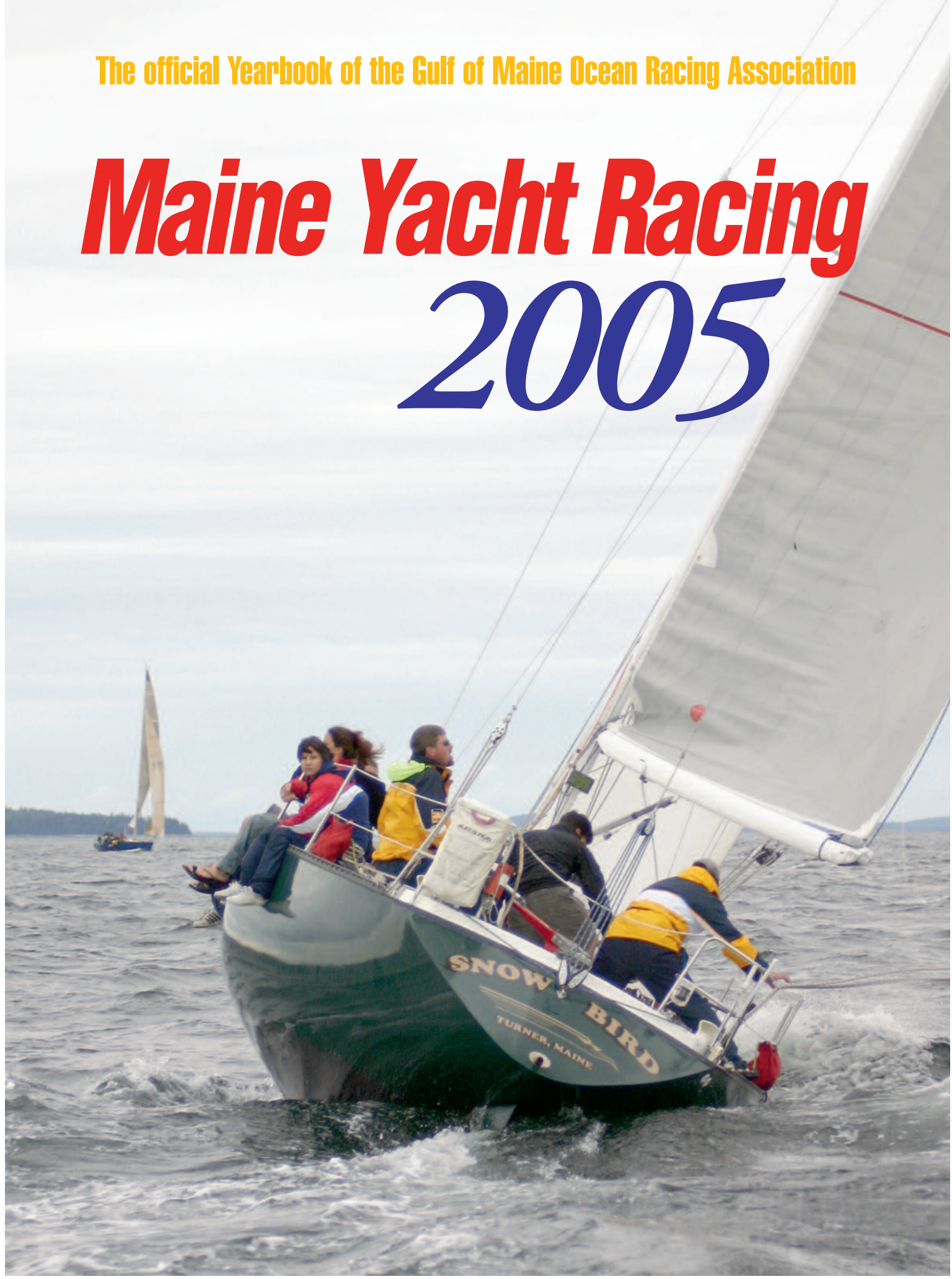


The official Yearbook of the Gulf of Maine Ocean Racing Association

Maine Yacht Racing *2005*



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Dear fellow Gulf of Maine racers:
For 2005, GMORA is introducing two new initiatives to increase participation in the sport of ocean racing. First, we are offering any GMORA event a trophy for the best performing boat with at least 30% of its crew being 18 years old or younger. Anyone who followed the exploits of Sash Spenser's J/35 *Whiplash* the last few years knows what youth can do for your performance!
Think of the advantages: no full-time jobs to distract them, more flexible schedules, an eagerness to learn. What's not to like!?!
More importantly, we believe teens need an outlet for their sailing talents as many are dropping out of the sport after sailing Optis and 420s earlier in life. Finally, my personal belief is that dinghy sailors are just plain better at understanding the nuances of how to make a boat go fast.



The President's Page

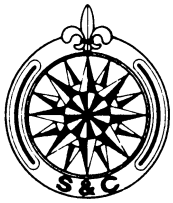
The second endeavor is the First Annual GMORA/STC/CCA Cruise to be held August 6 and 7. The event will be co-sponsored by the Maine affiliates of the Cruising Club of America, the Storm Trysail Club and GMORA. Our intent is to run a casual point-to-point race from Falmouth to Quahog Bay, just east of Harpswell, spend the night in this beautiful lagoon and race back to Falmouth the next morning. Details are yet to be worked out, so stay tuned. We hope to attract both cruisers and racers, and the emphasis will be on the joys of anchoring out, rafting up and just plain socializing. The racing will be very casual.

As always, thanks for your continued support of and participation in GMORA's sanctioned events and good luck in your pursuit of the Dirigo Bowl. Finally, have a safe, fun and fast 2005!

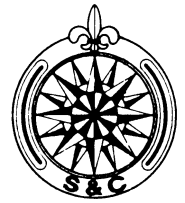
Sincerely,

Geoffrey Emanuel





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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.

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Cover photo: Jonathan Randall's Snowbird moves upwind during the Camden-Castine race. Photo by Ken Russell, wavelengthstudios.com

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2005 MAINE RACING CALENDAR

Gulf of Maine Ocean Racing Association (GMORA)

Date	Event	Region†	Days
June 11	Centerboard Regatta	W	1
June 18-19	Pilot Races	W	2
June 25	Harraseeket Regatta	W	1
July 1-2	Admiral Digby Cup Ocean Race	E	2
July 9-10	PHRF - Maine State Championship	W, C, E	2
July 10, 24, 31	MDI Series	E	3
July 16-17	Boothbay/Leukemia Cup	W, C	2
July 16	Hospice Regatta	E	1
July 23-24	Seguin Island Trophy Race	W, C	2
July 30-31	Pen Bay Regatta (Camden-Castine)	C	2
July 30	Handy Boat Midsummer Regatta	W	1
July 30-31	Downeast Challenge Race	W,C	2
August 6-7	GMORA/STC/CCA Cruise**	n/a	0
August 7-12	Down East Race Week	E	5
August 13-14	Monhegan Island Race	W	2
August 20	MS Regatta	W	1
August 21	MDI Series	E	1
Aug. 26-28	PHRF New England	overall only***	3
August. 28	Commodore's Cup	C	1
Sept. 1	Yarmouth Cup	W	2

† Regions are Western, Eastern and Central

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

*** This event will only count towards the overall season championship, not towards the regional results

Piscataqua Sailing Association 2005 Schedule:

Weekday Evening Series – 16 Weeks

Tuesdays, J/105 / PHRF	May 31 through Sept.13
Wednesdays, Lasers	June 1 through Sept. 14
Thursdays, J/24	June 2 through Sept. 15

Annual Redhook Regatta

J/105 / J/24 / PHRF / Laser Saturday / Sunday, August 20-21 *

* tentative pending PHRF NE Championship dates.

Check www.SailPSA.org often for the latest schedules, news, and race results.

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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. Only boats with valid 2005 PHRF-NE certificates shall be considered eligible for scoring.

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 PHRF 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.

News flash from PHRF-NE

At the fall meeting of the PHRF-NE Board of Governors on Nov. 10, two important amendments to the by-laws were approved. They are:

1. The base headsail LP has been increased from 150% to 155%. This action brings PHRF-NE in line with most other PHRF fleets.

2. Racers may now legally remove cushions from their boats without a penalty. Racers are reminded that they may not remove furniture, cabinet and bulkhead doors, or tables without receiving a penalty

These changes in the PHRF-NE by-laws went into effect Jan. 1.

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From left to right: Bev Griffin, James Lowery, Chris Kean, Carol Dean, Sharon Osborne



Photo courtesy James Lowery

2004 GMORA Series Awards

CLASS A

Sheerness: Dirigo Bowl Winner
1st Overall, 3rd Western, 1st Central,
2nd Eastern

Bandito

2nd Overall, 1st Western, 2nd Central

Kaos

3rd Overall, 2nd Western, 3rd Central

Weather Gauge

1st Eastern

Pequot

3rd Eastern

CLASS B

Whiplash

1st Overall, 2nd Western, 2nd Central,
3rd Eastern

Laurentide

2nd Overall, 1st Western

Keemah

3rd Overall, 3rd Western

Black Owl

1st Central

Ghost

3rd Central

Tern

1st Eastern

Gaylark

2nd Eastern

CLASS C

Commotion

1st Overall, 1st Western, 2nd Central

Snowbird

2nd Overall, 2nd Western, 1st Central

Fiesta

3rd Central

CRUISING CLASS

Rita P

1st Overall, 1st Western, 1st Central

Tako Kichi

2nd Western

Nipantuck

2nd Central

Too Elusive

3rd Central

MULTIHULL CLASS

Alegra

1st Central

SPECIAL AWARDS

Best Dressed Boat

Tamarack

Best Named Boat

Spanking Machine

Most Valuable Crew

Beausoleil

Family Award

Rita P

Best Run Regatta

MS Regatta Committee/MS Society
MS Regatta - Harbor Fest Weekend

Seamanship Award

Peter Garcia - *Alegra*

Principle Race Officer Award

Dave White

Jim Lowery Award for Sportsmanship

Richard Winkler

Hospitality Award

Southport Yacht Club & Boothbay
Region Boatyard
Sequin Island Trophy Race

Most Improved Performance

Laurentide

Yachtsman of the Year is a 'pretty confident guy'

By Sandy Marsters

On June 15 last year, Kip Stone won his division in the grueling 2,920-mile singlehanded transatlantic race called The Transat on *Artforms*, his Open 50 sloop, pulling into Boston Harbor 15 days, five hours, 20 minutes, and 27 seconds after leaving England. The South Freeport, Maine, resident shattered records that had been in place since 1996 by more than 13 hours.

In October, for Stone's extraordinary accomplishments, his sportsmanship, and his dedication to sailing, he was named Points East/GMORA Yachtsman of the Year for 2004. Presenting the prize at the annual awards banquet, Points East Editor Sandy Marsters quipped, "There's only one thing better than winning your first singlehanded transatlantic race, and that's being named the 2004 Points East-GMORA Yachtsman of the year."

Thirty-seven boats started in Plymouth, England, on May 31, 2004. Three of them were American. All the Americans finished, taking a first and two seconds. "If you finish the Transat," said Stone, back in his office at *Artforms* in Westbrook, Maine, "you're in a pretty elite group of sailors."

One of those elite sailors planted in a young Kip Stone the dream of winning a singlehanded transatlantic race. Stone, now 43, remembers listening to Phil Weld, another New England sailor, talk about racing in – and winning (at the age of 65) – the 1980 singlehanded transatlantic race in his trimaran, *Moxie*. "After that evening, I thought this would be a race I'd like to do," Stone said.

Stone grew up in Marblehead, Mass., surrounded by boats and legendary yachtsmen like Ted Hood. He cruised the Maine coast with his parents.

He began ocean racing, thrilled by the feeling of traveling 16 knots on a fully crewed monohull on the Southern Ocean Racing Circuit. One day his boat was passed by a more modern racer, effortlessly managed by a crew of three and going a third again faster than his boat.

Fast was never fast enough for Kip Stone, and even though the guy who came to Maine in 1987 as one of the first urchin fishermen and later developed a very successful T-shirt silkscreening company went just fast enough to win the Transat, he's convinced that even this performance was not fast enough. Someone will do better, he says, and he'd just as soon that per-

son is Kip Stone. "I'm itching to get out there and break my record," he says.

He knows he has the boat to accomplish this goal in *Artforms*, the sleek racer launched in Sydney, Australia, last September and sailed by Stone for 15,000 miles to the start in Plymouth. The boat, he said, "is much faster than the skipper." To improve the skipper's performance, he says, he'll have to find a way to beat the cold of the northern latitudes in which the Transat racers, following the rhumb line to Boston, spend most of their time. At 54 degrees north latitude, Stone says, the boat, the body and everything else become sodden. His five pairs of gloves were soaked and useless after 20 minutes.

"Every time I'd wake up I'd be freezing," said Stone, who managed four to six hours of sleep a day. "I'd wake up shaking cold. The first 14 days I was cold the whole time. If the heater had stopped working, I would have had a really tough time."

He figures the fatigue brought on by the constant cold cost him time. "If I hadn't had to spend so much energy staying warm," he said, "I could have gotten here sooner."

Things didn't start to warm until he'd crossed the Atlantic and was working his way down the Nova Scotia Coast. Having caught a glimpse of his nearest competitor when the fog lifted about 2,000 miles into the race, he knew it was going to be close. Since the racers were allowed to track each other during daylight hours, he also knew that his adversary had dipped south while Stone had stayed north.

That's where the race was made, says Stone. Determined to enter the Gulf of Maine before his competition, he poured it on. "I was well rested," he said. "I had my game plan. I went the way I wanted to go." For 48 hours it was full press, taking advantage of every wave, every puff. "I did everything I possibly could to make the boat go faster," Stone said. "I definitely wanted to win."

When he arrived in Boston, he got his reward as boatloads of employees, family, and friends, cheered his arrival. But he was already looking ahead to other races – the Bermuda One-Two this coming summer, maybe, and the solo round-the-world 5 Oceans Race in 2006. He'll be ready, he says.

"I'm a pretty confident guy."

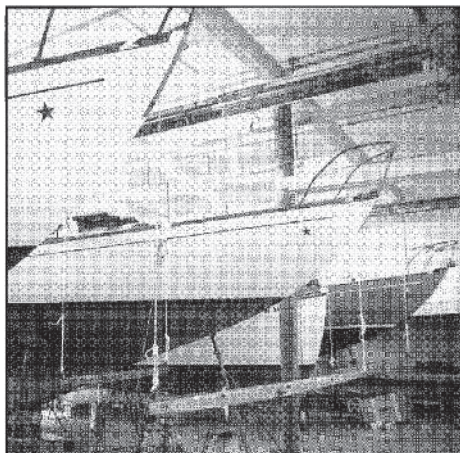
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On the water with GMORA



Richard Parent's *Beausoleil* slides downwind during the PHRF New Englands.

Andrew Marsters

Reports from the Gulf of Maine circuit

Centerboard Regatta

Centerboard Yacht Club, S. Portland, Maine

2005 regatta: June 11

FMI: www.centerboard.org;

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

By David Pierce

The Centerboard Regatta, the Gulf of Maine Ocean Racing Association's first official race of the season, was run in Casco Bay June 12. Eight boats were in the Class A racing fleet, three in the Cruising Class fleet.

The regatta ran two windward/leeward courses. During the first race, the wind was light from the northeast and variable in speed (from 0 to 5 knots) and direction. The course started off Fish Point then proceeded northeast along Great Diamond Island, then returning past the start to Bug Light, finishing off Fish Point.

Immediately after the finish of the first race, the sea breeze filled in 10 to 15 knots from the south, and the race committee

moved the start to Fort Gorges. A new course was devised that sent the racers to Portland Head Light, back to Spring Point Light for a wild, tightly bunched leeward rounding, then out around the midchannel buoy and back to finish off Fort Gorges.

Among the top finishers in Class A, performance was consistent throughout the two races. Don Logan's J/105 *Keemah* took top honors in both races. Ed Rogers, on the Concordia 43 *Revolution II*, was just a couple minutes behind, taking 2nd in

both races. Bob Kellogg's Dobroth 41, *Tamarack*, took 3rd overall as well in both races.

The two cruising class races were equally consistent, with Randy and Gail Rice's *Rita P*, a Pearson 30, taking 1st overall. Taking 2nd in the class was Justin Andrus in his Catalina 25, *Tako Kichi*.

After the regatta many of the racers partook of the free beer and food and enjoyed reliving the day's exciting moments at Centerboard's South Portland clubhouse while the results were tallied. Full results are posted on Centerboard Yacht Club website, www.centerboard.org.



Dave Pierce

Richard Ketchum's *Kiwi 35 Spanking Machine*, new to the fleet in 2004, slices upwind off East End Beach in Portland.

The Pilot Races

Falmouth

2005 race: June 18-19

FMI: www.portlandyachtclub.com

The Pilot Races are an early-season two-day event hosted by the Portland Yacht Club (PYC) in Falmouth. It's a nice way to kick off the season, with PYC's usual terrific Saturday night party. The primary sponsor for the 2004 regatta was Lightship Asset Management. The sponsors also included Shipyard Brewing and Hall Marketing. Thirty-six boats participated in five classes.

Light winds dominated the weekend of sailing June 19 through 20, and only the bigger boats could get in the four scheduled races. *Second Chance* took 1st among the seven J/24s, followed by *Bad Apple* and *Underdog*. The six competing Etchells sailed two races, with *Trouble* taking 1st overall, followed by *Dakota* and *Boogie TYP*.

In the "novice" fleet, created as a simplified Cruising Class, only one 8.6-mile course was raced by the seven boats, with *Nipantuck* taking 1st, *Rita P* five minutes behind in 2nd and *My Pal* in 3rd. PYC Race Committee Chair Bart Weisenfluh said the new class seemed to attract a better turnout than the old Cruising Class.

The "big" boats in Class A sailed four courses ranging from 4 to 9 miles long. Without winning a single race, *Scaramouche* banked a 5th, two 3rds and a 2nd to collect top honors overall. Second was *Revolution II*, and 3rd was *Emotional Rescue*. Also getting in four races, the six-boat Class B Fleet was led by *Commotion*, followed by *Laurentide* and *Whiplash*.

What worked in 2004: We continued to have success in supplementing local Primary Race Officials by "hosting"/out-

sourcing some of our RC duties at our larger regattas, and cruiser/novice participation noticeably increased this season. The "cross-pollination" of the board helped in this department. We made a club-wide push for a simplified cruising class (novice class) and had a season-high participation for this class.

Harraseeket Regatta

South Freeport

2005 regatta: June 25

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

By Bill Full

The first pursuit format race of 2004 was run at the Harraseeket Yacht Club in South Freeport June 26. With an official forecast from NOAA of light and variable winds, the organizers hit the course early but found a light and steady 5- to 6- knot southeasterly blowing. A course of approximately 11.7 miles was set and starting sequence begun at 11 a.m. only to have the wind fall in line with the weather forecast.

After the first hour in 0 to 2 knots of wind, a 7- to 8-knot southwesterly filled in from the right side of the course, and the boats that were able to catch it seemed to be doing handsomely. Thirty minutes later, the southwesterly evaporated, leaving those lured to the right side of the course to fight the current.

By midafternoon, it was apparent that boats would not finish an 11- to 12-mile course and the finish line was re-set between Little Whaleboat and Lower Goose Island. Even so, the last finishers did not make it across until 7 p.m. Ultimately, the yachts that favored the left side of the course, being able to avoid the worst of the flood tide, took the top spots as the



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southwesterly never re-established itself. Once boats got around the weather mark off Eagle Island, remarkable leads opened up as they were carried in by the erratic southeast wind and the tide while the trailing boats crept out.

Dick Hale's *Bandito* captured top honors in class A with Doyle Marchant close behind in *Revo 7*. Scott Smithwick took 3rd in *Kaos*. Class B went to Ted Smith's *Whiplash* while sister ship *Beagle* with Nat Henshaw at the helm took 2nd. Third was Bill Full in *Persistence*. With several yachts dropping out in Class C, there was a limited number of finishers, but persistence paid off for Randy and Gail Rice in *Rita P.* as they took 1st, while Marc Werner in *Nipantuc* took 2nd.

Admiral Digby Cup

2005 race: July 1- 2

FMI: www.annapolisbasin.com

email: kenarg@annapolisbasin.com

It was so foggy at the start of the 2004 Admiral Digby Cup Ocean Race that the committee boat at times couldn't see the pin. There was so little wind that the start was delayed nearly four hours. There was so much fog at the finish that the race committee never saw the only boat to cross the line, Richard Saltonstall's 46-foot tri, *Faamu Sami*.

Saltonstall won the Admiral Digby Cup.

Cuyler Morris of race sponsor Morris Yachts in Bass Harbor, sailing on Andrew von Hirsch's Morris 46, *Poppaea*, said he threw in the towel when the Bay of Fundy began its drain cycle and progress in light to nonexistent winds was impossible.

Still, Morris said he enjoyed the challenge of the 125-mile race, from the Morris yard in Bass Harbor, Maine to the entrance of the Annapolis Basin in Digby, Nova Scotia. Light

winds over the last three years (the first race was a wild, down-wind romp) have forced participants to maximize every possible advantage and carefully study the gulf's fluid dynamics.

Rhumb line to Digby or go south, then pick up a current eddy and maybe a land breeze a few boat-lengths from the Nova Scotia Coast?

But this year it didn't matter much, since once the tide turned it became clear that none of the boats in either the Cruising Class or the Racing Class would finish in the allotted 27 hours, even though, like *Poppaea*, they were only a dozen miles from the finish line. A brick wall might as well have been erected across the Bay of Fundy.

That left *Faamu Sami*, the only boat to beat the tide change, finishing in 18 hours, 47 minutes and collecting the overall trophy.

After dropping out, some boats headed home and a few entered Annapolis Basin under power, some in time to enjoy an awards banquet without awards but with great food and music at the Royal Western Nova Scotia Yacht Club in Digby. Other boats meandered in during the night, unaware that the race had been called.

Those who stuck around Sunday were rewarded with strong winds and bright blue skies, ideal conditions for some round-the-buoys Acadia Cup racing inside the protected basin.

The Admiral Digby Cup is run jointly by Points East Magazine in Portland, Maine, and the Royal Western Nova Scotia Yacht Club. This year's sponsors, both of which have been generous supporters of the race since its inception four years ago, were Morris Yachts and Gritty McDuff's. Information on next year's race will be found at www.annapolisbasin.com.

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PHRF Regatta

2005 regatta: July 9 -10

FMI: www.portlandyachtclub.com

The PHRF and One Design Maine State Championships is the largest regatta run by the Portland Yacht Club in Falmouth and one of the most popular stops on the GMORA circuit.

