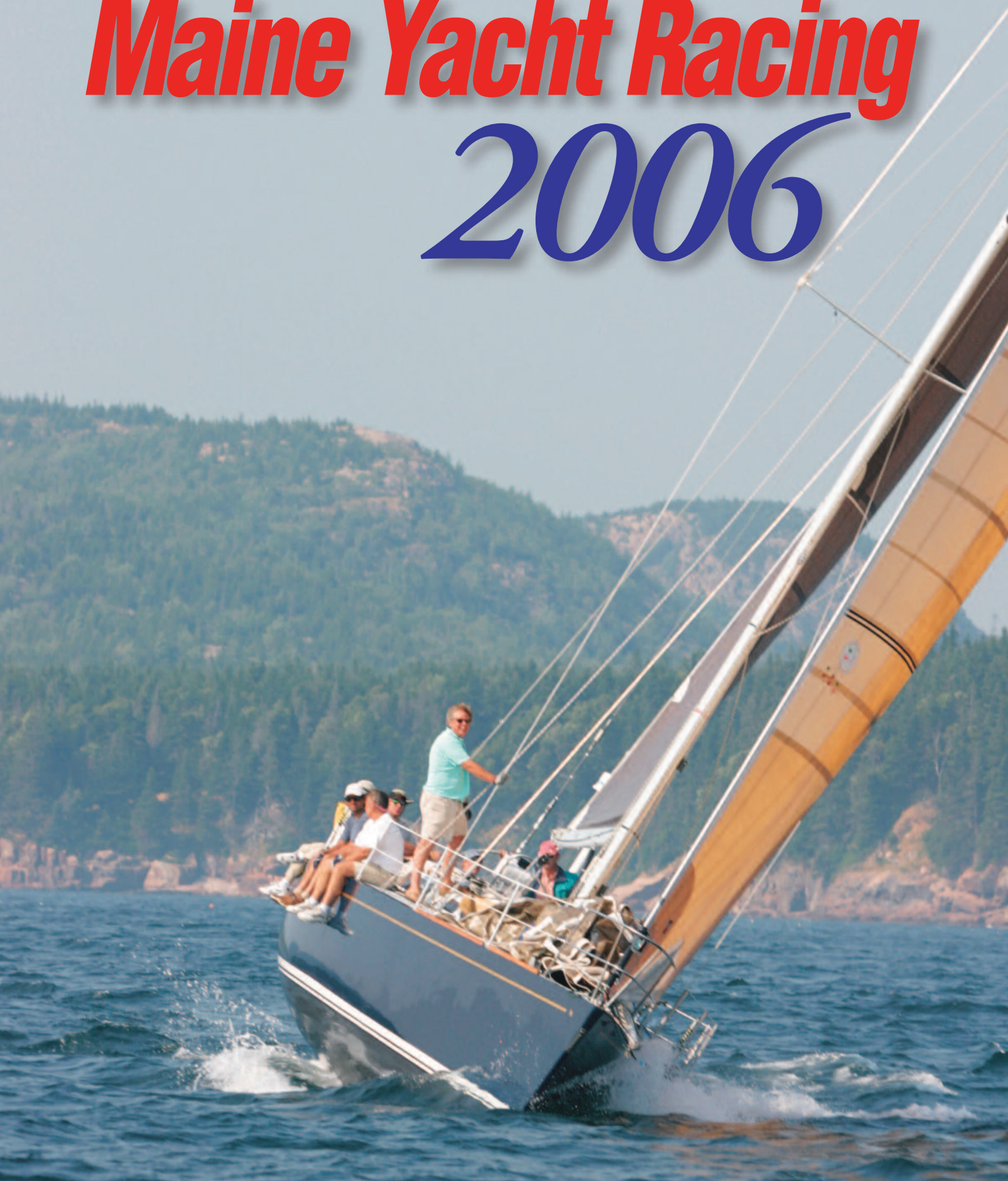


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Maine Yacht Racing *2006*



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The President's Page

I am honored that my fellow sailors have chosen me to be the president of our organization; Geoff Emanuel's shoes will be difficult to fill. We owe Geoff a debt of gratitude for his strong leadership as president, and I plan to seek his advice often this year.

The mission of GMORA is to promote ocean racing, including international ocean racing, in the Gulf of Maine. We are here to serve our members – the individual racers and the sailing clubs and organizations of Maine, New Hampshire, and Maritime Canada that sponsor ocean racing competition. I hope to enlist each of you in that effort.

As I write, I'm looking forward to traveling to the Caribbean to sail with friends in a regatta in which more than 200 boats will participate – 200 boats; what a thrill! The balmy weather will be nice, and the 20-knot trade winds will make the sailing pleasant, but it will be the big fleet that makes the event memorable, not to mention a success for the sponsors. Numbers matter. More is better.

Our current membership includes over 200 active racers, along with clubs and organizations that sponsor races and regattas in the Gulf of Maine. Our individual members constitute the largest PHRF fleet in New England, and include a small but growing multihull fleet. Each club or organization that joins GMORA is entitled to a seat on our board of directors. Through those club directors, we keep in touch with the regatta sponsors in order to better form our mission. Membership in GMORA gives those active or interested in ocean racing in the Gulf of Maine a voice in the future of our sport. Notwithstanding the strength of GMORA, many of our regattas are lightly attended.

If there were more of us, our club members would benefit from increased participation and revenue from their races. For individual racers, greater participation lowers the likelihood of insufficient entries in your class, always a problem at the smaller regattas. Larger numbers of race entrants would let GMORA and regatta organizers divide competitors into classes with smaller rating spreads, yielding keener competition.

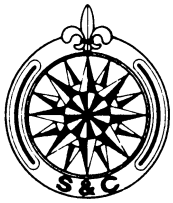
So how do we convince others to join us, and share the competition, the camaraderie, and the great fun of ocean racing? In 2004 and 2005, GMORA presented two Saturday seminars – one in Falmouth and one in Rockland. The seminars, intended to introduce newcomers to ocean racing, were well attended. Participants were enthusiastic, but results, measured in terms of new members, were modest. As one who believes the virtues of racing offshore are self-evident, I'm frustrated by the difficulty in attracting new sailors to join in the fun. I recently sought the counsel of a sailing friend, who is one of our GMORA Fleet Captains. This year we will have one for each class. The job of the Fleet Captain is to encourage participation. The Fleet Captain noted that many well-qualified sailors and boats never race. He pointed out, for example, the huge anchorage in Falmouth, which has more than a thousand boats, perhaps only a hundred of which race.

We agreed many of these non-racing boats seldom sail. He recalled that before his family was active in racing, it was difficult, sometimes impossible, to get Mom, Dad, and the kids committed to a day of

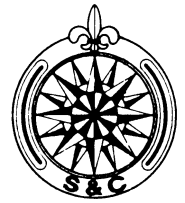
PRESIDENT'S MESSAGE, continued on Page 41



Peter Garcia



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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.

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2006 GMORA RACING CALENDAR

EVENT	DATE	REGION	RACE DAYS
Centerboard Regatta	June 10	W	1
Pilot Race	June 17-18	W	2
Harraseeket Regatta	June 24	W	1
Admiral Digby Cup	July 1-2	E	2
PHRF Maine Champs	July 8-9	W, C, E	2
MDI Series	Jul 9, 22 & 30	E	2
Boothbay Regatta	July 15-16	W, C	2
Hospice Regatta	July 15	E	1
Seguin Is. Trophy Race	July 22-23	W, C	2
Handy Boat Midsummer Regatta	July 29	W	1
Camden-Castine Race	July 29-30	C	2
Downeast Challenge Race	July 29-30	W, C	2
GMORA/STC/CCA Cruise*	Aug. 5-6	n/a	0
Down East Race Week	Aug. 6	E	5
Monhegan	Aug. 12-13	W	2
MS Regatta	Aug. 19	W	1
MDI Series	Aug 20	E	1
PHRF New England's	Aug. 25-27	Overall only**	3
Commodore's Cup	Aug. 27	C	1
Yarmouth Cup	Aug. 31	W	2
GMORA Awards Banquet	Oct. 21		

* 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

See Notice of Race in NOR and Entry Forms section of website

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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 a valid 2006 PHRF-NE certificates, or with provisional certificates issued by GMORA to new fleet members, 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 long 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

Cruising class boats, which shall not use spinnakers, shall race as one class. J35s, which had been assigned to Class B in the past, are now assigned to the class in which their ratings place them, generally Class A.

5. Member clubs are encouraged to use the same breaks where feasible. For GMORA purposes, a yacht shall be scored in the class to which its rating is assigned, unless she primarily races cruising class, in which case she shall be scored in cruising class. A yacht will be scored in her GMORA class irrespective of the class to which she is assigned by the race committee in any specific regatta. GMORA shall not score a yacht that chooses to race in a class other than that to which she would have ordinarily been assigned.

For example, a yacht has a racing rating that places her in racing "B." She races primarily with a spinnaker. If she signs up for a regatta and the race committee places that boat in racing "A" due to a small number of entries, she shall earn points for each boat beaten in her class and those points shall be applied to her GMORA score against her class "B" competition. If she signs up to race cruising class, however, she will not earn GMORA points.



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Jamming at the 2005 GMORA banquet.

2005 GMORA Series Awards

CLASS A

Whiplash

1st Overall, 1st Western, 1st Central,

Kaos

2nd Overall, 2nd Western, 3rd Central

Scaramouche

3rd Overall, 3rd Western, 2nd Central

J105 CLASS

Black Owl

1st Overall, 1st Western

Ghost

1st Central

CLASS C

Commotion

1st Overall, 1st Western, 1st Central

Snowbird

2nd Overall, 2nd Western, 2nd Central

Five

3rd Overall

Roach Coach

3rd Western Series

The Wagon

3rd Central

CRUISING CLASS

Nipantuck

1st Overall, 1st Western, 1st Central

Dirigo Bowl Winner

Rita P

2nd Overall, 2nd Western, 2nd Central

Artemis

3rd Overall, 3rd Western, 3rd Central

MULTIHULL CLASS

Faamu Saami

1st Overall

SPECIAL AWARDS

Best Dressed Boat

Snow Bird

Best Named Boat

Roach Coach

Most Valuable Crew

Commotion

Family Award

Moondance

Best Run Regatta

Camden Yacht Club/Camden/Castine Regatta

Seamanship Award

Tim Tolford

Principal Race Officer Award

Bill Newberry

Jim Lowery Award for Sportsmanship

Justin Andrus

Hospitality Award

Portland Yacht Club/Monhegan Race

Most Improved Performance

Artemis

GMORA's Yachtsman of the Year: Ted Smith

Congratulations Edward "Ted" Smith for receiving the 2005 Points East and Gulf of Maine Ocean Racing Association "Yachtsman of the Year" award for fostering enthusiasm for ocean racing among young sailors. Ted Smith's story would not be complete without mentioning the names of Southport Yacht Club (SYC) junior sailors who have thrived under Ted's tutelage as racers aboard Sash Spencer's J/35 *Whiplash*: Finn Carroll, Clara Carroll, Ben Leoni, Meredith Leoni, Evie Smith, Harrison Smith, Tristan Berne, Will Leathers, Jay Darwin, Sally Lloyd, and Sam Lloyd.

In the mid '90s, Ted involved SYC junior sailors in deliveries, and began to appreciate the contribution young sailors could make to a racing program. With their increasing involvement, the young sailors viewed Ted as a dedicated, trusted mentor, and many responded to him accordingly. The notion that young sailors may be capable, skilled, and valued crewmembers of big-boats programs had been launched.

When Ted is not with "his kids," he's custom yacht representative and project



Points East file photo

Ted Smith, far left, and Sash Spencer pose with members of the youthful crew on board *Whiplash*.

manager for a 96-foot ketch under construction at Hodgdon Yachts in East Boothbay. For the last four years, he's

been principal race officer for the Shipyard Cup, an invitational regatta for large boats.

News Flash-2006

PHRF-NE has increased its fee for preparing your **2006 PHRF-NE Gulf of Maine Fleet certificates** from **\$15.00 to \$20.00**. This increased fee and additional local processing and mailing costs prompted the GMORA board to increase the cost of the **2006 PHRF-NE certificate/GMORA dues package** from **\$40.00 to \$50.00, effective January 1, 2006**.

FAQ

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?

For the answer to this and other frequently asked questions, see our FAQ section on page 38.

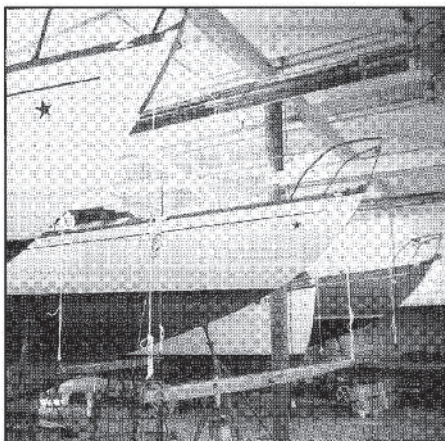
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Merle Hallett and crew
steer *Scaramouche* to
windward.

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Reports from the Gulf of Maine circuit

Centerboard Regatta

Centerboard Yacht Club, S. Portland, Maine

2006 regatta: June 10

FMI: www.centerboard.org;

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

Scott Smithwick's Frers 41 *Kaos* emerged victorious in Class A racing last June 11 as the Gulf of Maine Ocean Racing Association (GMORA) opened its 2005 season at the Centerboard Regatta in Portland Harbor. Other winners included Bill Aronson's J/105 *Hair of the Dog* in Class B, Jon Randall's Schock NY 36 *Snowbird* in Class C, and Mark Werner's Center Harbor 31 *Nipantuck* in the Cruising Class. The Centerboard Regatta was the first GMORA-sanctioned regatta last summer along the Maine coast.

The Pilot Races

Falmouth

2006 race: June 17-18

FMI: www.portlandyachtclub.com

Kaos, a Frers 41 sloop skippered by Scott Smithwick of Falmouth, Maine, won Racing Class A at the Pilot Races June 18-19, part of the season-long series of regattas of the Gulf of Maine Ocean Racing Association (GMORA). The two-day event hosted by the Portland Yacht Club drew 34 boats in five classes.

It was Smithwick's second GMORA win in as many weeks. Taking 2nd in Class A was *Big Dog Party*, a Farr 39 skippered by Peter Price of Freeport. *Whiplash*, a J/35 skippered by Ted

2005 Centerboard Regatta Results

Rank	Boat	Skipper
Class A		
1.	<i>Kaos</i>	Scott Smithwick
2	<i>Pain Killer</i>	Rick Simonds
3	<i>Tamarack</i>	Bob Kellogg
4	<i>Revolution II</i>	Ed Rogers
5	<i>Beausoleil</i>	Richard Parent

Class B

1.	<i>Hair of the Dog</i>	Bill Aronson
2.	<i>Wiley</i>	Bruce Cumback

Class C

1.	<i>Snowbird</i>	Jon Randall
2.	<i>Roach Coach</i>	Richard Stephenson
3.	<i>Jan</i>	Lou Preferno

Cruising Class

1.	<i>Nipantuck</i>	Mark Werner
2.	<i>Artemis</i>	Ron Cole
3.	<i>Honalee</i>	Richard Stevens
4.	<i>Tako Kichi</i>	Justin Andrus

Smith, came in 3rd. In Racing Class B, Geoff Emanuel of Falmouth skippered his Frers 30 *Commotion* to a first-place finish. Taking 2nd was *Snowbird*, a New York 36 with Jon

Randall of Turner at the helm. Third place went to the J/29 *Go Dog Go*, skippered by David Ruff of Portland.

Nipantuck, a Center Harbor 31 owned by Mark Werner of Southport, won the Cruising Class. *Rita P*, a Pearson 30 skippered by Randy Rice of Freeport, came in 2nd, while Justin Andrus of Portland helmed his Catalina 25 *Tako Kichi* to a 3rd place finish.

Ned Semonite of Long Island, Maine, took *Black Owl* to victory in the J/105 class. Second went to *Keemah*, skippered by Don Logan of Cumberland. In 3rd place in the J/105 class was *Hair of the Dog*, skippered by Bill Aronson of Limerick. In the J/24 class, Tony Jessen's *Denali* took 1st, Jeff Smith's *Second Chance* came in 2nd, and Andrew Carey's *Mr. Hankey* came in 3rd.

Harraseeket Regatta

South Freeport

2006 regatta: June 24

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

Variable winds and strong tidal currents proved a challenge June 27 for 29 boats in three classes competing in GMORA's Harraseeket Regatta, hosted by the Harraseeket Yacht Club in South Freeport, Maine. The regatta followed a pursuit format, which features a staggered start according to handicap. Racers bucked an incoming tide as they sailed out Broad Sound to a buoy off Eagle Island. They continued on the 14-mile course around Upper and Lower Goose Islands to a finish off French Island in Casco Bay.



Points East file photo

Admiral Digby Cup, 2004.

In Racing Class A, *Pain Killer*, a Mumm 36 skippered by Rick Simonds, came in 1st. Ted Smith's J/35 *Whiplash* came across the finish line in 2nd place. Peter Price's Farr 39 ML *Big Dog Party* took 3rd. In Racing Class B, Tom Hall sailed his MX 20 *Five* to 1st place. Richard Stevenson's Olson 30 *Roach Coach* came in 2nd, with Bill Full's J/29 *Persistence* in 3rd. In Cruising Class, Randy Rice sailed his Pearson 30 *Rita P* to victory ahead of Mark Werner's Center Harbor 31 *Nipantuck*. Tom Schwarm sailed his Pearson 34 *August Sun* to a 3rd place finish.



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Admiral Digby Cup

2006 race: July 1-2

FMI: www.annapolisbasin.com

email: kenarg@annapolisbasin.com

The Admiral Digby Cup Ocean Race will be held the last weekend of June 2006 (July 1-2), according to the organizing committee. The race, which starts in Bass Harbor, Maine, and finishes at the entrance to the Annapolis Basin in Nova Scotia after a passage across the Bay of Fundy, has been held annually since 2001 – except for the 2005 race, which was cancelled in deference to the 100th anniversary of the Marblehead-Halifax Race.

The race commemorates the transport of British loyalists from New England to Annapolis Royal following the successful rebellion by the American colonies against England. The evacuation of the loyalists in 1783 was under the command of British Rear Adm. Robert Digby, for whom the town of Digby, N.S. is named. The winner of the race has his or her name inscribed on the Admiral Digby Cup, which is kept by the Royal Western Nova Scotia Yacht Club at Digby, which is one of the members of the race organizing committee and which hosts the racers upon their arrival in the Annapolis Basin.

The committee also announced that Pusser's Rum has signed on as one of the major sponsors of the race. The other major sponsor is Morris Yachts. Additional information will be available on the Points East Magazine website (www.pointseast.com).

PHRF Maine State Championship

2006 regatta: July 8-9

FMI: www.portlandyachtclub.com

Competition was intense both inside and outside Casco Bay the weekend of July 9-10 as nearly 50 racing yachts competed at the Maine PHRF and One-Design Championships, part of the Gulf of Maine Ocean Racing Association's season-long series of regattas.

