

Maine Yacht Racing 2007

The official Yearbook of the Gulf of Maine Ocean Racing Association

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Many hands make light work

Last year the theme of these remarks was "More is Better." The more of us that race in the Gulf of Maine, the better is the racing for the sailors and for the clubs who host the races. More of us sailed more races in 2006 than 2005. Your board of directors is working hard to encourage another increase in 2007.

We are hoping to recruit a fleet captain for each class in each of our three regions: Eastern, Central and Western. The job of the fleet captains is to encourage existing sailors and attract new ones. If you share our goal of promoting the growth of your class, and would be willing to help by spreading the word among your competitors, please give me a call or email. My phone and address are listed on the Officers and Directors list on page 6, and also on the GMORA website, www.gmora.org.

To better communicate and promote the races of our member clubs, we are working to reorganize and improve the website. Vice President, Randy Rice, is in charge of that committee, along with scoring. If you have suggestions, or would like to help, contact Randy.

Last year, GMORA volunteers ran or assisted the host committee at three regattas. This year, we plan to expand the service of offering trained race officers to assist our member clubs with race administration, when asked. Director and PHRF Handicapper Bud Hawley leads our Race Management Committee. He would like to hear from members and friends of GMORA willing to help with race administration.

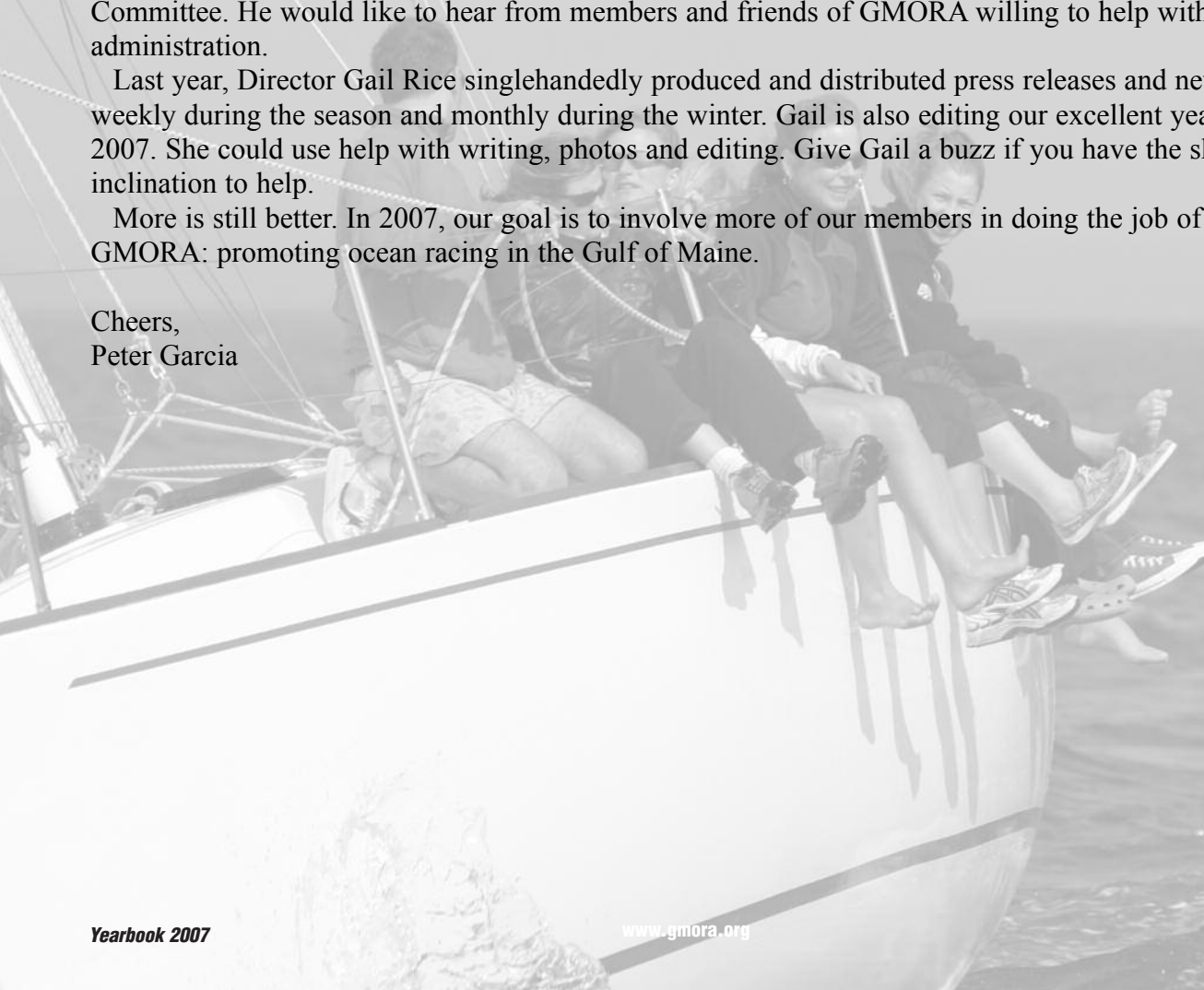
Last year, Director Gail Rice singlehandedly produced and distributed press releases and newsletters weekly during the season and monthly during the winter. Gail is also editing our excellent yearbook in 2007. She could use help with writing, photos and editing. Give Gail a buzz if you have the skills and inclination to help.

More is still better. In 2007, our goal is to involve more of our members in doing the job of GMORA: promoting ocean racing in the Gulf of Maine.

Cheers,
Peter Garcia



Peter Garcia





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About this publication

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2007 GMORA RACING CALENDAR

EVENT	DATE	REGION	DAYS
Centerboard Regatta	June 9	W	1
Pilot Race	June 16-17	W	2
Harraseeket Regatta	June 23	W	1
PHRF Maine Championships	July 7-8	W, C, E	2
MDI Series	July 8, 15, & 22	E	3
Boothbay Harbor	July 14-15	W, C	2
Hospice Regatta	July 14	E	1
Seguin Is. Trophy Race	July 21-22	W, C	2
Handy Boat Midsummer Regatta	July 28	W	1
Camden-Castine Race	July 28-29	C	2
Downeast Challenge Race	August 4-5	W, C	2
Down East Race Week	August 5-10	E	5
Monhegan	August 11-12	W	2
MS Regatta	August 18	W	1
MDI Series	August 12	E	1
PHRF New Englands	August 24-26*	Overall only	3
Commodore's Cup	August 26	W,C	1
Yarmouth Cup	August 30	W	2
Portland Yacht Club Fall Series & Lightship Race	Sept. 15, 22 & 29**	W	3
GMORA Awards Banquet	TBA		

*/Tentative – check <http://www.thenewenglands.org/> for updates)

**/Tentative – check www.portlandyachtclub.com for updates)

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Scoring, Trophies, and Conditions of Eligibility

1. Series trophies will be awarded based on performance in not more than the maximum number of race days eligible to be counted for a series trophy. Only boats with valid 2007 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 on page 6.

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 1st place in a class of 12 boats will yield a higher score than a 1st place in a class of five.

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 149

Class D - 150 and up

Cruising Class - Boats that do not use spinnakers shall score as one class.

5. Member clubs are encouraged to use the same breaks where feasible. For GMORA purposes, a yacht who races in a GMORA-sanctioned regatta in any racing class shall be scored for GMORA purposes in the racing class to which its rating is assigned, unless she races cruising class at a particular regatta, in which case she shall be scored for GMORA purposes in cruising class for that regatta.

For example, a yacht has a racing rating that places her in Racing B. 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 Racing A at that regatta and those points shall be applied to her

GMORA score in GMORA Racing B.

6. Overall Gulf of Maine Championship (**Dirigo Bowl**): The winner shall be the yacht that (a) qualifies for the season championship by sailing the minimum required nine race days in any GMORA scored regattas, (b) accumulates the highest Rinderle B point total determined by scoring the yacht's best nine race days (which need not all be sailed in the same class; e.g., some in cruising and some in racing or doublehanded), and (c) sails at least two race days in an alternate geographic area. For example, if a vessel sailed nine race days in the Western Area, she would still have to compete in at least two race days in the Central or Eastern Area to qualify for the Dirigo Bowl.

Gulf of Maine Class A, B, C, D, and Cruising Class

Championships: Best nine (9) race days count. Second and subsequent place trophies if participation in class is sufficient.

Western Area Class A, B, C, D, and Cruising Class

Championships: Best eight (8) race days count. Second and subsequent place trophies if participation in class is sufficient.

Central Area Class A, B, C, D, and Cruising Class

Championships: Best four (4) race days count. Second and subsequent place trophies if participation in class is sufficient.

Eastern Area Class A, B, C, D, and Cruising Class

Championships: Best five (5) race days count. Second and subsequent place trophies if participation in class is sufficient.

Multihull Circuit Championship: Best five (5) race days count. Second and subsequent place trophies if participation in class is sufficient.

Rinderle B scoring system explained

Rinderle B Table																									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	place
79.1	81.3	83.6	85.8	87.9	89.9	91.2	92.8	94.9	95	96	96.9	97.6	98.2	98.7	99.2	99.5	99.8	100	100.1	100.3	100.4	100.4	100.5	100.5	1
	10.5	49	56.8	65	70.7	75	78.5	81.9	83.8	85.6	87.3	88.7	89.8	91	91.8	92.7	93.3	93.9	94.3	94.7	95.1	95.4	95.8	95.8	2
The		10.5	38.7	46.6	53.7	59.1	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	40.6	48.2	55.8	61.1	65.3	68.9	71.9	74.5	76.7	78.6	80.3	81.7	83	84.1	85	85.9	86.6	87.3	87.9	88.4	4
scoring system				10.5	25.8	36.3	44.5	50.9	56.2	60.6	64.3	67.4	70.1	72.4	74.5	76.2	77.8	79.1	80.4	81.4	82.4	83.2	84	84.7	5
was developed to weight					10.5	23.4	33.2	40.8	47.1	52.2	56.8	60.3	63.5	66.2	68.6	70.7	72.8	74.2	75.7	77	78.2	79.2	80.1	81	6
performance as a function of two						10.5	21.8	30.7	37.9	43.9	48.9	53.2	56.8	60	62.8	65.3	67.4	69.3	71	72.6	73.9	75.2	76.3	77.3	7
criteria, finishing position and the number							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
of boats participating in a given race. This grid								10.5	19.8	27.2	33.5	38.9	43.8	47.7	51.2	54.3	57.1	59.5	61.7	63.7	65.5	67.1	68.5	69.9	9
assigns a specific number based on, first, a particular									10.5	18.8	25.9	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
yacht's finishing position and, second, the number of boats that										10.5	18.2	24.7	30.4	35.3	39.6	43.4	46.7	49.7	52.4	54.8	57	59	60.8	62.4	11
finish in any given race behind a given yacht. The higher the finishing											10.5	17.6	23.7	29.1	33.8	37.9	41.8	44.8	47.8	50.4	52.8	55	56.9	58.7	12
position, the higher the number. The more boats that a given yacht beats, the												10.5	17.1	22.9	27.8	32.4	36.4	39.9	43.1	46	48.6	50.9	53.1	55	13
higher the number. The highest number is awarded to the first-place finishing yacht that													10.5	16.7	22.1	26.9	31.2	35	38.4	41.5	44.3	46.9	49.2	51.3	14
beats the largest number of boats. Common sense supports the idea that anyone who beats														10.5	16.3	21.5	26	30.1	33.8	37.1	40.1	42.8	45.3	47.6	15
more boats in a regatta should get more reward. Secondly, it doesn't matter what class a given boat															10.5	16	20.9	25.2	29.1	32.7	35.9	38.8	41.5	43.9	16
competes in, GMORA will score season championships by the highest total of Rinderle B points achieved by individ-																10.5	15.7	20.3	24.5	28.2	31.6	34.7	37.8	40.2	17
ual 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	22.1	25.3	21
																					10.5	14.5	18.2	21.6	22
																						10.5	14.4	17.9	23
																							10.5	14.2	24
																								10.5	25



Photo by Gail Rice

Members of the *Revolution II* crew pose with their award at the annual GMORA banquet.

2006 GMORA Series Awards

Class A

Revolution II
1st Overall, 1st Western, 2nd Central

Kaos
2nd Overall, 3rd Central

Sheerness
3rd Overall, 3rd Eastern

Scaramouche
3rd Western

Bandito
1st Central

Far Out
1st Eastern

Weather Gauge
2nd Eastern

Class B

The Wagon
1st Western, 1st Central

Tern
1st Eastern

Sold
2nd Central

Eventyr
2nd Eastern

Xanthippe
3rd Eastern

Class C

Roach Coach
1st Overall, 3rd Western, 1st Central

Commotion
2nd Overall, 1st Western, 2nd Central,

Snow Bird
3rd Overall, 2nd Western, 3rd Central

Class D

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

Ranier
2nd Central

J105

Ghost
1st Overall, 1st Central,

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

Sidewinder
1st Eastern

Uproar
2nd Central

Cruising Class

Nipantuck
1st Overall, 1st Western, 1st Central
Dirigo Bowl Winner

Ajax
2nd Overall, 2nd Western, 2nd Central

Artemis
3rd Overall, 3rd Western

Rita P
3rd Central

Special Awards

Best Dressed Boat

Belafonte

AWARDS, continued on Page 9

Points East Yachtsman of the Year: Geoff Emanuel

If you're looking for someone who displays an infectious enthusiasm for boating in the Gulf of Maine, and who exemplifies the finest qualities of sportsmanship and seamanship, you need look no further than Geoff Emanuel.

Here's a guy who's been sailing the Gulf of Maine since he was a kid. Whether skippering his own boat or crewing on someone else's, Geoff has an uncanny knack for sharing his enthusiasm for the sport, along with his knowledge of everything from sail trim to local currents to what's the best menu for a Monhegan race.

Geoff's a true gentleman both on and off the course. He encourages everyone – regardless of their experience or type of boat – to get out on the line. It doesn't matter whether you've got a go-fast



Bernie Wideman photo

Points East Editor Sandy Marsters presents Geoff Emanuel with the Points East Yachtsman of the Year award.

sport boat with all the whistles and bells or a decades-old heavy piece of classic plastic. Geoff goes out of his way to make everyone – from newbies to veterans – feel welcome from the moment they check in right through the end of the post-race party.

Speaking of parties, Geoff is even

good enough to have a birthday that coincides with the Boothbay Regatta – giving his crew the perfect venue to demonstrate the fondness they feel towards their captain. No matter how silly or humiliating the prank, Geoff takes it all with good humor, mixed with immeasurable gentility.

Geoff is also known as Mr. Monhegan. The guy's done more Monhegan Races than just about anyone, and he has inspired countless sailors to follow his lead. Geoff's been heard to say he's "passionately in love" with the Monhegan race. I always wondered what Lori thinks of that!

Sadly, Geoff is leaving Maine to pursue a career opportunity in Dallas, Texas. We will miss Geoff, and wish him and his family well. We hope they come back and visit from time to time. The Monhegan and Boothbay Regattas – for that matter, the entire racing season – won't be the same without Geoff.

Gail Rice

AWARDS, continued from Page 8

Best Named Boat
Pain Killer

Most Valuable Crew
Revolution II

Family Award
Too Elusive

"Bud Hawley Award" for Best Run Regatta
Southport Yacht Club

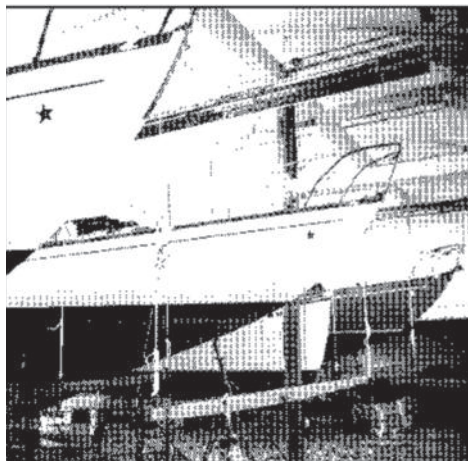
Principal Race Officer (PRO) Award
Bud Hawley and Duncan Wood
(Centerboard Regatta)

Seamanship Award
Butch Minson

Jim Lowery Award for Sportsmanship
Ron Cole

Hospitality Award
Centerboard Yacht Club

Most Improved Performance
Roach Coach



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Pete Price's *Big Dog Party* leads competitors in the PHRF New Englands last August.