The 2004 version, run July 10-11, attracted 49 boats for a race that included two starting lines, six fleets, 18 trophies and 30 volunteers. One-design fleets included J/24, J/105, and Etchells, with eight boats each.

PHRF boats racing were divided into Class A, with 11 boats; Class B with eight boats; and the Novice Class with five boats.

Winds were light to nonexistent Saturday, but began to fill in later Sunday.

Among the J/24s, Dan Marston sailed *Underdog* to a first-place finish overall, followed by Andrew Carey's *Mr. Hankey* and Tony Jessen's *Denali*.

The Etchells Class got in four races, with *Imagine* taking the top spot, followed by *USA523* and *Trouble*.

After sailing five races, Ned Semonite's *Black Owl* came out on top of the eight-boat J/105 fleet. Second was Ken Colburn's *Ghost*, followed by Bill Aronson on *Hair of the Dog*.

Class A boats got in three races on courses ranging from 4.6 to 12 miles. Overall results left Dick Hale's *Bandito* slightly ahead of Merle Hallett's *Scaramouche*, followed by Bob Kellog on *Tamarack*. First-place finishes in Races 1 and 2 overcame a 7th-place finish in Race 3 to give *Bandito* the edge.

Class B boats also sailed three races, with Wayne Smith's



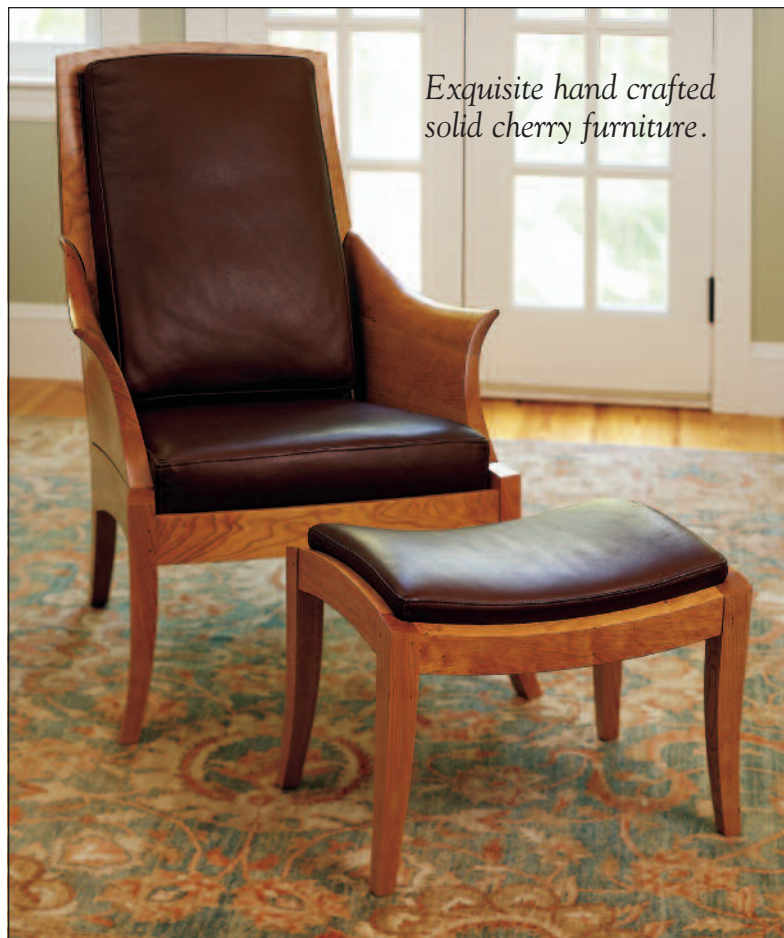
Andrew Marsters

Jonathan Randall's *Snowbird* hunts down the layline to the weather mark during the PHRF Maine races last July.

Whiplash taking 1st overall, followed by Bruce Cumback's *Wiley* and Geoff Emanuel's *Commotion*.

In the Novice Class, Randy Rice on *Rita P* collected two firsts and a second to take the series. Greggus Yahr was second overall in *C-C-Courage* and Justin Andrus, on *Tako Kichi*, took third.

Sail Maine and GMORA provided financial sponsorship for the regatta. Maine Sailing Partners sponsored a rocking Saturday evening party at PYC.



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Mt. Desert Island Series

2005 regatta: July 10,24,31, Aug. 21

FMI: www.nehfleet.org

The 2005 Mt. Desert Island Invitational Series was held on July 11 and 25 and August 15 and 22. The top four boats on points after the four races were: 1st, *Gaylark* (Swan 38 skippered by Kaighn Smith); 2nd, *Tern* (a J/100 with Robert Johnstone driving); *Eventyr* (a J/42 captained by George Haaland), and *Grey Eagle* (a J/105 with Bill Wilkinson at the helm).

Ten boats showed up on the line for 6.3-mile Race 1, and in light, fluky air out of the east, east-southeast, south and south-southwest, *Gaylark*, *Grey Eagle* and *Lena* (a custom design skippered by Richard Schotte) took the top three spots respectively on corrected time. *Lena* just beat out Stockton Smith's Farr 44 *Weather Gauge* for 3rd.

In Race 2, northeast and southeast winds 10 to 12 knots prevailed over the 15.4 mile course, and *Tern*, *Weather Gauge*, and *Eventyr* finished 1st, 2nd and 3rd. Race 3 brought an early hint of fall with 8 to 20-plus knots of wind out of the west-northwest, and Bob Johnstone's *Tern* took 1st again around the 14.6-mile course, followed by perennial contenders *Gaylark* and *Eventyr*.

The pivotal fourth race, held in light north-northwest wind, 5 to 12, was taken by *Gaylark*, followed by David Rockefeller's IMX 45 *Cybele* and the ever-present *Tern*, which just nipped the slippery *Eventyr* for 3rd on corrected time over the 16.6-mile course.

The Northeast Harbor fleet offers an extensive schedule of races every year for one-design and cruising sailboats. Northeast claims the largest International One-Design fleet in

the world, and the IODs regularly race on Saturdays and Mondays during the summer. The Mercury class races on Saturdays and Thursday evenings, and J/22s, j/24s, A-Boats, Luders 16s and Bullseyes have special events every season.

Leukemia Cup

2005 race: July 16-17

FMI: www.bhyc.net

2004 Results

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

Class B: *Keemah*, 1st; *Cool Runnings*, 2nd; *Whiplash*, 3rd.

Cruising class: *Wind Change*, 1st; *Rita P*, 2nd; *Growl Tiger*, 3rd.

J/24s: *Underdog*, 1st

J/22s: *Dodgeball*, 1st

Boothbay Harbor One Designs: *Fraulein*, 1st

By Pauline Dion

More than 60 boats in six classes competed in the 30th annual Boothbay Harbor Regatta and 5th annual Leukemia Cup last July 17-18.

Sailors from all over New England came to Boothbay Harbor, a favorite on the GMORA sailing circuit, to not only compete for the top racing trophies but also to show their support by raising more than \$12,700 for the Leukemia and Lymphoma Society.

This year's regatta was raced in memory of Dick Winkler, a sailor from Standish, Maine, who died of myeloma in 2004. An avid and experienced sailor, Winkler had been active in raising money for the Leukemia and Lymphoma Society. He sailed *Defiance*, his Pearson 37, in the race in 2003. The Winkler

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(J/105s at BHYC's Volvo Leukemia Cup Regatta 2002 - photo by Sally Twinem)

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family accepted a special plaque in his honor.

Gary Jobson, national chairman of the Leukemia Cup Regatta for 11 years and an internationally renowned yachtsman, presented the Leukemia Cup to Arthur "Kitt" Watson (*Too Elusive*) of Camden, who raised the most money. Other top fundraising boats were *Felicitas* (Pauline Dion and Joel Brightman), *Underdog* (Dan Marston) and *Draco* (Dewey Mote). Jobson, himself, has lymphoma.

The awards ceremony and cookout were held Sunday night at the Boothbay Harbor Yacht Club. The Principal Race Officer was David Brennan of Fort Lauderdale. Andy Matthews was Racing Committee Chair. At the suggestion of GMORA, the 2005 Regatta Committee is planning a slightly longer course that takes advantage of the islands and natural geographic beauty of the region.

BHYC will again host the weekend of racing in 2005 and is expecting a growing fleet at this very popular event. Anticipating an even larger crowd than in 2004, in 2005 the Saturday onshore social events will be held at the Ocean Point Marina in East Boothbay. Guests will swing and sway to the steel band Tinpanic and enjoy hearty hors d'oeuvres and a barbecue dinner. Beer, wine and Mount Gay Rum drinks will be served. Dock-to-dock transportation will be available for those sailors in need of a lift to Ocean Point Marina from the harbor with a scheduled onshore shuttle to get everyone back.

recent years, when the first leg of the race headed boats up to a buoy at the mouth of Somes Sound, this year's racecourse headed boats directly out the Western Way, between Mount Desert Island and Great Cranberry.

This windward leg headed the fleet directly into a fog bank hanging just outside the Cranberry Isles. But a fair tide and sharp bow lookouts got the fleet through the bottleneck and out on a course around Black Island. That's when the south-easterly breeze faded. Competitors made a long day of it, ghosting along and watching thunderstorms moving by over the



Wavelengthstudios.com/Andrew Sims

James Hayes' *Dodgeball*, a J/22, powers upwind past Burnt Island Light to victory in the Leukemia Cup off Boothbay Harbor.

Hospice Regatta

Southwest Harbor

2005 regatta: July 16

FMI: www.hospiceregattas.org/maine.shmtl

Humid light air laid a blanket of intermittent fog over the 2004 sailing of the eighth annual Maine Hospice Regatta in Southwest Harbor July 17. The fleet of 15 boats was divided into two classes: Class A with spinnakers, and Class C without.

The main race got under way during a break in the fog around 10 a.m. southeast of Greenings Island. In a break from

land.

By 3:30 p.m. the fog had closed in again. After rounding Black Island, the fleet headed out to the whistle buoy off Baker Island, then up to East Bunker Ledge and back up the Eastern Way to finish off Southwest Harbor late in the day. The poor weather prevented five boats from finishing the charity race.

The winners, on corrected time were Kaignn Smith's *Gaylark* in Class A and John Forsgren's *Spring Tide* in Class C. Robert Johnstone took Class A 2nd place honors in *Tern*. Third place went to William Wilkinson in *Grey Eagle*. Rounding out Class A finishers were Richard Schotte in *Lena* and Tom Rolfes in *Sidewinder*.

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In Class C, 2nd place was taken by David Holmes in *Free Spirit*. The 3rd spot was filled by *Pequot*, sailed by Bevin Cherot. Other Class C finishers, in order, were Alan Krulisch's *Crackerjack* and Hal Kroeger's Morris 52 *Far Out*.

Also part of the annual regatta was junior competition in Optimist prams and 420s. The 2004 Maine Opti championship was held July 15 with young competitors from the length of the Maine coast. First place was taken by Max Soriano of the Kollegewidgwok Yacht Club in Blue Hill, followed by Fin Hadlock of the Harraseeket Yacht Club in South Freeport. The 420 competition was won by Alan Platner and Emily Kuehn of the Sorrento Yacht Club. They were followed by Nathan McMullen and Graham Glass of the Mount Desert Island Community Sailing Center in Southwest Harbor.

July 17 also included International One Design racing inside the Cranberry Isles, where conditions remained relatively clear and breezy. David Rockefeller Jr. took 1st place sailing *Tundra*. Second went to Scott Redmon sailing *Firefly*, followed by Jock Crothers in *Cygnets*.

Seguin Island Trophy Races

2005 races: July 23-24

FMI: www.southportyc.org

2004 Results

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

Class B: *Whiplash*, 1st; *Laurentide*, 2nd

In J/105s: *Black Owl*, 1st; *Ghost*, 2nd; *Hair of the Dog*, 3rd
J/24s: *Rainier*, 1st;

Cruising Class: *Nipantuck*, 1st; *Wind Change*, 2nd

Multihull Class: *Alegria*, 1st; *Friends*, 2nd.

By Charles E. Hawley

In what had been a summer of light winds and less than ideal conditions for sailboat racing, during July 31-Aug. 1 the weather gods smiled on the Gulf of Maine fleet assembled for the Seguin Island Trophy Races (SITR), sponsored by the Southport Yacht Club and the Boothbay Region Boatyard.

On the first day, 28 yachts participated in four classes. By the first gun, the stage was already set for a day of exciting competition. The breezes were solidly established at 15 to 20 knots from the south-southwest. The seas built to 8 to 10 feet as the day progressed. The start for all races was in the protected waters of Ebenecook Harbor, so racers were confronted initially with a narrow one-mile windward leg before reaching under the tactically challenging lee of Dogfish Head. Once in the Sheepscot River, the racing was both spirited and wet.

In Class A, Dick Hale, the 2003 Points East/GMORA Yachtsman of the Year, won the first race in *Bandito*, and the second Class A race was won by *Sheerness*, the 2004 GMORA overall Class A champion and Dirigo Cup winner, sailed by Matt Minson and the Maine Maritime Academy sailing team.

In Class B, Sash Spencer and Ted Smith in *Whiplash*, the overall 2004 GMORA Class B champion, won the first race, while Mike Casey won the second in *Laurentide*, the winner of the 2004 GMORA Most Improved Performance award.

In the very competitive J/105 fleet, Ned Semonite in *Black Owl* dominated the class with two seemingly effortless "bulletts." Rob Hawley in *Rainier* won all three J/24 class races. Mark Werner's *Nipantuck* won the Cruising Class race of the day, and Peter Garcia in *Alegria*, the 2004 GMORA Seamanship award winner, won the Multihull race.

The next day, all yachts participated in a reverse-handicap pursuit race. The breezes had slacked off, but the rolling seas generated the previous day persisted over much of the course.

Keeping way on in these conditions was challenging, particularly in the Sheepscot River's traditional and classically cruel wind holes.

The winner of the 2004 Pete Welles Memorial Trophy, SITR pursuit race, and the Multihull Class for the day was the 20-foot catamaran *Paris Hilton*, sailed by Blake MacDiamid and Peter Smith. They covered the 13.3-mile course in an elapsed time of 1:55:58. Their speed over the water was reported to have been breathtaking at times.

Ned Semonite in *Black Owl* was 1st among the J/105s, but the race for 2nd place in the fleet was truly heart-stopping as Ken Colburn in *Ghost*, Bill Aronson in *Hair of the Dog* (with the dog on board), and Don Logan in *Keemah* finished within 5 seconds of each other.

Sheerness won Class A by nosing out *Bandito* by less than a minute, *Whiplash* won Class B, and George Warren's *Wind Change* held off a charge by *Nipantuck* to win over the Cruising Class fleet. Gretchen Kinsey in *Celebration* held off *Rainier* in the J/24 Class.

The festivities were as memorable as the sailing, including a happy hour, a super barbecue, and entertainment featuring the steel-drum band *Tinpanic*. All post-race activities were held at the Boothbay Region Boatyard.

The Southport Yacht Club, Boothbay Region Boatyard, and the SITR race committee received numerous favorable comments on the quality of the regatta, post-race festivities, and facilities as well as helpful suggestions for future regattas.

In recognition of the manner in which the SITR was conducted, the SYC was presented with the GMORA 2004 Hospitality Award at the annual awards banquet. Plans are afoot as this is written to maintain the momentum generated in the 2004 SITR for this year's event scheduled for July 23-24.

Penobscot Bay Regatta

2005 regatta: July 30 - 31

FMI: cyc@midcoast.com, 207-236-7034

By Aaron Porter

The summer of celebration for the storied New York design firm arrived in Maine with the sailing of the Sparkman & Stephens Cup at the end of July. The race, open only to S&S designs, got under way at the Cape Cod Canal July 31 and ended in Castine Harbor the following day.

Bob Scott, owner of the first-place New York 32, *Falcon*, said the winds started out at 15 knots from the Southwest but built to 30 knots through the night. Gary Gregory's 64-foot S&S-designed 12-meter, *Valiant*, was first across the finish in 18 hours and 40 minutes. On corrected time, she lost to *Falcon* and another New York 32, *Siren*, skippered by Peter Cassidy.

In addition to the top three finishers, seven other boats completed the race.

Following a couple of days' rest, competition got started again Aug. 4 with a series of match races featuring five different S&S designs. The waters of Penobscot Bay off Castine were crowded with sails of all sizes and spectators charging around to take in the variety of races.

A fleet of Dark Harbor 20s came over from Islesboro for the celebration. In their competition, Mark Collins in *Fidelity* bested Bob McNeil's *Winsome* and Lee Fentress in *Skylark*.

The next size up was the New York 32 competition, in which Cassidy's *Siren* placed ahead of Scott's *Falcon* and Debbie Rogers in *Gentian*.

Seguin 44 match racing pitted Eli Slater in *Galavant* against Jim Pitney in *First Light*. *Galavant* was the winner.

The most anticipated match race pitted an old S&S design against a new one. It also pitted 96-year-old S&S founder Olin Stephens against the firm's current chief naval architect Greg Matzat. Stephens was at the helm of *Stormy*, a classic S&S sloop. Matzat sailed the Morris 36, a new S&S day-sailer inspired by *Stormy*.

Despite an early lead, *Stormy* was becalmed just off the entrance to Castine Harbor. The 36 passed her to take the honors. Stephens was further honored at an evening symposium of some of the world's finest yacht designers held at Maine Maritime Academy.

On Aug. 5, racing resumed with the fifth annual Castine Classic Yacht Race between Castine and Camden. Open to all classic yachts, the race attracted 47 competitors. Despite the additional competition, *Valiant* again walked away from the fleet. With 14 knots of wind, the 12-meter made it down East Penobscot Bay, rounded Robinson Rock, and crossed the finish line off Camden Harbor in three hours and one minute.

This time, her performance was good enough to give her fleet honors and a win in Classic A, even on corrected time. As overall winner, *Valiant* owner Gary Gregory was awarded the Ames Cup, donated to the Castine Yacht Club by Margaret Ames in memory of her husband and two sons lost at sea in the 1935 Newport to Oslo race. *Valiant* was followed in Classic A by Andrew Nixon in the S&S designed *Windalier*, and Robert McNeil in the Herreshoff *Joyant*.

In classic B, the vintage six-meter *Alana*, sailed by Toby Rodes, placed 1st. She was followed by Alfred Slanetz on the New York 30, *Cara Mia*. The Concordia yawl, *Coriolis*, sailed by Doug Adkins, finished 3rd in the division.

Vince Todd's Little Harbor 36, *Thora* took honors in Classic C competition. She was followed by Doug Peterson's Concordia yawl, *Skye*, and Tony Oppensdorff's *Fidelio* in 3rd. In Classic D, Howard Knox's 36-foot Herreshoff, *Dolphin*, placed 1st, followed by Thorpe Leeson's *Old Rarity* and Thomas Latta's Concordia yawl, *Carol Lyn*, in 2nd and 3rd.

In the Spirit of Tradition division, the W-76 *White Wings* took 1st-place honors. She was followed by *Pleione*, a new International 8-meter sailed by Bruce Dyson. Third place was won by Steve White in his Brooklin-built *Vortex*.

Friday's race from Camden to Brooklin saw the three New York 32s at the head of the pack on corrected time, *Falcon* 1st, *Siren* second and *Gentian* 3rd. Of

the 61 boats registered to race, only 32 finished. The fastest elapsed time came from Richard Schotte's *Lena*, which finished the course in three hours and 17 minutes.

Handy Boat Midsummer Regatta

2005 regatta: July 30

FMI: <http://handyboat.com>

By Cathy Steeves

Four classes lined up for the start of the first running of the Handy Boat Regatta last July under overcast skies, with a 10- to 15-knot northerly breeze and pretty flat seas. The race committee selected three courses, which worked well to keep traffic clear.

The Racing Class had a 10.2-mile course and would have been won by Merle Hallett's *Scaramouche* on a corrected time of 1:43:08. As host of the regatta, he graciously withdrew. *Big Dog Party* and *Bandito* were 2 minutes back, tied with a time of 1:45:35 for 1st place. Second was captured by *Keemah*, another minute back.

The Cruising Class used a shorter four-mile course that circled Clapboard Island. Eleven boats contested this class, a good turnout considering the

short notice for the event. *My Pal* took the win with *C-C-Courage* one minute behind.

The Etchells and J/24s raced twice on a windward-leeward course that took them toward Spring Point. *Voodoo* finished a combined 1st for the Etchells fleet of six starters, with a 1st and 2nd in the two races. *Hooked on Tonics* finished 2nd, with a 4th and 1st in the two races. In the J/24 event, *Second Chance* bested the fleet with 1st- and 2nd- place finishes, with *Bad Apple* combining a first and 4th for 2nd- place honors.

Handy Boat hosted a post-race party with chowder and beer while the times were tallied, and awarded some very nice prizes.

Downeast Challenge

Gloucester, Mass.

2005 race: July 30-31

FMI:

www.annisquamyc.org/downeast.html

By Neil Woodside

The Downeast Challenge race is a 125-mile overnight race from Gloucester, Mass., to Rockland, Maine, sponsored by the Annisquam Yacht Club in association with the Eastern Point Yacht Club in Gloucester and the Rockland Yacht Club

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in Maine. The 2004 race on Aug. 21 benefited the Rockland Rotary scholarship fund.

The 10 a.m. Saturday start was held outside the breakwater in a 12- to 14-knot southwest breeze. Of the 14 entries registered for the race, seven were in the doublehanded division. Six of those boats started, followed five minutes later by the seven boats in the fully crewed division. Soon all boats set their spinnakers and reached off for the first mark, a day beacon off Thacher Island east of Cape Ann. Sailing nearly identical courses for a time the boats made a colorful parade of spinnakers, sorting themselves into a line several miles long, according to their speed in those conditions.

Throughout the day, the wind speed and wave height slowly built, and by midafternoon, many of the boats were having considerable difficulty maintaining a steady course in the steep following sea of 8 to 10 feet and a brisk southwesterly about 18 to 22 knots.

In midafternoon, *Altered States*, a 34-foot S-2, dropped out of the race and headed into Newburyport with broken steering gear. *Turn The Page*, a Beneteau 473, had to withdraw at around 4:45 p.m. when a spinnaker knotted on the forestay, leaving four boats to continue in the doublehanded division. By late afternoon winds hit 25 knots, gusting to around 30 at times, with wave height and frequency increasing as well. Most boats dropped their spinnakers in late afternoon, shifting to poled-out genoas. In the morning, a patchy fog bank welcomed racers back as they closed with the coast. Once into Penobscot Bay, winds eased and veered west, allowing a fast reach to the finish at the Rockland breakwater lighthouse.