Al Joseph's Taylor 42 *Hot Numbers* emerged on top of

Racing Class A, with two wins and 2nd-place finishes over two days of racing. Merle Hallett's Nelson Marek 39 *Scaramouche* came in 2nd, and *Tamarack*, skippered by Bob Kellogg, came in 3rd. In Racing Class B, Ted Smith skippered the J/35 *Whiplash* to three wins and one 2nd-place finish to take a 1st overall for the weekend. Richard Hallett's Evelyn 32 *The Wagon* came in 2nd, and Pete DuPont's J/100 *Miss Marvelous* finished 3rd.



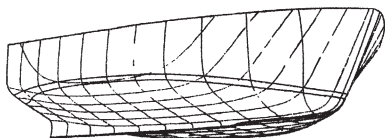
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Tony Jesson steers the J/24 *Denali* around the weather mark during last year's PHRF Maine State Championship.

Carter White skippered Geoffrey Emanuel's Frers 30 *Commotion* to a 1st place finish in Racing Class C. Jon Randall's US 36 *Snowbird* finished 2nd, and Butch Minson's Lindenberg 28 *Cats Paw* came in 3rd. Mark Werner swept the Cruising Class with three wins on his Center Harbor 31 *Nipantuck*. *Rita P*, skippered by Randy Rice, finished second. Greggus and Jennifer Yahr's J/110 *C-C-Courage* came in 3rd.

Ken Colburn sailed *Ghost* to victory in the J/105 class. Ned Semonite on *Black Owl* took 2nd place, and Brian Harrington sailed *Uproar* to a 3rd-place finish. Andrew Carey won the J/24 Class in *Mr. Hankey*; Howard Coon's *Flying Circus* came in 2nd, and Geoff Smith's *Second Chance* took 3rd. Jeff Bennert easily won the Etchells class, sailing

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Trouble to five 1st-place finishes in six races. Coming in 2nd was *Boogie TYP* skippered by Nicole Jacques. Meg Fenderson's *Hooked on Tonics* took 3rd.

2005 Mt. Desert Island Series Results

1	<i>TERN</i>	Brauer/Johnstone
2	<i>GAYLARK</i>	Kaighn Smith
3	<i>SIDEWINDER</i>	Tom Rolfes
4	<i>FAR OUT</i>	Hal Kroeger
5	<i>GREY EAGLE</i>	Bill Wilkinson
6	<i>EVENTYR</i>	Gordon Haaland
7	<i>VA PENSIERO</i>	Joe Weber
8	<i>J'AI TU</i>	Gary Bennett
9	<i>HOT NUMBERS</i>	Alan Joseph
10	<i>FLIRT</i>	Mike Cook
11	<i>SAFARI</i>	Charles Schutt, Jr.
12	<i>LANCY LU</i>	Tom Morris
13	<i>HOPSCOTCH</i>	David Dunn



Wavelengthstudios.com/Andrew Sims

J/24s in action off Falmouth during the PHRF Maine Championship.

Mt. Desert Island Series

2006 regatta: July 9, 22 & 30

FMI: www.nehfleet.org

Thanks to the weather and Greg Wilkinson's persistence and creativity, not a single MDI Series race was lost due to weather. We came real close on the last MDI race, with postponements from noon until 2 p.m., before finding an opening in the fog and wind in Somes Sound. Special recognition goes to Tim and Jane Jenkins who volunteered, as non-club members, to run the MDI Series Races as race committee on *Shearwater*.

Once again, this four-Sunday MDI race program came right

down to the wire, as in 2004, between Kaighn Smith's *Swan 38 Gaylark* (1,4,3,2) and the Brauer/Johnstone combo in *Tern* (2,2,4,1). *Tern* won the clincher on Somes Sound with a three-generation, all-family crew: the Rear Commodore, his three sons, and four grandchildren.

Racing was supplemented by successful Sunday evening cookouts after the first two races. Fleet Night with Olympic gold medalist Kevin Burnham replaced one cookout. The 2002 Around Alone Class II Champion Brad Van Liew will be the Fleet Night guest speaker in 2006 with his presentation "Living the Dream."

Results and narrative courtesy of Northeast Harbor Fleet.

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Hopscotch, skippered by David Dunn, crosses the bow of another boat during Downeast Race Week.

Boothbay Harbor Yacht Club Regatta

2006 race: July 15-16

FMI: www.bhyc.net

The 2005 Boothbay Harbor Yacht Club Regatta July 16-17

attracted 51 entrants and raised over \$151,000 for the benefit of the Leukemia and Lymphoma Society. The winner of the Leukemia Cup, awarded for raising the most money, was Kit Watson, skipper of *Too Elusive*. On the water the winners

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2005 Boothbay Harbor Yacht Club Regatta

CLASS A

1	<i>Hot Numbers</i>	Andrew Joseph
2	<i>Whiplash</i>	Ted Smith
3	<i>Tamarak</i>	

CLASS B

1	<i>Vapor Trail</i>	Neal Melanson
2	<i>Commotion</i>	Geoff Emanuel

J/105

1	<i>Black Owl</i>	Ned Semonite
2	<i>Uproar</i>	Brian Harrington

CRUISING

1	<i>Nipantuck</i>	Mark Werner
2	<i>Wind Charge</i>	George Warren

J/24

1	<i>Underdog</i>	Dan Marston
2	<i>Ranier</i>	Rob Hawley

J/22

1	<i>Sirch</i>	Ginny Marvin
2	<i>Pirouette</i>	Chuck Koch

Boothbay Harbor One Design

1	<i>Blauer Engle</i>	Tom Norsworthy
2	<i>Wildfire</i>	Pat Berger

B fleet. The J/105 fleet (five entrants) sailed five races with Ned Semonite, skippering *Black Owl*, beating out *Uproar*, skippered by Brian Harrington.

The Cruising fleet was a diverse group ranging from 25 feet (*Wind Charge* and *Tako Kichi*) to 80 feet (*Too Elusive*). After two races, Mark Werner in *Nipantuck*, secured 1st place, and *Wind Charge* helmed by George Warren was 2nd.

The smaller one-design fleets (J/24, J/22, and Boothbay Harbor One Design) sailed six races with consistent winners in each class. Dan Marston, an annual participant and active fundraiser, won the J/24 class sailing *Underdog*. Rob Hawley, sailing *Ranier*, took 2nd. Ginny Marvin, sailing *Sirch*, won all six races in the J/22 Class, while Chuck Koch, sailing *Pirouette*, had to settle for 2nd. In the Boothbay Harbor One Design class, Tom Norsworthy, sailing *Blauer Engle*, nosed out Pat Berger in *Wildfire* for the win.

Five boats qualified as entrants for the Hank Spencer Youth Crew Trophy and two boats tied on low point scoring: *Wind Charge*, George Warren skipper; and *Wildfire*, Pat Berger skipper.

Over 300 attended the Saturday night fundraising gala at Ocean Point Marina and the Friday night regatta kick-off party was held at J H Hawk's restaurant. The weekend was a success from a sailing, social, and fundraising standpoint. The money raised helps research to find cures and treatment for leukemia, lymphoma, and myeloma, as well as funding patient services and rehabilitation.

Hospice Regatta

Southwest Harbor

2006 regatta: July 15

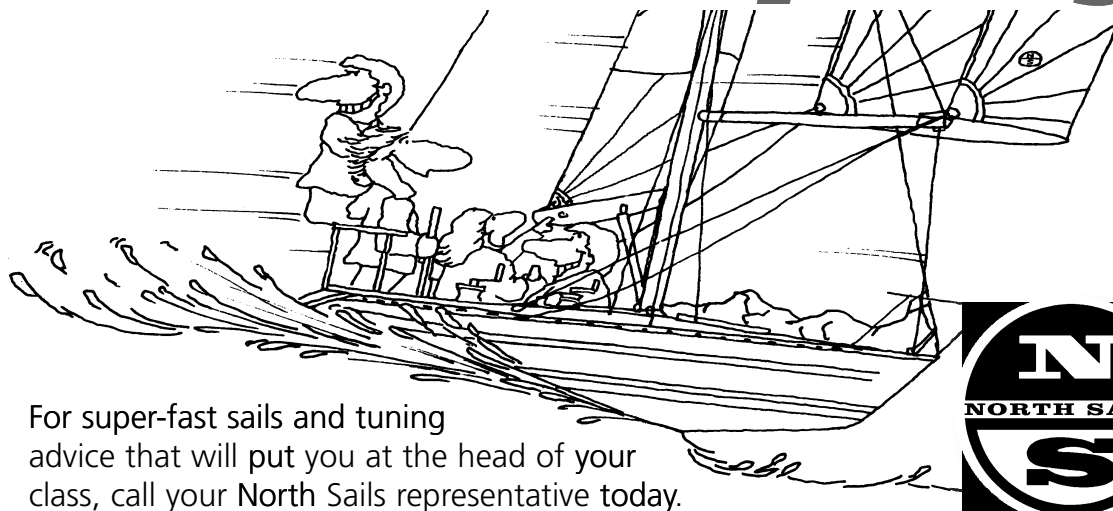
FMI: www.hospiceregattas.org/maine.shmtl

The 9th Annual Hospice Regatta of Maine was sailed

were:

Andrew Joseph from Downeast, won Class A (12 entrants) skippering *Hot Numbers*, beating *Whiplash* with her youthful crew. *Tamarack* was 3rd. Neal Melanson, another visitor "from away," sailing *Vapor Trail*, beat GMORA Commodore Geoff Emanuel by 1.4 points after four races in the nine-boat

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2005 Hospice Regatta results

Spinnaker Division

1	<i>Tern</i>	Henry Brauer/Bob Johnstone
2	<i>Spring Tide</i>	John Forsgren
3	<i>Grey Eagle</i>	Bill Wilkinson

Non-Spinnaker Division

1	<i>Flirt</i>	Michael Cook
2	<i>Eventyr</i>	Gordon Haaland
3	<i>Free Spirit</i>	David Holmes

Results courtesy Hospice of Hancock County

throughout the Great Harbor of Mount Desert on July 15 and 16. On Friday, the Junior Regatta sailed out of the MDI Community Sailing Center.

First place in the 420 race went to Nate McMullin and Graham Glass, 2nd place was taken by Cody Spruce and Axl Wallingford, and 3rd place was captured by Joe LaChance and Ben Steel. For the Opti class, 1st place went to Carson Carin of the Northeast Harbor Fleet, 2nd place was captured by Audyn Curless of the MDI Community Sailing Center, and 3rd place went to Parker Brown at the Northeast Harbor Fleet.

The Luders Class, in its inaugural year with the Hospice Regatta, sailed on Friday from the Southwest Harbor Fleet with close to 10 boats participating. Weather conditions were warm and sunny with light winds from the northwest. Winner was *Ondine* with Sturgis Haskins as captain, 2nd place went to *Mary Jane* with Sam Shaw as skipper, and 3rd place was a tie with *Weetamoe* skippered by Rowan Fraley and *Paladin* with Tom Rolfes at the helm.

Weather conditions on Saturday were warm and sunny, low humidity, crystal clear skies, and a nice breeze. Close to 30 sailboats competed in three races. First place winner of the Cruising Class/Spinnaker was *Tern* with Henry Brauer and Bob Johnstone at the helm; in 2nd place was *Spring Tide* with John Forsgren at the helm; and 3rd place was *Grey Eagle* with Bill Wilkinson at the wheel.

For the Non-Spinnaker Class, *Flirt* with Michael Cook at the helm won, followed by Gordon Haaland's *Eventyr*, and 3rd place went to David Holmes' *Free Spirit*. "We all love the Hospice Regatta and the cause it represents," said David Holmes. "My crew had such a wonderful time last year that I had no problem recruiting them again this year."

More than 10 boats competed in the International One Design Class later in the afternoon. First place was taken by *Puff* with skipper Stephen Homer, 2nd place went to *Firefly* with skipper Scott Redmon, and 3rd place went to *Gambler* skippered by John Henry.

Sequin Island Trophy Races 2005 results

Class A

1	<i>Whiplash</i>	Ted Smith
2	<i>Bandito</i>	Dick Hale
3	<i>Scaramouche</i>	Merle Hallett
4	<i>Wiley</i>	Bruce Cumback
5	<i>Big Dog Party</i>	Peter Price
6	<i>Revolution II</i>	Ed Rogers
7	<i>Sheerness</i>	Matt Minson
8	<i>Pain Killer</i>	Rick Simond
9	<i>Tamarack</i>	Bob Kellogg
10	<i>Beausoleil</i>	Richard Parent

Class B

1	<i>Off The Wagon</i>	Richard Hallett
2	<i>Lickety Split</i>	Paul Cunningham
3	<i>Moondance</i>	John Fitzgerald
4	<i>Gold Rush</i>	Richard Wiken
5	<i>Felicitas</i>	Joeh Brightman
6	<i>Danza</i>	David Nutt

J/105

1	<i>Keemah</i>	Don Logan
2	<i>Black Owl</i>	Ned Semonite
3	<i>Hair of the Dog</i>	Bill Aronson
4	<i>Ghost</i>	Ken Colburn
5	<i>Witch</i>	Bill Helming

J/24

1	<i>Hard Headed Woman</i>	Leif Lorentzen
2	<i>Rainier</i>	Rob Hawley

Cruising

1	<i>Nipantuck</i>	Mark Werner
2	<i>Wind Chime</i>	George Warren
3	<i>Rita P</i>	Randy Rice
4	<i>Tako Kichi</i>	Justin Andrus
5	<i>Sea Lady</i>	Dick Sullivan

Sequin Island Trophy Races

2006 races: July 22-23

FMI: www.southportyc.org

Sequin Island Trophy Regatta

Southport Yacht Club, Boothbay Region Boatyard

The Sequin Island Trophy Races (SITR) are sponsored by the Southport Yacht Club and the Boothbay Region Boatyard. They were held July 23-24 on sparkling waters of the Sheepscot Bay and River under abundant sunshine and deep blue skies. The results of the 2005 SITR were based upon the two class races held on Saturday, July 23.

In the highly competitive and spirited PHRF Class A fleet, both races were won by the J35 *Whiplash* with Ben Leoni at the helm with his crew of young sailors from the Southport Yacht Club junior sailing program.

By the end of the 2005 season, *Whiplash* was the overall

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2005 GMORA Class A champion. She also won the 2005 GMORA Hank Spencer Award for fostering the involvement of young sailors in GMORA racing. *Whiplash* is owned by Sash Spencer. The *Whiplash* program is managed and coached by Ted Smith, the 2005 GMORA Yachtsman of the Year.

Merle Hallett was second in the first class A race in his N/M 40, *Scaramouche*, and Dick Hale was third in his N/M 45 *Bandito*. *Bandito* was second in the second class A race, and Peter Price in his Farr 39 ML *Big Dog Party* was third. In class A for the weekend, *Whiplash* was first, *Bandito* second, and *Scaramouche* was third.

In PHRF Class B, Richard Hallett in his recently rebuilt Evelyn 32 *The Wagon* and Paul Cunningham in his veteran J30 *Lickety Split* were first and second respectively for both Saturday class races. *The Wagon* and *Lickety Split* were also first and second overall in class B for the regatta. John Fitzgerald in his Sabre 36 *Moondance* was third for the regatta. The Sitr was the venue for a surprise reunion for Richard Wiken's Santana 35 *Goldrush* and her former owner Tom Donaldson.

Of special interest in class B, David Nutt and a crew of SYC junior sailors participated as a marquee attraction in PHRF Class B just days after completing a 5 year, 45,000 mile circumnavigation of the world in his custom ketch *Danza*.

In the very competitive J105 fleet, Ned Semonite in *Black Owl* and Don Logan in *Keemah* were tied with a first and a second place finish each in the 2 class races on Saturday. Based upon a tie breaker, *Black Owl* was awarded first place for the regatta. Third place went to Bill Aronson in *Hair of the Dog*.

SYC's Leif Lorentzen in *Hard Headed Woman* won the J24 class. SYC's Mark Werner won the Cruising Class in his Center Harbor 31, *Nipantuck*.

On Sunday, all yachts participated in a reverse handicap pursuit race. By the end of the afternoon, the breezes that had prevailed at the start failed to hold. No yacht finished the pursuit race in the time allowed and the race was abandoned. Abandoned races are rarely received well by the fleet, and the 2005 Seguin Island Trophy Pursuit Race was no exception.

The race committee selected Ed Rogers' *Revolution* as the winner of the 2005 Pete Welles Memorial Trophy.

In 2006, the Sitr will be held July 22-23 at the Boothbay Region Boatyard on Southport Island. The Notice of Race will be available on line at www.gmora.org

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Navigating past a buoy during the 2005 Camden-Castine race.

Camden-Castine Race 2005 Results

Class A

1	<i>Kaos</i>	Smithwick
2	<i>Sheerness</i>	Mike Villa
3	<i>Revolution2</i>	Ed Rogers
4	<i>Whiplash</i>	Ted Smith
5	<i>Beausoleil</i>	Richard Parent
6	<i>Hiliho</i>	George Haselton

Class B

1	<i>Fiesta!</i>	Rick Ledwith
2	<i>Moondance</i>	John Fitzgerald
3	<i>Sidewinder</i>	Tom Rolfes
4	<i>Sea Jab</i>	Al Hodson
5	<i>Pegasus</i>	Ted Fisher

Multihulls

1	<i>Faamu Sami</i>	Richard Saltonstall
2	<i>Flying Fish,</i>	Charlie Pingree
3	<i>Cloud IX</i>	John Priestly
4	<i>Quickstep</i>	Bruce Olson
5	<i>Flying Circus</i>	Guy Polyblank
6	<i>Irish Lady</i>	James Love

Cruising Class

1	<i>Anjacao</i>	David Watson & Caroline Morong
2	<i>Too Elusive</i>	Arthur "Kitt" Watson

and www.southportyc.org after June 1. Racing will include 2 short 6-8 mile windward/leeward PHRF/One Design class races on Saturday, July 22, and one or two "blue water" around-the-buoys race for PHRF and One Design classes on Sunday. Award-winning dockside festivities are again planned for the regatta at Boothbay Region Boatyard.

Camden-Castine Regatta

2006 regatta: July 29-30

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

Fair weather, good winds, and friendly competition dominated the 33rd Annual Camden-Castine Race, held last July 30 and 31. Sponsored by the Camden Yacht Club and sanctioned by the Gulf of Maine Ocean Racing Association, the event, featured 20 sailboats in four classes racing from Camden to Castine on Saturday and then back to Camden on Sunday. Positions between boats changed dramatically each day as crews made tactical decisions about which side of East Penobscot Bay to favor.

The course on Saturday began with a start right outside Camden Harbor, a beat to the Rockport Bell, a reach to Robinson Rock Bell, and a long run down East Penobscot Bay to the Bell off Dice Head at the entrance to Castine. Winds were 8 to 12 knots from the south and southwest. Crews then spent the night rafted to the docks at Castine going over the day's events and engaging in the repartee that accompanies this race.

On Sunday, racers started outside Castine Harbor and sailed a long beat down East Penobscot Bay to the Robinson Rock Bell. They continued on a pleasant run to the finish line outside Camden Harbor. Winds were 5 to 15 knots from the southwest. After all the boats were in, crews assembled on the dock at Wayfarer Marine for the traditional baked-bean and hot-dog cookout and awards ceremony.

Downeast Challenge

Gloucester, Mass.

