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Bring a friend

The mission of the Gulf of Maine Ocean Racing Association is to promote offshore racing, including international racing in the Gulf of Maine. Our Directors spend a good deal of time devising and implementing new

If you are reading this, you're probably not someone who needs to be ways to increase participation in our sport. encouraged to sail, or to race. Why do you race? Is it because the Gulf of Maine is one of the most beautiful sailing areas in the world; because you enjoy the camaraderie of racing; because you are challenged by a complex team competition; because you like getting away with friends and family; because you find that the challenges of managing a raceboat at sea a welcome break from your daily routine; because you find the sailing relaxing? I can say yes to all of those, as would many of our members, I'm sure.

I believe it was Nat Hereshoff who said, "The pleasure of sailing is proportional to the speed." But speed alone is not the primary determinant of

enjoyment of ocean racing. Certainly, many of the memorable moments in racing involve close encounters with This winter, our Board spent the better part of two months soliciting comments and carefully considering all other boats. Nothing improves concentration and teamwork like a competitor close aboard.

of the facts before adjusting the class (we call them divisions now) breaks that separate competitors into groups for purposes of annual awards. A primary concern was to divide the fleet in a way that would provide as much close competition as possible. After much careful consideration, we settled on breaks that separate the fleet into four racing divisions groups, each defined by about a 45-second-per-mile range in handicap. That means that, in a theoretical 10-mile race, the boats of a division, if equally well sailed, will finish within 450 seconds, or seven and a half minutes of each other. No boat should "go over the horizon" and end up sailing in different weather

Hopefully, all of the boats in the division will enjoy multiple close encounters with their fellow racers, increasing the competitive intensity and, hence, the challenge of the race. Following this logic, we would have made the breaks 15 seconds-per-mile, making for even closer competition, but for one problem: We don't have enough boats to form 15 seconds per mile divisions with a sufficient critical mass of members to ensure a startfrom the rest of the fleet. ing fleet over decent-sized in each division. Having more boats on the starting line and closer competition

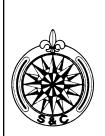
What can each of us - you and 1- do to improve the level and enjoyment of ocean racing competition in the Gulf of Maine? Bring a friend. Introduce a family member, a neighbor, a friend from work to racing. Invite a newcomer to race on your boat. Volunteer to crew for a cruising sailor in his or her first race. Invite a bunch of amongst participants would be a lot more fun. teenagers to crew for you. Share the fun. If the newcomers are smart, like you and me, they will like it, and join

us. More is better.

Cheers,

A Mains

Peter Garcia



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About this publication

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Index

President's Page
Racing Calendar
Officers and Directors
Mission Statement
Scoring, Trophies & Eligibility7
2007 Awards 8
Yachtsman of the Year
Race reports
Centerboard Regatta
The Pilot Races
Harraseeket Regatta
Fleet 43 J/24
PHRF Maine Championships14
Mount Desert Island Series
Boothbay Harbor Yacht Club Regatta15
Seguin Island Trophy Races
Handy Boat Regatta16
Camden-Castine Regatta17
Monhegan Island Races
MS Regatta
Down East Race Week
Fall Series & Lightship Races
Yarmouth Cup
GMORA history
GMORA welcomes multihulls29
New class breaks29
Reasons to race your boat30
Tips for first time skippers
PHRF formula32
Getting and keeping a crew slot
GMORA membership application
PHRF-NE handicap application
Frequently Asked Questions
Gulf of Maine fleet
Tides

2008 GMORA RACING CALENDAR

EVENT	DATE	REGION	DAYS
Centerboard Regatta	June 14	W	1
Pilot Race	June 21-11	W	2
Harraseeket Regatta	June 28	W	1
PHRF Maine Championships	July 12-13	W, C, E	2
MDI Series	July 6, 13, & 20	E	3
Boothbay Harbor	July 19-20	W, C	2
Hospice Regatta	July 12	E	1
Seguin Is. Trophy Race	July 26-27	W, C	2
Downeast Challenge Race	July 26-27	W, C	2
Handy Boat Midsummer Regatta	August 2	W	1
Camden-Castine Race	August 2-3	C	2
Down East Race Week	August 10-15	E	5
Monhegan	August 9-10	W	2
MS Regatta	August 16	W	1
MDI Series	August 3	E	1
PHRF New Englands	August 22-24	Overall only	3
Yarmouth Cup	August 28-31	W	2
Portland Yacht Club Fall Series	September 13, 20, 27 .	W	3
GMORA Awards Banquet	TBA		

2008 Officers and Directors

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Vice President & Director: Randy Rice
Secretary & Director: Pauline Dion
Treasurer & Director: Jon Randall

Director PHRF - Gulf of Maine: Dr. Charles "Bud" Hawley

Director (Public Relations Officer): Gail Rice

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Director (Centerboard YC): Gregg Carville
Director (Harraseeket YC): Stuart MacDonald
Director (Portland Yacht Club): Jody Cady

Director (Southport YC): Ted Smith **Director (Rockland YC):** Doug Roth

Director (Maine Maritime Academy): Timothy Leach

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Mission Statement

The Gulf of Maine Ocean Racing Association (GMORA) is a not-for-profit, charitable corporation formed to act as an amateur athletic organization to promote yacht racing, including international yacht racing in the ocean waters of the Gulf of Maine.

Scoring, Trophies, and Conditions of Eligibility

1. Eligibility

Each boat with a valid PHRF-NE or NEMA certificate or with a seven (7) day provisional certificate issued by the Gulf of Maine PHRF-NE handicapper shall be considered eligible for scoring.

2. Race Day: A Race Day is one day of racing, whether one or more races are conducted. A competitor must compete in all races conducted on a day for that Race Day to be eligible to be scored. If a boat scores DNC in any race, that day will not be scored as a Race Day. Certain long distance races are scored as two Race Days; see the Racing Schedule.

3. Scoring System

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 competitors in a particular division. So, for example, a first place in a division of 12 competitors will yield a higher score than a first place in a division of 5 competitors.

4. Division Breaks

For GMORA scoring PHRF-NE Racing Division breaks will be:

Division 1 - up to 44

Division 2 - 45 to 93

Division 3 - 94 to 141

Division 4 - 142 and up

Cruising Division yachts shall be scored in one Division. Member clubs are encouraged to use the same breaks where feasible.

5. Scoring

A. A yacht shall be scored in her GMORA division irrespective of the division in which she races in any specific regatta. As an example: if a yacht has a Racing rating that places her in GMORA Racing Division 2 but the Race Committee places that boat in Racing Division 1 (for any reason) she shall earn points for each boat beaten that day and those points shall be applied to her GMORA score against her Division 2 season competition.

- B. Racing and Cruising divisions shall be scored separately. Yachts that race in the Cruising Division shall not be scored in competition with yachts in a Racing Division, and yachts that race in a Racing Division shall not be scored in competition with yachts in the Cruising Division.
- C. Standings for the day are determined by the low-point scoring system, which is described in the Racing Rules. A yacht that is present and accounted for in the starting area but does not start a race due to an injury will be scored DNS for that race, will be considered to have competed, and will be scored accordingly with a Low Point score of 1 plus the number of yachts. Rinderle points for the day are awarded based on the resulting standings.

6. Awards

Regional Awards

Trophies will be awarded to eligible yachts in each of the

respective GMORA Racing Divisions and in the Cruising Division. Second and subsequent place trophies will be awarded if participation in the division is sufficient.

Western Region Racing Divisions and Cruising Division Championships: To be eligible, a yacht must race eight (8) Race Days in races designated for the Western Region in the Race Schedule. Best eight (8) race days count.

Central Region Racing Divisions and Cruising Division Championships: To be eligible, a yacht must race four (4)
Race Days in races designated for the Central Region in the Racing Schedule. Best four (4) Race Days count.

Eastern Region Racing Divisions and Cruising Division Championships: To be eligible, a yacht must race five (5)
Race Days in races designated for the Eastern Region in the Racing Schedule. Best five (5) Race Days count.

Gulf of Maine Overall Region Racing Divisions and Cruising Division Championships: To be eligible, a yacht must race nine (9) days, best nine (9) Race Days count, and at least two (2) qualifying Race Days must be in events that are hosted in at least two (2) different Geographic Areas; see the Racing Schedule.

As an example, if a vessel sailed nine (9) Race Days in the Western Geographic Area, she would still have to compete in at least two (2) Race Days in another Geographic Area to qualify.

Multihull Circuit Championship:

To be eligible, a multihull yacht must race five (5) Race Days in any GMORA sanctioned region. Best five (5) Race Days count.

Perpetual Trophies Dirigo Bowl, Gulf of Maine Championship:

The winner shall be the yacht among the first place winners of the five (5) Divisions in the Overall Region that attains the highest score for the best nine (9) Race Days.

Arthur K. Watson Memorial Trophy:

1. Awarded to the yacht that participates in the most GMORA sanctioned Events.

In the event of a tie the trophy will be awarded to the yacht that has the highest cumulative Race Day Rinderle B points.

- 2. There is no distinction granted to specific Division participation. Yachts in all Divisions, both Racing and Cruising, are eligible.
- 3. Eligibility is recognized even when a yacht participates in more than one Division. Yacht scores from all Divisions will be added together to be cumulative.
- 4. "Events" are Series recognized and sanctioned by GMORA.

Yearbook 2008 www.gmora.org 7



Photo by Gail Rice

The captain and crew of Nipantuck, Karen Werner, Mark Werner, Peter Cole and Karen Cole took home the Dirigo Bowl for the third consecutive year.

2007 GMORA Series Awards

Dirigo Bowl Nipantuck

Racing Class A

Kaos

1st Overall, 1st Western, 3rd Central

Scaramouche

2nd Overall, 2nd Western, 2nd Central

Bandito

3rd Overall, 3rd Western, 1st Central

Far Out 1st Eastern

Weather Gauge 2nd Eastern

Hankerin' 3rd Eastern

Racing Class B

Keemah

1st Overall, 1st Western, 2nd Central

2nd Overall, 1st Eastern

Ghost

3rd Overall, 1st Central

C-C-Courage

2nd Western, 3rd Central

Reiver

2nd Eastern

Sidewinder

3rd Eastern

Racing Class C

Snowbird

1st Overall, 2nd Western, 1st Central

Roach Coach

2nd Overall, 1st Western, 2nd Central

Go Dog Go 3rd Western **Racing Class D**

Pit Party

1st Western, 1st Central

Flirt

1st Eastern

Mimosa

2nd Western

Rainier

2nd Central

Seek

3rd Central

Cruising Class

Nipantuck

1st Overall, 1st Western, 3rd Central

Cats Paw

2nd Overall, 2nd Western, 1st Central

Rita P

3rd Overall, 2nd Central, 3rd Western

AWARDS, continued on Page 9

Points East Yachtsman of the Year: Bill Newberry

By Sandy Marsters

Merle Hallett pulls no punches when it comes to his praise for this year's Points East-GMORA Yachtsman of the Year. "He's the best thing that's come along in a long time for sailboat racing on Casco Bay," Merle says. And Merle knows what "a long time" is.

Bill Newberry has been part of the racing scene in Maine

for many years, having joined the Portland Yacht Club in 1994. He truly thrives on good competition. He includes his wife, Annette, a County girl for whom the family's new Beneteau was named, and particularly children in his enthusiasm.

Bill volunteers incomprehensible amounts of time doing the work that we all somehow take for granted. He's both a hands-on doer and a leader and motivator to those who have the privilege to work with him. Having him around brings everyone's game up a notch. On top of all that, he makes it look easy. His calm, gentle and friendly demeanor can put even the most nervous crew at ease.

But his cool isn't limited to the racecourse. One year he decided to haul his J/24, *Apparition*, to a regatta on Lake Champlain. In all, three boats were in the caravan, one towed by Tony Jessen, who thought

it would be a great idea to save some time by heading over the steep pass at Hurricane Mountain in Fryeburg. On the descent, Bill's brakes started smoking, then gave out altogether. Cool as a cucumber, with the ever-present Yoda smile on his face, Bill screamed past his waiting companions, smoke billowing from the wheels. No J/24 has ever gone so fast.

Panic is not part of his repertoire. For several years, Bill has been principal race officer for the MS Regatta. Imagine getting more than 100 boats in 10 different classes across a starting line in a busy harbor and sending them off on one of four or five different courses.

And that's the easy part. We all know what a cluster it becomes at the finish line. Yet, somehow, Bill manages to keep an amazingly accurate record of who is finishing when, what class they're in, and whether a given boat needs to be shot at or simply tooted at when she crosses the line.

As you know, this year's regatta was a screamer, with

gusts over 30 knots – a sure recipe for disaster when 100-plus boats mix it up. But Merle Hallett says he had never seen the regatta run more smoothly. "All the results were in before most of the crew had had their second beer," Merle said.

Speaking of beer, Bill is a purist on his boats, insisting that beer be drunk from glass bottles rather than cans.



Points East Magaine publisher Joe Burke, left, presented the Yachtsman of the Year award Bill Newberry.

Bill is also the Race Officer at Portland Yacht Club, and the success of that club's racing series this year is due in large part to Bill's leadership. From the initial check-in and skippers' meeting, to setting courses, doing starts and finishes, and then on to the awards ceremony – Bill makes the operation first class.

Oh, and Bill looks marvelous in a blue blazer and Breton red slacks – even after a day on the water in the hot sun, cold rain, or whatever that day's weather dished out. And as the post-race festivities wind down, Bill provides Designated Dinghy Driver service to racers who, in their never-ending mission to "win the party," missed the last launch ride and need a lift back to their boat.

Finally, just to prove that it isn't *all* about racing, Bill is one of just a handful of racers that knows how to kick back once in a while and cruise.

You don't find them any more well-rounded than that. Sandy Marsters is co-founder of "Points East."