Walkabout earned line honors as the first finisher, crossing the line in 15 hours, 54 minutes and 24 seconds. After some recuperation time, sailors met Sunday afternoon for the awards event. On corrected time, adjusting scoring according to handicaps, Doug and Colin Pope on *Walkabout* hung on to take 1st place both within their division and overall. Second in the doublehanded division went to Gust and Jan Stringos on *Bluebird*. George Pawle, sailing *Bellatrix*, a Norlin 34 out of Beverly, Mass., took 3rd in doublehanded.

In the crewed division, Dave Pearce of Annisquam sailed his Hinckley Pilot, *Kanga* to 1st place. Second went to Fred Schmid on *Whistler*, a J/30 from Marblehead, Mass. Neil Woodside's *Undine* came in 3rd.

Down East Race Week

2005 regatta: Aug. 7-12

FMI: www.downeastraceweek.com

By Mike Chace

Down East Race Week's 10th anniversary year saw more than 35 competitors in six scheduled races, five of which were successfully run, and good weather except for the last day. Shoreside activities were well attended and well hosted by the North Haven Casino and the Northeast Harbor Fleet.

West Penobscot Bay Race (WPBR), Aug. 7: DERW started with the skippers' meeting and reception at the North Haven Casino, coordinated by Commodore Mitch Cabot, assisted by Pete DuPont on Friday evening, Aug. 6. Saturday dawned clear with a light norther blowing in the Fox Island Thorofare, which meant a start out into West Penobscot Bay.

The course led south to Buoy RW FT MoA bell at the western entrance to the Thorofare, north around Vinalhaven, then

southerly to finish off Babbidge Island ledges at the eastern end of the Thorofare. As the race progressed, the norther died, leaving several boats stranded. A southerly then filled in, reconnecting the fleet somewhat, but the finishing positions did not change much. The shortened race ended off Bald Island in East Penobscot Bay.

Division 1 honors went to *Pequot*, a Hinckley 44, owned by Bevin Cherot. In Division 2, Bob Johnstone was first in his new *Tern*, a J-100. Divisions 3 and 4 raced together for the series and line honors were taken by *Milady*, a Sabre 34 owned by Chris Jennings. Most of the boats then proceeded on the strength of an evening southwester, eastward for the night into the Deer Isle Thorofare or Merchant's Row through a maze of lobsterpots that shone brightly in the late afternoon sun.

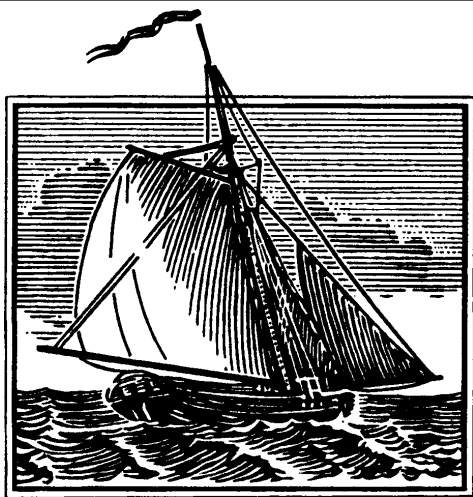
The Nevin Cup, Aug. 8-9: Day one of the Nevin Cup dawned clear and calm and boats could be seen converging on Eggemoggin Reach as they powered up from their overnight anchorages. The start was off at RW EE Bell at the eastern end of the Reach. From there the fleet proceeded northwest up the Reach to Torrey Castle, thence, in a building souwester, southeast into Jericho Bay to Egg Rock.



Down East Race Week 2004 hosted more than 35 racers in six scheduled races. Above, MMA's Sheerness moves to windward. At the left, Sheerness in the foreground and Stockton Smith's Farr 44 Weathergauge go head to head. Below, the crew of Whiplash appears to be enjoying the action, with sailing master Ted Smith facing the camera.

Photos by Win Fowler





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From there, Divisions 3 and 4 beat south to Southern Mark Island Ledge and Divisions 1 and 2 went several miles farther before turning back to RWE Bell. The wind had built to 15 to 18 knots as the fleet rounded RWE to head for the finish at Torrey Castle. It was a well-planned race, and all four classes were close together at the finish with the full fleet finishing within a few minutes of one another.

Whiplash, the immaculate J/35 skippered by Ted Smith; *Cybele*, David Rockefeller, Jr. and Rick Burnes' flashy red IMX 45 and *Revolution*, a Farr 43 owed by Ed Rogers, competed smartly at the finish with Alan Joseph in his newly owned *Hot Numbers*, a red Taylor 42. But line honors went to *Weather Gauge*, a Farr 44 owned by Stockton Smith in Division 1, *Otter*, a Sabre 38 skippered by Henry Becton and Rusty Duym in Division 2, and *Ariana*, an Ohlson 42 skippered by Jeff Becton in Divisions 3&4 combined. The fleet retired to Benjamin River for the night.

Day 2 again bought light southwesterly breezes that strengthened during the day. Starting at Torrey Castle, the fleet proceeded south through the reefs to Long Ledge Bell at the eastern end of the Deer Isle Thorofare, with Divisions 1 and 2 going farther south, thence northerly on a spinnaker leg through The Pond Island Passage into Blue Hill Bay to finish between Bar and Trumpet Islands. Winds peaked at 20 knots at the finish, with the smaller boats finishing first on their shorter course.

Looking back from our position on *Lara*, a Hinckley 42 skippered by Charles Hoppin and Mike Chace, Divisions 1 and 2 paraded by in full cry. *Reindeer*, skippered by Newbold Smith, treated us to a dramatic spinnaker blowout and smart reset at the finish. The three J/42s, Merlin owned by Mark Cluett, *Finesse* owned by Newt Merrill and *Eventyr*, owned by Gordon Haaland, all finished neck and neck, but line honors again went to Stockton Smith, repeating a 1st place on *Weather Gauge* in Division 1. *Far Out*, a custom Morris 52 skippered by Hal Kroeger, put in an impressive performance for his first year in the regatta by winning Division 2, and Jeffrey Becton in *Ariana*, repeated his first in Divisions 3 and 4 combined. At the finish of the Nevin Cup, the fleet dispersed to various points in the Great Sound of Mount Desert.

Lay Day Dinner and Awards, Aug. 10: Henry Brauer, Commodore, and Hal Kroeger hosted a Lay Day dinner for 140 people, and prizes were given out for the first three days with much merriment. At this point we said "thanks and goodbye" to Win Fowler, who with Ben Welles of the Kollegewidwok Yacht Club, had provided us with such great courses and race management in the first three days, and turned Committee Boat responsibilities over to Greg Wilkinson of the Northeast Harbor Fleet and its committee boat, *Shearwater*.

August Cruise, Aug. 11-13: With Hurricane Charley to the south, it was decided to forgo a planned race into Frenchman Bay and keep the August Cruise closer to home. For Day 1, Greg Wilkinson set a nice windward-leeward into a 5 to 10-knot southerly course that took us from Mount Desert Island out the Western Way south past Long Ledge Gong rounding Black Island to port. Divisions 1 and 2 went farther south and then we all turned north, returning through the Western Way and finishing in the center of the Great Sound of Mount Desert. Line honors went to *Reindeer* and Newbold Smith in Division 1. Division 2 honors went again to Hal Kroeger in *Far Out*, and in Division 3 and 4 combined, Jeff Becton picked up his third bullet of the series.

Day 2 saw us again starting on a long course from Northeast

Harbor, heading south out the Western Way, this time leaving Black Island to starboard, thence proceeding northwesterly into Blue Hill Bay to Ship and Barges Ledge gong for Division 3 and 4 and Tinker Island for Divisions 1 and 2, thence southerly to finish at RW CP bell at the eastern end of Casco Passage. Winds from the southwest built to 20 to 25 knots, providing all with a spectacular rail-down beat to the finish. In first place were Stockton Smith on *Weather Gauge*, Robert Johnstone on *Tern*, and *Ariana*, skippered by Jeff Becton, taking her 4th win.

With the remnants of Hurricane Charley approaching, the fleet ducked into the small natural harbor in the lee of Orono Island for the night. The winds built to 30 knots during the night and rose to 35 knots, bringing torrential rains the next day and the Regatta Committee decided to cancel the final race on the advice of the Committee Boat.

The fleet had an exciting dispersal to their home ports in increasingly lumpy chop and reduced visibility. At the awards ceremony at the Northeast Harbor Fleet that afternoon, the consensus was that we had had a great series worthy of our 10th year.

Full details of the finishing positions can be found on the DERW website, www.downeastraceweek.com. For information on next year's event contact Bob Johnstone, who is succeeding Mike Chace as manager of the event, at bobj@mjmjyachts.com or telephone 617-723-3629,



wavelengthstudios.com/Andrew Sims

Bob Kellogg's Dobroth 42 *Tamarack* heads for Cow Island after the start of the 2004 Monhegan Island Race. *Tamarack* finished third in Class A.

The Monhegan Island Races

2005 race: Aug. 13-14

FMI: www.portlandyachtclub.com

By Geoff Emanuel

The 2004 Monhegan Island Races marked the 76th anniversary of the first race, held in 1928. The Monhegan Island Races are sailed on four different courses.

In 2004, depending on the course sailed, the wind held from the southwest at 7 to 12 knots until late Saturday night then lightened and veered to the west-northwest, where it remained at varying intensities of 2 to 10 knots until approximately 10 a.m. Sunday. Then an 8 to 12-knot north-northwesterly breeze filled in that caught some of the competitors by surprise. While somewhat early for a sea breeze to fill in, the intensity and direction of the new breeze was unusual.

The Manana race brought together 12 boats on an 83-mile course from Hussey Sound to the Portland LNB to Monhegan

and home. Wayne Smith's risk-taking on *Defiant* won him 1st place, followed by Mike Casey's *Laurentide* and Geoff Emanuel's *Commotion*.

The long course in the Monhegan is sailed by race-equipped boats mainly longer than 35 feet. This year's race had 11 boats in two classes: Monhegan A and B. The 113-mile course runs from Clapboard Island to a whistle buoy off Cape Porpoise, the Monhegan whistler and back to Portland Head Light.

Bruce Schwab's *Ocean Planet* won the start and showed the exceptional speed expected from an Open 60. However, on the first leg to Cape Porpoise she caught lobster traps on three separate occasions, substantially slowing her progress. As a result, Randall Greene's 66-foot *Kodiak* beat her to the first turning mark despite *Ocean Planet* owing *Kodiak* a substantial 99 seconds/mile. *Ocean Planet* kicked up her heels on the downwind leg to Monhegan and rounded nearly two hours ahead of *Kodiak*. *Ocean Planet* finished 2 hours and 45 minutes ahead of *Kodiak* but lost by 24 minutes on corrected time.

Monhegan B was arguably the most competitive class, with nine boats ranging from Richard Orchard's state-of-the-art Farr 36 *Grins* to *Bandito*, Dick Hale's Nelson-Marek 45. The class had a slugfest throughout the race with no clear winner materializing until the last 10 miles. In the end, Scott Smithwick's *Kaos* took class and overall honors by 9 minutes over Richard Parent's *Beausoleil*. Bob Kellogg's *Tamarack* finished 3rd, 10 minutes behind *Beausoleil*.

Monhegan C consisted of four boats in the Doublehanded Racing Division. Due to the workload of handling sails with two people, their 51-mile course is the shortest in the fleet, with turning marks at Cape Elizabeth and Seguin Island. Nat Henshaw's *Beagle* won the class, finishing 21 minutes ahead of Bruce Cassidy's *Emotional Rescue*. Mike Iaconeta of Wells finished 3rd in *Nightshift*.

Three classes competed for the Seguin Island Trophy. The 64-mile course has turning marks near Biddeford Pool and Seguin Island. The overall trophy was won by Chris Kean's *Soulmate*, which is quite a feat considering she was competing in the Seguin Island C, the doublehanded cruising class.

Jim Thomson's *Thistle* took the class by 35 minutes over Jim Palmer's *Morning Star*, while Ken Porter on *Kenosha* rounded out the class.

Seguin Island B had five boats and

was won by Erik Greven's *The Phoenix*, Ron Cole's *Artemus* and William Rago's *Aquila* finished 2nd and 3rd respectively. Seguin C, the doublehanded cruising class, had five boats. Randy and Gail Rice's *Rita P* and Greggus and Jennifer Yahr's *C-C-Courage* finished 2nd and 3rd respectively after class winner *Soulmate*.

Overall, the race was another good test of seamanship and endurance for the competitors as well as an enjoyable jaunt around the Gulf of Maine.

Festivities at the hosting Portland Yacht Club, including the Friday night cocktail party and skippers' meeting and the traditional Sunday-morning breakfast were, as always, first class.



MS Regatta

2005 regatta: Aug. 20

FMI: www.msmaine.org/msregatta

On August 14, sunny skies and shifty southwesterly breezes greeted hundreds of participants and spectators for the 23rd Annual Multiple Sclerosis Benefit Regatta, part of the weekend long MS Harborfest 2004 presented by Verrill Dana, LLP. 127 sailboats competed in 14 divisions to raise money for the Maine Chapter of the National MS Society. Thirty degree shifts in the 10- to 12-knot winds made for challenging racing and numerous lead changes throughout the bay.

Centerboard Yacht Club, based in South Portland, led the team competi-



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tion, winning the Gannett Interclub Trophy with strong finishes from Dave Pierce's S2 7.9, *Akela* (2nd), Al Carville's J/22, *Incognito* (3rd) and Ed Rowe's J-24, *Flying Chicken* (4th). The Service Club Trophy was won for the Portland Rotary Club over the Falmouth Rotary Club by the team of Merle Hallett's Nelson Marek, *Scaramouche* (4th) and Arthur Watson's Ocean 80, *Too Elusive*. The Hallett-Wellehan Trophy for volunteer contribution was awarded to Johanna Cady, MS Regatta Fleet Commander.

Ultimately the big winner was the Maine Chapter of the Multiple Sclerosis Society as over \$100,000 was raised through donations, sponsorships, the MS Benefit Auction, the MS Powerboat Poker Run, the MS Tugboat Muster and MS Shoreside Events and the fleet of the 23rd Annual MS Benefit Regatta.

PHRF New Englands

2005 race: Aug. 26 - 28

FMI: www.phrfne.org

One hundred and seven yachts, hailing from Buzzard's Bay to the Gulf of Maine, registered for the 2004 PHRF of New England Championships off Marblehead, Mass., Aug. 27-29. After three days of intense racing, with several boats logging superb records, the series summary looked like this:

Line 1 winners – Class 1: *Numbers*, CM60, Dan Meyers; Class 2: *Boys Are Back In Town* (with six 1sts), FRR 36, McManus/Colahan; Class 3: *Claddagh* (three 1sts, two 2nds, and a 3rd, N/M 40, Leo Fallon; Class 4: *Manic Maneuver* (five 1sts and a 3rd), BNT367, Jud/Cindy Smith.

Line 2 winners – CLASS 5: *Hot Spur* (four 1sts and two 2nds), FRS 36, Phil DiCarlo; Class 6: *Vigilante*, J/105, Vern Polidoro; Class 7: *Eclipse*, FRS 33, Warren Hudson; Class 8: *Gold Watch* (three 1sts, two 3rds and a 4th) FNG 38, Horst Lachmayr.

Line 3 spinnaker-class winners – CLASS D: *Farr Out* (four 1sts), Farr 30, Ryan Walsh; Class E: *Shenanigan* (two 1sts and two 2nds), PSN 30, Bob Maxwell.

Line 3 nonspinnaker winners – Class F: *Only Time* (four 1sts), Swan 44, Rob Gorman, Class G: *Nonpareil* (three 1sts and a 2nd), C&C 32, Tom Anderson.

On Friday, lines 1 and 2 got off three great races. The winds were fairly steady, in the 9- to 12-knot range, with relatively flat water. On Saturday, the first race of the day was

much like the racing on Friday, moderate southwesterly winds. Towards the end of the first race the wind lightened. The second race was a different story. The wind was much lighter with larger shifts. There were biblical changes of position in the second race. This was the first day of racing for Line 3

Sunday's forecast called for a 10- to 15-knot southwesterly. At the scheduled start time, the wind speed was in the 2- to 3-knot range. Later the wind increased enough to start a race. Then things got screwy. On the Line 1, they made radical mark changes to account for huge wind shifts. Line 2 abandoned their race after spinnakers were seen on the windward leg. After waiting a while, the wind came up from an unusual direction, from the northeast. A short double windward-leeward race was run. Only Line 3 sailed a second race today.

The Fleet Prize was awarded to the Jubilee Yacht Club of Beverly, Mass. Before the event each Fleet Captain selected three boats to represent their fleet. The best overall performance of these boats wins. The West Marine Performance Trophy was awarded to Phil DiCarlo sailing his Frers 36 *Hot Spur*. This trophy is awarded to the winner of a spinnaker flying class with close competition. Thus a winner of a class with all firsts will not win this trophy.

Yarmouth Cup

2005 race: Sept. 1

FMI: www.yarmouthcup.com

2004 Results

Overall winner: *Sea Return*

Cruising Class: 1st, *Perseptive*; 2nd, *Synergy III*

Racing Class A: 1st, *Too Elusive*; 2nd *Beausoleil*; 3rd, *Kaos*

Racing Class B: 1st, *Sea Return*; 2nd, *Froya*; 3rd, *Panacea*

Multihull: 1st, *Alegra*; 2nd, *Flying Fish*; 3rd, *Faamu Sami*

Multihull line honors: *Faamu Sami*; monohull line honors:

Too Elusive; Cook's trophy: *Perspective*.

By Carla Allen

Crews in the 15th annual Yarmouth Cup Race held Sept. 2-5 were delighted with the fine sailing conditions during the 174-nautical-mile passage. A steady southwest breeze ranging

YARMOUTH CUP, continued on Page 36

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	
79.1	81.3	83.6	85.8	87.8	89.8	91.2	92.8	93.9	95	96	96.8	97.8	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	85	70.7	75	78.5	81.3	83.8	85.6	87.3	88.9	89.8	91	91.8	92.7	93.3	93.9	94.3	94.7	95.1	95.4	95.8	95.8	2
The		10.5	38.7	49.6	55.7	62.1	67.1	71.2	74.5	77.3	79.8	81.8	83.3	84.8	86.1	87.2	88.1	89	89.7	90.3	90.8	91.3	91.7	92.1	3
Rinderle B			10.5	28.7	40.8	48.2	55.8	61.1	65.3	68.9	71.8	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
scoring system				10.5	25.8	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
was developed to weight					10.5	23.4	33.2	40.8	47.1	52.2	56.8	60.3	63.5	66.2	68.8	70.7	72.8	74.2	75.7	77	78.2	79.2	80.1	81	6
performance as a function of						10.5	21.8	30.7	37.8	43.9	48.8	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
two criteria, finishing position and the							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
number of boats participating in a given race.								10.5	18.8	27.2	33.5	38.9	43.8	47.7	51.2	54.3	57.1	59.5	61.7	63.7	65.5	67.1	68.5	69.9	9
This grid assigns a specific number based on, first, a									10.5	18.8	25.8	31.8	37	41.5	45.4	48.8	51.8	54.8	57.1	59.3	61.2	63	64.7	66.2	10
particular yacht's finishing position and, second, the number										10.5	18.2	24.7	30.4	35.3	39.8	43.4	46.7	49.7	52.4	54.8	57	59	60.8	62.4	11
of boats that finish in any given race behind a given yacht. The high-											10.5	17.8	23.7	29.1	33.8	37.9	41.8	44.8	47.8	50.4	52.8	55	56.8	58.7	12
er the finishing position, the higher the number. The more boats that a												10.5	17.1	22.9	27.8	32.4	36.4	39.9	43.1	46	48.8	50.9	53.1	55	13
given yacht beats, the higher the number. The highest number is awarded to the													10.5	16.7	22.1	26.9	31.2	35	38.4	41.5	44.3	46.9	49.2	51.3	14
first-place finishing yacht that beats the largest number of boats. Common sense supports														10.5	16.3	21.5	26	30.1	33.8	37.1	40.1	42.8	45.3	47.6	15
the idea that anyone who beats more boats in a regatta should get more reward. Secondly, it															10.5	16	20.8	25.2	29.1	32.7	35.9	38.8	41.5	43.9	16
doesn't matter what class a given boat races in, GMORA will score season championships by the highest																10.5	15.7	20.3	24.5	28.2	31.8	34.7	37.8	40.2	17
total of Rinderle B points achieved by individual yachts from their nine best race days.																	10.5	15.4	19.8	23.4	26.7	29.8	32.8	35.6	18
																		10.5	15.2	19.4	23.2	26.7	29.8	32.8	19
																			10.5	14.9	18	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

Multihull circuit sees heated competition

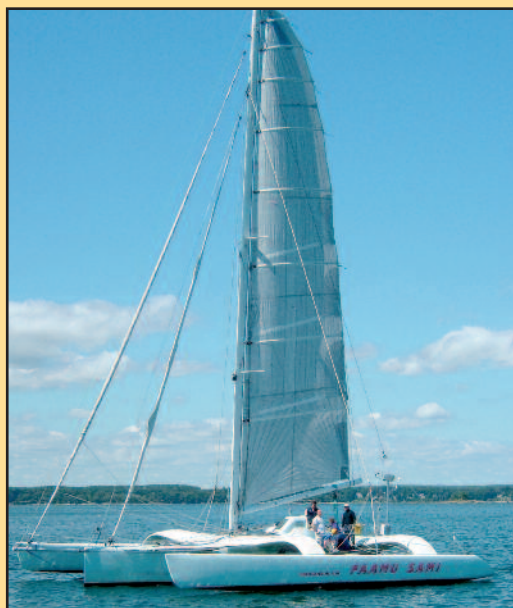
By Peter Garcia

Multihull participation in GMORA continued to grow in 2004 with more than a dozen boats participating. Competition was spirited and the outcome in doubt until the last race was finished.

Four trimarans sailed the Camden-Castine Races on Penobscot Bay in July. The smallest of the four, Bruce Olson's handsome (he built it himself!) Farrier 2A, carries a handicap of 50 seconds per mile. The fastest, Dick Saltonstall's Hughes 46 *Faamu Sami*, rates -90 seconds per mile.

In light of the 2-minute and 20 second-per-mile spread in the class, the owners agreed to request a pursuit race, in which the slowest boats start first and the fastest last. The theory is that all will reach the finish at the same time. The real reason was to avoid the letting Dick Saltonstall finish dinner in Castine before some of the slower boats arrived.