2006 race: July 29-30

www.annisquamyc.org/downeast.html

The 2006 running of the Downeast Challenge will start on Saturday, July 29. This race, which is approximately 130 miles long, will begin off Gloucester, Mass., and end off the Rockland, Maine, harbor breakwater. Sponsored by the Rockland Yacht Club

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in association with Gloucester's Eastern Point Yacht Club (www.epyc.net), there will be singlehanded and doublehanded divisions for qualified skippers, along with fully crewed and multihull divisions. This is a great tune-up for those who might be considering competing in next year's Bermuda 1-2 Yacht Race, which starts in Newport Harbor in mid-June. For more information, contact Doug Pope at 207-596-7293 or doug@pope-sails.com, or visit the Rockland Yacht Club website, www.rocklandyc.org.

Down East Race Week

2005 regatta: Aug. 7-12

www.downeastraceweek.com

By Robert Johnstone

It was a glorious day of sailing for Down East Race Week's (Aug. 7-12) opening race on Blue Hill Bay. After a short beat toward Swans Island, the fleet sailed downwind in a sparkling 10- to 15-knot southerly. The first big decision was which way to round Bartlett Island on the way to Black Island off High Head. The winners chose the Narrows as the shortest route with a boost from funneling winds. The 25-mile race offered a brisk beat down Blue Hill Bay to Tinker Island and a broad reach back up to Blue Hill. Jeff Becton's venerable Ohlson 41 yawl *Ariana*, *Tern*, and Gordon Haaland's J/42 *Eventyr* were the overall winners. The fleet enjoyed a superb welcoming dinner at the Kollegewidgwok Club House.

Day 2 saw Blue Hill Bay up to its old tricks. The start was delayed and moved down the bay to Tinker Island for wind. The nice little breeze there at the start managed to spread the fleet out across the bay, with the southern pack looking like winners near the Casco Passage. That area turned into a parking lot and the northern group, led by Bevin Cherot's Hinckley 44 *Pequot*, Alan Joseph's Taylor 42 *Hot Numbers*, and Stocky Smith's Farr 44 *Weather Gauge*, picked up the breeze flowing over the Swans Island heat bubble near Bass Harbor.

That intensified near Placentia Island and carried them all the way out to the LI Gong and back into Bass Harbor to win the day. *Weather Gauge*, *Tern* and *Ariana*, and John Bell's J/42 *Starlight* were the four class winners of the Nevin Cup based on cumulative corrected time for the two races. *Weather Gauge* took 1st place overall.

After a Tuesday lay day, Day 3, the first day of the Fleet August Cruise portion of DERW, saw more split fleets with

DERW, continued on Page 21

Downeast Race Week

Division 1

- 1 *WEATHER GAUGE*
- 2 *SHEERNESS*
- 3 *PEQUOT*
- 4 *REINDEER*
- 5 *FAR OUT*
- 6 *CYBELE*
- 7 *FIREFLY*
- 8 *HOI-AN*
- 9 *WEATHER GAUGE*
- 10 *SHEERNESS*

Stockton Smith
Maine Maritime Academy
Bevin Cherot
Newbold Smith
Hal Kroegger
David Rockefeller, Jr./Rick Burnes
Patrick Wilmerding
Marc Heilner
Stockton Smith
Maine Maritime Academy

Division 2

- 1 *EVENTYR*
- 2 *TERN*
- 3 *SIDEWINDER*
- 4 *FINESSE*
- 5 *MERLIN*
- 6 *HOPSCOTCH*
- 7 *FLYING CLIPPER*
- 8 *VA PENSIERO*
- 9 *XANTHIPPE*
- 10 *EVENTYR*

Gordon Haaland
Henry Brauer/Robert Johnstone
Tom Rolfes
Newt Merrill
Mark Cluett
David Dunn
Peter Heldman
Joe Weber
Dan Dennett
Gordon Haaland

Division 3

- 1 *ARIANA*
- 2 *BREAKAWAY*
- 3 *OTTER*
- 4 *ACADIA*
- 5 *STARLIGHT*
- 6 *BLUE RIDGE*
- 7 *FOX*
- 8 *ARIANA*
- 9 *BREAKAWAY*
- 10 *OTTER*

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Edmund C. Tarbell
Henry Becton
Burt Keenan
John Bell
Minturn Chace
Bill Morris
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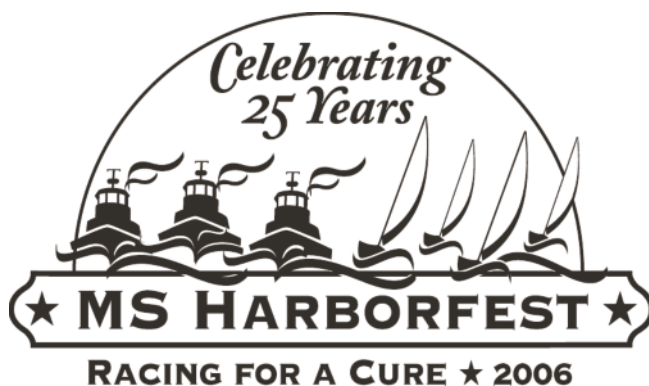
Ned Semanites' J/105 *Black Owl* passes the Portland Head Light during last year's MS Regatta.

MS Regatta hits the quarter-century mark

The MS Regatta hits the quarter-century mark this summer. The event traces its humble beginnings to 1982, when co-founders Merle Hallett and Dan Wellehan led a group of dedicated sailors in a race around Portland Harbor. Now in its 25th year, the MS Regatta is part of a multi-day event that includes a benefit auction, powerboat poker run, tugboat muster, and shoreside festival, as more people – and boats – get involved in the effort to raise money to fight the devastating effects of multiple sclerosis. Fund raising passed the \$1 million mark in 2002 and continues to climb.

The 24th running of the MS Regatta in Portland Harbor on Aug. 20, 2005, presented by Verrill Dana, LLP, drew the usual large fleet (116 registered boats in 13 divisions) and raised the usual large amount of cash for the Maine Chapter of the National MS Society. While winds were on the light side, the post-race barbecue was a big hit as always, with racers feasting on burgers and chowder while sharing the stories of the day under the tent at Handy Boat.

The MS Regatta is considered to be one of the largest and most successful charity races on the East Coast, and its growth over the years has set the standard for charity regattas everywhere. What's even more extraordinary is that the regatta and other MS Harborfest events are organized almost entirely by a crew of highly dedicated volunteers who spend



hours lining up sponsors, auction items, food, and entertainment, and of course recruiting the many boats that are needed to make the events successful.

For its 25th year, the MS Regatta will be better than ever. New incentives for participation and fundraising include a cruise from Hurley Travel Experts for any boat raising more than \$3,000 in sponsorships. Add the traditional Friday night cocktail party and post-race cookout on Saturday, along with the other MS Harborfest events, and it's a guaranteed good time for people of all ages.

DERW, continued from Page 19

holes in the wind on Blue Hill Bay. The eventual overall winners, including *Weather Gauge*, Newbold Smith's Morris 48.6 *Reindeer*, and Patrick Wilmerding's Morris 454 *Firefly*, chose wind speed over distance in taking the long route from Ship & Barges out between Swan's and Black Island en route to Duck Island, around a set mark off near the entrance to Frenchman's Bay, then to Fleet Mark A near Sutton Island. Give the losers credit for math scores in figuring out that the shortest distance was the dogleg between the Gotts and Placentia.

A wonderful dinner and trophy presentation at the Islesford Dock fortified everyone for the last two races. They were a real struggle, testing race committee ingenuity, sailors' patience, and the plans for getting the fleet into Frenchman's Bay. What little air there was came from all points of the compass. Race 4 started at Mark A and rounded the Western Way Gong. The fleet then split around Greenings Island to the Somes Sound entrance buoy, then out to Bunker's Ledge. Division III boats *Ariana*, Ed Tarbell's J/36 *Breakaway*, and Henry Becton's Sabre 38 *Otter* won overall. Burt Keenan's 83-foot motor yacht *Acadia* was the centerpiece of an eight-boat raft-up party.

Greg Wilkinson found the only wind in Maine on the last day – a small sliver between Sutton Island and Seal Harbor. A short windward-leeward-windward to the Seal Harbor gong, then a long leg out the Western Way, deciding which side of Suttons to go on, to the finish at Long Ledge made for a long day. With the exception of *Breakaway*, the big boys dominated with the Maine Maritime's *Sheerness* winning and David Rockefeller's and Rick Burnes' IMX 45 *Cybele* filling out the top three.

Overall winner of the MAX Warburg Trophy was *Weather Gauge*, with *Eventyr*, *Ariana* and *Starlight* winning the other divisions.

A revised DERW with more group social activities – like dinners at Kollegewidgwok Yacht Club and the Islesford Dock, and a BYO Cocktail Party Raft-Up – was well received. Most participants called it "the best run DERW ever," with one adding, "Our crew had so much fun that they pressured me to sign up for the entire week in 2006, not just the Nevin Cup." The rave reviews came despite some crazy races due to fickle winds.

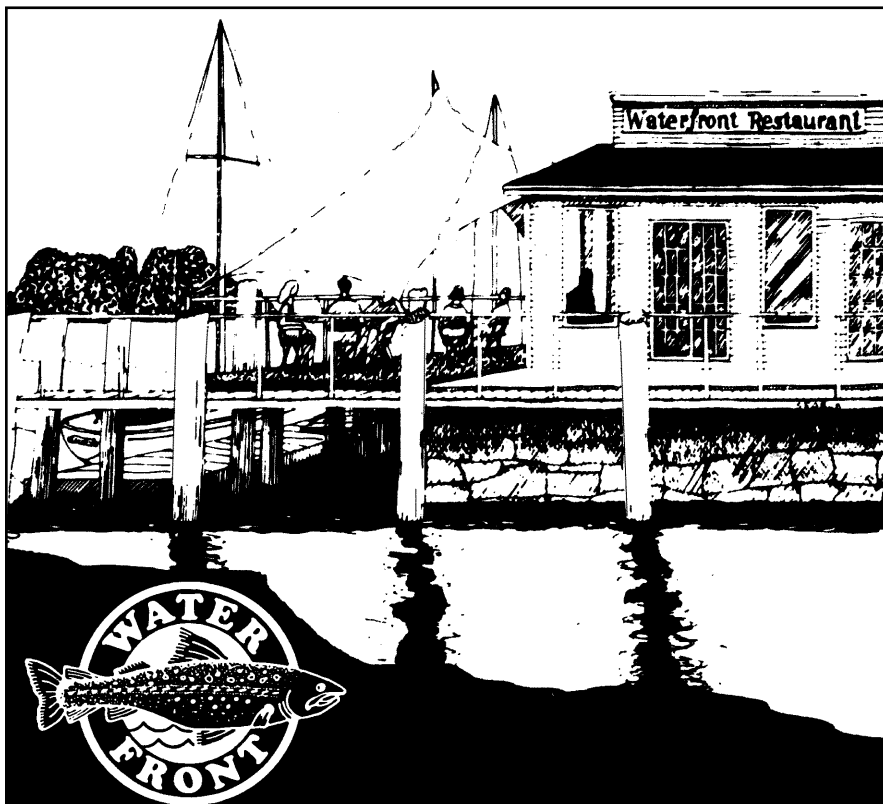
However, the IRC Handicap Rating

DERW, continued on Page 23



Pequot, a Hinckley 43, in action during the Downeast Race Week.

Wavelengthstudios.com/Andrew Sims



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The 50-foot sloop *Phoenix* sails to windward in the Monhegan Island Race.



The Monhegan Island Races

2005 race: Aug. 13-14

FMI: www.portlandyachtclub.com

Sixty-four boats participated in the 2005 Monhegan Island Races, a 25 percent increase over the previous two years' entries. For the first time, three Open Class yachts – *Artforms*, *Gryphon Solo* and *Ocean Planet* – raced in a U.S. coastal waters event. And the weather welcomed the large fleet with plenty of breeze, warm temperatures and sunshine. The doublehanded racing class actually finished before midnight Saturday Night. Looks like they'll be sailing a longer course in 2006.

The race attracted several veterans who'd sworn off the race many years ago, including Tim Tolford, who sailed aboard *Artforms*. Although we don't know if it was the race

itself or the attraction of sailing an Open 50 that brought Tim out of retirement, but we'd like to think it was a little of both.

Wavelengthstudios.com/AndrewSims

Monhegan Island Races

Open Class	<i>Artforms</i>	
Class A	<i>Kaos</i>	Scott Smithwick
Class B	<i>Keemah</i>	Don Logan
Multihull	<i>Faamu Sami</i>	Richard Saltonstall
Manana Island	<i>Commotion</i>	Geoff Emanuel
Seguin Island Trophy		
Class A	<i>TenHo</i>	Dick Howells
Class B	<i>Artemis</i>	Ron Cole

Rinderle B scoring system explained

Place	Rinderle B Table																									place	number of boats
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			
	70.1	81.3	83.6	85.8	87.9	89.8	91.2	92.8	93.9	95	96	96.9	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	50.8	55	70.7	75	78.5	81.8	83.8	85.6	87.3	88.7	89.8	91	91.6	92.7	93.3	93.9	94.3	94.7	95.1	95.4	95.8	95.8	2	
The			10.5	33.7	40.6	55.7	62.1	67.1	71.2	74.5	77.3	79.8	81.6	83.3	84.8	86.1	87.2	88.1	89	89.7	90.3	90.8	91.3	91.7	92.1	3	
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	87.8	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	73.8	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	25.8	31.8	37	41.5	45.4	48.8	51.8	54.6	57.1	59.3	61.2	63	64.7	66.2	67.8	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	54.6	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	31.6	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	23.8	27.4	30.7	33.7	36.5	18	
																			10.5	15.2	19.4	23.2	26.7	29.8	32.8	19	
																				10.5	14.9	19	22.6	26	29.1	20	
																					10.5	14.7	18.6	22	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

DERW, continued from Page 21

system, administered primarily from London, England, got mixed reviews. Response to a questionnaire sent all participating boats shows 60 percent preferring a return to PHRF in 2006, 13 percent saying they would go either way, and 27 percent voting to stick with IRC another year.

A significant majority (75 percent) of those in the PHRF camp prefer a time-on-time approach similar to IRC. PHRF time-on-distance seemed to favor the larger boats under summer conditions, where wind holes caused races to take more time than normal. IRC had some anomalies between like boats and didn't look as kindly upon some of the older centerboard cruising designs as we had hoped. In addition, IRC cost about five times more than the annual \$30 PHRF fee. The fleet got an education in handicapping systems and voted its preference for 2006.

Yarmouth Cup

2006 race: Aug. 31

FMI: www.yarmouthcup.com

After a one year hiatus, the Yarmouth Cup Regatta – the 174-mile Ocean Race from Falmouth, Maine, to Yarmouth Harbor, Nova Scotia – will return to northeast waters, starting Thursday, Aug. 31, at noon. The overall winner will have his or her name and name of the sailing vessel engraved on the historic silver Yarmouth Cup. The Yarmouth Cup is over 100 years old. The L.G. Trask Insurance Co., which owns the cup, is the sponsor of the Yarmouth Cup Race, which started in 1990.

The Yarmouth Cup International Ocean Race is a joint endeavor of the Gulf Of Maine Ocean Racing Association, and the Yarmouth Ocean Racing Association of Nova Scotia.

2006 SCHEDULE

Falmouth, Maine

Wednesday, Aug. 30, 2006, 1800 hours: skippers meeting, sailing instructions, reception at Handy Boat Service.

Thursday, Aug. 31, 2006, 12 noon: start of race off Handy Boat.

Yarmouth, Nova Scotia

Friday, Sept. 1, 2006: Ocean race finishes.

Saturday, Sept. 2, 2006: sailor's breakfast, windsurfing races, ambassadors' reception/awards presentation, firefighters waterfront fest, chili contest, entertainment, and waterfront activities.

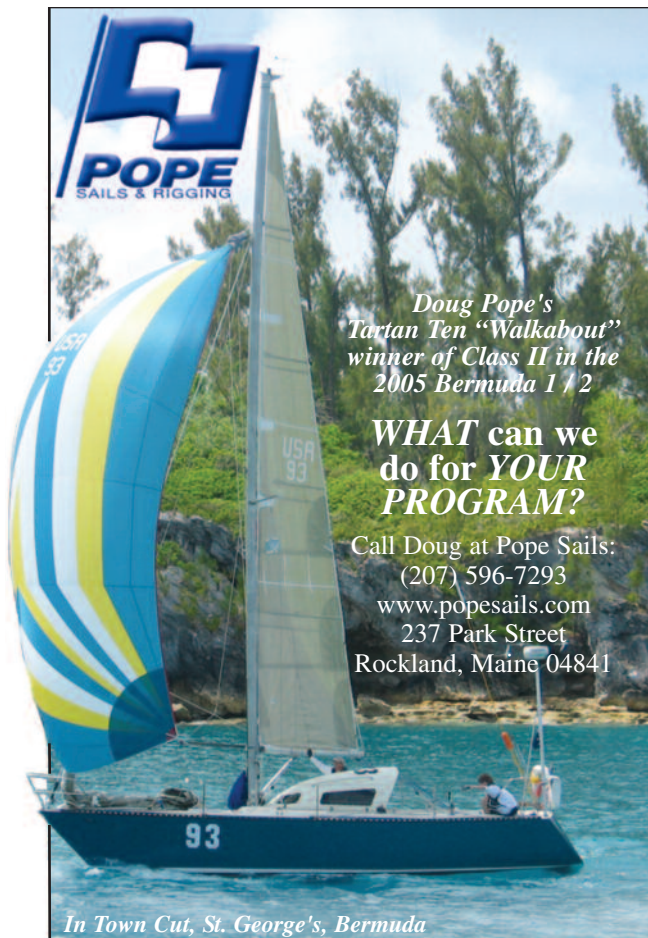
Sunday, Sept. 3, 2006: sail past.

All weekend: Yarmouth Cup souvenir hats and T-shirts for sale, view the sailboats and chat with the participants, music and entertainment, craft sales.

David Arenburg of Yarmouth N. S. and Merle Hallett of Falmouth, Maine founded this event. The race began as a trial and expanded to the point it has received international attention for its organization as well as its sense of friendly competition. Each visiting boat in Nova Scotia will be assigned an "ambassador" to look after the needs of the sailors. The ambassadors are a key element to the success of the Yarmouth Cup.

FMI: Contact the Yarmouth Racing Association, P.O. Box 534, Yarmouth, Nova Scotia B5A 4B4 or the Gulf of Maine Ocean Racing Association.

Yarmouth Cup Co-Chair, Merle Hallett, Handy Boat Service Inc., 215 Foreside Road, Falmouth, Maine 04105, 207-781-5110, email: handybot@ghi.net.




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Friendship Chowder Cup Race 2005

By Nina M. Scott

For Points East Magazine

August 13 was definitely “a misty, moisty morning, when cloudy was the weather,” but as the day progressed, the fog burned off, to be replaced by hot, steamy, hazy conditions. A bit of a breeze began to ripple the water about noon, as sails started to converge on Friendship Harbor.

This is a sight that makes my heart beat high, but apparently doesn't do it for some of the local lobstermen, as one was heard to grouse to another on Channel 71: “They're blocking the whole open end of the harbor...” At least it wasn't as pithy as a comment made some years ago, when there was a definite lack of wind at the start: “My Gawd, sailing today is like sitting on the can without any toilet paper!”