AWARDS, continued from Page 8

Spirit awardsBest Named Boat

Pit Party

Most Improved *C-C-Courage*

Family Award Scaramouche

Hospitality Award Centerboard Yacht Club

Most Valuable Crew *Cats Paw*

Best Run Regatta PHRF ME and One-Design Championships **PRO Award**Bill Newberry

Jim Lowery Sportsmanship Award Jon Randall, *Snowbird*

Seamanship Award Ted Smith, *Hankerin*'



Wavelengthstudios.com/Andrew Sims

Cruising Class competitors Rita P and Nipantuck cross tacks during the Seguin Island Trophy Races off Southport Island.

Reports from the Gulf of Maine circuit

Centerboard Regatta

Centerboard Yacht Club S. Portland, Maine 2008 regatta: June 14 FMI: www.centerboard.org

After winning the GMORA Hospitality Award for 2006, the pressure was on to see how this small club located directly across the Fore River from downtown Portland would top that performance in 2007. Was it the live band? The hot food? The cold refreshments? They decided to try a similar formula plus a discounted entry fee to the smaller boats to encourage new participants. The big question was: Could they win the coveted GMORA Hospitality Award TWICE?

The Centerboard Regatta is the first race of the GMORA season and not all competitors have their boats ready for this race. Those who do make the extra effort score early points toward their season-long GMORA class championships and enjoy a special camaraderie of being at the inaugural race at such an intimate venue.

On race day, 27 boats showed up to register in five classes and share the donuts and coffee. Port Rigging Co. had its mobile rigging shop handy and was busy with racers making last minute purchases for the first race. This was much

appreciated for those of us scrambling to make everything work for the first time this season!

Centerboard has a long history of hosting races. It was founded in 1937 by a group of sailors who raced Lightnings on Casco Bay. During the summer of 1935 frequent informal

2007 Centerboard Regatta results

Racing Class A

- 1. Kaos. Scott Smithwick
- 2. Big Dog Party, Pete Price
- 3. Scaramouche, Merle Hallet
- 4. Pain Killer, Rick Simonds
- 5. Bandito, Dick Hale 6. Revolution IX, Doyle Marchant
- 7. Wiley, Bruce Cumback
- 8. Beausoleil, Richard Parent
- 9. Revolution 2, Ed Rogers

Racing Class B

- 1. Keemah, Don Logan
- 2. C C Courage, Greggus Yahr

Racing Class C

- 1. Downtown, Chris Eisenhart
- 2. Go Dog Go, David J. Ruff 3. Roach Coach, Richard
- **Cruising Class**

4. Tango, Pamela Thomas

5. Jan, Lou Profenno

Racing Class D

6. Arbacia, Bob Kellogg

1. Five, Graciela Lamy

2. Akela, David Pierce

4. Nette, Steve Purdy

3. CCure, Harry Hepburn

- 1. Cat's Paw, Butch Minson 2. Nipantuck, Mark Werner
- 3. Red Boat, Peter Hall
- 4. Aiax. David Merrill
- 5. Rita P, Randy Rice 6. Sita, Peter Frankwicz

racing occurred and the planning for the races in the summer of 1936 included plans to present trophies for different places. These and other events eventually led to a notice being placed in the local newspapers in the winter of 1936/37 inviting all who would be interested in such an organization to meet and consider how to organize to conduct frequent and regular racing on Casco Bay. The rest, as they say, is history.

Racers in the 2007 Centerboard Regatta were challenged with light and variable winds from the northeast resulting in a long windward leg to Cow Island, a reach to the Brothers, and a long downwind leg back to the finish. While this kept the fleet away from the ship traffic, it also routed them away from the scenic lighthouses and open ocean legs favored by the larger boats. The wind held long enough to get one long race in and only five boats failed to finish.

The wind died completely before Class D could finish, leaving three boats becalmed within hailing distance of each other and not terribly interested in conceding their positions! A deal was brokered between the boats to retire simultaneously, allowing the race committee to return to the club before the keg was empty and the food cold.

The après-race festivities included a live band called For Pete's Sake, which kept everyone entertained while they warmed up with a hot meal and a bottomless keg provided by Gritty McDuff's. New friendships were formed and old friends reunited while we awaited the awards. Port Rigging also provided awards, which class D racers loved since three boats tied for second place due to lack of wind and all claimed their free T-shirts!

The competition doesn't end on the water. At the GMORA banquet at end of the sailing season, Centerboard Yacht Club was awarded the GMORA Hospitality Award for 2007 for the second year in a row! Thanks to the Race committee volunteers: Tim Rielley, Kathy Reilley, Al Carville, Jim Rand, Tony Theriault, Jim Harris, Lani York, and Ethel Price.

Scott Smithwick's *Kaos* emerged at the top of Class A for the third straight year. Other winners included Don Logan's *Keemah* in Class B, Chris Eisenhart's *Downtown* in Class C, Graciela Lamy's *Five* in Class D, and Butch Minson's *Cat's Paw* in Cruising Class.



PhotoBoat photo courtesy David Pierce

David Pierce's Akela beats to windward during the Pilot Races hosted by Portland Yacht Club.

The Pilot Races

Falmouth, Maine 2008 races: June 21-22 FMI: www.portlandyachtclub.com

Over 40 boats participated in the Pilot Regatta hosted at the Portland Yacht Club off Falmouth Foreside June

16-17, 2007. After some light wind at the start on Saturday, the breeze filled in nicely for a great afternoon of racing. On Sunday, we had a nice breeze to start, though the racing was cut short with the approach of a nasty looking squall line. Thanks go to the race committee and all the volunteers who man-

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2007 Pilot race results

Racing Class A

- 1. Kaos, Scott Smithwick
- 2. Scaramouche, Merle Hallett
- 3. Bandito, Dick Hale
- 4. Stories, Ted Smith
- 5. Revolution II, Ed Rogers
- 6. Revolution IX, Doyle Marchant
- 7. Big Dog Party, Peter Price
- 8. Wiley, Bruce Cumback
- 9. Painkiller, Rick Simonds
- 10. Beausoleil, Richard Parent
- 11. Charsar, Scott Fox

Racing Class B

- 1. Keemah, Donald Logan
- 2. Go Dog Go, David Ruff
- 3. *Roach Coach*, Richard Stevenson
- 4. Arbacia, Bob Kellogg
- 5. Snowbird, Jon Randall
- 6. C-C-Courage, Greggus Yahr

Racing Class C

- 1. Five, Graciela Lamy
- 2. Akela, Dave Pierce
- 3. Commocean, Mark Waite
- 4. Mimosa, Steve Redmond

Cruising Class

- 1. Nipantuck, Mark Werner
- 2. Ajax, Dave Merrill
- 3. Cats Paw, Frederick V. Minson
- 4. County Girl, Bill & Annette Newberry
- 5. Rita P, Randy Rice
- 6. Red Boat, Peter Hall
- 7. Fearless, Betty Minson

Etchells

- 1. Boogie T.Y.P., Nichole Jacques
- 2. Glass Slipper,

Naylon/White/Hamlin

- 3. *Tango*, Pamela Thomas
- 4. Voo Doo, Ralph Carpenter
- 5. ESP, Rob Haile
- 6. Medusa, Seth Sprague
- 7. Voo Doo Too, Ralph Carpenter

J/24

- 1. Second Chance, Jeffrey Smith
- 2. Mr. Hankey, Andrew Carey
- 3. Flying Circus, Howard Coon
- 4. Denali, Anthony Jessen
- 5. Bad Apple, Bruce Morse
- 6. Jazzazi, Jim Dodd
- 7. Belafonte, Nick Dambrie

aged to shorten course and finish most of the classes.

Scott Smithwick's *Kaos* had a strong performance and won Racing Class A. Don Logan's *Keemah* dominated Racing B with two bullets and saving his time on the fleet. Graciela Lamy's *Five* took 1st in Class C, and Mark Werner's *Nipantuck* won Cruising Class. In the one-design divisions, Nicole Jacques' *Boogie T.Y.P.* won the Etchells Class, and Jeffrey Smith's *Second Chance* took 1st among the J/24s.

Other honors went to Pamela Thomas, who won the new boat award with her new Etchells, and Elizabeth and Jack Newberry, who won the Hank Spencer Memorial Award recognizing the boat with the best score that sails with 30 percent of her crew under the age of 18.

The post-race party on Saturday featured some great music from the Big Chief band, awesome cocktails thanks to sponsors Stirrings and Cold River Vodka, some of our favorite microbrew from Gritty's, and a tasty jambalaya. Sea Bags provided stylish prize bags with an assortment of goodies accompanied the crystal trophy photo frames for the winners of each class.

2007 Harraseeket Regatta results

Racing A

- 1. Keemah, Don Logan
- 2. Beausoleil, Dick Parent
- 3. Kaos, Scott Smithwick
- 4. Wiley, Bruce Cumback
- 5. C-C- Courage, Greggus Yahr
- 6. *Scaramouche*, Merle Hallett
- 7. Beagle, Nat Henshaw
- 8. Stories, Ted Smith
- 9. Bandito, Dick Hale
- 10. Revolution IX, Doyle Marchant
- 11. Big Dog Party, Pete Price
- 12. Pain Killer, Rick Simonds

Racing B

- 1. Pit Party, Richard Ketchum
- 2. Roach Coach, Richard

Stevenson

- 3. Milady, Kris Jennings
- 4. Snowbird, John Randall
- 5. Akela, Dave Pierce

Cruising

- 1. Nipantuck, Mark Werner
- 2. Ajax, Dave Merrill
- 3. Rita P, Randy Rice
- 4. Winter's Dream, Stafford Soule
- 5. Fearless, Betty Minson
- 6. Cat's Paw, Butch Minson
- 7. Red Boat, Peter Hall
- 8. Cordelia, Tim Reilley
- 9. August Sun, Tom Schwarm
- 10. Jan, Lou Profenno

Harraseeket Regatta

South Freeport, Maine 2008 regatta: June 28

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

Brisk northwest winds in the teens with a few higher gusts on June 23, 2007, made for a spirited ride for racers at the Harraseeket Regatta in South Freeport. As always, the pursuit format produced an exciting finish with boats from all classes clustered at the line after less than two hours of racing. The chase always begins with the smallest and highest rated boats starting first. This year the leeward start and increasing breeze all afternoon made this a great test of strategy and skill.

The gun for the first starters fired at noon, and boats began the run from Mosher's Island out Broad Sound toward the RW BS Bell outside of Eagle Island. There were a few broaches as boats sailed out the sound in the brisk offshore winds. After the rounding, racers beat on a port tack back up the Sound till they reached the southwest tip of Whaleboat Island.



While most fell off a bit and left Whaleboat to port, a couple boats kept pointing a bit longer and opted for the channel between Whaleboat and Little Whaleboat. The tactical move paid off well for Don Logan's *Keemah* and Mark Werner's *Nipantuck*, who both took 1st place in their respective classes. After a reach up Middle Bay, racers tacked to starboard at the northern end of Upper Goose Island, and the parade to the finish began.

The 2007 Harraseeket Regatta was all about strategy, skill, and boat speed, and crews had their hands full with a healthy dose of buried rails, wipeouts, and rounding up. But it was all good fun. The strong winds allowed many of the early starters to keep their positions at or near the front of the pack. All the boats finished within a period of about 15 minutes. Unlike the light-air years, there was not a lot of passing on the course. Ashore, the famished crews polished off the beer, hors d'oeuvres, and seafood lasagna.

Fleet 43 J/24 Downeast Regatta & J/24 District One Championships

Portland Yacht Club

2008 race: September 6 & 7 FMI: http://i24fleet43.org

The race committee persevered, getting off two five-leg races each with 1.25-mile legs. On Sunday the cold front passed. Cooler temperatures and north winds made for equally challenging conditions. Again the race committee set great long five-leg windward/leeward courses. Two races were done by 2:30 p.m., allowing the away boats to be hauled at a decent hour.

On the Beach, skippered by Lee Buress of Rhode Island, dominated the regatta finishing 3-2-1-2 for a total of 8 points over the four races. Alas, Lee is a D2 member, so the D1 championship went to *Mr. Hankey*, skippered by Andrew Carey, who finished 2nd and also won the State of Maine Championship.

2007 Downeast Regatta results

- 1. Lee Buress, On the Beach
- 2. Andrew Carey, Mr. Hankey
- 3. Mark Klein, AL
- 4. Jeff Smith, Second Chance
- 5. Bill Fastiggi, 5357
- 6. Jeff Dinse, Havoc
- 7. Bob Kinsman, Dogfish
- 8. Scott Smithwick, Barkin Spidah
- 9. Matt Herbster, High Five
- 10. Rich Carlson, Flying Chicken
- 11. Caleb Sloan, Blue Scoop
- 12. Bruce Morse, Bad Apple
- 13. John Denma, Airodoodle
- 14. Ted Johnson, Vitamin J
- 15. Darryl H Dietz, Nuclear Pigs
- 16. Jeff Earl, Usual Suspect
- 17. Richard Ketchum, Pit Party
- 18. Patrick Frisch, Zia
- 19. Groves Dinning, Brew Ha Ha
- 20. Robert Pruyn, Old Squaw
- 21. Mike Sudofsky, Giz
- 22. Anthony Jessen, Denali
- 23. Christopher Follansbee, The Matrix
- 24. Christopher Lund, Whomper
- 25. Howard Coon, Flying Circus
- 26. Mike Thiel, RazzMatazz
- 27. James Dodd, Jazazzi
- 28. Kevin Logue, Epic Moment
- 29. Nick Dambrie, Belafonte

Mount Desert Island Series

- 1. Flirt, Michael Cook
- 2. Astrid, Charles Heimbold
- 3. Far Out, Hal Kroeger
- 4. Reiver, Henry Brauer
- 5. Tern, Bob Johnstone
- 6. Gaylark, Dr. Kaighn Smith
- 7. Weather Gauge, Stockton Smith
- 8. Sidewinder, Tom Rolfes
- 9. Va Pensiero, Joe Weber
- 10. Grey Eagle, Bill Wilkinson
- 11. Amelia, Andrew Barrett M36, Cuyler Morris

Beckon, Peter Horneffer





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7. Morning Star, Jim Palmer

8. Mach II, Timothy Putnam

9. (tie) Fiddlehead, Dick Getz

9. (tie) Sabredancer, Brannon

1. Schadenfreude. Andrew Carev

2. Voo Doo Too, Ralph Carpenter

5. Boogie T.Y.P., Nicold Jacques

Naylon/White/Hamlin

6. Medusa, Seth Sprague

8. Tango, Pamela Thomas

7. Voo Doo, Ralph Carpenter

1. Mr. Hankey, Andrew Carey

3. Second Chance, Jeff Smith

4. Flying Circus, Howard Coon

5. Pit Party, Fernald/Ketchum

2. Bad Apple, Bruce Morse

Claytor

3. ESP, Rob Hale

4. Glass Slipper,

Etchells

1/24

J/105

The traditional Maine-style lobster bake was a perfect end to a hard day on the water Saturday. The Desperate Avikadozs kept the party going playing into the night, persuading many to dance for hours. Gritty's Ale and cocktails were enjoyed by all wanting to cool down. Daily and race awards were presented to the top three boats in each race. Winners were On the Beach, Mr. Hankey, Second Chance, and USA 5357.