Olson's Farrier, *Quickstep*, started first, followed by Peter Garcia's vintage Newick Tricia, *Alegra*, about 10 minutes



Andrew Marsters

Richard Saltonstall's Hughes 46 trimaran *Faamu Sami* idles before the start of the 2004 Yarmouth Cup.

later. The first leg was upwind in flat water west along the south shore of Islesboro. *Flying Fish*, Charlie Pingree's 54-foot Hughes Hammerhead (also built by the owner and flat-out gorgeous), started third, about 7 minutes later.

The conditions were good for *Quickstep* and *Alegra*, but perfect for *Flying Fish*. Halfway up the weather leg she was churning upwind at about 10 knots and had earned back her handicap by reeling in both smaller boats. Shortly after, *Faamu Sami* did the same and began to bear down on *Flying Fish*. It became a two-boat race as the two Hughes boats showed their impressive speed in about 10 knots of breeze and flat water. As the two neared the weather mark near Searsport, the breeze died and the race became a drifter to the finish off Camden. *Flying Fish* held off *Faamu Sami* to win. *Alegra* was 3rd.

Sunday was sunny with a light southwest breeze that built a bit after noon. After another pursuit start the fleet proceeded back to Camden, going east around Islesboro. The

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two Hughes speedsters were again vying for first place by the leeward mark off Robinson's Rock. As the breeze filled in, *Faamu Sami* power-reached in double digits to finish 1st, followed by *Flying Fish* and *Alegra*. *Flying Fish* and *Faamu Sami* tied for 1st for the weekend.

The next weekend, Jake Van Beelan's Walter Greene tri, *Friends*, joined *Alegra* at the Seguin Races, hosted by Southport Yacht Club. *Friends* won the pursuit race Saturday. Our Southport hosts outdid themselves with food and steel band music Saturday night.

On Sunday the fleet was treated to an exciting demonstration of speed. Blake Macdiamid and Peter Smith unwrapped their tricked-out 20-foot beach cat, climbed into the trapezes, and blew the doors off the competition in a light to moderate southwester, sailing most of the time at better than twice wind speed. *Friends* was 2nd and won the regatta.

Next was the 109-mile Monhegan race, and four started: *Flying Fish*, *Friends*, *Irish Lady* (a Corsair 27) and *Alegra*. The first leg to Cape Porpoise was upwind in a light, shifty southwester and a two-foot swell. *Friends* rounded first at 6:37 p.m. *Flying Fish* was 14 minutes behind, and *Alegra* a full 35 minutes later. *Irish Lady* retired. The breeze went very light as the fleet jibed downwind in the night toward Monhegan.

Dawn found the three remaining tris within sight of each other approaching Monhegan Island. *Flying Fish* rounded the Monhegan whistle at 6:35, *Friends* at 6:40 and *Alegra* at 7:02. Sunday morning was warm and frustrating as the breeze died, filled in, and then died again. Late in the morning, the sea breeze began to build and all three tris enjoyed 10- to 15-knot reaching to the finish off Portland Head.

Flying Fish took line honors in the early afternoon, followed by *Friends* and *Alegra*. *Alegra* saved her time in the rising breeze and finished 1st on corrected time. *Flying Fish* corrected to 2nd.

The MS Regatta, with 13 boats in two classes, was the largest multihull regatta in Maine in 2004. Only one GMORA participant, *Alegra*, sailed.

Four multihulls came to the line for the Yarmouth Race, and the stage was set. *Alegra* led the season championship on points, and *Flying Fish* was 2nd, but the scores were so close that whichever boat beat the other would likely win the season Multihull Circuit championship.

After 175 miles in light and variable southeasterlies, *Alegra* again rode a rising sea breeze to the Friday finish to beat *Flying Fish* and win the season championship. The margin was 28 seconds on corrected time. As always, Yarmouth hospitality was splendid. The small multihull crews did their best to party with the numerous and animated lead-belly sailors.

In September, many members of the multihull fleet and the boatbuilding industry gathered at the Kennebunk home of designer Scott Lambert to honor the great multihull designer Dick Newick. Newick, designer of many famous racing multihulls (*Moxie*, *Cheers*, *Rogue Wave*) has lived and practiced in Kittery for the past 20 years. The party was to bid him farewell as he slows down his practice a bit and moves west to be near his grandchildren. Olin Stephens turned up to join the celebration.

Multihull owners interested in participating in GMORA Multihull Circuit should contact Peter Garcia (207-784-3200) or Walter Greene (207-846-3184). Both are Directors of the GMORA.

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Johnstone dominates 2004 RSR

2005 race: Aug. TBA
FMI: www.castineyachtclub.org

The 2004 Retired Skippers Race Aug. 21 was the wettest in recent memory. Torrential rain, drifting fog, and very variable winds plagued the 53rd sailing of the annual test of skill and accumulated sailing ability of skippers over 65.

For some registered competitors, the years of experience translated to staying home. Of 46 boats registered, only 38 started the race. Of those, six withdrew during the dishearteningly damp day of sailing. It's hard to fault those who stayed ashore. Visibility was next to nothing in Castine Harbor through the morning, and wind was nearly nonexistent, although thunderstorms loomed on radar screens.

The day brought pretty much what a pessimist might have predicted before rolling back over to the seductive comfort of a warm bunk at 7 a.m. But those who missed the race also missed a virtuoso performance by J/Boats founder Bob Johnstone, who was sailing his new J/100 *Tern*. In general, winds were from the southwest from 10 to 15 knots. However, racers reported winds from southeast to northwest during the day.

Johnstone's experience and abilities were hardly in question, but the performance of the new 33-foot light-displacement daysailer/weekender was the subject of some pre-race speculation.

As it turned out, *Tern* walked away from the fleet for an easy 1st-place finish. Starting an hour and four minutes after the first boat in the staggered start, *Tern* was first around the second mark at Islesboro Ledge. From that point on, she never lost her lead, finishing the fifth and final leg minutes ahead of Charles Leighton in *Whitecap* – while some boats were still toiling through the third leg. At the finish, *Whitecap*, which started two minutes behind *Tern* in the staggered start, finished five minutes behind the winner.

Third-place honors were won by Milton Wheaton at the helm of Alan Joseph's *Hot Numbers*, also a late starter.

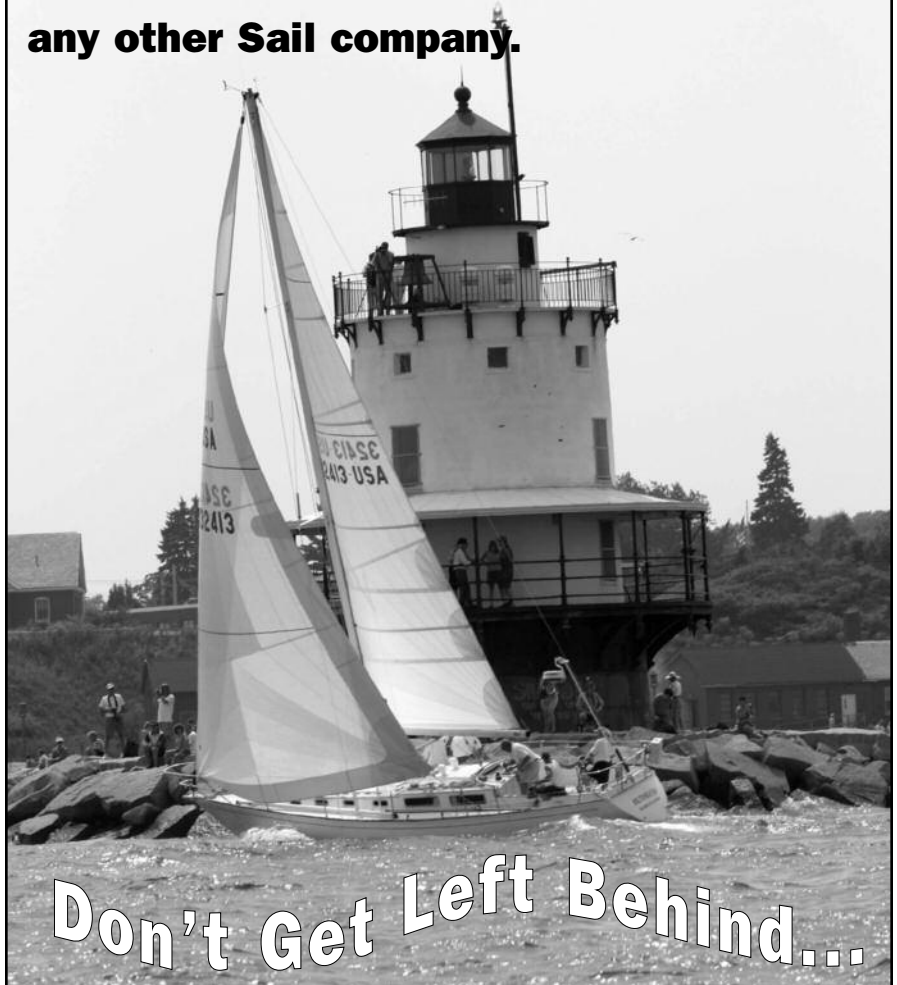
The Friendship sloop *Sazerac*, sailed by Dudley Fort, was the only gaff-rigged vessel to complete the race.

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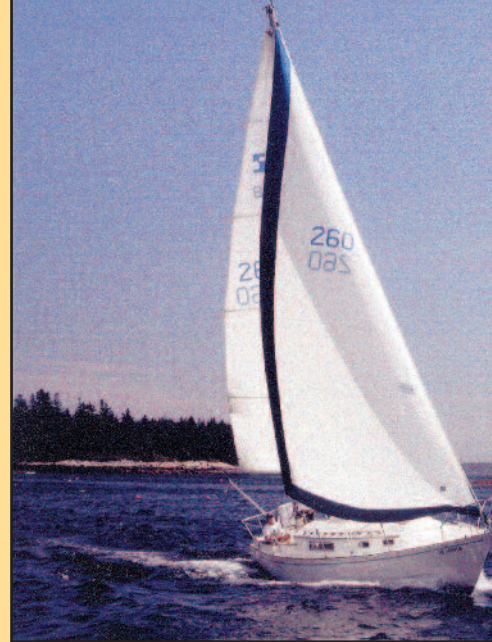
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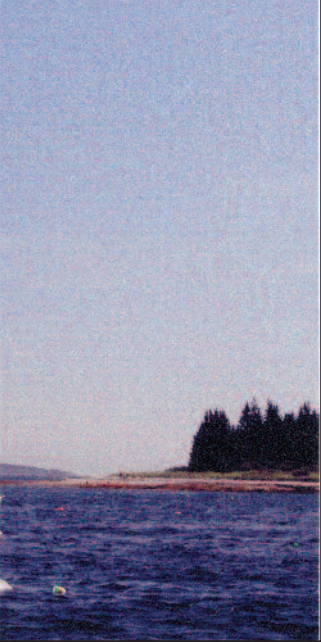


Photo by Andrew Marsters



All photos by Wavelengthstudios.com/Andrew Sims except where noted otherwise



Photo by Bud Hawley



Clockwise from top left:
Bandito at the Volvo-Leukemia race, a scene from the Chowder Cup Race, a happy crew at the PHRF Maine races, spinnakers fly during the Seguin race, J-boat action during the weekly J/24 races, the spinnaker flies during the Pilot Races, tacking during the PHRF New Englands and a crewmember moves forward during the PHRF New Englands. In the center, the fleet during the Eggemoggin Reach Regatta.

Classics compete in slow Eggmoggin regatta

By Aaron Porter
Ellsworth American

The 2004 Eggmoggin Reach Regatta was the 19th in the history of this competition for classic wooden sailboats and their modern imitators. But this year, the regatta, which has become an aesthetic highlight of the Maine summer racing season, was nearly overshadowed by a week of preceding celebrations in honor of the 75th anniversary of the Sparkman & Stephens yacht design firm.

The Eggmoggin regatta was held Aug. 7, starting and ending at Center Harbor near the home of WoodenBoat Magazine. Winds were variable and skies ominous as showers built over the land. More than 80 boats got under way starting at 11:45 a.m. Light wind conditions made for a slow race. At the end of it all, Tony Correa in *Noeta* took 1st-place honors in Classic A. He was followed by John Blodgett in *Gosling* and John Hanson in *Firey Jubilee*.



Wavelengthstudios.com/Andrew Sims

Arapaho heads downwind during the Eggmoggin Reach Regatta.

The classic B division was won by Tom Kiley in *Snow Star*. Doug Adkins in *Coriolis* placed 2nd, followed by Jim Payne in *Kristin*. Classic C was won by Charles Nethersole in *Susanna*, followed by Dick Jacoby in *Caper* and Jack Farrell in *Aloft*. Vintage A Division honors went to Ule Ulbrich in *Hayseed*, followed by Bob McNeil in *Joyant* and Peter Cassidy in *Siren*.

Spirit of Tradition competition was won by Gary Gregory in *Valiant*, followed by Richard Schotte in *Lena* and Jay Cushman in *Gusto*.

Snow Star won the Aage Nielsen trophy, while *Coriolis* won the Concordia award. *Siren* won the S&S award on corrected time, and *Valiant* won the uncorrected honors as well as the shortest elapsed time of three hours, 10 minutes. *Hayseed* took home the Joel White award for the first plank-on-frame constructed vessel on corrected time.



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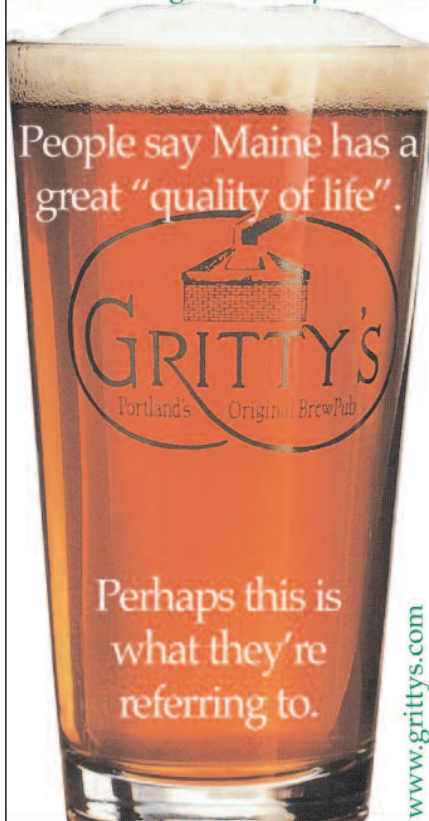
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MS Regatta / Harborfest 2005

August 2005 will bring to Portland Harbor the MS Harborfest presented by Verrill & Dana, LLC. The weekend-long MS Harborfest will include the 24th Annual MS Regatta, the 24th Annual Benefit Auction, the 4th Annual Tugboat Muster, the 3rd Annual Powerboat Poker Run, and the 3rd Annual MS Shoreside Festival.

The marquis event of the MS Harborfest is the 24th Annual Regatta, Aug. 19-20, to benefit the Maine Chapter of the National Multiple Sclerosis Society, a fundraising event that will draw over 100 sailboats to Portland Harbor. The MS Regatta is the largest handicap sailing event in Northern New England.

You can be part of the action and help raise money for the Maine Chapter of the National Multiple Sclerosis Society – and have a great time on the water – by entering the 2005 MS Regatta. Your donation supports research, client programs and community services here in Maine. Organized by racing sailors and

Randy and Gail Rice's *Rita P* reaches below while Scott Smithwick's *Kaos* beats to windward at the right.



James Lowery



wavelengthstudios.com/Andrew Sims

sanctioned by the Gulf of Maine Ocean Racing Association, the majority of participants are cruisers or day sailors. You don't need to be an experienced racer to participate. This is the only organized sailing event of the year for many skippers and crew.

At last year's MS Regatta 127 boats raced in 14 separate classes on four different race courses. These included mono-

hull and multihull racing classes, non-spinnaker cruising classes, and a class for classic sailing vessels.

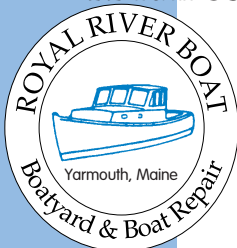
Don't just read about the event – be part of it! Register today!

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FMI: www.msmaine.org; 1-800-639-1330.

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Piscataqua Sailing Association: More boats, more fun

By Tricia McElroy

Piscataqua Sailing Association

The 2004 New Hampshire seacoast racing season started in May with the North American Cape Cod Frosties Championship held at Kittery Point Yacht Club. There are 20 active Frosty racers racing every Sunday all winter.

Last year saw an increase of registered competitors and a concurrent boost in fun and spirited times on the course.

Joining the starting line last year was John McNair and his Ensign. We hope to see more Ensigns this year to develop a one-design fleet.

The season featured two summerlong regatta series and the annual Red Hook Regatta. There were three Laser regattas co-sponsored with Great Bay Yacht Club. The fall regatta had more than 30 boats on the starting line.

The Tuesday evening Series is made up of J/105 and J/24 One-Design fleets and three classes of PHRF boats. The Wednesday evening Series is One-Design for the Lasers. And the annual Red Hook Regatta hosts a growing number of out-of-town boats joining the locals for a great weekend of short-course, multiple start, windward-leeward racing. The Red Hook

is used by many as a feeder regatta leading to the PHRF New England's in Marblehead.

In the off-season, PSA sponsors a series of seminars on topics ranging from the Racing Rules of Sailing, Sail Trim & Rig Tuning, Race Committee Training, and so forth. New England sailmakers, US SAILING judges and certified race officers run these seminars.

PSA also hosts an annual mixer at Red Hook Brewery, Portsmouth, N.H., in the dead of winter where anyone interested in getting on the water is invited to meet the member-



Photo by Tricia McElroy

A quiet moment before the start of one of the Tuesday evening series races with the Piscataqua Sailing Association.

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2004 Winners

2004 Red Hook Regatta

J/105 One-Design 9 Boats
Ghost, Colburn, 9 pts.
Rapid Transit, Stein, 9 pts.

J/24 One-Design 5 Boats
Matrix, Follansbee, 9 pts.
If, Tarbell, 9 pts.
Blue Scoop, Sloan, 9 pts.

PHRF A Fleet Race 4 Boats
Mach II, Putnam, 9 pts.
Breakaway, Tarbell, 9 pts.

PHRF B Fleet Cruise 3 Boats
Scud, Cote, 7 pts.

Laser One-Design 20 Boats
 Tim Upton, 11 pts.
 Kerry Doherty, 11 pts.
 Sean Wadsworth, 13 pts.

Tuesday Evenings

J/105 One-Design 4 Boats
Marlen, Len Small

J/24 One-Design 14 Boats
Old Squaw, Rob Pruyn

PHRF A-Racing 12 Boats
Breakaway, Edmund Tarbell

PHRF B-Racing 2 Boats
Silverwing, Andrew Krumpe

PHRF B-Cruising 11 Boats
Airtha, George Spiecke

Wednesday Evening Lasers

Laser One-Design 23 Boats
 Kerry Doherty, 13 pts.
 Sean Wadsworth, 19 pts.
 Burt Damon, 23 pts.

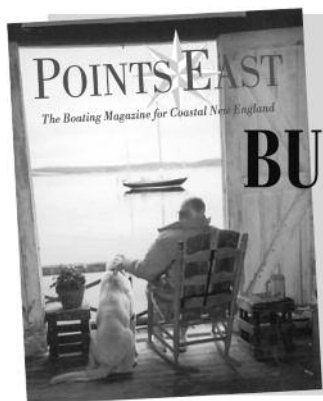
ship and local marine trades and learn what all this is about. Check www.SailPSA.org for updates and times.

New in 2005: For 2005, PSA is changing its Evening Series format. The J/24 Fleet will sail on Thursday evening instead of Tuesday. This change will eliminate one starting sequence on Tuesdays and give the bigger, faster J/105's & PHRF boats a longer course, and thus more sailing. The J/24s will have a

shot at multiple races should the breeze cooperate. This change also allows room for more and more boats on the line both nights

The Piscataqua Sailing Association sees this change in format as a logical progression that fosters even better sailing and enabling more boats the opportunity at fun, quality sailboat racing

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Rockland wraps up windy season

FMI: www.rocklandyc.org.

By Neil Woodside

On Sept. 14, the Rockland Yacht Club (RYC) racing fleet held its last contests of the season, with five Etchells participating in the one-design fleet and six boats in the PHRF fleet. After a season dominated by light air conditions, the racers enjoyed a breeze that ranged from 5 to 10 knots and held on until sun-down. The PHRF boats completed two races, while the Etchells got in four.

The club has run a weekday race series since 1997. In the

current format, races are held in Rockland Harbor starting at 5 p.m. each Tuesday from early June through mid-September. Originally a mixed fleet program sailed under PHRF handicaps, the series now includes a small but active Etchells group, with separate starts on the same course. RYC racing is run for the club membership, but nonmembers are welcome to participate on a trial basis in a limited number of races. For information, contact Doug Pope at 207-596-7293 or e-mail him at doug@popesails.com.