Thirty-eight boats had registered for the race (pre-registration is now a requirement for participation), and 33 finished. There were a number of large, new fast boats in classes A and B (boats 18 feet and over that sail the same course), and at least three new entries in Class C (under 18 feet and a shorter course).

The start was once again tricky, as there were so many boats maneuvering for position, a fact brought home at the post-race dinner, when Jim Crowell offered a public apology to “the Rhodes 19 I nearly T-boned at the start...” Things were made even more difficult by a number of windless holes in back of the starting line, which actually pinned some competitors there until well after the 1:00 start. Once the race began, however, the wind began to pick up considerably, which made the beat to the first mark at Black Island very exciting.

From a gentle seven knots at the start, the winds quickly ratcheted up to 23 knots outside of the first marker. As skipper Tom Hammermeister aptly remarked after the race, “It was as though someone had flipped a switch,” conditions the larger boats absolutely loved, especially Jim Crowell's 45' Morgan sloop *Blizzard*, which completed the 8.5-mile course in 1:26:29, and was the overall winner. It was Jim's first time racing *Blizzard* and his first Chowder Cup race. “With her long water line and the strong winds, it was a perfect course for her,” he noted happily.

Second place in the A Class went to Paul Cunningham in his J/30 *Lickity Split*. Paul acquired *Lickity Split* 14 years ago as a wrecked hull in Mattapoisett, Mass., a victim of Hurricane Bob, and rebuilt her himself. Dick and Judy Semmes, who had won in 2003 and 2004 in their J/24 *Sachem*, took 3rd place in *Frenesi*, their new Contention 33.

In the B Class (boats between 18 and 28 feet), the winner was Tom Hammermeister's 24-foot Bridges Point sloop *Merlot*, followed by Irv Lash's perennial contender *Blue Heron*, a 24-foot Bristol Corsair. Andy, Jeremy and Bob Zeitlin sailed their Rhodes 19 *Dawn Treader* to 3rd place. Whereas *Blue Heron* is now over 40 years old, *Merlot*, a Joel White-design, is so new that it was only the third time her skipper had sailed her. With her wine-dark hull and classic lines, *Merlot* looks for all the world like a beautifully restored wood-

en boat, when she is, in fact, fiberglass and brand-new. Tom Hammermeister said the big boats “messed up my air a bit” after the start, but once they passed he settled down to sail a fine race.

Class C, as often happens, had the most exciting race. Lindsay Nyce, last year's overall winner and a skilled competitor, once again sailed to easy victory in her 13½-foot Laser, followed by David Hutton's 17-foot Harpoon *Nellie*, and newcomer Wells Hodous in his as-yet-nameless 16-foot Point Jude sloop. Wells' performance was all the more impressive as this was the first time he had ever raced; he'd prepped by reading Stuart Walker's “Advanced Racing Tactics,” which did not, however, prepare him for being rammed by Tom Scott's catboat, due to the fact that neither skipper saw the other (no harm done to either boat, and no offense taken), or for deciding which tactics to use to get ahead of a trio of catboats who kept saying, “There's that guy again,” as he sailed by them to take 3rd place.

There's a race within a race in Class C, as the 16-foot Friendship cats have a separate trophy, won this year by Jeff Dawson in *Hester C*. Second place went to Dickon Armstrong in *Barbara C*, while Tom Scott and his sister Betsy Vanderploeg took 3rd in *Claire Madge*, despite their rudder falling off shortly before the finish.

Betsy had an especially trying time, for besides surviving the collision and the errant rudder, she witnessed her son Michael

Vanderploeg (13) and friend Johnny Armstrong (16) capsize their catboat while jibing around the first mark in very strong winds. They were pulled out quickly by one of the chase boats, but lamented their accident all the more as they had gotten the best start of any of the catboats and were definitively in the lead when they landed in the drink.

At the post-race potluck at the Martin Point Community House, emcee Dave Gleason first asked for a moment of silence to commemorate the death of Clark Donatelli, long-time Chowder Cup organizer and skipper of the committee boat. Clark's widow, Ann Filippi, was also honored for continuing to serve in the committee boat despite her loss.

Dave, whose 37-foot Bostrom Sloop *Turtle* had come in 5th, said he had mixed feelings about the racing conditions of the day. “All these years I have been saying that if I only had more wind, I could really show them, but the problem was we got the wind we wanted and it wound up helping *all* the boats!”

The Last Boat In award went once again to Tim Pickering and his beloved 30-foot ketch *Pippa*, who kept Jim and me from finishing last in our 28-foot Triton *Caledonian*. Other awards at the dinner: Andy Zeitlin was honored for having come the farthest to participate (from Ghana), while Jim Crowell's *Blizzard* won for the farthest home port (Breckenridge, Col.). The Gleason clan claimed the youngest crewmember, two-year-old Katherine Crocker.

This year's race will be, as always, on the second Saturday in August, Aug. 12. Come and swell the ranks.

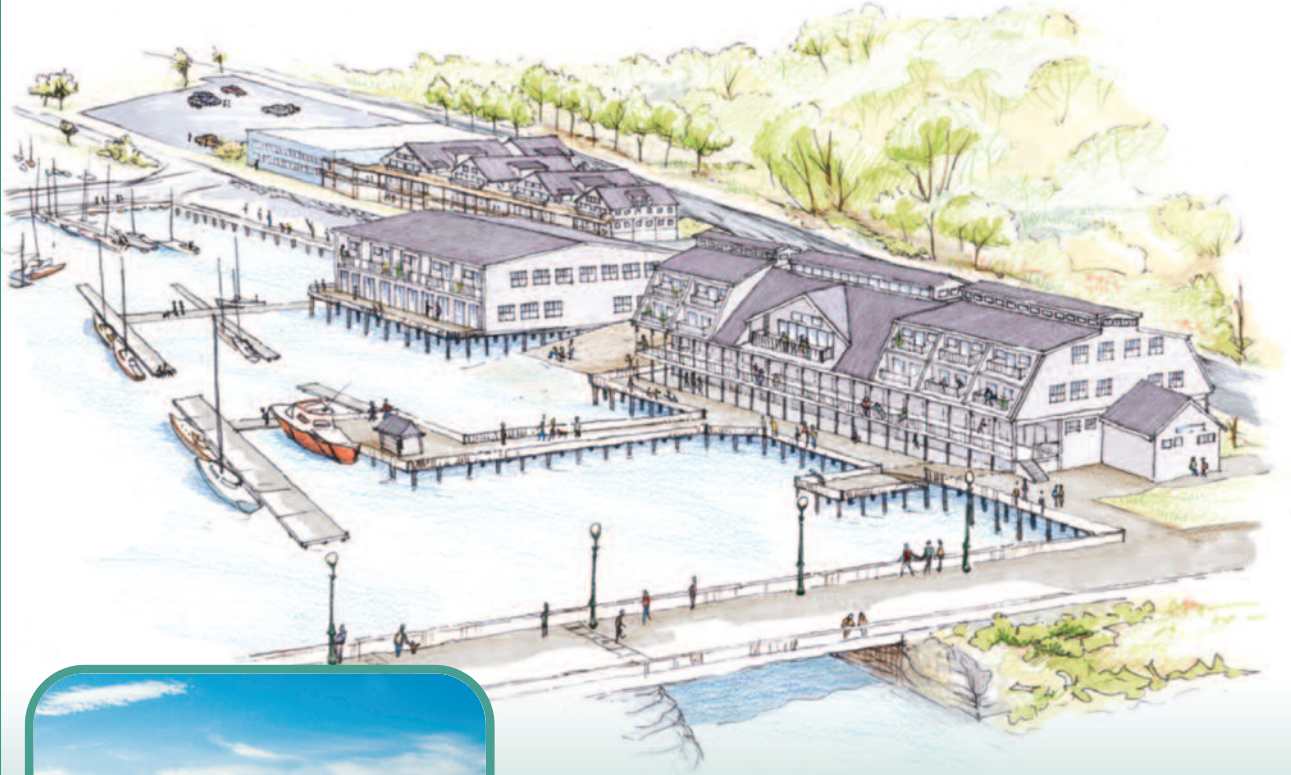


Photo by Polly Jones

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Peter Smith repeats in RYC's West Bay Race

Saturday, July 16, was a beautiful day for almost any outdoor activity, but it couldn't have been much better for the eighth running of the Rockland Yacht Club's annual West Bay Race. For the second year running, 1st place went to Peter Smith of the Northport Yacht Club, sailing *Celerity*, a Farr 727. Mike Giles, also of the NYC, came in 2nd on *Apogee*, an Ohlson 38. The RYC's race committee chairman, Doug Pope, sailing his Tartan 10 *Walkabout*, was 3rd.

Shortly before the start at noon, crews on the 16 boats competing in the two-day event may have been concerned over weather conditions best described as "flat calm," but the breeze filled in quickly and provided a brisk start and a fast passage to Northport, the destination on the first of the two days of racing. The RYC and the NYC each sent eight boats to the event.

The race began off the Rockland breakwater light with a fast downwind start in a steadily building southwesterly breeze, which approached 20 knots at times later in the day. The course sent racers through Islesboro's Gilkey Harbor, entering between Job Island and the smaller Ensign Islands and exiting at the northern end by the ferry terminal.

The first group of boats to clear the harbor fanned out on various courses toward Bayside from there; a few were slowed by areas of calm near the Islesboro shore, while boats that stayed toward the middle of the bay found reliable winds. The finish was off the Northport Yacht Club's dock at

Bayside. Most boats raised their spinnakers at or immediately after the start and, except for jibing several times as they altered direction on their run, never had to lower or change sails until the finish. The Northport Yacht Club hosted a post-race cookout at their clubhouse on the shore.

The course for the return race on Sunday was defined only by the 10:30 a.m. start off the NYC's dock at Bayside and the finish opposite the Rockland breakwater. The fleet started downwind in a light northerly breeze, which was overwhelmed almost immediately by an incoming strong southerly, requiring hurried sail changes and reconsideration of tactics. The breeze stayed south-southwest and built to 20-24 knots during the race, with occasional gusts approaching 30 knots, making for a fast run and lots of crew exertion, flying spray and excitement.

After the race, captains and crews met at the RYC's clubhouse on the Atlantic Challenge campus for refreshments and the announcement of scoring. Scoring was calculated on the basis of cumulative time for the two races, adjusted by the boats' handicap factors.

The RYC runs weekly races in Rockland harbor from mid-June through mid-September, as well as several annual events such as the West Bay Race. Area sailors interested in coming out for a try at racing are encouraged to contact Doug Pope at 207-596-7293.

By Neil Woodside

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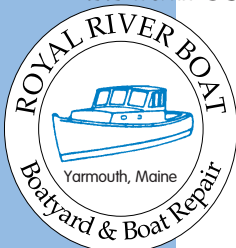
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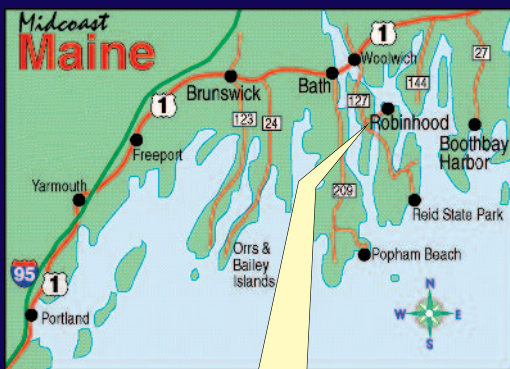


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Shipyard Cup a spectacular big boat event

By Ted Smith

For Points East Magazine

The Shipyard Cup, an invitational regatta set in the Corinthian spirit, is open to yachts over 70 feet LOA unless allowed to enter by arbitrary decision of the race committee. But by any definition, the competing vessels are large, and the sight of a dozen finely tuned windships bearing down on a mark is spectacular.

Saturday's race was around the islands to port in a light northerly, sending the fleet off the line with their colorful spinnakers thrilling the large spectator fleet. *Lion's Whelp*, a 65-foot Alden schooner, was the first off the line and she managed to hold off all comers until halfway up the final beat. Yet the conditions would prove perfect for the light displacement speedsters, 80-foot *Captivity* (New England Boatwork's ex-*Sagamore*) and 76-foot *Goshawk*, the new launch from Brooklin Boatyard.

Close on their heels finishing third, the W-Class 76-foot *Wild Horses* held off Holland Jachtbouw's 116-foot *Whisper*. The 16-mile course and shifty conditions spread the fleet out, and for the most part, the larger yachts like Alloy's 130-foot *Victoria of Strathearn* and Royal Huisman's 84-foot *Metolius* made up their time on the earlier starters.

Sunday morning, the RC chose a short triangle course. Just before the first gun, a steady south-southwest breeze filled in. *Perseus*, a 163' Perini Navi, roared over the line with all 12,379 square feet of sail area well trimmed. Two Hinckley 70s – *Windcrest* and *Patriot* – followed her with perfect starts, both right on the line steaming away when their starting gun fired. Next up, the Swan 100 *Red Sky*, *Goshawk* and *Victoria* left the starting line within 20 seconds of each other. Nearly two hours later, they would cross the finish line within 73 seconds of each other.

The fleet had a challenging and tactical beat and a quick reach to the jibe mark, and a very close run home. *Lion's Whelp* held off the hard-charging *Whisper*, getting the gun; 50 seconds behind in 3rd place was *Metolius*, seven seconds ahead of *Patriot*.

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At left, Artforms underway during the Bermuda 1-2. Below, the fleet gets started.

Photos courtesy Bermuda 1-2



Kip Stone and Artforms excel in Bermuda 1-2

Portland, Maine's Kip Stone and his Open 50 *Artforms* took home half the 2005 Bermuda 1-2 silverware for his fast solo run to the Onion Patch – a record-breaking 66 hours and 57 seconds– in early June. Kip, who won his class in last year's 2,800-mile Transat Race, won the St. George's Dinghy & Sports Club Trophy for 1st among the 32 starters to finish on elapsed time, and the Town of St. George's Trophy for best corrected-time finish.

Thirty-two boats started the race; 25 finished both legs.

Kip had to be fast to win the 1-2's Class 5; his Class 5 Open 50 opponent – Joe Harris on *Gryphon Solo* – who crossed the finish line off St. George's a scant four minutes behind him and less than four minutes on corrected time. The native of Greenwich, Conn., and resident of Hamilton, Mass., also came in 2nd in the 2004 Transat, so the two Open 50 skippers have established a friendly New England rivalry that's likely to flourish for years to come.

Artforms stretched its lead over *Gryphon Solo* on the double-handed return leg to best the 4-boat Class 5 by 18 hours.

Flying Turtle, one of four Aerodyne 38s in Class 1, was victor on both elapsed and corrected times in the single-handed leg, clipping the Aerodyne 38 *French Magic*, skippered by J.P. Mouligne, 1998-99 Around Alone Class II winner. But *French Magic* had the magic on the double-handed return leg, winning Class 1 overall by just a half-hour over John Niewenhous' J/120 *Loose Fish*, while *Flying Turtle* faded to 3rd overall.

Rhode Island's Barrett Holby's Quest 32 *Wazimo* blitzed Class 3, elapsed and corrected on the way out. Second-place finisher Rich Ellis on his Nelson Marek 30 *Gore-Tex Fabrics* performed heroically, finishing the first leg of the event despite breaking some teeth when he fell into a winch during a jibe. The two boats completed the race, still one and two in the 6-boat class.

In Class 4, Stu Heywood's Hans Christian 33 *Shearwater* (with a 237 rating) beat out Peter McCrea and his Freedom 32 *Panacea* (see "Bermuda 1-2 'feels right' to Peter McCrea, May 2005 Points East Magazine) with her bottom-of-the-bar-

Taking a year to get ready to race

Rockland sailmaker Doug Pope and his 15-year-old son Collin decided in 2004 they'd try their hand at the Bermuda One-Two in June 2005. Their advance planning paid off nicely.

They spent a year getting the family's Tartan 10 *Walkabout* ready for the race, with a rebuilt interior, upgraded electronics, autopilot and additional sails, bringing the boat's specialty inventory to four headsails and three spinnakers.

Doug first sailed the solo leg from Newport, R.I. to St. George, Bermuda, taking first in Class 2. On the two-handed return leg, *Walkabout* came in 4th in the eight-boat class. The combined corrected time for the two legs gave the Pope father and son team the win by 11 hours over the runner-up J/35 *Tiamat*, skippered by Ted Lepich.

Doug had praise for his son's abilities as a helmsman. He also expressed gratitude to his four sailmakers at the loft for picking up the slack while he was busy getting the boat ready for the race and then while he was away for the race itself. He said their assistance was key in his decision to enter the race.

Remembering the essential truth that all who finish a solo race are winners of the first order, Maureen "Moe" Roddy and her J/35 *The Red Dress* (see "Races – and a Cause within the Race," June 2005 Points East Magazine) finished in 7th place in Class 2, doing herself, her boat, and her cause – calling attention to cardiac disease in women – proud indeed.

rel 185 rating on the way out and kept the pedal to the metal to win the class overall. Peter's consolation was crossing the finish line 1st in the singlehanded portion, but he dropped down to 5th overall in the 10-boat class after the 2nd leg was added to the mix. Two years earlier, McCrea had won his class. He's entered the race eight times.

The Wagon back in Key West after sabbatical

My youngest daughter, Megan, and I trailered *The Wagon*, our modified Evelyn 32, the 2200 mile trip to Key West, Florida. For those of you who don't realize, Key West is the biggest international regatta in the U.S., 286 boats, with 20 different countries competing, and the best of the best racing. It's truly the best testing grounds for your crew, boat, and the sails.

Anyway, Megan and I got *The Wagon* in the water and got the rig in, all before the crew arrived Friday night, Jan 13. I wanted them all there by then so we could go out and practice over the weekend, not only to freshen up, as well as get

the weeklong regatta. We got 2 races in and ended up with two 3rds, but were feeling pretty good and very close to 2nd. We were looking forward to the next day, as the forecast was showing lighter winds. We knew we'd be faster in the lighter conditions, since we were very light in crew weight, plus the boat is faster in smoother waters. The forecast changed quickly. The first report was a good mix of winds for the week, but Mother Nature decided to throw us all a new weather pattern, yes, wind and more wind!

The next day, it was blowing 20-25 knots with heavy seas. A lot of us had trouble just getting out to the start. We broke

our three year old 100% #3 just getting out to the start. Luckily we had a #4 but we really needed the #3. Our first downwind leg, we broke the spinnaker pole. Thanks to Scott and John, they were able to fix it before the next weather leg. It was a tough day for all, some more than others though. One boat in our class broke their mast, putting them out for the rest of the week. We ended up with two 5ths at the end of the day, soaked to the bone, and started the bruising for the week. On the way back to the condo, we were able to find a small canvas shop that would be able to repair our #3 by the next morning.

Wednesday, it blew even harder (25-35 knots). Again, it was the #4 working jib. We only got to put the spinnaker up once all day long. Two more 5ths, several more bruises, and yes, soaking wet. We needed more crew weight. The night before, we asked the race officials if we could add a person, but they said no, as they want you sailing the whole regatta with the same people and same number of crew. We knew this, but it never hurts to ask. We were also hoping to help out fellow Maine sailors that couldn't sail, as *Ocean Planet* was one of the boats that got damaged on the dock Saturday.