Mount Desert Island (MDI) Series

Northeast Harbor, Maine

2008 regattas: July 6, 13, & 20, Aug. 3

FMI: www.nehfleet.org

PHRF Maine and One-Design **Championships**

Falmouth, Maine 2008 regatta: July 12-13

FMI: www.portlandyachtclub.com

Finicky winds and a deluge of rain Saturday night didn't dampen the spirits of sailors gathered in Falmouth for the State of Maine PHRF and One Design Championships, hosted by Portland Yacht Club Saturday and Sunday, July 7 and 8.

More than 50 boats raced on two courses - an inshore course off Falmouth Foreside and an offshore course outside Hussey Sound - in one of the best-attended regattas in the Gulf of Maine series. One-Design racers sailed three great races while the PHRF fleet sailed two long windward leeward races on the outside course. The nine-boat Cruising Class sailed one long course enjoying the sights of Casco Bay. While the breeze was steady for Saturday's races, lack of wind prompted the abandonment of racing on Sunday.

After the racing, the Desperate Avikadoz's upbeat sounds pierced through the rains keeping the crowd of over 400 people in the mood for dancing on the lawn. Cold River Vodka, Stirrings and Gritty McDuff's provided the liquid refreshments. Winners of each class got stylish prize bags by Sea Bags with an assortment of goodies accompanied the crystal

2007 PHRF One Design results

Racing Class A

- 1. Bandito. Dick Hale
- 2. Char Sar, Scott Fox
- 3. Tamarack, Bob Kellogg
- 4. Sheerness, Maine Maritime Academy
- 5. Hankerin', Ted Smith
- 6. Revolution II, Ed Rogers
- 7. Revolution IV, Doyle Marchant
- 10. Pain Killer, Rick Simonds

Racing Class B

- 1. Scaramouche, Merle Hallett
- 2. Wiley, Bruce Cumback
- 3. Go Dog Go, David Ruff
- 4. Kaos, Scott Smithwick
- 5. Snowbird, Jon Randall
- 6. Roach Coach. Richard Stevenson
- 7. C-C-Courage, Greggus and Jennifer Yahr

Racing Class C

- 1. Five, Graciela Lamy
- 2. Symmetry, Winton Scott

- 5. Akela, Dave Pierce
- 6. Downtown, Chris Eisenhart

Cruising Class

- 1. Nipantuck, Mark Werner
- 2. Phoenix. Sean Dunphy
- 3. Cats Paw, Mutch Minson
- 4. Fearless, Betty Minson
- 5. Ajax, Dave Merrill 6. Rita P, Randy Rice

- 6. Jazazzi, Jim Dodd 7. Belafonte, Nick Dambrie
- 3. Commocean, Mark Waite
- 4. Mimosa, Stephen Redmond

- 1. Ghost, Kenneth Colburn
- 2. Uproar 3, Brian Harrington
- 3. Keemah, Don Logan
- 4. Ginger Ale II, William Lane/Donald Nadreau

2007 Boothbay Harbor YC

Racing Class A

- 1. Bandito, Richard Hale
- 2. Hankerin', Ted Smith
- 3. Scaramouche, Merle Hallett
- 4. Kaos. Scott Smithwick
- 5. Pain Killer, Rick Simonds
- 6. Revolution 2, Ed Rogers
- 7. Wiley, Bruce Cumback
- 8. *Sheerness*, Timothy Leach
- 9. Tamarack, Bob Kellogg
- 10. Whitecap, Charles Leighton
- 11. Revolution IX, Doyle Marchant

Racing Class B

- 1. Phoenix, Sean Dunfey
- 2. Vapor Trail, Neal Melanson
- 3. Snowbird. Jonathan Randall
- 4. Roach Coach, Richard Stevenson
- 5. C-C-Courage, Greggus & Jennifer Yahr
- 6. Red Boat, Peter Hall

Cruising Class

- 1. Cats Paw, Butch Minson
- 2. Nipantuck, Mark Werner
- 3. Rita P, Randy Rice
- 4. Zealot, John Merrill
- Fearless, Betty Minson
 Ajax, Dave Merrill
- 7. Too Elusive, Kitt Watson
- 8. Recharge, George Warren
- 9. Quasar, Tim Allen
- 10. Snapdragon II, Peter Lloyd

Racing Class D

- 1. Pit Party, Richard Ketchum
- 2. Rainier, Rob Hawley
- 3. Mimosa, Stephen Redmond
- 4. Faster, Richard Paine
- 5. All That Jazz, Cathy Latta

J/105

- 1. Ghost, Ken Colburn
- 2. Uproar III, Brian Harrington
- 3. Keemah, Donald Logan
- 4. Ginger Ale II, William Lane

2007 Seguin Island Trophy Race results

Racing Class A

- 1. Scaramouche, Merle Hallett
- 2. Bandito, Richard Hale
- 3. Pain Killer. Rick Simonds
- 4. Revolution 2, Ed Rogers
- 5. Beausoleil, Richard Parent

Racing Class B (J/105)

- 1. Ghost, Ken Colburn
- 2. Uproar III, Brian Harrington
- 3. Keemah, Donald Logan

Racing Class C

- 1. Snowbird, Jonathan Randall
- 2. Persistence, C&D Lloyd
- 3. Seek, John Pier
- 4. Rainier, Rob Hawley
- 5. Pit Party, Richard Ketchum
- 6. Muscrat, John Smith

Cruising Class

- 1. Cats Paw, Butch Minson
- 2. Rita P, Randy Rice
- 3. Northstar, Tony Lahaie
- 4. Recharge, George Warren
- 5. Ajax, Dave Merrill
- 6. Nipantuck, Mark Werner
- 7. Gloria, Doug Louison

trophies.

The Tripp 47 *Bandito* owned by Dick Hale took top honors in PHRF Class A. Merle Hallett's *Scaramouche* won PHRF Class B; Graciela Lamy took Class C in *Five*; 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 J/105 class. Andrew Carey's Mr. *Hankey* emerged tops in the J/24 fleet. Schadenfreude won the Etchells division.

Jonathan Randall and the crew of Snow Bird won the best dressed boat award. The crew of *Phoenix*, in the Cruising Class, won the Hank Spencer Memorial Award for the top performer that sails with 30 percent of their crew under the age of 18.

The food from Texas Barbeque Company was a huge hit. Pulled pork and beefbrisket sandwiches, coleslaw and potato salad was a perfect meal for the hungry sailors coming off the water.

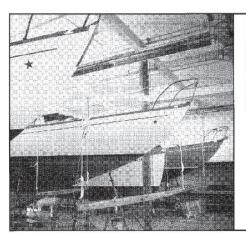
Boothbay Harbor Regatta

Boothbay Harbor Yacht Club 2008 race: July 19-20, 2008 FMI: www.bhyc.net

Sailing conditions on Saturday were just about perfect, and the threat of severe thunderstorms, along with wind shifts and strong gusts, made things interesting on Sunday as about three dozen boats, skippers, and crews sailed in the Boothbay Harbor Regatta July 14-15.

Racing classes and the J/105s got a couple races in on Saturday while the cruisers did a long beat out to Bantam Rock and a run back in. Those who hugged the west shore of Damariscove Island – where there was a nice breeze and little adverse current — made out well. On Sunday, threatening weather prompted the race committee to play it safe and call it a day after one race for the spinnaker boats. Cruising Class boats endured some nasty waves, lumpy seas, and fluky winds under ominous skies on their 11.6-mile course out to the can off Outer Heron Island and in through Fisherman Island Passage. Fortunately, most of the real nasty stuff bypassed the area and everyone got in safely.

Congratulations to the following winners: Tripp 47 Bandito (Dick Hale) in Class



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A, *Phoenix* (Sean Dunfey) in Class B; *Pit Party* (Richard Ketchum) in Class D; *Ghost* (Ken Colburn) in J/105, and *Cat's Paw* (Butch Minson) in Cruising Class.

Seguin Island Trophy Races

2008 races: July 26-27

Southport Yacht Club, Boothbay region Boatyard FMI: www.southportyc.org

The Sheepscot River and Bay had its usual tricky currents and fluky winds July 21 and 22, 2007, as 21 boats took part in the Seguin Island Trophy races, hosted by Southport Yacht Club and Boothbay Region Boatyard. PRO Ted Smith of Whiplash and Hankerin' fame set up some great courses, and on Saturday night, racers enjoyed the traditional Super Barbecue and danced to the steel-drum music of Tinpanic. And unlike last year, everyone stayed dry!

Merle Hallett and his crew sailed *Scaramouche* to victory in Racing Class A; Ken Colburn's *Ghost* took the J/105

Class; John Randall's *Snowbird* was 1st in C; and Butch Minson singlehanded *Cat's Paw* to the front in Cruising Class. Congratulations to everyone.

Handy Boat Midsummer Regatta

Falmouth, Maine

2008 race: Aug. 2, 2008 FMI: www.handyboat.com

Strong winds and dense fog made racing conditions a challenge for participants in the Handy Boat Midsummer Regatta, held off Falmouth Foreside July 28, 2007. Patchy dense fog rolled in and out of the racing area, and navigators played a key role guiding boats from the start/finish line off the northeastern tip of Clapboard Island to turning marks at Long Island's Ponce Landing and Pumpkin Knob in Hussey Sound.

Thunder rumbled, and there was some lightning in the distance, but racers were spared the most severe weather, enduring only a brief shower at the end of racing Saturday



2007 Handy Boat Midsummer Regatta

Racing Class A

- 1. Pheonix, Sean Dunfey
- 2. Snowbird, Jonathan Randall
- 3. Revolution IX, Doyle Marchant
- 4. C-C-Courage, Greggus & Jennifer Yahr
- 5. Sabredancer, Brannon Claytor

DNF. Tamarack, Doug Hyland

DNF. Charsar, Ed Mayo

DNF. Wiley, Bruce Cumback

DNF. Keemah, Don Logan

Racing Class B

- 1. Mr. Hankey, Andrew Carey
- 2. Second Chance, Jeff Smith
- 3. Mimosa, Stephen Redmond
- 4. Pit Party, Steve Fernald
- 5. Kind of Blue, Matt Blakeman
- 6. Jazzazi, Jim Dodd

DNF. Flying Circus, Howard Coon

DNF. Akela, David Pierce

Cruising Class

- 1. Endeavor, Mark Balles
- 2. Rita P, Randy Rice
- 3. Nipantuck, Mark Werner
- 4. Athais, John Dunning
- 5. Lunatic Fringe, Jay Nelson
- 6. Got Sales, Mark Beaudette
- 7. Fiddlehead, Dick Getz
- 8. *Enterprise*, Neal Weinstein DNF. *Ajax*, Dave Merrill

DNF. Aphra Behn, Sive Neilan

DNF. Aphra Behn, Sive Neilan DNC. Red Boat, Peter Hall

2007 Monhegan Regatta

Monhegan Class A

Bandito, Dick Hale Breezing Up, W. Bradford Willauer Sheerness, Maine Maritime Academy Resolute, Fred Madeira Big Puppy Party, Eliza Price Revolution IX, Doyle Marchant Pain Killer, Rick Simonds (DNS)

American Promise, USNA (DNS)

Gracie, Steve and Simon Frank

Monhegan Class B

Beausoleil, Richard Parent Kaos, Scott Smithwick Boreas, Lloyd Van Lunen Scaramouche, Merle Hallett Phoenix, Sean Dunfey C-C-Courage, Greggus and Jennifer Revolution II, Ed Rogers Family Wagon, Richard Hallett (DNF) Tenho, W. D. Howells (DNF) Charsar, Scott Fox (DNS)

Manana Class

Milady, Kris Jennings Defiant, Wayne Smith Hawk's Nest, Raymond Hawkins Go Dog Go, David Ruff Snowbird, Ion Randall Roach Coach, Richard Stevenson Symmetry, Winton Scott Thumper, Will Rooks

Doublehanded Racing

Black Owl, Ned Semonite Abracadabra, Jon Knowles Beagle, Nat Henshaw Eclipse, Ford Reiche

Seguin Class A

Endurance, Matthew Jones Morning Star, Jim Palmer Thistle, James Thomson Soulmate, Christine Kean Happy Ours, Doug Coyle Sunshine, David Jones The Phoenix, Erik Greven Integrity, Alan Webster Indian Summer, Sheridan G. Carey Cara, M.L. Kettenback (DNS)

Seguin Class B

Nipantick, Mark Werner Rita P, Randy Rice Nirvana, Peter Colesworthy Downtown, Chris Eisenhart Nice Twice, Richard Shultz Dreams II/Ajax, David Merrill Donaigueh, James Dickson Double Sunrise, Robert Halpin Figment, Eric Reuter

Seguin Doublehanded Class

Endurance, Matthew Jones Morning Star, Jim Palmer Rita P, Randy Rice Downtown, Chris Eisenhart Soulmate, Christine Kean

Multihull Class

Faamu Sami, Richard Saltonstall Friends, Jake van Beelen Alegra, Peter Garcia Unbridled, Mark Daniele (DNF) Irish Lady, James Love (DNF) Sorn, Jesse Deupree (DNF)

afternoon.