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Reports from the Gulf of Maine circuit

Centerboard Regatta

Centerboard Yacht Club, S. Portland, Maine

2007 regatta: June 9

FMI: www.centerboard.org;

David Pierce, 207-646-9768

Centerboard Yacht Club's annual regatta drew 30 boats in six classes for a day of racing in Casco Bay Saturday, June 10. The boats and their crews were treated to weather that was much less dire than what was forecast – the winds were on the light side, seas around three feet, and the dreaded deluge of rain turned out to be off-and-on showers. The turnout was great for the first race of the season. There were four PHRF racing classes, a cruising class, and an Etchells one-design class, making for some close competition. CYC capped it off with a great spread of food and live entertainment at the club afterwards. For the second straight year,

2006 Centerboard Regatta Results

Class A

1	<i>Kaos</i>	Scott Smithwick
2	<i>Big Dog Party</i>	Peter Price
3	<i>Revolution</i>	Ed Rogers
4	<i>Wiley</i>	Bruce Cumback
5	<i>Bandito</i>	Ed Hale
6	<i>Beausoleil</i>	Richard Parent
7	<i>Revo Ocho</i>	Doyle & Jim Marchant (DNF)
8	<i>Tamarack</i>	Bob Kellogg (DNS)

Class B

1	<i>Keemah</i>	Don Logan
2	<i>Straw Hat</i>	Andrew Sawyer

Class C

1	<i>Roach Coach</i>	Richard Stevenson Jr
2	<i>Commotion</i>	Geoffrey Emanuel
3	<i>Go Dog Go</i>	David Ruff
4	<i>Rip Curl</i>	Tyler Thims
5	<i>Snowbird</i>	Jon Randall

6	<i>Jan</i>	Lou Preferno
---	------------	--------------

Class D

1	<i>Akela</i>	David Peirce
2	<i>Honalee</i>	Dick Stevens
3	(DNF) <i>Five</i>	Tom Hall

Cruising Class

1	<i>Ajax</i>	David Merrill
2	<i>Swimmer</i>	Rick Barry
3	<i>CCure</i>	Harry Hepburn
4	<i>S-Cape</i>	Paul Morin
5	<i>Cats Paw</i>	Butch Minson
6	<i>Nipantuck</i>	Peter Cole (DSQ)

Etchells

1	<i>Schadenfraude</i>	Andrew Carey
2	<i>Hooked on Tonics</i>	Meg Fenderson/Sherry Fowler
3	<i>Boogie TYP</i>	Nicole Jacques
4	<i>Medusa</i>	Seth Sprague
5	<i>VooDoo</i>	Ralph Carpenter

Scott Smithwick's *Kaos* edged out her competitors in Class A. Other winners included Don Logan's *Keemah* in Class B, Richard Stevenson Jr.'s *Roach Coach* in Class C, David

Pierce's *Akela* in Class D, David Merrill's *Ajax* in Cruising Class, and Andrew Carey's *Schadenfreude* in the Ethchells one-design class.

The Pilot Races

Falmouth, Maine

2007 races: June 16-17

FIM: www.portlandyachtclub.com

It was a picture-perfect weekend for 40 sailboats racing in six classes around Casco Bay June 17 and 18 as the Portland Yacht Club hosted the annual Pilot Races. Competitors were divided into three PHRF racing classes, one cruising class, and two one-design classes for two great days of racing under sunny skies off Falmouth Foreside.

Brisk winds on Saturday allowed the Etchells and J/24 one-design classes to get in lots of races while the PHRF and Cruising classes raced long courses. On Sunday, the winds were considerably lighter and more variable, giving skippers and crews some additional tactical challenges. A strong incoming tide on both days also made things interesting.

Congratulations to the following winners: Class A – *Revolution II*, Ed Rogers; Class B – *Sold*, Jon Knowles; Class C – *Five*, Tom Hall; Cruising – *Cat's Paw*, Butch Minson (who sailed singlehanded); Etchells – *Schadenfreude*, Scott Gleason; J/24 – *AL*, Mark Klein.

2006 Pilot Races Results

Class A

1	<i>Revolution II</i>	Ed Rogers
2	<i>Bandito</i>	Dick Hale
3	<i>Big Dog Party</i>	Peter Price
4	<i>Kaos</i>	Scott Smithwick
5	<i>Scaramouche</i>	Merle Hallett
6	<i>Wiley</i>	Bruce Cumback
7	<i>Pain Killer</i>	Rick Simonds
8	<i>Whiplash</i>	Ted Smith
9	<i>Tamarack</i>	Bob Kellogg
10	<i>Beausoleil</i>	Richard Parent
11	<i>Revo Ocho</i>	Jim Marchant

Class B

1	<i>Sold</i>	Jon Knowles
2	<i>Commotion</i>	Geoff Emmanuel
3	<i>Go Dog Go</i>	David Ruff
4	<i>The Wagon</i>	Richard Hallett
5	<i>Snowbird</i>	Jon Randall
6	<i>Rip Curl</i>	Tyler Thims
7	<i>Roach Coach</i>	Richard Stevenson
8	<i>C-C-Courage</i>	Greggus Yahr

Class C

1	<i>Five</i>	Tom Hall
2	<i>Akela</i>	David Pierce

3 *Commocean* Mark Waite

Cruising Class

1	<i>Cat's Paw</i>	Butch Minson
2	<i>Rita P</i>	Randy Rice
3	<i>Artemis</i>	Ron Cole
4	<i>Nipantuck</i>	Mark Werner
5	<i>Ajax</i>	David Merrill
6	<i>Windsong</i>	Charlie Micoleau
7	<i>Assunta</i>	Justin Andrus

Etchells

1	<i>Schadenfreude</i>	Scott Gleason
2	<i>Glass Slipper</i>	Dave White
3	<i>Medusa</i>	Seth Sprague
4	<i>VooDoo</i>	Ralph Carpenter
5	<i>Boogie T.Y.P.</i>	Nicole Jacques

J/24

1	<i>Al</i>	Mark Klein
2	<i>Mr Hankey</i>	Andrew Carey
3	<i>Second Chance</i>	Jeffery Smith
4	<i>Flying Circus</i>	Howard Koon
5	<i>Bad Apple</i>	Bruce Morse
6	<i>Pit Party</i>	Richard Ketchum

Harraseeket Regatta

South Freeport, Maine

2007 regatta: June 23

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

Forecasts for cloudy skies and heavy rain didn't keep more than two dozen sailboats and their crews from racing around Casco Bay at the Harraseeket Regatta on Saturday, June 24.



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The race followed a pursuit format, which features a staggered start based on each boat's handicap. This made for close finishes in all three classes. The southeasterly breeze picked up just in time for the noon start for this year's rabbit, *Ajax*. It would be nearly an hour before the fastest-rated boat, *Bandito*, crossed the line.

After crossing the starting line off the northeastern tip of Moshier's Island off South Freeport, racing yachts beat out Broad Sound to the WS gong off the southwestern tip of Whaleboat Island. Racers turned northeast, sailed along the eastern shore of Whaleboat, then circumnavigated Upper and Lower Goose Islands, finally sailing on a close reach to the

championships, hosted by Portland Yacht Club July 8 and 9. Other than the wind being just a little slow filling in on Saturday, you'd have been hard pressed to find a better weekend for racing in the Gulf of Maine.

Sailors raced on two courses – an inshore course off Falmouth Foreside and an offshore course outside Hussey Sound – under sunny skies and through steady breezes in one of the best-attended regattas in the Gulf of Maine series. Even better than the weather was the racing, with some incredibly close finishes on corrected time.

In Class A, Dick Hale's *Bandito* edged out Peter Price's *Big Dog Party* by a single second to win Race 3. Class B had just as close a finish when Geoff Emanuel's *Commotion* corrected a second ahead of David Ruff's *Go Dog Go* to take a 2nd place in Race 3. Some other finishes in several classes were just a few seconds apart, making for some great competition.

Dick Hale took top honors in PHRF Class A with his Tripp 47 *Bandito*. Geoff Emmanuel's *Commotion* won PHRF Class B; Chris Eisenhart's *Downtown* took Class C; and Mark Werner in *Nipantuck* emerged at the top of the Cruising Class.

In the one-design classes, *Ghost*, skippered by Ken Colburn, won the six-boat J/105 class. Howard Coon's *Flying Circus* emerged tops in the J/24 fleet. Andrew Haile's *Schadenfreude* won the Etchells division.

2006 Harraseeket Regatta Results

Class A					
1	<i>Whiplash</i>	Ted Smith	4	<i>Roach Coach</i>	Richard Stevenson
2	<i>Big Dog Party</i>	Pete Price	5	<i>Rip Curl</i>	Tyler Thims
3	<i>Kaos</i>	Scott Smithwick	6	<i>Milady</i>	Kris Jennings
4	<i>Bandito</i>	Dick Hale	7	<i>Seek</i>	John Pier
5	<i>Scaramouche</i>	Merle Hallett	8	<i>Wishing Star</i>	Doug Martin
6	<i>Wiley</i>	Bruce Cumbback	9	<i>Persistence</i>	Bill Full
7	<i>Revolution II</i>	Ed Rogers	10	<i>Honalee</i>	Dick Stevens
8	<i>Pain Killer</i>	Rick Simonds			
9	<i>Beausoleil</i>	Richard Parent	Cruising Class		
10	<i>Beagle</i>	Nat Henshaw	1	<i>Nipantuck</i>	Peter Cole
Class B			2	<i>Ajax</i>	Dave Merrill
1	<i>Five</i>	Tom Hall	3	<i>Rita P</i>	Randy Rice
2	<i>Snowbird</i>	Jon Randall	5	<i>Allure</i>	Ben Niles
3	<i>Panacea</i>	Gus MacDonald	6	<i>Assunta</i>	Justin Andrus

finish line. Winds were light, mainly out of the southeast, and while skies were overcast, the heavy rains forecast for the day did not materialize and crews enjoyed a great day of racing.

Whiplash, a J/35 sailed by skipper Ted Smith and his youthful crew, beat out nine other competitors to take top honors in Class A. Other winners included Tom Hall's *Five* in Class B, and *Nipantuck*, skippered by Peter Cole, in Cruising Class.

PHRF Maine State Championships

2007 regatta: July 7-8

FMI: www.portlandyachtclub.com


Perfect sailing weather greeted nearly 50 yachts that came to Falmouth to compete in the Maine PHRF and one-design

Mt. Desert Island (MDI) Series

2007 regattas: July 8, 15, 22 and Aug. 12

FMI: www.nehfleet.org

The MDI opener – July 9: Sunday saw the Biggest MDI racing fleet of the Century with 11 Cruising/Racing boats on the starting line. That's up from seven participants a year ago. Kaighn Smith in *Gaylark*, fresh from Bermuda, was the winner. Runner-up by only two seconds was *Tern*. There was a bit of déjà vu at play in playing the tricky sailing conditions of the Great Harbor: *Gaylark* beat *Tern* by 1:12 in the same opening race a year ago. Places 1 through 4 were separated by only 25 seconds. Mike Cook's beautiful Center Harbor 31 *Flirt* was 3rd, just 17 seconds behind *Tern*, with *Reiver* in 4th.



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Stocky Smith's Farr 44 *Weather Gauge* was first to finish in 3:02:21 in spite of fishing for lobsters for about 10 minutes after looking really fast on the first leg, then dragging for herring on the spinnaker takedown near Marsh Head on Islesford. *Far Out* had the race won handily at Long Ledge, but went left and parked along the Manset shore on the run to the finish.

The wind line had stayed pretty much between South Bunker Ledge and the Long Ledge Gong, so it paid off to hold on a longer starboard jibe until the Western Way entrance buoys could be fetched on a fairly hot angle. Seems like the skipper which makes the least mistakes, wins.

Navigation in these races around islands can be a challenge as *Va Pensiero* unfortunately discovered. The 49-footer grounded along the southern shore of Sutton Island, requiring power to get off the bricks. The Race Committee, by VHF, granted her permission to continue racing, so damage was slight.

Winds were South at 7-12 knots, though building late with some gusts reported over 20 knots. The race started at "A" mark in Great Harbor, went out the Western Way, the scenic route around the Cranberries, returning to "A" then a long Windward-Leeward to Long Ledge Gong and return.

MDI Race 2 – July 16: Sunday was another interesting day of sailboat racing. The Race Committee set up the starting line at the mouth of Somes Sound to avoid the dense fog at the usual start location between Spurling Point,

Great Cranberry and Greenings Island.

The race went upwind to the Spurling Point Gong, downwind into Somes Sound to Fleet Mark "Y," then out around Greenings to Spurling Point Gong and back to the finish at

2006 PHRF Maine State Championships Results

Class A

1	<i>Bandito</i>	Dick Hale
2	<i>Big Dog Party</i>	Peter Price
3	<i>Revolution II</i>	Ed Rogers
4	<i>Kaos</i>	Scott Smithwick
5	<i>Painkiller</i>	Rick Simonds
6	<i>Scaramouche</i>	Merle Hallett
7	<i>Sheerness</i>	Maine Maritime Academy
8	<i>Tamarack</i>	Bob Kellogg
9	<i>Whiplash</i>	Ted Smith
10	<i>Wiley</i>	Bruce Cumback
11	<i>Revo Ocho</i>	Jim Marchant
12	<i>Beausoleil</i>	Richard Parent

Class B

1	<i>Commotion</i>	Geoff Emanuel
2	<i>The Wagon</i>	Richard Hallett
3	<i>CharSar</i>	Scott Fox
4	<i>Snowbird</i>	Jon Randall
5	<i>Go Dog Go</i>	David Ruff
6	<i>Sold</i>	Jon Knowles
7	<i>Roach Coach</i>	Richard Stevenson
8	<i>Jan</i>	Lou Profenno
9	<i>Rip Curl</i>	Tyler Thims

Class C

1	<i>Downtown</i>	Chris Eisenhart
2	<i>Five</i>	Tom Hall
3	<i>Honalee</i>	Dick Stevens
4	<i>Akela</i>	Dave Pierce
5	<i>Commocean</i>	Mark Waite

6	<i>CCure</i>	Harry Hepburn
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Cruising Class

1	<i>Nipantuck</i>	Peter Cole
2	<i>Artemis</i>	Ron Cole
3	<i>Ajax</i>	Dave Merrill
4	<i>Rita P</i>	Randy Rice
5	<i>Mach II</i>	Tyler Putnam
6	<i>C-C-Courage</i>	Greggas Yahr
7	<i>Windsong</i>	Charlie Micoeau

J/105

1	<i>Ghost</i>	Ken Colburn
2	<i>Uproar</i>	Brian Harrington
3	<i>Black Owl</i>	Ned Semonite
5	<i>Jabberwocky</i>	Mike Williamson
6	<i>Straw Hat</i>	Andrew Sawyer
	<i>Keemah</i>	Don Logan

J/24

1	<i>Flying Circus</i>	Howard Coon
2	<i>Denali</i>	Anthony Jessen
3	<i>Bad Apple</i>	Bruce Morse
4	<i>Second Chance</i>	Jeffery Smith
5	<i>AL</i>	Mark Klein

Etchells

1	<i>Schadenfreude</i>	Andrew Haile
2	<i>Boogie T.Y.P.</i>	Nichole Jacques
3	<i>Medusa</i>	Seth Sprague
4	<i>VooDoo</i>	Ralph Carpenter



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2006 MDI Series results

Rank	Boat	Helm	R1	R2	R3	R4	Nett
1	<i>Gaylark</i>	Dr. Kaighn Smith	1.0	3.0	1.0		5.0
2	<i>Tern</i>	Bob Johnstone	2.0	2.0	3.0		7.0
3	<i>Flirt</i>	Michael Cook	3.0	1.0	4.0		8.0
4	<i>Reiver</i>	Henry Brauer & Steve Madeira	4.0	4.0	2.0		10.0
5	<i>Far Out</i>	Hal Kroeger	7.0	5.0	6.0		18.0
6	<i>Eventyr</i>	Gordon Haaland	6.0	6.0	7.0		19.0
7	<i>Sidewinder</i>	Tom Rolfes	5.0	8.0	8.0		21.0
8	<i>Weather Gauge</i>	Stockton Smith	8.0	9.0	5.0		22.0
9	<i>Flying Clipper</i>	Peter Heldman	9.0	RDGa		9.0	27.0
10	<i>Grey Eagle</i>	Bill Wilkinson	10.0	10.0	DNF		30.0
11	<i>Hopscotch</i>	Jeff Dunn	DNC	7.0	DNC		33.0
12	<i>Va Pensiero</i>	Joe Weber	11.0	DNF	DNF		33.0

the Somes Sound entrance bell. The many fog banks, some strange tidal currents and constant wind shifts made the race challenging for all.

