No Fuel None	No HaulOut		Sisters 348-6115 Sisters Gourmet to Go
Buck's Harbor Marine www.bucksharbor.com	Yes None	9 10	326-8839 348-5254	Buck's Harbor 44:20.014/68:43.602	35 ft. 12 ft.	3/3 \$1.00	100 ft. 12 ft.	Incl. Incl.	26/26 \$27	Dinghy 12 ft.	Gas&Diesel None	No HaulOut	2/3 1/1	Café Outback 326-8863 Buck's Harbor Mkt 326-8683
Castine Town Dock	No Library	16 9	266-7711 326-9465	Bagaduce River 44:23.221/68:47.803	50 ft. n/a	140 ft. \$1.00	140 ft. 20 ft.	Incl. None	200/15 Free	Dinghy 70 ft.	No Fuel None	No HaulOut	2/2 6/5	Castine Inn T&C Groceries 326-4818
Dennett's Wharf www.dennettswharf.com	Yes Library	9 72	326-9045 326-9045	Bagaduce River 44:23.283/68:47.748	12 ft. n/a	120 ft. \$1.50	110 ft. 10 ft.	Incl. Incl.	1/1 \$20	Dinghy 40 ft.	No Fuel None	No HaulOut	3/3	Dennett's Wharf 326-9045 T&C Groceries 326-4818
Eaton's Boatyard	Yes Library	9 9	326-8579 326-4727	Bagaduce River 44:23.291/68:47.742	12 ft. 11 ft.	8/2 \$1.25	200 ft. 11 ft.	\$3 \$6	10/10 \$20	Dinghy 50 ft.	Gas&Diesel None	Hydrl 20T \$33/hr.	1/1	Castline Inn 326-4365 T&C Groceries 326-4818

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Quick Guide to Coastal Maine Marinas - Bar Harbor to Kittery

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	Reservations Web Access	VHF M/T	Phone Fax	Harbor Lat/Long	Total/Trans. Rate/Ft.		Max. LOA Max. Draft	30 Amp \$ 50 Amp \$	Total/Trans. Rate	Launch? Max Draft	Gas/Diesel Pump-out/\$	HaulOut Yard Rate	Heads/ Showers Wsh/Dryr	Nearest Restaurant Nearest Grocery
Castine Yacht Club www.prism.net/rogsmu/cyc/ Bucksport Marina www.portharbormaine.com	No Library	9 10	326-9231	Bagaduce River 44:23.444/68:47.680	50 ft.	36/2 \$1.25	45 ft. 26 ft.	Incl. Incl.	20/5 \$20	Dinghy 70 ft.	No Fuel None	No HaulOut	2/2	Bah's Bakehouse 326-9510 T&C Groceries 326-4818
	Preferred None	9	469-5902 989-5842	Penobscot River 44:34.314/68:47.813	4 ft. 12 ft.						Gas Yes/Free	No HaulOut	1/1	Riverview 469-7600 Tozier's Variety 469-2753
Mid-Coast														
Belfast City Landing	Preferred OnSite	9 9	338-1142 338-6222	Passagassawakeag R. 44:25.736/69:00.235	20 ft. 12 ft.	25/25 \$1.25	115 ft. 13 ft.	\$5 \$10	320/25 \$15	Dinghy 20 ft.	Gas&Diesel Yes/\$5	No HaulOut	5/2	Weatherlane 338-1774 Shur-Fine 338-3006
Belfast Boatyard	Yes Library	16	338-5098 338-6440	Passagassawakeag R. 44:25.742/69:00.280	21 ft.	12/2 \$1.00	65 ft. 21 ft.	Incl. None	14/4 \$15	Dinghy 16 ft.	Gas&Diesel None	Trvlft 30T \$44/hr.	1/0	Darby's Pub 338-2339 Shur-Fine 338-3006
Dark Harbor Boat Yard www.darkharborboatyard.com	Yes None	9 11	734-2246 734-8331	Gilkey Harbor 44:15.526/68:56.337	14 ft. 6 ft.				20/20 \$20/20	Dinghy 14 ft.	Gas&Diesel None	Trvlft 20T \$n/a	1/2 1/1	Dark Harbor House 734-6669 Durkee's General 734-2201
J.O. Brown & Sons, Inc.	None	16 9	867-4621 867-4757	Fox Island Thorfare 44:07.638/68:52.333	15 ft. 6 ft.				12/12 \$10	Dinghy 30 ft.	Gas&Diesel None	Trvlft 15T \$n/a	1/2 3/2	Brown's Coal Wharf 867-4739 The Islander 867-4771
Thayers Y-Knot Boatyard	Preferred None	9 68	867-4701 867-4702	Southern Harbor 44:07.944/68:53.475	14 ft.				8/2 \$15	Dinghy 12 ft.	No Fuel None	Trvlft 50T \$40/hr.		Brown's Coal Wharf 867-4739 The Islander 867-4771