The Andercraft 38 Phoenix, skippered by Sean Dunfey, took top honors in PHRF Class A. Andrew Carey's Mr. Hankey won PHRF Class B. The J/32 Endeavor with Mark Balles at the helm won Cruising Class.

Camden-Castine Regatta

Camden, Maine

2008 regatta: Aug. 2-3

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

Camden-Castine had good participation on July 28-29, 2007, with the usual strong turnout from the multihulls, plus a really strong Racing Class A, with many western boats venturing east to test their skills against the locals. Congratulations to class winners: Scott Smithwick's Kaos in Racing Class A, Richard Ledwith Jr.'s Fiesta in Racing Class B, Patti & Jeff Dinse's Havoc in Racing Class C, Butch Minson's Cat's Paw in Cruising Class, and John Priestly's Cloud IX in the Multihull Class.

Monhegan Regatta

2008 regatta: Aug. 9-10 FMI: www.portlandyachtclub.com

Maine's oldest offshore overnight race was started in 1928 by Hal Moore and has attracted some of the best U.S.

MONHEGAN, continued on Page 19

Racing Class A

- 1. Kaos, Scott Smithwick

- 5. Scaramouche, Merle Hallet
- 6. Hankerin', Ted Smith
- 8. Sans Culottes, Robert Johnson
- 9. Beausoleil, Richard Parent

Racing Class B

- 1. Fiesta, Rick Ledwith, Jr.
- 2. Sidewinder, Tom Rolfes
- 3. Roach Coach, Richard Stevenson, Jr.
- 4. Peregrine, Jim Cuthbertson

Racing Class C

- 1. Havoc, Patti & Jeff Dinse
- 2. Sea Jab, Al Hodson
- 4. Nellie Jane, Fred Kellogg

Cruising Class

- 2. Fearless, Betty Minson
- 3. Too Elusive, Arthur "Kitt" Watson 4. Puffin II, Richard Stover, Jr.
- 5. Tempest, Bob Grant

Multihulls

- 1. Cloud IX, John Priestley
- 2. Flying Circus, Guy Polyblank
- 3. Faamu Sami, Richard Saltonstall
- 6. Irish Lady, James Love 7. Unbridled, Mark Daniele

2007 Camden-Castine

Regatta results

- 2. Revolution II, Ed Rogers
- 3. Big Dog Party, Peter Price
- 4. Sheerness, Matt Stephens
- 7. Anjacaa, David Watson

- 3. Seek, John Pier
- 1. Cat's Paw, Frederick Minson

- 4. Northern Rainbow, Bradford Johanson
- 5. Quickstep, Bruce Olson

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Sustained winds above 20 knots made for exciting racing during the MS Regatta.

20+ knots sustained were the order of the MS Regatta day

MS Regatta

2008 regatta: Aug. 16 FMI: www.mssociety.org

The typical light air of mid-August took a break for the 2007 MS Regatta. Sustained winds well above 20 knots with higher gusts had many

2007 MS Regatta

Racing Class A: Beausoleil
Racing Class B: Keemah
Racing Class C: Roach Coach
Racing Class D: Mimosa
Cruising Class A: Too Elusive
Cruising Class B: Nipantuck
Cruising Class C: Rita P

participants sporting reefs and working jibs instead of the light-air sails so common for mid-August on the coast of Maine. Many racing boats didn't fly spinnakers, and those that did had a wild ride. Just ask the crew of *Hankerin'* – skipper Ted Smith and his youthful bunch had an impressive recovery from a nightmare of a broach in Hussey Sound.

For many, the race was over before it started. More than half of the participants opted not to race in the high winds and chop. Instead, they got a head start on the party at Handy Boat (not a bad move at all!). Brisk winds helped the hard-core competitors make quick work of the course, and people were heading back to the barn in short order.

As always, the post-race cookout at Handy Boat was great, and best of all, the four-day MS Harborfest, which also included a benefit auction, powerboat poker run, and tugboat muster, raised an estimated \$100,000 for the Maine Chapter of the Multiple Sclerosis Society.



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MONHEGAN, from Page 17

sailors to compete in the Gulf of Maine waters. With five courses of different lengths and levels of competition, there

is a place for every sailor to experience this unique event.

The 73rd Annual Monhegan Race in 2007, Aug. 11-12, featured light but steady winds between four and 13 knots. All the competitors finished by 5 p.m. on Sunday. Most of the Seguin and Manana participants finished between 2 a.m. and 10 a.m., while the longer Monhegan course kept the larger boats and multihulls out in the Gulf of Maine a bit longer into Sunday afternoon

Gracie, a McCurdy and Rhodes 69 raced by Steven and Simon Frank and crew, took Monhegan line honors and Monhegan overall honors. First overall multihull was Faamu Sami, Richard Saltonstalll; Beausoleil, skippered by Richard Parent, won Monhegan Class B; 1st Overall Manana Trophy Race was Milady, skippered by Kris Jennings; 1st Overall Seguin Island Trophy Race was Endurance, skippered by Matt Jones. Mark Werner's Nipantuck took Seguin Class B, and Ned Semonite's Black Owl won the Doublehanded Racing Class.

Thanks go to the more than 60 volunteers and PYC staff who worked throughout the week and through the night to make this event such a success. The Spirit of Monhegan-Geoff Emanuel Perpetual Trophy was awarded to two long-time volunteers. Blair Knapp has been organizing the communications and registration/check in system for years. And Charlotte Knapp has been organizing and preparing the Monhegan/Manana/Seguin-class trophies and perpetual trophies for 10 years. Charlotte has made this event special and has spent hours researching and archiving the winners for the club's historical records.

The overwhelming sentiment was that every aspect of race was excellent. There was just enough wind to get the boats around the courses, and one participant aptly described the night sky and Perseid meteor showers, saying, "Beautiful night skies with too many shooting stars to count, we stopped counting after thirty."

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2007 Downeast Race Week

Division 1:Far Out, Hal Kroeger Weather Gauge, Stockton Smith

Weather Gauge, Stockton Smith Hankerin', Sash Spencer, Ted Smith Division 2:

Tern, Bob Johnstone Eventyr, Gordon Haaland/Doug Britton Breakaway, Edmund C. Tarbell

Division 3:Ariana, Jeff Bechton
Cat's Paw, Butch Minson
Crackerjack, Alan Krulisch

Downeast Race Week

2008 race: Aug. 10-15, 2008 FMI: www.downeastraceweek.com

The top four finishers overall didn't change from 2006, but the order of finish did. In racing from Aug. 5-10, 2007, Northeast Harbor Fleet Vice Commodore Bob Johnstone steered *Tern* to an overall win and was awarded the "Max" and Eric Warburg Memorial Trophy. *Tern* also won the Morris Trophy as winner of Division II, the Nevin Cup for Div II and the Coxe Trophy for the first day's run of the August Cruise.

Winner of the Harry Wilmerding Tray for 2nd overall and the J/Boats Trophy for top boat in Division I was Hal Kroeger's *Far Out*, up from 3rd in 2006. Third overall and winner of the Chace Bar Graph for Division III was last year's overall



Wavelengthstudios.com/Andrew Sims

winner, Jeff Becton in his venerable 41-foot yawl, *Ariana*. The Becton Bowl for the fastest boat, based on cumulative elapsed time for all four races was awarded to Sash Spencer and Ted Smith sailing their newly acquired Tripp ILC 40 *Hankerin*'. Another noteworthy performance was that of Marc Heilner in his beautiful Center Harbor 50 *Hoi-An* who placed 1-2 overall in the first two races to take home the Paul Nevin Perpetual Trophy.

Nevin Cup – Race I: Sunday's 14.6 mile race was moved down the bay and started by KYC Race Committee of Cluett, Hoppin and Danielson in West Blue Hill Bay at the tip of Tinker Island, under cloudless skies and a light/moderate northerly with a beat to Sand Point, run back to Tinker, then a finish off Sand Point. *Hoi-An, Tern* and *Cat's Paw* were the Division I-II-III winners, respectively, with *Hoi-An* taking the overall. It was one of the few areas with wind anywhere in the area. The Kollegewidgwok YC hosted the regatta dinner.

Nevin Cup – Race II: Monday started out beautiful and windless, but by race time a south-southeast breeze appeared. The KYC Committee boat set a 24.5-mile course, upwind from Blue Hill to Tinker Island, with a run to Black Island northeast of Bartlett's, then a long beat to Ship & Barges Bell. On the run, passing west of Bartlett Island or shooting the Bartlett Narrows was equal in distance with a flood tide. But the decision made on the return determined the winners. With nothing to lose, standing 5th in her division, Tern was the first upwind through the Narrows, followed by Ariana. Tern more than made up for her loss of their spinnaker halyard on the hoist to win Division II and hang in for a 4th overall, while Ariana pulled out the overall win. Hoi-An completed her sweep of Division I and the Nevin Cup overall.

August Cruise – Race III cancelled: With a dire weather forecast of lightning, heavy rain, fog, 25-plus-knot winds and six-to-eight foot seas, racing was cancelled. But Wednesday's lobster-roll party at Janneke Neilson's Over the Way went on as planned and was a great success.

August Cruise – Race IV: Thursday was one of those crisp, clear northwesterly Maine days with the wind gusting to 30 knots. This made for an exciting ride to the starting area in Blue Hill Bay. Winds then moderated to 10-12 knots and PRO Greg Wilkinson sent the fleet off on a beautiful run between Swans Island and Frenchboro, around Long Island, then a reach to Great Duck, and a long beat to Somes Sound.

The fleet never got completely separated as wind holes and building/shifting breezes kept the smaller boats in the hunt. Proof of that – and the PHRF time-on-time rating system being used – resulted in the top three boats finishing with a corrected time within six seconds of each other after 23.4 miles and the top four within 62 seconds, including a Division I boat, two Division II boats and a Division III boat. *Tern* pulled off the win. *Far Out* and *Eventyr* tied for 2nd and *Ariana* was 4th. *Far Out* led *Tern* by half a point for the overall lead going into the last race. Next year's DERW Chairman, Hal & Carol Kroeger were generous hosts of the fleet raft-up in Norwood Cove on a beautiful clear evening.

August Cruise – Race V: Friday did not look good with no wind. The forecast showed a light southerly breeze at noon of three to four knots, building along the Manset shore to six to eight knots by 4 p.m. with little wind elsewhere. The Race Committee postponed for two hours and was then able to get a start off after noon. With a 4 p.m. time limit, a course was



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set up within the Great Harbor, finishing at Long Ledge en route to Bass Harbor. The course was a beat to the Western Way entrance gong, a run back to Spurling Point gong, then a shorter beat around NEH Mark L, then downwind around Greening Island, with a finish at Mark L upwind. Course length was 9.5 miles. The two fastest rated boats, *Hankerin'* and *Cybele*, showed their heels to the rest of the fleet, stretching out to finish 1-2 overall, but *Tern* stayed close behind them to finish 3rd overall and lock up honors for the week with *Far Out* back in 12th for the day.

Complete results, including final standings by division and a list of trophy winners for Downeast Race Week, are at www.downeastraceweek.com.

Fall Series and Lightship Race

Falmouth, Maine

2008 races: Sept. 13, 20, 27 FMI: www.portlandyachtclub.com

Scott Smithwick, skippering his Frers 41 *Kaos*, finished 1st overall in class A for the 2007 PYC Fall Series. *Kaos* proved to be the most consistent finisher in all the 2007 PYC Events, winning the first annual 2007 PYC/Stirrings Race Series Prize. The prize announced last fall included a ride in a stretched SUV Limo to the Annual Gulf of Maine Ocean Racing Association Awards Ceremony, as well as Stirrings, Cold River Vodka, and Mount Gay Rum products for a cocktail party for the winning crew.

The Lippoth Trophy, awarded to the best performing PYC member boat in the Fall Series, was awarded to *Keemah* a J/105 owned by Don Logan. *Keemah* and crew finished an impressive 1st all three days of racing in class B and finished 4th overall in the Lightship Race.

Winds for the final Fall Series race were 20 to 27 knots – a perfect way to cap off the season. Some boats reported sailing at over 14 knots downwind with spinnakers flying. If you missed the 2007 PYC Fall Series, be sure not to miss some of the best sailing in 2008.

Scott Smithwick, skippering his Frers 41 *Kaos*, finished frist in Class A and posted the best overall corrected time in the Lightship Race. The Moore Trophy, oldest and largest perpetual award at the Portland Yacht Club, was awarded to the *Kaos* crew Saturday after the race. Other top finishers were *Wiley*, a J/35 skippered by Bruce Cumback in Class B, *Thumper*, an Olsen 30 skippered by Will Rooks in Class C, and *Cats Paw*, skippered by Butch Minson in Cruising Class.

Yarmouth Cup

2008 race: Aug. 28-31 FMI: www.yarmouthcup.com

The Yarmouth Cup Ocean Race is a joint endeavor of the Gulf of Maine Ocean Racing Association and the Yarmouth Ocean Racing Association of Nova Scotia. This event, which began as a trial in 1990, has expanded to the point where it has received international attention for its sense of friendly competition as well as its hospitality.

This 174-nautical-mile ocean race from Casco Bay in Falmouth, Maine, to Yarmouth Harbour in Nova Scotia is an excellent end-of-the-season event for all classes of boats: racing, cruising and multihull. The summer winds are still unpredictable enough that strategy plays an important part. Join us for this classic late-summer ocean racing event!





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History of the Gulf of Maine Ocean Racing Assn.

The Gulf of Maine Ocean Racing Association traces its roots back to the early 1970s. In 1971, several ocean-racing events on the coast of Maine had become very successful, and sailors were moving from one venue to the next to participate. That fall, Merle Hallett organized a meeting of race sponsors and participants' representatives. What emerged was an organized Gulf of Maine Ocean Racing Circuit (GMORC) and a group of officers committed to the development of sailboat racing on that circuit.

By 1974, five overnight races were on the schedule: the Pilot Races, the Boon Island Race, the Harraseeket Overnight, the Blue Hill Race (which replaced the Whaleback Race), and the Monhegan/Manana Races. The Camden/Castine Regatta started in 1972, and the Boothbay Regatta was inaugurated in 1975. In subsequent years, the Harraseeket Regatta and the Pilot Races were converted into two day-race formats.