As the slowest rated boat in the fleet of 12 boats, *Flirt* finished close enough under its handicap to save its time by 61 seconds on *Tern* and *Gaylark* after a two-hour race. *Far Out* got the gun for crossing the line first, two seconds ahead of *Tern*.

MDI Race 3 – July 23: There was some doubt there'd be any racing. The forecast the day before was for 20-25 knots, with gusts over 30 and widespread fog, thunder and lightning. The Bar Harbor weather station even reported snow at 5:55 Sunday morning. Not what you'd call ideal sailing weather. This is meant to be fun after all, not an Outward


from the north.

And quite a turn of events among the 11 racers who made it to the starting line off Spurling Point on Great Cranberry. It wasn't even close! Dr. Kaighn Smith in the venerable gray *Gaylark* bee-lined it for the Northeast Harbor shore, didn't make any mistakes, and got the gun across the finish line as the first to finish in the fleet – even though he is one of the slower-rated boats. The course was to the Somes Sound entrance buoy, back to the start, then up around Greenings Island to the finish.

MDI Race 4 – Aug. 20: It was started but cancelled for lack of wind, so the final score for the series was computed on the basis of three races.

Bound survival course.

All contestants were put on alert the day before that the race may be postponed and that a decision would be made by 10:00 Sunday morning. Sunday morning didn't start too well with the Bar Harbor snow report. But the low-pressure system went through faster than anticipated, the radar showed that rain would clear out before noon and that winds would be 6-7 knots out of the north. Quite a change, and it turned out to be a nice day with light winds



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2006 Boothbay Regatta Results

Class A

1	<i>Sheerness</i>	Maine Maritime Academy
2	<i>Scarmouche</i>	Merle Hallett
3	<i>Whiplash</i>	Ted Smith
4	<i>Wiley</i>	Bruce Cumback
5	<i>Bandito</i>	Dick Hale
6	<i>Kaos</i>	Scott Smithwick
7	<i>Tamarack</i>	Bob Kellogg
8	<i>Revolution II</i>	Ed Rogers
9	<i>Big Dog Party</i>	Pete Price
10	<i>Spanking Machine</i>	Rich Ketchum
11	<i>Beausoleil</i>	Richard Parent

Class B/C

1	<i>Commotion</i>	Geoff Emmanuel
2	<i>Roach Coach</i>	Richard Stevenson
3	<i>Fiesta</i>	Rick Ledwith
4	<i>Sold</i>	Jon Knowles
5	<i>Rainier</i>	Rob Hawley
6	<i>Five</i>	Tom Hall
7	<i>Snowbird</i>	Jon Randall
8	<i>Gloria</i>	Doug Louison
9	<i>Faster</i>	Richard Paine

J/105

1	<i>Keemah</i>	Don Logan
2	<i>Uproar</i>	Brian Harrington
3	<i>Witch</i>	Ginny Colburn
4	<i>Ghost</i>	Ken Colburn
5	<i>Ginger Ale II</i>	William Lane

Cruising Class

1	<i>Zealot</i>	John Merrill
2	<i>Nipantuck</i>	Mark Werner
3	<i>Recharge</i>	George Warren
4	<i>Ajax</i>	Dave Merrill
5	<i>Artemis</i>	Ron Cole
6	<i>Rita P</i>	Randy Rice
7	<i>Solution</i>	Andrew Marvin
8	<i>Too Elusive</i>	Kitt Watson
9	<i>Snapdragon</i>	Peter Lloyd
10	<i>Istia</i>	Kent Phelan

Boothbay Harbor One-Design

1	<i>Blauer Engel</i>	Tom Norsworthy
2	<i>Wildfire</i>	Pat Berger
3	<i>Fraulein</i>	Debbie Swan
4	<i>Mango</i>	Cathy Latta

2006 Maine Hospice Regatta Results

1	<i>Flirt</i>
2	<i>Tern</i>
3	<i>Far Out</i>
4	<i>Gaylark</i>
5	<i>Hopscotch</i>
6	<i>Sidewinder</i>
7	<i>Morning Star</i>

Non-Spinnaker

1	<i>Precious Cloud</i>
2	<i>Eventyr</i>
3	<i>Free Spirit</i>
4	<i>Ardea</i>
5	<i>Estrellita</i>

Merle Hallett's *Scaramouche* and Ted Smith's *Whiplash* to take 1st place in Class A, with Bruce Cumback's *Wiley* a very close 4th. Class A saw some of the most intense competition among five classes of boats competing in the two-day event.

Other class winners included Geoffrey Emanuel's *Commotion* in Class B, Don Logan's *Keemah* in the J/105 class, and Tom Norsworthy's *Blauer Engel* in the Boothbay Harbor One-Design class.

John Merrill's *Alerion Express 38 Zealot* edged out Mark Werner's *Nipantuck* in the Cruising Class. Those boats not battling for the lead in that class enjoyed a bit of comic relief when a certain "elusive" competitor set off cannon shots at some of her opponents. Fortunately, she was just blowing smoke – no projectiles were involved.

Boothbay Harbor Yacht Club Regatta

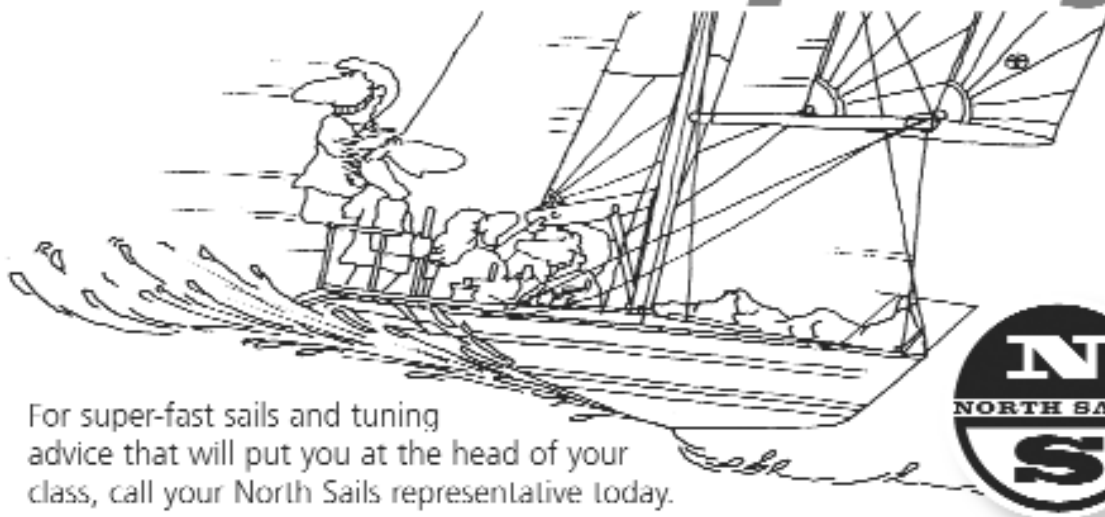
2007 race: July 14-15

FMI: www.bhyc.net

The temperatures were hot and the competition even hotter in Racing Class A at the Boothbay Regatta Saturday and Sunday, July 15 and 16. Skippers' and crews' talents and patience were put to the test in hot sun, light winds and strong tidal currents both days. A brief period of dense fog at the start on Sunday made things interesting as well.

Maine Maritime Academy's Taylor 41 *Sheerness* edged out

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Maine Hospice Regatta

2007 race: July 14

Flirt won the day with *Tern* and *Far Out* following. Zack Stewart's Owens 41 Cutter *Precious Cloud* won non-spin-naker honors.

Seguin Island Trophy Races

2007 races: July 21-22

FMI: www.southportyc.org

Southport Yacht Club, Boothbay Region Boatyard

The Seguin Island Trophy Races (SITR) are sponsored by the Southport Yacht Club and the Boothbay Region Boatyard (BRB). They were held last July 22-23 on the Sheepscoot Bay and river under less than ideal conditions for racing. Forecasts for stormy weather on Saturday prompted more than one yacht to give up any notion of a Friday delivery to Southport.

Yet Tyler Thims in *Rip Curl* braved conditions on Saturday morning to make his delivery just in time for Race 1. The racing that day was held, for the most part, under dark and rainy skies, and Race 2 was completed in a series of rain squalls that drenched the fleet and the race committee.

Shoreside festivities that evening were held under cover in the *Liberty* building at BRB. The steel-drum band "Tinpanic," abundant libations, and another outstanding barbecue kept everyone from thinking about the weather any longer.

On Sunday, the rain was gone but so was the wind, forcing the race committee to make the difficult choice to abandon racing for the second time in two years. It was not a happy moment, but we're hoping for better racing conditions in 2007.

SYC and BRB thank Win Fowler of Maine Sailing Partners for his outstanding service to SITR and the incredible patience he displayed as principal race officer. At the fall GMORA awards Banquet, the SYC and BRB were presented with the GMORA "Best Run Regatta" award.

In the highly competitive and spirited PHRF Class A fleet, Dick Hale in his new Tripp 46 *Bandito* was overall winner with 1st and 4th place finishes. Merle Hallett was 2nd overall in Class A in his N/M 40 *Scaramouche* with two 3rd-place finishes. The Maine Maritime Academy was 3rd in the Taylor 41 *Sheerness*.

In PHRF Class B, Richard Hallett in his recently modified Evelyn 32 *Off The Wagon* was 1st overall with 1st and 2nd place finishes. John Peer's *Seek* was 2nd with 2nd and 3rd place finishes. Jon Randall in the NY 36 *Snow Bird* was 3rd overall.

In the very competitive J/105 fleet, local Southport sailor Ken Colburn in *Ghost* won both races and was the overall J/105 class winner. Ken also was awarded the Pete Welles Memorial Trophy for the lowest cumulative Rinderle B score in the regatta. Don Logan in *Keemah* was 2nd overall with 2nd and 3rd place finishes. Third place went to Andy Sawyer in *Straw Hat*.

The friendly rivalry between Ken Colburn and Don Logan helped *Ghost* and *Keemah* take 1st and 2nd, respectively, later in the season at the PHRF-NE Championships at Marblehead, Mass. Congratulations Ken and Don from SYC

2006 Seguin Island Trophy Races Results

Racing Class A

1	<i>Bandito</i>	Dick Hale
2	<i>Scaramouche</i>	Merle Hallett
3	<i>Sheerness</i>	Scott Loweth
4	<i>Pain Killer</i>	Rick Simmons
5	<i>Spanking Machine</i>	Rich Ketchum
6	<i>Revolution 2</i>	Ed Rogers
7	<i>Big Dog Party</i>	Peter Price
8	<i>Wiley</i>	Bruce Cumbach
9	<i>Whiplash</i>	Ted Smith
10	<i>Beausoliel</i>	Richard Parent

Racing Class B

1	<i>The Wagon</i>	Richard Hallett
2	<i>Seek</i>	John Peer
3	<i>Snowbird</i>	Jon Randall
4	<i>Rainier</i>	Rob Hawley
5	<i>Rip Curl</i>	Tyler Thims

Cruising Class

1	<i>Nipantuck</i>	Mark Werner
2	<i>Recharge</i>	George Warren
3	<i>Rita P</i>	Randy Rice
4	<i>Solution</i>	Andrew Marvin
5	<i>Ajax</i>	Dave Merrill
6	<i>Assunta</i>	Justin Andrus
7	<i>Stinger</i>	Bill Messmer
8	<i>Blue Blazer</i>	Tom Ogg
9	<i>Muskrat</i>	Jon Smith

J/105

1	<i>Ghost</i>	Ken Colburn
2	<i>Kemah</i>	Don Logan
3	<i>Straw Hat</i>	Andy Sawyer
4	<i>Witch</i>	Thad Hutcheson/ Bill Hunt

and BRB.

Peter Cole and Mark Werner won the nine-boat Cruising Class in the Center Harbor 31, *Nipantuck*. *Nipantuck* went on to win the GMORA season Dirigo Bowl. George Warren in the San Juan 24 *Recharge* was 2nd, and Randy Rice was 3rd in the Pearson 30 *Rita P*.

The Notice of Race for the 2007 SITR will be available online at www.gmora.org and www.southportyc.org after June 1. Racing will include two short 6- to 8-mile windward/leeward PHRF/One Design class races on July 21 and one or two "blue-water" around-the-buoys races for PHRF and One Design classes on the 22nd. A pursuit race is being planned for novice racers on Saturday. Award winning dockside festivities will be held at the Boothbay Region Boatyard

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Camden-Castine Regatta

2007 regatta: July 28-29

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

Saturday was a great day for racing! A windward start near the No. 2 bell outside Camden, for the 34th running of the Camden/Castine Race, was well executed by all classes. A beat down to Rockport, a starboard rounding of the No. 3 can, then up the west side of Penobscot Bay, and around Islesboro to Castine. This is the only point-to-point race on the GMORA circuit, and it has always been a favorite, as exemplified by the more than 27 boats that registered for the race.

After an overnight in Castine – a good time had by all – the boats were sent down the east bay and eventually into some light airs just north of Robinson Rock. The breeze freshened as the fleet then sailed across the bay and finished just outside Camden harbor. Everybody made it in time for the Beans and Franks Cookout and awards ceremony at the Camden Yacht Club.

It should be noted that the multihulls raced the same course as the monohulls and enjoyed the competition. Also worth mentioning is that *Eudemonia* was in the middle of a cruise up from the Chesapeake Bay and decided to join in on Saturday. She won her class with two bicycles on deck. Camden Yacht Club (celebrating its 100th anniversary) sponsored the race with help from Castine, and a word of thanks goes out to all who made the event a success.

Downeast Challenge

2007 race: Aug. 4-5

FMI: www.rocklandydc.org

Sponsored by Rockland Yacht Club in association with the Marblehead Yacht Club in Marblehead, Mass., this event is intended to encourage competition and camaraderie in the tradition of shorthanded sailing and passagemaking. It's also a great way for southern New Englanders to get their boats Downeast for the best part of the season.

The 130-nautical-mile offshore race will have racing and cruising divisions, along with singlehanded, doublehanded and fully crewed categories. It's a qualifier for the Bermuda One-Two Yacht Race. First gun will be at 1000 hours Saturday, Aug. 4, outside of Marblehead Harbor. The finish will be between Can #1 and the Rockland Harbor Breakwater lighthouse.

2006 Camden Castine Regatta

Class A

1	<i>Kaos</i>	Scott Smithwick
2	<i>Big Dog Party</i>	Pete Price
3	<i>Whiplash</i>	Ted Smith
4	<i>Revolution 2</i>	Ed Rogers
5	<i>Sheerness</i>	Maine Maritime Academy
6	<i>Bandito</i>	Dick Hail
7	<i>Beausoleil</i>	Richard Parent
8	<i>Sans-Culottes</i>	Robert Johnston

Class B

1	<i>Roach Coach</i>	Richard Stevenson Jr.
2	<i>Commotion</i>	Geoff Emanuel
3	<i>Sidewinder</i>	Tom Rolles
4	<i>Sea Jab</i>	Al Hodsdon
5	<i>Fiesta!</i>	Rick Ledwith Jr.
6	<i>Moondance</i>	John Fitzgerald

Multihulls

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

Cruising Class

1	<i>Eudemonia</i>	Andrew Davis
2	<i>Anjaca</i>	David Watson
3	<i>Too Elusive</i>	Kitt Watson
4	<i>Synergy</i>	Robert Berube
5	<i>Tempest</i>	Robert Grant



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Down East Race Week (DERW)

2007 regatta: Aug. 5-10

FMI: www.downeastraceweek.com

Jeff Becton's classic, light-blue, 40-year-old Ohlson 41 *Ariana* from the Kollegewidwok Y.C. in Blue Hill won the "Max" Warburg Memorial Trophy for the best overall score in Down East Race Week Aug. 6-11 among all boats over five races. She also winning the Arthur F. Chace Bar Graph as top boat in Division 3 and the Constance B. Madeira Trophy for the first day's run of the August Cruise.

Winner of the Harry Wilmerding Tray for 2nd overall, the Morris Trophy for top boat in Division 2, and the Arundel Plate for the August Cruise was the newest boat in the fleet from Northeast Harbor, *Tern*, Bob Johnstone's J/100 No. 111, which was launched in June. Third overall and winner of the J/Boats Trophy for Division 1, as well as winner of the Paul Nevin Trophy, was Hal Kroeger's Morris 52 *Far Out*.