Vinalhaven Private Moorings	No None	16 82	863-9344	Carver's Harbor 44:02.761/68:50.062	27 ft.				3/2 \$20	Dinghy 14 ft.	No Fuel None	Trvlft 30T \$n/a		The Haven 863-4969 Carvers Harbor Mkt 863-4319
Wayfarer Marine www.wayfarermarine.com	Preferred OnSite	71 71	236-4378 236-2371	Camden Harbor 44:12.547/69:03.641	15 ft. 10 ft.	40/20 \$3.00	120 ft. 13 ft.	\$10 \$20	59/54 \$30/35	Launch 50 ft.	Gas&Diesel Yes/\$10	Trvlft 80T \$35-60/hr.	6/5 3/3	Peter Ott's 236-4032 French & Brawn satellite
Camden Yacht Club	Yes Library	68 68	236-3014	Camden Harbor 44:12.436/69:03.672	15 ft.	2/2 \$30.00	50 ft. 8 ft.	None None	2/2 \$20	Launch 50 ft.	No Fuel None	No HaulOut	2/0	Hartstone Inn 236-4259 French & Brawn 236-3611
Camden Town Dock	Yes Library	16 11	236-7969	Camden Harbor 44:12.549/69:03.792	15 ft.	10/10 \$1.25	120 ft. 10 ft.	Inq. Inq.			Gas&Diesel Yes/Free	No HaulOut	5/	Atlantica 236-6011 French & Brawn 236-3611
Rockport Marine www.rockportmarine.com	Yes Library	236-9651 236-0758		Rockport Harbor 44:11.200/69:04.333	10 ft. 10 ft.	5/5 \$1.75	100 ft. 10 ft.	Incl. Incl.	35/15 \$20	Dinghy 65 ft.	Gas&Diesel None	Trvlft 55T \$42-44/hr.	1/1	The Helm 236-4337 Graves 236-8577
Rockland Harbor Boatyard www.rhby.com	Yes OnSite	16 9	594-1766 594-4337	Rockland Harbor 44:06.718/69:06.239	14 ft. 12 ft.	12/10 \$1.50	80 ft. 11 ft.	\$5 None	40/10 \$30-45	Dinghy 12 ft.	No Fuel Yes/Free	Trvlft 15T \$48/hr.	1/0	Thai Kitchen 594-8869 Hannaford 594-2173
Knight Marine Service www.midcoast.com/~knightma/	Yes Library	16 9	594-4068 594-4068	Rockland Harbor 44:06.465/69:06.478	15 ft. 11 ft.	12/10 \$1.50	80 ft. 11 ft.	\$5 None	12/10 \$15	Dinghy 20 ft.	Gas&Diesel None	Trvlft 35T \$40/hr.	2/2 4/2	Navigator 594-2131 Fullers 594-9744
Beggar's Wharf www.beggarswharf.com	Yes Que Pasa	9 10	594-8500 236-2772	Rockland Harbor 44:06.330/69:06.185	12 ft.	8/4 \$1.00	50 ft. 4 ft.	None None	40/35 \$30/20	Launch 12 ft.	No Fuel None	No HaulOut	4/4	Café Miranda 594-2034 Hannaford 594-2173
Journey's End Marina	Preferred OnSite	9 18	594-4444 594-0407	Rockland Harbor 44:06.300/69:06.165	15 ft. 10 ft.	70/8 \$1.50	150 ft. 15 ft.	Incl. Incl.	5/2 \$20	Dinghy 20 ft.	Gas&Diesel Yes/\$5	Rlwy 1200T \$50/hr.	6/6	Amalfi 596-0012 Hannaford 594-2173
Rockland Landings Marina	Yes Que Pasa	9 9	596-6573 594-4899	Rockland Harbor 44:06.116/69:06.428	12 ft. 10 ft.	70/25 \$2-2.50	150 ft. 10 ft.	\$8 \$8+	8/6 \$20	Dinghy 40 ft.	Gas&Diesel Yes/Free	No HaulOut	2/4 2/2	Landing's 596-6573 Market on Main 594-0015
Rockland Public Landing ci.rockland.me.us	No OnSite	9 11	594-0312 596-6549	Rockland Harbor 44:06.036/69:06.438	14 ft.	15/15 \$1.00	120 ft. 10 ft.	\$0.50/ft \$0.50/ft	20/20 \$20	Dinghy 30 ft.	No Fuel Yes/\$n/a	No HaulOut	2/2 1/1	Amalfi 596-0012 Market on Main 594-0015
Cod End Restaurant & Marina www.codend.com	No Library	16 69	372-6782	Tenants Harbor 43:57.940/69:12.550	50 ft. 4 ft.				20/15 \$15	Dinghy 15 ft.	Gas&Diesel None	No HaulOut	2/0	Cod End 372-8981 Hall's Market 372-6311
Port Clyde General Store	Yes Library		372-6543 372-0634	Port Clyde 43:55.585/69:15.547	12 ft. 10 ft.				15/15 \$20	Dinghy 8 ft.	Gas&Diesel None	No HaulOut	1/1	Dip Net 372-6543 Port Clyde Gen Store 372-6543