As has often been the case in the RYC fleet, competition

<div style="border: 1px solid black; width: 150px; height: 20px; margin: 0 auto;"></div> <div style="border: 1px solid black; width: 150px; height: 20px; margin: 0 auto;"></div> <p style="text-align: center; margin: 0;">Last Name</p> <p style="text-align: center; margin: 0;">Fleet</p>		<h1 style="margin: 0;">PHRF-NE</h1> <p style="margin: 0;">THE PERFORMANCE HANDI CAP RACI NG FLEET OF NEW ENGLAND</p> <p style="margin: 0;">** PLEASE PRI NT CLEARLY **</p>		<div style="border: 1px solid black; padding: 5px; margin: 0 auto;"> YEAR: 200! </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="border: 1px solid black; width: 60px; height: 20px;"></div> <div style="border: 1px solid black; width: 60px; height: 20px;"></div> </div> <p style="text-align: center; font-size: small; margin: 0;">Raci ng Crui si ng Do Not Write in These Boxes</p>									
First Name		Last Name		Address		City		State		Zip 9 digits		Country	
Phone 1&2		Indicate fax number with "F"		email address		Yacht Club, full		US Sailing Membership Nbr		Year Joined PHRF-NE*		Member Sailing Assn eg GMRA, MSA	
Yacht Name		Sail Number		Design (C&C 35-3)		Year Bui		Hull Color*		Designer		Hull Number	
IMS GP													
.....													
Boat Dimensions													
LOA		LWL		Draft		Beam		Displacement		Keel Ballast Weight		Ballast Material internal Ballast Weight	
Rig		Masthead		Fractional		Foretri angle		Foretri angle		E-Main Luff		E-Main Foot	
ISPS		Spiral		Spiral		Spiral		Spiral		Spiral		Spiral	
Engine:													
Inboard		Outboard		None		Intalied		In Aperture		Exposed Shaft		Sail Drive type	
Folding		2 blade Feathering		3 Blade Feathering		2 Blade Solid		3 Blade Solid					
Rudder:													
Keel Attached		Skeg		Spade		Outboard		Fin		Full		Centerboard Wing Quarter	
Have hull, rig or appendages ever been modified ?													
Enter Y or N If Yes EXPLAIN !! <input type="checkbox"/>													
See web site phrfne.org for details <input type="checkbox"/> Modified													
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Blower		Storm Jib		Storm Trys		Mizzer		Mizzer Stays					
Spiral: List maximum of 3 by weight e.g. .75, 1.5. Also, add "A" for Asymmetrical Spiral eg .75A													
#1 oz		#1 Width		#2 oz		#2 Width		#3 oz		#3 Width		Spiral pole length	
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I acknowledge it is the responsibility of each owner or skipper to determine that the yacht is adequately equipped and maintained 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													

was close and the series was up for grabs right to the end. Racers had to compete on nine of the 14 race days to qualify for season scoring and were allowed four throw-outs beyond that level. Scoring was a low-point system, with 1 point for 1st, two for 2nd, and so on. Boats were scored as DNS for any races they missed, adding an incentive to sail in as many races as possible.

Many RYC member boats, such as Al Hodsdon's Sabre 362 *Sea Jab*, came out for races on occasion but were not in contention for season scoring. In the end, five competitors in the PHRF fleet and four in the Etchells fleet were ranked for year-end trophies.

In the Etchells group, Fred Boursier of South Thomaston raced for his first RYC season and placed fourth, with 106 points. Next was David Jones of Camden sailing his E-22 *Elvis Tuna* to a 3rd-place finish with 90 points. Second went to Elliot

Lowe of Owls Head, sailing with crew Knight Coolidge and Jim Paine to a total of 53 points. First place, in a season decided only on the last race day, was taken by Jeff Dinse of Thomaston on his E-22 *Totalitarian Regime*, with 50 points.

In the PHRF group, Jim Cuthbertson of Thomaston, competing with his J/24 *Rumpleteazer* took 3rd with 54 points. Doug Pope of Warren sailed his Tartan 10 *Walkabout* to 2nd place, totaling 40 points. Neil Woodside's Pearson Vanguard, *Undine*, the only boat in the PHRF fleet to make every race, came in 1st, with 35 points.

In addition to the weekly series, the RYC racing program includes the Solstice Race, a one-day race held on Penobscot Bay in June, and the Rockland-Bayside Race, a two-day regatta run on a course between Rockland and the Northport Yacht Club's home in Bayside. RYC racing results may be seen at the club's website, www.rocklandyc.org.

Gulf of Maine Ocean Racing Association (GMORA)

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Auburn, ME 04210

Make checks payable to GMORA

Additional forms may be found at:http://phrfne.org/uploaded_files/2005form.pdf

Chowder Cup celebrates its 25th

By Nina M. Scott

For Points East

This year's T-shirt marking the 25th anniversary of the Friendship Chowder Cup Race, was designed by **Lee Nesler** and sold out completely to enthusiasts and supporters of this race. Friendship, thank God, is a haven for artists willing to donate their services to the Chowder Cup, and next year's designer is already waiting in the wings to commemorate the 26th race, always on the second Saturday in August. Mark your calendars, skippers, and come join us Aug. 13,

2005.

After a summer of less than glorious weather, Aug. 14 was all a sailor could hope for – clear, sunny skies and snappy winds. To those of us who work in the wings planning this event, the sight of many sails converging on Friendship Harbor for the 1 p.m. gun is always a thrill. This year's turnout was again impressive, with 35 boats competing in three classes. The A/B class is for boats 18 feet and over, which sail the same 8.5-mile course in Muscongus Bay. The C

CHOWDER, continued on Page 41

Solstice Race marked by light air, fog, rain

2005 race: June 18

FMI: (207) 596-7293,

e-mail: info@popesails.com

By Dave Hoy

Rockland Yacht Club's 2004 Solstice Race, a sponsored fundraising race that this year benefited the Area Interfaith Outreach for the Rockland Food Pantry, found 13 cruising-class yachts and one-designs at the start shortly after 11 a.m. off the Rockland breakwater June 19.

Weather was marginal, with fog and a very light south-southwest breeze for a downwind start covering a shortened course in West Penobscot Bay. Bunched at the start, most boats tried to pop spinners soon after only to find the wind heading the fleet, and within 15 minutes, the chutes were dropping.

The fleet found it tough going in the light air, fog and drizzle that only picked up and cleared somewhat on the last leg about four hours later. On the second leg, most boats went to spinnakers for the short run to the center mark, which also saw heavier rain making an uncomfortable ride in dying and shifting breezes in the return to the first mark. The trip back to the center mark again provided more opportunity for spinnakers in rain and shifting winds.

The final leg back to the start with improving winds and some clearing provided an opportunity for some of the lagging boats to catch up. At the end, *Havoc* finished 1st, *Williwaw* 2nd, and *Walkabout* 3rd.


This first offshore race of the season saw the testing of equipment and crews with the usual casualties of lost halyards, dumped spinnakers dragging in the water, double-rounding of marks from disorientation in the fog and chasing unreliable winds. A raft party at the conclusion off Broad Cove sponsored by the Cruising Division was an opportunity to exchange sea stories.

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J/24 Fleet 44 racing heats up in 2004

By Mark Klein

Captain Fleet-43

J/24 fleets are everywhere. According to the J/Class, over 50,000 people sail J/24s in over 105 active fleets across 30 nations. Portland Yacht Club hosts Fleet 43, which happens to be one of the larger fleets in the United States!

The 2004 racing season consisted of a weekly Wednesday night series, participation in the Pilot and Maine State PHRF Championships (all graciously hosted by Portland Yacht Club), followed by the MS Regatta and culminating in the popular Downeast Regatta. Several boats hit the road in the fall racing venues, including Boothbay, Marblehead and in Lake George, New York.

Fleet 43 enthusiastically welcomed four new skippers including: Chris Kuhn on *Bouncing Betty*, Jon Webel on *Whatever*, Wes Johnson on *Shadowfax*, and a seasoned hand at PHRF racing, Scott Smithwick on *Barking Spidah*. Interest from crews grew this season as well. A new crew posting section at www.j24fleet43.org saw record numbers eager to join the action.

Fleet 43 remained strong in 2004 with 17 boats competing regularly in Wednesday-night series. Will Welles threw his hat into the ring this season skippering *Flying Chicken* with the infamous Ed Rowe and his usual crew. Will is a consistent



Photo courtesy Mark Klein

J/24 racing always features exciting mark roundings, like this one at the 2004 Downeast Regatta.

J/24 national competitor which raises the bar several notches in the competition.

Two things can happen when you throw a ringer into the mix: Either the favored horse leaves the pack behind consistently or the pack rises to the occasion, giving the ringer a run for his money. Well, the racing was tight – after 21 races spread over 12 Wednesday evenings, three boats finished in the 10th percentile and seven boats finished in the top 20th

J/24, continued on Page 36

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PHOTOGRAPHY
by Andrew Sims

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J/105 fleet flourished in third year in Maine

By Ken Colburn

This was the third year of one-design racing for J/105s in Maine, and, as in 2003, the Portland and Boothbay Harbor boats met frequently for some very keen competition.

Members of the fleet raced in the Centerboard Regatta and the Pilot Race with Don Logan's *Keemah* winning the racing Class A with two firsts. Ken Colburn's *Ghost* and *Keemah* represented the fleet at Block Island Race Week. Finishing 10th and 20th respectively in a 26-boat fleet, *Witch*, skippered by Bud Hawley, and Andy Sawyer's *Straw Hat* sailed in the Pilot Race.

The PHRF/OD Regatta at Portland Yacht Club saw the best turnout of the season in Maine for the J/105s, with seven boats racing, including two boats from Portsmouth, N.H., *Uproar* and *Jabberwocky*. Ned Semonite's *Black Owl* had a very impressive showing, with five firsts, followed by *Ghost* and Bill Aronson's *Hair of the Dog*. Also competing were *Keemah*, *Witch* (skippered by Bill Helming) and *Straw Hat*. The fleet was very competitive and any error was rewarded by a drop in finishing position.

At the Volvo Leukemia Cup Regatta in Boothbay Harbor, three J/105s competed in Class B. *Keemah* took the honors in the class and among the J/105s. She was followed by *Ghost* in 5th and *Witch* (skippered by Jeff Sammis) in 8th. *Ghost*'s two first-place finishes on Saturday put her in a great position to win the regatta, but Don Logan's speed and tactics ruled the day on Sunday in very light and tricky conditions.

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, part of the MDI series, where *Grey Eagle* finished 4th and

Sidewinder 10th.

The Seguin Island Regatta saw another One-Design start with five J/105s competing. *Black Owl* again led the fleet with three 1sts, including a win in the pursuit race on Sunday. *Ghost* finished 2nd, losing its best lead over *Black Owl* all summer by relying on local knowledge rather than a chart to determine the downwind mark. *Hair of the Dog* finished 3rd, followed by *Keemah* and *Witch*.

The last Maine Fleet event was the MS Regatta, where some very shifty conditions afforded *Keemah* the chance to beat *Ghost*, which had led for much of the race. *Black Owl* finished 3rd, followed by *Straw Hat*.

The next weekend *Ghost* won 1st at the Red Hook Regatta in Portsmouth. *Ghost* and *Keemah* then went on to represent the Maine fleet in the PHRF New England championships in Marblehead, Mass., finishing 3rd (*Ghost*) and 9th (*Keemah*) in a very competitive 15-boat fleet. Both boats also sailed in the J/105 North American Championships in Marion, Mass. in September. They found the 52-boat fleet incredibly competitive.

It was the largest offshore one-design race ever held and racing ended on Sunday with two "survival races" because of extremely heavy wind and sea conditions. A great experience for both boats even though neither boat finished in the top half of the fleet.

Season standings were very close between *Black Owl*, *Ghost* and *Keemah*. *Black Owl* won 1st on individual race results, *Keemah* won 1st based on regatta results, and *Ghost* finished 2nd under either criteria. At this writing *Ghost* was on its way to compete at Key West Race Week in what is expected to be a 40-boat fleet.

YARMOUTH CUP, continued from Page 22

from 10 to 15 knots provided an excellent push.

Twenty-two vessels departed Falmouth, Maine, around noon-time Sept. 2 and began arriving in Yarmouth, Nova Scotia, the following morning.

Corrected times placed the Pearson 53 ketch *Sea Return* in its customary position of overall winner. Owner Bob Tetrault has been awarded first-place honors 10 times out of the 14 he has raced.

Tetrault says the boat his crew was most concerned about was Toby Tobin's 46.5-foot *Froya*. "We were pretty sure we had him by two minutes," he said. "The last two miles of the race we had to do an 8.4-knot average and we did about 8.6."

Tobin, termed the race "splendid...the nicest one I've been on, and I've been on quite a few now."

All the captains and crews expressed appreciation for the

ambassador program, which is unique to the Yarmouth Cup.

"The reason we came in this race is the ambassadors treat us so well," said Gus MacDonald, a six-year veteran of the race and owner of the Hinckley Pilot 35 *Panacea*. "As far as the sailing, you don't get enough sails like that in your lifetime. We just had the most wonderful sail."

This year's ambassador reception and award dinner was held at the Lion's Club in Yarmouth. Kitt Watson, owner of *Too Elusive*, donated a silver cup trophy dedicated to Merle Hallett, co-founder of the Yarmouth Cup and a representative from the Gulf of Maine Ocean Racing Association. The award will be presented in future years for monohull finish line honors.

The Yarmouth Cup Ocean Race is a joint venture between GMORA and the Yarmouth Ocean Racing Association. L.G. Trask Insurance Agency has sponsored the race since it began in 1990 and has the 4 1/2-foot trophy on display in the company's lobby year-round.

J/24, continued from Page 35

percentile!

Andrew Carey on *Mr. Hankey* took first place with 23.3 points, followed by Will Welles on *Flying Chicken* with 32 points, and then Jeff Smith on *Second Chance* with 36.2 points. The competition was welcomed by all and the caliber of racing grew as a result. Of course, with Fleet 43, it's never just about racing. Post-race festivities saw large crowds packing the deck at PYC each Wednesday for food, drink and relentless socializing.

The season culminated with the Downeast Regatta – 22

boats registered this year with 13 boats from away. This two-day regatta featured great weather and very competitive racing. Will Welles had the right stuff, winning the regatta with 12 points, 2nd place went to Jeff Earl of Beverly, Mass. with 24 points, Andrew Carey made an impressive 3rd with 36 points, and Jeff Smith finished 4th with 52 points.

The regatta was notoriously fun with just the right mix of racing and socializing. Racers feasted at a classic lobster bake and danced the night away to the tunes of Desperate Avakadoz. The photos tell the whole story, so catch them all at www.j24fleet43.org.

Glorious yachts contest Shipyard Cup

FMI: www.shipyardcup.com.

The Shipyard Cup is an invitational regatta run in a Corinthian spirit for yachts 70 feet and greater. The race is a pursuit format with handicapping based on the New England Rating Rule.

Since the regatta was launched three years ago, 20 megayachts have attended the regatta. Whether you find beauty in the classic lines of graceful sheers, long overhangs and gleaming varnish, or in the simplicity of flush decks, plumb bows and reverse transoms – whether you like a yacht built for comfort or one built for speed – there will be at least one vessel in this fleet to tickle your fancy.

The courses take this very diverse fleet around the islands on a beat, fetch, and run back into Boothbay Harbor. A pursuit start in a megayacht race is a sight to see. The yachts are allowed to use their engines and thrusters up to the time of the start. The intent of this rule is to assure safety and maneuverability of these large vessels.



The captains have a different perspective. They figure, "Look I have 400-plus horsepower at my disposal, I might as well get to hull speed before I cross the line." Often you see a yacht milling around far away from the line with two minutes until her start, then you notice a smudge of exhaust pour out of the transom, a bow wave develop, and before you know it, she's crossing the starting line cruising at 10-plus knots.

But if the start is interesting, some of the finishes are fantastic. In 2001, three yachts crossed the finish line within 4 seconds of each other. Last year, a large and "com-

fortable" ketch held off a speedy 80-foot sloop on the run home to cross the line 12 seconds ahead.

In 2004, seven boats sailed courses of 6 miles and 15 miles over two days. Overall results put the sloop *Whisper* in 1st place; 2nd was *Rabbit*; 3rd was *Freedom*.

This year, put the weekend after Labor Day on your calendar to be in Boothbay Harbor. The Shipyard Cup is a great opportunity to see some glorious yachts sailing in Maine.

Light winds slow Rockland-Northport Regatta

By Marshall Cary and Dave Hoy

Celerity, a Farr North Star 727, a Northport Yacht Club entry, skippered by Emerson Smith, took 1st-place honors on corrected time in the Rockland-Northport Regatta that saw 16 boats start off the Northport Yacht Club dock at Bayside on Saturday, July 10. *Celerity* was 3rd to finish at the Rockland lighthouse behind Ken Priest's *Extra Beat*, a Rockland Yacht Club entry that finished 1st in elapsed time of 4:48:46 but slipped to 5th on corrected time. Doug Pope's *Walkabout*, also a Rockland Yacht Club entry, crossed the finish line eight minutes later and captured 2nd place on corrected time. *Velero*, a Ranger 26 from Northport, was 3rd on corrected time.

The Rockland-Northport Regatta is an annual two-day event sponsored by the Northport Yacht Club and the Rockland Yacht Club. The first leg in even-numbered years begins in Bayside and finishes at Rockland; the second leg is the following day in reverse from Rockland to Bayside. Odd numbered years the course begins at Rockland with a race back the following day from Bayside. The Regatta results are combined with the Around Islesboro Race in September to determine the annual awarding of the Penobscot Bay Cup to the winning yacht club.

On Saturday, the boats started in a NE breeze of 10 with all of the boats breaking out spinnakers immediately. It appeared that the day was going to be a romp, with the larger boats stretching out as they coasted down the bay.

But within an hour the fleet stumbled into dying winds and dead air with only slight breezes wafting over the water, shifting to the west and finally to the SW. Five hours later found the boats tacking back and forth against an 8- to 10-knot breeze to finish as the winds picked up out of the southwest.

Fifteen boats started off the Rockland breakwater lighthouse at 11 a.m Sunday in light northerly winds. By 12:30 most of the fleet was no farther than off Glen Cove when the wind died completely. *Gold Rush*, *Adventure*, *Black Bear*, *Undine*, *Valero*, *Apogee*, and *Sea Tao* were grouped together

dead in the water there and beginning to drift backward in the ebbing tide. *Extra Beat*, *Sea Jab*, *Secret Water* and *Walkabout* were stalled near the middle of the bay. *Apogee* elected to turn on engine and drop.

The boats jockeyed to find what little wind there was until, finally, a breeze came up from the southwest. Almost immediately spinnakers popped open all across the bay. The boats converged at the southern entrance to Gilkey Harbor, keeping Seven Hundred Acre Island to port.

By this time the winds had picked up and crews struggled to control their "kites" in shifting conditions made worse by the wakes of powerboats in the narrow channel. to clear the lighthouse and ferry dock. Several boats nearly broached from pinching under spinnaker in the stronger gusts. Leaving the harbor, the fleet headed back out into the bay, aiming for the point at Northport with *Gold Rush* and *Valero* leading the second wave of boats following *Extra Beat* and *Walkabout*.

The finish of the race between the dock at the Northport Yacht Club and an orange pin for the four to five hour race brought cheers from the crowd on shore and a horn blast for each of the boats as they crossed.

In the Sunday race, *Extra Beat* was first across the line on elapsed time of 3:40:13. *Walkabout* was second on crossing 11 minutes later, followed 6 minutes later by *Sea Jab*, a Sabre 362 and then *Gold Rush*, a Santana 35, 11 minutes later. From then on the fleet bunched up in an exciting finish with *Velero* a minute later, then a minute and half by *Adventure*, a Sabre 30. *Undine*, a Pearson Vanguard, crossed 43 seconds behind *Adventure*; *Black Bear*, a Tartan 3500, then crossed a minute later followed by *Sea Tao*, another Ranger 26 within 14 seconds, followed by *Celerity* 42 seconds later. *Quick Step*, an F-25 trimaran, was a minute behind *Celerity*. *Secret Water*, an Allied Seabreeze 35, crossed 18 seconds later. *Irish Lady*, another trimaran, and *Alibi*, a Pearson 30, followed by 14 minutes and 9 minutes to end the day.

FAQ: The IRC Rule as it applies to GMORA, and other Frequently Asked Questions

Q. What can you tell me about the IRC Rule as it may apply to Gulf of Maine racing?

A. IRC is a successful rating rule in Europe that is rapidly gaining popularity in the U.S. There are as many as 6,000 certificates around the world. Unlike PHRF, which is a performance-based rule, IRC is a secret, formula-based rule. IRC is administered in the United States by the IRC Management Group of USSA.

IRC is a single number, time-on-time scoring system that is planned for use in some 2005 high-level East Coast regattas, such as Block Island Race Week and the New York Yacht Club cruise. To attract high-level racers to the Gulf of Maine, IRC will be offered as a fleet option in the 2005 Monhegan Races.

IRC is simple to use, and because of its secret subjectivity it should withstand challenges from new designs. The most glaring disadvantage to IRC is the cost of obtaining a certificate. Because yachts racing at the highest level of IRC must be weighed and measured before certification, it has been estimated that an initial certificate for a 40-foot yacht could cost its owner several hundred dollars.

GMORA has been, and will remain, alert to handicapping issues that might affect Gulf of Maine racers. Currently, GMORA believes that a locally administered and less expensive PHRF will serve the needs of the overwhelming majority of its members. GMORA does not promote adopting a new handicapping system for the Gulf of Maine Fleet at this time.

For more information about IRC, consult www.ussailing.org/offshore/irc or *Testing the Waters* by Stan Honey, *Sailing World*, December 2004/January 2005, pp. 40-46.

Q. I do not like my handicap! How can I get my PHRF-NE handicap changed?

A. You can find the details of the appeal process at www.phrfne.org under "Handicapping." An appeal is a request to modify an assigned handicap. The appeal must be based upon complete and reliable evidence that suggests that either:

The PHRF-NE handicappers did not have complete or correct data on the boat when the handicap was first assigned;

Performance data from racing venues demonstrates that an adjustment of handicap is warranted, or that;

There have been unreported modifications to the boat that clearly affect its performance on the racecourse.

When citing race results, the appellant should keep in mind that race results that include boats without valid PHRF-NE handicaps are of little value in the appeal. In addition, race results that do not include course length, elapsed times or corrected times will be difficult for the handicap committee to interpret, and therefore under most circumstances will be disallowed.

Q. What is meant by the expression, "Valid PHRF-NE handicap?" What will it mean to me if I do not have a valid PHRF-NE handicap when I race?

A.. A valid PHRF-NE handicap in the Gulf of Maine Fleet (GOM) is one that has been processed through the fleet handicapper and which has been dated and certified by the PHRF-NE handicapper. New applications must be made on the approved PHRF-NE form located at www.phrfne.org. Handicaps must be reviewed and recertified annually. The renewal process is initiated by the fleet handicapper each spring. An

application for handicap will not be processed until all fleet dues and PHRF-NE fees have been paid. A valid PHRF-NE handicap symbolizes a commitment to fair play and sportsmanship on the water.

Valid PHRF-NE handicaps are listed at www.phrfne.org by owner, boat type and boat name.

GMORA suggests strongly that regatta sponsors allow only yachts with valid PHRF-NE handicaps in the GOM fleet to participate in GMORA-sanctioned events.

GMORA will score only those yachts with valid PHRF-NE handicaps in its Overall, Western, Central, and Eastern season series.

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% genoa (to be increased to 155% on 1 January 2005), 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 continue to 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-sanded 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. A boat in "live-aboard" condition cannot hope to be competitive. 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. 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

FAQ, continued on Page 39

Certification assures an up-to-date handicap

By Charles "Bud" Hawley
GMORA Fleet 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 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 into fair play and sportsmanship on the water.

Your annual GMORA dues cover the costs involved in processing 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 are:

You will be supporting organized sailboat racing on the Coast of Maine.