The Becton Bowl for the fastest boat, based on cumulative elapsed time for all five races, was awarded to David Rockefeller, Jr. and Rick Burnes' IMX 45 *Cybele*. Another noteworthy performance was that of Governor Pete du Pont's J/100 *Miss Marvelous* from North Haven, which was leading the overall point score for the week by two points and won the Nevin Cup for Division 2, but was unable to participate in the final three races of the Northeast Harbor Fleet's traditional August Cruise. DERW combines the Kollegewidwok YC's Nevin Cup and the NEHF August Cruise for a weeklong event. Complete results for each of the race days are shown in the summary on the facing page.

DERW - Nevin Cup 1 - Aug. 6: Sunday's 20.1-mile race started in Jericho Bay under cloudless skies and a light/moderate sea breeze with a beat, then a reach, through

Merchant's Row, a run around Bald Island, with a beat to the finish. Marc Heilner's beautiful Center Harbor Boat Yard 50, *Hoi-An* was the winner with builder Steve White aboard. Seal Bay, Vinalhaven, was the fleet anchorage and raft-up.

DERW - Nevin Cup 2 - Aug. 7: Monday was overcast with a building southwest breeze of 10-20 knots. The KYC Committee boat set a three-mile windward leg followed by a 15-mile run against the current among the islands of East Penobscot Bay to the Bucks Harbor Bell, then a close gusty fetch down the Eggemoggin Reach - a total of 28.5 miles. *Far Out* put her overall length to work, winning this race and the Nevin Cup handily under its combined corrected time format

DERW - August Cruise 1 - Aug. 9: Beautiful weather continued on Wednesday with a start near Orono Island. Gordon Haaland's J/42 *Eventyr* did the best job of negotiating light winds and favorable current through the Casco Passage, the long beat down Jericho Bay, and the reach into Southeast Harbor to win this 20.1-mile race overall with *Ariana* and *Tern* close behind. The fleet enjoyed a calm, full-moon anchorage.

DERW - August Cruise 2 - Aug. 10: Thursday was a navigator's challenge with a start just west of Eastern Mark Island with a half dozen possible routes through the islands of Merchant's Row upwind to Nun 10, northwest of Merchant Island.

Initially *Sheerness* and *Eventyr* played it smart by heading directly into open water away from the islands, but then the next challenge was how to get to Black Island in Blue Hill Bay: Through the Casco Passage, North of Marshall, or South of Marshall around Swan's Island.

Then there were wind/current bands between Long Island and Swans to deal with downwind around Black Island to

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Downeast Race Week Results

Rank	Fleet	Boat	Helm	Nevin Cup 1	Nevin Cup 2	August Cruise 1	August Cruise 2	August Cruise 3	Total
1	III	<i>Ariana</i>	Jeff Becton	6.0	2.0	2.0	1.0	2.0	13.0
2	II	<i>Tern</i>	Bob Johnstone	3.0	5.0	3.0	2.0	4.0	17.0
3	I	<i>Far Out</i>	Hal Kroeger	7.0	1.0	5.0	4.0	10.0	27.0
4	II	<i>Eventyr</i>	Gordon Haaland	5.0	11.0	1.0	3.0	8.0	28.0
5	I	<i>Sheerness</i>	Scott Loweth	4.0	10.0	9.0	8.0	1.0	32.0
6	I	<i>Weather Gauge</i>	Stockton Smith	9.0	6.0	4.0	11.0	7.0	37.0
7	II	<i>Breakaway</i>	Edmund C. Tarbell	20.0	8.0	7.0	5.0	5.0	45.0
8	II	<i>Sidewinder</i>	Tom Rolfes	19.0	3.0	8.0	7.0	11.0	48.0
9	I	<i>Pequot</i>	Bevin Cherot	11.0	12.0	10.0	12.0	9.0	54.0
10	I	<i>Reindeer</i>	Newbold Smith	10.0	21.0	6.0	13.0	6.0	56.0
11	I	<i>Cybele</i>	Burnes/Rockefeller	17.0	9.0	13.0	16.0	3.0	58.0
12	II	<i>Miss Marvelous</i>	Pete duPont	2.0	4.0	DNC	DNC	DNC	59.0
13	III	<i>Crackerjack</i>	Alan Krulisch	13.0	16.0	12.0	6.0	14.0	61.0
14	I	<i>Hoi-An</i>	Marcus Heilner	1.0	14.0	DNC	DNC	DNC	68.0
15	III	<i>Otter</i>	Henry Becton	8.0	7.0	DNC	DNC	DNC	68.0
16	II	<i>Xanthippe</i>	Daniel Dennett	23.0	17.0	14.0	9.0	13.0	76.0
17	II	<i>TBD</i>	Peter/Barbie Horneffer	12.0	15.0	DNC	DNC	DNC	80.0
18	II	<i>Merlin</i>	Mark Cluett	DNC	DNC	11.0	10.0	12.0	81.0
19	III	<i>Petard</i>	Sandy Lieber	18.0	13.0	DNC	DNC	DNC	84.0
20	I	<i>Flying Clipper</i>	Peter Heldman	22.0	19.0	17.0	14.0	16.0	88.0
21	III	<i>Fianna</i>	Matt Jones	14.0	DNC	DNC	DNC	DNC	89.0
22	III	<i>Caliegh</i>	Wiggins	15.0	DNC	DNC	DNC	DNC	90.0
23	II	<i>Seasmoke</i>	Tom Gill	16.0	DNC	DNC	DNC	DNC	91.0
24	II	<i>Oscar</i>	Donna Schlegel	21.0	18.0	DNC	DNC	DNC	92.0
25	I	<i>Charade</i>	Patrick Wilmerding	24.0	20.0	15.0	17.0	DNC	93.0
26	I	<i>Antares</i>	David Sharpe	DNC	DNC	16.0	15.0	15.0	94.0
27	II	<i>Finese</i>	Newt Merrill	25.0	DNF	DNC	DNC	DNC	100.0
28	I	<i>Intuition</i>	Karl Schoettle	DNC	DNC	DNC	DNC	DNC	101.0
28	II	<i>Va Pensiero</i>	Joe Weber	DNC	DNC	DNC	DNC	DNC	101.0
28	II	<i>For Sale</i>	Jeff Sammis/Bill Full	DNC	DNC	DNC	DNC	DNC	101.0
28	II	<i>Lioness</i>	Ivan Lowenthal	DNC	DNC	DNC	DNC	DNC	101.0
28	III	<i>Balance</i>	Haven Ladd	DNC	DNC	DNC	DNC	DNC	101.0

starboard, then with the current and spotty winds returning to RW "BC" Whistle, then to the finish off Frenchboro – except there was no whistle or buoy. David Rockefeller's *Cybele* was probably wondering whether fatigue had set in on this 34.0-mile race when approaching this phantom buoy and seeing nothing on the water. They radioed the Race Committee, who then advised everyone on VHF 73 to round the spot in the water where their GPS plotters show the mark should have been.

This small glitch didn't seem to dampen the lobster-roll picnic on Janneke Nielson's lawn overlooking the anchorage in Frenchboro, nor did the line of thunderstorms which hit just after dark as nearly everyone had returned to their boats for the evening. *Ariana* was the overall winner of this race, followed by *Tern* and *Eventyr*. Mrs. Nielson was awarded the Chairman's Bowl for her contribution to this year's event.

DERW – August Cruise 3 – Aug. 11: Friday was an idyllic Maine day with a 5- to 15-knot shifty northerly. The fleet sailed upwind with favorable current to

DERW, continued on Page 21

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Racing Class A boats beat past Fort Gorges shortly after the start of the MS Regatta in Portland Harbor.



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MS Regatta

2007 regatta: Aug. 18

FMI: www.mssociety.org

It was another outstanding day on the racecourse Saturday, Aug. 19, as more than 100 yachts participated in 13 classes in the 25th MS Regatta. As always, the fun started long before the race as boats gathered for the traditional parade from The Brothers to Portland Harbor. Who knew that a hot-dog-and-bun assembly could remain perfectly intact when tossed from one boat to another? Thanks to Bob Kellogg and the crew of *Tamarack* for pro-

2006 MS Regatta Results

Racing Class A

1	<i>Revolution 2</i>	Ed Rogers
2	<i>Scaramouche</i>	Merle Hallett
3	<i>Pain Killer</i>	Rick Simonds
4	<i>Kaos</i>	Scott Smithwick
5	<i>Bandito</i>	Richard Hale
6	<i>Big Dog Party</i>	Peter Price
7	<i>Tamarack</i>	Bob Kellogg
8	<i>Revo-Ocho</i>	Doyle and Jim Marchant
9	<i>Wiley</i>	Bruce Cumback
10	<i>Beausoleil</i>	Richard Parent
11	<i>Sheerness</i>	Maine Maritime Academy

Racing Class B

1	<i>Black Owl</i>	Ned Semonite
2	<i>Ghost</i>	Kenneth Colburn
3	<i>Keemah</i>	Donald Logan
4	<i>For Sale</i>	Jon Knowles
5	<i>Phoenix</i>	Sean Dunfey
6	<i>Peregrine</i>	Erik Pedersen

Racing Class C

1	<i>The Wagon</i>	Richard Hallett
2	<i>Commotion</i>	Geoffrey Emanuel
3	<i>Downtown</i>	Chris Eisenhart
4	<i>Snowbird</i>	Jonathan Randall
5	<i>CharSar</i>	Scott Fox
6	<i>Sunshine</i>	David Jones
7	<i>Roach Coach</i>	Richard Stevenson
8	<i>Honalee</i>	Richard Stevens
9	<i>Kingfisher</i>	P. Andrews Nixon
10	<i>Night Shift</i>	Mike Iaconeta

Racing Class D

1	<i>Akela</i>	David Pierce
2	<i>Five</i>	Tom Hall
3	<i>Nette</i>	Stephen Purdy
4	<i>CCure</i>	Harry Hepburn
5	<i>Commocean</i>	Mark Waite

6 *Norweigan Could* Lynn Tukey

Cruising Class A

1	<i>Emotional Rescue</i>	Bruce Cassidy
2	<i>Cadre</i>	Fred Leighton
3	<i>Too Elusive</i>	Arthur K. Watson Jr.
4	<i>Dawn Treader</i>	Fred Madeira
5	<i>Morning Star</i>	James Palmer
6	<i>C-C-Courage</i>	Jennifer Yahr
7	<i>Jan</i>	Lou Profenno
8	<i>Eastern Exposure</i>	Anthony Armstrong
9	<i>Windsong</i>	Charles Micoleau
10	<i>Quiditas</i>	James Hall

Cruising Class B

1	<i>Island Pursuit</i>	Paul Riley
2	<i>Endeavor</i>	Mark Balles
3	<i>Nipantuck</i>	Mark Werner
4	<i>Defiant</i>	Wayne Smith II
5	<i>The Phoenix</i>	Erik Greven
6	<i>Enterprise</i>	Neal Weinstein
7	<i>Wasabi</i>	Charles Baird
8	<i>Shadow</i>	Bob Steeves
9	<i>Whisper</i>	Rolfe Bryant
10	<i>Aphrodite</i>	Harry Richardson

Cruising Class C

1	<i>Rita P</i>	Randy Rice
2	<i>Artemis</i>	Ron Cole
3	<i>Lioness</i>	Sheldon Haynie
4	<i>Incognito</i>	Al Carville
5	<i>My Pal</i>	Theo Tierney
6	<i>Peer Gynt</i>	Charles O'Brien
7	<i>EZ Go'N</i>	Brad Weller
8	<i>Surprise</i>	Richard Conner
9	<i>Seaglass</i>	James Vitale

Cruising Class D

1	<i>Ajax</i>	Dave Merrill
2	<i>Athais</i>	John Dunning
3	<i>Whiplash!</i>	Jay Nelson
4	<i>Dovetail</i>	Steven Ballou

5 *Bodacious*

Ken Marsh

6 *Sita*

Peter Frankwicz

7 *Got Sales*

Mike Beaudette

8 *Guinness*

Bruce Clary

9 *Iolanthe*

James Parmentier

Etchells

1	<i>Fuzzy Logic</i>	Richard Tonks
2	<i>Medusa</i>	Seth Sprague
3	<i>Glass Slipper</i>	Terry Naylor
4	<i>VooDoo</i>	Ralph Carpenter
5	<i>Boogie T.Y.P.</i>	Nicole Jacques

J/24

1	<i>Second Chance</i>	Jeff Smith
2	<i>Mr. Hankey</i>	Andrew Carey
3	<i>Flying Circus</i>	Howard Coon
4	<i>Denali</i>	Tony Jessen
5	<i>Underdog</i>	Dan Marston
6	<i>AL</i>	Mark Klein
7	<i>JaZazzi</i>	Jim Dodd
8	<i>Belafonte</i>	Nick Dambrie
9	<i>Kind of Blue</i>	Matt Blakeman
10	<i>Impetuous</i>	Stephen Gill
11	<i>Flying Chicken</i>	Richard Carlson

Multihull A

1	<i>Sorn</i>	Jesse Deupree
2	<i>Third Dimension</i>	J Scott Reynolds

Multihull B

1	<i>Hobie 16</i>	Sean McQuilken
2	<i>Hobie 16</i>	Doug Baker
3	<i>Super Flash</i>	Lawrence Walden
4	<i>Sea Horse</i>	Bill Bartlett
5	<i>Nacra</i>	Craig Hackett

Classics

1	<i>Seaward</i>	Walter Greene
2	<i>Hornpipe</i>	Stephen Duguay Ph.D.

viding the pre-race nourishment.

After the launching of additional projectiles, including water balloons and beverages, it was time to get serious and start racing. It had been a little calm earlier in the day, but any doubts about the favorable wind forecast were erased as a brisk southwesterly filled in and the guns went off. There were new courses this year to keep boats out of the ship channel and away from the high-speed Cat ferry. After the start off Fish Point, racing fleets rounded the first mark south of Fort Gorges, then ran out Diamond Island Pass to Hussey Sound. After rounding marks at the mouth or outside the Hussey, they came back in, rounded the nun south of Basket Island, and



Wavelengthstudios.com/Andrew Sims

Crew members on a multihull hike out as their boat screams along in a brisk breeze during the MS Regatta.

beat to the finish.

Cruising classes ran shorter courses inside Great Diamond Island to marks near Cow Island Ledge or Basket, depending on class, then did the same beat to the finish. This led to a very busy finish line, with boats from Racing A through Cruising D through Multihulls all crossing within a few minutes of each other. We heard four guns within just a couple minutes of each other, along with lots of horns: How's that for mixing it up?

Best of all, the regatta was part of the four-day MS Harborfest weekend. More than \$100,000 was raised for the Maine MS Society, whose mission is to end the devastating effects of multiple sclerosis.

DERW, continued from Page 19

Staples Ledge, out against the current around Great Duck Island then finished this 18.7-mile race in Bass Harbor to end the week. Scott Loweth sailing the Taylor 41 *Sheerness* for the Maine Maritime Academy won this race and also the Lewis K. Cherot Memorial Trophy for the best three races in Division 1. But *Ariana* could do no wrong, catching the right amount of wind to hang in with the leaders, even reaching at eight knots across the notoriously fickle Bass Harbor straight to the finish to secure her overall win on corrected time.

The Monhegan Island Regatta

2007 regatta: Aug. 11-12

FMI: www.portlandyachtclub.com

Anyone who opted out of the 2006 Monhegan Regatta thinking that it would be another drifter missed one heck of a ride. A spinnaker start, lots of broaching, and sightings of whales, porpoises, and shooting stars made for a memorable night for the skippers and crews of the 55 competing boats.

"If you weren't going faster than you ever have on your boat, then you weren't in this race," said Geoff Emanuel, also known as Mr. Monhegan. The former GMORA president and skipper of the Frers 30 *Commotion* has always been passionate about this race (he's sailed it more than 30 times), and said his crew had the boat planing for the first time ever. Not bad considering he was using a back-up main – his primary main blew out two nights earlier when a squall hit

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Tamarack and Scaramouche run through choppy seas in the 2006 Monhegan Regatta.

the Thursday night race at Portland Yacht Club.

As usual, the fun really started at the skippers' meeting and cocktail party the night before. But for racing purposes, we'll say it began, appropriately, at the starting line. With winds out of the northwest, it was a spinnaker start, and their velocity and frequent gusts gave spectators a great show.