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Boothbay Harbor Region														
Broad Cove Marine Services	Yes None	9	529-5186 529-4469	Medomak River 43:59.549/69:24.466	16 ft. 6 ft.	10/4 \$1.00	50 ft. 6 ft.	None None	6/6 \$10	Dinghy 30 ft.	Gas&Diesel Yes/\$10	No HaulOut	1/0	Broad Cove Snack Bar Shop N Save 563-8131
Coveside Inn & Marina	Yes None	9 68	644-8780 644-8204	Damariscotta River 43:50.861/69:33.367	25 ft. 12 ft.	12/8 \$1.50	90 ft. 12 ft.	Incl. None	15/15 \$25	Launch 12 ft.	Gas&Diesel Yes/Free	No HaulOut	2/2	Shorefront 644-8282 Harborside Grocery 644-8751
Gamage Shipbuilders	No None	16	644-8181 644-8273	The Gut 43:51.752/69:33.622	30 ft.	10/3 \$2.00	100 ft. 14 ft.	Incl. Incl.	12/4 \$15	Dinghy 80 ft.	No Fuel None	No HaulOut	1/1	Bridge House Café 644-1449 Island Grocery 644-8552
Ocean Point Marina www.oceanpointmarina.com	Preferred OnSite	9 18	633-0773 633-3971	Damariscotta River 43:51.900/69:35.070	63 ft. 25 ft.	67/5 \$1.75	150 ft. 25 ft.	\$5 \$10	16/4 \$25/12.50	Launch 63 ft.	Gas&Diesel Yes/\$5	Trvlft 25T \$54/hr.	2/2 1/1	Lobsterman's Wharf 633-3443 East Boothbay Gen 6333-4503
Schooner Landing	Yes Library		563-7447 563-7447	Damariscotta River 44:01.955/69:31.974	5 ft.	40/8 \$1.50	75 ft. 8 ft.	None None			No Fuel None	Trvlft 35T \$45/hr.	2/0	Schooner Landing 563-7447 Big Dave's 563-3051
Spar Shed Marina	Preferred None		633-4389 633-4763	Little River Harbor 43:49.893/69:35.191	6 ft.	8/2 \$1.50	52 ft. 11 ft.	\$2 \$3	7/2 \$20	Dinghy 15 ft.	Gas&Diesel None	No HaulOut	2/2	1820 House 633-2800 E. Boothbay General 633-4503
Smuggler's Cove Inn smugglerscoveinn.com	Preferred None		633-2800 633-5926	Linekin Bay 43:49.870/69:35.556	30 ft.				7/4 \$25/25	Dinghy 50 ft.	No Fuel None	No HaulOut	2/2	1820 House 633-2800 E. Boothbay General 633-4503
Paul E. Luke www.peluke.com	Yes None		633-4971 633-3388	Linekin Bay 43:50.025/69:35.532	55 ft.				19/10 \$12	Dinghy 80 ft.	No Fuel None	No HaulOut	0/0	1820 House 633-2800 E. Boothbay General 633-4503
Carousel Marina	Yes OnSite	9 68	633-2922 633-2922	Boothbay Harbor 43:50.658/69:37.594	30 ft. 30 ft.	40/18 \$1.75	130 ft. 40 ft.	\$3.75 \$5.75	27/15 \$25/20	Dinghy 40 ft.	Gas&Diesel Yes/\$25	Trvlft 25T \$45/hr.	4/5 2/2	Carousel Rest 633-6644 Village Market 633-0944
Brown's Wharf Marina www.brownswharfm.com	Yes OnSite	9 68	633-5440 633-5440	Boothbay Harbor 43:50.684/69:37.555	20 ft. 20 ft.	50/15 \$2.00	150 ft. 20 ft.	\$3 \$6	10/6 \$24	Dinghy 20 ft.	No Fuel None	No HaulOut	3/2 2/2	Brown's Wharf 633-5440 Village Market 633-0944
Cap'n Fish's Motel & Marina www.captfishmotel.com	Yes Library	9	633-6605 633-6239	Boothbay Harbor 43:50.879/69:37.466	15 ft.	7/2 \$2.00	155 ft. 10 ft.	\$3 \$6			No Fuel None	No HaulOut	1/0	Christopher's 633-6565 Village Market 633-0944
Boothbay Harbor Marina	Yes Library	9 68	633-6003 633-6003	Boothbay Harbor 43:51.042/69:37.592	20 ft.	40/20 \$1.75	150 ft. 20 ft.	\$4.75 \$6	2/2 \$25	Dinghy 20 ft.	No Fuel None	No HaulOut	2/2 2/2	J.H. Hawk 633-5589 Eastside Market 633-6465
Tugboat Inn & Marina www.tugboatinn.com	Yes Library	9 68	633-4434	Boothbay Harbor 43:50.935/69:37.759	15 ft.	30/15 \$1.80	100 ft. 15 ft.	\$3 \$5	15/15 \$20/15	Dinghy 20 ft.	Gas&Diesel Yes/\$10	No HaulOut	3/2 2/2	Tugboat 633-4434 Hannaford's 633-6465
Sample's Shipyard	No Library	9 68	633-3171 633-3824	Boothbay Harbor 43:50.941/69:37.951	30 ft.				23/15 \$20	Dinghy 30 ft.	Gas&Diesel None	No HaulOut	0/0	Andrew's 633-4074 Hannaford's 633-6465
Signal Point Marina	Yes Library	16	633-6920 633-4438	Boothbay Harbor 43:51.025/69:38.135	10 ft. 6 ft.	47/20 \$1.50	60 ft. 10 ft.	Incl. Incl.			Gas&Diesel None	Rlwy 140 ft. \$40/hr.	2/2	No Achovies 633-9928 Hannaford's 633-6465
Boothbay Region Boatyard www.brby.com	Preferred None	9 68	633-2970 633-7144	Sheepscot River 43:49.738/69:40.586	10 ft. 8 ft.	40/6 \$1.40	80 ft. 8 ft.	Incl. Incl.	40/6 \$15	Dinghy 70 ft.	Gas&Diesel Yes/\$5	No HaulOut	2/2 2/2	Newagen 633-5242 Southport General 633-6666
Robinhood Marine Center robinhoodmarinecenter.com	Yes OnSite	9 71	371-2525 371-2899	Sheepscot River 43:51.200/69:44.100	70 ft. 10 ft.	135/10-2 \$2.00	65 ft. 65 ft.	Incl. Incl.	72/25 \$20	Dinghy 65 ft.	Gas&Diesel Yes/Free	Trvlft 55T \$49/hr.	2/2 1/1	The Osprey 371-2530 Georgetown Country 371-2106
Maine Maritime Museum www.bathmaine.com	Yes Library	9	443-1316 443-1665	Kennebec River 43:53.871/69:48.889	20 ft.	1/1 \$1.50	150 ft. 17 ft.	None None	8/6 \$30	Dinghy 30 ft.	No Fuel None	Trvlft 55T \$48-54/hr.	2/2	Southgate 442-8185 The Store 386-0235
Kennebec Tavern & Marina	Yes Library		442-9636 836-0397	Kennebec River 43:54.825/69:48.748	41 ft. 20 ft.	60/10 \$1.50	32 ft. 20 ft.	None None	8/3 \$30	Dinghy 40 ft.	Gas None	No HaulOut	2/0	Kennebec Tavern 442-9636 Brackett's 443-2012
Sebasco Harbor Resort www.sebasco.com	Yes OnSite	9 12	389-1161 389-2004	New Meadows R. 43:45.580/69:51.550	6 ft.	25/23 \$25/\$15			25/23 \$25/\$15	Launch 20 ft.	Gas Yes/Free	No HaulOut	2/2 1/1	Pilot House 389-1161 West Point Gen 389-9113
Great Island Boat Yard www.greatislandboatyard.com	Yes None	9 10	729-1639 729-1139	Merriconeag Sound 43:49.792/69:54.915	12 ft. 5 ft.	67/3 \$1.50	45 ft. 12 ft.	Incl. Incl.	40/2 \$20	Dinghy 12 ft.	Gas&Diesel Yes/Free	No HaulOut	2/1	Block & Tackle 725-5690 Store on Orr's 833-2301
Dolphin Marina & Restaurant	Required None	9 9	833-5343 833-5671	Merriconeag Sound 43:44.341/70:02.401	40 ft. 15 ft.	6/6 \$1.00	50 ft. 15 ft.	Incl. None	80/15 \$10	Launch 40 ft.	Gas&Diesel Yes/\$5	Trvlft 12T \$47/hr.	2/0	Dolphin Marina 833-5343 Bailey Island Gen 833-6601

