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The President's Page

Last fall, Vice President Ren Drews and I attended a meeting in Marblehead of all the representatives from the various fleets from around New England. At this an the representatives from the various needs from around frew England. At this meeting, the fleet captains gave reports of activities throughout their areas. I am meeting, the neet captains gave reports of activities throughout their areas. I am very happy to report that we are lucky enough to enjoy a wealth of sailing opportunities that our follow soilors to the south could only droom shout

While most fleets have a weekly night series and hope to pull together a weekend nities that our fellow sailors to the south could only dream about.

regatta or two, here in Maine, there are opportunities to sail competitively almost regatta or two, nere in Maine, there are opportunities to san competitively amost every weekend from June to October. When you add this to the rich one-design race every weekend from June to October. every weekend from June to October. When you and this to the from one-to-ting we have during the summer weeknights, we are truly a lucky group. g we have unting the summer weekinghes, we are truly a rucky group.

But it does take work to make this all happen. There is a small but dedicated

group that works throughout the year to ensure that these opportunities exist. These groups are present both at GMORA and at your local yacht clubs. take a moment to figure out how to get involved. Become a member of GMORA. even if you don't own a boat, it is a way that you can add to the sport that we all even if you don't own a boat, it is a way that you can add to the sport that we all love so much. Think of it this way: With the great diverse opportunity we have to sail, we have to all put back into the sport to ensure it continues. Don't take what

As I look at the upcoming year, a few boats that maybe we did take for granted will not be here. Bandito, Scaramouche, Trick or Treat, and Shamrock have all left will not be here. Danaho, Scaramouche, 1710R or 17eut, and Snamrock have an left our fleet. Dick, Merle, George, and Dan all taught us so much over the years. It was a placetime contact these contacts and produced and without their contacts and produced and without their contacts. our neet. Dick, merre, George, and Dan an Laught us so much over the years. It was a pleasure competing against these gentlemen for decades, and without their gentlemen for decades. we have for granted. a pieasure competing against these gentiemen for decades, and without onen genterosity and foresight, the sport of sailing in Maine would be tremendously different and foresight, the sport of sailing in Maine would be tremendously different and a like to reconstitutions.

But the new guard and new challenges will emerge. Last year we partnered with SailMaine to sponsor a new regatta in June. The regatta was both a tune-up and an today. I would like to personally thank them.

opportunity for younger sailors to meet potential "rides" for the summer. opportunity for younger saliors to meet potential rides for the summer.

Centerboard Yacht Club has taken a leadership roll in organizing a race from Casco

Centerboard Yacht Club has taken a leadership roll in producing the leadership roll in the lead Cenversoard racht Ciub has taken a leadership ron in organizing a race from Casco Bay to Mount Desert Island in the late summer. It is predominately a cruising race that quite honestly makes this hard-core racer envious. I bet you they even have that quite nonestry makes this nara-core racer envious. I bet you they even have real pillows on board! This would be the perfect opportunity to transit Downeast or

y mar overnight race that you have always thought about.

GMORA is also recognizing the efforts and accomplishments of the growing and try that overnight race that you have always thought about. dedicated group of shorthanded sailors that sail along our coast. New for this year

is a shorthanded series, complete with a wonderful perpetual trophy generously Take a moment to visit the revamped GMORA website. It is the product of sever-

al very dedicated volunteers that have put much time and effort into this. The goal donated by Ocean Planet's Bruce Schwab. was to make something that would draw sailors there on a consistent basis to see was to make something that would araw sallors there on a consistent pasts to see updated news on the sport we love so much. There are plenty of volunteer opportunities here so please self-

The message today is to become involved, make it fun and better, and don't take nities here so please ask.

it for granted.



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Bob Kellogg's J/29 Tamarack sails in the Boothbay Harbor Regatta last summer.

About this publication

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

Points East Publishing, Inc., under contract from GMORA, publishes Maine Yacht Racing using editorial content from GMORA contributors and Points East Magazine. Points East Publishing, Inc. also annually awards the Gulf of Maine Yachtsman of the Year trophy in consultation with GMORA. Points East Publishing, Inc. also publishes Points East Magazine – the magazine of coastal New England cruising – nine times a year.

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Richard Parent's Beausoleil and Peter Price's Big Dog Party cross tacks during the SailMaine Regatta off Portland.

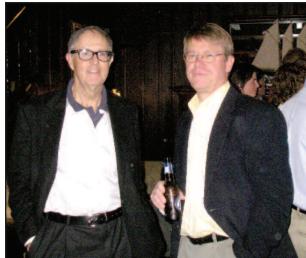
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Photos by Kathryn McCoig and Gail Rice

GMORA banquet '09

At upper left, Dr. Wesley & Amy Johnson, Molly White, and Juliana Tonini enjoy the banquet's cocktail hour at the Black Point Inn last November. Above, Robert Johnston (Sans Coulottes) and Richard Hallett (Family Wagon) talk sailing. At left, County Girl's Bill Newberry and Richard Stevenson reminisce about the season's racing. Watch for Rich's new boat, coming to a starting line near you this summer!

2010 Officers and Directors

President & Director: Peter Price Vice President & Director: Ren Drews Secretary & Director: Gretchen Sullivan Treasurer & Director: Jon Randall Public Relations Director: Gail Rice Scoring Director: Dick Stevens

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GMORA's official address: **GMORA** 14 Strawberry Ave. **Turner, ME 04282** www.gmora.org



Wavelengthstudios.com/Andrew Sims

Honalee, sailed by skipper Dick Stevens and crew, shakes out the cobwebs in the SailMaine Regatta with Spring Point Light in the background.

Mission Statement

The Gulf of Maine Ocean Racing Association 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 CHIPS 3 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 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.

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.

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, 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. CHIPS-3 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.

SCORING, continued on Page 11

CHIPS

Number of Starters (N)