The prize for the most highly publicized broach went to Greggus Yahr, whose outstanding timing and boat placement ability put his J/110 *C-C-Courage* directly in front of the media boat when she laid on her ear. *C-C-Courage* graced page 1 of the Maine Sunday Telegram's sports section the following morning. "We were right at the line for the gun and

got hit by a gust as we took up the asymmetrical. She went over, we recovered, and we kept on going," said Yahr, who sailed *C-C-Courage* to a 3rd place finish in the Monhegan B Class.

There were other broaches, wraps, hourglasses, and assorted snafus in other class starts. But before long, boats were running out Hussey Sound. That's right, running! The usual tacking duels were absent, and tidal currents that so often put tacticians' skills to the test were not a big factor.

The A fleet reached down to Kennebunkport, the B fleet and Seguin classes to Biddeford Pool, and the Manana class to the former Portland LNB. Then everyone headed to what would usually be the downwind marks at Monhegan or Mile

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Ledge off Seguin. The northwesterlies made that leg more of a reach – some-times a tight one.

The earlier finishers had the good fortune to get back to the finish line off Portland Head Light on a single tack. But eventually the breeze moved forward, and most boats ended up beating part or most of the way back in. Still, the 2006 Monhegan was one of the fastest in years. As PYC Commodore Richard Thompson put it at the awards ceremony: “We’ve proven once and for all that we can have wind for the Monhegan.”

The strong winds put some of the heavier boats at an advantage. Richard Parent’s Beneteau 456 *Beausoleil* was able to keep her chute up and crew on the rail for the entire leg to Monhegan, and it paid off. She took 1st in Class A. Ned Semonite’s J/105 *Black Owl* won Class B, and David Ruff’s J/29 *Go Dog Go* won the Manana Class. Ford Reiche’s Concordia 39 *Eclipse* took the double-handed racing division.

In the Cruising Divisions, Dean Howells’ Farr 50 *Tenho* won Seguin A; the Alberg 37 *Artemis* skippered by Ron Cole won Seguin B; and *Nipantuck*, a Center Harbor 31 skippered by Mark Werner, emerged at the top of Seguin C.

Monhegan Class A

- 1 *Beausoleil*
- 2 *Revolution II*
- 3 *Kaos*
- 4 *Scaramouche*
- 5 *Breezing Up*
- 6 *Boreas*
- 7 *Whiplash*
- 8 *Sheerness*

- 9 *Pain Killer*
- 10 *Bandito*
- 11 *Big Dog Party*
- 12 *Banzai*
- 13 *Phoenix*
- 14 *Tamarack*

Monhegan Class B

- 1 *Black Owl*
- 2 *Prodigal*
- 3 *C-C-Courage*
- 4 *Vision Quest*

Manana Class

- 1 *Go Dog Go*
- 2 *Roach Coach*
- 3 *Snowbird*
- 4 *Illusion*
- 5 *Commotion*
- 6 *Downtown*
- 7 *The Phoenix*
- 8 *Milady*
- 9 *Rip Curl*
- 10 *Sunshine*
- 11 *Rogue*
- 12 *Assunta*
- 13 *Belafonte*

- Richard Parent
Ed Rogers
Scott Smithwick
Merle Hallett
Brad Willauer
Lloyd Van Lunen
Ted Smith
Maine Maritime Academy
Rick Simonds
Dick Hale
Pete Price
Bruce Brown
Giff Hammar
Bob Kellogg

- Ned Semonite
Bob Hickok
Jennifer Yahr
Dana Anderson

- David Ruff
Rick Stevenson
Jon Randall
Gary Blenkhorn
Geoffrey Emanuel
Chris Eisenhart
Eric Greven
Kris Jennings
Tyler Thims
David Jones
Emmerson Smith
Justin Andrus
Nick Dambrie

Monhegan C – Doublehanded Racing

- 1 *Eclipse* Ford Reiche
- 2 *For Sale* Ben Knowles
- 3 *Wishing Star* Doug Martin
- 4 *Emotional Rescue* Bruce Cassidy
- 5 *Honalee* Dick Stevens
- 6 *Nightshift* Mike Iaconeta
- 7 *Patriot* Dexter Hyland
- 8 *Beagle* Nat Henshaw
- 9 *Pegasus* Ted Fisher

Monhegan Open Class

- 1 *Gryphon Solo* Joe Harris

Multihull Class

- 1 *Irish Lady* James Love

Seguin Class A


- 1 *Tenho* Dean Howells
- 2 *Thistle* James Thomson
- 3 *Cara* Mike Kettenback

Seguin Class B


- 1 *Artemis* Ron Cole
- 2 *Lioness* Sheldon Haynie
- 3 *Dawn Treader* Fred Madeira
- 4 *Nice Twice* Mike O’Roarke
- 5 *Nirvana* Peter Colesworthy

Seguin Class C

- 1 *Nipantuck* Mark Werner
- 2 *Ajax* Dave Merrill
- 3 *Rita P* Randy Rice
- 4 *Soulmate* Chris Kean
- 5 *Shadow* Bob Steeves


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2007 race: Aug. 30

FMI: www.yarmouthcup.com

Skippers and crews on 16 boats put their skills and endurance to the test on the 174-nautical-mile trip across the Gulf of Maine as Labor Day weekend approached.

In Racing A class, Arthur "Kitt" Watson's Ocean 80 *Too Elusive* was 1st to finish and 1st on corrected time, beating Richard Parent's *Beausoleil* by about nine minutes. Dean Howells' Farr 50 *Tenho* was 3rd, about 15 minutes (corrected) behind *Beausoleil*.

In Racing B, John Grillo's Sabre 36 *Wendigo* was the decisive winner, crossing first and correcting on everyone. *Wendigo* had company through most of the race, with Greggus and Jennifer Yahr's *C-C-Courage* close behind. She



Points East file photo

At left, good food and camaraderie are always in great abundance at post-race festivities in Yarmouth, Nova Scotia. Above, racing yachts tie up at the docks in Yarmouth after completing the 174-mile race.

people who are typically skippers. In addition to Baker, who sails his Sabre 32 *Libra*, there was long-time HYC racer Spencer Drake, and Dave Merrill, skipper of the Ericson 27 *Ajax*, took 2nd place overall in Cruising Class in 2006. "Sailing is great," said John, "and every once in a while you throw a win in there, and it keeps you coming back."

Congratulations to John, Kitt, and all the competitors on this 174-mile overnighter. Thanks for bringing the Yarmouth Cup back to life!

finished 2nd in the class, and 3rd place went to Dana Anderson's Sabre 426 *Vision Quest*.

After a spinnaker start, racers fought an incoming tide out Hussey Sound, then cracked off on what *Wendigo* skipper John Grillo described as a "nice reach" across the Gulf. "We stayed south of the rhumb line for pressure," he said. "We found ourselves seven or eight miles south of the rhumb line, and the conditions were good out there."

Racers alternated between flying their spinnakers and not flying them. As for *Wendigo*, John said, "We carried it till we blew it out." The wind was out of the north or northwest most of the way across, but eventually moved to the east.

"As we got closer to the Bay of Fundy, the tide brought us back to the rhumb line," said John, who said *Wendigo*'s crew adjusted her course as they approached the finish, per the advice of navigator Barney Baker. "The wind was on the nose, we were getting pushed south, but we had just enough pressure to tack once and get to the line," said John. "It was just perfect – just great." Boats that went north of the rhumb line, seeking a cold front that didn't materialize as forecast, finished further back in the fleet.

John gave lots of credit to his crew, which consisted of

2006 Yarmouth Cup Results

Racing Class A

1	<i>Too Elusive</i>	Kitt Watson
2	<i>Beausoleil</i>	Richard Parent
3	<i>Tenho</i>	Dean Howells
4	<i>Sheerness</i>	Scott Loweth
		Maine Maritime Academy
5	<i>Soulmate</i>	Christine Kean
6	<i>Bandito</i>	Dick Hale
7	<i>Kaos</i>	Scott Smithwick
8	<i>Saga</i>	Kris Kristiansen
9	<i>Big Dog Party</i>	Peter Price
10	<i>Beagle</i>	Nat Henshaw

Racing Class B

1	<i>Wendigo</i>	John Grillo
2	<i>C-C-Courage</i>	Greggus & Jennifer Yahr
3	<i>Vision Quest</i>	Dana Anderson
4	<i>Wishing Star</i>	Doug Martin
5	<i>S-Cape</i>	Paul Morin
6	<i>Panacea</i>	Gus MacDonald

Conditions challenge RYC West Bay Race

By Neil Woodside

For Points East

The Rockland Yacht Club's annual West Bay Race was held last July 15-16, with 20 boats and crews competing. The distance of approximately 24 miles between Rockland harbor and Bayside, near Belfast, was covered each way during the two days of the event. Ten entries from the Northport Yacht Club competed against 10 from the RYC fleet.

The 11 a.m. start on Saturday was held off the NYC's Bayside dock in a faint southerly breeze. Racers were tested in their ability to get their boats moving upwind in very light air. As the race progressed, the breeze was not consistent, and some competitors gained ground by finding puffs, while others struggled to maintain headway. Late in the afternoon, conditions improved with a steadier breeze, and most boats were able to complete the course. The crews enjoyed a post-race cookout Saturday evening at the RYC's meeting room at Atlantic Challenge, overlooking Rockland harbor.

The return course on Sunday began with an upwind start set in Rockland Harbor, followed by a downwind passage through Gilkey Harbor in Islesboro, ending off the NYC dock in Northport. The conditions once again were less than ideal, with very light winds and dense fog delaying the start for nearly an hour. During the day, the fog came and went, but gradually cleared near the finish line. Most boats flew their spinnakers, making for an unusual scene as the large, colorful

sails appeared and faded away in fog that was sometimes dense. The breeze was well under 10 knots for most of the race, but briefly increased to near 20 knots and gusting near Bayside, making for an exciting final leg of the race.

Entrants were divided into groups based on handicap ratings. After calculating handicap adjustments, first place in Division 1 was decisively taken by the RYC's Ken and Susan Priest of China, sailing their J/35 *Extra Beat*. Second went to RYC's Gary Cran of Owls Head on his Tartan 3500, *Black Bear*. Northport sailor Mike Giles took 3rd on his Olson 38, *Apogee*. In the second division, Northport sailor Rob Frank took 1st on his Ranger 26, *Sea Tao*, followed by RYC racer Gust Stringos of Skowhegen on his Morris 36, *Bluebird*. Third went to another RYC sailor, Dave Hoy of Camden on his Catalina 27, *Wyanoke*.

Kip Stone wins Route de Rhum

Freeport, Maine's, Kip Stone and his Open 50 *Artforms* won the Class 2 monohull division of the 2006 Route du Rhum, a 3,500-mile solo transatlantic race that began October 29 in St. Malo, France, and finished off Guadeloupe. Kip crossed the finish line last November in a class record of 17 days, 22 hours, and 36 minutes, 18 hours ahead of his nearest competitor. More than 70 sailors in eight classes competed in last year's edition.

Kip and *Artforms* also won the Open 50 class in the 2004 Transat from Plymouth, England, to Boston, also with a new course record; won the 2005 Bermuda 1-2; and placed 2nd in the doublehanded Transat Jacques Vabre from France to Brazil.

For the Route du Rhum, Kip teamed up with third-graders at L'Ecole Française du Maine, a French-immersion school in Freeport, followed Kip and *Artforms* during the race.



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27th Annual Friendship Chowder Cup Race

By **Nina M. Scott**
For Points East

Aug. 12 dawned sunny and clear, but with gusty northwest winds rather than the prevailing generally steady

southwest breezes. Thirty-five boats registered, and 25 finished. Four others were disqualified for not crossing the official finish line, mainly because their skippers – by their own admission – had not read the race directions.

With 20 boats in Classes A (over 28 feet) and B (18 to 28 feet) all vying for a good start, I confessed to my husband, Jim, that my mouth was very dry. “Mine, too,” he said. The wind was challenging for all contenders, with lulls of about 12 knots alternating with blasts of 30 knots.

Class A and overall winner was Jack Twigg in his 36-foot Sabre, *Stealth*, who completed the 8.5-mile course in 1:28:55. “Conditions were perfect for her, and we made the right tactical decisions,” he said. He bought his entire crew the hand-some T-shirts designed this year by local artist Barbara Beebe, “and they haven’t taken them off all week.” At the post-race dinner, Jack announced that this would be his last race in *Stealth*, which made his victory that much more satisfying.

Dick Semmes and Judy Ribeiro were 2nd in *Frenesí*, a Contention 33, with *Turtle*, a 37-foot Bostrom



Photo by Polly Jones

The fleet at last year’s Chowder Cup Race grew to 35, but only 25 successfully completed the course.

PHOTOGRAPHY BY ANDREW SIMS

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sloop skippered by Chris and Doug Gleason, 3rd. Chowder Cups designed by Tracy Wilson of Saltbox Pottery were awarded to the first three boats in each class.

Class B was won by 18-year-old Toph Cunningham. He and brother Will, 16, are the new owners of *Strega*, a black J/24 that used to belong to the late Clark Donatelli, long-term member of the Chowder Cup organizing committee, and experienced racer and cruiser.

Clark's widow, Ann Fillippi, chaired the awards ceremony. *Strega* means "witch" in Italian, and with tears in her eyes, Ann recalled that when Clark acquired *Strega* he teasingly told her, "I've named the boat for you!"

After his death Ann put *Strega* on the market, but she didn't want the boat to go to just anyone, so she was delighted when the young Cunninghams wanted to buy her. Their grandfather had done considerable work on the boat when Clark first acquired her.

Aboard with skipper Toph was his father, Paul, who has experience racing J/24s. During the race, *Strega* got hung up on Jim's Island ledge but was able to get off and win her class. Toph was unavailable to speak with the boating press, as Paul had just taken him to Maine Maritime Academy for his first year. Ann felt that Clark would have been pleased to have his beloved *Strega* go to two young and accomplished sailors who would race her for many more years.

Tom Hammermeister took 2d in his 24-foot Bridges Point sloop, *Merlot*. He was the Class B winner last year, but this year it was *Strega's* day. "When I saw that J/24 rocket ship, I said 'Uh oh,' and I was right," he commented, but he was still pleased with his performance.

Charlie Witherell, who had courage enough to fly a spinnaker despite the heavy winds and made money doing so, took 3rd with his Rhodes 19, *Osprey*. "My boat was built in 1967," Charlie observed, "and I was just damned glad that everything held together."

In Class C (18 feet and under), Lili and Alex Pugh's 17-foot Mobjack, *Tub*, led all the way but did not cross the proper finish line. They realized their mistake and re-crossed, but by that time Johnny Armstrong in his

Friendship Catboat, *Barbara*, had finished 1st, thereby winning both the silver tray for Class C and the separate Catboat award.

Johnny is a member of his Dartmouth, Mass., high school sailing team, so he is no novice. Johnny was very grateful to his cousin, Mitch Moore, for his expert handling of the mainsheet.

Wells Hodous, accompanied by sons Oliver, 14, and Avery, 8, sailed his 15-foot Point Jude sloop, *Elizabeth Marie*, to 2nd place. Jono and Caleb Armstrong, Johnny's father and younger brother respectively, took 3rd in *Wanna Be Red*, a 1966 O'Day Day Sailer, which made it a

good day for the Armstrong clan.

Phil McKean was so busy cooking lobsters for 25 guests that he was 10 minutes late in starting, and his gallant *Deborah Ann*, a 25-foot Bahama Islander (built in 1969), could not make up this deficit. Phil was so profoundly grateful that his sails had not blown out that he did not mind going home with the can of fish chowder traditionally awarded to the Last Boat In.

Next year the Chowder Cup will be held a week earlier, on Aug. 4, 2007. Come and join us. As Dick Semmes put it, "The Chowder Cup is coming to be known as one of the top fun races on the Maine Coast."

GMORA 06 3/2/07 5:19 PM Page 1



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Above, Merle Hallett's *Scaramouche* races in the PHRF New Englands. Below, Peter Price's *Big Dog Party* took 3rd.

Maine boats excel at PHRF-NE

Two Maine skippers and crews raced to a one-two finish in their class at the PHRF New England Championships in Marblehead, Mass., Aug. 25-27. Ken Colburn's *Ghost* finished 1st and Don Logan's *Keemah* took 2nd place in the J/105 class in the seven-race series.

Ghost, which sails out of Boothbay Harbor Yacht Club, won three of the seven races and had top-five finishes in the other four to take the series. *Keemah* sails out of Portland Yacht Club in Falmouth and also had a 1st, then remained consistent through the weekend to finish 2nd for the series.