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Quick Guide to Coastal Maine Marinas - Bar Harbor to Kittery

Prepared for GMORA by the Atlantic Cruising Club

Marina Name Website	Contact Info			Navigation		Depths* Entry Fuel	Slips		Moorings		Services				
	Reservations Web Access	VHF M/T	Phone Fax	Harbor Lat/Long	Harbor Lat/Long		Total/Trans. Rate/Ft.	Max. LOA Max. Draft	30 Amp \$ 50 Amp \$	Total/Trans. Rate	Launch? Max Draft	Gas/Diesel Pump-out/\$	HaulOut Yard Rate	Heads/ Showers Wshlr/Dryr	Nearest Restaurant Nearest Grocery
Portland & The South Coast															
Strouts Point Wharf Company	Yes None	9 9	865-3899 865-4407	Harraseeket River 43:49.210/70:06.400	20 ft. 18 ft.	100/2 \$1.35	65 ft. 18 ft.	Incl. Incl.	15/3 \$25	Dinghy 60 ft.	Gas&Diesel Yes/\$10	Trvlift 35T \$52/hr.	2/2	Harraseeket Lobster 865-4888 Old World 865-4477	
Brewer South Freeport Marine www.bvy.com/freeport	Yes OnSite	9 10	865-3181 865-3183	Harraseeket River 43:49.270/70:06.280	20 ft. 16 ft.	90/4 \$2.00	145 ft. 16 ft.	Incl. Incl.	15/0-15 \$25	Launch 20 ft.	Gas&Diesel Yes/\$5	Trvlift 35T \$n/a	3/3 1/1	Harraseeket Lobster 865-4888 Old World 865-4477	
Royal River Boat Yard	Yes None		846-9577 846-6571	Royal River 43:47.722/70:10.131	10 ft. 10 ft.	60/4 \$1.25	50 ft. 10 ft.	Incl. Incl.			Gas&Diesel None	Rlwy 100T \$n/a	2/1	Muddy Rudder 846-3082 Hannaford's 846-5941	
Yankee Marina www.yankeemarina.com	Yes None	9 9	848-4328 846-4329	Royal River 43:47.440/70:10.230	8 ft. n/a	112/3 \$1.25	60 ft. 9 ft.	Incl. Incl.			No Fuel Yes/\$5	Trvlift 60T \$n/a	2/1	Royal River Grillhouse 846-1226 Hannaford's 846-5941	
Yarmouth Boat Yard www.yarmouthboatyard.com	Yes None		846-9050 846-9050	Royal River 43:47.760/70:10.420	6 ft. 8 ft.	150/6 \$1.00	35 ft. 6 ft.	None None			No Fuel None	No HaulOut	1/0	Royal River 846-1226 Hannaford's 846-5941	
Handy Boat Service www.handyboat.com	Preferred Library	9 9	781-5110 781-7534	Falmouth River 43:43.70/70:12.580	25 ft. 8 ft.	40/20 \$2.00	125 ft. 8 ft.	Incl. None	300/20 \$20	Launch 32 ft.	Gas&Diesel Yes/\$10	Trift 35T \$42-48/hr.	2/0	Falmouth Sea Grill 781-5658 Town Landing Mkt 781-2128	
Spring Point Marina www.springpointmarina.com	Yes Library	9 69	767-3213 767-5940	Portland Harbor 43:39.005/70:13.883	10 ft. 8 ft.	250/30 \$1.25	140 ft. 10 ft.	\$3 \$5			Gas&Diesel Yes/\$10	Trvlift 35T \$n/a	4/4 2/2	Joe's Boathouse 741-2780 Broadway Getty 799-6421	
Portland Yacht Services www.portlandyacht.com	Yes OnSite	9 68	774-1067 774-7035	Portland Harbor 43:39.690/70:14.656	30 ft.	128/10 \$1.00	120 ft. 20 ft.	Incl. None	18/12 \$30	Dinghy 40 ft.	No Fuel Yes/\$5	Trvlift 38T \$65/hr.	4/1	Boone's 774-5725 Union Wharf 774-7397	
DiMillo's Old Port Marina www.dimillos.com	Required OnSite	9 71	773-7632 773-4207	Portland Harbor 43:39.276/70:15.039	30 ft. 30 ft.	120/10-2 \$2.00	240 ft. 30 ft.	\$5 \$12			Gas&Diesel Yes/\$5	No HaulOut	2/2 2/2	DiMillo's Floating 772-2216 Portland Public Market	
Sunset Marina www.sunset-marina.com	Yes OnSite	9 8	767-4729 767-4721	Portland Harbor 43:39.030/70:14.560	20 ft. 10 ft.	150/20 \$2.00	250 ft. 20 ft.	\$2 \$5			Gas&Diesel Yes/\$5	No HaulOut	2/2 2/2	Saltwater Grille 799-5400 Hannaford's 799-7359	
South Port Marine www.southportmarine.com	Yes OnSite	9 8	799-8191 767-5937	Portland Harbor 43:38.555/70:15.219	8 ft. 8 ft.	140/10 \$1.25	100 ft. 13 ft.	Incl. \$5			Gas&Diesel Yes/\$5	Trvlift 35T \$60/hr.	2/2 2/2	Snow Squall 799-2232 Hannaford's 799-7359	
Chick's Marina www.chicksmarina.com	Yes Library	9 68	967-2782 967-2034	Kennebunk River 43:21.180/70:28.440	5 ft. 6 ft.	50/10 \$3.50	140 ft. 6 ft.	\$7.50 \$14			Gas&Diesel Yes/Yes	No HaulOut	2/3 1/1	Mabel's Lobster 967-2562 Kitchen Chicks 967-1150	
Kennebunkport Marina	Yes Library	9 71	967-3411 967-9808	Kennebunk River 43:21.455/70:28.470	6 ft.	41/2 \$2.75	65 ft. 8 ft.	Yes Yes			No Fuel Yes/\$40	No HaulOut	2/2 1/1	Arundel Wharf 967-3444 Flaming Gourmet 967-8825	
Yachtsman Marina www.yachtsmanlodge.com	Required Library		967-2511 967-5056	Kennebunk River 43:21.550/70:28.586	6 ft.	54/4 \$3.50	100 ft. 6 ft.	Incl. Incl.			Gas&Diesel None	No HaulOut	2/2	Breakwater 967-3118 Kitchen Chicks 967-1150	
Performance Marine	Required Library	9 17	967-5550 967-5519	Kennebunk River 43:21.580/70:28.722	6 ft.	20/2 \$2.00	70 ft. 6 ft.	Incl. mcl			Gas&Diesel Yes/Free	Trvlift 10T \$60/hr.	1/0	Pilot House 967-9961 Nathan's 967-8383	
Donnell's Marina	Yes Library		363-5324	York Harbor 43:07.980/70:38.550	10 ft. 10 ft.	6/6 \$1.00	135 ft. 10 ft.	\$3 \$8			No Fuel None	No HaulOut		Fazio's 363-1718 Dave's IGA 363-3171	
York Harbor Marine/Moorings www.yorkharbormarine.com	Library	16 10	363-3602	York Harbor 43:07.760/70:38.767	20 ft. 10 ft.				10/6 \$25	Dinghy 20 ft.	Gas&Diesel None	Rlwy 60T \$52/hr.	1/1 1/1	Dockside 363-2722 Dave's IGA 363-3171	
Kittery Point Wharf	No None	16	439-0912	Piscataqua River 43:04.946/70:42.212	12 ft. 12 ft.				20/9 \$10	Dinghy 30 ft.	Gas&Diesel None	No HaulOut	1/0	Captain Simeon's 439-3655 Frisbee's 439-0014	
Dion's Yacht Yard www.dionsyachtyard.com	Required None	69 8	439-9582 439-4298	Piscataqua River 43:04.970/70:43.340	24 ft.	12/8 \$2.00	110 ft. 24 ft.	Incl. \$5	42/12 \$30	Dinghy 24 ft.	No Fuel None	Rlwy 100T \$60/hr.	1/1	Ship's Quarterdeck 439-5198 Frisbee's 439-0014	
Kittery Landing Marina	Preferred None	9 68	439-1661 431-9557	Piscataqua River 43:04.900/70:45.080	34 ft.	30/2 \$1.50	120 ft. 12 ft.	Incl. Incl.			No Fuel None	No HaulOut	2/2 1/1	Warren's Lobster 439-11630 Puffin-Stop 439-6713	
Badger's Island Marina	Preferred None	9 68	439-3810 431-9557	Piscataqua River 43:04.890/70:45.310	40 ft.	27/3 \$1.50	100 ft. 40 ft.	Incl. Incl.			No Fuel None	Trvlift 80T \$n/a	2/2 1/1	Weatherhane 439-0335 Puffin-Stop 439-6713	

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2004 PHRF-NE Gulf of Maine Fleet