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
	1st	86.1	88.2	90	91.5	92.7	93.8	94.8	95.5	96.2	96.8	97.3	97.7	98	98.3	98.6	98.8	99	99.1	99.3	99.4	99.5	99.5	99.6	99.7	99.7
	2nd	70.8	74.6	77.5	80	82.1	83.9	85.5	86.9	88.1	89.1	90.1	90.9	91.6	92.2	92.8	93.3	93.7	94.1	94.5	94.8	95.1	95.3	95.6	95.8	96
	3rd		61	65	68.5	71.4	74	76.2	78.2	79.9	81.5	82.8	84.1	85.2	86.1	87	87.8	88.5	89.1	89.7	90.2	90.7	91.1	91.5	91.9	92.2
	4th			52.6	57	60.7	64	66.9	69.5	71.8	73.8	75.6	77.3	78.7	80	81.2	82.3	83.2	84.1	84.9	85.7	86.3	86.9	87.5	88	88.5
	5th				45.5	50.1	54.1	57.7	60.8	63.7	66.2	68.4	70.5	72.3	73.9	75.4	76.8	78	79.1	80.2	81.1	82	82.7	83.5	84.2	84.8
	6th					39.4	44.2	48.4	52.2	55.5	58.5	61.2	63.7	65.9	67.8	69.6	71.3	72.8	74.1	75.4	76.5	77.6	78.5	79.4	80.3	81
	7th						34.2	39.1	43.5	47.4	50.9	54	56.9	59.4	61.7	63.9	65.8	67.5	69.1	70.6	72	73.2	74.4	75.4	76.4	77.3
	8th							29.9	34.8	39.3	43.2	46.8	50.1	53	55.7	58.1	60.3	62.3	64.1	65.8	67.4	68.8	70.2	71.4	72.5	73.6
₽.	9th								26.1	31.1	35.6	39.6	43.3	46.6	49.6	52.3	54.8	57.1	59.1	61.1	62.8	64.5	66	67.3	68.6	69.8
	10th									23	27.9	32.4	36.5	40.1	43.5	46.5	49.3	51.8	54.1	56.3	58.3	60.1	61.8	63.3	64.8	66.1
	11th										20.3	25.2	29.7	33.7	37.4	40.7	43.8	46.6	49.2	51.5	53.7	55.7	57.6	59.3	60.9	62.4
0	12th											18	22.9		31.3	34.9	38.3	41.3	44.2	46.7	49.1	51.3	53.4	55.2	57	58.6
ositi	13th												16.1	20.8	25.2	29.1	32.8	36.1	39.2	42	44.6	46.9	49.2	51.2	53.1	54.9
	14th													14.4	19.1		27.3	30.9	34.2	37.2	40	42.6	45	47.2	49.2	51.2
č	15th														13		21.8	25.6	29.2	32.4	35.4	38.2	40.8	43.2	45.4	47.4
Õ	16th															11.8	16.3	20.4	24.2	27.6	30.9	33.8	36.6	39.1	41.5	43.7
_	17th																10.8	15.1	19.2		26.3	29.4	32.4	35.1	37.6	40
	18th																	9.9	14.2		21.7	25.1	28.2	31.1	33.7	36.2
	19th																		9.2	13.3	17.2	20.7	24	27	29.9	32.5
	20th																			8.6	12.6		19.8	23	26	28.8
	21st																				8	11.9	15.6	19	22.1	25
	22nd																					7.6	11.4	14.9	18.2	21.3
	23rd																						7.2		14.3	
	24th																							6.9	10.5	
	25th																								6.6	10.1
																										6.3



Photo by Gail Rice

The crew of *Honalee* -- Albert Kolodji, Cayce Dalton, Katie Benedict – and her skipper Dick Stevens accept the award for "Most Improved."

2009 GMORA Series Awards

Dirigo Bowl *Kaos*

Arthur A. Watson Memorial Trophy

Scaramouche

Racing Division 1

Big Dog Party
1st Overall, 1st Western, 1st Central

Racing Division 2

Kaos

1st Overall, 2nd Central, 2nd Western

Keemah

2nd Overall, 1st Western, 3rd Central

Scaramouche

3rd Overall, 3rd Western,

Ghost

1st Central

Tern

1st Eastern

Far Out 2nd Eastern Flirt

3rd Eastern

Racing Division 3

Tamarack

1st Overall, 1st Western, 1st Central

Cat's Paw

2nd Overall, 2nd Western, 2nd Central

Fiesta

2nd Central

Racing Division 4

Pit Party

1st Overall, 1st Western, 1st Central

Rainier

2nd Central

Honalee

2nd Western

T'kela

3rd Western

Cruising Class

Rita P

1st Overall, 1st Western, 1st Central

Southern Cross 2nd Western

Greyhawk 2nd Central

Honalee 3rd Central

Multihull Division

Alegra

1st Overall

Dirigo Bowl for Best Overall Performance

Kaos

Arthur K. Watson Memorial Trophy

Scaramouche

Best Named Boat

Last Red Cent - Matthew Minson

Most Improved

Honalee - Dick Stevens

Family Award

Family Wagon - The Hallett Family

Sportsmanship and fun transcend performance with Spirit Awards

The Spirit Awards have been presented to GMORA participants for the past 10 years. The awards show that winning isn't everything, and having fun is at least as important. The Spirit Awards also give GMORA a chance to recognize exceptional efforts by its volunteers, members, and member clubs in a variety of ways that don't always show in race results or press releases.

Jim Lowery Award for Sportsmanship

Jim Lowery owned and raced his Pearson 30 *My Pal* during the late 1990s and early 2000s in Cruising Class. Jim was always the first person to compliment his competitors or offer tips, and he never had a bad thing to say about the racing, conditions, race committee, or anything else. Jim just loved being on the water, and he embodied the spirit of sportsmanship.

While participating at the PHRF New Englands, **Scott Smithwick** found that his sail dimensions on **Kaos** differed from those of a sistership and possibly gave him an unfair advantage. He wasted no time reporting the discrepancy and ensuring that his rating was adjusted appropriately. For his honesty, Scott was named winner of the 2009 Jim Lowery Award for Sportsmanship.

Family Award

The Family Award is presented each year to a boat that sails in a variety of events with immediate or extended family on board. The 2009 Family Award went to Richard Hallett and his crew of family members aboard the aptly named *Family Wagon*.

Most Improved

Dick Stevens, skipper of *Honalee*, seized an opportunity when GMORA partnered with SailMaine for the first annual SailMaine Regatta in June. Not only did he find some great crew members, Dick and his crew sailed *Honalee* well enough to earn trophies in both the Racing and Cruising divisions.

Best Named Boat

This award might go to a yacht whose owners may have had one too many cocktails one night and picked a name just daring enough to print on the boat. Past winners have had names like Spanking Machine, Pain Killer, and Roach Coach. Sometimes, as in the case of Hankerin' in 2008, the name

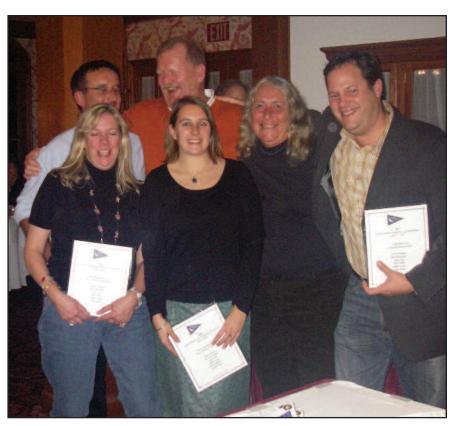


Photo by Gail Rice

Named "Most Valuable Crew" in 2009 was the "Dream Team" of Jody Cady, Molly White, Stephanie Helms, Rick Bleckmann, Milt Calder, and Robert Bakker.

honors someone who has made a significant contribution to sailboat racing in Maine.

In 2009, recent Maine Maritime grad Matt Minson upheld the family tradition, bought a Lindenberg 28, and delivered it from Florida to Maine. The name *Last Red Cent* not only reflects the look of the copper-colored Lindy; we also suspect it aptly describes what young Matt had to spend to buy her.

Most Valuable Crew

The Most Valuable Crew award has traditionally gone to the boat with the most consistent crew on a weekend to weekend basis that makes a significant contribution to the overall performance of the boat. This year, we couldn't come up with a single boat or crew that stood out, but we knew of a few people that have been outstanding in their roles as helmsperson, sail trimmer, foredeck, tactics, and other key positions.