Day four, we were sailing in 20-25

knot breezes, with the repaired #3 and managed two 3rds. On the final day, still sailing with the #3, we ended up with a 2nd. We finished the week with 3rd overall in our class.

I must say the crew was great and I learned, *again*, how important it is to be prepared. I was reminded that whether you're going to a major regatta or taking a cruise with the family, you need to be ready for any weather that Mother Nature throws your way. Again, preparation is key. We'll always have more fun when we know we can deal with what comes our way.

If I'm lucky enough to go back in '07, I will definitely maximize the crew weight (we were about 350 lbs short), make a great #4, as well as a chicken spinnaker (smaller) for those 25-35 knot winds-pretty scary! We keep learning and sometimes you just need to be reminded how key it is to be prepared.

We can't wait to do it again!



Photo courtesy Richard Hallett

The Wagon underway during the Acura Key West Race.

used to sailing together, but also to get the boat tuned up and make any minor adjustments. The crew was made up of myself, my wife René, my daughter Ashley, Scott Smithwick, John Randall, and Tom Egan. Megan, my pit crew, had to fly back to home to get back to school.

Saturday arrives and we're ready to go out for our first practice, however we had a large cold front come through Friday night and into Saturday, forcing all the boats to stay at the docks. No practice for anyone that day. Some boats got so badly damaged at the dock, that they couldn't race all week. Sunday came, and we finally got out on the water to see the new main. We were very happy with its shape and how smooth it was. Unfortunately, it was still blowing too hard to get a good look at the new 155%, but as the day went on, it lightened up just enough to look at it briefly. Thankfully, we were happy with its shape as well.

Race Day Monday, a nice breeze (12-17 knots) to start out

Gulf of Maine Ocean Racing Association (GMORA)

2006 APPLICATION FOR MEMBERSHIP.

Name (First MI Last)

Primary Street Address

City/State/Zip

Home Phone

Office Phone

Email

Secondary Street Address

City/State/Zip

Phone

Email

How are you involved in GMORA activities?

GMORA Board member _____ Representing?

Regular (non-certificate)

\$25.00. After 30 June, **\$30.00**

Mail completed forms to:

Dr. Charles Hawley
P.O. Box 4
Southport, ME 04576-0004.

Yacht Club Race

Committees _____

Yacht Club?

With PHRF Certificate

\$50.00, After 30 June, **\$55.00**

Includes \$20.00 fee for PHRF certificate and \$30.00 GMORA dues. Please include completed PHRF application with this form.

Mail completed forms to:

Dr. Charles Hawley
P.O. Box 4
Southport, ME 04576-0004.

With NEMA Certificate

\$70.00, After 30 June, **\$85.00.**

Includes \$45.00 fee for NEMA certificate and \$25.00 GMORA dues. Please include completed NEMA application with this form.

Mail completed forms to:

Mr. Peter Garcia
201 West Shore Road.
Auburn, ME 04210

Make checks payable to GMORA

Additional forms may be found at: http://phrfne.org/uploaded_files/2006form.pdf

Last Name

Fleet

PHRF-NE

THE PERFORMANCE HANDI CAP RACING FLEET OF NEW ENGLAND

** Please review carefully and print clearly**

YEAR: 2001

Racing

Cruising

Do Not Write in These Boxes

First Name

Last Name

Address

City

State

Zip digits Country

Phone 1&2 Indicate fax number with "F" prefix address

Yacht Club, full name

US Sailing
Membership NbrYear Joined
PHRF-NE*

Member

Sailing Assn eg
GMDR, MBSA

Yacht Name

Sail Number

Design (C&C 35-3)

Year Built

Hull Color*

Designer

Hull Number

IRC Rating

Boat Dimension

LOA

LWL

Draft

Beam

Displacement

Keel Ballast
Weight

Ballast Material

Internal Ballast
Weight

Rig

Masthead

Fractional

Foretriangle
HeightForetriangle
Base

Main Luff

Main Foot

SP=Spinnaker
Halyard Height

sets of

spreaders

Mast
MaterialStanding Rigging
Material*

Engine:

Prop:

Prop:

Inboard

Outboard

None

Installed

In Aperture

Exposed

Shaft

Sail Drive

Type

Folding

2 blade

Feathering

3 Blade

Feathering

2 Blade

Solid

3 Blade

Solid

Rudder:

Keel:

Keel Attached

Skeg

Spade

Outboard

Fin

Full

Centerboard

Wing

Other

Have hull, rig or appendages ever been modified?

Enter Y or N If Yes EXPLAIN!!

Modified

See web site phrfne.org for

Headsails: List 5 Headsails by % LP (e.g. 155% Genoa, 80% Staysail etc.) Also indicate Roller Furling sails with "RF" selection of 3 Cruising Class Sails with "C" (eg 155%C, or 155%RF, C) and racing only sails with "R" (eg 155

#1 Head S

#2 Head S

#3 Head S

#4 Head S

#5 Head S

Heavy Jib

Staysail

Booper

Storm Jib

Storm Tries

Mizzen

Mizzen Stays

Spinnaker: List maximum of 3 by weight e.g. .75, 1.5. Also, add "A" for Asymmetrical Spinnaker eg .75A

#1 oz

#1 Wdth

#2 OZ

#2 Wdth

#3 OZ

#3 Wdth

Spinnaker pole
lengthWhisker
pole length

Recreation Handicap?

Enter Y or N

Recreational handicap requires working, above deck roller furling; no Kevlar/Spectra or other e (Polyester/Mylar OK in working sails). Sail inventory limited to 1 Jib >110% LP, 1 Jib <= 110% Spinnaker. See phrfne.org web site

For Handicapper Use Only

Base Handicap

LP ADJ

Spinnaker ADJ

Rig ADJ

Propeller ADJ

Recreation A

Misc. ADJ

Racing Handicap

Cruising Handicap

Record Date

Handicapper Notations

and Initials:

Owner Responsibility and Signature

I understand it is my responsibility to notify the Chief Handicapper of changes to the yacht which affect measurement p or would alter her from a standard boat. All standard doors and tables must remain on board

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

Owner's Signature

Date:

Membership:

New - Renewal

01-0612-07-05

Circle One

Form Generation

*Please review new field "Standing Rigging Material" for additional information



Action during the Marblehead-to-Halifax Race in 2005.

Wavelengthstudios.com/Andrew Sims

Titan 12 takes Halifax monohull fleet honors

The Reichel/Pugh-designed 75-footer *Titan 12*, owned and skippered by Puerto Rico's Tom Hill, was first monohull across the line in 2005's 100th anniversary of the 360-mile Marblehead-to-Halifax Ocean Race. She was beaten only by Lars Svensson's Open 60 trimaran *Larus Roc*, and then by only five minutes. *Titan 12* also won the Grand Prix trophy for best corrected time in IRC-1 over Richard Breedon's TP52 *Bright Star* out of Newport, R.I. *Bright Star* crossed the line some eight hours after the Carroll Marine 75-footer, which was launched late last winter.

The U.S. team of *Titan 12*, James Flanagan's *Southern Dream* from Boston, and David Campbell's *Campbell's Sloop* from Plymouth, Mass., won the team competition against John Hunkin's *Katana* out of Chester, N.S., Will Apold's

Excalibur from Halifax, and Harry Anderson's *Rhapsody*, out of Marblehead, but racing for the other side.

The Bras D'Or Lakes trophy for the doublehanded crew with the best corrected time went to Durk Steigenga's C44 *Macintosh*, which won over Hans Himmelman's Swan 51 *Delawana* by nearly two hours. *Macintosh* also won the Over the Hill trophy for the PHRF boat with an average crew age of over 50 with the best corrected time. Two Barrington, R.I. Boats – Andre Laus' *First Light* and Bob Read's yawl *Nepenthe* – finished 2nd and 4th in the geriatric division. *Nepenthe* also won the George E. Lawley Memorial Cup awarded to the schooner, ketch or yawl with the best corrected time, besting Edgar Crockers venerable *Concordia* yawl, *Crocodile*, out of Manchester, Mass., by about five hours.

Performance Handicap Racing Formula New England (PHRF-NE)

Gulf of Maine Fleet

Courtesy www.phrfne.org

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 to fair play and sportsmanship on the water.

Your annual GMORA dues covers 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*, and

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 in the Gulf of Maine racing. You will find the news, schedules, and results you need. www.gmora.org features Notices-of-Race, online 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: gomphrf@ghi.net

Frequently Asked Questions

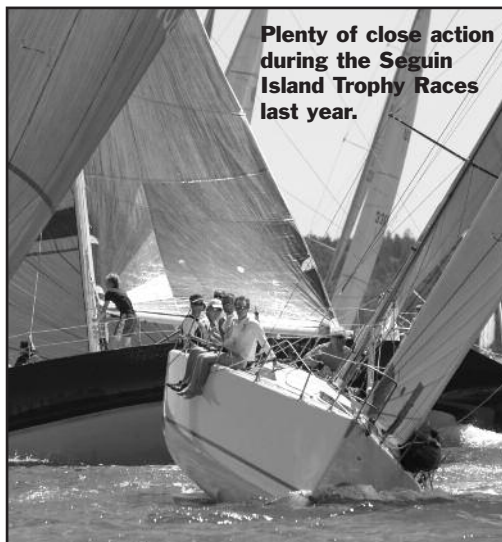
What can you tell me about the IRC Rule as it may apply to Gulf of Maine racing?

IRC is a successful rating rule in Europe which is rapidly gaining popularity in the USA. 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 (TOT) system that was used in some 2005 high-level East Coast regattas, such as Block Island Race Week and the NYYC cruise. To attract high level racers to the Gulf of Maine, IRC was offered as a fleet option in the 2005 Monhegan Races. IRC was also used in the Gulf of Maine circuit, GMORA sanctioned 2005 Downeast Race Week. At the time of this writing, IRC will not be used in the 2006 Downeast Race Week.

IRC is simple to use, and because of its secret objectivity, it should withstand challenges from new designs. The most glaring disadvantages to IRC are the costs of obtaining a certificate. Because most yachts racing at the highest level of

IRC must be weighed and measured before certification, an initial certificate for a 40' yacht could cost its owner several hundred dollars.



Wavelengthstudios.com/Andrew Sims

GMORA has been, and will remain, alert to handicapping issues that might affect Gulf of Maine racers. At the present time, 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, Honey, Stan, Testing the Waters. In: Sailing World, December 2004/January 2005, p. 40-46.

I do not like my handicap! How can I get my PHRF-NE handicap

changed?

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

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Spinnakers fly as the J/105 fleet competes during the PHRF Maine Championship.



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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 race course.

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, will under most circumstances be disallowed.

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 valid PHRF-NE handicap In the Gulf of Maine Fleet (GOM) is one that has been processed through the fleet handicapper, and that 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.

How do measurement-based IRC allowances compare with performance-based PHRF-NE allowances when racing?

The following IRC/PHRF comparisons are of IRC (TCC) handicaps, time on distance (TOD) PHRF handicaps converted from time on time (TOT) by the formula $(650/IRC) - 555$, and actual 2005 Racing PHRF-NE handicaps for some members of the Gulf of Maine Fleet (GOM).

Most PHRF racing in the Gulf of Maine has employed time on distance (TOD), seconds per mile, handicap allowances. What is meant by the expression time on time (TOT), seconds per hour, allowances?

The reasoning behind using TOT is that, with TOD, smaller

Boat Name or Sistership to*:		IRC	Calculated	PHRF-NE
		PHRF		
Alerion 28	*Genevieve	0.895	171	U165
Concordia 47	*Synergy III	1.214	-21	-12
Center Hbr 31	*Nipantuck	0.954	126	U171
IMX 45	Cybele	1.167	2	15
J100	Tern	1.028	77	90
J105	Sidewinder	1.019	83	90
J109	*Arion's Ride	1.024	80	81
J130	*Emotional Rescue	1.14	15	24
J35	*Whiplash	1.035	75	72
J42	Merlin	1.027	64	81
J44	*Abracadabra	1.104	34	36
Morris 454	Firefly	1.162	4	27
Mumm 36	*Pain Killer	1.098	37	42
N/M 40	Shamrock Sensation	1.080	47	42
Open 50	Artforms	1.451	-107	-63
Santana 35	Gold Rush	0.975	112	120
Hinckley SW	Pequot	1.093	40	24
Taylor 41	Sheerness	1.098	37	45
Taylor 42	Hot Numbers	1.067	54	46

boats are at a disadvantage if the race is slow or if the time allowance doesn't account for the changing conditions of the race (tide, wind, seas, etc.). With the TOT method, the allowance at any point in the race can be affected by a change of conditions later in the race. It has been found to tighten corrected time finishes when there is a very large handicap spread in a class or if the race conditions are variable.

The major advantage of TOD is that is simple and you can tell exactly where you stand at any point in the race.

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

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.

What is a base handicap?

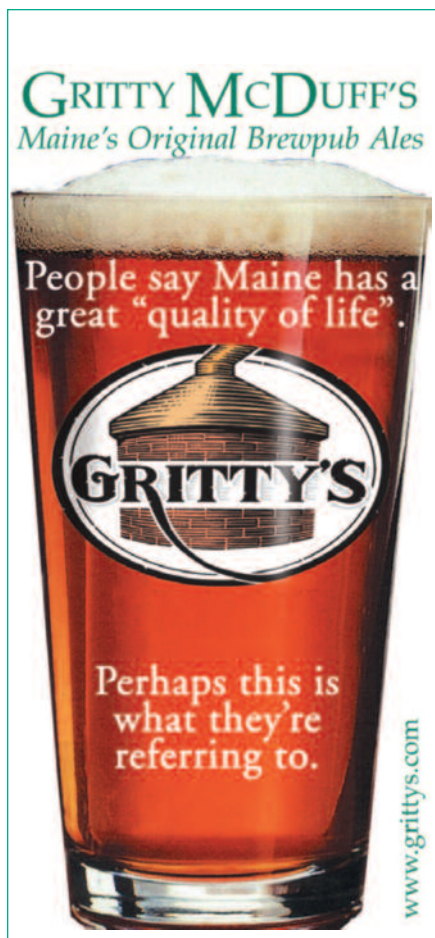
A base boat is assumed to be in as-built configuration with a 155% genoa, a spinnaker/whisker pole length equal to J, a spinnaker width equal to 1.8 times J, a spinnaker height equal to .95 times the square root of I squared plus J squared, and either a folding or feathering propeller on an exposed shaft, a two bladed solid propeller in an aperture, or an outboard motor. IMS sail definitions apply, particularly with respect to mainsail girths.

Sprit boats will be handicapped in the configuration shown on the application. Because of the performance record of some performance boats that race in PHRF-NE fleets, it has been and may be necessary to adjust base handicaps even though the sails, rig, hull,

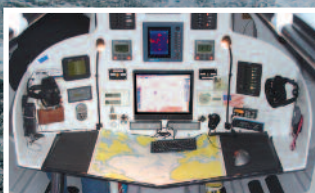
appendages, and interior have not changed.

What is meant by racing trim?

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



This boat is the Open 60 *Hugo Boss*, prepared by Maine Yacht Center Manager Brian Harris for the Vendée Globe. His expertise, combined with MYC's highly experienced staff and brand new facility, make MYC the most capable resource on the coast of Maine for making boats sail faster.



One recent project at MYC is the Open 40 *Anasazi Girl*, which was completely gutted and every system above and belowdecks rebuilt. This is her new nav station.

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Portland, ME 04103

part of the "as-built configuration" upon which the base handicap is based will not be permitted. Of course, the boat must have a good crew, and she must be raced competently.

What are the requirements for the Recreational Handicap?

Above deck roller furling with the head and tack of a true cruising sail attached to the drum and swivel are required. No exotic sail materials are allowed. Polyester (Dacron and Pentex) and mylar are allowed in the working sails and nylon in the spinnaker. Kevlar, Technora, Spectra, Vectran etc. (high modulus fibers) in the working sails and polyester in the spinnaker are not allowed. Two jibs are allowed; one with an Lp of 110% 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 J/105, 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 incorpo-

rated into the handicap, the boat will be subject to an appropriate handicap adjustment. Bunk cushions may be removed for racing.

Do I get credit for an asymmetrical spinnaker?

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/ 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.

What is the difference between the racing and cruising handicaps?

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

* For more information about PHRF-NE, please consult: www.phrfne.org.

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PRESIDENT, continued from Page 3

sailing due to the many competing interests and obligations we all have. He observed that when his family got involved in racing, it was necessary to make advance commitments. The family decided in the winter and spring which weekends they would devote to racing. A commitment to a race was different than a casual decision to go for a day's sail. It was less likely to change because of more recent invitations, opportunities, or the weather. In short, this Fleet Captain's family went racing, and they continue to enjoy a lot of quality time together. The boat doesn't sit on the mooring anymore.

Spending time with family and friends in enjoyable and sometimes adventurous circumstances motivates many of us to race. Some of us think ocean racing is a valuable and pleasurable way to give young people opportunities to spread their wings, build self-confidence, and discover the value of teamwork. There are other reasons, of course. I think it was Nat Herreshoff who said, "The pleasure of sailing is proportional to the speed."

The greed for speed is the immediate spark for most racers. Did you ever notice how your cruising friends (the ones in hard-core denial of interest in racing) grab a winch handle and begin to trim when another sailboat comes near? And let's not forget the social attractions. What other sport begins and ends its competitions with such hospitality and such great parties in such beautiful places?

If you are reading this, you are probably a member of GMORA, and I'm preaching to the already converted. You know why you race, so how do you communicate to others the benefits of participation in ocean racing? How do we convince others they should give it a try? For starters, we should each commit to introduce one new member to GMORA this year.

We all know at least one good prospect – maybe a family member, a friend, or a boatyard neighbor. We all have incentives to strengthen our respective classes, to increase participation in the events sponsored by our clubs, and to make our sailing more fun. If each of us brought just one new member to GMORA in 2006, the

impact would be dramatic.

So please, take a prospect racing on your boat. Sail a race on the prospect's boat. Convince the prospect to try one local race. Help the prospect find experienced crew for the first time out. Tell the new sailor GMORA will waive dues for the first season and provide a provisional rating, without cost, for that first race. And we will.

It's our sport. We must do this for ourselves. Tell me how GMORA can help. My addresses and phone number – and those of all the Directors – are on the GMORA website, www.gmora.org. Log on to the GMORA forum at the website. Tell us

what you think and how we can improve our sport. We welcome your suggestions, comments, and offers to help. GMORA is your organization.

I look forward to seeing you – and more or your family members, friends, and boatyard neighbors – on the starting line this summer.