You will receive the official GMORA yearbook, "Maine Yacht Racing." You will also receive email updates on scoring, notice of race, etc.

You will have use of the GMORA web site, www.gmora.org. In it you will be able to gain up-to-date information on competitive sailing on the Gulf of Maine racing circuit. You will find the news, schedules, and results you need. www.gmora.org features Notices-of-Race, on-line membership applications, a wealth of sailing-related links, and sponsor opportunities to local businesses.

You will be contributing to GMORA's effort to conduct seminars for both beginners and seasoned racers covering topics such as safety at sea, racing techniques and other pertinent subjects.

You will be eligible for the GMORA regional and overall season trophies presented annually during the GMORA awards banquet.

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

FAQ, continued from Page 38

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% or less and one with an Lp over 110%. 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.

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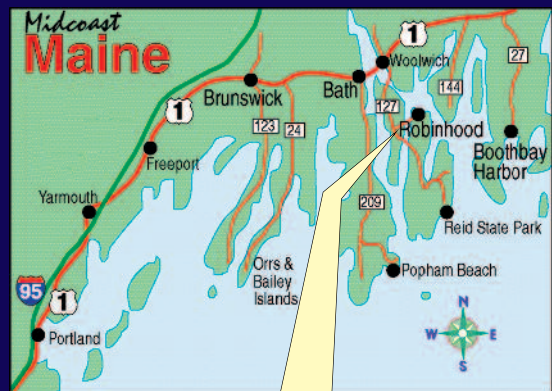
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class, under 18 feet, has a shorter course and a later starting time.

Smart maneuvering before the start generates a lot of adrenalin, but a number of skippers in the middle of the starting line had their strategy literally blown to hell when 10 seconds before the gun the wind shifted from NW to SW, stopping these boats dead in the water. Those on the ends of the starting line, on the other hand, adjusted quickly and made money on either tack. This included last year's winner, Round Pond resident **Dick Semmes** in his yellow J24 **Sachem**, who once again won the A/B class handily. "I got the wind shift first," he recalled happily, "and we kept on being favored and favored all around the course." Dick had high praise for his wife, **Judy**, and his crew.

Lee Nesler had accepted an invitation from **Ken Dunipace** to join him in the race, and was fortunate enough to be aboard Ken's 28-foot Sabre, **Reflections**, the A class winner, closely followed by George Baker's **Summer Love**. Besides Ken's good seamanship, he attributes at least part of his success to new sails, as **Reflections** now points better than ever before. **Irv Lash** finished second in the B class in his perennially speedy **Blue Heron**.

The class C results turned out to be remarkably similar to those of the A/B boats. **Lindsay Nyce**, a 16-year-old from Connecticut, sailed her 13.5-foot Laser first across the start and left the fleet smartly and definitively behind her. A newcomer to the Chowder Cup, she is nevertheless a seasoned

racer, and, like Dick Semmes, had the unbeatable combination of a fast boat, favorable winds, and lots of experience, though she said modestly, "It wasn't me – it was all the boat."

The 16-foot Friendship catboats have a race within a race in the C class, as well as a separate trophy, which was won once again by **Judy Dunipace** in **Tatiana**. Second place went to **Jeff Dawson** in **Hester C**, who could have nipped by Judy at the finish had he not crossed the line on the wrong side of the committee boat and had to sail back to correct his error.

If there were an award for athleticism and dedication, it should have gone to **Kem Edwards**, skipper of the cat **Blithe and Bonny**. Shortly before the start he was practicing gybing and pulling up his centerboard when suddenly he was left with a handle unconnected to the board. Kem was alone in his boat, but is a man of decision. Tying a line to a cleat on deck, he dove under his boat and passed the line under his centerboard to retrieve it. Hoisting himself into his craft, he pulled a cotter pin out of his shrouds and used it to re-fasten the handle to the board. By this time he was two minutes behind at the start and sailed the course soaking wet. Kem is also no teen-ager, but 43 years old, so this was no mean feat.

The Last Boat In Award, the can of fish chowder for which the race is named, went to **Jim and Nina Scott** in their Triton **Caledonian**. At the post-race dinner we accepted our LBI award, on which was pasted the comforting message, "You don't get a cup, but you do get the chowder."

The race was, as ever, lots of fun, and lived up to its motto, which appears on all versions of the T-shirt: "Pure Sailing. No Protests. No Excuses."

Equipping your boat for racing safety

Most all races in Maine are run subject to the Racing Rules of Sailing and the requirement that boats be constructed and equipped for safety as set out in the Offshore Special Regulations published by the Offshore Racing Council and the International Federation of Sailing. Most Maine races are "Category 4" races – "Short races, close to shore in relatively warm or protected waters normally in daylight." Longer races, like the Monhegan Race and the Yarmouth Cup are lower category races, and require more equipment and more robust construction.

Following is a list of examples of some of the equipment required for monohulls in Category 4 races. There is a similar, but not identical list for multihulls. This list is intended to

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alert the reader to the importance of proper safety equipment (whether racing or cruising). Before entering a race every skipper should be satisfied the boat is built and equipped for the safety of the crew. Detailed information is available at: www.orc.org, www.sailing.org. (see "Offshore

Special Regs") and www.ussailing.org. Copies of safety regulations for all categories of races can be purchased from the United States Sailing Association, P.O. Box 1260, 15 Maritime Drive, Portsmouth, R.I. 02871-0907; 401-638-0800 or online at www.ussailing.org.

Safety gear you should have onboard

- Soft wood plugs for thru-hull fittings
- Bow and stern pulpits and lifelines
- Bilge pump and buckets for bailing
- Radio receiver capable of receiving weather bulletins
- 2 fire extinguishers
- One anchor
- Flashlight
- First aid manual and kit
- Foghorn
- Radar reflector
- Chart, light list and chart plotting equipment
- Navigating tools (parallel rules, compass, protractor)
- Depth sounder or lead line
- Tools and spare parts
- Hacksaw sufficient to cut rigging
- Lifebuoy or Lifesling
- Flares
 - 2 red parachute
 - 4 red handheld
 - 4 white handheld
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- 75-foot heaving line
- storm jib
- Lifejackets


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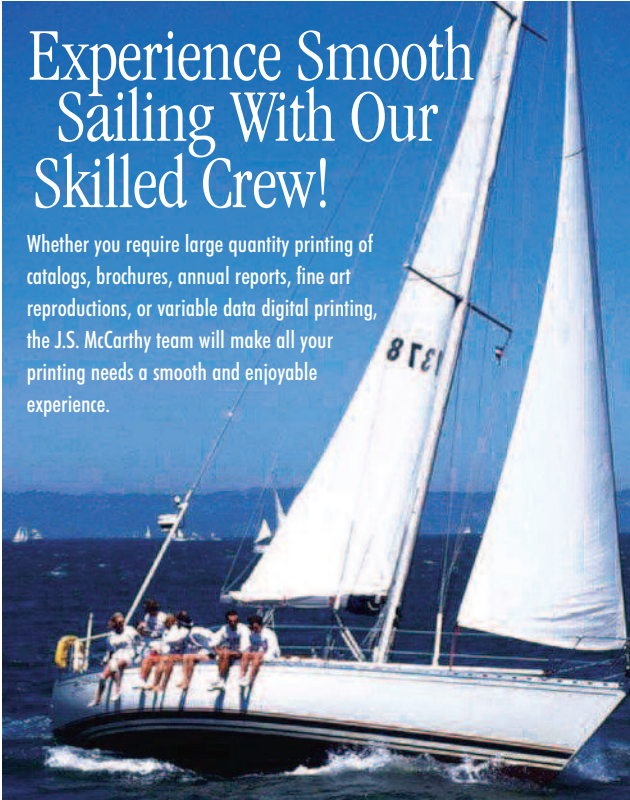
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Southwest Harbor, ME 04679

(207) 244-5000
www.wilburyachts.com



Quick Guide to Coastal Maine Marinas - Bar Harbor to Kittery

Prepared for GH of MA by the Atlantic Cruising Club

Do You Need to Know?	Contact Info			Navigation		Sleep+		Mooring		Gas/Diesel		Head Out		Services	
	Reservations Web Access	URL	Phone # / Fax	Harbor Labeling	Depth Entry Fuel	Total Trans. Rate/Rt.	# ex. LOA # ex. Draft	Total Trans. Rate	Launch? # ex. Draft	Gas/Diesel Pump out \$	Head Out Yard Rate	Head Out Yard Rate	Head Out Yard Rate	Services 30+ hrs. Wash Dry	Home of Restaurant Home of Grocery
Bar Harbor Regional Resort www.barharborregionalresort.com	Required Onsite	288-5723 288-3088	288-5723 288-3088	Frenchman Bay ++24.000/683.13514	20 ft. n/a	4/4 \$3.00	200 ft. 12 ft.	Ind. Ind.	1/1 \$40	Gas/Diesel None	No Head Out	2/1 BHR Store 288-5723	2/1 BHR Store 288-5723	2/1 BHR Store 288-5723	Home of Restaurant Home of Grocery
Bar Harbor Municipal Marina www.barharbormaine.com	Preferred Onsite	16 68	288-5571 288-1034	Bar Harbor ++23.523/683.12.193	40 ft. 8 ft.	2/8 \$3.00	185 ft. 12 ft.	\$5 \$10	15/15 \$25	Gas/Diesel Yes/free	No Head Out	7/3 000	7/3 000	7/3 000	Fish House 288-3070 Burwell's 288-3241
The Harbor Road Hotel www.theharborroadhotel.com	Yes Onsite	288-5003 288-3088	288-5003 288-3088	Bar Harbor ++23.450/683.12.337	8 ft. 8 ft.	10/10 \$3.50	300 ft. 8 ft.	Ind. Ind.		Gas/Diesel Yes/free	No Head Out	3/3 6/6	3/3 6/6	3/3 6/6	The Pier 288-2110 Ship & Store 288-5620
Idesford Dock Restaurant www.idesforddock.com	No		244-7484	Cranberry Harbor ++1.150/683.14.123	20 ft. 12 ft.				5/5 \$15	Gas/Diesel None	No Head Out	4/0	4/0	4/0	Idesford Dock 244-7484 Bleedford Market 244-7657
Northside Harbor Marina	Books Only Library	9 68	276-5737 276-5741	Northside Harbor ++1.17.57/368.17.123	20 ft. 10 ft.	60/15 \$1.50	160 ft. 10 ft.	\$3 \$10	60/60 \$15-25	Gas/Diesel Yes/free	No Head Out	2/2 1/1	2/2 1/1	2/2 1/1	Marineal 276-5655 Fire Tree 276-3035
John M. Williams www.stanleyboats.com	No		244-7854 244-5912	Somes Sound ++20.150/683.19.122	35 ft. n/a				20/5 \$20	No Fuel None	Thru 30T \$45/hr.	1/0	1/0	1/0	Blackboards 276-4229 Somes Sound 276-3035
Henry R. Abel Yacht Yard	Yes More		276-5057 276-5631	Somes Sound ++21.350/683.18.440	60 ft. n/a	5/3 \$1.75	80 ft. 25 ft.	Ind. Ind.	20/10 \$20	No Fuel None	Thru 30T \$45/hr.	2/0	2/0	2/0	Abel's Lobster 276-5827 Somes Sound 276-3035
Hinkley Service Yacht Yard www.hinkleyboats.com	Yes Library	9 9	244-5572 244-5433	Southern Harbor ++1.15.081/683.18.378	12 ft. 12 ft.				10/65 \$20	Diesel Yes/free	Thru 1150T \$45/hr.	2/3 2/2	2/3 2/2	2/3 2/2	The Moorings 244-7070 Double J 244-5544
Boat Club Pier www.boatclubpier.com	No Library	88 88	244-2002 244-5475	Southern Harbor ++1.15.081/683.18.378	30 ft. 20 ft.				3/3 \$20	Gas/Diesel None	No Head Out	4/0	4/0	4/0	Boat's Lobster 244-3032 Goils 244-3431
Southside Boat Marina www.southsideboats.com	Yes Library	16 8	244-5525 667-4013	Southern Harbor ++1.15.081/683.18.378	20 ft. n/a	15/5 \$1.50	100 ft. 15 ft.	Ind. Ind.	3/3 \$20	No Fuel Yes/free	Bay 250 \$75/hr.	1/1	1/1	1/1	Boat's Lobster 244-3032 Sawyer's 244-3035
Dyart & Great Harbor Marina www.dyartandgreat.com	Preferred Onsite	8 8	244-0117 244-7526	Southern Harbor ++1.15.081/683.18.378	12 ft. 5 ft.	100/25 \$2.25	150 ft. 12 ft.	\$10 \$15		Diesel Yes/free	No Head Out	14/7 2/2	14/7 2/2	14/7 2/2	Hollister's 244-5416 Goils 244-3431
Morris Yacht Inc. www.morrisyachts.com	Required Onsite	9 68	244-5511 244-5726	Basin Harbor ++1.14.058/683.20.826	20 ft. 20 ft.	20/12 \$1.50	50 ft. 6 ft.	Ind. None	20/16 \$30	Diesel Yes/free	Thru 35T \$30-70/hr.	3/3 1/1	3/3 1/1	3/3 1/1	Marine-Ly Delight 244-3655 Sawyer's 244-3035
Kallegarden Yacht Club	No Library	9 78	374-5581 374-5581	Blue Hill Bay ++2.4.453/683.23.723	17 ft. n/a				30/5 \$15	Gas/Diesel None	No Head Out	2/0	2/0	2/0	Fishery 374-5240 Merrill & Hinkley 374-2821
Burnt Coast Harbor Mooring	No Library	68	525-4201	Burnt Coast Harbor ++1.15.081/683.20.826	15 ft. 9 ft.				20/30 \$20	Gas/Diesel None	No Head Out	2/0	2/0	2/0	Underwater Tool 525-4201 Sawyer's 525-4201
Billing & Devel & Marine Service	Yes More	16 9	367-2328 367-5525	Deer Island Thorough ++1.15.081/683.40.736	20 ft. 12 ft.	25/15 \$1.00	150 ft. 12 ft.	Ind. Ind.	20/10 \$15	Gas/Diesel Yes/free	Thru 35T \$43-75/hr.	2/2 1/1	2/2 1/1	2/2 1/1	Fisherman's Friend 367-2442 Barrels 367-2328
Wenden Boat School www.wendenboat.com	No More		369-4551 369-8800	Eggenoggin Reach ++1.14.822/683.20.376	12 ft. n/a				2/8 \$10	No Fuel None	No Head Out	2/0	2/0	2/0	Brooklyn Inn 369-2777 Brooklyn Inn 369-2777
Brooklyn Boat Yard	Yes More		369-2726 369-8801	Center Harbor ++1.15.151/683.24.750	16 ft. n/a				30/8 \$20	No Fuel None	Thru 35T \$43/hr.	1/1	1/1	1/1	Morning Moon 369-2573 Brooklyn Inn 369-2777
Martha at Eggenoggin Landing www.marthalanding.com	Yes Onsite	9 14	348-6115 348-2738	Eggenoggin Reach ++1.14.822/683.20.376	5 ft. n/a				10/4 \$20	No Fuel None	No Head Out	1/1	1/1	1/1	Sisters 348-6115 Sisters 348-6115
Buck's Harbor Marina www.bucks-harbor.com	Yes More	9 10	326-5829 348-5254	Buck's Harbor ++20.014/683.43.802	35 ft. 12 ft.	3/3 \$1.00	100 ft. 12 ft.	Ind. Ind.	25/25 \$27	Gas/Diesel None	No Head Out	2/3 1/1	2/3 1/1	2/3 1/1	Cent O'Clock 326-5829 Buck's Harbor 326-5829
Caroline Town Dock	No Library	16 9	266-7711 326-9455	Bagaduce River ++23.221/683.47.803	50 ft. n/a	14/10 \$1.00	140 ft. 20 ft.	Ind. None	200/15 Free	No Fuel None	No Head Out	2/2 6/5	2/2 6/5	2/2 6/5	Casline Inn 326-4818 TSC Groceries 326-4818
Dennett's Wharf www.dennett-wharf.com	Yes Library	9 72	326-5045 326-5045	Bagaduce River ++23.221/683.47.803	12 ft. n/a	120 ft. \$1.50	110 ft. 10 ft.	Ind. Ind.	1/1 \$20	No Fuel None	No Head Out	3/3 1/1	3/3 1/1	3/3 1/1	Dennett's Wharf 326-5045 TSC Groceries 326-4818
Esten's Boat Yard	Yes Library	9 9	326-8579 326-4727	Bagaduce River ++23.221/683.47.803	12 ft. 11 ft.	2/2 \$1.25	200 ft. 11 ft.	\$3 \$5	10/10 \$20	Gas/Diesel None	Hydri 30T \$33/hr.	1/1	1/1	1/1	Casline Inn 326-4365 TSC Groceries 326-4818

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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		Slip+		Mooring+		Gas/Diesel		Haul Out Yard Rate	Sewer/Showers Washroom	Heated Restaurant Heated Grocery
	Reservations Web Address	UNF #	Phone Fax	Harbor Latitude	Depth Entry Fud	Total Vmins Rate/Ft	# ex. LOA # ex. Boat	Total Vmins Rate	Launty Bx 0 rat	Gas/Diesel Pump-out	Haul Out Yard Rate			
Casine Yacht Club www.casineyachtclub.com	No Library	9	338-5231	44-22-44.45N 68-47-58W	50 ft			20/5 \$20	Dirty 10 ft	No Fuel No	No Haul Out	2/2	2/2	Bar's Bakeshop 338-5610 TSC Groceries 338-4818
Blackport Marina www.blackportmarina.com	Pre-timed None	9	489-5802 589-5802	44-34-31.43N 68-47-51W	4 ft 12 ft	35/2 \$1.25	45 ft 25 ft	Ind. Ind.		Gas Yes/Free	No Haul Out	1/1	1/1	Riverdew 489-7800 Totter's Variety 489-2753
Mid-Coast														
Bellefleur Landing	Pre-timed OnSite	9	338-1142 338-6222	44-25-13.58N 68-00-22W	20 ft 12 ft	25/25 \$1.25	115 ft 13 ft	\$5 \$10	Dirty 20 ft	Gas/Diesel Yes/Free	No Haul Out	5/2	5/2	Weatherware 338-1774 Shur-Fine 338-3005
Bellefleur Boat Yard	Yes Library	16	338-5088 338-6440	44-25-13.58N 68-00-22W	21 ft	12/2 \$1.00	65 ft 21 ft	Ind. None	1/4 \$15	Gas/Diesel None	Thru 30T \$44/hr	1/0	1/0	Barby's Pub 338-2329 Shur-Fine 338-3005
Deer Harbor Boat Yard www.deerharborboatyard.com	Yes None	9	734-2246 734-2331	44-15-52.58N 68-37-37W	14 ft 6 ft			20/20 \$20/20	Dirty 14 ft	Gas/Diesel None	Thru 30T \$44/hr	1/2 1/1	1/2 1/1	Dark Harbor House 734-6989 Baker's General 734-2011
J.O. Brown & Sons, Inc.	None	16	887-4821 887-4757	44-07-52.88N 68-52-30W	15 ft 6 ft			12/12 \$10	Dirty 30 ft	Gas/Diesel None	Thru 15T \$44/hr	1/2 3/2	1/2 3/2	Brown's Coal Wharf 887-4739 The Blender 887-4771
Thayer's Knot Boatyard	Pre-timed None	68	887-4701 887-4702	44-07-54.43N 68-53-47W	14 ft			2/2 \$15	Dirty 12 ft	No Fuel None	Thru 50T \$44/hr			Brown's Coal Wharf 887-4739 The Blender 887-4771
Winthausen Private Mooring	No None	16	863-5344	44-12-15.18N 68-50-06W	27 ft			3/2 \$20	Dirty 14 ft	No Fuel None	Thru 30T \$44/hr			The Haven 863-4989 Carnegie Harbor 863-4319
Weymouth Marine www.weymouthmarine.com	Pre-timed OnSite	71	235-4378 235-2311	44-12-47.88N 68-03-41W	15 ft 10 ft	40/20 \$3.00	120 ft 13 ft	\$10 \$20	Launch 50 ft	Gas/Diesel Yes/Free	Thru 30T \$44/hr	5/5 3/3	5/5 3/3	Peter O's 235-4032 French & Brown 235-4032
Camden Yacht Club	Yes Library	88	235-2014	44-12-43.58N 68-03-41W	15 ft	2/2 \$30.00	50 ft 8 ft	None None	Launch 50 ft	No Fuel None	No Haul Out	2/0	2/0	Harbortown Inn 235-4259 French & Brown 235-3611
Camden Town Dock	Yes Library	16	235-7589	44-12-43.58N 68-03-41W	15 ft	10/10 \$1.25	100 ft 10 ft	Ind. Ind.		Gas/Diesel Yes/Free	No Haul Out	5/1	5/1	Albion 235-6011 French & Brown 235-3611
Rockport Marine www.rockportmarine.com	Yes Library		235-5651 235-0788	44-11-20.08N 68-04-30W	10 ft	5/5 \$1.75	100 ft 10 ft	Ind. Ind.	Dirty 65 ft	Gas/Diesel None	Thru 55T \$42-44/hr	1/1	1/1	The Helm 235-6337 Graves 235-8877
Rockland Harbor Boatyard www.rocklandharbor.com	Yes OnSite	16	594-1765 594-4397	44-06-18.68N 68-05-22W	14 ft 12 ft			40/10 \$30-45	Dirty 12 ft	No Fuel Yes/Free	Thru 15T \$44/hr	1/0	1/0	The Kitchen 594-8389 Hannibal 594-2173
Knights Marine Service www.knightsmarine.com	Yes Library	16	594-4088 594-4088	44-06-45.68N 68-05-47W	15 ft 11 ft	12/10 \$1.50	80 ft 11 ft	\$5 None	Dirty 10 ft	Gas/Diesel None	Thru 35T \$44/hr	2/2 4/2	2/2 4/2	Kaulbach 594-2131 Fulley 594-5744
Seagull Wharf www.seagullwharf.com	Yes Que Pass	9	594-5800 235-2772	44-06-30.08N 68-05-18W	12 ft	2/4 \$1.00	50 ft 4 ft	None None	Launch 12 ft	No Fuel None	No Haul Out	4/4	4/4	Capt Miranda 594-2034 Hannibal 594-2173
Journey's End Marina	Pre-timed OnSite	9	594-4444 594-0407	44-06-30.08N 68-05-16W	15 ft 10 ft	70/8 \$1.50	40 ft 15 ft	Ind. Ind.	Dirty 20 ft	Gas/Diesel Yes/Free	River 1200T \$44/hr	6/6	6/6	Anast 595-0012 Hannibal 594-2173
Rockland Landing Marina	Yes Que Pass	9	595-5573 594-4886	44-06-11.68N 68-05-42W	12 ft 10 ft	70/25 \$2-2.50	40 ft 10 ft	\$8 \$8	Dirty 40 ft	Gas/Diesel Yes/Free	No Haul Out	2/4 2/2	2/4 2/2	Landing's 595-6573 Market on Main 594-0015
Rockland Public Landing d.rocklandmaine.us	No OnSite	9	594-0372 595-5545	44-06-03.68N 68-05-43W	14 ft	15/15 \$1.00	100 ft 10 ft	\$0.50 \$0.50	Dirty 30 ft	No Fuel Yes/Free	No Haul Out	2/2 1/1	2/2 1/1	Anast 595-0012 Market on Main 594-0015
Cad End Restaurant & Marina www.cadend.com	No Library	16	372-6762	44-05-12.58N 68-12-55W	50 ft 4 ft			20/15 \$15	Dirty 15 ft	Gas/Diesel None	No Haul Out	2/0	2/0	Cad End 372-6881 Hill's Market 372-6911
Port Clyde General Store	Yes Library		372-6543 372-0534	44-05-55.58N 68-15-54W	12 ft 10 ft			15/15 \$20	Dirty 8 ft	Gas/Diesel None	No Haul Out	1/1	1/1	Dip 372-6543 Port Clyde Gen Store 372-6543