So for 2009, the Most Valuable Crew award goes to the "Dream Team" of Robert Bakker, Rick Bleckmann, Milt Calder, Jody Cady, Stephanie Helms, and Molly White.

Seamanship

Jimi Cullum is well-known as a skilled fix-it guy, and he's always willing to lend a hand when something isn't working right on a boat. He took that one step further during one of Portland Yacht Club's Thursday night races, when a competitor was reported aground. Jimi did not hesitate to come to that boat's rescue, dislodge her from the bricks, and ensure she made it safely home.

Regatta of the Year

In 2009, GMORA teamed up with the SailMaine community sailing program for the first annual **SailMaine Regatta**. SailMaine students were matched up with GMORA boats for an afternoon early in the season. The race gave students some exposure to "big boat" racing, and it gave skippers a chance to recruit new talent. The great competition on the water, and the party and pig roast that followed, were tremendously successful in both the fundraising and fun departments. For those reasons, the SailMaine Regatta was named Regatta of the Year.

SPIRIT, continued on Page 10

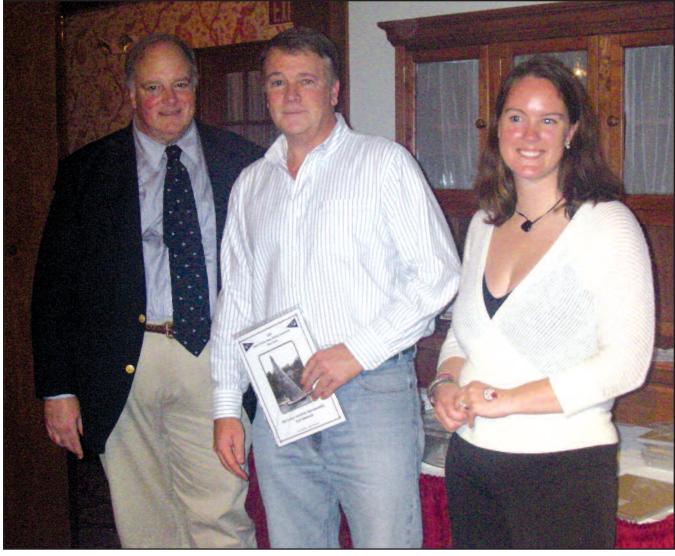


Photo by Gail Rice

Kaos skipper Scott Smithwick, center, receives the Jim Lowery Award for Sportsmanship from Ren Drews, left, and Gretchen Sullivan, right.

SPIRIT, continued from Page 9

Perseverance Award

It could be called the nautical equivalent to culture shock when **Ron Cole** sold his Alberg 37 *Artemis*, then bought *Altercation*, a Hobie 33. The tender, light, and nimble Hobie is a far cry from the heavier, stable, and seakindly Alberg, and Ron and his crew have had a lot of adjustments to make. Still, they continue to come back week after week as they work to get *Altercation* dialed in. It won't be long before they become a force to be reckoned with.

President's Award

Dr. Charles "Bud" Hawley has been Gulf of Maine's PHRF Ratings Officer for years. Every one of the 150-plus PHRF certificates goes through Bud's hands before it reaches its skipper. If that isn't enough work, Bud gets involved in ratings appeals, and he has also served as prin-

cipal race officer on more occasions than anyone can count. Bud's also one of the nicest guys you'll ever meet, helping people find moorings for the week between the Boothbay and Southport races, and lending a hand on any other task that needs attention.

Past Dirigo Bowl Winners:

1993: *Madcap*

1994: Haymaker

1995: Bandito

1996: Capella

1997: Altercation

1998: Altercation

1999: *Equinox*

2000: Phoenix

2001: Madcap

2002: Black Owl

2003: Bandito

2004: Sheerness

2005: Nipantuck

2006: Nipantuck

2007: Nipantuck

2008: Kaos

AWARDS, continued from Page 8

Most Valuable Crew

"The Dream Team"

Robert Bakker, Rick Bleckmann, Milt Calder, Jody Cady, Stephanie Helms, Molly White

Jim Lowery Award for Sportsmanship Scott Smithwick

Seamanship

James Cullum

Regatta of the Year

Sail Maine Regatta

President's Award for Volunteerism

Dr. Charles "Bud" Hawley

Perseverance Award

Ron Cole

Points East Yachtsman of the Year Scott Smithwick

Scott Smithwick is '09 GMORA Yachtsman of the Year

By Joe Burke

Publisher, Points East

The 2009 Points East Gulf of Maine Ocean Racing Association (GMORA) Yachtsman of the Year award has been

presented to Scott Smithwick, owner and skipper of *Kaos* a Frers 41. Many aspects contributed to Scott winning this award, including Scott's performance on the race course, his attention to safety for his crew and his boat, his support of regattas beyond his participation, and his sportsmanship on and off the water.

For 2009, the selection process was changed, and nominations were opened to the public. Former recipients made up the selection committee. Reading through the nomination submissions, it's clear that his fellow sailors, both crew and competitors alike, have

a great deal of respect for Scott Smithwick. Not just for his skill, but also for his approach to the sport.

First, Scott is a tireless competitor. Over the course of the season, *Kaos* can

be found as far north as Castine, and as far south as Marblehead, with Scott doing all the deliveries himself. He is "notorious," as one nominator put it, for having every tool, every spare part, and every piece of safety gear that could pos-



Photo by Gail Rice

Points East publisher Joe Burke presents Scott Smithwick with the Yachtsman of the Year Award.

> sibly be needed. He has taken the time to learn about his boat, he always gets to the race early, and he is known for having every detail under control well before the race begins, including sand

wiches, beer and Oreos.

Second, it was very clear that Scott's style of skippering includes respecting his crew, and earning their respect in return. Nominations talked about his leadership. One crewmember said, "He

is calm under fire, and I've never heard him yell or blame others for when things just go wrong."

Scott's first racing boat was called *Patience*. Some of his crew say this is a more descriptive for how the boat is run than *Kaos*. "He doesn't put people in bad positions," another person said.

Scott exemplifies the best traditions of good sportsmanship and fair play. At the PHRF-NE Championships in Marblehead last August, where *Kaos* was the Class C winner, Scott noticed his rig was different than that of other Frers 41, and asked that it be reviewed. Sure enough, his observations were correct, and his handicap was changed by three seconds per mile. Even with that adjustment, he still won his class.

So thank you, Scott, and congratulations for being such a positive role model on and off the race course.

SCORING, from Page 7

Gulf of Maine Overall 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:

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 CHIPS-3 points.

There is no distinction granted to specific Division participation. Yachts in all Divisions, both Racing and Cruising, are eli-

gible.

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.

"Events" are series recognized and sanctioned by GMORA.

Ocean Planet Shorthanded Racing Trophy

- 1. Awarded to the eligible yacht with the highest CHIPS score that races with a shorthanded crew in GMORA sanctioned events
- 2. To be eligible, a yacht must:
 - a. Race with a crew of no more than two (2) in its qualifying races.
 - b. Register as a racing yacht with a shorthanded crew in each qualifying event. Racing in a division of shorthanded yachts is required if the event has a special division for shorthanded yachts. Multihull yachts that meet all the requirements are considered eligible. Yachts racing in the cruising division are not eligible.
 - c. Race short handed at least six (6) race days, including at least one race 65 NM or longer.
 - d. Best six (6) days count but at least one race 65 NM or longer must be counted for the number of days specified.