In 1980, Race Week introduced day races on the Monday, Tuesday and Wednesday between Boothbay and Monhegan Regattas. In 1983, the Maine Cup was added to Race Week; this is a trophy awarded to the three-boat team accumulating the highest point total for Race Week.

In 1984, the role of managing this circuit had become well defined, and the Gulf of Maine Ocean Racing Association was formed. The Downeast Race to Mount Desert Island was introduced in 1986. GMORA was a sponsor of Race Week/Maine Cup and the Downeast Race, and supported, promoted, and aided in the management of other events.

The principal role of GMORA remains to promote the interests of members who campaign sailboats on the circuit. This includes scoring on the circuit, sponsoring the end-of-season awards banquet, and working with the various event sponsors to optimize race schedules and other activities and make them as enjoyable and attractive as possible.

Following are some year-by-year highlights in GMORA history, compiled from information dug up from various offices, filing cabinets, and certain participants' remarkable memories. Anyone who can fill in any blanks is encouraged to send information to maineyachtracing@verizon.net.

GMORA over the years

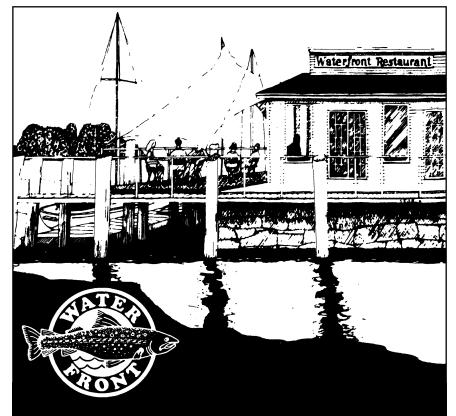
1972 Nearly 60 members, 40 boats participated, 16 qualified for trophies, which were awarded Nov. 2 at the Port House Inn, Kennebunkport. Merle Hallett's *Scaramouche* was the season champion.

1973 The Pilot Race, Whaleback Race Divs. I & II, Monhegan Race IOR, Monhegan Race (New England Racing Rule), Manana Race, and Boon Island Race composed the series. A yacht needed to participate in at least three races to be eligible for a trophy.

Thirty-eight boats were entered in the circuit, 21 received final point standings. The U.S. Coast Guard Academy's *Caper* took 1st overall.

1974 The Camden-Castine Race Weekend, Danforth Cup Race, Harraseeket Yacht Club, Kittery Point, Kollegewigwok, Castine and Camden, led to an expanded series. Twenty-nine GMORC yachts took part in seven races, and 22 qualified by competing in four or more races. For the first time, yachts were divided into two classes. Maine Maritime Academy's *Omega* won Class A, and Abbot Fletcher's Majek took 1st in Class B.

1975 Boothbay Harbor Regatta was included for the first time. There were eight races and 21 qualifiers for final



Lunch, Dinner and Oyster Bar on the deck in Camden Harbor Great Seafood, Steaks and Specialties

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Bayview Street, Camden, Maine • 236-3747 Lunch 11:30 - 2:30 Dinner 5:00 - 10:00 Cocktails and Oyster Bar 11:30AM - 12:00PM standings. Albert Emanuel's *Kolibri* took 1st in IOR, Abbott Fletcher's *Majek* won NERR, Jan Pederson's *Heitoik II* was 1st in MORC. *Majek* was the overall season champion.

A new divisional structure and handicapping system is introduced: International Offshore Rule (IOR) and Midget Ocean Racing rule (MORC). There were still two divisions, and 26 boats qualified for final points. Doyle Marchant's *Revolution* won the IOR division. *Barbara*, skippered by Del Damboise, took 1st in MORC.

1977 Twenty-one boats qualified for final scoring. Merle Hallett's *Scaramouche* was 1st in IOR A, J. and Dave Corson's *Rub-a-Dub-Dub* won IOR B, Abbott Fletcher's *Majek* won the NERR division, and Payson Adams *Pointin Star* was tops in MORC

Danforth Cup and Whaleback Races were dropped from circuit. The Pilot Race changed to two-day race weekend, similar to Boothbay Regatta. Twenty-three boats qualified for final points. Doyle Marchant's *Revolution* and J. and Dave Corson's *Rub-a-Dub-Dub* won IOR A and B respectively. Abbott Fletcher in *Majek* took the NERR division, and Dave Cordeau's *Fast Company* emerged tops in MORC.

Performance Handicap Racing Formula (PHRF) replaces NERR. Three divisions were created, one each for IOR, PHRF and MORC. Winners were Merle Hallett's *Scaramouche* in IOR and Del Damboise's *Barbara* in PHRF.

Race Week was inaugurated. Twenty-five boats qualified for final scoring. Doyle Marchant's *Revolution* was the IOR division champion. PHRF Division A and B winners were Del Damboise's *Barbara* and Jan Pederson's *Heitorik II* respectively.

The series was best of six races, including at least one overnight, and 31 boats qualified for final scoring. Winners were Fred Leighton's *Cadre* in IOR, Del Damboise's

Barbara in PHRF, and Jim Stanley's Capella in the J/24 class

Measurement Handicap System (MHS) is included for the first time, and no IOR is included. Twenty-nine boats qualified for final scoring in the best of six races series. Merle Hallett's *Scaramouche* won PHRF Class A, Abbott Fletcher's *Majek* won PHRF Class B, and Fred Leighton's *Cadre* won the MHS division.

Maine Cup team trophy added to Race Week. Thirty-two boats qualified for final scoring. Doyle Marchant's *Revolution* took 1st place in Class I, Del Damboise's *Barbara* won Class II, Peter Johansen's *Java* was tops in Class III, Tom Babbit's *Bravo* won the J/30 class, and Abbott Fletcher's *Majek* won in the MHS division.

GMORA is formed, formerly GMORC. Sixty-three boats qualified for season scoring. *Scaramouche, Majek*, and *Java* were the respective winners in PHRF Divisions A, B, and C; Jim Stanley's *Capella* won MHS A and Abbott Fletcher's *Majek* won MHS B.

Thirty-five yachts qualified for final scoring. Winners in their divisions were: PHRF A: *Airwaves*, Turner Porter; PHRF B: *Scaramouche*, Merle Hallett; PHRF C: *Majek*, Abbott Fletcher; PHRF D: *Java*, D. Johansen; MHS: *Capella*, Jim Stanley.

Downeast Race to Mount Desert Island added. Sixtyone boats qualified for season scoring. *Capella*, *Scaramouche*, *Majek*, and *Java* were the respective winners in PHRF divisions A, B, C, and D; the MHS winner was *Scaramouche*.

International Measurement System, or IMS, replaced MHS Season champions were as follows: PHRF A: *Widgeon*, Richard Levesque; PHRF B: *Apex*, John Tarling; PHRF C: *Jackpot*, Bob Twinem: PHRF D: *Suivez Moi*, Bud Hawley: IMS:



Sea Winds, Myron Curtis.

1988 More than 40 boats qualified for season points. Merle Hallett's *Scaramouche* won PHRF I, Bob Kellogg's *Arbacia* won PHRF II, Abbott Fletcher's *Majek* won PHRF III, and Max Fletcher's *Najad* won PHRF IV.

1989 Again, more than 40 boats were in the running for season points. Winners were Bill Reynolds' *Matriarch* in PHRF A, Geoff Emanuel's *Aberration* in PHRF B, Bob Twinem's *Jackpot* in PHRF C, and L. Nash's *Williwaw* in PHRF D. Doyle Marchant's *Revolution V* won the IMS division.

1991 Yarmouth Cup is added to the GMORA schedule for the first time.

1992 Maine Maritime Academy takes 1st in PHRF A in *Mariner*, Richard Levesque's *Tamarack* wins PHRF B, Ted McCarthy's *Equinox* is 1st in PHRF C, and Merle Hallett wins Cruising Class in *Scaramouche*.

1993 Maine Maritime Academy had a 1-2 finish in PHRF A with *Madcap* taking 1st and Maritime Express taking 2nd. Gary Blenkhorn's *Illusion* and Bob Kellogg's *Tamarack* take 1st in PHRF B and C, respectively. *Avatar*, skippered by Alan Kew, wins Cruising Class. David Boas of *Madcap* wins the Dirigo Bowl, which recognizes the overall champion – the one who gets the most points in its nine best races days, while racing at least two days outside its home area.

1994 Abracadabra, skippered by Jon Knowles, wins PHRF A; Scott Harris' *Haymaker* is 1st in PHRF B; Ted McCarty's *Equinox* wins PHRD C; Chris Robinson's *Houqua* is the Cruising Class champion. Scott Harris of *Haymaker* wins the Dirigo Bowl.

1995 Dick Hale and his crew on Bandito win PHRF A, Dan Wellehan's *Shamrock* takes PHRF B, Bob Kellogg's *Tamarack* wins PHRF C, and Wayne Smith in *Defiant* wins Cruising

Class. Dick Hale wins the Dirigo Bowl.

1996 Downeast Race Week is started. Seguin Island Trophy Race joins the GMORA schedule when the Boothbay Region Boatyard joins with Southport Yacht Club as a sponsor. This is the first bluewater race sponsored by SYC since 1985

1997 Hospice Regatta of Maine is launched and included in the GMORA schedule. Bob Johnstone in *Gannett* wins PHRF A, the Altercation Syndicate wins PHRF B in *Altercation*, Ted McCarthy takes 1st in PHRF C in *Exquinox*, Chris Robinson wins Cruising Class in *Houqua*, and Peter Garcia's *Alegra* wins the Multihull Series.

1998 PHRF Maine Championship is created and added to the GMORA schedule.

Bill Helming's *Still Crazy* wins PHRF A, *Altercation* wins PHRF B, and Winton Scott's *Symmetry* is 1st in PHRF C. *Trinity* wins the Multihull Series. *Altercation* wins the Dirigo Bowl.

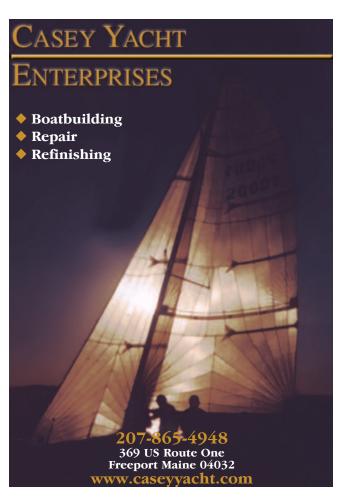
1999 Dick Hale's Bandito wins PHRF A, Byron Borst's *Synergy* is 1st in PHRF B, and Ted McCarthy's *Equinox* wins PHRF C. The Dirigo Bowl goes to *Equinox*.

2001 Dick Hale and the crew of *Bandito* are again triumphant in PHRF A. The Maine Maritime Academy's *Madcap* wins PHRF B, and Richard Hallett's *Family Wagon* ends the season at the top of PHRF C. *Madcap* wins the Dirigo Bowl.

2002 Bandito is again the PHRF A champion, Ned Semonite's Black Owl wins PHRF B, and Butch Minson wins PHRF C in Cat's Paw. Faamu Saami wins the Multihull division.

2003 Bandito again wins PHRF A, Scott Smithwick's Kaos is 1st in PHRF B, Jon Randall takes PHRF C in Snowbird, Don

HISTORY, continued on Page 29



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GMORA welcomes multihulls

Over a century ago, Nat Herreshoff designed and built *Amaryllis*, a small catamaran, and raced her in a series of events in New York. The New York Yacht Club revised its sailing instructions to allow monohull yachts only, perhaps because Herreshoff won so often. That exclusion became a virtual national standard.

In the 1980s and 90s, famed multihull designer, builder, and long-distance racer Walter Greene of Yarmouth, Maine, persuaded the Monhegan Race Committee to include a multihull class. There have never been many multihulls in Maine, but over the years, the colorful class has grown until 2005, when 12 multihulls constituted 25 percent of the Monhegan fleet. The

first multihull in the Monhegan Race is awarded a perpetual trophy; aptly named the *Amaryllis* Trophy, which was donated by Richard Saltonstalll of Lincolnville.

Movement or sale of just a few key boats has reduced the competition substantially in recent years, but there are still a few avid multihull sailors in GMORA, and they are looking for more. Thanks to the efforts of GMORA, multihulls are welcome in virtually every regatta in Maine. They compete in a separate division under the New England Multihull Association handicap system. Multihull owners interested in participating should contact GMORA President Peter Garcia, whose address can be found on our website, www.GMORA.org.

Introducing new class breaks for 2008 racing season

In 2007, frequent racers in GMORA Class A had a PHRF handicap range of -3 to 75 seconds per mile. Most Class A skippers felt range is too broad, and that narrowing the spread would promote more level competition.

A narrow handicap range has a number of advantages:

It makes it more likely that boats will be closer together during the race, presenting more opportunities to use tactics against competitors deeper into a race.

With racers finishing closer together, weather and tide changes have a lesser impact on race outcome, and while race readiness of the boat, skipper, and crew play a bigger role.

Shorter finish periods will ensure an earlier start for subsequent races in the day.

A change in Class A will naturally affect other GMORA class breaks. The GMORA Board sought input from racing skippers in its efforts to realign the class breaks to promote the best possible competition. Most of those who responded expressed support for the changes, specifically noting that the formerly broad range for Class A often caused the fleet to split into two groups sailing in different conditions against different competitors.

After consideration of all the input and considerable discussion, the Board decided on the following breaks for 2008:

Division 1: Up to 44 Division 2: 45 to 93

Division 3: 94 to 141

Division 4: 142 and greater

GMORA appreciates the time and effort put forth by all the skippers who replied to its request for comment. GMORA believes these division breaks will contribute to more competitive racing in 2008.

HISTORY, from Page 28

Logan's *Keemah* takes 1st for the J/105s, and Randy Rice's *Rita P* wins Cruising Class. Dick Hale takes home the Dirigo Bowl for his great season with *Bandito*.