With 17 boats on the line, the J/105 class was the most hotly contested in the fleet, with tight starts, a lot of traffic at mark roundings, and close finishes.

"Over all three days the competition was very challenging," said Colburn. "If you made a mistake, you gave up several boats, and if you were able to call a shift correctly you gained a few. It was some of the most intense J/105 racing



Wavelengthstudios.com/Andrew Sims

Northern New England has seen."

Colburn attributed his success to "a strong crew working well as a team," and Logan agreed that crew work was key to his strong performance. "I've been fortunate to put together a very good crew over the past three years," he said. "They make or break the boat." *Ghost* and *Keemah* were among several Gulf of Maine boats competing in the series.

Congratulations also go to Class-8 winner Tom Hall on *Five*, who dominated GMORA Racing Class D all summer.

Peter Price's *Big Dog Party*, Merle Hallett's *Scaramouche*,

and Scott Smithwick's *Kaos* all took 3rd places in their respective classes. Ed Rogers' *Revolution 2*, Richard Ketchum's *Spanking Machine*, Maine Maritime Academy's *Sheerness*, Geoff Emanuel's *Commotion*, and Richard Stevenson's *Roach Coach* also made the trip down to compete. Complete results for the PHRF New England Championships can be found at <http://www.phrfne.org>.

Ajax, Wiley excel in Handy Boat Regatta

The lowest-rated boat in GMORA, Ajax, David Merrill's Ericson 27, continued its impressive season by winning the cruising class at this year's Handy Boat Midsummer Regatta. A battle between the sea breeze and the land breeze made for challenging conditions and 45-degree wind shifts.

On the first beat of the Class A, the wind went from 190 degrees to 265 degrees midway up the beat as the sea breeze died and the land breeze came rushing in. As boats finished, the wind was at 345 degrees and the land breeze was in full control.

In class A, Wiley won the start and worked the advantageous right side early in the beat only to find themselves reaching back to the rhumb line along with the rest of Class A. As these shifty conditions continued, good choices made by several boats paid off, with the lead changing several times and all the A boats finishing within minutes of each other. Final results had Wiley winning, Scaramouche in 2nd and Tamarack in 3rd.

In class B, Scott Fox sailed his Melges 24 *Char Sar* to line honors, leading around the entire course. Richard Hallett's *The Wagon* was in hot pursuit the entire race. The two battled it out for the lead, but in the shifty conditions, protecting any lead was difficult. A 45-degree shift on the last beat had the leaders reaching back to the finish as the slower boats rounded the leeward mark tacked and fetched the finish line. Five ended up correcting out ahead, followed by *Char Sar* and *The Wagon*.

In the J/24 fleet, Andrew Carey's *Mr. Hankey* held off Jeff Smith in *Second Chance* for the win.

Jay Hallett did an excellent job as the Race Committee. Jay was single-handed and was able to orchestrate all the starts, change the course for the racing classes at the leeward mark, and be on-station to accurately record all the times at the finish – a tall order for a three-person team.

Bob Kellogg, the event PRO, did a great job organizing the classes, running the skippers' meeting, then jumped off the RC boat to skipper *Tamarack* to 3rd in class, leaving the racers in Jay's capable hands.

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A few good reasons to race your cruising boat

There are about 40 boats that actively campaign in the GMORA racing series; dozens of others participate in a few selected events. But there are many, many other sailboats on the Maine coast that don't come out to the line at all. Some of them rarely leave their moorings.

When asked why they don't come out and race, some skippers will say they don't have the time; others say they lack crew; still others feel their "cruising" boat doesn't stand a chance against the race rockets with all the whistles and bells.

But the truth is nearly anyone can get out there and, with a little effort, be competitive. Even if you don't take home any silver, racing is a great way to meet fellow sailors and have a great time out on the water.

It's time to bust some of the common myths about sailboat racing.

Myth #1: My cruising boat wasn't designed for racing. Her displacement is heavier, she doesn't point as high, and she doesn't have the sail area as some of those race boats.

You stand a better chance than you might think. All boats competing in GMORA races are assigned a handicap based on factors like their design, displacement, rigging, and sail area. The lower the rating, the faster the boat. So if your boat rates 141, the fastest competitor in your class has a rating of 108, and the race committee is using time-on-distance scoring (the most commonly used in the Gulf of Maine), that "faster" boat will owe you 33 seconds per mile. That means on a 10-mile course, she would have to cross the line five minutes, 30 seconds ahead of you to beat you on corrected time.

PHRF New England even has a recreational credit for boats with roller furling and a limited sail inventory. So what you might lack in go-fast equipment, you get back in a rating credit.

Myth #2: You need a huge inventory of high-tech sails to be competitive.

Not necessarily. As mentioned above, PHRF New England offers a recreational credit for boats with above-deck roller furling and a limited inventory of mylar or Dacron sails. And if you don't have a spinnaker, you can race Cruising Class — it's a great option for first-time racers as well as racers who would like to kick back a notch.

Myth #3: It costs a fortune to get a boat race-ready and keep it that way.

The incremental cost of racing over cruising doesn't have to be that much. While some skippers spare no expense to get the latest and greatest equipment and sails, others can be reasonably competitive without breaking the bank.

Boat owners already spend a fair amount every year on necessities like bottom paint, hauling, launch, and storage. Some of the most important performance enhancements —

like a smooth bottom and minimizing weight on board — can be achieved cost-effectively by doing the work yourself. Think of the extra boatyard time sanding the bottom as an opportunity to bond with your fellow boat owners.

Myth #4: Racing involves a lot of complicated rules. It seems like you need to be a lawyer to understand them all.

While the rulebook might look a bit intimidating at first glance, knowledge of 10 basic rules will get you through most situations you'll encounter on the course. See "Tips for new skippers," page 41 to learn more.

Myth #5: You need a lot of crew to race, and finding crew is difficult.

First, depending on what kind of boat you have and what class you race, you might not need many people. Some cruising class boats, which don't fly spinnakers, race with just two or three people on board.

Second, if you want to fly a chute and need more people, finding crew is a lot easier now

than it used to be. The annual Points East crew match party is a good place to start. It's happening Wednesday, May 9, at Handy Boat in Falmouth. Cruising sailors are already familiar with this annual rite of spring. So this year, in addition to enjoying the free refreshments, find yourself some crew.

You shouldn't miss the party, but if you do, Points East also has a crew match section in its classified advertisements.

There is also the world-wide web. GMORA hosts a crew pool forum on its web site www.gmora.org. Sailing Anarchy's crew pool forum can be found at www.sailinganarchy.com.

chy.com.

You can also post notices at local yacht clubs and boatyards, or check with the yacht clubs' youth sailing programs. Some of the participants in these programs are working toward landing spots on college sailing teams. They have a lot to offer a racing program, and by making them part of your team, you'd be helping them gain valuable experience.

Myth #6: Racing skippers have a reputation for yelling a lot.

Most of the stories about highly competitive skippers with a reputation for shouting at their own crews and other skippers are gross exaggerations and should be taken with grain of salt. While there are occasionally anxious moments at the starting line, more often than not, the conversation both on and off the course is friendly. After the race, it's not at all uncommon for a winning skipper to buy a competitor a beer and give pointers on making the boat go faster. To put it simply: racers in all classes want more people to come out and play and perform at their best.

I've saved my favorite myth for last.



Wavelength Studios

Myth: it's hard to find crew. Not true, there are plenty of people out there willing to help out. Here, the crew of the J/35 Wiley beat into a brisk breeze.

MYTHS, continued on Page 33

Nipantuck Dirigo Bowl winner for second year

Nipantuck, a Center Harbor 31 sloop, and her skipper, Mark Werner of Southport, Maine, and Cincinnati, Ohio, were awarded the Dirigo Bowl for the second straight year by the Gulf of Maine Ocean Racing Association at its annual Awards Banquet in October. The event was the culmination of the racing season for nearly 140 competitors in the Gulf of Maine summer series.

The Dirigo Bowl is the top honor in Gulf of Maine sailboat racing, and scores of sailboats, skippers and crews hit the racecourse most weekends from June through Labor Day in hopes of taking it home for the winter. The Dirigo Bowl goes to the boat with the highest number of points for its nine best race days over the summer. Boats have to compete in at least two of GMORA's three regions to qualify for the award.

In announcing *Nipantuck's* repeat, GMORA Vice President Randy Rice noted the extraordinary efforts Werner and his crew take to get *Nipantuck* to the course and to stay ahead of their competitors. "They commute to Maine from Ohio by jet, then deliver the boat several hours from Southport to Casco Bay for many of the races," he said. "*Nipantuck* is always well prepared, and Mark has told me that shifting a crew member just a few inches can give her extra speed. It's this kind of effort that keeps her ahead of us and other competitors in Cruising Class."



Photo by Gail Rice

Peter Cole (left) and Mark Werner (right) from the yacht *Nipantuck*, which won the Dirigo Bowl for the second straight year.

MYTHS, continued from Page 32

Myth #7: I'm really not that competitive — I couldn't care less whether I'm going faster than that other guy.

Come on, you're not fooling anyone. It has been said that whenever two sailboats are within sight of each other and going in the same direction, they are racing. Some die-hard cruisers might fervently deny that, but even the most laid-back skippers who claim not to give a whit about racing have been caught putting forth some effort to make their boat go faster.

Many a "cruising" skipper has been spotted looking over his shoulder at another boat and then trimming sails to try and gain some ground. So as long as you're going through all the motions of racing, why not make it official?

If you're still not convinced, consider this. The camaraderie among racing sailors is what keeps them hooked. Sailboat racing has been described as a "subculture" where people from diverse careers and backgrounds share a common interest, and where competitive drive is tempered with sportsmanship.


Want more motivation? Skills developed on the racecourse come in handy on that summer cruise. Better boat speed means you'll get to your destination earlier, or, if the mood strikes, you can click off more miles and get to places you haven't visited before.

So even if you think you're a die hard cruiser, consider giving racing a try. There's little to lose and a lot to gain, and the friendships can't be beat.

—Gail Rice

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Frequently Asked Questions

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.

Current dated and certified Unofficial PHRF-NE handicaps are also valid PHRF-NE handicaps.

a valid unofficial handicap may not be allowed to participate in offshore regattas where the Notice of Race (NOR) requires Cat 4 yachts.

The increasing number of new 30-40 foot yachts designed as daysailers, such as the J100, that have competed or wish to compete with unofficial handicaps in PHRF-NE events was discussed in November 2006 by the PHRF-NE Board of Governors. The discussion ended with suggestion that 2007 NORs require ISAF/ORC Category 5, instead of Cat 4, but further state that ISAF/ORC Cat 4 is highly recommended. NORs that require Category 5 instead Cat 4 permit yachts with unofficial handicaps to race.

Indeed, the 2007 PHRF-NE Championships will allow ISAF/ORC Cat 5 yachts, and the Massachusetts Bay will suggest that NORs in sanctioned events require Cat 5.

As always, it will be the regatta organizers and race committees, not GMORA or PHRF-NE, who will ultimately determine which yachts are allowed to race.



[Wavelengthstudios.com/Andrew Sims](http://Wavelengthstudios.com/AndrewSims)

The PHRF handicapping formula helps level the playing field so that all types of boats - from racing sport boats to heavy-displacement cruisers and everything in between - can compete

GMORA suggests strongly that regatta sponsors allow only yachts with valid PHRF-NE handicaps 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.

What is meant by the expression “Unofficial PHRF-NE Handicap?”

Unofficial handicaps are those given to yachts that do not conform to ISAF/ORC Category 4 safety regulations. This usually means that the yachts are not of the racer/cruiser type, do not have pulpits, stanchions, or lifelines, have sparse accommodations below, and do not have in-board auxiliary power.

Most daysailer and one-design yachts do not conform to ISAF/ORC Category 4, and their PHRF-NE rating certificates carry the “U” prefix to the handicap. Accordingly, yachts with

What is meant by the expression “ISAF/ORC Category 5 Regulations?”

Category 5 Regulations are intended for use in short races, close to shore in relatively warm waters where adequate shelter and/or effective rescue is available all along the course, held in daylight only.

Category 4 Regulations do not specify that adequate shelter and/or effective rescue should be available along the racecourse.

GMORA recommends that sponsors of GMORA sanctioned regattas, where Category 5 conditions are likely to exist, appropriately alter their NORs so that yachts with unofficial handicaps may race.

Details of Category 4 and 5 regulations may be found under ISAF Offshore Special Regulations Appendix J at:

www.sailing.org/offshore/2006/OSR2006.

What is meant by the expression “Provisional” PHRF-NE certificate?

Provisional rating certificates are issued by the Gulf of Maine (GOM) Fleet handicapper. They are primarily for yachts that have applications for valid PHRF-NE handicaps undergoing review and processing by the PHRF-NE handicapper.

Provisional certificates are issued for a seven-day period, and they are ordinarily not renewable during a given season. To promote participation in GMORA racing, provisional rating certificates may also be issued on a non-renewable, one-regatta, seven-day basis, to novice racers. A novice racer is defined as someone who has never held a PHRF-NE certificate or has not held a PHRF-NE certificate in the past five years.

Provisional GOM handicap certificates are not valid PHRF-NE certificates. They are a service provided to GMORA members



Wavelengthstudios.com/Andrew Sims

The crew of *Revolution II* in action during the PHRF New Englands.

Performance Handicap Racing Formula

New England (PHRF-NE) Gulf of Maine Fleet

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.

Inquiries regarding PHRF handicapping in Maine should be directed to:

Dr. Charles E. Hawley
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This racer is hiked way out to keep his boat on an even keel during the Haraseeket Youth Regatta.

only. Acceptance of provisional certificates for racing in GMORA sanctioned regattas is solely the responsibility of regatta race committees.

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 either:

The PHRF-NE handicappers did not have complete or correct data on the boat when the handicap was first assigned, Performance data from racing venues demonstrates that an adjustment of handicap is warranted, or that There have been unreported modifications to the boat that clearly affect its performance on the racecourse. The yacht conforms to the intent of the expression: "racing trim."

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 "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. Racing trim also assumes good sails. Credit will not be given for 10- to 20-year-old sails.

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 in racing trim. However, the removal of interior furniture (other than cushions), galley, or cabinetry that is part of the "as-built configuration" upon which the base handicap is based will not be permitted. Of course, the boat must have a good crew, and she must be raced competently.

Appeals of handicaps will not be considered by the handicapping committee if it is perceived that the yacht under appeal does not conform to the intent of the expression "racing trim."

What is a base handicap?

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

Sprit boats will be handicapped in the configuration shown on the application. Because of the performance record of some performance boats that race in PHRF-NE fleets, it has been and may be necessary to adjust base handicaps even though the sails, rig, hull, appendages, and interior have not changed.

Is it possible to have a rating certificate for more than one sail configuration?

No. PHRF-NE requires that a boat may maintain only one valid PHRF certificate at a time and may make only one cer-

tificate change in that certificate during the course of a season. Each sail in the declared inventory may be replaced once during a season. Changes to sails, rig, hull, appendages or interior during the sailing season must be reported to the fleet handicapper and PHRF-NE at the time they are made. Unreported changes to a yacht may invalidate your certificate.

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 percent or less and one with an LP over 110 percent. One nylon spinnaker is allowed. If you have a boat that is already handicapped in the above conditions, such as the one-design 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 incorporated into the handicap, the boat will be subject to an appropriate handicap adjustment.

Speaking of the J/105, why do they seem to have so many different handicaps?

J/105 handicapping is complicated by several possible sail configurations. The J/105 base handicap of 81 assumes a 150 percent genoa, the jumbo 110-square-meter spinnaker, and the deep keel.

The One Design configuration is a roller-furling 100 percent jib and the 89-square-meter spinnaker.

The following is a table (www.phrfne.org) that shows J/105 handicaps for various sail configurations:

The shoal draft model receives nine seconds per mile credit on both racing and cruising handicaps.

Removal of the furling gear will result in a handicap penalty.

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 nine-second-per-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 six-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 handi-

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 2005-2006 Racing PHRF-NE handicaps for some members of the Gulf of Maine Fleet (GOM).

Boat	Name *Sistership to	IRC	Calculated PHRF	PHRF-NE
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
J/100	Tern	1.028	77	90
J/105	Sidewinder	1.019	83	90
J/109	*Arion's Ride	1.024	80	81
J/130	*Emotional Rescue	1.14	15	24
J/35	*Whiplash	1.035	75	72
J/42	Merlin	1.027	64	81
J/44	*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

cap adjustment.