CHIPS 3 Scoring Table

This table on page 7 gives the points awarded to each boat at the end of each day of racing. Notice that each column has one more than the number of boats. The last number indicates the points awarded for DNF. For example, in the first column (for just one boat), the upper number is the points awarded if the boat finishes, and the lower number if the boat does not finish.



Wavelengthstudios.com/Andrew Sims

Beausoleil and Snowbird beat upwind during the Boothbay Harbor Regatta.

Reports from the Gulf of Maine circuit

2009 SailMaine Regatta Place Yacht Design **PHRF** Skipper Fleet 1 Keemah J/105 90 1 Don Logan 2 Beausoleil Beneteau 456 richard parent 75 3 69 Kaos Frers 41 Scott Smithwick 4 County Girl Beneteau 367 Bill Newberry 78 5 Revolution Jim Marchant 84 Soverel 6 Big Dog Party Farr 39 ML Peter Price 12 7 63 Snowbird C&C 115 Jon Randall 8 Wiley J/35 Bruce Cumback 72 Fleet 2 Pit Party J/24 Rick Ketchum 168 1 2 T'Kela S2 7.9 Gregg Carville 174 3 Sabre 34 Dick Stevens 150 Honalee 4 Fiddler's Green Pearson Commander Jimi Cullum 261 5 Andrew Stern 270 Amparo 6 Andromeda Etchells Ben Pollard 120 Last Red Cent Matthew Minson 111 Lindenberg 28 Yngling 3 Yngling Willy Leathers 222

SailMaine "Shakedown" Regatta

Portland Yacht Services Portland, Maine Saturday, June 5, 2010 FMI: www.sailmaine.org

SailMaine and the Gulf of Maine Ocean Racing Association (GMORA) have teamed up again! The SailMaine regatta matches any sailors who've spent some time in SailMaine programs with some of the best larger boat sailing teams involved in the recreational Gulf of Maine Ocean Racing Circuit. Forms and notices are online at www.sailmaine.org.

The SailMaine Regatta is an opportunity for SailMaine sailors to get a chance to experience the thrill of PHRF racing. PHRF racers can make connections with new sailors and potentially add them as crewmembers. This event is also a fundraiser for all of SailMaine's community sailing programs.

This event is the start of the GMORA sailing season. It's a great opportunity for all boats to "shake off the cobwebs" in a non-scored regatta. Come and meet new people, learn more about SailMaine, and enjoy some fun time on Casco Bay.

The course is in the vicinity of Portland Harbor. After the sailing, there's a party under the tents at Portland Yacht Services that is open to both racers and the public.

The regatta is open to all boats that want to race, as an introduction to both SailMaine and GMORA. Organizers hope that boats and crew who haven't jumped in to circuit racing in the Gulf of Maine will be tempted to give it a try.

Centerboard Regatta

Centerboard Yacht Club South Portland, Maine Saturday, June 12, 2010

FMI: centerboardyachtclub.com/race/racing.htm

The Centerboard Regatta offers a friendly, casual atmosphere in the first scored race of the GMORA scoring season. Last year it was one of the sunniest races of the season! Races will start at Fort Gorges and send boats out through the islands of Southern Casco Bay.

Centerboard Yacht Club hosts the post-race the party at its facility right on the Fore River with an amazing view of downtown Portland. Sit back, listen to the band, and enjoy the food and camaraderie of your fellow racers. The great racing and

2009 Centerboard Regatta results								
Place	Yacht	Design	Skipper	PHRF				
Racin	g Class A							
1	Keemah	J/105	Donald Logan	90				
2	Kaos	Frers 41 T M	Scott Smithwick	69				
3	Snowbird	C&C 115	Jonathan Randall	63				
4	Scaramouche	N-M 41	Merle Hallett	60				
5	Revolution	Soverel 33	Doyle Marchant	84				
6	Resolute	Sabre	Fred Madeira	36				
7	Family Wagon	Hallett 33	Richard Hallett	51				
8	County Girl	Beneteau 367	Bill Newberry	78				
9	Beausoleil	Beneteau 367	Richard Parent	75				
10	Altercation	Hobie 33	Ron Cole	90				
	g Class B	1.004	D: 1 1/ 1 1	400				
1	Pit Party	J/24	Rich Ketchum	168				
2	Foto Finish	Etchells	J. Scott Thomas	120				
3	Seven	Eliott 770	Thomas Hall	114				
4	Tamarack	J/29	Bob Kellogg Pam Thomas	111				
5	Tango Andromeda	Etchells Etchells	Ben Pollard	120 120				
6								
7 8	T'kela Honalee	S2 7.9 Sabre 34	Gregg Carville Richard Stevens	174 150				
_	Cat's Paw		Butch Minson	114				
9		Lindenberg 28	Matthew Minson	114				
10	Last Red Cent	Lindenberg 28	iviaturew Minson	TTT				
Cruisi	ing							
1	Rita P	Pearson 30	Randy Rice	192				
2	Cordelia	Ericson 35	Tim Reilly	141				
3	Athais	Pearson 28	John Dunning	210				

post-race camaraderie at the Centerboard Regatta serve as great incentives to get your boat into the water and get your Gulf of Maine racing season off to a good start.

Moorings: Contact Centerboard YC at 207-799-7084 or on VHF Ch. 68 for more information on limited space that's available.

Pilot Regatta

Portland Yacht Club Falmouth, Maine

Saturday and Sunday, June 19-20, 2010

FMI: www.portlandyachtclub.com

The 44th Annual Pilot Regatta is Portland Yacht Club's season opener for local and regional sailors. The regatta is an open event which means anyone with a sailboat can participate.

The Pilot Race was started in the 1960s as a competitive event between Hinckley Pilots. It has expanded to attract more than 50 boats of all sizes and degrees of competitiveness. The two-day event has competitors sailing courses around inner Casco Bay using government buoys and temporary drop buoys for turning marks.

The fun doesn't stop on the water. On Saturday evening, competitors, family members, guests, and club members are invited to join together for live music, cocktails and a great meal. Come join the fun!

Moorings: Visiting yachts needing a mooring should contact the Portland Yacht Club waterfront (VHF Ch. 68) when they arrive. Attendants will try to find a vacant mooring. A limited number of complimentary moorings are available on a first-come, first-served basis for Friday, Saturday and Sunday nights only. Handy Boat Services (VHF Ch. 9 or 207-781-5110) offers rental moorings.