Last Name	First Name	Boat Name	Boat Type	PHRF Race	Cruise
ACADEMY	ME MARITINE	MADCAP	DOBROTH 38	78	90
AMATO	JOSEPH A.	JUBILEE	ABEKING RASMUSSEN	135	144
ANDERSON	DANA	VISION QUEST	JEANNEAU 45.1	81	93
BABBITT	TOM	BRAVO	J 34C	114	129
BABCOCK	BERNARD M.	GRISELLE	YORK HARBOR 36	159	171
BAKER	BARNEY J.	LIBRA	SABRE 32	165	177
BALLES	MARK	ENDEAVOR	J 32	120	126
BARKLAY	RICHARD	ODYSSEY	BRISTOL 35.5	156	171
BARRETT	ANDREW	VOLATILITY	BALTIC 40	84	96
BEAUCHESNE	RICHARD	PREVAILING WIND	C&C 37CB	126	141
BEAULIEU	JEAN	BICUIT	PISCES 21	U294	U303
BENNERT	JEFFREY	COOL RUNNINGS	J 35	72	84
BENTZEL	RICHARD/MARIE	NATLIE B	PEARSON 323	198	201
BERENS	ALAN	TOWARD MORINING	VALIANT 32	kbERE	210
BERGESON	LLOYD	TORE HUND	CUSTOM	138	147
BERUBE	ROBERT	SYNERGY	METALMAST 30	159	165
BIRNBACH	MIKE	UNCLE FRANK	POCKET ROCKET	165	171
BLAISDELL	STEPHEN	ATLANTIC AVE	J 30	150	156
BLANCHARD	ANTHONY	ENCHANTRESS	J 32	129	129
BLENKHORN	GARY P.	ILLUSION	PEARSON 37	108	120
BOAT YARD	BROOKLIN	VORTEX	55 SQ METER	81	81
BORST	BYRON	SYNERGY	CONCORDIA 47	-12	0
BOURKE	FREDERIC	ZEBRA	W-46	87	84
BOWDEN	ROBERT E.	IMAGINE	C&C 34	150	162
BRADFORD	JOHN	PI-MUT IV	J 35	78	90
BRIGHTMAN	JOEL	FELICITAS	HINCKLEY SW 50	114	129
BROOKS	PHILIP	FIDDLER	BABA 40	189	204
BROSSMER	MARILYN	SOLITUDE	FREEDOM 30	180	189
BROWN	THOMAS T.	LIFTING SKIRTS	CARRERA 290	99	105
BURT, JR.	ERNEST H.	GITANA	ALDEN 40	171	177
CABOT	HENRY B.	FLING	ONE TON	120	132
CARLETON	DR. A. STOTT	FIRST LIGHT	J 35 WK	111	123
CARPENTER, R	HELDENBRAND, L	VOODOO	ETCHHELLS 22	U120	U126
CASEY	MIKE	LAURENTIDE	CARRERA 29	96	108
CASSIDY	BRUCE	EMOTIONAL RESCUE	J 130CF	24	33
CHACE	MINTURN V.	NOETHEAST HBR	HINCKLEY 41	162	177
CHANCE	MINTURN	PUFFIN	MORRIN JUSTIN 36	177	183
CHEROT	BEVIN V.	PEQUOT	HINCKLEY 44	54	66
CLAPP	JONATHAN	APPLAUSE	FREEDOM 38	138	144
CLUETT	MARK S.	MERLIN	J 42	81	81
COIT	DANIEL	EVERGREEN	MENEMSHA 24	270	276
CONNELL	JIM/ANNIE	SANS SERIF	J 30	138	144
CORREA	JOHN	A CAPPELLA	HINCKLEY PILOT 35	201	213
CORREA	TONY	NOETA	CUSTOM	249	261
COUGHLIN	JAMES	MAINSTAY III	JEANNEAU GINN FIZZ	177	189
CRAN	GARY	BLACK BEAR	TARTAN 3500	132	147
CUMBACK	BRUCE	WILEY	J 35	72	84
CUSHMAN, JR.	ALLERTON	GUSTO	CUSTOM	99	111
CUTHBERTSON	JIM	RUMPLETEAZER	J 24	171	180
CUTLER	PETER M.	NATASHA II	ERICSON 38	141	147
DAMBOISE	DELWOOD C.	BARBARA	SABRE 34-2	135	147
DAVISON	ENDICOTT	WINSOME	DAWN 48	96	111
DE LORENZO	MICHAEL	COLTRANE	J 35	72	87
DIETZ	JOHNATHAN	ESPARTA	MORRIS 36	162	174
DINSE	JEFF	HAVOC	J 24	168	174
DODD	JIM	JAZAZZI	J 24	168	174
DRAKE	SPENCER	STORMWARNING	J 29	117	123
DUNFEY	SEAN	FLYING J	J 29	123	129
EACHO	WILLIAM	ATLANTICA	HINCKLEY SW 42-2	105	120
EDWARDS JR	BUD	NAIAD	PEARSON 33	174	186
ELDEFP	KENNETH	AMMERSEE	F&C 44	102	114
ELDRED	KENNETH	AMMERSEE	F&C 44	102	114
EMANUEL	GEOFF	COMMOTION	FRERS 30	135	144
FARRAH	CLIFF	STRATEGERY	MELGES 24		
FILES	STEVE	SALSA	CAPE DORY 27	246	261
FISHMAN	PAUL	SEA WINGS	SHANNON 28	225	237
FITZGERALD	JOHN	MOONDANCE	SABRE 36	117	129
FLETCHER	MAXWELL A.	JUANONA	NORDIC 40	105	117
FOWLER	WIN	ALTERCATION	HOBIE 33 OD	90	99
FOX	SCOTT	CHARSAR	J 105	90	96
FRISBEE	JOHN	KNOT A CLUE	F-3		
FULLER	LINCOLN	TALISKER	ISLANDER 32-2	186	201
GLEESON	DAVID	DAKOTA	J 29	117	123
GREENWOOD	NANCY B	GUILLEMOT	CAPE COD BULLSEYE	U360	U369