Cheers,



Peter Garcia

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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		Slips		Moorings		Services				
	Reservations Web Access	VHF M/U	Phone Fax	Harbor Lat/Long	Depths* Entry Fuel	Total/Trans. Rate/Ft.	Max. LOA Max. Draft	30 Amp \$ 50 Amp \$	Total/Trans. Rate	Launch? Max Draft	Gas/Diesel Pump-out/\$	HaulOut Yard Rate	Heads/ Showers Wshlr/Dryr	Nearest Restaurant Nearest Grocery
Downeast/Acadia														
Bar Harbor Regency Resort www.barharborholidayinn.com	Required OnSite		288-9723 288-3089	Frenchman Bay 44:24.003/68:13.514	20 ft. n/a	4/4 \$3.00	200 ft. 12 ft.	Incl. Incl.	1/1 \$50	Dinghy 12 ft.	Gas&Diesel None	No HaulOut	2/1 2/2	Edenfield 288-9723 BHR Store 288-9723
Bar Harbor Municipal Marina www.BarHarborMaine.com	Preferred OnSite	16 68	288-5571 288-1034	Bar Harbor 44:23.523/68:12.193	40 ft. 8 ft.	8/8 \$3.00	185 ft. 12 ft.	\$5 \$10	15/15 \$25	Dinghy 60 ft.	Gas&Diesel Yes/Free	No HaulOut	7/3 0/0	Fish House 288-3070 Burwaldo's 288-3241
The Harborside Hotel www.theharborsidehotel.com	Yes OnSite		288-5033 288-3089	Bar Harbor 44:23.490/68:12.337	8 ft. 8 ft.	10/10 \$3.50	300 ft. 8 ft.	Inq. Inq.			Gas&Diesel Yes/\$n/a	No HaulOut	3/3 6/6	The Pier 288-2110 Shop & Save 288-5680
Islesford Dock Restaurant www.islesford.com/idr	No None		244-7494	Cranberry Harbor 44:15.600/68:14.123	20 ft. 12 ft.				5/5 \$15	Launch 60 ft.	Gas&Diesel None	No HaulOut	4/0	Islesford Dock 244-7494 Islesford Market 244-7667
Northeast Harbor Marina	Docks Only Library	9 68	276-5737 276-5741	Northeast Harbor 44:17.673/68:17.123	20 ft. 10 ft.	60/15 \$1.50	160 ft. 10 ft.	\$3 \$10	60/60 \$15-25	Dinghy 20 ft.	Gas&Diesel Yes/Free	No HaulOut	2/2 1/1	Mainsail 276-3965 Pine Tree 276-3335
John M. Williams www.stanleyboats.com	No None		244-7854 244-9912	Somes Sound 44:20.159/68:19.122	35 ft. n/a				20/5 \$20	Dinghy 140 ft.	No Fuel None	Trvlft 30T \$45/hr.	1/0	Blackboards 276-4229 Somesville One-Stop
Henry R. Abel Yacht Yard	Yes None		276-5057 276-9831	Somes Sound 44:21.360/68:18.440	60 ft.	9/3 \$1.75	80 ft. 25 ft.	Inq. Inq.	28/10 \$20	Launch 60 ft.	No Fuel None	Trvlft 50T \$42/hr.	2/0	Abels' Lobster 276-5827 Somesville One-Stop
Hinckley Service Yacht Yard www.HinckleyYachts.com	Yes Library	10 10	244-5572 244-9433	Southwest Harbor 44:16.081/68:18.378	12 ft. 12 ft.				70/65 \$30	Launch 40 ft.	Diesel Yes/\$15	Trvlft 160T \$48/hr.	2/3 2/2	The Moorings 244-7070 Double J 244-5544
Beal's Lobster Pier www.bealslobster.com	No Library	88 88	244-3202 244-9479	Southwest Harbor 44:16.536/68:18.835	30 ft. 20 ft.				3/3 \$20	Dinghy 30 ft.	Gas&Diesel None	No HaulOut	4/0	Beal's Lobster 244-3202 Gott's 244-3431
Southwest Boat Marine www.southwestboat.com	Yes Library	16 8	244-5525 667-4013	Southwest Harbor 44:16.565/68:18.827	20 ft. n/a	15/5 \$1.00	100 ft. 15 ft.	Incl. Incl.	3/3 \$20	Launch 20 ft.	No Fuel Yes/Free	Rlwy 250' \$n/a	1/1	Beal's Lobster 244-3202 Sawyer's 244-3315
Dysart's Great Harbor Marina www.dysartsmarina.com	Preferred OnSite	9 8	244-0117 244-7526	Southwest Harbor 44:16.487/68:19.381	12 ft. 5 ft.	100/25 \$2.25	150 ft. 12 ft.	\$10 \$15			Diesel Yes/Free	No HaulOut	14/7 2/2	Fiddler's 244-9416 Gott's 244-3431
Morris Yachts Inc. www.morrisyachts.com	Required OnSite	9 68	244-5511 244-9726	Bass Harbor 44:14.046/68:20.835	20 ft. 20 ft.	20/12 \$1.50	50 ft. 6 ft.	Incl. None	32/16 \$30	Dinghy 30 ft.	Diesel Yes/\$20	Trvlft 35T \$30-70/hr.	3/3 1/1	Maine-Ly Delight 244-3656 Sawyer's 244-3315
Kollegewidgwok Yacht Club	No Library	9 78	374-5581	Blue Hill Bay 44:24.453/68:33.723	17 ft. n/a				30/6 \$20	Launch 24 ft.	Gas&Diesel None	No HaulOut	2/0	Fishnet 374-5240 Merrill & Hinckley 374-2821
Burnt Coat Harbor Moorings	No Library	68	526-4201	Burnt Coat Harbor 44:08.558/68:26.941	15 ft. 9 ft.				30/30 \$20	Dinghy 15 ft.	Gas&Diesel None	No HaulOut	2/0	Underwater Taxi 526-4204 Swan s Is. Gen Store 526-4200
Billings Diesel & Marine Service	Yes None	16 9	367-2328 367-5925	Deer Island Thorofare 44:08.902/68:40.736	20 ft. 12 ft.	25/15 \$1.00	150 ft. 12 ft.	Incl. Incl.	20/10 \$15	Dinghy 12 ft.	Gas&Diesel Yes/Free	Trvlft 35T \$43-75/hr.	2/2 1/1	Fisherman's Friend 367-2442 Bartlett's 367-2386
Wooden Boat School www.woodenboat.com	No None		359-4651 359-8920	Eggemoggin Reach 44:14.822/68:33.376	12 ft. n/a				8/8 \$10	Dinghy 10 ft.	No Fuel None	No HaulOut	2/0	Brooklin Inn 359-2777 Brooklin Gen Store 359-8817
Brooklin Boat Yard	Yes None		359-2236 359-8871	Center Harbor 44:15.781/68:34.790	16 ft. n/a				80/8 \$20	Dinghy 25 ft.	No Fuel None	Trvlft 35T \$43/hr.		Morning Moon 359-2573 Brooklin Gen Store 359-8817
Marina at Eggemoggin Landing CLOSED FOR 2006 SEASON	Yes OnSite	9 14	348-6115 348-2738	Eggemoggin Reach 44:17.458/68:41.718	5 ft. n/a				10/4 \$20	Launch 45 ft.	No Fuel None	No HaulOut	1/1 1/1	Sisters 348-6115 Sisters Gourmet to Go
Buck's Harbor Marine www.bucksharbor.com	Yes None	9 10	326-8839 348-5254	Buck's Harbor 44:20.014/68:43.602	35 ft. 12 ft.	3/3 \$1.00	100 ft. 12 ft.	Incl. Incl.	26/26 \$27	Dinghy 12 ft.	Gas&Diesel None	No HaulOut	2/3 1/1	Café Outback 326-8863 Buck's Harbor Mkt 326-8683
Castine Town Dock	No Library	16 9	266-7711 326-9465	Bagaduce River 44:23.221/68:47.803	50 ft. n/a	140 ft. \$1.00	140 ft. 20 ft.	Incl. None	200/15 Free	Dinghy 70 ft.	No Fuel None	No HaulOut	2/2 6/5	Castine Inn T&C Groceries 326-4818
Dennett's Wharf www.dennettswarf.com	Yes Library	9 72	326-9045 326-9045	Bagaduce River 44:23.283/68:47.748	12 ft. n/a	120 ft. \$2.00	110 ft. 10 ft.	Incl. Incl.	1/1 \$20	Dinghy 40 ft.	No Fuel None	No HaulOut	3/3	Dennett's Wharf 326-9045 T&C Groceries 326-4818
Eaton's Boatyard	Yes Library	9 9	326-8579 326-4727	Bagaduce River 44:23.291/68:47.742	12 ft. 11 ft.	8/2 \$1.25	200 ft. 11 ft.	\$3 \$6	10/10 \$20	Dinghy 50 ft.	Gas&Diesel None	Hydrl 20T \$33/hr.	1/1	Castine Inn 326-4365 T&C 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		Depths* Entry Fuel	Slips		Moorings		Services			
	Reservations Web Access	VHF M/T	Phone Fax	Harbor Lat/Long	Total/Trans. Rate/Ft.		Max. LOA Max. Draft	30 Amp \$ 50 Amp \$	Total/Trans. Rate	Launch? Max Draft	Gas/Diesel Pump-out/\$	HaulOut Yard Rate	Heads/ Showers Wsh/Dry	Nearest Restaurant Nearest Grocery
Castine Yacht Club www.prism.net/rogsml/cyc/	No Library	9 10	326-9231 469-5902 989-5842	Bagaduce River 44:23.444/68:47.680 Penobscot River 44:34.314/68:47.813	50 ft. 4 ft. 12 ft.	36/2 \$1.25	45 ft. 26 ft.	Incl. Incl.	20/5 \$20	Dinghy 70 ft.	No Fuel None	No HaulOut	2/2	Bah's Bakehouse 326-9510 T&C Groceries 326-4818
Bucksport Marina www.portharborbarmarina.com	Preferred None	9									Gas Yes/Free	No HaulOut	1/1	Riverview 469-7600 Tozier's Variety 469-2753
Mid-Coast														
Belfast City Landing	Preferred OnSite	9 9	338-1142 338-6222	Passagassawakeag R. 44:25.736/69:00.235	20 ft. 12 ft.	25/25 \$1.75	115 ft. 13 ft.	\$5 \$20	320/25 \$15	Dinghy 20 ft.	Gas&Diesel Yes/\$5	No HaulOut	5/2	Weatherhane 338-1774 Shur-Fine 338-3006
Belfast Boatyard	Yes Library	16	338-5098 338-6440	Passagassawakeag R. 44:25.742/69:00.280	21 ft. 6 ft.	12/2 \$1.25	65 ft. 21 ft.	Incl. \$20	14/4 \$15	Dinghy 16 ft.	Gas&Diesel None	Trvlft 30T \$44/hr.	1/0	Darby's Pub 338-2339 Shur-Fine 338-3006
Dark Harbor Boat Yard www.darkharborboatyard.com	Yes None	9 11	734-2246 734-8331	Gilkey Harbor 44:15.526/68:56.337	14 ft. 6 ft.				20/20 \$20	Dinghy 14 ft.	Gas&Diesel None	Trvlft 20T \$n/a	2/2 1/1	Dark Harbor House 734-6669 Durkee's General 734-2201
J.O. Brown & Sons, Inc.	None	16 9	867-4621 867-4757	Fox Island Thorofare 44:07.638/68:52.333	15 ft. 6 ft.				12/12 \$10	Dinghy 30 ft.	Gas&Diesel None	Trvlft 15T \$n/a	2/2 3/2	Brown's Coal Wharf 867-4739 The Islander 867-4771
Thayers Y-Knot Boatyard	Preferred None	9 68	867-4701 867-4702	Southern Harbor 44:07.944/68:53.475	14 ft.				8/2 \$15	Dinghy 12 ft.	No Fuel None	Trvlft 50T \$40/hr.		Brown's Coal Wharf 867-4739 The Islander 867-4771
Vinalhaven Private Moorings	No None	16 82	863-9344	Carver's Harbor 44:02.761/68:50.062	27 ft.				3/2 \$20	Dinghy 14 ft.	No Fuel None	Trvlft 30T \$n/a		The Haven 863-4969 Carvers Harbor Mkt 863-4319
Wayfarer Marine www.wayfarermarine.com	Preferred OnSite	71 71	236-4378 236-2371	Camden Harbor 44:12.547/69:03.641	15 ft. 10 ft.	40/20 \$34.00	120 ft. 13 ft.	\$10 \$20	59/54 \$30/35	Launch 50 ft.	Gas&Diesel Yes/\$10	Trvlft 110T \$35-60/hr.	6/5 3/3	Peter Ott's 236-4032 French & Brawn satellite
Camden Yacht Club	Yes Library	68 68	236-3014	Camden Harbor 44:12.436/69:03.672	15 ft.	2/2 \$30.00	50 ft. 8 ft.	None None	2/2 \$20	Launch 50 ft.	No Fuel None	No HaulOut	2/0	Haristone Inn 236-4259 French & Brawn 236-3611
Camden Town Dock	Yes Library	16 11	236-7969	Camden Harbor 44:12.549/69:03.792	15 ft.	10/10 \$1.25	120 ft. 10 ft.	Inq. Inq.			Gas&Diesel Yes/Free	No HaulOut	5/	Atlantica 236-6011 French & Brawn 236-3611
Rockport Marine www.rockportmarine.com	Yes Library		236-9651 236-0758	Rockport Harbor 44:11.200/69:04.333	10 ft. 10 ft.	5/5 \$2.00	100 ft. 10 ft.	Incl. Incl.	35/15 \$25	Dinghy 65 ft.	Gas&Diesel None	Trvlft 55T \$46-50/hr.	1/0	The Helm 236-4337 Graves 236-8577
Rockland Harbor Boatyard www.rhby.com	Yes OnSite	16 9	594-1766 594-4337	Rockland Harbor 44:06.718/69:06.239	14 ft. 12 ft.				40/10 \$30-45	Dinghy 12 ft.	No Fuel Yes/Free	Trvlft 15T \$48/hr.	1/0	Thai Kitchen 594-8869 Hannaford 594-2173
Knight Marine Service www.midcoast.com/~knightma/	Yes Library	16 9	594-4068 594-4068	Rockland Harbor 44:06.465/69:06.478	15 ft. 11 ft.	12/10 \$1.50	80 ft. 11 ft.	\$5 None	12/10 \$15	Dinghy 20 ft.	Gas&Diesel None	Trvlft 2/35T \$40/hr.	2/4 4/2	Gr apes594-9050 Hannaford 594-2173
Beggar's Wharf www.beggarswharf.com	Yes Que Pasa	9 10	594-8500 236-2772	Rockland Harbor 44:06.330/69:06.185	12 ft.	8/4 \$1.00	50 ft. 4 ft.	None None	40/35 \$25	Launch 12 ft.	No Fuel None	No HaulOut	4/4	Café Miranda 594-2034 Hannaford 594-2173
Journey's End Marina	Preferred OnSite	9 18	594-4444 594-0407	Rockland Harbor 44:06.300/69:06.165	15 ft. 10 ft.	70/8 \$1.50	150 ft. 15 ft.	Incl. Incl.	5/2 \$25	Dinghy 20 ft.	Gas&Diesel Yes/\$5	Rlwy 1200T \$50/hr.	6/6	Vät er wor k596-7950 Hannaford 594-2173
Rockland Landings Marina	Yes Que Pasa	9	596-6573 594-4899	Rockland Harbor 44:06.116/69:06.428	12 ft. 10 ft.	70/25 \$2-2.50	150 ft. 10 ft.	\$8 \$8+	8/6 \$20	Dinghy 40 ft.	Gas&Diesel Yes/Free	No HaulOut	2/4 2/2	Landing's 596-6573 Market on Main 594-0015
Rockland Public Landing cl.rockland.me.us	No OnSite	9 11	594-0312 596-6549	Rockland Harbor 44:06.036/69:06.438	14 ft.	15/15 \$1.00	120 ft. 10 ft.	\$0.50/ft \$0.50/ft	20/20 \$20	Dinghy 30 ft.	No Fuel Yes/Free	No HaulOut	2/2 1/1	Amalfi 596-0012 Market on Main 594-0015
Cod End Restaurant & Marina www.codend.com	No Library	16 69	372-6782	Tenants Harbor 43:57.940/69:12.550	50 ft. 4 ft.				20/15 \$15	Dinghy 15 ft.	Gas&Diesel None	No HaulOut	2/0	Cod End 372-8981 Hall's Market 372-6311
Port Clyde General Store	Yes Library		372-6543 372-0634	Port Clyde 43:55.585/69:15.547	12 ft. 10 ft.				15/15 \$20	Dinghy 8 ft.	Gas&Diesel None	No HaulOut	1/1	Dip Net 372-6543 Port Clyde Gen Store 372-6543