Place Yacht Design Skipper PHRF Racing Class A 1 Kaos Frers 41 Carter White 69 2 Big Dog Party Farr 39 ML Peter Price 12 3 Scaramouche N/M 39 Merle Hallett 60 4 County Girl Beneteau 36.7 Bill & Annette 78 Newberry 5 Snowbird C&C 115 Jonathan Randall 63 6 Beausoleil Beneteau 456 SD Richard Parent 75 7 Altercation Hobie 33 Ron Cole 90 8 Wiley J/35 Bruce Cumback 72 9 Revolution Soverel 33 Doyle Marchant 84 Racing Class B 1 Seven Elliott 770 Graciela Lamy 114 2 Go Dog, Go! J-29 David J. Ruff 111 3 Etchells 186 Etchells Ben Pollard 120 4 Andromeda Etchells <
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7 Last Red Cent Lindenberg 28 Matthew Minson 111 8 Sabredancer Sabre 38 Brannon Claytor 126
8 Sabredancer Sabre 38 Brannon Claytor 126
9 Joy Robber Etchells Todd Lalumeire 120
Racing Class C
1 Mr. Hankey J/24 Andrew Carey 168
2 Second Chance J/24 Jeff Smith 168
3 Pit Party J/24 Richard Ketchum 168
4 T'kela S2 7.9 Gregg Carville 174
Cruising Class
1 Rita P Pearson 30 Randy Rice 192
2 Southern Cross Hunter 41 Christopher Loader 132

Harraseeket Regatta

Harraseeket Yacht Club South Freeport, Maine Saturday, June 26, 2010

FMI: www.hyc.cc

The Harraseeket Regatta offers racing around the scenic islands of Casco Bay. The race follows a pursuit format, with the smallest and highest-rated boats starting first - no crowd at the starting line! When boats sail to their rating, the finish can be exciting as the faster boats catch up to the early starters, and everyone crosses the finish within a few minutes of one another.

In 2009, the wind filled in exactly 30 minutes behind schedule, and it was well worth the wait. The breeze held nicely for the entire race, making for some exciting roundings at the Whaleboat Gong, followed by a sweet reach along Whaleboat and Lower and Upper Goose Islands, before rounding the northern tip of Upper Goose and heading back to the finish.

HYC offers a friendly, casual atmosphere in one of the bestprotected harbors in Casco Bay. Following the post-race festivities, which include some delicious food and kegs of local microbrew, it's less than a one-hour sail or motor to the anchorage at the Goslings. What a great way to mix racing and cruising in a single weekend!

Moorings: Visiting yachts needing a mooring should contact Strouts Point Wharf Company (865-3899, VHF Ch. 9) or Brewer's South Freeport Marine (865-3181, VHF Ch. 9).

2009 Harraseeket Regatta results

-			onot negati	u 100u110	
P	lace	Yacht	Design	Skipper	PHRF
R	tacin	g Class A			
1		Kaos	Frers 41	Scott Smithwick	69
2	2	Big Dog Party	Farr 39 ML	Pete Price	12
3	3	Beausoleil	Beneteau 465	Richard Parent	75
4		Snowbird	C&C 115	Jon Randall	63
5	;	Beagle	J/35	Nat Henshaw	72
R	tacin	g Class B			
1		Pit Party	J/24	Rich Ketchum/	168
				Steve Fernald	
2	2	Cat's Paw	Lindenberg 28	Butch Minson	114
3	3	Last Red Cent	Lindenberg 28	Matt Minson	111
4	ļ	Second Chance	J/24	Geoff Smith	168
5	5	Milady	Sabre 34	Kris Jennings	159
6	5	Honalee	Sabre 34	Dick Stevens	150
7	•	T'kela	S2 7.9	Gregg Carville	174
C	ruisi	ng Class			
1		Rita P	Pearson 30	Randy Rice	192
2	2	Greyhawk	Peterson 34	Tim Allen	138
3	3	Temerity	Bristol 35	Dennis Denio	213

MDI Series

Northeast Harbor Fleet Northeast Harbor, Maine July 11, 18, 25 Aug. 8 FMI: www.nehfleet.org

Join the Northeast Harbor Fleet for a series of Sunday races around some of Maine's most beautiful sailing grounds off Mount Desert Island and the Cranberries. The MDI Series consists of four Sunday races during July and August. Strategy and sail-trim skills are sometimes put to the test in the area's variable winds and currents. Regardless of performance, few activities are more pleasurable than a sail in the beautiful waters off MDI.

20	09 Mount	t Desert Isla i	nd results	
Place	Yacht	Design	Skipper	PHRE
1	Reiver	J/100	Henry Brauer	90
2	Tern	J/100	Bob Johnstone	90
3	Gaylark	Swan 38	Kaighn Smith	102
4	Flirt	J/100	Mike Cook	90
5	Far Out	M52	Hal Kroeger	69
6	Eventyr	J/42	Gordon Haaland	81
7	Sidewinder	J/105	Tom Rolfes	90
8	Laney Lu	M36	Mark Kryder	129
9	Va Pensiero	Center Harbor 49	Joe Weber	90
10	Astrid	Center Harbor 31	Charles Heimbold	144
11	Poppaea	Cruising	Andrew Von Hirsch	
12	M29	M29	Morris	153
12	J'Ellie Bean	IOD	Fred Ford	150
14	M36	M36	Brian Colket	123
15	Voodoo	Luders 16	David Folger	
16	Torpedo		Stockton Smith	
17	Spirit	Luders 16	Juliet Bracken	216
17	Kokopelli		Elliot Cohen	
17	Endeavor		Skip Fraley	100
17	Serena		Josh Marvil	123
17	Ranger		Kenneth Weg	111
17	Falcon	Luders 16	Jonathan Weiss	216
23	Revolution		MMA	3
24	Wind Sprite		Frank Pedersen	162
25	Morning Star	J/44	Dan Bienkowski	33



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Wavelengthstudios.com/Andrew Sims

Steph Helms steers Don Logan's J/105 Keemah around a windward mark as the crew gets ready to launch her spinnaker during the Boothbay Harbor Yacht Club Regatta last July.

	<i>20</i>	09 PHRF I	Maine result:	\$	
P	lace	Yacht	Design	Skipper	PHRF
R	acing	Class A			
1		Keemah	J/105	Don Logan	90
2		Scaramouche	N/M 39	Merle Hallett	60
3		Wiley	J/35	Bruce Cumback	75
4		Kaos	Frers 41	Scott Smithwick	69
5		Snowbird	C&C 115	Jonathan Randall	63
6		County Girl	First 36.7	William Newberry	78
7		Big Dog Party	Farr 39 ML	Peter Price	12
8		LS30	LS30	The Landing School	72
9		Family Wagon	Hallett 33	Richard Hallett	54
R	acing	Class B			
1		Seven	Elliott 770	Graciela Lamy	114
2		Mach II	Evelyn 26	Timothy Putnam	174
3		Tamarack	J/29	Bob Kellog	111
4		FOTOFINISH	Etchells	Scott Thomas	120
5		Tango	Etchells	Pamela Thomas	120
6		Honalee	Sabre 34	Dick Stevens	150
7		Sabredancer	Sabre 38	Brannon Claytor	126
В	aalna	Class C			
1		Mr. Hankey	J/24	Andrew Carey	168
2		Second Chance	J/24	Jeff Smith	168
3		Pit Party	J/24	Richard Ketchum	168
4		Bad Apple	J/24	Bruce Morse	168
5		Flying Circus	J/24	Howard Coon	168
5		Trying Oncus	3/24	noward coon	100
С	ruisir	ng Class			
1		Rita P	Pearson 30	Randy Rice	192
2		CCCourage	J/110	Gregus &	108
				Jennifer Yahr	
3		Southern Cross	Hunter 41	Christopher Loader	132
4		Altercation	Hobie 33	Ron Cole	99

PHRF Maine and One-Design Championships

Boothbay Harbor Yacht Club Southport Yacht Club Saturday and Sunday, July 17-18 and 24-25, 2010 FMI: www.bhyc.net, www.southportyachtclub.org

The PHRF Maine Championships are moving to the central region this year, with the Boothbay Harbor and Southport Yacht Clubs teaming up as hosts. Scores from both weekends of racing will be combined to produce PHRF Champions in each class of racers. Boats are likely to sail a traditional format of windward/leeward courses that will put tacticians and sail trimmers to the test and bring plenty of regional competition.