Last Name	First Name	Boat Name	Boat Type	PHRF Race	Cruise
GREVEN	ERIK D.W.	THE PHOENIX	ERICSON 38	138	141
GRIFFIN	DAVID	STORM PETROL	SABRE 34-1	153	165
GRILLO	JOHN N	WENDIGO	SABRE 36	123	135
HALE	RICHARD N.	BANDITO	N/M 45	33	45
HALFACRE	MARK	COQUINA	CATALINA 30TM	180	195
HALLETT	MERLE	SCARAMOUCHE	N/M 39	60	66
HALLETT	RICHARD A.	OFF THE WAGON	EVELYN 32-2	99	114
HAMLIN	BRUCE S.	RUTHLESS	SABRE 38-1	117	129
HAWKINS	RAYMOND	HAWK'S NEST	C&C LANDFALL	141	153
HAWLEY	CHARLES	SUIVEZ MOI	J 33	87	99
HENSHAW	NAT/WELD	BEAGLE	J 35	72	84
HERBERT	RENE/DIANE	CLOVER	GULFSTREAM 30	228	243
HODSDON	ALBERT	SEA JAB	SABRE 362 WK	132	135
HOLMES	DAVID	FREE SPIRIT	HINCKLEY SW 42-2	114	129
HOWELL	ROGER	MONARCH	BRISTOL 35.5	171	177
HOY	DAVID F.	WYANOKE	CATALINA 27	213	225
HUNT	BILL	RHAPSODY	J 105	96	96
IACONETA	MICHAEL	CONSPIRACY	EVELYN 36	117	123
INTERNATIONAL,INC	FRIENDS	SOLSTICE	IRWIN 32	189	204
ISLEN	DUANE	YAKUT	IOD	U144	U150
JACOB	TIMOTHY A.	MORNING STAR	PETERSON 34	114	126
JAQUETTE	DAVID	CRYSTAL AIRE	MAC GREGOR 25	237	243
JENNINGS	KRIS	MI LADY	SABRE 34-1	159	171
JESSEN	ANTHONY R.	DENALI	J 24	168	174
JONES	DAVID	EMERITUS	QUINCY ADAMS	U216	U222
JONES	DAVID C.	SUNSHINE	J 29	123	129
JONES	MATTHEW	FIANNA	BALTIC 38 DP		
JOSEPH	ALAN	VIGILANTE	J 41	60	72
KATZ	STEVE	SEA CAN	C&C 37R	66	78
KEAN	CHRISTINE	SOULMATE	C&C 41	72	84
KEEFER	STEVEN	SIESTA MAR	CAL 35-2	144	156
KEEFER	ROBERT	ARVNRARESS	OHLSON 35	207	222
KEEGAN	WILLIAM J.	CALLISTO	CAL 35C	189	192
KELLOGG	BOB	TAMARACK	DOBROTH 42	60	72
KELLOGG	BOB	ARBACIA	NORDIC 40	105	117
KIPP	WINSTON	GROWL TIGER	J 40	90	102
KIPP	DERYL	DACOTA	J 29	114	120
KNAPP	BLAIR A.	HELMS DEEP	SABRE 34	168	174
KNOWLES	JONATHAN D.	ABRACADABRA	J 44 WK	30	42
KROEGER	HAL	FAR OUT	MORRIS 52	81	81
LADD	HAVEN	BALANCE	CAL 40	129	141
LATTA	THOMAS	CAROL LYN	CONCORDIA 40	180	192
LAWSON, JR.	FRANK B.	ZINGARA	CUSTOM	63	63
LEARY	KEVIN M.	MISCHIEF MAKER	S2 9.1	138	150
LLOYD	PETER	SNAPDRAGON II	ERICSON 38WK	123	135
LOGAN	DONALD	KEEMAH	J 105	90	96
LOWERY	JAMES T.	MY PAL	PEARSON 30	180	192
MAC DIARMID	BLAKE	WIDESPREAD PANIC	MELGES 24	102	111
MAC DONALD	WILLIAM	ICEFIRE	SABRE 28-1	210	222
MAC DONALD	GUS	PANACEA	HINCKLEY PILOT 35	180	198
MAC KENZIE	WARD D.	GENEVIEVE	ALERION EXPRESS 28	U168	U174
MAC KINNON	BEN	LUPINE	CAL 36	156	168
MADEIRA	CONSTANCE B	BALEIRA	ALBERG 35	201	213
MALONEY	J.D.	JANIE BELLE	C&C MEGA 30	144	153
MALONEY	JAKE	VOODOO	GOETZ 33	132	144
MARCHANT, J.	MARCHANT,D	REVOLUTION VI	ID 35	36	45
MARGER	JEFF	JAM SESSION	CUSTOM 48	48	60
MARTIN	DOUGLAS/MARY	WISHING STAR	TARTAN 3500	132	135
MATOSSIAN	NICOLAS	TURANDOT	CHEOY LEE OFFSHORE 31	234	246
MC CREA	PETER	PANACEA 35	FREEDOM 32DK		
MICOLEAU	CHARLES/JUDY	WINDSONG	TARTAN 3500	123	135
MINSON	FREDERICK V.	CAT'S PAW	LINDENBERG 28	117	129
MOORE	CHARLES/CHRIS	NORTHEN MOOSE	PEARSON 33-2	168	171
MORSE II	BRUCE B	BAD APPLE	J 24	168	174
MOSHER	DANA	LEGACY	INTREPID 35	165	177
MRAZ	RANDALL R.	HEALITROPE	CATALINA 27	234	240
NEILAN	SIVE	APHRA BEAN	PEARSON 30	183	186
NILES	BEN	ALLURE	CONCORDIA 39	177	189
NIXON	P.ANDREWS	WINDALIER	CUSTOM	75	87
NORFLEET	DAVIS	VIGILANCE	HUNTER 376	111	120
NORMAN	DAVID	ADHARA II	C&C 34R	81	93
O' BRIEN	CHARLES E.	PEER GYNT	O DAY 322	180	192
O' HEIR	DOUGLAS	ORYUL	ULTIMATE 20	144	153
PALMER	JIM/LEIGH	MORNING STAR	J 40	105	108
PARENT	RICHARD A.	BEAUSOLEIL	BENETEAU 456	72	84
PAWLE	ROBBY	MRS HIGGENBOTTOM	COLUMBIA 8.7	216	228