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Marina Name Website	Contact Info			Navigation		Depths* Entry Fuel	Slips		Moorings		Services				
	Reservations Web Access	VHF M/T	Phone Fax	Harbor Lat/Long	Harbor Lat/Long		Total/Trans. Rate/Ft.	Max. LOA Max. Draft	30 Amp \$ 50 Amp \$	Total/Trans. Rate	Launch? Max Draft	Gas/Diesel Pump-out/\$	HaulOut Yard Rate	Heads/ Showers Wsh/Dryr	Nearest Restaurant Nearest Grocery
Boothbay Harbor Region															
Broad Cove Marine Services	Yes None	9	529-5186 529-4469	Medomak River 43:59.549/69:24.466	16 ft. 6 ft.	10/4 \$1.00	50 ft. 6 ft.	None	6/6 \$10	Dinghy 30 ft.	Gas&Diesel Yes/\$10	No HaulOut	1/0	Broad Cove Snack Bar Shop N Save 563-8131	
Coveside Inn & Marina	Yes None	9 68	644-8780 644-8204	Damariscotta River 43:50.861/69:33.367	25 ft. 12 ft.	12/8 \$1.50	90 ft. 12 ft.	Incl. None	15/15 \$25	Launch 12 ft.	Gas&Diesel Yes/Free	No HaulOut	2/2	Shorefront 644-8282 Harborside Grocery 644-8751	
Gamage Shipbuilders	No None	16	644-8181 644-8273	The Gut 43:51.752/69:33.622	30 ft.	10/3 \$2.00	100 ft. 14 ft.	Incl. Incl.	12/4 \$15	Dinghy 80 ft.	No Fuel None	No HaulOut	1/1	Bridge House Cafe 644-1449 Island Grocery 644-8552	
Ocean Point Marina www.oceanpointmarina.com	Preferred OnSite	9 18	633-0773 633-3971	Damariscotta River 43:51.900/69:35.070	63 ft. 25 ft.	67/5 \$1.75	150 ft. 25 ft.	\$5 \$10	16/4 \$25/12.50	Launch 63 ft.	Gas&Diesel Yes/\$5	Trvlft 25T \$54/hr.	2/2 1/1	Lobsterman's Wharf 633-3443 East Boothbay Gen 633-4503	
Schooner Landing	Yes Library		563-7447 563-7447	Damariscotta River 44:01.955/69:31.974	5 ft.	40/8 \$1.50	75 ft. 8 ft.	None			No Fuel None	Trvlft 35T \$45/hr.	2/0	Schooner Landing 563-7447 Big Dave's 563-3051	
Spar Shed Marina	Preferred None		633-4389	Little River Harbor 43:49.893/69:35.191	6 ft.	8/2 \$2.00	52 ft. 11 ft.	\$2 \$3	7/2 \$30	Dinghy 15 ft.	Gas&Diesel None	No HaulOut	2/2	1820 House 633-2800 E. Boothbay General 633-4503	
Smuggler's Cove Inn smugglerscoveinnsite.com	Preferred None		633-2800 633-5926	Linekin Bay 43:49.870/69:35.556	30 ft.				7/4 \$25/25	Dinghy 50 ft.	No Fuel None	No HaulOut	2/2	1820 House 633-2800 E. Boothbay General 633-4503	
Paul E. Luke www.peluke.com	Yes None		633-4971 633-3388	Linekin Bay 43:50.025/69:35.532	55 ft.				19/10 \$15	Dinghy 80 ft.	No Fuel None	Trvl ft 35"	0/0	1820 House 633-2800 E. Boothbay General 633-4503	
Carousel Marina	Yes OnSite	9 68	633-2922 633-2922	Boothbay Harbor 43:50.658/69:37.594	30 ft. 30 ft.	40/18 \$1.75	130 ft. 40 ft.	\$3.75 \$5.75	27/15 \$25/20	Dinghy 40 ft.	Gas&Diesel Yes/\$25	Trvlft 25T \$45/hr.	4/5 2/2	Carousel Rest 633-6644 Village Market 633-0944	
Brown's Wharf Marina www.brownswharfinn.com	Yes OnSite	9 68	633-5440 633-5440	Boothbay Harbor 43:50.684/69:37.555	20 ft. 20 ft.	50/15 \$2-250	150 ft. 20 ft.	\$3 \$6	10/6 \$24	Dinghy 20 ft.	No Fuel None	No HaulOut	3/2 2/2	Brown's Wharf 633-5440 Village Market 633-0944	
Cap'n Fish's Motel & Marina www.capnfishmotel.com	Yes Library	9	633-6605 633-6239	Boothbay Harbor 43:50.879/69:37.466	15 ft.	7/2 \$2.00	155 ft. 10 ft.	\$3 \$6			No Fuel None	No HaulOut	1/0	Christopher's 633-6565 Village Market 633-0944	
Boothbay Harbor Marina	Yes Library	9 68	633-6003 633-6003	Boothbay Harbor 43:51.042/69:37.592	20 ft.	40/20 \$2.50	150 ft. 20 ft.	\$5 \$10	2/2 \$25	Dinghy 20 ft.	No Fuel None	No HaulOut	2/2	J.H. Hawk 633-5589 Eastside Market 633-6465	
Tugboat Inn & Marina www.tugboatinn.com	Yes Library	9 68	633-4434	Boothbay Harbor 43:50.935/69:37.759	15 ft.	30/15 \$2.25	100 ft. 15 ft.	\$4 \$6	15/15 \$25/15	Dinghy 20 ft.	Gas&Diesel Yes/\$10	No HaulOut	3/2 2/2	Tugboat 633-4434 Hamaford's 633-6465	
Sample's Shipyard	No Library	9 68	633-3171 633-3824	Boothbay Harbor 43:50.941/69:37.951	30 ft.				23/15 \$20	Dinghy 30 ft.	Gas&Diesel None	No HaulOut	0/0	Andrew's 633-4074 Hamaford's 633-6465	
Signal Point Marina	Yes Library	16	633-6920 633-4438	Boothbay Harbor 43:51.025/69:38.135	10 ft. 6 ft.	47/20 \$1.50	60 ft. 10 ft.	Incl. Incl.			Gas&Diesel None	Rlwy 140 ft. \$40/hr.	2/2	No Achovies 633-9928 Hamaford's 633-6465	
Boothbay Region Boatyard www.brby.com	Preferred None	9 68	633-2970 633-7144	Sheepscoot River 43:49.738/69:40.586	10 ft. 8 ft.	40/6 \$1.40	80 ft. 8 ft.	Incl. Incl.	40/6 \$15	Dinghy 70 ft.	Gas&Diesel Yes/\$5	No HaulOut	2/2 2/2	Newagen 633-5242 Southport General 633-6666	
Robinhood Marine Center robinhoodmarinecenter.com	Yes OnSite	9 71	371-2525 371-2899	Sheepscoot River 43:51.200/69:44.100	70 ft. 10 ft.	135/10-2 \$2.00	65 ft. 65 ft.	Incl. Incl.	72/25 \$20	Dinghy 65 ft.	Gas&Diesel Yes/Free	Trvlft 55T \$49/hr.	2/2 1/1	The Osprey 371-2530 Georgetown Country 371-2106	
Maine Maritime Museum www.bathmaine.com	Yes Library	9	443-1316 443-1665	Kennebec River 43:53.871/69:48.889	20 ft.	1/1 \$1.50	150 ft. 17 ft.	None	8/6 \$30	Dinghy 30 ft.	No Fuel None	Trvlft 55T \$48-54/hr.	2/2	Southgate 442-8185 The Store 386-0235	
Kennebec Tavern & Marina	Yes Library		442-9636 836-0397	Kennebec River 43:54.825/69:48.748	41 ft. 20 ft.	60/10 \$1.50	32 ft. 20 ft.	None	8/3 \$30	Dinghy 40 ft.	Gas None	No HaulOut	2/0	Kennebec Tavern 442-9636 Brackett's 443-2012	
Sebasco Harbor Resort www.sebasco.com	Yes OnSite	9 12	389-1161 389-2004	New Meadows R. 43:45.580/69:51.550	6 ft. 6 ft.				25/23 \$30/\$20	Launch 20 ft.	Gas Yes/Free	No HaulOut	2/2 1/1	Pilot House 389-1161 West Point Gen 389-9113	
Great Island Boat Yard www.greatislandboatyard.com	Yes None	9 10	729-1639 729-1139	Merriconeag Sound 43:49.792/69:54.915	12 ft. 5 ft.	67/3 \$1.50	45 ft. 12 ft.	Incl. Incl.	40/2 \$20	Dinghy 12 ft.	Gas&Diesel Yes/Free	No HaulOut	2/1	Block & Tackle 725-5690 Store on Orr's 833-2301	
Dolphin Marina & Restaurant	Required None	9 9	833-5343 833-5671	Merriconeag Sound 43:44.341/70:02.401	40 ft. 15 ft.	6/6 \$1.00	50 ft. 15 ft.	Incl. None	80/15 \$10	Launch 40 ft.	Gas&Diesel Yes/\$5	Trvlft 12T \$47/hr.	2/0	Dolphin Marina 833-5343 Bailey Island Gen 833-6601	

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Quick Guide to Coastal Maine Marinas - Bar Harbor to Kittery

Prepared for GMORA by the Atlantic Cruising Club



Portland & The South Coast

Strouts Point Wharf Company	Yes None	9 9	865-3899 865-4407	Harraseeket River 43:49.210/70:06.400	20 ft. 18 ft.	100/2 \$2.25	65 ft. 18 ft.	Incl. Incl.	15/3 \$30	Dinghy 60 ft.	Gas&Diesel Yes/\$10	Trvlft 35T \$52/hr.	2/2	Harraseeket Lobster 865-4888 Old World 865-4477
Brewer South Freeport Marine www.byy.com/freeport	Yes OnSite	9 10	865-3181 865-3183	Harraseeket River 43:49.270/70:06.280	20 ft. 16 ft.	100/4 \$2.50	145 ft. 16 ft.	Incl. Incl.	15/0-15 \$30	Launch 20 ft.	Gas&Diesel Yes/\$5	Trvlft 35T \$n/a	3/3 1/1	Harraseeket Lobster 865-4888 Old World 865-4477
Royal River Boat Yard	Yes None		846-9577 846-5571	Royal River 43:47.722/70:10.131	10 ft. 10 ft.	60/4 \$1.25	50 ft. 10 ft.	Incl. Incl.			Gas&Diesel None	Rlwy 100T \$n/a	2/1	Muddy Rudder 846-3082 Hannaford's 846-5941
Yankee Marina www.yankeemarina.com	Yes None	9 9	846-4328 846-4329	Royal River 43:47.440/70:10.230	8 ft. n/a	112/3 \$1.25	60 ft. 9 ft.	Incl. Incl.			No Fuel Yes/\$5	Trvlft 60T \$n/a	2/1	Royal River Grillhouse 846-1226 Hannaford's 846-5941
Yarmouth Boat Yard www.yarmouthboatyard.com	Yes None		846-9050 846-9050	Royal River 43:47.760/70:10.420	6 ft. 8 ft.	150/6 \$1.00	35 ft. 6 ft.	None None			No Fuel None	No HaulOut	1/0	Royal River 846-1226 Hannaford's 846-5941
Handy Boat Service www.handyboat.com	Preferred Library	9 9	781-5110 781-7534	Falmouth River 43:43.700/70:12.580	25 ft. 8 ft.	40/20 \$2.00	125 ft. 8 ft.	Incl. None	300/20 \$20	Launch 32 ft.	Gas&Diesel Yes/\$10	Trift 35T \$55-65/hr.	2/0	Falmouth Sea Grill 781-5658 Town Landing Mkt 781-2128
Spring Point Marina www.portharbormarine.com	Yes Library	9 69	767-3213 767-5940	Portland Harbor 43:39.005/70:13.883	10 ft. 8 ft.	250/30 \$1.25	140 ft. 10 ft.	\$3 \$5			Gas&Diesel Yes/\$10	Trvlft 35T \$n/a	4/4 2/2	Joe's Boathouse 741-2780 Broadway Getty 799-6421
Portland Yacht Services www.PortlandYacht.com	Yes OnSite	9 68	774-1067 774-7035	Portland Harbor 43:39.690/70:14.656	30 ft. 30 ft.	128/18 \$1.50	120 ft. 20 ft.	Incl. Incl.	18/12 \$30	Dinghy 40 ft.	No Fuel Yes/\$5	HyTri 30T \$72/hr.	5/5	Boone's 774-5725 Union Wharf 774-7397
DiMillo's Old Port Marina www.dimillos.com	Required OnSite	9 71	773-7632 773-4207	Portland Harbor 43:39.276/70:15.039	30 ft. 30 ft.	120/10-2 \$2.00	240 ft. 30 ft.	\$5 \$12			Gas&Diesel Yes/\$5	No HaulOut	2/2	DiMillo's Floating 772-2216 Portland Public Market
Sunset Marina www.sunset-marina.com	Yes OnSite	9 8	767-4729 767-4721	Portland Harbor 43:39.030/70:14.560	20 ft. 10 ft.	150/20 \$2.00	250 ft. 20 ft.	\$2 \$5			Gas&Diesel Yes/\$5	No HaulOut	2/2	Saltwater Grille 799-5400 Hannaford's 799-7359
South Port Marine www.southportmarine.com	Yes OnSite	9 9	799-8191 767-5937	Portland Harbor 43:38.555/70:15.219	8 ft. 8 ft.	145/10 \$1.75	135 ft. 13 ft.	Incl. \$5			Gas&Diesel Yes/\$5	Trvlft 35T \$60/hr.	2/2	Snow Squall 799-2232 Hannaford's 799-7359
Chick's Marina www.chicksmarina.com	Yes Library	9 68	967-2782 967-2034	Kennebunk River 43:21.180/70:28.440	5 ft. 6 ft.	50/10 \$3.50	140 ft. 6 ft.	\$7.50 \$14			Gas&Diesel Yes/Yes	No HaulOut	2/3 1/1	Mabel's Lobster 967-2562 Kitchen Chicks 967-1150
Kennebunkport Marina	Yes Library	9 71	967-3411 967-9808	Kennebunk River 43:21.455/70:28.470	6 ft. 6 ft.	41/2 \$3.50	65 ft. 8 ft.	Yes Yes			No Fuel Yes/\$40	No HaulOut	2/2	Arundel Wharf 967-3444 Flaming Gourmet 967-8825
Yachtsman Marina www.yachtsmanlodge.com	Required Library		967-2511 967-5056	Kennebunk River 43:21.550/70:28.586	6 ft. 6 ft.	54/4 \$3.50	100 ft. 6 ft.	Incl. Incl.			Gas&Diesel None	No HaulOut	2/2	Breakwater 967-3118 Kitchen Chicks 967-1150
Performance Marine	Required Library	9 17	967-5550 967-5519	Kennebunk River 43:21.580/70:28.722	6 ft. 6 ft.	20/2 \$2.00	70 ft. 6 ft.	Incl. mcl			Gas&Diesel Yes/Free	Trvlft 10T \$60/hr.	1/0	Pilot House 967-9961 Nathan's 967-8383
Donnell's Marina	Yes Library		363-5324	York Harbor 43:07.980/70:38.550	10 ft. 10 ft.	6/6 \$1.00	135 ft. 10 ft.	\$3 \$8			No Fuel None	No HaulOut		Fazio's 363-1718 Dave's IGA 363-3171
York Harbor Marine/Moorings www.yorkharbormarine.com	Library	16 10	363-3602	York Harbor 43:07.760/70:38.767	20 ft. 10 ft.				10/6 \$25	Dinghy 20 ft.	Gas&Diesel None	Rlwy 60T \$52/hr.	1/1 1/1	Dockside 363-2722 Dave's IGA 363-3171
Kittery Point Wharf	No None	16	439-0912	Piscataqua River 43:04.946/70:42.212	12 ft. 12 ft.				20/9 \$10	Dinghy 30 ft.	Gas&Diesel None	No HaulOut	1/0	Captain Simeon's 439-3655 Frisbee's 439-0014
Dion's Yacht Yard www.dionsyachtyard.com	Required None	69 8	439-9582 439-4298	Piscataqua River 43:04.970/70:43.340	24 ft. 24 ft.	12/8 \$2.00	110 ft. 24 ft.	Incl. \$5	42/12 \$30	Dinghy 24 ft.	No Fuel None	Rlwy 100T \$60/hr.	1/1	Ship's Quarterdeck 439-5198 Frisbee's 439-0014
Kittery Landing Marina	Preferred None	9 68	439-1661 431-9557	Piscataqua River 43:04.900/70:45.080	34 ft. 34 ft.	30/2 \$1.50	120 ft. 12 ft.	Incl. Incl.			No Fuel None	No HaulOut	2/2 1/1	Warren's Lobster 439-11630 Puffin-Stop 439-6713
Badger's Island Marina	Preferred None	9 68	439-3810 431-9557	Piscataqua River 43:04.890/70:45.310	40 ft. 40 ft.	27/3 \$1.50	100 ft. 40 ft.	Incl. Incl.			No Fuel None	Trvlft 80T \$n/a	2/2	Weatherlane 439-0335 Puffin-Stop 439-6713

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2006 PHRF-NE Gulf of Maine Fleet

ABRAMSON	DEAN	MARIAH	CAPE DORY 25D	252	264
ACADEMY	ME MARITIME	SHEERNESS	TAYLOR 41	45	57
ANDERSON	DANA	VISION QUEST	SABRE 426 WK	84	99
ANDERSON	WILLIAM	BLACK PEARL	ALDEN CHALLENGER	156	174
ANDRUS	JUSTIN	TAKO KICHI	CATALINA 25	240	252
ARONSON	BILL	HAIR OF THE DOG	J 105	90	96
BAKER	BARNEY J.	LIBRA	SABRE 32	165	177
BALLES	MARK	ENDEAVOR	J 32	129	138
BARCLAY	RICHARD	ODYSSEY	BRISTOL 35.5	159	174
BARKER	CHARLES	ANTRE EXPRESS	ALERION EXPRESS 28	U168	U171
BECTION	HENRY P.	ARIANA	OHLSON 41	132	144
BECTION JR.	HENRY R.	OTTER	SABRE 38-1	117	129
BELL	JOHN	STARLIGHT	J 42 L SD	90	93
BERLIN	A JAN	ARIA	MORRIS 36 SD	117	192
BERUBE	ROBERT	SYNERGY	METALMAST 30	159	165
BIENKOWSKI	DANIEL	MORNING STAR	J 44	33	48
BRADFORD	JOHN	PI-MUT IV	J 35	78	90
BRAUN	DAVID	WINDHUNTER	PEARSON 26	213	225
BRIGHTMAN	JOEL	FELICITAS	HINCKLEY SW 50	114	129
BROOKS	PHILIP	FIDDLER	BABA 40	189	204
BROWN	ROBERT	FOUR SUN'S	SWAN 41	102	114
BUTLER	JOHN	GALATEA	BRISTOL 38.8	138	153
CARROLL	GREGORY	THUNDERHEAD	RHODES 49	75	90
CARY	MARSHALL	ADVENTURE	SABRE 30-3	162	174
CASEY	MIKE	LAURENTIDE	CARRERA 29	96	108
CASSIDY	BRUCE	EMOTIONAL RESCUE	J 130 CF	24	33
CHANDLER	PETER	LORD GEORGE	VINEYARD VIXEN 34	183	186
CLUETT	MARK S.	MERLIN	J 42	81	81
COHEN	MYLAN/MAYA	ARION'S RIDE	J 109	72	81
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
COLESWORTHY	PETER	NIRVANA	SABRE 34-1	153	165
CONNELL	JIM/ANNIE	SANS SERIF	J 30	141	147
COOK	MICHAEL	GHOST	HINCKLEY SW 52	84	90
COOK	MICHAEL	FLIRT	CENTER HARBOR 31	174	174
CORREA	TONY	NOETA	CUSTOM	249	261
CRAN	I	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 42	81	96
DIETZ	JOHNATHAN	ESPARTA	MORRIS 36	156	168
DRAKE	SPENCER	AVALON	FRERS 33	108	120
DU PONT	PIERRE	MISS MARVELOUS	J 100	U90	U102
DUGUAY	STEVE	HORNGPIPE	EAST COAST OD	216	228
DUNFEY	SEAN	PHOENIX	ANDERCRAFT 36	88	94
EACHO	WILLIAM	ATLANTICA	HINCKLEY SW 42-2	111	126
EISENHART	CHRIS	DOWNTOWN	FARR 30	144	156
EMANUEL	GEOFF	COMMOTION	FRERS 30	135	147
FEENEY	M.	PILGRIM	CAPE DORY 30K	213	231
FISHER	TED	PEGASUS	CAMBRIA 44CB	117	123
FITZGERALD	JOHN	MOONDANCE	SABRE 36	117	129
FORSGREN	JOHN	SPRING TIDE	HINCKLEY SW 52	78	84
FOWLER	WIN	ALTERCATION	HOBIE 33 OD	90	99
FULL	WILLIAM	PERSISTENCE	J 29	117	123
GILES	MICHAEL	APOGEE	OHLSON 38	165	177
GOODALL	CLIFFORD	MAVERIC	SABRE 28-2	213	225
GRANT	JOSEPH	FAIR LEAD	LITTLE HARBOR 40	153	168
GREVEN	ERIK D.W.	THE PHOENIX	ERICSON 38	138	141
GRILLO	JOHN N	WENDIGO	SABRE 36	123	135
HAALAND	GORDON A.	EVENTYR	J 42	81	81
HALE	RICHARD W.	BANDITO	N/M 45	33	45
HALL	RICHARD	SNAPDRAGON	ERICSON 25+	225	234
HASELTON	GEORGE	HILIHO	J 35	78	93
HAWKINS	RAYMOND	HAWK'S NEST	C&C LANDFALL 38	141	153
HAWLEY	ROB	RAINIER	J 24	168	174