2004 Maine Maritime Academy's *Sheerness* edges out *Bandito* for 1st in PHRF A, Sash Spencer's youthful crew in *Whiplash* wins PHRF B, Geoff Emanuel's *Commotion* wins PHRF C, Randy Rice's *Rita P* wins Cruising Class again, and Peter Garcia's *Alegra* is 1st in the Multihull division. The Dirigo Bowl goes to Maine Maritime Academy's *Sheerness*.

2005 Sash Spencer's *Whiplash* wins PHRF A, Ned Semonite's *Black Owl* takes PHRF B/J/105, Geoff Emanuel wins PHRF C in *Commotion*, Mark Werner's *Nipantuck* wins Cruising Class, and *Faamu Saami* was tops for Multihulls. *Nipantuck*'s Mark Werner wins the Dirigo Bowl.

2006 Revolution II, skippered by Ed Rogers, wins PHRF A; Richard Hallett's *The Wagon* is the PHRF B winner; Richard Stevenson's Roach Coach took 1st in PHRF C; Five, skippered by Tom Hall and Graciala Lamy, won PHRF D; and Mark Werner's Nipantuck won Cruising Class. Nipantuck is a repeat winner of the Dirigo Bowl, just edging out Revolution II.

2007 GMORA introduces the Arthur K. Watson Memorial Trophy, awarded to the yacht that scores the most points throughout the season. In its first year, the trophy goes to Scott Smithwick's *Kaos. Kaos* takes 1st in PHRF A. *Keemah*, skippered by Don Logan, is 1st in PHRF B. John Randall's *Snowbird* wins PHRF C. Mark Werner's *Nipantuck* wins Cruising Class. *Nipantick* scores a 'three-peat," taking the Dirigo Bowl back to Southport for the third year in a row.



Photo by Dave Pierce of Akela

Tom Hall offers a few racing pointers to prospective Class D racers rafted up off Falmouth.

Some reasons to race your cruising boat

By Gail N. Rice

About 40 boats 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, and 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 silverware, 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 No. 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, and the fastest competitor in your class has a rating of 108, because 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 No. 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 – a great option for first-time racers as well as racers who would like to kick back a notch.

Myth No. 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 more 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 No. 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 **31** to learn more.

Myth No. 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 website, www.gmora.org. Sailing Anarchy's crew-pool forum can be found at www.sailinganarchy.com. You can also post notices at local yacht clubs and boat yards, 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 No. 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.

Myth No. 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 them 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.

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

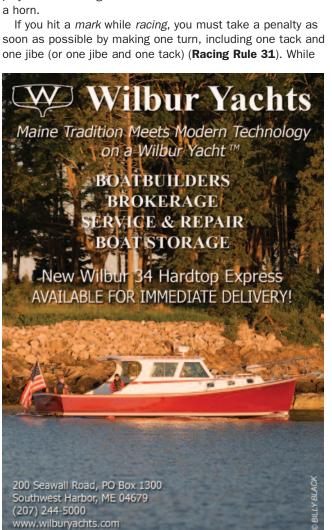
don't need to act until it becomes obvious that the other boat is not going to keep clear (**Racing Rule** 14).

Whenever you are the right-ofway 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 twolength 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.





Wavelengthstudios.com/Andrew Sims

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.

Performance Handicap Racing Formula-New England (PHRF-NE)

Gulf of Maine Fleet

From www.phrfne.org

The task of handicapping for the **PHRF-NE Gulf of Maine (GOM)** fleet is a function of the **Gulf of Maine Ocean Racing Association (GMORA)**. Dr. Charles Hawley is the PHRF-NE-GOM Fleet **handicapper**.

GMORA encourages sponsors of GMORA sanctioned regattas to 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

P.O. Box 4 Southport, ME 04576 (207) 633-2774, FAX (207) 633-2813

Email: gomphrf@gwi.net

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.

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 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 N. Rice



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Yearbook 2008 www.gmora.org 33

GMORA APPLICATION INDIVIDUAL MEMBERSHIP FORM GULF OF MAINE OCEAN RACING ASSOCIATION 501(C) (3) tax exempt organization

Date		
Name		
Phone	e-mail	
Please fill out the inf	Cormation below if you are a boat owner.	
Boat Name		
Type	Length	
Color	Rig	
Sail #		
Club Affiliation		
Comments & Recomm	mendations:	

Please mail application and \$10.00 individual membership fee to: GMORA PO BOX 66743 Falmouth, ME 04105

Visit our web site @ www.gmora.org

Fleet				F-NE		Form	YEAR	2008
THE PERFORMANCE HANDICAP RACING FLEET OF NEW ENGLAND INSTRUCTIONS: Please type your information into this PDF document (tabbing moves the cursor to the next field), review carefully, print, write in corrections/additions, and return with your handwritten signature. See www.phrfne.org/tips for terminology found on this form and tips for filling it out accurately.								
First Name	Last Name	Address			City	State	Zip (9 digits)	Country
Phone	Fax	Email Address		Yacht Club (Full Name)	US Sailing #	Member	Sailing Assoc N e.g. GMORA, N	
Yacht Name	Sail #	Design (e.g. C&C 35-3)		Year Built Hull Color	Designer		Hull#	IRC Rating
Boat Dimen	sions & Det	ails						
LOA LWL	Draft Beam	Displacement Keel B	Balla allast Weight	ast Material	Internal Ballast Weight	Rig	Masthead	Fractional
I=Foretriangle Height	J=Foretriangle Base	P=Main Luff E=Main Foo	t ISP=Spinna Halyard Hei		Mast Material		anding aging	
Engine	Propeller Mount	Prope	ller Type	Rudde	<u></u>	Keel		
Have hull, rig or appexplain at the right		n modified? If yes, e.org/tips for details.						
Select Yes or No								
Headsails List 5 Headsails by %LP. (e.g. 155% Genoa, 80% Staysail) Add an "RF" to indicate Roller Furling sails. (e.g. 155%RF) Add an "ST" to indicate a self-tacking jib. List 3 Cruising Class sails and add an "C" or Racing Only Class sails and add an "R". If a sail is in both classes, an "R/C" should be added.								
#1 Head Sail #2 Hea	ad Sail #3 Head Sail	#4 Head Sail #5 Head Sail	Heavy Jib S	taysail Blooper	Storm Jib Sto	ırm Trysail Miz	zen Mizz	en Staysail
Spinnaker List maximum of 3 by weight. e.g75, 1.5. Add an "A" to indicate an Asymmetrical Spinnaker.								
#1 oz #1 Wid	#2 oz	#2 Width #3 oz	#3 Width S	pinnaker Pole/J+Sprit Length	Whisker Pole Length			
Recreation Handicap Recreation handicap requires working, above deck roller furling; no Kevlar/Spectra or other exotics; Polyester/Mylar OK in working sails. Sail inventory limited to 1 Jib >110% LP, 1 Jib <= 110% LP and 1 Nylon Spinnaker. See www.phrfne.org/tips for more information.								
For Handica	apper User On	ly						
Base Handicap L	P ADJ Spinna	ker ADJ Rig ADJ Pro	peller ADJ Recrea	ation ADJ Misc. ADJ	Racing Handicap	Cruising Handic	ap Record Date	e
Handicapper and Initials	Notations [
Owner Responsibility and Signature								
I understand that it is my responsibility to notify the Chief Handicapper of changes to the yacht which affect measurement points, handicap adjustments, or would alter her from a standard boat. All standard doors and tables must remain on board.								
		each owner or skipper to de ded on this form is accurate		acht is adequately equ	uipped and maintaine	ed for ocean ra	acing and assu	me liability. I
				Membe	ership (select one)	New	Renewa	al

Form Version: 2008.02.14

Date

Owner's Signature

Frequently Asked Questions

What is a 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 is one that has been processed through the fleet handicapper, and that has been dated and certified by the PHRF-NE handicapper. New applications must be made on the approved PHRF-NE form located at www.phrfne.org. Handicaps must be

reviewed and recertified annually. The renewal process is initiated by the fleet handicapper each spring. An application for handicap will not be processed until all fleet dues and PHRF-NE fees have been paid. A valid PHRF-NE handicap symbolizes a commitment to fair play and sportsmanship on the water.

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

GMORA suggests strongly that regatta sponsors allow only yachts with valid PHRF-NE handicaps 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 an 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, or do not have in-board auxiliary power.

Many daysailer and one-design yachts do not conform to ISAF/ORC Category 4, and their PHRF-NE rating certificates carry the "U" handicap prefix. Accordingly, yachts with 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- to 40-foot yachts designed as daysailers, such as the J/100, 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. There has been no change in this position taken by PHRF-NE for 2008.

NORs that require Category 5 instead Cat 4 allow yachts with unofficial handicaps to race.

Indeed, the 2007 PHRF-NE Championships allowed

ISAF/ORC Cat 5 yachts, and the Massachusetts Bay Sailing Association suggests that NORs in sanctioned events require only Cat 5.

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.

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.

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

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 race course.

Details of Category 4 and 5 regulations may be found under ISAF Offshore Special Regulations Appendix J at: www.sailing.org/offshore/2006/OSR2006. .



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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 7-day period, and they are ordinarily not renewable during a given season.



Wavelengthstudios.com/Andrew Sims

To promote participation in GMORA racing, provisional rating certificates may also be issued on a non-renewable, one-regatta, 7-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 5 years.

Provisional GOM handicap certificates are not valid PHRF-NE certificates. They are a service provided to GMORA members 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? I do not like a competitor's handicap. How can I get that changed?

Make a formal appeal to PHRF-NE. 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 race course, and that The yacht otherwise 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 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.

What is a base handicap?

A base boat is assumed to 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.

Adjustments that may be made to the base handicap are explained at www.phrfne.org under the Handicap Adjustments tab.

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 certificate 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.

Explain why the J/105s and J/100s have so many different handicaps?

J/105 and J/100 handicapping is complicated by several possible sail configurations these boats may carry.

The J/105 base handicap of 81 assumes a 150 percent genoa, the jumbo 110 square meter spinnaker, and the deep keel.

The following is a table (www.phrfne.org) that shows J/105

handicaps for various sail configurations:

Spinnaker	Jib/Genoa	Race	Cruise
		Handicap	Handicap
77 SM	100%	96	96
89 SM	100%	90	96
110 SM	100%	87	96
77 SM	150%	90	90
89 SM	150%	84	90
110 SM	150%	81	90

The one-design configuration for the J/105 is a roller-furling 100% jib and the 89-square-meter aymmetrical spinnaker on the sprit.

The shoal draft model receives 9 seconds per mile credit on both racing and cruising handicaps.

The J/100 base handicap of 81 assumes a 155 percent genoa and the 60-square-meter spinnaker.

The following is a table adopted from www.phrfne.org that shows J/100 handicaps for various sail configurations:

Spinnaker	Jib/Genoa	Race	Cruise
		Handicap	Handicap
60 SM *	100%	93	102
80 SM *	100%	90	102
80 SM *	155%	87	93
60 SM **	155%	81	93
80 SM **	155%	78	90

- * Asymmetrical spinnaker tacked at the bow.
- ** Symmetrical spinnaker on a pole = J.

The one-design configuration for the J/100 is a roller-furling 100% jib and the 80-square-meter asymmetrical spin-naker tacked at the bow.

Removal of the furling gear on either the J/105 or the





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J/100 will result in a handicap penalty. A J/105 or a J/100 may maintain only one valid PHRF certificate at a time and may make only one certificate change in that certificate during the course of a season.

What are the requirements for the Recreational Handicap?

See www.phrfne.org under the Handicap Adjustments tab.

Do I get credit for an asymmetrical spinnaker?

Yes and no. See www.phrfne.org under the Handicap Adjustments tab.

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

No free flying sails (spinnakers, MPS, or staysails) 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 are time on time (TOT), seconds per hour, allowances?

TOT scoring is popular in Europe. 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

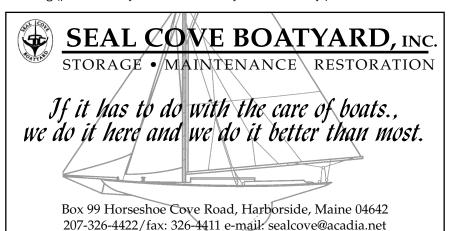
changing conditions of the race (tide, wind, seas, etc.). With the TOT method, the allowance at any point in the race can be affected by a change of conditions later in the race. It has been found to tighten corrected time finishes when there is a very large handicap spread in a class or if the race conditions are variable.

TOT can also be adjusted for the type of sailing (predominantly windward or

off the wind) and weather conditions of the race

GMORA suggests that race committees who conduct races with predominantly windward or off-the-wind legs consider using TOT scoring. For more information on TOT, see www.phrfne.org under the "Time on Time" scoring tab.