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Quick Guide to Coastal Maine Marinas - Bar Harbor to Kittery

Prepared for GMA by the Atlantic Coastway Club

Maine Maritime Museum Website	Contact Info			Navigation		Depth Entry Fuel	Total Afters Rate/R	Sleep Max LOA # of Drift	Mooring		Gas Oil Fuel Pump out \$	Head Out Yard Rate	Service Heads Showers Wash Dry	Hours of Restaurant Hours of Grocery
	Reservations Web Access	WiFi # / T	Phone # / Fax	Harbor Labeling	Total Afters Rate/R				30 Amp 50 Amp	Launch? # of Drift				
Boothbay Harbor Region														
Broad Cove Marine Services	Yes More	9	525-5186 525-4488	Madomak River 43-55.54N 69-24-46E	16 ft. 6 ft.	10 ft. \$1.00	50 ft. 6 ft.	None	186 \$10	Driftly 30 ft.	Gas 20/100 Yearly 10	No Head Out	1/0	Broad Cove Snack Bar 500 N. Shore 563-8131
Cove Side Inn & Marina	Yes More	9	644-8730 644-8204	Danville Harbor 43-50.55N 69-33-35E	25 ft. 12 ft.	12 ft. \$1.50	50 ft. 12 ft.	Ind.	151/5 \$25	Launch 12 ft.	Gas 20/100 Yearly 10	No Head Out	2/2	Shoreline 644-8282 Harbor Side Grocery 644-8751
Cannage Shipbuilding	No More	16	644-8181 644-8273	The Cove 43-51.52N 69-33-62E	30 ft.	10 ft. \$2.00	100 ft. 16 ft.	Ind.	12/4 \$15	Driftly 30 ft.	No Fuel None	No Head Out	1/1	Bridge House 644-8148 Broad Cove 644-8282
Ocean Point Marina www.oceanpointmaine.com	Preferred Onsite	9	633-0773 633-3571	Danville Harbor 43-51.50N 69-35-07E	53 ft. 25 ft.	57 ft. \$1.75	150 ft. 25 ft.	\$5 \$10	18/4 \$25/12.50	Launch 60 ft.	Gas 20/100 Yearly 10	Thru 25T \$4.50/hr.	2/2 1/1	Lobsenz's 633-4303 633-4303
Schooner Landing	Yes Library		525-7447 525-7447	Danville Harbor 43-51.55N 69-31-57E	5 ft.	40 ft. \$1.50	75 ft. 8 ft.	None	40/8 \$1.50		No Fuel None	Thru 35T \$4.50/hr.	2/0	Schooner Landing 525-7447 Big Cove's 563-3051
Spar Shed Marina	Preferred More		633-4763 633-4763	Little River Harbor 43-49.25N 69-35-19E	6 ft.	52 ft. \$1.50	52 ft. 11 ft.	\$2 \$3	7/2 \$20	Driftly 15 ft.	Gas 20/100 Yearly 10	No Head Out	2/2	1820 House 633-2800 E Boothbay General 633-4503
Smuggler's Cove Inn smugglerscove.com	Preferred More		633-2800 633-5505	Little River Bay 43-49.27N 69-35-55E	30 ft.				7/4 \$25/25	Driftly 50 ft.	No Fuel None	No Head Out	2/2	1820 House 633-2800 E Boothbay General 633-4503
Paul E. Luke www.pauler.com	Yes More		633-4871 633-3388	Little River Bay 43-50.02N 69-35-53E	55 ft.				18/10 \$12	Driftly 80 ft.	No Fuel None	No Head Out	0/0	1820 House 633-2800 E Boothbay General 633-4503
Carnival Marina	Yes Onsite	9	633-2822 633-2822	Boothbay Harbor 43-50.55N 69-37-59E	30 ft. 30 ft.	40 ft. \$1.75	130 ft. 40 ft.	\$3.75 \$5.15	27/15 \$25/20	Driftly 40 ft.	Gas 20/100 Yearly 10	Thru 25T \$4.50/hr.	4/5 2/2	Carnival Real Estate 633-6644 Village Market 633-0544
Brown's 6th Street Marina www.browns6thstreet.com	Yes Onsite	9	633-5440 633-5440	Boothbay Harbor 43-50.55N 69-37-55E	20 ft. 20 ft.	50 ft. \$2.00	150 ft. 20 ft.	\$3 \$6	10/5 \$24	Driftly 20 ft.	No Fuel None	No Head Out	3/2 2/2	Brown's 6th Street 633-5440 Village Market 633-0544
Capt'n Fish Market & Marina www.captainfish.com	Yes Library	9	633-6605 633-6626	Boothbay Harbor 43-50.55N 69-37-46E	15 ft.	72 ft. \$2.00	155 ft. 10 ft.	\$3 \$6			No Fuel None	No Head Out	1/0	Chris Kohler's 633-6665 Village Market 633-0544
Boothbay Harbor Marina	Yes Library	9	633-6003 633-6003	Boothbay Harbor 43-51.04N 69-37-55E	20 ft.	40 ft. \$1.75	150 ft. 20 ft.	\$4.75 \$6	2/2 \$25	Driftly 20 ft.	No Fuel None	No Head Out	2/2 2/2	J.H. Hawk 633-5588 Bar Side Market 633-6465
Tugboat Inn & Marina www.tugboatinn.com	Yes Library	9	633-4434 633-4434	Boothbay Harbor 43-50.55N 69-37-59E	15 ft.	30 ft. \$1.80	100 ft. 15 ft.	\$3 \$5	15/15 \$20/15	Driftly 20 ft.	Gas 20/100 Yearly 10	No Head Out	3/2 2/2	Tugboat Inn 633-4434 Harbord's 633-6465
Samuel's Ship Yard	No Library	9	633-3171 633-3624	Boothbay Harbor 43-50.54N 69-37-55E	30 ft.				23/15 \$20	Driftly 30 ft.	Gas 20/100 Yearly 10	No Head Out	0/0	Andrew's 633-4074 Harbord's 633-6465
Signal Point Marina	Yes Library	16	633-6820 633-4436	Boothbay Harbor 43-51.02N 69-38-13E	10 ft. 6 ft.	47 ft. \$1.50	50 ft. 10 ft.	Ind.			Gas 20/100 Yearly 10	Rugby 140 ft. \$4.00/hr.	2/2	No. Adhesives 633-5528 Harbord's 633-6465
Boothbay Region Boatyard www.bry.com	Preferred More	9	633-2970 633-7144	Sheddock River 43-48.13N 69-40-58E	10 ft. 8 ft.	40 ft. \$1.40	50 ft. 8 ft.	Ind.	40/6 \$15	Driftly 70 ft.	Gas 20/100 Yearly 10	No Head Out	2/2 2/2	Newport 633-5242 Southern General 633-6665
Robinson's Marina Center 600mainemarinecenter.com	Yes Onsite	9	725-1255 725-1255	Sheddock River 43-51.20N 69-41-10E	10 ft. 10 ft.	135 ft. \$2.00	65 ft. 65 ft.	Ind.	72/25 \$20	Driftly 65 ft.	Gas 20/100 Yearly 10	Thru 55T \$4.50/hr.	2/2 1/1	The Cove 37 1-2530 George Town County 37 1-2105
Maine Maritime Museum www.maine-maritime.com	Yes Library	9	443-1316 443-1665	Kennebec River 43-53.37N 69-48-58E	20 ft.	1/1 \$1.50	150 ft. 17 ft.	None	3/5 \$30	Driftly 30 ft.	No Fuel None	Thru 55T \$4.50/hr.	2/2	Southgate 443-8185 The Store 368-0235
Kennebec Tavern & Marina	Yes Library		443-9535 443-0267	Kennebec River 43-51.52N 69-48-14E	41 ft. 20 ft.	50 ft. \$1.50	32 ft. 20 ft.	None	3/3 \$20	Driftly 40 ft.	Gas None	No Head Out	2/0	Kennebec Tavern 443-9535 Brookfield's 443-2012
Seabrook Harbor Resort www.seabrook.com	Yes Onsite	9	368-1161 368-2004	New Meadows R. 43-45.50N 69-51-55E	6 ft. 6 ft.	25 ft. \$2.00			25/23 \$25/15	Launch 20 ft.	Gas Yes/Free	No Head Out	2/2 1/1	Rio House 368-1161 West Point 368-9113
Greatland Boat Yard www.greatlandboatyard.com	Yes More	9	725-1639 725-1139	Marion Sound 43-48.15N 69-54-15E	12 ft. 5 ft.	57 ft. \$1.50	45 ft. 12 ft.	Ind.	40/2 \$20	Driftly 12 ft.	Gas 20/100 Yearly 10	No Head Out	2/1	Block & Tackle 725-6580 Store on Orr's 633-2301
Delphin Marina & Restaurant	Required More	9	633-6343 633-9571	Marion Sound 43-48.15N 69-54-15E	40 ft. 15 ft.	56 ft. \$1.00	50 ft. 15 ft.	Ind.	30/15 \$10	Launch 40 ft.	Gas 20/100 Yearly 10	Thru 12T \$4.50/hr.	2/0	Delphin Marina 633-5343 Bailey Island 633-6601

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Maine Yacht Racing Association Website	Contact Info			Navigation		Sleep		Mooring		Services	
	Reservations Web Access	UHF #/F	Phone Fax	Harbor Labeling	Digital Entry Fuel	Total Fees Rate/Ft.	30 Amp 50 Amp	Total Fees Rate	Launch? # ac. Boat	Gas Diesel Pump-out \$	Head/ Showers Water Dry
Portland & The South Coast											
Straito Point Wharf Company	Yes None	9 9	855-3888 855-4407	Hampshire River 43-48.2/1070/05.400	20 ft. 18 ft.	100/2 \$1.35	Ind. Ind.	15/3 \$25	Dirigly 50 ft.	Cas Diesel Yes \$4.10	2/2 Old World 855-4477
Brewer's South Freeport Marina www.brewersmarina.com	Yes Online	9 10	855-3181 855-3183	Hampshire River 43-48.2/1070/05.400	20 ft. 18 ft.	50/4 \$2.00	Ind. Ind.	150-15 \$25	Launch 20 ft.	Cas Diesel Yes \$4.10	2/2 Old World 855-4477
Royal River Boat Yard	Yes None	9 9	845-5577 845-5571	Royal River 43-47.7/2270/10.131	10 ft. 10 ft.	50/4 \$1.25	Ind. Ind.	50/4 \$1.25	Dirigly 100 ft.	Cas Diesel None	2/1 Muddy Rubber 845-3382 Hampshire's 845-5541
Van Lee Marina www.vanleemarina.com	Yes None	9 9	845-4328 845-4325	Royal River 43-47.4/4070/10.230	8 ft. 8 ft.	112/3 \$1.25	Ind. Ind.	112/3 \$1.25	Dirigly 100 ft.	No Fuel Yes \$4.10	2/1 Royal River Offshore 845-1226 Hampshire's 845-5541
Yarmouth Boat Yard www.yarmouthboatyard.com	Yes None	9 9	845-5050 845-5050	Royal River 43-47.7/2270/10.131	8 ft. 8 ft.	150/6 \$1.00	None None	150/6 \$1.00	Dirigly 100 ft.	No Fuel None	1/0 Royal River 845-1226 Hampshire's 845-5541
Handy Boat Service www.handyboat.com	Preferred Library	9 9	781-5110 781-7534	Falmouth River 43-43.70/070/12.580	25 ft. 8 ft.	40/20 \$2.00	Ind. None	300/20 \$20	Launch 30 ft.	Cas Diesel Yes \$4.10	2/0 Falmouth Sea Grill 781-5558 Town Landing MKI 781-2128
Spring Point Marina www.springpointmarina.com	Yes Library	9 68	767-3213 767-5940	Portland Harbor 43-38.00/570/13.883	10 ft. 8 ft.	250/30 \$1.25	Ind. Ind.	250/30 \$1.25	Dirigly 40 ft.	Cas Diesel Yes \$4.10	4/4 Joe's Boat House 741-2780 B. Gateway City 799-6421
Portland Yacht Service www.portlandyachtservice.com	Yes Online	9 68	774-1057 774-1058	Portland Harbor 43-38.00/570/13.883	30 ft. 30 ft.	120/10 \$1.00	Ind. None	120/10 \$1.00	Dirigly 40 ft.	No Fuel Yes \$4.10	4/1 Boone's 774-5725 Union Water 774-1387
Dimilio's Old Port Marina www.dimilios.com	Required Online	9 71	773-7572 773-4207	Portland Harbor 43-38.00/570/13.883	30 ft. 30 ft.	120/10-2 \$2.00	Ind. Ind.	120/10-2 \$2.00	Dirigly 40 ft.	Cas Diesel Yes \$4.10	2/2 Dimilio's Floating 772-2216 Portland Public Marine 1
Suncoast Marina www.suncoastmarina.com	Yes Online	9 8	767-4729 767-4729	Portland Harbor 43-38.00/570/13.883	20 ft. 10 ft.	150/20 \$2.00	Ind. Ind.	150/20 \$2.00	Dirigly 40 ft.	Cas Diesel Yes \$4.10	2/2 Sal Water Grille 799-5400 Hampshire's 799-7369
South Port Marina www.southportmarina.com	Yes Online	9 9	799-8151 767-5937	Portland Harbor 43-38.00/570/13.883	8 ft. 8 ft.	140/10 \$1.25	Ind. Ind.	140/10 \$1.25	Dirigly 40 ft.	Cas Diesel Yes \$4.10	2/2 Snow Squall 799-2232 Hampshire's 799-7369
Chick's Marina www.chicksmarina.com	Yes Library	9 68	967-2782 967-2034	Kennebunk River 43-21.180/070/28.440	5 ft. 5 ft.	50/10 \$3.50	Ind. Ind.	50/10 \$3.50	Dirigly 40 ft.	Cas Diesel Yes \$4.10	2/3 Mabel's Lobster 967-2952 Kitchen Chicks 967-1150
Kennebunk Marina www.kennebunkmarina.com	Yes Library	9 71	967-3411 967-5808	Kennebunk River 43-21.180/070/28.440	5 ft. 5 ft.	41/2 \$2.75	Yes Yes	41/2 \$2.75	Dirigly 40 ft.	No Fuel Yes \$4.10	2/2 Kennebunk Wharf 967-3444 Hampshire's 967-5808
Yachtman Marina www.yachtmanmarina.com	Required Library	9 17	967-5550 967-5515	Kennebunk River 43-21.180/070/28.440	5 ft. 5 ft.	50/4 \$3.50	Ind. Ind.	50/4 \$3.50	Dirigly 40 ft.	Cas Diesel None	2/2 Breakwater 967-3418 Kitchen Chicks 967-1150
Performance Marine	Required Library	9 17	967-5550 967-5515	Kennebunk River 43-21.180/070/28.440	5 ft. 5 ft.	20/2 \$2.00	Ind. Ind.	20/2 \$2.00	Dirigly 40 ft.	Cas Diesel Yes \$4.10	1/0 Rial House 967-5551 Hampshire's 967-5808
Donnell's Marina	Yes Library	9 9	363-5324	York Harbor 43-07.500/070/28.550	10 ft. 10 ft.	6/6 \$1.00	Ind. Ind.	6/6 \$1.00	Dirigly 40 ft.	No Fuel None	1/1 Fido's 363-1718 Donnell's 363-3171
York Harbor Marina www.yorkharbormarina.com	Library	16 10	363-3602	York Harbor 43-07.500/070/28.550	20 ft. 10 ft.	10/5 \$25	Ind. Ind.	10/5 \$25	Dirigly 20 ft.	Cas Diesel None	1/1 Bookside 363-2722 Donnell's 363-3171
Kittery Point Wharf	No None	16	439-0812	Placemore River 43-04.945/070/42.212	12 ft. 12 ft.	20/2 \$2.00	Ind. Ind.	20/2 \$2.00	Dirigly 20 ft.	Cas Diesel None	1/0 Captain's 439-3655 Fido's 439-0014
Don's Yacht Yard www.donsyachtyard.com	Required None	68 68	439-5582 439-4256	Placemore River 43-04.945/070/42.212	24 ft. 24 ft.	12/8 \$2.00	Ind. Ind.	12/8 \$2.00	Dirigly 20 ft.	No Fuel None	1/1 Sho's 439-0014 Fido's 439-0014
Kittery Landing Marina	Preferred None	9 68	439-1961 431-9557	Placemore River 43-04.945/070/42.212	34 ft. 34 ft.	20/2 \$1.50	Ind. Ind.	20/2 \$1.50	Dirigly 20 ft.	No Fuel None	2/2 Wharf's 439-11630 Ruffin's 439-6713
Seaside Island Marina	Preferred None	9 68	439-2610 431-9557	Placemore River 43-04.945/070/42.212	40 ft. 40 ft.	27/3 \$1.50	Ind. Ind.	27/3 \$1.50	Dirigly 20 ft.	No Fuel None	2/2 Wharf's 439-0035 Ruffin's 439-6713

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2005 PHRF-NE Gulf of Maine Fleet

Last Name	First Name	Boat Name	Boat Type	Racing	Cruising
ABRAMSON	DEAN	MARIAH	CAPE DORY 25D	252	264
ACADEMY	ME MARITINE	SHEERNESS	TAYLOR 41	45	57
ANDRUS	JUSTIN	TAKO KICHI	CATALINA 25	240	255
BABBITT	TOM	BRAVO	J 42 SD	75	87
BABBITT	WILLIAM	ANTE O'DEA	CATALINA C-310	183	195
BAKER	CHARLES	ANTRE EXPRESS	ALERION EXPRESS 28	U168	U174
BALLES	MARK	ENDEAVOR	J 32	129	138
BARCLAY	RICHARD	ODYSSEY	BRISTOL 35.5	159	174
BECTON	HENRY P.	ARIANA	OHLSON 41	132	144
BECTON JR.	HENRY R.	OTTER	SABRE 38-1	117	129
BELL	JOHN	STARLIGHT	J 42 L SD	90	93
BENNERT	JEFFREY	COOL RUNNINGS	J 35	72	84
BERUBE	ROBERT	SYNERGY	METALMAST 30	159	165
BIENKOWSKI	DANIEL	MORINIG STAR	J 44	33	48
BLAISDELL	STEPHEN	ATLANTIC AVE	J 30	144	150
BLUM	BERNARD	CIRCE	HINCKLEY 49	159	165
BOAT YARD	BROOKLIN	VORTEX	55 SQ METER	81	81
BORST	BYRON	SYNERGY	CONCORDIA 47	-12	0
BOURKE	FREDERIC	ZEBRA	W-46	75	81
BRADFORD	JOHN	PI-MUT IV	J 35	78	90
BRIGHTMAN	JOEL	FELICITAS	HINCKLEY SW 50	114	129
BROOKS	PHILIP	FIDDLER	BABA 40	189	204
BROWN	JAMES G.	THUMPER	J 30	135	141
BROWN	ROBERT	FOUR SUN'S	SWAN 41	99	111
BURT, JR.	ERNEST H.	GITANA	ALDEN 40	171	177
BUTLER	JOHN	GALANTEA	BRISTOL 38.8	135	147
CAMPBELL	LEVIN H.	CONCERT	MORRIS 40	126	141
CARLETON	TODD	MASTERSPEED	J 35	72	84
CARY	MARSHALL	ADVENTURE	SABRE 30-3	168	186
CASEY	MIKE	LAURENTIDE	CARRERA 29	96	108
CASSIDY	BRUCE	EMOTIONAL RESCUE	J 130 CF	24	33
CHACE	MINTURN V.	LARA	HINCKLEY 41	162	177
CHANDLER	PETER	LORD GEORGE	VINEYARD VIXEN 34	183	186
CHEROT	BEVIN V.	PEQUOT	HINCKLEY 44	54	66
CLUETT	MARK S.	MERLIN	J 42	81	81
COHEN	MYLAN/MAYA	ARION'S RIDE	J 109	72	81
COIT	DANIEL	EVERGREEN	MENEMSHA 24	267	267
COLBURN	KENNETH H.	WITCH	J 105	90	96
COLBURN	KENNETH H.	GHOST	J 105	90	96
COLE	RONALD	ARTEMIS	ALBERG 37	180	183
COLEMAN	DOUG	SKITTERY GUSSET	J 40	84	96
CONNELL	JIM/ANNIE	SANS SERIF	J 30	138	144
COOK	MICHAEL	GHOST	HINCKLEY SW 52	84	90
COOK	MICHAEL	FLIRT	CAMDEN HARBOR 31	174	174
CORREA	TONY	NOETA	CUSTOM	249	261
COUGHLIN	JAMES	MAINSTAY III	JEANNEAU GINN FIZZ	177	189
CRAN	GARY	BLACK BEAR	TARTAN 3500	141	147
CRISPIN	JOHN	PERSPECTIVE	CABO RICO 38	195	201
CRONIN	PHILIP M.	COMMON SENSE	C&C 43	78	93
CUMBACK	BRUCE	WILEY	J 35	72	84
CUSHMAN, JR.	ALLERTON	GUSTO	CUSTOM	99	111
CUTHBERTSON	JIM	RUMPLETEAZER	J 24	168	174
DAVISON	ENDICOTT	WINSOME	DAWN 48	96	111
DENNETT	DANIEL	XANTHIPPE	BENETEAU FIRST 42	81	96
DENNY	GEORGE	RESTIVE	PAUL LUKE	114	123
DENNY	GEORGE	PUDDING	CENTER HARBOR 31	171	168
DIETZ	JOHNATHAN	ESPARTA	MORRIS 36	162	174
DODD	JIM	JAZAZZI	J 24	168	174
DONOVAN	RICK	TURN THE PAGE	BENETEAU 473 SD	87	90
DU PONT	PETE	DYNAMITE	J 46	54	60
DUGUAY	STEVE	HORNPIPE	EAST COAST OD	216	228
DUNFEY	SEAN	PHOENIX	ANDERCRAFT 36	88	94
EACHO	WILLIAM	ATLANTICA	HINCKLEY SW 42-2	111	126
EISENHART	CHRIS	THMPER	OLSON 30	108	120
ELDRED	KENNETH	AMMERSEE	F&C 44	102	114
EMANUEL	GEOFF	COMMOTION	FRERS 30	135	147
FITZGERALD	JOHN	MOONDANCE	SABRE 36	126	129
FOWLER	WIN	ALTERCATION	HOBIE 33 OD	90	99
FULL	WILLIAM	PERSISTENCE	J 29	117	123
GILES	MICHAEL	APOGEE	OHLSON 38	165	177
GRANT	JOSEPH	FAIR LEAD	LITTLE HARBOR 40	153	168
GREVEN	ERIK D.W.	THE PHOENIX	ERICSON 38	138	141
GRIFFIN	DAVID	STORM PETRED	SABRE 34-1	153	165
GRILLO	JOHN N	WENDIGO	SABRE 36	123	135
HAALAND	GORDON A.	EVENTYR	J 42	81	81
HALE	RICHARD N.	BANDITO	N/M 45	33	45