PEDERSEN Last Name	ERIK First Name	NORWEGIAN WOOD Boat Name	WAVELENGTH 24 Boat Type	168 PHRF Race	180 Cruise
PEDERSEN	JAN A.	PHOENIX	ANDERCRAFT 36	88	94
PERKINS	NEWELL/NANCY	STAR	J 120	51	63
PILTCH	DANIEL	KRISTINA	CUSTOM	168	174
POLYBLANK	GUY	BLUE BELL	HINTERHOLLER HR25	234	246
POPE	DOUGLAS C.	WALKABOUT	TARTAN 10	132	138
PORTA	TIMOTHY	MIGIS MAGIC	J 32	129	129
PRICE	PETER	BROKEN LEASH	J 35	72	84
PRIEST, II	KENNETH	EXTRA BEAT	J 35	72	84
QUESADA	T.R.	MIRAGE	CONCORDIA 40FR	183	189
RANDALL	JONATHAN	SNOWBIRD	NEW YORK 36	105	111
REYNOLDS	DAVID	LUNATIC FRINGE	J-29		
RICE	RANDY	RITA P	PEARSON 30	189	192
RICHARDS	WILLIAM	CORSAIR	BENETEAU FC10	108	117
ROBINSON	CHRIS	HOUQUA	HINCKLEY PILOT 35	210	213
ROGERS	RICHARD M.	ISLISSANDO	ALERION EXPRESS 26	U225	U234
ROGERS	ED	REVOLUTION 2	FARR 43	45	51
ROGERS	PAUL K.	CANTY	SCHEEL 36 CST	147	162
ROLLINS	JOHN	WHISPER	W-46	81	87
ROLNICK	MICHAEL	? BOAT	MORGAN 24	249	255
ROSS	JIM	FIFI	R CLASS	165	165
RUFF	DAVID	GO DOG GO	J 29	117	123
RUSSELL	J.H.	HAWK	J 35	72	84
RYAN	PATRICA	GAELIC	TARTAN 30	183	195
RYDER	NICK	TARTLET	J 42SD	90	90
SCHARFF	AARON	CAPITL GAINS TOO	SEAFARER 37	141	156
SCOTT	BOB	FALCON	NEW YORK 32	159	168
SCOTT JR.	WINTON F.	SYMMETRY	CAL 33-2	132	144
SEARLES	THOMAS	OPHELIA ODYSSEY	FRIENDSHIP SLOOP	264	264
SENGER	JERRY	MARGHERITA	ALOHA 34	177	189
SINGER	H. BUD	ROBIN	PEARSON 31-2	171	186
SITZMANN	THOMAS	JT	J 33	87	99
SMITH	STOCKTON N.	WEATHER GAUGE	FARR 44	54	66
SMITH	WAYNE C.	DEFIANT	FRERS 30	135	147
SMITHWICK	SCOTT	KOOS	FRERS 36	90	102
SODERBERG	C. RICHARD	SPIRIT	ALBERG 35	204	216
SOMERS	DANE	SAIL LAVIE	ETRP 395	99	108
STANLEY JR	JAMES	CAPELLA VIII	J 160SD	-3	6
STEEVES	ROBERT	SHADOW	SABRE 362WK	132	147
STEVENSON	RICHARD	ROACH COACH	OLSON 30	107	119
STEVENSON	DONALD	MORNING LIGHT	ERICSON 28-2	189	198
STEWART	WILLIAM	ARTEMIS	HINCKLEY 59	66	78
STRINGOS	GUST	BLUEBIRD	MORRIS 36 SD	177	180
STUBBS	MICHAEL B.	FANCY	MAGIC CLASS	135	135
SYMINGTON	ANN	ANJACAA	PALMER JOHNSON 53	48	60
TAYLOR	ROBERT H.	FROLIC	J 24	168	174
TETRAULT	ROBERT	SEA RETURN	PEARSON 530	111	123
THOMAS	JEFFERY	INSTEAD IV	J 37	81	96
THOMSON	JAMES L.	THITLE	J 46	45	60
TILLER	TOM/SUE	GHOST	SOLING	U150	U153
TOBIN	WALLACE E.	FROYA	CUSTOM 46	99	111
TONINI	GEORGE	TRICK OR TREAT	J 24	168	174
TREANOR	JOHN	WIKI WIKI	HINCKLEY SW 51	69	84
TRUE	JEFFERY	BITTERWSEET	SABRE 32	165	180
TRYZELAAR	JOAN F.	SURPRISE	VG-30	72	81
TULLER	MARK E.	KANALOA	HINCKLEY SW 42	126	132
TYSON	FRANK	OSAKIIAI	CATALINA 400	117	120
VAN BUREN	THOMAS	CALATIA	J 27 MOD	165	171
VAN LUNEN	LLOYD	BRIO	J 110	102	111
VON HIRSCH	ANDREW	POPPEA	MORRIS 454	27	39
WALDRON JR.	BILL	SONNENSCHIEN	J 46	39	48
WARREN	GEORGE	RE CHARGE	SAN JUAN 24	222	234
WATSON JR.	ARTHUR	TOO ELUSIVETOO	GULFSTAR 60 SD	63	66
WEINBERG	RICHARD	SEAQUEL	ERICSON 32-2	162	174
WEINSTEIN	NEAL	ENTERPRISE	ERICSON 29T	210	216
WELLEHAN	DAN	SHAMROCK	FRERS 33	114	126
WIDEMAN	BERNARD	SKYLARK	CAL 25	237	252
WIGGIN	THEODORE	CEILIDH	PEARSON 39	144	159
WILKINSON	WILLIAM	GREY EAGLE	J 105	96	96
WILLAUER	PETER O.	EIGHT BELLS	J 42	87	87
WINKLER	RICHARD	DEFIANCE	PEARSON 37	108	120
WOODBURY	MARK	BIG CHICKEN	J 29	120	126
WOODSIDE	NEIL	UNDINE	PEARSON VANGUARD	252	264
YAHR	GREG/JENNIFE	C-C-COURAGE	J 30	138	144
YORK	JOEL	MABUHAY	DUFOUR 27	228	240
ZEMBRUSKY	STEPHEN	ZED	OHLSON 36	186	195
ZINN	JACK	SHAKEDOWN	J 24	168	174

Tides

At Portland, Maine

Bar Harbor subtract 22 min.
Bath add 1 hour
Boothbay Harbor subtract 6 min.
Camden subtract 12 min.
Monhegan Island subtract 13 min.

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Insurance**

turkelt@hinckley-insurance.com

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Lower Falls Landing
PO Box 218
Yarmouth, Maine 04096
207/846-0400
800/820-5151
Fax 207/846-6725

JUNE

6/1	3:50am	L	10:01am	H	4:00pm	L	10:16pm	H
6/2	4:43am	L	10:56am	H	4:51pm	L	11:07pm	H
6/3	5:36am	L	11:50am	H	5:44pm	L	11:59pm	H
6/4	6:30am	L	12:45pm	H	6:37pm	L		
6/5	12:52am	H	7:24am	L	1:41pm	H	7:33pm	L
6/6	1:48am	H	8:20am	L	2:39pm	H	8:31pm	L
6/7	2:47am	H	9:18am	L	3:38pm	H	9:32pm	L
6/8	3:48am	H	10:17am	L	4:39pm	H	10:36pm	L
6/9	4:51am	H	11:17am	L	5:40pm	H	11:42pm	L
6/10	5:55am	H	12:16pm	L	6:39pm	H		
6/11	12:48am	L	6:59am	H	1:13pm	L	7:36pm	H
6/12	1:50am	L	8:01am	H	2:08pm	L	8:28pm	H
6/13	2:48am	L	8:58am	H	2:59pm	L	9:17pm	H
6/14	3:40am	L	9:51am	H	3:45pm	L	10:01pm	H
6/15	4:28am	L	10:39am	H	4:29pm	L	10:42pm	H
6/16	5:11am	L	11:22am	H	5:09pm	L	11:21pm	H
6/17	5:51am	L	12:03pm	H	5:47pm	L	11:58pm	H
6/18	6:28am	L	12:41pm	H	6:24pm	L		
6/19	12:35am	H	7:05am	L	1:18pm	H	7:01pm	L
6/20	1:12am	H	7:41am	L	1:56pm	H	7:39pm	L
6/21	1:50am	H	8:18am	L	2:33pm	H	8:18pm	L
6/22	2:29am	H	8:56am	L	3:12pm	H	9:01pm	L
6/23	3:11am	H	9:35am	L	3:53pm	H	9:47pm	L
6/24	3:56am	H	10:18am	L	4:37pm	H	10:36pm	L
6/25	4:45am	H	11:03am	L	5:23pm	H	11:30pm	L
6/26	5:38am	H	11:52am	L	6:13pm	H		
6/27	12:27am	L	6:35am	H	12:44pm	L	7:05pm	H
6/28	1:27am	L	7:36am	H	1:40pm	L	8:00pm	H
6/29	2:27am	L	8:37am	H	2:36pm	L	8:55pm	H
6/30	3:27am	L	9:38am	H	3:34pm	L	9:52pm	H