Boothbay Harbor Regatta

Boothbay Harbor Yacht Club Boothbay Harbor, Maine Saturday and Sunday, July 17-18, 2010 FMI: www.bhyc.net

The BHYC Regatta attracts between 30 and 60 boats from all over Maine to race two full days in and around Boothbay Harbor. There are classes of competition for everyone, from the hard-core racer to the cruiser trying racing for the first time.

One-design class racing is fun and often takes place in the inner bay with close competition and racing quarters. Racing classes often sail two to three windward-leeward courses each day. Cruising classes sail one long race each day, winding themselves through the many islands and guts along the Gulf of Maine.

Coastal islands such as Squirrel, Southport and

Damariscove act as picturesque backdrops and interesting geographical obstacles, testing the strategy of skippers and their crews. The village of Boothbay Harbor has a lot to offer both sailors and non-sailors alike. Souvenir shops, ice cream, bowling, and a lively nightlife await, so be sure to check it out.

Moorings and dock space: There are several options for moorings or docking at Boothbay. Some of the past years favorites include: Boothbay Harbor YC (633-5750, VHF Ch. 9, 16); Tugboat Inn & Marina (1-800-248-2628); Boothbay Harbor Marina (633-6003); Brown's Wharf (1-800-334-8110, VHF Ch. 9, 16); Carousel Marina (633-2922, VHF Ch. 9)

2009 Boothbay Harbor Regatta results

Place	Yacht	Design	Skipper	PHRF
Racin	g Division 1			
1	Kaos	Frers 41	Scott Smithwick	69
2	Scaramouche	N/M 39	Merle Hallett	60
3	Big Dog Party	Farr 39 ML	Peter Price	12
4	Snowbird	C&C 115	Jonathan Randall	63
5	Beausoleil	Beneteau 456	Richard Parent	75
Racin	g Division 2			
1	Ghost	J/105	Kenneth H. Colburn	90
2	Keemah	J/105	Donald Logan	90
3	Fiesta!	C&C 40 CB	Richard Ledwith	102
4	Tamarack	J/29	Bob Kellogg	111
5	Phoenix	Andercraft	Sean Dunfey	88
6	Dotsy	J/29	Carol Lloyd	117
7	Revolution	Soverel 33	Doyle Marchant	84
8	Altercation	Hobie 33	Ron Cole	90
Racin	g Class C			
1	Pit Party	J/24	Fernald/Ketchum	168
2	Rainier	J/24	Rob Hawley	168
3	Pirouette	J/22	Eric C. Hakanson/BHYC	180
4	All That Jazz	J/22	Catherine Evans Latta	180
Cruis	ing Class			
1	Zealot	Alerion Express 38	John Merrill	120
2	Greyhawk	Peterson 34	Tim Allen	138
3	Rita P	Pearson 30	Randy Rice	192
4	Honalee	Sabre 34	Dick Stevens	153
5	Dreams II	Ericson 35	Dave Merrill	144
6	Varuna	7 Metre	Bob Stuart	153

Hospice Regatta

Hospice of Hancock County July 17, 2010

FMI: hospiceofhancock.org/regatta/index.html

You don't even have to be a sailor to have fun at this annual event to benefit Hospice of Hancock County, but it sure helps!

The fun begins Friday, July 16, when the Southwest Harbor Fleet sponsors both junior and adult races in divisions for Optis, 420s, Luders, and a Bullseye Class.

There's more racing on Saturday, July 17, when the Northeast Harbor Fleet hosts the annual Hospice Regatta for spinnaker and non-spinnaker divisions, along with a class of International One Designs. If power boating is more your thing, Dysart's Great Harbor Marina hosts the High Card for Hospice Power Boat Poker Rally. Saturday's events wrap up with a traditional lobster bake.

On Sunday, the Northeast Harbor Fleet hosts one of its regular MDI Series races – part of a series that happens all summer long.

2009 Hospice Regatta results

Place	Yacht	Design	Skipper	PHRF
1	Tern	J/100	Bob Johnstone	90
2	Revolution	Dobroth sloop	MMA	3
3	Far Out	M52	Hal Kroeger	69
3	Reiver	J/100	Henry Brauer	90
DNF	Sidewinder	J/105	Tom Rolfes	90
DNF	Morning Star	J/44	Dan Bienkowski	29
DNF	Biscuit		Jean Beaulieu	303
DNF	Flirt	J/100	Mike Cook	90
DNF	Wind Sprite		Frank Pedersen	162

Downeast Challenge Race

Marblehead Yacht Club/Rockland Yacht Club Marblehead, Mass., to Rockland, Maine Saturday and Sunday, July 24-25, 2010 FMI: www.marbleheadyc.org, www.rocklandyc.org

Great competition and a great way of getting your boat Down East for the best part of the summer! A 130-mile offshore race from Marblehead, Mass., to Rockland, Maine, with racing and cruising (non-spinnaker) divisions as well as singlehanded categories. This race is a qualifier for the Bermuda One-Two Yacht Race out of Newport, R.I., but the emphasis is for all competitors to have a fun-filled race.

After the scheduled start from the mouth of Marblehead Harbor at 10 a.m. Saturday, boats will race to a finish off the Rockland Harbor Breakwater lighthouse. Autopilots and/or wind assisted self-steering devices are allowed.

2009 Downeast Challenge results

Racing (Fully Crewed - Spinnaker)

- 1. Whistler (Fred Schmid)
- 2. Beausoleil (Richard Parent)
- 3. The Cone Of Silence (Doug Mitchell)
- 4. Thistle (Grinnel More)
- 5. Aquila (Rob Golder)6. Saga (Kris Kristiansen)
- DNF Kanga (Dave Pierce)
- DNS Jasmine (Ron Vener)

Racing (Singlehanded Spinnaker)

- 1. Mainstav 5 (Jim Coughlin)
- Result Based On 1600 Position
- 2. Atlanta (Richard Sides)
- Result Based On 1600 Position
- DNS. Adhara (Patrick Jones)

Cruising (Non-Spinnaker)

1. Cold Shot (Fernando Oliveira)

Sequin Island Trophy Races

Southport Yacht Club/Boothbay Region Boatyard Southport, Maine

Saturday and Sunday, July 24-25, 2010 FMI: www.southportyachtclub.org

Since 1996, Southport Yacht Club and Boothbay Region Boatyard have joined forces to sponsor the Seguin Island Trophy Races (SITR). The regatta has evolved into a popular two-day PHRF class and one-design regatta.