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
HOLTZHAUSEN	NEIL	AMANZI	TARTAN 10	126	132
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
JOHNSTON	ROBERT	SANS-CULOTTES	BENETEAU 40.7	51	60
JOHNSTONE	ROBERT L.	TERM	J 100	U90	U102
JOSEPH	ALAN	HOT NUMBERS	TAYLOR 42	46	58
KEAN	CHRISTINE	SOULMATE	C&C 41	72	84
KEEFER	ROBERT	ANTARES	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
KELLOGG	FRED	NELLIE JANE	KENNER KILLIWAKE 23	273	285
KETCHUM	RICHARD	SPANKING MACHINE	KIWI 35	57	63
KIPP	WINSTON	GROWL TIGER	J 40	84	96
KNOWLES	JONATHAN D.	ABRACADABRA	J 44 WK	36	48
KROEGER	HAL	FAR OUT	MORRIS 52	72	87
KROW	LEE	MOMENTUM	BALTIC 47	12	24
LADD	HAVEN	BALANCE	CAL 40	129	141
LAMY	GRACIELA	FIVE	MX 20	177	183
"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
LOWERY	JAMES T.	MY PAL	PEARSON 30	180	192
MAC DONALD	GUS	PANACEA	HINCKLEY PILOT 35	180	198
MAC KENZIE	WARD D.	GENEVIEVE	ALERION EXPRESS 28	U168	U177
MAC PHERSON	RUSSELL B.	SEA ROBIN	LITTLE HARBOR 37	177	189
MACE	MYLES	SRYWARD	MORRIS 36 JUSTINE	162	177
MADEIRA	FRED	DAWN TRADER	SABRE 38-1	126	129
MANHEIMER	ROBERT	TENDRESS	BABSON I 35	126	132
MARTIN	DOUGLAS/MARY	WISHING STAR	TARTAN 3500	132	135
MARTIN	JOHN & DORA	SKYLARK	CAL 25-1	237	249
MARVIN	ANDREW	SOLUTIONS	BRISTOL 35.5	150	162
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	171	174
MORIN	PAUL	S-CAPE	SABRE 38-1	117	129
MORRIS	TOM	AFTER YOU	J 80	114	123
MORRIS	WILLIAM B.	FOX	MORRIS 32	198	204
MRAZ	RANDY	ALUNA	CATALINA 36	144	156
NEILAN	SIVE	APHRA BEAN	PEARSON 30	189	192
NIXON	P.ANDREWS	KING FISHER	MORRIS 36	117	120
NUTT	DAVID	DANZA	ROBERT CLARK	75	87
O' BRIEN	CHARLES E.	PEER GYNT	O DAY 322	180	192
PARENT	RICHARD A.	BEAUSOLEIL	BENETEAU 456	75	87
PARKER	PETER J.	TIGER LILY	SABRE 30-1	180	192
PARSONS	PETER/DAVID	LIBERTINE	SABRE 34-1	159	174
PERKINS	PAUL F.	FLING	SABRE 28 MOD	189	201
PHELAN	KENT	ISTIA	ALERION EXPRESS 28	U165	U174
PIERCE	DAVID	AKELA	S2 7.9	174	183
PIROZZLO	JACK	SKYLARK	SABRE 28	207	222
POPE	DOUGLAS C.	WALKABOUT	TARTAN 10	132	138
PRICE	PETER	BIG DOG PARTY	FARR 39 ML	15	21
"PRIEST,II"	KENNETH	EXTRA BEAT	J 35	72	84
QUIMBY	TOM	SAPPHIRE	SABRE 362 WK	132	135
RANDALL	JONATHAN	SNOWBIRD	NEW YORK 36	105	111
REILLEY	TIMOTHY	ATHAIS	PEARSON 28-1	198	210
REYNOLDS	MATTHEW D.	WIND GAME	ERICSON 35-2	149	161
RICE	RANDY	RITA P	PEARSON 30	189	192
RICHTER	JAMES	BONSPEIL	NORDIC 44	84	99
RIEFF	BRION	INSTITUTION	BRION RIFF 42	75	87
ROGERS	ED	REVOLUTION 2	FARR 43	48	54
ROGERS	PAUL K.	CANTY	SCHEEL 36 CST	147	162
ROLFES	T.R.	SIDEWINDER	J 105	90	96
ROOKS	WILLIAM	THUMPER	OLSON 30	111	123
ROSE	ERNIE	JOSIE P	ALERION EXPRESS 28-2	U174	U174
RUFF	DAVID	GO DOG GO	J 29	117	123
SAWYER	ANDREW	STRAW HAT	J 105	87	96

SCHOETTE	RICHARD	LENA	60	72
SCHWAB	BRUCE	OCEAN PLANET	OPEN 60	-120
SCHWAB	ERIC	VIGILANTE	J 41	60
SCOTT JR.	WINTON F.	SYMMETRY	CAL 33-2	132
SEMONITE	NED	BLACK OWL	J 105	81
SIMONDS	RICK	PAIN KILLER	MUMM 36	42
SINGER	HOWARD	MARNIE	ERICKSON 35	144
SMITH	E.NEWBOLD	REINDEER	MORRIS 47	24
SMITH	STOCKTON N.	WEATHER GAUGE	FARR 44	54
SMITH	WAYNE C.	DEFIANT	FRERS 30	135
SMITH M.D.	KAIGHN	GAYLARK	SWAN 38	102
SMITHWICK	REGENALD	KAOS	FRERS 41TM	69
SOMERS	JOHN	BLU	GRAVES CONSTELLATION	201
SORIANO	JOSE	AURORA	SIGMA 36 F/R	126
SPENCER	S.A.	WHIPLASH	J 35	72
STEEVES	ROBERT	SHADOW	SABRE 362 WK	132
STEVENS	RICHARD	HONALEE	SABRE 34-2	141
STEVENSON	RICHARD	ROACH COACH	OLSON 30	108
STONE	KIP	ARTFORMS	OPEN 50	-63
STUART	ROBERT	RAKA	CONCORD 39FR	186
STUBBS	MICHAEL B.	FANCY	MAGIC CLASS	135
STURRUP	BURT	SORA	PEARSON VANGUARD	225
SYMINGTON	ANN	ANJACAA	PALMER JOHNSON 53	48
TEFFT	CARVEL B.	BANGALORE	RHODES 43	156
TETRAULT	ROBERT	SEA RETURN	PEARSON 530	111
TEWES	NOEL	OTTER FLOAT	CAPE DORY 28	222
THIMS	TYLER	RIP CVRL	S2 9.1M	132
THOMSON	JAMES L.	THISTLE	J 46	45
TOBIN	WALLACE E.	FROYA	CUSTOM 46	99
TULLER	MARK E.	KANALOA	HINCKLEY SW 42	126
TWINEM	FRANCIS (PAT)	JACKPOT	C&C 32	174
VAN LUNEN	LLOYD	BOREAS	J 120	51
WAITE	MARK	COMMOCEAN	COLGATE 26	162
WARREN	GEORGE	WIND CHIME	CAL 25-1	231
WATSON	JOHN ALAN	SAIL-LOFT	SABRE 38-2 CB	141
WATSON JR.	ARTHUR K	TOO ELUSIVE	OCEAN 80	21
WEBER	JOSEPH	VA PENSIERO	CUSTOM	90
WEG	KENNETH	AFTERGLOW	HINCKLEY SW 43TM	84
WEINSTEIN	NEAL	ENTERPRISE	ERICSON 38	126
WERNER	MARK	NIPANTUCK	CENTER HARBOR 31	U171
WIDEMAN	BERNARD	GREMLIN	S2 9.2A	210
WIKEN	RICHARD	GOLD RUSH	SANTANA 31	120
WILLAUER	BRADFORD	BREEZING UP	J 46	45
WILLAUER	PETER O.	EIGHT BELLS	J 42 SD	87
WILMERDING	PATRICK	FIREFLY	MORRIS 454	27
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YAHR	GREG/JENNIFER	COURAGE	J 110	96

Advertisers

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Atlantic Boat Co.	23	Hamilton Marine.	41	Rumery's Boat Yard	30
Bay of Maine Boats	12	Handy Boat	7	Seal Cove Boatyard	17
Bayview Rigging	29	Jerawyn Publishing.	30	Skelton Taintor & Abbott.	37
Bohndell Sails	18	Landfall Navigation.	52	Smith Barney.	17
Brewer South Freeport Marine	17	Lower Falls Landing	2	Smithwick & Mariners Ins.	4
Casey Yacht Enterprises	30	MaineHarbors.com	40	Strouts Point Wharf Company .	9
Chase, Leavitt	16	Maine Yacht Center	39	The Boathouse.	37
Crew Match-Newport	42	Maloney Marine Rigging	16	United Realty	25
Crew Match-Falmouth.	40	Marsh Insurance	50	Waterfront Restaurant	21
CWC Boat Transport.	9	North Sails	15	Wavelength Studios	28
Doyle-Center Harbor Sails	42	Oakland House	17	Wayfarer Marine.	13
Eyecare Medical Group.	11	Osprey Restaurant	30	Wilbur Yachts.	14
Falmouth Boatworks.	14	Pope Sails.	23		
Gritty McDuff's.	39	Portland Yacht Services	19		

Tides

At Portland, Maine

Presented by

MARSH



Marsh & McLennan Companies

Peter.G.Arndt@marsh.com

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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	3:15am	H	9:46am	L	4:04pm	H	9:55pm	L
6 / 2	4:05am	H	10:34am	L	4:53pm	H	10:48pm	L
6 / 3	4:57am	H	11:23am	L	5:43pm	H	11:44pm	L
6 / 4	5:51am	H	12:12pm	L	6:32pm	H		
6 / 5	12:40am	L	6:46am	H	1:00pm	L	7:20pm	H
6 / 6	1:35am	L	7:41am	H	1:47pm	L	8:06pm	H
6 / 7	2:27am	L	8:34am	H	2:32pm	L	8:50pm	H
6 / 8	3:16am	L	9:24am	H	3:16pm	L	9:33pm	H
6 / 9	4:01am	L	10:11am	H	3:59pm	L	10:14pm	H
6 / 10	4:44am	L	10:56am	H	4:41pm	L	10:56pm	H
6 / 11	5:26am	L	11:40am	H	5:24pm	L	11:38pm	H
6 / 12	6:10am	L	12:24pm	H	6:09pm	L		
6 / 13	12:23am	H	6:54am	L	1:10pm	H	6:56pm	L
6 / 14	1:10am	H	7:41am	L	1:58pm	H	7:46pm	L
6 / 15	2:00am	H	8:30am	L	2:48pm	H	8:40pm	L
6 / 16	2:54am	H	9:22am	L	3:41pm	H	9:37pm	L
6 / 17	3:50am	H	10:15am	L	4:36pm	H	10:37pm	L
6 / 18	4:50am	H	11:10am	L	5:33pm	H	11:41pm	L
6 / 19	5:53am	H	12:07pm	L	6:30pm	H		
6 / 20	12:47am	L	6:57am	H	1:06pm	L	7:28pm	H
6 / 21	1:51am	L	8:02am	H	2:04pm	L	8:25pm	H
6 / 22	2:53am	L	9:05am	H	3:01pm	L	9:21pm	H
6 / 23	3:51am	L	10:04am	H	3:55pm	L	10:14pm	H
6 / 24	4:45am	L	10:59am	H	4:47pm	L	11:04pm	H
6 / 25	5:35am	L	11:49am	H	5:36pm	L	11:51pm	H
6 / 26	6:22am	L	12:36pm	H	6:23pm	L		
6 / 27	12:37am	H	7:07am	L	1:21pm	H	7:08pm	L
6 / 28	1:20am	H	7:50am	L	2:04pm	H	7:52pm	L
6 / 29	2:04am	H	8:31am	L	2:46pm	H	8:36pm	L
6 / 30	2:47am	H	9:12am	L	3:27pm	H	9:21pm	L

JULY

7 / 1	3:31am	H	9:53am	L	4:09pm	H	10:08pm	L
7 / 2	4:16am	H	10:34am	L	4:52pm	H	10:57pm	L
7 / 3	5:04am	H	11:16am	L	5:36pm	H	11:48pm	L
7 / 4	5:54am	H	12:01pm	L	6:22pm	H		
7 / 5	12:42am	L	6:48am	H	12:48pm	L	7:10pm	H
7 / 6	1:37am	L	7:44am	H	1:38pm	L	7:59pm	H
7 / 7	2:31am	L	8:39am	H	2:29pm	L	8:48pm	H
7 / 8	3:22am	L	9:33am	H	3:19pm	L	9:38pm	H
7 / 9	4:12am	L	10:24am	H	4:10pm	L	10:27pm	H
7 / 10	5:00am	L	11:13am	H	4:59pm	L	11:16pm	H
7 / 11	5:48am	L	12:02pm	H	5:49pm	L		
7 / 12	12:05am	H	6:35am	L	12:50pm	H	6:40pm	L
7 / 13	12:56am	H	7:23am	L	1:39pm	H	7:32pm	L
7 / 14	1:47am	H	8:12am	L	2:29pm	H	8:27pm	L
7 / 15	2:41am	H	9:02am	L	3:20pm	H	9:23pm	L
7 / 16	3:36am	H	9:54am	L	4:14pm	H	10:23pm	L
7 / 17	4:35am	H	10:47am	L	5:09pm	H	11:25pm	L
7 / 18	5:37am	H	11:44am	L	6:06pm	H		
7 / 19	12:30am	L	6:42am	H	12:43pm	L	7:06pm	H
7 / 20	1:36am	L	7:48am	H	1:44pm	L	8:06pm	H
7 / 21	2:39am	L	8:53am	H	2:44pm	L	9:05pm	H
7 / 22	3:39am	L	9:53am	H	3:42pm	L	10:01pm	H
7 / 23	4:33am	L	10:47am	H	4:34pm	L	10:52pm	H
7 / 24	5:22am	L	11:35am	H	5:22pm	L	11:38pm	H
7 / 25	6:06am	L	12:18pm	H	6:07pm	L		
7 / 26	12:20am	H	6:46am	L	12:58pm	H	6:48pm	L
7 / 27	1:00am	H	7:24am	L	1:35pm	H	7:28pm	L
7 / 28	1:39am	H	8:00am	L	2:12pm	H	8:07pm	L
7 / 29	2:17am	H	8:35am	L	2:47pm	H	8:47pm	L
7 / 30	2:56am	H	9:10am	L	3:24pm	H	9:28pm	L

7 / 31 3:37am H 9:46am L 4:03pm H 10:12pm L

AUGUST

8 / 1	4:21am	H	10:26am	L	4:44pm	H	11:00pm	L
8 / 2	5:08am	H	11:09am	L	5:29pm	H	11:52pm	L
8 / 3	6:01am	H	11:58am	L	6:19pm	H		
8 / 4	12:49am	L	6:59am	H	12:52pm	L	7:13pm	H
8 / 5	1:48am	L	7:59am	H	1:49pm	L	8:11pm	H
8 / 6	2:47am	L	8:59am	H	2:48pm	L	9:08pm	H
8 / 7	3:43am	L	9:55am	H	3:44pm	L	10:03pm	H
8 / 8	4:35am	L	10:47am	H	4:38pm	L	10:56pm	H
8 / 9	5:24am	L	11:37am	H	5:31pm	L	11:48pm	H
8 / 10	6:13am	L	12:26pm	H	6:23pm	L		
8 / 11	12:39am	H	7:00am	L	1:15pm	H	7:16pm	L
8 / 12	1:31am	H	7:49am	L	2:04pm	H	8:10pm	L
8 / 13	2:24am	H	8:38am	L	2:54pm	H	9:06pm	L
8 / 14	3:20am	H	9:29am	L	3:47pm	H	10:04pm	L
8 / 15	4:18am	H	10:23am	L	4:43pm	H	11:06pm	L
8 / 16	5:20am	H	11:20am	L	5:42pm	H		
8 / 17	12:12am	L	6:26am	H	12:23pm	L	6:45pm	H
8 / 18	1:19am	L	7:34am	H	1:28pm	L	7:50pm	H
8 / 19	2:24am	L	8:40am	H	2:31pm	L	8:52pm	H
8 / 20	3:24am	L	9:39am	H	3:30pm	L	9:48pm	H
8 / 21	4:17am	L	10:30am	H	4:21pm	L	10:38pm	H
8 / 22	5:03am	L	11:14am	H	5:07pm	L	11:21pm	H
8 / 23	5:43am	L	11:54am	H	5:48pm	L		
8 / 24	12:01am	H	6:20am	L	12:29pm	H	6:25pm	L
8 / 25	12:37am	H	6:53am	L	1:02pm	H	7:01pm	L
8 / 26	1:12am	H	7:24am	L	1:34pm	H	7:37pm	L
8 / 27	1:47am	H	7:56am	L	2:06pm	H	8:13pm	L
8 / 28	2:23am	H	8:28am	L	2:40pm	H	8:52pm	L
8 / 29	3:02am	H	9:03am	L	3:17pm	H	9:33pm	L
8 / 30	3:44am	H	9:42am	L	3:58pm	H	10:19pm	L
8 / 31	4:30am	H	10:27am	L	4:44pm	H	11:11pm	L

SEPTEMBER

9 / 1	5:23am	H	11:18am	L	5:38pm	H		
9 / 2	12:10am	L	6:24am	H	12:17pm	L	6:38pm	H
9 / 3	1:13am	L	7:28am	H	1:20pm	L	7:41pm	H
9 / 4	2:16am	L	8:31am	H	2:23pm	L	8:43pm	H
9 / 5	3:15am	L	9:28am	H	3:23pm	L	9:42pm	H
9 / 6	4:08am	L	10:21am	H	4:20pm	L	10:37pm	H
9 / 7	4:59am	L	11:11am	H	5:13pm	L	11:29pm	H
9 / 8	5:47am	L	12:00pm	H	6:06pm	L		
9 / 9	12:21am	H	6:34am	L	12:48pm	H	6:58pm	L
9 / 10	1:13am	H	7:22am	L	1:36pm	H	7:51pm	L
9 / 11	2:06am	H	8:11am	L	2:26pm	H	8:46pm	L
9 / 12	3:01am	H	9:03am	L	3:19pm	H	9:43pm	L
9 / 13	3:59am	H	9:58am	L	4:16pm	H	10:45pm	L
9 / 14	5:02am	H	10:58am	L	5:17pm	H	11:51pm	L
9 / 15	6:09am	H	12:03pm	L	6:24pm	H		
9 / 16	12:59am	L	7:17am	H	1:11pm	L	7:31pm	H
9 / 17	2:04am	L	8:20am	H	2:15pm	L	8:34pm	H
9 / 18	3:02am	L	9:17am	H	3:12pm	L	9:29pm	H
9 / 19	3:52am	L	10:05am	H	4:02pm	L	10:17pm	H
9 / 20	4:36am	L	10:46am	H	4:45pm	L	10:58pm	H
9 / 21	5:13am	L	11:22am	H	5:24pm	L	11:36pm	H
9 / 22	5:47am	L	11:55am	H	6:00pm	L		
9 / 23	12:11am	H	6:17am	L	12:26pm	H	6:34pm	L
9 / 24	12:45am	H	6:47am	L	12:56pm	H	7:08pm	L
9 / 25	1:19am	H	7:18am	L	1:27pm	H	7:43pm	L
9 / 26	1:54am	H	7:51am	L	2:01pm	H	8:20pm	L
9 / 27	2:32am	H	8:27am	L	2:38pm	H	9:01pm	L
9 / 28	3:14am	H	9:08am	L	3:21pm	H	9:47pm	L
9 / 29	4:01am	H	9:55am	L	4:10pm	H	10:40pm	L

**If racing from Bass Harbor, Maine
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Photo by Doug Pope

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

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