HALL	RICHARD	SNAPDRAGON	ERICSON 25+	225	234
HALLETT	MERLE	SCARAMOUCHE	N/M 39	60	66
HALLETT	RICHARD A.	OFF THE WAGON	EVELYN 32-2	102	114
HAMLIN	BRUCE S.	RUTHLESS	SABRE 38-1	117	129
HAWKINS	RAYMOND	HAWK'S NEST	C&C LANDFALL	141	153
HAWLEY	ROB	RAINIER	J 24	168	174
HECKMAN	GUY	CAHOOTS	HINCKLEY SW 50	129	135
HEILNER	MARCUS	HOI AN	CENTER HARBOR 50	60	75
HENSHAW	NAT/WELD	BEAGLE	J 35	72	84
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
HYLAND 111	H.DEXTER	PATRIOT	C&C 35-3	114	126
IACONETA	MICHAEL	NIGHT SHIFT	EVELYN 36	117	123
JENNINGS	KRIS	MI LADY	SABRE 34-1	159	171
JOHNSTONE	ROBERT L.	TERM	J 100	U81	U93
JOHNSTONE	ROBERT L.	TERN	J 100	U96	U96
JONES	DAVID C.	SUNSHINE	J 29	123	129
JOSEPH	ALAN	HOT NUMBERS	TAYLOR 42	46	58
KEAN	CHRISTINE	SOULMATE	C&C 41	72	84
KEEFER	ROBERT	ARVNRARESS	OHLSON 35	207	222
KEENAN	BURT H.	ACADIA	CUSTOM	123	123
KELLOGG	BOB	TAMARACK	DOBROTH 42	60	72
KELLOGG	BOB	ARBACIA	NORDIC 40	105	117
KETCHUM	RICHARD	SPANKING MACHINE	KIWI 35	54	60
KIPP	WINSTON	GROWL TIGER	J 40	84	96
KNOWLES	JONATHAN D.	ABRACADABRA	J 44 WK	36	48
KROEGER	HAL	FAR OUT	MORRIS 52	87	93
KROW	LEE	MOMENTUM	BALTIC 47	18	33
LADD	HAVEN	BALANCE	CAL 40	129	141
LATTA	LARRY/CATHY	ALLEGRO	ENDEAVOR 35	159	165
LEDWITH,JR	RICHARD W.	FIESTA	C&C 40-2 CB	102	114
LEWIS	GEORGE	ROSE	NEW YORK 40	90	102
LLOYD	PETER	SNAPDRAGON II	ERICSON 38WK	129	141
LOGAN	DONALD	KEEMAH	J 105	90	96
LOUISON	DOUGLAS	GLORIA	J 34 C	117	129
LOWERY	JAMES T.	MY PAL	PEARSON 30	180	192
MAC KENZIE	WARD D.	GENEVIEVE	ALERION EXPRESS 28	U168	U180
MAC PHERSON	RUSSELL B.	SEA ROBIN	LITTLE HARBOR 37	177	189
MACE	MILES	SKYWARD	MORRIS 36 JUSTINE	162	177
MADEIRA	CONSTANCE B	BALEIRA	ALBERG 35	201	213
MARCHANT,J	MARCHANT,D	REVOLUTION VII	MUMM 30	54	63
MARTIN	DOUGLAS/MARY	WISHING STAR	TARTAN 3500	132	135
MC KENNA	JAMES	TOOR A LOORA	CAPE DORY 36	186	210
MERRILL	NEWTON P.S.	FINESSE	J 42	81	81
MICOLEAU	CHARLES/JUDY	WINDSONG	TARTAN 3500	123	135
MINSON	FREDERICK V.	CAT'S PAW	LINDENBERG 28	117	129
MOORE	CHARLES/CHRIS	NORTHEN MUSE	PEARSON 33-2	168	171
MORRIS	CUYLER		MORRIS 36	117	120
MORRIS	TOM	AFTER YOU	J 80	114	123
MORRIS	WILLIAM B.	FOX	MORRIS 32	189	204
MRAZ	RANDALL	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
NORMAN	DAVID	ADHARA II	C&C 34R	81	93
O' BRIEN	CHARLES E.	PEER GYNT	O DAY 322	180	192
PARENT	RICHARD A.	BEAUSOLEIL	BENETEAU 456	72	84
PARKER	PETER J.	TIGER LILY	SABRE 30-1	180	192
PARSONS	PETER/DAVID	LIBERTINE	SABRE 34-1	159	174
PAWLE	ROBBY	MRS HIGGENBOTTOM	CATALINA 270WK	219	234
PERKINS	NEWELL/NANCY	STAR	J 120	51	63
PERKINS	PAUL F.	FLING	SABRE 28 MOD	189	201
POPE	DOUGLAS C.	WALKABOUT	TARTAN 10	132	138
PORTA	TIMOTHY	MIGIS MAGIC	J 32	129	129
PORTER	KEM	KEMOSHA	J 42	75	78
PRICE	PETER	BIG DOG PARTY	FARR 39 ML	15	21
PRIEST,II	KENNETH	EXTRA BEAT	J 35	72	84
RAGO	WILLIAM	AQUILA	C&C 29	174	186
RANDALL	JONATHAN	SNOWBIRD	NEW YORK 36	105	111
REEVE	ABBOTT	NARCISSUS	HINCKLEY 48	119	129
REYNOLDS	MATTHEW D.	WIND GAME	ERICSON 35-2	143	155
RICE	RANDY	RITA P	PEARSON 30	189	192
RICHTER	JAMES	BONSPEIL	NORDIC 44	84	99
RINES	S. MELVIN	CANDIDE	BERMUDA 40-3	156	168
ROCKEFELLER	DAVID	CYBELE	IMX 45 SD	15	30
ROGERS	ED	REVOLUTION 2	FARR 43	48	54
ROLFES	T.R.	SIDEWINDER	J 105	90	96

ROSE	ERNIE	JOSIE P	ALERION EXPRESS 28-2	U174	U174
RUFF	DAVID	GO DOG GO	J 29	117	123
RUSSELL	J.H.	HAWK	J 35	72	84
RYAN	MICHAEL	FIONA RIOS	CAPE DORY 45	129	135
SAWYER	ANDREW	STRAW HAT	J 105	87	96
SCHOTTE	RICHARD	LENA		60	72
SCHWAB	BRUCE	OCEAN PLANET	OPEN 60	-120	-111
SCHYBERG	ROBERT	GULVAIN	CUSTOM 55	36	48
SEMONITE	NED	BLACK OWL	J 105	81	90
SINGER	HOWARD	MARNIE	ERICKSON 35	144	159
SMITH	E.NEWBOLD	REINDEER	MORRIS 47	24	36
SMITH	STOCKTON N.	WEATHER GAUGE	FARR 44	54	66
SMITH	WAYNE C.	DEFIANT	FRERS 30	135	147
SMITH M.D.	KAIGHN	GAYLARK	SWAN 38	99	111
SMITHWICK	REGENALD	KOAS	FRERS 41TM	69	81
SORIANO	JOSE	AURORA	SIGMA 36 F/R	126	132
SPENCER	S.A.	WHIPLASH	J 35	72	84
STEEVES	ROBERT	SHADOW	SABRE 362 WK	132	147
STEVENS	RICHARD	HONALEE	SABRE 34-2	141	153
STEVENSON	DONALD	MORNING LIGHT	ERICSON 28-2	189	198
STEVENSON	RICHARD	ROACH COACH	OLSON 30	107	119
STRINGOS	GUST	BLUEBIRD	MORRIS 36 SD	177	180
STROCK	CHRISTOPHER	MC BETH	SABRE 38-1	123	138
STUBBS	MICHAEL B.	FANCY	MAGIC CLASS	135	135
STURRUP	BURT	SORA	PEARSON VANGUARD	246	261
SYMINGTON	ANN	ANJACAA	PALMER JOHNSON 53	48	60
TAYLOR	ROBERT H.	FROLIC	J 24	168	174
TEFFT	CARVEL B.	BANGALORE	RHODES 43	153	165
TETRAULT	ROBERT	SEA RETURN	PEARSON 530	111	123
TEW	DAVID	ROSALITA	SHIELDS	U174	U171
THOMSON	JAMES L.	THISTLE	J 46	45	60
TOBIN	WALLACE E.	FROYA	CUSTOM 46	99	111
TOFIAS	DONALD	WHITE WINGS	W-76	-6	3
TOFIAS	DONALD	ARION	W-46	84	84
TOFIAS	DONALD	EQUUS	W-46	84	84
TULLER	MARK E.	KANALOA	HINCKLEY SW 42	126	132
TWINEM	FRANCIS (PAT)	JACKPOT	C&C 32	174	177
VAN LUNEN	LLOYD	BRIO	J 110	102	111
VANOFF	NICK	GERANIVA	BUZZARD BAY	102	108
WATSON JR.	ARTHUR K	TOO ELUSIVE	OCEAN 80	21	27
WEBB	WATT W.	WAVE TRAIN	SWAN 44-2	75	81
WEBER	JOSEPH	VA PENSIERO	CUSTOM	90	99
WEG	KENNETH	AFTERGLOW	HINCKLEY SW 43TM	84	96
WELLEHAN	DAN	SHAMROCK	FRERS 33	114	126
WERNER	MARK	NIPANTUCK	CENTER HARBOR 31	U171	U168
WIDEMAN	BERNARD	SKYLARK	CAL 25	237	252
WILKINSON	WILLIAM	GREY EAGLE	J 105	96	96
WILLAUER	PETER O.	EIGHT BELLS	J 42 SD	87	87
WILMERDING	PATRICK	FIREFLY	MORRIS 454	27	42
WINKLER	K	DEFIANCE	PEARSON 37	108	120
WOODSIDE	NEIL	UNDINE	PEARSON VANGUARD	249	261
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Tides

At Portland, Maine

Presented by

MARSH



Marsh & McLennan Companies

Peter.G.Arndt@marsh.com

106 Lafayette Street
Lower Falls Landing
P.O. Box 1137
Yarmouth, ME 04096

207 846 0400
800 820 3151
Fax 207 846 6725

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

JUNE

6/1	1:02am	L	7:14am	H	1:29pm	L	7:51pm	H
6/2	2:06am	L	8:18am	H	2:25pm	L	8:46pm	H
6/3	3:06am	L	9:18am	H	3:18pm	L	9:37pm	H
6/4	4:00am	L	10:12am	H	4:07pm	L	10:24pm	H
6/5	4:50am	L	11:02am	H	4:53pm	L	11:08pm	H
6/6	5:35am	L	11:48am	H	5:36pm	L	11:49pm	H
6/7	6:18am	L	12:32pm	H	6:17pm	L		
6/8	12:29am	H	6:59am	L	1:13pm	H	6:57pm	L
6/9	1:08am	H	7:39am	L	1:53pm	H	7:38pm	L
6/10	1:48am	H	8:18am	L	2:33pm	H	8:19pm	L
6/11	2:29am	H	8:59am	L	3:15pm	H	9:02pm	L
6/12	3:12am	H	9:40am	L	3:57pm	H	9:47pm	L
6/13	3:57am	H	10:22am	L	4:41pm	H	10:36pm	L
6/14	4:45am	H	11:05am	L	5:26pm	H	11:27pm	L
6/15	5:35am	H	11:50am	L	6:12pm	H		
6/16	12:20am	L	6:27am	H	12:37pm	L	6:59pm	H
6/17	1:15am	L	7:22am	H	1:26pm	L	7:47pm	H
6/18	2:09am	L	8:17am	H	2:16pm	L	8:35pm	H
6/19	3:03am	L	9:13am	H	3:07pm	L	9:25pm	H
6/20	3:55am	L	10:07am	H	3:58pm	L	10:15pm	H
6/21	4:47am	L	11:00am	H	4:50pm	L	11:06pm	H
6/22	5:39am	L	11:53am	H	5:43pm	L	11:59pm	H
6/23	6:31am	L	12:46pm	H	6:36pm	L		
6/24	12:53am	H	7:24am	L	1:41pm	H	7:32pm	L
6/25	1:48am	H	8:18am	L	2:36pm	H	8:30pm	L
6/26	2:46am	H	9:13am	L	3:33pm	H	9:30pm	L
6/27	3:45am	H	10:09am	L	4:30pm	H	10:33pm	L
6/28	4:46am	H	11:05am	L	5:28pm	H	11:37pm	L
6/29	5:50am	H	12:03pm	L	6:26pm	H		
6/30	12:42am	L	6:54am	H	1:01pm	L	7:24pm	H

JULY

7/1	1:46am	L	7:57am	H	1:58pm	L	8:19pm	H
7/2	2:46am	L	8:58am	H	2:52pm	L	9:12pm	H
7/3	3:42am	L	9:54am	H	3:44pm	L	10:02pm	H
7/4	4:32am	L	10:45am	H	4:32pm	L	10:47pm	H
7/5	5:18am	L	11:31am	H	5:16pm	L	11:30pm	H
7/6	6:00am	L	12:13pm	H	5:57pm	L		
7/7	12:10am	H	6:40am	L	12:52pm	H	6:36pm	L
7/8	12:48am	H	7:17am	L	1:29pm	H	7:15pm	L
7/9	1:26am	H	7:53am	L	2:06pm	H	7:53pm	L
7/10	2:04am	H	8:28am	L	2:42pm	H	8:33pm	L
7/11	2:43am	H	9:04am	L	3:19pm	H	9:14pm	L
7/12	3:23am	H	9:41am	L	3:58pm	H	9:58pm	L
7/13	4:06am	H	10:20am	L	4:38pm	H	10:45pm	L
7/14	4:53am	H	11:02am	L	5:22pm	H	11:36pm	L
7/15	5:43am	H	11:49am	L	6:10pm	H		
7/16	12:32am	L	6:39am	H	12:41pm	L	7:02pm	H
7/17	1:30am	L	7:39am	H	1:36pm	L	7:57pm	H
7/18	2:30am	L	8:41am	H	2:35pm	L	8:54pm	H
7/19	3:30am	L	9:42am	H	3:33pm	L	9:52pm	H
7/20	4:27am	L	10:40am	H	4:31pm	L	10:49pm	H
7/21	5:22am	L	11:35am	H	5:27pm	L	11:45pm	H
7/22	6:15am	L	12:30pm	H	6:23pm	L		
7/23	12:40am	H	7:07am	L	1:23pm	H	7:19pm	L
7/24	1:35am	H	7:59am	L	2:16pm	H	8:16pm	L
7/25	2:31am	H	8:51am	L	3:09pm	H	9:13pm	L
7/26	3:28am	H	9:44am	L	4:03pm	H	10:13pm	L
7/27	4:26am	H	10:37am	L	4:58pm	H	11:14pm	L
7/28	5:27am	H	11:33am	L	5:55pm	H		
7/29	12:18am	L	6:30am	H	12:31pm	L	6:53pm	H
7/30	1:21am	L	7:34am	H	1:30pm	L	7:51pm	H
7/31	2:23am	L	8:36am	H	2:28pm	L	8:47pm	H

AUGUST

8/1	3:20am	L	9:33am	H	3:22pm	L	9:40pm	H
8/2	4:12am	L	10:24am	H	4:12pm	L	10:28pm	H
8/3	4:58am	L	11:09am	H	4:56pm	L	11:11pm	H
8/4	5:39am	L	11:49am	H	5:37pm	L	11:50pm	H
8/5	6:16am	L	12:26pm	H	6:14pm	L		
8/6	12:27am	H	6:50am	L	1:00pm	H	6:50pm	L
8/7	1:02am	H	7:22am	L	1:33pm	H	7:26pm	L
8/8	1:37am	H	7:54am	L	2:06pm	H	8:03pm	L
8/9	2:13am	H	8:26am	L	2:40pm	H	8:42pm	L
8/10	2:51am	H	9:01am	L	3:16pm	H	9:23pm	L
8/11	3:32am	H	9:39am	L	3:55pm	H	10:09pm	L
8/12	4:18am	H	10:22am	L	4:40pm	H	11:00pm	L
8/13	5:10am	H	11:11am	L	5:30pm	H	11:58pm	L
8/14	6:08am	H	12:07pm	L	6:27pm	H		
8/15	1:01am	L	7:12am	H	1:08pm	L	7:30pm	H
8/16	2:06am	L	8:19am	H	2:13pm	L	8:34pm	H
8/17	3:10am	L	9:23am	H	3:17pm	L	9:36pm	H
8/18	4:09am	L	10:22am	H	4:17pm	L	10:36pm	H
8/19	5:04am	L	11:18am	H	5:14pm	L	11:32pm	H
8/20	5:56am	L	12:10pm	H	6:09pm	L		
8/21	12:26am	H	6:46am	L	1:00pm	H	7:03pm	L
8/22	1:19am	H	7:35am	L	1:50pm	H	7:57pm	L
8/23	2:12am	H	8:24am	L	2:40pm	H	8:52pm	L
8/24	3:06am	H	9:14am	L	3:31pm	H	9:48pm	L
8/25	4:02am	H	10:06am	L	4:24pm	H	10:46pm	L
8/26	5:01am	H	11:00am	L	5:20pm	H	11:48pm	L
8/27	6:03am	H	11:59am	L	6:19pm	H		
8/28	12:52am	L	7:07am	H	1:01pm	L	7:20pm	H
8/29	1:55am	L	8:10am	H	2:02pm	L	8:20pm	H
8/30	2:54am	L	9:07am	H	2:59pm	L	9:15pm	H
8/31	3:45am	L	9:57am	H	3:49pm	L	10:04pm	H

SEPTEMBER

9/1	4:30am	L	10:40am	H	4:33pm	L	10:47pm	H
9/2	5:09am	L	11:18am	H	5:12pm	L	11:25pm	H
9/3	5:44am	L	11:53am	H	5:49pm	L		
9/4	12:01am	H	6:16am	L	12:25pm	H	6:23pm	L
9/5	12:35am	H	6:46am	L	12:56pm	H	6:58pm	L
9/6	1:09am	H	7:17am	L	1:27pm	H	7:34pm	L
9/7	1:44am	H	7:49am	L	2:01pm	H	8:12pm	L
9/8	2:22am	H	8:25am	L	2:37pm	H	8:54pm	L
9/9	3:04am	H	9:05am	L	3:19pm	H	9:40pm	L
9/10	3:52am	H	9:51am	L	4:07pm	H	10:33pm	L
9/11	4:46am	H	10:44am	L	5:02pm	H	11:34pm	L
9/12	5:48am	H	11:45am	L	6:05pm	H		
9/13	12:41am	L	6:56am	H	12:52pm	L	7:13pm	H
9/14	1:49am	L	8:05am	H	2:01pm	L	8:21pm	H
9/15	2:53am	L	9:09am	H	3:06pm	L	9:25pm	H
9/16	3:52am	L	10:06am	H	4:06pm	L	10:24pm	H
9/17	4:45am	L	10:58am	H	5:02pm	L	11:18pm	H
9/18	5:34am	L	11:47am	H	5:55pm	L		
9/19	12:10am	H	6:22am	L	12:35pm	H	6:46pm	L
9/20	1:01am	H	7:08am	L	1:22pm	H	7:37pm	L
9/21	1:51am	H	7:55am	L	2:08pm	H	8:28pm	L
9/22	2:42am	H	8:43am	L	2:57pm	H	9:20pm	L
9/23	3:36am	H	9:33am	L	3:47pm	H	10:16pm	L
9/24	4:32am	H	10:27am	L	4:42pm	H	11:15pm	L
9/25	5:32am	H	11:25am	L	5:42pm	H		
9/26	12:18am	L	6:35am	H	12:28pm	L	6:45pm	H
9/27	1:21am	L	7:37am	H	1:31pm	L	7:47pm	H
9/28	2:19am	L	8:33am	H	2:28pm	L	8:43pm	H
9/29	3:09am	L	9:21am	H	3:19pm	L	9:32pm	H
9/30	3:53am	L	10:03am	H	4:03pm	L	10:15pm	H



**If racing from Bass Harbor, Maine
across the Bay of Fundy to Digby, N.S.
sounds like your idea of fun,
consider entering**

Photo by Doug Pope

THE ADMIRAL DIGBY CUP OCEAN RACE JUNE 30TH-JULY 3RD

- ◆ Weather briefing & weather routing provided
- ◆ Offshore Racing Council Category 3 regulations apply
 - ◆ Trophies furnished by A.G.A. Correa & Son
- ◆ Sanctioned by the Gulf of Maine Ocean Racing Association for season point totals
- ◆ Sponsors include: Morris Yachts, Royal Western Nova Scotia Y.C., Gritty McDuff's and Points East Magazine.

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The message
is in the bottle.



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