JULY

7/1	4:25am	L	10:38am	H	4:31pm	L	10:48pm	H
7/2	5:21am	L	11:35am	H	5:27pm	L	11:44pm	H
7/3	6:16am	L	12:32pm	H	6:23pm	L		
7/4	12:40am	H	7:11am	L	1:27pm	H	7:20pm	L
7/5	1:36am	H	8:05am	L	2:22pm	H	8:17pm	L
7/6	2:33am	H	8:59am	L	3:18pm	H	9:15pm	L
7/7	3:30am	H	9:53am	L	4:13pm	H	10:15pm	L
7/8	4:28am	H	10:46am	L	5:08pm	H	11:16pm	L
7/9	5:27am	H	11:40am	L	6:02pm	H		
7/10	12:17am	L	6:27am	H	12:35pm	L	6:56pm	H
7/11	1:18am	L	7:27am	H	1:29pm	L	7:49pm	H
7/12	2:16am	L	8:26am	H	2:22pm	L	8:40pm	H
7/13	3:11am	L	9:21am	H	3:12pm	L	9:29pm	H
7/14	4:01am	L	10:12am	H	3:59pm	L	10:14pm	H
7/15	4:46am	L	10:57am	H	4:42pm	L	10:56pm	H
7/16	5:27am	L	11:39am	H	5:22pm	L	11:36pm	H
7/17	6:05am	L	12:17pm	H	6:00pm	L		
7/18	12:13am	H	6:41am	L	12:53pm	H	6:38pm	L
7/19	12:50am	H	7:16am	L	1:29pm	H	7:15pm	L
7/20	1:27am	H	7:50am	L	2:04pm	H	7:54pm	L
7/21	2:05am	H	8:26am	L	2:40pm	H	8:35pm	L
7/22	2:45am	H	9:03am	L	3:19pm	H	9:19pm	L
7/23	3:29am	H	9:44am	L	4:01pm	H	10:08pm	L
7/24	4:17am	H	10:29am	L	4:47pm	H	11:01pm	L
7/25	5:10am	H	11:18am	L	5:38pm	H	11:59pm	L
7/26	6:08am	H	12:13pm	L	6:33pm	H		
7/27	1:02am	L	7:12am	H	1:12pm	L	7:33pm	H
7/28	2:07am	L	8:18am	H	2:14pm	L	8:35pm	H
7/29	3:10am	L	9:23am	H	3:17pm	L	9:37pm	H
7/30	4:11am	L	10:25am	H	4:17pm	L	10:37pm	H
7/31	5:08am	L	11:23am	H	5:15pm	L	11:34pm	H

AUGUST

8/1	6:02am	L	12:17pm	H	6:11pm	L		
8/2	12:29am	H	6:54am	L	1:09pm	H	7:06pm	L
8/3	1:22am	H	7:44am	L	1:59pm	H	7:59pm	L
8/4	2:14am	H	8:33am	L	2:49pm	H	8:53pm	L
8/5	3:06am	H	9:21am	L	3:38pm	H	9:47pm	L
8/6	3:59am	H	10:10am	L	4:28pm	H	10:42pm	L
8/7	4:53am	H	11:00am	L	5:19pm	H	11:40pm	L
8/8	5:51am	H	11:52am	L	6:12pm	H		
8/9	12:40am	L	6:50am	H	12:47pm	L	7:06pm	H
8/10	1:39am	L	7:51am	H	1:43pm	L	8:02pm	H
8/11	2:37am	L	8:48am	H	2:38pm	L	8:55pm	H
8/12	3:30am	L	9:41am	H	3:29pm	L	9:45pm	H
8/13	4:16am	L	10:27am	H	4:14pm	L	10:29pm	H
8/14	4:58am	L	11:09am	H	4:56pm	L	11:10pm	H
8/15	5:36am	L	11:46am	H	5:35pm	L	11:48pm	H
8/16	6:10am	L	12:21pm	H	6:12pm	L		
8/17	12:25am	H	6:44am	L	12:55pm	H	6:49pm	L
8/18	1:01am	H	7:18am	L	1:30pm	H	7:28pm	L
8/19	1:40am	H	7:53am	L	2:06pm	H	8:09pm	L
8/20	2:20am	H	8:31am	L	2:45pm	H	8:54pm	L
8/21	3:05am	H	9:13am	L	3:28pm	H	9:44pm	L
8/22	3:54am	H	10:00am	L	4:16pm	H	10:38pm	L
8/23	4:49am	H	10:52am	L	5:10pm	H	11:39pm	L
8/24	5:51am	H	11:51am	L	6:11pm	H		
8/25	12:45am	L	6:59am	H	12:55pm	L	7:17pm	H
8/26	1:54am	L	8:08am	H	2:03pm	L	8:24pm	H
8/27	3:00am	L	9:15am	H	3:09pm	L	9:29pm	H
8/28	4:00am	L	10:15am	H	4:10pm	L	10:29pm	H
8/29	4:55am	L	11:09am	H	5:06pm	L	11:24pm	H
8/30	5:46am	L	11:59am	H	5:59pm	L		
8/31	12:15am	H	6:33am	L	12:46pm	H	6:49pm	L

SEPTEMBER

9/1	1:04am	H	7:18am	L	1:31pm	H	7:38pm	L
9/2	1:52am	H	8:02am	L	2:15pm	H	8:26pm	L
9/3	2:39am	H	8:46am	L	2:59pm	H	9:15pm	L
9/4	3:27am	H	9:30am	L	3:45pm	H	10:05pm	L
9/5	4:18am	H	10:17am	L	4:32pm	H	10:59pm	L
9/6	5:12am	H	11:08am	L	5:24pm	H	11:57pm	L
9/7	6:11am	H	12:04pm	L	6:21pm	H		
9/8	12:58am	L	7:12am	H	1:03pm	L	7:20pm	H
9/9	1:58am	L	8:11am	H	2:02pm	L	8:18pm	H
9/10	2:52am	L	9:04am	H	2:55pm	L	9:11pm	H
9/11	3:40am	L	9:51am	H	3:43pm	L	9:57pm	H
9/12	4:21am	L	10:32am	H	4:25pm	L	10:39pm	H
9/13	4:58am	L	11:09am	H	5:05pm	L	11:18pm	H
9/14	5:33am	L	11:44am	H	5:43pm	L	11:56pm	H
9/15	6:07am	L	12:18pm	H	6:22pm	L		
9/16	12:34am	H	6:43am	L	12:54pm	H	7:03pm	L
9/17	1:15am	H	7:21am	L	1:32pm	H	7:46pm	L
9/18	1:58am	H	8:02am	L	2:14pm	H	8:33pm	L
9/19	2:45am	H	8:47am	L	3:01pm	H	9:24pm	L
9/20	3:37am	H	9:37am	L	3:53pm	H	10:21pm	L
9/21	4:36am	H	10:34am	L	4:52pm	H	11:25pm	L
9/22	5:42am	H	11:38am	L	5:58pm	H		
9/23	12:35am	L	6:53am	H	12:49pm	L	7:10pm	H
9/24	1:45am	L	8:03am	H	1:59pm	L	8:20pm	H
9/25	2:50am	L	9:07am	H	3:05pm	L	9:24pm	H
9/26	3:47am	L	10:03am	H	4:03pm	L	10:20pm	H
9/27	4:38am	L	10:53am	H	4:56pm	L	11:12pm	H
9/28	5:25am	L	11:38am	H	5:45pm	L	11:59pm	H
9/29	6:08am	L	12:20pm	H	6:31pm	L		
9/30	12:44am	H	6:49am	L	1:01pm	H	7:15pm	L

CAPE FEAR 38



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