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





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2008 PHRF-NE Gulf of Maine Fleet

Name	Yacht	Design	Racing Rating	Cruising Rating
Dean Abramson	Mariah	Cape Dory 25D	252	264
Me Maritime Academy	Sheerness	Taylor 41	45	57
Dana Anderson	Vision Quest	Sabre 426 Wk	93	99
William Anderson	Black Pearl	Alden Challanger	156	174
Justin Andrus	Assunta	Pearson 30	186	201
Bill Aronson	Hair Of The Dog	J/105	90	96
Tom Babbitt	Bravo	J/42 SD	75	87
William Babbitt	Ante O'dea	Catalina C-310	183	195
Barney J. Baker	Libra	Sabre 32	165	177
Mark Balles	Endeavor	J/32	129	138
Richard Barclay	Odyssey	Bristol 35.5	159	174
Charles Barker	Antre Express	Alerion Express 28	U168	U171
Rick Barry	Swimmer	Caprizs	180	192
Henry P. Becton	Ariana	Ohlson 41	132	144
Henry R. Becton Jr.	Otter	Sabre 38-1	117	129
John Bell	Starlight	J/42 L SD	90	93
Jeffrey Bennert	Cool Runnings	J/35	72	84
A Jan Berlin	Aria	Morris 36 SD	117	192
Robert Berube	Synergy	Metalmast 30	159	165
Daniel Bienkowski	Morning Star	J/44	37	39
Stephen Blaisdell	Atlantic Ave	J/30	147	153
Gary P. Blenlhorn	Illusion	Pearson 37	108	120
Bernard Blum	Circe	Hinckley 49	159	165
Brooklin Boat Yard	Vortex	55 Sq Meter	81	81
Byron Borst	Synergy	Concordia 47	-12	0
Frederic Bourke	Zebra	W-46	75	81
John Bradford	Pi-Mut IV	J/35	78	90
David Braun	Windhunter	Pearson 26	213	225
Joel Brightman	Felicitas	Hinckley SW 50	114	129
Beau Bringham	Divided Sky	Santana 525	189	195
Philip Brooks	Fiddler	Baba 40	189	204
James G. Brown	Thumper	J/30	135	141
Robert Brown	Flying Lady	Swan 46	78	84
Fred Burbridge				
Ernest H. Burt, Jr.	Gitana	Alden 40	171	177
John Butler	Galatea	Bristol 38.8	138	153
Levin H. Campbell	Concert	Morris 40	126	141
Todd Carleton	Masterspeed	J/35	72	84
Gregory Carroll	Alpheratz	Swan 51 C B	42	57
Marshall Cary	Adventure	Sabre 30-3	171	183
Mike Casey	Laurentide	Carrera 29	96	108
Bruce Cassidy	Emotional Rescue	J/130 CF	24	33
Minturn V. Chace	Lara	Hinckley 41	162	177
Peter Chandler	Lord George	Vineyard Vixen 34	183	186
Bevin V. Cherot	Pequot	Hinckley 44	54	66
Mark S. Cluett	Merlin	J/42	81	81
Mylan/Maya Cohen	Arion's Ride	J/109	69 367	78 267
Daniel Coit	Evergreen	Menemsha 24	267	267
Kenneth H. Colburn	Ghost	J/105	90	96
Kenneth H. Colburn	Ghost	J/105	90	96 193
Ronald Cole	Artemis	Alberg 37	180	183
Doug Coleman	Skittery Gusset	J/40 Sabra 34.1	84 152	96 165
Peter Colesworthy	Nirvana Sana Sarif	Sabre 34-1	153	165
Jim/Annie Connell	Sans Serif	J/30 Hinddov SW 53	141	147
Michael Cook	Ghost	Hinckley SW 52	84	90 171
Michael Cook	Flirt	Center Harbor 31	174	171

Name	Yacht	Design	Racing Rating	Cruising Rating	
Tony Correa	Noeta	Custom	249	261	
James Coughlin	Mainstay lii	Jeanneau Ginn Fizz	186	192	
Jim Coughlin	M 4	Wylie Wabbit	U156	U171	
Doug Coyle	Happy Ours	Ericson	132	138	
Gary Cran	Black Bear	Tartan 3500	141	147	
John Crispin	Perspective	Cabo Rico 38	195	201	
Philip M. Cronin	Common Sense	C&C 43	78	93	
Bruce Cumback	Wiley	J/35	72	84	
Allerton Cushman, Jr.	Gusto	Custom	99	111	
Jim Cuthbertson	Rumpleteazer	J/24	168	174	
Jim Cuthbertson	Peregrine	J/33	84	96	
Endicott Davison	Winsome	Dawn 48	96	111	
Daniel Dennett	Xanthippe	Beneteau 42	81	96	
George Denny	Restive	Custom	39	54	
Johnathan Dietz	Esparta	Morris 36	156	168	
Paul Dobbins	Sleigh Ride	Shields	U165	U174	
Jim Dodd	Jazazzi	J/24	168	174	
Rick Donovan	Turn The Page	Beneteau 473 SD	87	90	
Spencer Drake	Avalon	Frers 33	108	120	
Pete Du Pont	War Bride	J/124	27	39	
Pierre Du Pont	Miss Marvelous	J/100	90	102	
Steve Duguay	Hornpipe	East Coast OD	216	228	
Sean Dunfey	Phoenix	Andercraft 36	88	94	
Jefrey Dunn	Hopscotch	J/100	90	102	
William Eacho	Atlantica	Hinckley SW 42-2	105	120	
Chris Eisenhart	Downtown	Farr 30	144	156	
Kenneth Eldred	Ammersee	F&C 44	102	114	
Geoff Emanuel	Commotion	Frers 30	135	147	
James Facey	Banshee	Ranger 29	204	216	
M. Feeney	Pilgrim	Cape Dory 30K	213	231	
Ted Fisher	Pegasus	Cambria 44CB	117	123	
John Fitzgerald	Moondance	Sabre 36	126	129	
John Forsgren	Spring Tide	Hinckley SW 52	78	84	
Win Fowler Scott Fox	Altercation Char Sar	Hobie 33 OD	90 54	99 63	
		Flying Tiger 10 M			
William Full Peter Garcia	Persistence	J/105	81	90	
Michael Giles	Apogee	Ohlson 38	165	177	
Thomas Gill	Sea Smoke	J/100	U90	U102	
Clifford Goodall	Maveric	Sabre 28-2	213	225	
Joseph Grant	Fair Lead	Little Harbor 40	153	168	
Robert Grant	Tempest	Sabre 34-2	162	177	
Erik D.W. Greven	The Phoenix	Ericson 38	138	141	
David Griffin	Storm Petred	Sabre 34-1	153	165	
John N Grillo	Wendigo	Sabre 36	123	135	
Gordon A. Haaland	Eventyr	J/42	81	81	
Richard W. Hale	Bandito	Tripp 47	-3	+3	
Peter Hall	Agnes	C&C 99	96	111	
Richard Hall	Snapdragon	Ericson 25+	225	234	
Merle Hallett	Scaramouche	N/M 39	60	66	
Richard A. Hallett	Family Wagon	Hallett 33	48	60	
Robert Halpin	Double Sunrise	Bristol 35.5	159	174	
Bruce Hamlin	Ruthless	Cal 33-2 SD	144	156	
John K. Hanson Jr.	Ferry Jubilee	Tripp Vimelander 32	210	222	
George Haselton	Hiliho	J/35	78	93	
Raymond Hawkins	Hawk's Nest	C&C Landfall 38	141	153	
Dr. Charles Hawley					
Rob Hawley	Rainier	J/24	168	174	
Rene/Diane Hebert	Clover	Gulfstream 30	231	246	

Name	Yacht	Design	Racing Rating	Cruising Rating
Guy Heckman	Cahoots	Hinckley SW 50	129	135
Marcus Heilner	Hoi An	Center Harbor 50	54	72
Charles Heimbold	Astrid	Center Harbor 31	U174	U171
Peter K. Heldman	Flying Clipper	J/109	75	81
Jesse Henry	Kigis Magic	J/32	129	129
Nat/Weld Henshaw	Beagle	J/35	72	84
Harry Hepburn	Ccure	C&C 30-2	159	162
Robert Hickok	Prodigal	J/100	87	96
Albert Hodsdon	Sea Jab	Sabre 362 WK	132	135
Ken Hollowell	Fortitude	Southern Cross 39	153	168
David Holmes	Free Spirit	Hinckley SW 42-2	114	129
Neil Holtzhausen	Amanzi	Tartan 10	126	132
Harvey Howalt	Experience	Custom	150	162
Roger Howell	Monarch	Bristol 35.5	171	177
David F. Hoy	Wyanoke	Catalina 27	213	225
Karl Hudson	Eclipse	Frers 33	108	120
George Hughes	Susan	Dark Harbor 20	U195	U204
H.Dexter Hyland 111	Patriot	C&C 35-3	123	126
Michael laconeta	Night Shift	Evelyn 36	117	123
Kris Jennings	Mi Lady	Sabre 34-1	159	171
Hugh/Louise Johnston	Summer Salt	Alerion 28-2	U174	U183
Robert Johnston	Sans-Culottes	Beneteau 40.7	51	60
Robert Johnstone David C. Jones	Tern Sunshine	J/100 J/29	90 123	102 129
Matthew Jones	Endurance	Tripp 47	6	129
Alan Joseph	Hot Numbers	Taylor 42	46	58
Christine Kean	Soulmate	C&C 41	72	84
Robert Keefer	Antares	Ohlson 35	207	222
Burt H. Keenan	Acadia	Custom	123	123
Bob Kellogg	Tamarack	Dobroth 42	57	69
Bob Kellogg	Arbacia	Nordic 40	105	117
Fred Kellogg	Nellie Jane	Kenner Kittiwake 23	276	288
Richard Ketchum	Spanking Machine	Kiwi 35	57	63
Richard Ketchum	Pit Party	J/24	168	174
Winston Kipp	Growl Tiger	J/40	84	96
Jon Knowles	Abracadabra	J/46	39	48
Jonathan D. Knowles	"Sold"	J/100	90	102
Hal Kroeger	Far Out	Morris 52	69	84
Lee Krow	Momentum	Baltic 47	12	24
Haven Ladd	Balance	Cal 40	129	141
Graciela Lamy	Five	Mx 20	177	183
Larry/Cathy Latta	Allegro	Endeavor 35	159	165
Richard W. Ledwith, Jr	Fiesta	C&C 40-2 CB	102	114
Charles Leighton	Whitecap	Hinckley SW 42	66	78
George Lewis	Rose	New York 40	90	102
Peter Lloyd	Snapdragon li	Ericson 38WK	129	141
Christopher Loader	Southern Cross	Hunter 41 DS	123 171	132 186
Seton, Alexander Loenard, Schoettle Donald Logan	Keemah	Westphale 38 J/105	90	96
Douglas Louison	Gloria	J/34 C	129	129
Ivan Lowenthal	Lioness	J/100	90	102
James T. Lowery	My Pal	Pearson 30	180	192
Gus Mac Donald	Panacea	Hinckley Pilot 35	186	198
Ward D. Mac Kenzie	Genevieve	Alerion Express 28	U177	U186
Russell B. Mac Pherson	Sea Robin	Little Harbor 37	177	189
Myles Mace	Sryward	Morris 36 Justine	162	177
Constance B Madeira	Baleira	Alberg 35	201	213
Fred Madeira	Resolute	J/44 WK	39	51
Thomas Mahoney	Orinoco	C&C 38-3	102	114

Name	Yacht	Design	Racing Rating	Cruising Rating	
Robert Manheimer	Tendress	Babson I 35	126	132	
Doyle Marchant	Revo Ocho	Henderson 30	45	54	
Doyle Marchant	Revolution 1 X	Dobroth 43	3	15	
Douglas/Mary Martin	Wishing Star	Tartan 3500	123	135	
John & Dora Martin	Skylark	Cal 25-1	237	249	
Andrew Marvin	Solution	Bristol 35.5	150	162	
James Mc Kenna	Toor A Loora	Cape Dory 36	186	210	
David Merrill	Ajax	Ericson 27 O B/T M	231	246	
John Merrill	Zealot	Alerion Express 38-2	111	120	
Newton P.S. Merrill	Finesse	J/42 Tartan 3500	81 123	81 135	
Charles/Judy Micoleau Betty Minson	Windsong Fearless	Lindenberg 28	123	138	
Frederick V. Minson	Cat's Paw	Lindenberg 28	26	141	
Charles/Chris Moore	Northen Muse	Pearson 33-2	171	174	
Paul Morin	S-Cape	Sabre 38-1	117	129	
Cuyler Morris	Viajero	Morris 36	117	120	
Cuyler Morris	Cary All	Morris 42	93	99	
Cuyler Morris	Cary All	Morris 36 S S D	132	135	
Cuyler Morris	Норе	Morris 42	99	105	
Cuyler Morris	M36	Morris 36 S D D S	129	132	
Tom Morris	After You	J/80	114	123	
William B. Morris	Fox	Morris 32	198	204	
Randy Mraz	Aluna	Catalina 36	144	156	
Sive Neilan	Aphra Behn	Pearson 30	189	192	
William Newberry	Country Girl	Beneteau First 36.7	84	96	
Ben Niles	Allure	Concordia 39	177	189	
P.Andrews Nixon	Kingfisher	Morris 36	117	120	
David Norman	Adhara li	C&C 34R	84	97	
Robert Norton David Nutt	Donzo	Robert Clark	75	87	
Charles E. O' Brien	Danza Peer Gynt	O Day 322	180	87 192	
Richard Paine	Faster	Tartan 10	126	132	
Jim/Leigh Palmer	Morning Star	J/40 S D	96	108	
Richard A. Parent	Beausoleil	Beneteau 456	75	87	
Peter J. Parker	Tiger Lily	Sabre 30-1	180	192	
Peter/David Parsons	Libertine	Sabre 34-1	159	174	
Chris Paul	Late Night	Swan 38	126	141	
Robby Pawle	Mrs Higgenbottom	Catalina 270 WK	219	234	
Erik Pedersen	Peregrine	Soverel 33-2	93	102	
Newell/Nancy Perkins	Star	J/120	51	63	
Paul F. Perkins	Fling	Sabre 28 Mod	189	201	
Kent Phelan	Istia	Alerion Express 28	U165	U174	
John Pier	Seek	C&C 34	150	162	
David Pierce	Akela	S2 7.9	174	183	
Jack Pirozzlo Douglas C. Pope	Skylark Walkabaut	Sabre 28	207	222	
Timothy Porta	Walkabout Migis Magic	Tartan 10 J/32	132 129	138 129	
Kem Porter	Kemosha	J/32 J/42	75	78	
Peter Price	Big Dog Party	Farr 39 M L	12	21	
Kenneth Priest, li	Extra Beat	J/35	72	84	
Tom Quinby	Sapphire	Sabre 362 WK	132	135	
William Rago	Aquila	C&C 29	174	186	
Jonathan Randall	Snowbird	New York 36	105	111	
Stephen Redmond	Mimosa	J/22	177	183	
Abbott Reeve	Narcissus	Hinckley 48	119	129	
Ford Reiche	Eclipse	Concordia Yawl 39	168	180	
Tim Reilley	Cordelia	Ericson 35-3	129	141	
Matthew D. Reynolds	Wind Game	Ericson 35-2	149	161	
Randy Rice	Rita P	Pearson 30	189	192	