The variable winds and currents in the Sheepscot River challenge skippers and their crews. The lighthouses at the Cuckholds and Fisherman Island, and the natural beauty of



Wavelengthstudios.com/Andrew Sims

Peter Price and his crew race Big Dog Party off Boothbay.

coastal islands like Damariscove and Seguin, provide a scenic backdrop that can make the day worthwhile, even if you don't cross the finish line first.

The shore-based festivities have become as memorable as the racing. Indeed, with "super barbecues," a steel-drum band, and ample refreshments, SITR has become one of the best regattas in the GMORA circuit, winning both the Hospitality Award and Best Run Regatta prize at the GMORA annual fall banquet.

Moorings: Boothbay Region Boatyard (633-2970, VHF Ch. 9). SYC may also help arrange for a mooring for the week between the Boothbay and Southport Y.C. races.

2009 SITR results									
Place	Yacht	Design	Skipper	PHRF					
Racin	g Division 1								
1	Kaos	Frers 41	Scott Smithwick	69					
2	Big Dog Party	Farr 39 ML	Peter Price	12					
3	Scaramouche	N/M 39	Merle Hallett	60					
4	Snowbird	C&C 115	Jonathan Randall	63					
Racin	g Division 2								
1	Ghost	J/105	Kenneth H. Colburn	90					
2	Keemah	J/105	Donald Logan	90					
3	Cats Paw	Lindenberg 28	Frederick Minson	114					
4	Tamarack	J/29	Bob Kellogg	111					
5	Dotsy	J/29	Carol Lloyd	117					
6	Altercation	Hobie 33	Ron Cole	90					
Racin	g Division 3								
1	Strega	J/24		168					
2	Pit Party	J/24	Steve Fernald/	168					
			Rich Ketchum						
3	Rainier	J/24	Rob Hawley	168					
4	Hard Headed Wor	man	J/24	168					
Cruisi	ng Class								
1	Greyhawk	Peterson 34	Tim Allen	138					
2	Rita P	Pearson 30	Randy Rice	192					
3	Honalee	Sabre 34	Dick Stevens	153					
4	Varuna	7 Metre	Bob Stuart	153					

2009 Camden-Castine Regatta results	2009	Camder	1-Castine	Regatta	results
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Place	Yacht	Design	Skipper	PHRF
A Flee	t			
1	Big Dog Party	Farr 39 ML	Peter Price	12
2	Revolution IX	Dobroth Custom Sloop	Maine Maritime	3
3	Snowbird	C&C 115	Jonathan Randall	63
4	Scaramouche	N/M 39	Merle Hallett	60
5	Cailin A Mara	J/120	Tom Crotty	51
6	War Bride	J/124	Jay Watkins	30
7	Sans Coulottes	Beneteau First 40.7	Robert Johnston	51
	Kaos	Frers 41	Scott Smithwick	69
B Flee	t			
1	Sidewinder	J/105	Tom Rolfes	90
2	Fiesta	C&C 40.2.	Rick Ledwith, Jr.	102
3	Beausoleil	Beneteau 456	Richard Parent	
4	Cats Paw	Lindenberg 28	Frederick Minson	114
5	Last Red Cent	Lindenberg 28	Matt Minson	111
6	Avalon	Frers 33	Keith Bradley	108
7	Sea Jab	Sabre 362	Al Hodsdon	132
D Flee	t			
1	Esparta	Morris 36	John Kennedy	168
2	Atalanta	Sabre 28 Ketch	Richard Skides	222
Market	ull Flack			
	ull Fleet	Farrian COA	James Lava	FC
1	Irish Lady	Farrier 82A	James Love	56
2	Alegra	Newick Trimaran	Peter Garcia	30

Camden Yacht Club Regatta

Camden Yacht Club Camden, Maine

Saturday and Sunday, July 31 to Aug. 1, 2010 FMI: www.camdenyachtclub.org

Penobscot Bay is one of Maine's most legendary sailing grounds. Typically, this weekend has been one for two destination races: the run from Camden to Castine on Saturday, and beat from Castine back to Camden on Sunday. This year, organizers are considering a change in format to possibly offer

two days of traditional racing in Penobscot Bay off Camden. Details were still being worked out when *Maine Yacht Racing* was going to print.

Whatever the format, racers can expect to enjoy some great competition in one of Maine's most special places. If the racing isn't enough to take your breath away, perhaps the sight of one or more of the area's cruising windjammers will be. Top it all off with the local atmosphere - with the broad array of restaurants, taverns, and shops - and you can count on a memorable weekend in one of the Maine coast's most charming places.

Details on the weekend events will be posted at www.gmora.org once everything is finalized.

Moorings and dockage: Wayfarer Marine (236-4378/Ch. 71); Camden Harbormaster (236-7969, VHF Ch. 09); Camden Yacht Club (236-3014, VHF Ch. 68).

The Tom Morris Memorial Race

MDI Community Sailing Center/Northeast Harbor Fleet Mount Desert Island Sunday, Aug. 1, 2010 www.mdisailing.org

The Tom Morris Memorial Race (TMMR) was started in 2009 and benefits a scholarship fund for youth to attend the Mount Desert Island Community Sailing Center in memory of legendary MDI boat builder Tom Morris. The inaugural race held on August 2, 2009, attracted 16 boats of all designs and sizes, with a pursuit-style format. The field included boats as small as a Luders 16 up to a Morris 52.

The race area includes the beautiful Somes Sound, the Cranberry Islands, Baker Island, East Bunker Ledge, Sutton Island, and the Eastern and Western Ways of Mount Desert Island. Organizers of the 2010 race, scheduled for Sunday, August 1, hope to see the field of entrants double in size.

The perpetual trophy for the event, donated by the Morris family, is a one-of-a-kind antique silver champagne bucket resting atop a custom varnished base built by the Morris woodworking shop. There are keeper crystal glasses for skipper and crew of the top three boats. This year's event will have an after-race barbecue and cocktails, and it promises to be a truly fun-filled event for a great cause.