What are the differences between the racing and cruising handicaps?

The difference is 12 seconds for a masthead rig, 6 seconds for a true fractional rig, and nine seconds for 15/16ths rigs and fractional rigs with masthead spinnakers. There is no adjustment for catboat rigs. This difference is not intended to fully account for the speed difference between a spinnaker and a non-spinnaker boat.

No free flying sails are allowed with the cruising handicap.

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 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.

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



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Want a ride? Tips on landing and keeping a crew slot

You don't need a lot of experience to crew on a racing sailboat. While newbies probably won't crew on the hottest, fastest race rocket right away, most skippers place a lot of value on reliability, enthusiasm, a positive attitude, and willingness to learn. Many skippers are happy to have a few new sailors on board because it's easier to teach them how to do things the way they (the skippers) want them done.

Finding a slot

The first step is to see what's out there in terms of boats needing crew. Crew-match forums and classified ads are a good place to start. **Points East Magazine** (www.pointseast.com) hosts a crew-match party every spring, and publishes and posts ads by both skippers and potential crew in its magazine and on its web site. **Sailing Anarchy** (www.sailinganarchy.com) has a Crew Pool forum with the slogan "Come here to find a body. Or donate yours." **The Gulf of Maine Racing Association** (www.gmora.org) also hosts a crew pool forum. And you can go down to the local club the evening of its weekly "beer can race," hang out on the dock, and ask around to see who needs crew. Chances are you'll find a ride, and it might just turn into a regular crew slot. When talking with skippers, be realistic about the commitment involved in a season of racing. A boat that actively campaigns the Gulf of Maine circuit will be racing almost every weekend from early June through late August. In many cases, you will also need to contribute your share of expenses for food and, if the boat goes to out-of-town regattas, lodging. It's important to establish a mutual understanding of these details ahead of time.

Once you've landed a crew slot, there are a few ground

rules that apply to just about everyone:

Show up on time and ready to go. Nothing is more frustrating to a skipper than lining up crew only to have no shows on race day because of a rainy weather forecast or some last-minute change in plans. Honor your commitment.

Be in shape and able to contribute both physically and mentally. In general terms, this means showing up awake, alert, and sober.

Bring only what you need in terms of gear. Few boats provide rain gear and outerwear, so you need to bring your own. But there's no need to bring a week's worth of clothing and other items for an afternoon of racing.

If you're a rookie, listen to those with more knowledge and experience. Experienced people should **help** the rookies advance along the learning curve.

Communications dynamics vary among boats. It helps to know the ground rules ahead of time. On some boats, race-time conversation is limited to racing matters, and idle chatter on topics like politics, work, or Hollywood gossip is a distraction. Dialogue on other boats is more casual. I've crewed for a skipper who wanted each command or comment repeated to ensure understanding. I've also crewed with a guy who shared every thought he had about the wind, current, sail trim, and boat speed with little expectation of a response to each of his verbal brain dumps. Both of these guys were

CREW, continued on Page 41

First-time racers? Some tips for new skippers

Editor's note: Some people are reluctant to try racing because they are not familiar with racing rules. While a good understanding of the rules is important, they're not rocket science. While the US Sailing's Racing Rules of Sailing might seem intimidating to someone who hasn't spent a lot of time on the race course, only a few basic rules come into play with any regularity.

US Sailing provides this summary of the basic rules that all new skippers should know. The words and phrases in *italics* are common racing terms that you need to know. The corresponding rules are in **bold** type. More details, including video clips and links to key parts of the rule book, are at www.sailingcourse.com/racing_rules.htm.

Three guiding principles underlie the Racing Rules. All competitors are expected to compete within the framework of sportsmanship, fair sailing, and helping those in danger. If you're new to racing, you only need to know 10 basic rules that will handle most situations you'll encounter on the race-course. As you gain more experience, you'll learn more about the subtleties and limitations of these and other rules.

When boats approach each other on *opposite tacks*, the boat on *port tack* shall *keep clear* of the boat on *starboard tack* (**Racing Rule 10**). The *port-tack* boat keeps clear, if the *starboard-tack* boat does not have to change course to avoid a collision. If your boom is on the starboard (right) side, you are on *port tack*; if it's on the port (left) side, you are on *starboard tack*.

When boats are on the *same tack* and *overlap* each other, the *windward* boat shall *keep clear* of the *leeward boat* (**Racing Rule 11**). If your boom is on the side next to the other boat, you are the *windward* boat.

When boats are on the *same tack* and don't overlap each other, a boat that is overtaking from behind shall *keep clear* of the boat that is *clear ahead* (**Racing Rule 12**). It must change course to avoid running into the back of the other boat. If the boat from behind continues to overtake the other boat and they become *overlapped* then the windward-leeward

rule switches on where the *windward* boat must keep clear of the *leeward* boat.

When you're tacking, you must *keep clear* of all other boats from the time your boat passes head to wind until it is on a close-hauled course (**Racing Rule 13**). Look around before you tack to make sure you don't tack in the way of another boat.

You must avoid contact with other boats if possible. Even if your boat has right of way you must avoid contact, but you don't need to act until it becomes obvious that the other boat is not going to keep clear (**Racing Rule 14**).

Whenever you are the right-of-way boat and want to turn, you must give the other boat a chance to *keep clear* (**Racing Rule 16**). You cannot make an abrupt turn that allows no opportunity for the other boat to stay out of your way.

When a boat reaches the *two-length zone* from a *mark* or *obstruction*, it has to give boats *overlapped* inside it room to round or pass the *obstruction* (**Racing Rule 18**). The outer edge of this zone is two boat lengths from the *mark*. This Rule is switched off at starting marks, and between boats on *opposite tacks* at the *windward mark*.

If you cross the starting line too soon before the start, you have to go back behind the line and start again. While going back, you have to *keep clear* of all boats that have started (**Racing Rule 20**). If a boat starts prematurely, the race committee boat displays the code flag for the letter "X"

and sounds one blast of a horn.

If you hit a *mark* while *racing*, you must take a penalty as soon as possible by making one turn, including one tack and one jibe (or one jibe and one tack) (**Racing Rule 31**). While doing your One-Turn Penalty, you must stay clear of all other boats.

If you foul another boat while *racing*, you must take a penalty as soon as possible by making two turns in the same direction, including two tacks and two jibes (**Racing Rule 44**). While doing your Two-Turns Penalty, you must stay clear of all other boats.



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Knowing the rules is critical when you're racing side by side in tight quarters.

CREW, continued from Page 40

great to sail with. Regardless of the dynamics, good communication on the boat is key to strong race performance.

Be willing to do any job you are assigned. Perhaps you're experienced and had your heart set on foredeck, but the skipper needs you to trim main. Just do your job as best you can and remember – you're part of a team.

Volunteer to help with deliveries and pre-season boat prep. Getting the boat race-ready and moving it to and from regatta

venues is a ton of work. Willingness to pitch in with the more mundane tasks is a big part of being good crew.

Gender-specific tips: Guys, please be respectful of female crewmembers – being your galley slave is typically not their job. And ladies, accept help from the guys if you don't have the brute strength to grind the genoa winch in heavy air.

Be fun and have fun. Regardless of your race performance, the idea is to maintain a positive attitude and have a good time.

– Gail Rice

2006 PHRF-NE Gulf of Maine Fleet

FIRST	LAST	YACHT	RACTOT	CRUTOT
Dean	Abramson	<i>Mariah</i>	252	264
Maine Maritime	Academy	<i>Sheerness</i>	45	57
Dana	Anderson	<i>Vision Quest</i>	93	99
William	Anderson	<i>Black Pearl</i>	156	174
Justin	Andrus			
Bill	Aronson	<i>Hair Of The Dog</i>	90	96
Barney J.	Baker	<i>Libra</i>	165	177
Mark	Balles	<i>Endeavor</i>	129	138
Richard	Barclay	<i>Odyssey</i>	159	174
Charles	Barker	<i>Antre Express</i>	U168	U171
Rick	Barry	<i>Swimmer</i>	180	192
Henry P.	Becton	<i>Ariana</i>	132	144
Henry R.	Becton Jr.	<i>Otter</i>	117	129
John	Bell	<i>Starlight</i>	90	93
A Jan	Berlin	<i>Aria</i>	117	192
Robert	Berube	<i>Synergy</i>	159	165
Daniel	Bienkowski	<i>Morning Star</i>	33	48
Gary P.	Blenhorn	<i>Illusion</i>	108	120
Brooklin	Boat Yard	<i>Vortex</i>	81	81
John	Bradford	<i>Pi-Mut Iv</i>	78	90
David	Braun	<i>Windhunter</i>	213	225
Joel	Brightman	<i>Felicitas</i>	114	129
Philip	Brooks	<i>Fiddler</i>	189	204
Robert	Brown	<i>Four Sun's</i>	102	114
John	Butler	<i>Galatea</i>	138	153
Gregory	Carroll	<i>Thunderhead</i>	75	90
Marshall	Cary	<i>Adventure</i>	171	183
Mike	Casey	<i>Laurentide</i>	96	108
Bruce	Cassidy	<i>Emotional Rescue</i>	24	33
Peter	Chandler	<i>Lord George</i>	183	186
Bevin V.	Cherot	<i>Pequot</i>	54	66
Mark S.	Cluett	<i>Merlin</i>	81	81
Mylan/Maya	Cohen	<i>Arion's Ride</i>	72	81
Kenneth H.	Colburn	<i>Witch</i>	90	96
Kenneth H.	Colburn	<i>Ghost</i>	90	96
Ronald	Cole	<i>Artemis</i>	180	183
Doug	Coleman	<i>Skittery Gusset</i>	84	96
Peter	Colesworthy	<i>Nirvana</i>	153	165
Jim/Annie	Connell	<i>Sans Serif</i>	141	147
Michael	Cook	<i>Ghost</i>	84	90
Michael	Cook	<i>Flirt</i>	165	171
Tony	Correa	<i>Noeta</i>	249	261
James	Coughlin	<i>Mainstay Iii</i>	177	192
Jim	Coughlin	<i>M 4</i>	U156	U171
Gary	Cran	<i>Black Bear</i>	141	147
John	Crispin	<i>Perspective</i>	195	201
Philip M.	Cronin	<i>Common Sense</i>	78	93
Bruce	Cumback	<i>Wiley</i>	72	84
Allerton	Cushman, Jr.	<i>Gusto</i>	99	111
Jim	Cuthbertson	<i>Rumpleteazer</i>	168	174
Jim	Cuthbertson	<i>Peregrine</i>	84	96
Endicott	Davison	<i>Winsome</i>	96	111
Daniel	Dennett	<i>Xanthippe</i>	81	96
George	Denny	<i>Restive</i>	39	54
Johnathan	Dietz	<i>Esparta</i>	156	168
Spencer	Drake	<i>Avalon</i>	108	120
Pierre	Du Pont	<i>Miss Marvelous</i>	90	102
Steve	Duguay	<i>Hornpipe</i>	216	228
Sean	Dunfey	<i>Phoenix</i>	88	94
Jeffery	Dunn	<i>Hopscotch</i>	90	102
William	Eacho	<i>Atlantica</i>	105	120
Chris	Eisenhart	<i>Downtown</i>	144	156
Geoff	Emanuel	<i>Commotion</i>	135	147
James	Facey	<i>Banshee</i>	204	216
M.	Feeney	<i>Pilgrim</i>	213	231
Ted	Fisher	<i>Pegasus</i>	117	123
John	Fitzgerald	<i>Moondance</i>	126	129

FIRST	LAST	YACHT	RAC TOT	CRUTOT
John	Forsgren	<i>Spring Tide</i>	78	84
Win	Fowler	<i>Altercation</i>	90	99
Scott	Fox	<i>Charsar</i>	102	108
William	Full	<i>Persistence</i>	117	123
Peter	Garcia			
Michael	Giles	<i>Apogee</i>	165	177
Thomas	Gill	<i>Sea Smoke</i>	U90	U102
Clifford	Goodall	<i>Maveric</i>	213	225
Joseph	Grant	<i>Fair Lead</i>	153	168
Robert	Grant	<i>Tempest</i>	162	177
Erik D.W.	Greven	<i>The Phoenix</i>	138	141
John N	Grillo	<i>Wendigo</i>	123	135
Gordon A.	Haaland	<i>Eventyr</i>	81	81
Bruce	Haamlin	<i>Ruthless</i>	144	156
Richard W.	Hale	<i>Bandito</i>	-3	+3
Richard	Hall	<i>Snapdragon</i>	225	234
Peter	Hall	<i>Agnes</i>	96	108
Merle	Hallett	<i>Scaramouche</i>	60	66
Richard A.	Hallett	<i>The Wagon</i>	99	114
John K.	Hanson Jr.	<i>Ferry Jubilee</i>	210	222
George	Haselton	<i>Hiliho</i>	78	93
Raymond	Hawkins	<i>Hawk's Nest</i>	141	153
Rob	Hawley	<i>Rainier</i>	168	174
Dr. Charles	Hawley			
Rene/Diane	Hebert	<i>Clover</i>	231	246
Marcus	Heilner	<i>Hoi An</i>	54	72
Peter K.	Heldman	<i>Flying Clipper</i>	75	81
Nat/Weld	Henshaw	<i>Beagle</i>	72	84
Harry	Hepburn	<i>CCURE</i>	159	162
Robert	Hickok	<i>Prodigal</i>	87	96
Albert	Hodsdon	<i>Sea Jab</i>	132	135
Ken	Hollowell	<i>Fortitude</i>	153	168
David	Holmes	<i>Free Spirit</i>	114	129
Neil	Holtzhausen	<i>Amanzi</i>	126	132
David F.	Hoy	<i>Wyanoke</i>	213	225
H.Dexter	Hyland III	<i>Patriot</i>	123	126
Michael	Iaconeta	<i>Night Shift</i>	117	123
Kris	Jennings	<i>Milady</i>	159	171
Robert	Johnston	<i>Sans-Culottes</i>	51	60
Robert L.	Johnstone	<i>Tern</i>	90	102
Alan	Joseph	<i>Hot Numbers</i>	46	58
Christine	Kean	<i>Soulmate</i>	72	84
Robert	Keefer	<i>Antares</i>	207	222
Burt H.	Keenan	<i>Acadia</i>	123	123
Bob	Kellogg	<i>Tamarack</i>	60	72
Bob	Kellogg	<i>Arbacia</i>	105	117
Fred	Kellogg	<i>Nellie Jane</i>	270	285
Richard	Ketchum	<i>Spanking Machine</i>	57	63
Winston	Kipp	<i>Growl Tiger</i>	84	96
Jon	Knowles	<i>For Sale</i>	87	96
Jonathan D.	Knowles	<i>Sold</i>	90	102
Hal	Kroeger	<i>Far Out</i>	75	87
Lee	Krow	<i>Momentum</i>	12	24
Haven	Ladd	<i>Balance</i>	129	141
Graciela	Lamy	<i>Five</i>	177	183
Richard W.	Ledwith, Jr	<i>Fiesta</i>	102	114
Charles	Leighton	<i>Whitecap</i>	66	78
George	Lewis	<i>Rose</i>	90	102
Peter	Lloyd	<i>Snapdragon li</i>	129	141
Christopher	Loader	<i>Southern Cross</i>	123	132
Seton, Alexander	Loenard, Schoettl	<i>Heretic</i>	171	186
Donald	Logan	<i>Keemah</i>	90	96
Douglas	Louison	<i>Gloria</i>	129	129
James T.	Lowery	<i>My Pal</i>	180	192
Gus	Mac Donald	<i>Panacea</i>	186	198
Ward D.	Mac Kenzie	<i>Genevieve</i>	U168	U177
Russell B.	Mac Pherson	<i>Sea Robin</i>	177	189
Myles	Mace	<i>Sryward</i>	162	177
Constance B	Madeira	<i>Baleira</i>	201	213
Fred	Madeira	<i>Dawn Treader</i>	126	129