Name	Yacht	Design	Racing Rating	Cruising Rating
James Richter	Bonspeil	Nordic 44	84	99
Brion Rieff	Institution	Brion Riff 42	75	87
S. Melvin Rines	Candide	Bermuda 40-3	156	168
Howard Robbins	Aftermath	Santana 28	180	192
Schyberg Robert	Gulvain	Custom	39	51
David Rockefeller	Cybele	Imx 45 S D	15	30
Thomas Rodes	Alma	6 Meter	U147	U153
Ed Rogers	Revolution 2	Farr 43	48	54
Paul K. Rogers	Canty	Scheel 36 Cst	147	162
T.R. Rolfes	Sidewinder	J/105	90	96
Will Rooks	Thumper	Olson 30	111	123
Ernie Rose	Josie P	Alerion Express 28-2	U174	U174
Douglas Roth	Old Navy	Pearson Ensign	U270	U276
Samuel Rowse	Anna	Custom S&S	21	33
David Ruff	Go Dog Go	J/29	117	123
J.H. Russell	Hawk	J/35	72	84
Michael Ryan	Fiona Rios	Cape Dory 45	129	135
Andrew Sawyer	Straw Hat	J/105	90	96
Richard Schoette	Ginger	Custom	39	54
Karl Schoettle	Intuition	Brionrieff 42 CST	78	87
Richard Schotte	Goshawk	Bby-76	-27	-12
Richard Schotte	Goshawk	B B Y-76	-27	-12
Bruce Schwab	Ocean Planet	Open 60	-120	-111
Eric Schwab	Vigilante	J/41	60	72
Winton F. Scott Jr.	Symmetry	Cal 33-2	132	144
Ned Semonite	Black Owl	J/105	81	90
David Sharpe	Antares	J/120 C F	60	66
Rick Simonds	Pain Killer	Mumm 36	42	48
Howard Singer	Marnie	Erickson 35	144	159
Bruce Smith	Escape	Ultimate 20	U144	U153
E.Newbold Smith	Reindeer	Morris 47	24	36
Emerson Smith	Rogue	Ultimate 24	108	120
Jon Smith	Muskrat	Alden	165	180
Stockton N. Smith	Weather Gauge	Farr 44	54	66
Wayne C. Smith	Defiant	Frers 30	141	153
Kaighn Smith M.D.	Gaylark	Swan 38	102	114
Reginald Smithwick	Kaos	Frers 41TM	69	81
Brian Smullen	Cuilaun	Mc Gruer Custom	102	114 198
John Somers	Blu	Graves Constellation	201	198 135
Jose Soriano	Aurora Stories	Sigma 36 F/R I L C 40	126 6	135
S.A. Spencer Robert A. Steeves	Shadow	Sabre 362 Wk	132	147
Richard Stevens	Honalee	Sabre 34-2	141	153
Donald Stevenson	Morning Light	Ericson 28-2	189	198
Richard Stevenson	Roach Coach	Olson 30	108	120
Kip Stone	Artforms	Open 50	-63	-54
Peter Stoops	Chase	Swan 40	120	135
Gust Stringos	Bluebird	Morris 36 SD	168	180
Christopher Strock	Mc Beth	Sabre 38-1	123	138
Robert Stuart	Raka	Concord 39FR	186	189
Michael B. Stubbs	Fancy	Magic Class	135	135
Burt Sturrup	Sora	Pearson Vanguard	225	240
Ann Symington	Anjacaa	Palmer Johnson 53	48	60
Robert H. Taylor	Frolic	J/24	168	174
Carvel B. Tefft	Bangalore	Rhodes 43	156	168
Robert Tetrault	Sea Return	Pearson 530	114	126
David Tew	Rosalita	Shields	U174	U171
Noel Tewes	Otter Float	Cape Dory 28	222	237
Tyler Thims	Rip Curl	S2 9.1M	132	144

Name	Yacht	Design	Racing Rating	Cruising Rating
Reid Thomas	Sea Tao	Ranger 26	198	213
Douglas Thompson	Erica	F W 45	72	81
James L. Thomson	Thistle	J/46	45	60
Wallace E. Tobin	Froya	Custom 46	99	111
Donald Tofias	Arion	W-46	84	84
Donald Tofias	Equus	W-46	84	84
Mark E. Tuller	Kanaloa	Hinckley SW 42	126	132
Francis (Pat) Twinem	Jackpot	C&C 32	174	177
Mark Van Baalen	Ariane	Hinckley B-40-3	156	168
Lloyd Van Lunen	Boreas	J/120	51	60
Nick Vanoff	Geranium	Custom 34	99	114
Robert R. Vawter, Jr.	Salute	Ensign Classic	U279	U288
Mark Waite	Commocean	Colgate 26	159	168
George Warren	Wind Chime	Cal 25-1	231	246
John Alan Watson	Sail-Loft	Sabre 38-2 CB	141	156
Arthur K Watson Jr.	Too Elusive	Ocean 80	21	27
Watt W. Webb	Wave Train	Swan 44-2	78	84
Joseph Weber	Va Pensiero	Custom	90	99
Alan Webster	Integrity	Baveria 40	120	129
Kenneth Weg	Afterglow	Hinckley SW 43TM	84	96
Neal Weinstein	Enterprise	Ericson 38	126	141
Dan Wellehan	Shamrock	Frers 33	114	126
Mark Werner	Nipantuck	Center Harbor 31	U171	U168
Scott Whichard	lo	Pearson 32	171	183
Drexell White	Ceilidh	Ranger 33	168	183
Bernard Wideman	Gjenlin	S2 9.2A	210	222
Anthony/Matt Widmnn/Newton	Ranger	6 Meter	108u	114u
R. Glenn Wiggins	Estrellita	Morgan 384	144	159
Richard Wiken	Gold Rush	Santana 35	120	126
William Wilkinson	Grey Eagle	J/32	132	135
Bradford Willauer	Breezing Up	J/46	42	51
Peter O. Willauer	Eight Bells	J/42 SD	87	87
Patrick Wilmerding	Firefly	Morris 454	27	42
Patrick Wilmerding	Charade	Morris 42 Weekender	72	78
K Winkler	Defiance	Pearson 37	108	120
Duncan Wood				
Neil Woodside	Bijou	Beneteau First 235	210	213
Greggus Yahr	C-C Courage	J/110	96	105

Advertisers

Atlantic Boat Company	11	Maloney Marine Rigging	38
Bay of Maine Boats		North Sails Maine	
Bohndell Sails		Oakland House	39
Casey Yacht Enterprises		Points East Crew Match	47
Chase Leavitt & Co		Port Rigging	
CWC Boat Transport	33	Portland Yacht Services	
Doyle Center Harbor/Doyle Sailmakers		Rumery's Boat Yard	28
East Coast Yacht Sales	2	Seal Cove Boatyard	39
Eyecare Medical Group	23	Skelton Taintor & Abbott	
Hallett Canvas & Sails		Smith Barney	15
Hamilton Marine	16	Smithwick & Mariners Insurance	4
Handy Boat Service	39	Strouts Point Wharf Company	15
Landfall Navigation		Waterfront Restaurant	
Landing Boat Supply	2	Wavelength Studios	22
Lower Falls Landing	2	Wilbur Yachts	32
Maine Sailing Partners		Yankee Marina	
Maine Yacht Center Marina			



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

Presented by

SKELTON TAINTOR & ABBOTT ATTORNEYS AT LAW

207.784.3200

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3	4:57 AM	L	11:11 AM	Н	5:04 PM	L	11:20 PM	Н	3	12:44 AM	Н	7:06 AM	L	1:20 PM	Н	7:20 PM	L
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7	2:07 AM	Н	8:37 AM	L	2:56 PM	Н	8:50 PM	L	7	4:02 AM	Н	10:08 AM	L	4:25 PM	Н	10:44 PM	L
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12	12:59 AM	L	7:09 AM	Н	1:17 PM	L	7:38 PM	Н	12	2:35 AM	L	8:46 AM	Н	2:34 PM	L	8:52 PM	Н
13		L	8:08 AM	Н	2:09 PM	L	8:29 PM	Н	13	3:27 AM	L	9:37 AM	Н	3:25 PM	L	9:42 PM	Н
14	2:54 AM	L	9:04 AM	Н	2:59 PM	L	9:16 PM	Н	14	4:12 AM	L	10:22 AM	Н	4:10 PM	L	10:26 PM	Н
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17		L	11:24 AM	Н	5:08 PM	L	11:21 PM	Н	17	6:04 AM	L	12:15 PM	Н	6:10 PM	L		
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19	6:28 AM	L	12:41 PM	Н	6:23 PM	L			19	1:02 AM	Н	7:15 AM	L	1:27 PM	Н	7:32 PM	L
20	12:35 AM	Н	7:04 AM	L	1:18 PM	Н	7:01 PM	L	20	1:43 AM	Н	7:53 AM	L	2:06 PM	Н	8:16 PM	L
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22		Н	8:16 AM	L	2:31 PM	Н	8:20 PM	L	22	3:15 AM	Н	9:20 AM	L	3:36 PM	Н	9:58 PM	L
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25	4:00 AM	Н	10:17 AM	L	4:36 PM	Н	10:42 PM	L	25	12:02 AM	L	6:15 AM	Н	12:12 PM	L	6:35 PM	Н
26	4:51 AM	Н	11:05 AM	L	5:25 PM	Н	11:38 PM	L	26	1:11 AM	L	7:26 AM	Н	1:21 PM	L	7:44 PM	Н
27	5:46 AM	Н	11:56 AM	L	6:17 PM	Н			27	2:20 AM	L	8:36 AM	Н	2:30 PM	L	8:52 PM	Н
28	12:38 AM	L	6:47 AM	Н	12:51 PM	L	7:13 PM	Н	28	3:23 AM	L	9:38 AM	Н	3:34 PM	L	9:54 PM	Н
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30	2:43 AM	L	8:55 AM	Н	2:50 PM	L	9:10 PM	Н	30	5:10 AM	L	11:24 AM	Н	5:24 PM	L	11:40 PM	Н
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1 2 3 4 5 6	3:45 AM 4:43 AM 5:39 AM 12:03 AM 12:58 AM 1:53 AM	L H H	10:57 AM 11:54 AM 6:33 AM 7:26 AM 8:17 AM	H H L L	4:48 PM 5:45 PM 12:49 PM 1:42 PM 2:35 PM	L H H H	11:07 PM 6:41 PM 7:37 PM 8:32 PM	H L L	1 2 3 4 5	12:28 AM 1:13 AM 1:57 AM 2:41 AM 3:27 AM	H H H	6:40 AM 7:22 AM 8:03 AM 8:44 AM 9:26 AM	L L L L	12:53 PM 1:34 PM 2:15 PM 2:56 PM 3:39 PM	H H H H	7:45 PM 8:30 PM 9:15 PM 10:03 PM	L L L
1 2 3 4 5 6 7	3:45 AM 4:43 AM 5:39 AM 12:03 AM 12:58 AM 1:53 AM 2:47 AM	L H H H	10:57 AM 11:54 AM 6:33 AM 7:26 AM 8:17 AM 9:08 AM	H L L L	4:48 PM 5:45 PM 12:49 PM 1:42 PM 2:35 PM 3:27 PM	L H H H	11:07 PM 6:41 PM 7:37 PM 8:32 PM 9:28 PM	H L L L	1 2 3 4 5 6	12:28 AM 1:13 AM 1:57 AM 2:41 AM 3:27 AM 4:16 AM	H H H H	6:40 AM 7:22 AM 8:03 AM 8:44 AM 9:26 AM 10:11 AM	L L L L	12:53 PM 1:34 PM 2:15 PM 2:56 PM 3:39 PM 4:26 PM	H H H H	7:45 PM 8:30 PM 9:15 PM 10:03 PM 10:55 PM	L L L L
1 2 3 4 5 6 7 8	3:45 AM 4:43 AM 5:39 AM 12:03 AM 12:58 AM 1:53 AM 2:47 AM 3:41 AM	L H H H H	10:57 AM 11:54 AM 6:33 AM 7:26 AM 8:17 AM 9:08 AM 9:59 AM	H L L L	4:48 PM 5:45 PM 12:49 PM 1:42 PM 2:35 PM 3:27 PM 4:18 PM	L H H H H	11:07 PM 6:41 PM 7:37 PM 8:32 PM 9:28 PM 10:25 PM	H L L L	1 2 3 4 5 6 7	12:28 AM 1:13 AM 1:57 AM 2:41 AM 3:27 AM 4:16 AM 5:09 AM	H H H H	6:40 AM 7:22 AM 8:03 AM 8:44 AM 9:26 AM 10:11 AM 11:02 AM		12:53 PM 1:34 PM 2:15 PM 2:56 PM 3:39 PM 4:26 PM 5:19 PM	H H H H H	7:45 PM 8:30 PM 9:15 PM 10:03 PM	L L L
1 2 3 4 5 6 7 8	3:45 AM 4:43 AM 5:39 AM 12:03 AM 12:58 AM 1:53 AM 2:47 AM 3:41 AM 4:36 AM	L H H H H	10:57 AM 11:54 AM 6:33 AM 7:26 AM 8:17 AM 9:08 AM 9:59 AM 10:49 AM	H H L L L	4:48 PM 5:45 PM 12:49 PM 1:42 PM 2:35 PM 3:27 PM 4:18 PM 5:10 PM	L H H H H	11:07 PM 6:41 PM 7:37 PM 8:32 PM 9:28 PM	H L L L	1 2 3 4 5 6 7 8	12:28 AM 1:13 AM 1:57 AM 2:41 AM 3:27 AM 4:16 AM 5:09 AM 6:06 AM	H H H H H	6:40 AM 7:22 AM 8:03 AM 8:44 AM 9:26 AM 10:11 AM 11:02 AM 11:58 AM		12:53 PM 1:34 PM 2:15 PM 2:56 PM 3:39 PM 4:26 PM 5:19 PM 6:16 PM	H H H H H H	7:45 PM 8:30 PM 9:15 PM 10:03 PM 10:55 PM 11:53 PM	
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