FIRST	LAST	YACHT	RACTOT	CRUTOT
Robert	Manheimer	<i>Tendress</i>	126	132
Doyle/Jim	Marchant	<i>Revo Ocho</i>	45	54
Douglas/Mary	Martin	<i>Wishing Star</i>	123	135
John & Dora	Martin	<i>Skylark</i>	237	249
Andrew	Marvin	<i>Solutions</i>	150	162
James	Mc Kenna	<i>Toor A Loora</i>	186	210
Newton P.S.	Merrill	<i>Finesse</i>	81	81
David	Merrill	<i>Ajax</i>	225	240
John	Merrill	<i>Zerlot</i>	126	135
Charles/Judy	Micoleau	<i>Windsong</i>	123	135
Frederick V.	Minson	<i>Cat's Paw</i>	117	129
Charles/Chris	Moore	<i>Northern Muse</i>	171	174
Paul	Morin	<i>S-Cape</i>	117	129
William B.	Morris	<i>Fox</i>	198	204
Tom	Morris	<i>After You</i>	114	123
Cuyler	Morris	<i>Viajero</i>	117	120
Cuyler	Morris	<i>Cary All</i>	93	99
Cuyler	Morris	<i>Cary All</i>	132	135
Randy	Mraz	<i>Aluna</i>	144	156
Sive	Neilan	<i>Aphra Behn</i>	189	192
Ben	Niles	<i>Allure</i>	177	189
P. Andrews	Nixon	<i>Kingfisher</i>	117	120
Robert	Norton			
David	Nutt	<i>Danza</i>	75	87
Charles E.	O' Brien	<i>Peer Gynt</i>	180	192
Richard	Paine	<i>Faster</i>	126	132
Richard A.	Parent	<i>Beausoleil</i>	75	87
Peter J.	Parker	<i>Tiger Lily</i>	180	192
Peter/David	Parsons	<i>Libertine</i>	159	174
Chris	Paul	<i>Late Night</i>	126	141
Erik	Pedersen	<i>Peregrine</i>	84	93
Paul F.	Perkins	<i>Fling</i>	189	201
Kent	Phelan	<i>Istia</i>	U165	U174
Joan	Pier	<i>Geek</i>	144	156
David	Pierce	<i>Akela</i>	174	183
Jack	Pirozzlo	<i>Skylark</i>	207	222
Douglas C.	Pope	<i>Walkabout</i>	132	138
Peter	Price	<i>Bi Dog Party</i>	12	21
Kenneth	Priest,li	<i>Extra Beat</i>	72	84
Tom	Quinby	<i>Sapphire</i>	132	135
Jonathan	Randall	<i>Snowbird</i>	105	111
Ford	Reiche	<i>Eclipse</i>	168	180
Timothy	Reilley	<i>Athais</i>	198	210
Matthew D.	Reynolds	<i>Wind Game</i>	149	161
Randy	Rice	<i>Rita P</i>	189	192
James	Richter	<i>Bonspeil</i>	84	99
Brion	Rieff	<i>Institution</i>	75	87
David	Rockerfeller	<i>CYBELE</i>	15	30
Thomas	Rodes	<i>Alma</i>	U147	U153
Ed	Rogers	<i>Revolution 2</i>	48	54
Paul K.	Rogers	<i>Canty</i>	147	162
T.R.	Rolfes	<i>Sidewinder</i>	90	96
William	Rooks	<i>Thumper</i>	111	123
Ernie	Rose	<i>Josie P</i>	U174	U174
Douglas	Roth	<i>Old Navy</i>	U270	U276
David	Ruff	<i>Go Dog Go</i>	117	123
Andrew	Sawyer	<i>Straw Hat</i>	87	96
Richard	Schoette	<i>Lena</i>	60	72
Karl	Schoettle	<i>Intuition</i>	75	87
Richard	Schotte	<i>Goshawk</i>	-27	-12
Bruce	Schwab	<i>Ocean Planet</i>	-120	-111
Eric	Schwab	<i>Vigilante</i>	60	72
Winton F.	Scott Jr.	<i>Symmetry</i>	132	144
Ned	Semonite	<i>Black Owl</i>	81	90
David	Sharpe	<i>Antares</i>	48	60
Rick	Simonds	<i>Pain Killer</i>	42	48
Howard	Singer	<i>Marnie</i>	144	159
E. Newbold	Smith	<i>Reindeer</i>	24	36
Stockton N.	Smith	<i>Weather Gauge</i>	54	66
Wayne C.	Smith	<i>Defiant</i>	141	153

FIRST	LAST	YACHT	RACTOT	CRUTOT
Emerson	Smith	<i>Rogue</i>	108	120
Kaighn	Smith M.D.	<i>Gaylark</i>	102	114
Reginald	Smithwick	<i>Kaos</i>	69	81
John	Somers	<i>Blu</i>	201	198
Jose	Soriano	<i>Aurora</i>	126	135
S.A.	Spencer	<i>Whiplash</i>	72	84
K	Steeves	<i>Shadow</i>	132	147
Richard	Stevens	<i>Honalee</i>	141	153
Richard	Stevenson	<i>Roach Coach</i>	108	120
Kip	Stone	<i>Artforms</i>	-63	-54
Gust	Stringos	<i>Bluebird</i>	177	180
Robert	Stuart	<i>Raka</i>	186	189
Michael B.	Stubbs	<i>Fancy</i>	135	135
Burt	Sturup	<i>Sora</i>	225	240
Ann	Symington	<i>Anjacao</i>	48	60
Carvel B.	Tefft	<i>Bangalore</i>	156	168
Robert	Tetrault	<i>Sea Return</i>	111	123
Noel	Tewes	<i>Otter Float</i>	222	237
Tyler	Thims	<i>Rip Curl</i>	132	144
Reid	Thomas	<i>Sea Tao</i>	198	213
James L.	Thomson	<i>Thistle</i>	45	60
Wallace E.	Tobin	<i>Froya</i>	99	111
Mark E.	Tuller	<i>Kanaloa</i>	126	132
Francis (Pat)	Twinem	<i>Jackpot</i>	174	177
Mark	Van Baalen	<i>Ariane</i>	156	168
Lloyd	Van Lunen	<i>Boreas</i>	51	60
Nick	Vanoff	<i>Geranium</i>	99	114
Mark	Waite	<i>Commocean</i>	159	168
George	Warren	<i>Wind Chime</i>	231	246
John Alan	Watson	<i>Sail-Loft</i>	141	156
Arthur K	Watson Jr.	<i>Too Elusive</i>	21	27
Joseph	Weber	<i>Va Pensiero</i>	90	99
Kenneth	Weg	<i>Afterglow</i>	84	96
Neal	Weinstein	<i>Enterprise</i>	126	141
Dan	Wellehan	<i>Shamrock</i>	114	126
Mark	Werner	<i>Nipantuck</i>	U171	U168
Bernard	Wideman	<i>Gremlin</i>	210	222
Anthony/Matt	Widmnn/Newton	<i>Ranger</i>	108U	114U
R. Glenn	Wiggins	<i>Estrellita</i>	144	159
Richard	Wiken	<i>Gold Rush</i>	120	126
William	Wilkinson	<i>Grey Eagle</i>	129	132
Peter O.	Willauer	<i>Eight Bells</i>	87	87
Bradford	Willauer	<i>Breezing Up</i>	39	51
Patrick	Wilmerding	<i>Firefly</i>	27	42
Patrick	Wilmerding	<i>Morris 42</i>	75	81
Duncan	Wood			
Neil	Woodside	<i>Bijou</i>	210	213
Greg/Jennifer	Yahr	<i>C-C Courage</i>	96	105

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At Portland, Maine

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

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Fax 207 846 6725

JUNE

1	6:12 AM	L	12:25 PM	H	6:07 PM	L
2	12:19 AM	H	6:48 AM	L	1:03 PM	H
3	12:57 AM	H	7:26 AM	L	1:42 PM	H
4	1:37 AM	H	8:06 AM	L	2:23 PM	H
5	2:21 AM	H	8:49 AM	L	3:07 PM	H
6	3:08 AM	H	9:35 AM	L	3:54 PM	H
7	3:59 AM	H	10:24 AM	L	4:44 PM	H
8	4:55 AM	H	11:16 AM	L	5:37 PM	H
9	5:55 AM	H	12:11 PM	L	6:32 PM	H
10	12:48 AM	L	6:57 AM	H	1:08 PM	L
11	1:51 AM	L	8:01 AM	H	2:05 PM	L
12	2:53 AM	L	9:04 AM	H	3:02 PM	L
13	3:52 AM	L	10:05 AM	H	3:59 PM	L
14	4:49 AM	L	11:02 AM	H	4:54 PM	L
15	5:43 AM	L	11:58 AM	H	5:48 PM	L
16	12:04 AM	H	6:35 AM	L	12:51 PM	H
17	12:56 AM	H	7:27 AM	L	1:43 PM	H
18	1:48 AM	H	8:17 AM	L	2:34 PM	H
19	2:40 AM	H	9:07 AM	L	3:25 PM	H
20	3:32 AM	H	9:57 AM	L	4:16 PM	H
21	4:24 AM	H	10:46 AM	L	5:06 PM	H
22	5:18 AM	H	11:35 AM	L	5:55 PM	H
23	12:06 AM	L	6:13 AM	H	12:24 PM	L
24	1:03 AM	L	7:09 AM	H	1:13 PM	L
25	1:59 AM	L	8:05 AM	H	2:02 PM	L
26	2:51 AM	L	8:59 AM	H	2:49 PM	L
27	3:40 AM	L	9:49 AM	H	3:35 PM	L
28	4:25 AM	L	10:36 AM	H	4:18 PM	L
29	5:06 AM	L	11:19 AM	H	5:00 PM	L
30	5:46 AM	L	11:59 AM	H	5:41 PM	L

JULY

1	6:25 AM	L	12:39 PM	H	6:22 PM	L
2	12:36 AM	H	7:05 AM	L	1:19 PM	H
3	1:19 AM	H	7:45 AM	L	2:01 PM	H
4	2:04 AM	H	8:28 AM	L	2:44 PM	H
5	2:51 AM	H	9:13 AM	L	3:30 PM	H
6	3:42 AM	H	10:00 AM	L	4:19 PM	H
7	4:37 AM	H	10:51 AM	L	5:11 PM	H
8	5:36 AM	H	11:45 AM	L	6:07 PM	H
9	12:30 AM	L	6:39 AM	H	12:43 PM	L
10	1:35 AM	L	7:45 AM	H	1:43 PM	L
11	2:39 AM	L	8:52 AM	H	2:45 PM	L
12	3:41 AM	L	9:55 AM	H	3:45 PM	L
13	4:38 AM	L	10:53 AM	H	4:42 PM	L
14	5:32 AM	L	11:46 AM	H	5:36 PM	L
15	6:22 AM	L	12:36 PM	H	6:27 PM	L
16	12:43 AM	H	7:09 AM	L	1:24 PM	H
17	1:30 AM	H	7:54 AM	L	2:09 PM	H
18	2:16 AM	H	8:37 AM	L	2:52 PM	H
19	3:02 AM	H	9:20 AM	L	3:35 PM	H
20	3:47 AM	H	10:02 AM	L	4:18 PM	H
21	4:35 AM	H	10:44 AM	L	5:03 PM	H
22	5:26 AM	H	11:29 AM	L	5:49 PM	H
23	12:13 AM	L	6:20 AM	H	12:18 PM	L
24	1:10 AM	L	7:17 AM	H	1:09 PM	L
25	2:06 AM	L	8:15 AM	H	2:03 PM	L
26	3:00 AM	L	9:11 AM	H	2:55 PM	L
27	3:50 AM	L	10:01 AM	H	3:44 PM	L
28	4:35 AM	L	10:47 AM	H	4:31 PM	L
29	5:17 AM	L	11:29 AM	H	5:15 PM	L
30	5:58 AM	L	12:10 PM	H	6:00 PM	L
31	12:14 AM	H	6:38 AM	L	12:51 PM	H

AUGUST

1	12:59 AM	H	7:20 AM	L	1:34 PM	H
2	1:45 AM	H	8:03 AM	L	2:18 PM	H
3	2:33 AM	H	8:48 AM	L	3:04 PM	H
4	3:25 AM	H	9:36 AM	L	3:54 PM	H
5	4:21 AM	H	10:27 AM	L	4:47 PM	H
6	5:21 AM	H	11:23 AM	L	5:45 PM	H
7	12:15 AM	L	6:27 AM	H	12:25 PM	L
8	1:23 AM	L	7:37 AM	H	1:30 PM	L
9	2:30 AM	L	8:45 AM	H	2:36 PM	L
10	3:33 AM	L	9:47 AM	H	3:38 PM	L
11	4:29 AM	L	10:43 AM	H	4:34 PM	L
12	5:19 AM	L	11:32 AM	H	5:25 PM	L
13	6:05 AM	L	12:17 PM	H	6:12 PM	L
14	12:27 AM	H	6:46 AM	L	12:58 PM	H
15	1:09 AM	H	7:25 AM	L	1:37 PM	H
16	1:49 AM	H	8:03 AM	L	2:14 PM	H
17	2:30 AM	H	8:39 AM	L	2:52 PM	H
18	3:11 AM	H	9:16 AM	L	3:30 PM	H
19	3:54 AM	H	9:56 AM	L	4:11 PM	H
20	4:42 AM	H	10:39 AM	L	4:57 PM	H
21	5:34 AM	H	11:28 AM	L	5:48 PM	H
22	12:20 AM	L	6:32 AM	H	12:22 PM	L
23	1:20 AM	L	7:32 AM	H	1:20 PM	L
24	2:18 AM	L	8:31 AM	H	2:18 PM	L
25	3:11 AM	L	9:24 AM	H	3:12 PM	L
26	3:59 AM	L	10:11 AM	H	4:02 PM	L
27	4:43 AM	L	10:55 AM	H	4:49 PM	L
28	5:26 AM	L	11:38 AM	H	5:36 PM	L
29	6:08 AM	L	12:20 PM	H	6:23 PM	L
30	12:37 AM	H	6:51 AM	L	1:04 PM	H
31	1:25 AM	H	7:35 AM	L	1:49 PM	H

SEPTEMBER

1	2:15 AM	H	8:22 AM	L	2:37 PM	H
2	3:09 AM	H	9:12 AM	L	3:29 PM	H
3	4:06 AM	H	10:07 AM	L	4:26 PM	H
4	5:10 AM	H	11:07 AM	L	5:28 PM	H
5	12:02 AM	L	6:19 AM	H	12:14 PM	L
6	1:12 AM	L	7:30 AM	H	1:24 PM	L
7	2:20 AM	L	8:37 AM	H	2:31 PM	L
8	3:21 AM	L	9:36 AM	H	3:31 PM	L
9	4:14 AM	L	10:27 AM	H	4:24 PM	L
10	5:00 AM	L	11:12 AM	H	5:11 PM	L
11	5:41 AM	L	11:52 AM	H	5:54 PM	L
12	12:07 AM	H	6:18 AM	L	12:28 PM	H
13	12:45 AM	H	6:53 AM	L	1:02 PM	H
14	1:22 AM	H	7:26 AM	L	1:35 PM	H
15	1:59 AM	H	7:59 AM	L	2:09 PM	H
16	2:37 AM	H	8:35 AM	L	2:46 PM	H
17	3:19 AM	H	9:13 AM	L	3:26 PM	H
18	4:04 AM	H	9:56 AM	L	4:12 PM	H
19	4:55 AM	H	10:46 AM	L	5:03 PM	H
20	5:52 AM	H	11:42 AM	L	6:01 PM	H
21	12:35 AM	L	6:52 AM	H	12:42 PM	L
22	1:35 AM	L	7:51 AM	H	1:43 PM	L
23	2:30 AM	L	8:45 AM	H	2:40 PM	L
24	3:21 AM	L	9:34 AM	H	3:34 PM	L
25	4:07 AM	L	10:20 AM	H	4:24 PM	L
26	4:52 AM	L	11:04 AM	H	5:13 PM	L
27	5:36 AM	L	11:49 AM	H	6:02 PM	L
28	12:16 AM	H	6:22 AM	L	12:34 PM	H
29	1:06 AM	H	7:09 AM	L	1:22 PM	H
30	1:58 AM	H	7:58 AM	L	2:12 PM	H

Crew, but no boat? Boat, but no crew?
You can **STILL** go sailing!

Adhara II

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I want to crew —

☐ Cruising ☐ Racing ☐ Either (Check one)
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☐ Round the buoys ☐ Long distance ☐ Either
Experience:
type boat _____
position _____
special skills: _____
First name: _____
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I need crew —

☐ Cruising ☐ Racing ☐ Daysailing
Length, type, make of boat: _____
Homeport _____
If racing, number of races per season _____
☐ Round the buoys ☐ Long distance ☐ Both
☐ Spinnaker ☐ Non-spinnaker Class _____
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