2009 Tom Morris results

Place	Yacht	Class	Skipper	PHRF
1	Poppaea	Cruising	Andrew Von Hirsch	27
2	Gaylark	Cruising	Kaighan Smith	102
3	Tern	J/100	Bob Johnstone	90
4	Flirt	J/100	Michael Cook	90
5	Far Out	Cruising	Hal Kroeger	69
6	Eventyr	J/42	Gordon Haaland	81
7	Morris 36	Cruising	Brian Colket	123
8	Voodoo	L 16	Dave Folger	216
DNF	Fox	Cruising	Bill Morris	204
DNF	Spirit	L 16	Julie Bracken	216
DNF	Kokopelli	Cruising	Elliot Cohen	129
DNF	Firefly	IOD	Fred Ford	159
DNF	Ewndeavour	Cruising	Skip Fraley	100
DNF	Laney-Lu	Cruising	Mark Krydek	123
DNF	Serena	Cruising	Josh Marvil	123
DNF	Va Pensiero	Cruising	Joe Weber	99
DNF	Ranger	Cruising	Fred Ford	111
DNF	Falcon	L 16	Jonathan Weiss	216

2009 Monhegan Regatta results

Monhegan Division A

Place	Yacht	Design	Skipper	PHRF
1	Apparition	Swan Class 42	Ken Colburn	-3
2	Tango	Aerodyne 43	David Millet	12
3	Bandito	Tripp 47	Dick Hale	-3
4	Resolute	J/44	Fred Madeira	36
	egan Division B	1,400	T 0 "	-4
1	Cailin A Mara	J/120	Tom Crotty	51
2	Scaramouche	N/M 39	Merle Hallett	60 51
_	Boreas	J/120	Lloyd Van Lunen	
4 5	County Girl	First 36.7 FT-10	William Newberry Charlie Fox	78 54
	Charsar			
6 7	Snowbird	CC-115	Jonathan Randall	63
<i>1</i> 8	Beausoleil	Beneteau 456 SD	Richard Parent Nathaniel Henshaw	75 72
8	Beagle	J/35	Nathaniei Henshaw	12
Double	Handed Racing			
1	Keemah	J/105	Donald Logan	90
2	Talisman	Tartan	Rick Pedone	126
3	Teragram	Swan 40	Stephen Edmondsor	1138
	egan Multihull			
1	Sorn	Corsair Trimaran	Jesse Dupree	-20
2	Alegra	Newisck Trimaran	Peter Garcia	30
3	Irish Lady	Trimaran	James Love	59
4	Friends	Greene Trimaran	Walter Greene	-30
Manar	na			
1	Milady	Sabre 34	Kris Jennings	159
2	Cats Paw	Lindenberg 28	Frederick Monson	114
3	Go Dog Go	J/29	David Ruff	117
4	Winnie of Bourne	Concordia Yawl	J. Avrid Klein	162
5	Sabredancer	Sabre 38	Brannon Claytor	126
6	Patriot	C&C 35 MK III	Dexter Hyland	114
7	Kalitan V	Pearson 36	Doug Cranshaw	168
_	Division			
1	Indian Summer	Sabre 38 MK II	Sheridan Carey	135
2	Reflections	Beneteau 43	Erik Greven	111
3	Greyhawk (DH)	Peterson 34	Tim Allen	138
4	C-C-Courage (DH)	J/110	Greggus Yahr	108
5	Endurance (DH)	Tripp 47	Matthew Jones	-6
6	Southern Cross	Hunter 41	Chris Loader	132
7	Figment	Pearson 30	Eric Reuter	198
8	Ambrevana	Ericson 32-200	Tom Maynes	183

Monhegan Regatta

Portland Yacht Club Falmouth, Maine

Thursday through Sunday, Aug. 12-15, 2010

FMI: www.portlandyachtclub.com

Maine's oldest offshore overnight race, started in 1928 by Hal Moore, has attracted some of the best U.S. sailors to compete in 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.

Tradition is one word that best describes the Monhegan: For some skippers and crews, it's the only regatta they race all year. Challenging is another often-used term, as skippers, tacticians, and crews contend with a variety of conditions including strong wind, no wind at all, fog, and tidal currents.

Courses range from a short course of 67 miles for the Cruising Class to 128 miles for the fastest racing yachts.

There are even doublehanded divisions for those who wish to race with a spouse or best friend.

Moorings: PYC will provide moorings to advance registrants. Contact PYC launch attendants (VHF Ch. 68) upon arrival. Launch service will be available until midnight Thursday, Aug. 12 and upon arrival of the first finisher after the race. Handy Boat Services (VHF Ch. 9 or 207-781-5110) also offers rental moorings.

Downeast Race Weekend

Northeast Harbor Fleet/ Kollegewidgwok Yacht Club Northeast Harbor and Blue Hill, Maine Aug. 7-9, 2010

FMI: www.downeastraceweek.com

The Northeast Harbor Fleet and Kollegewidgwok Yacht Club of Blue Hill cordially invite you to participate in the 16th Annual Downeast Race Weekend from Friday, Aug. 13, to Sunday, Aug. 15. Traditionally a cruising/racing class event, race organizers adopted a threeday weekend format in 2009 and invited two one-design classes - Atlantic Class and International One-Designs. The new format makes it easier to sign up crew

2009 Downeast Race Week results

Rank	Boat Name	Class	Skipper	Division	Team	Rating
1	Tern	J/100	Bob Johnstone	2	J/100	90
2	Hoi-An	Center Harbor 50	Marcus Heilner	1	KYC	54
3	Ariana	Ohlson 41	Jeff Becton	3	KYC	132
4	Far Out	M52	Hal Kroeger	1	NEHF	69
5	Otter	Sabre 38	Henry Becton	3	KYC	117
6	Eventyr	J/42	Gordon Haaland	1	NEHF	81
7	Breakaway	J/36	Edmund Tarbell	2	WORLD	90
8	Sidewinder	J/105	Tom Rolfes	2	WORLD	90
9	Reiver	J/100	Henry Brauer	2	J/100	90
10	Cybele	IMX 45	Burnes, Rockefeller	1	NEHF	15
11	Barra	M48	Bruce MacNeil	1	WORLD	30
12	Crackerjack	Cambria 40	Alan Krulisch	3	WORLD	114
13	Rambling Rose	Express 27	Roger Shepley	3	KYC	141
14	Sea Smoke	J/100	Tom Gil	2	J/100	90
15	Flirt	J/100	Mike Cook	2	J/100	90
16	Xanthippe	Beneteau F42	Dan Dennett	1	KYC	81
17	Charade	M42	Teke Wiggins	1	KYC	84

Downeast Race Week Division IV, IODs

Rank	Boat Name	Skipper	Club
1	Redfish	Andrew Baldwin	KYC
2	Thea	Terry Britain	KYC
3	Satin Doll	Sydney Roberts-Rockefeller	NEHF
4	Woodie	John Roberts, Jr.	NEHF
5	Sangria	Max Soriano	KYC
6	Tundra	David Folger	NEHF
7	Dakota	Liana Folger	NEHF

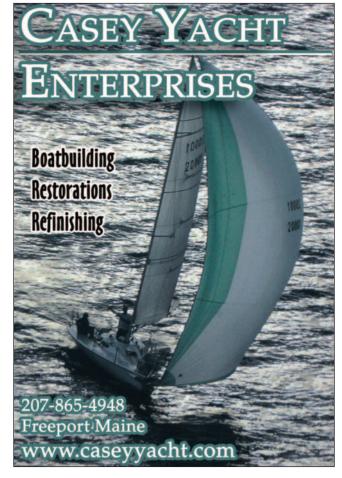




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Jon Randall and his crew sail his C&C 115 Snowbird in the SailMaine Regatta off Portland Harbor.

who work during the week and helps foster club one-design participation.

Racing is in picturesque Blue Hill and Jericho Bays with spectacular views of Mount Desert Island as a backdrop. The first day's racing ends with a festive raft-up where participants share the day's racing stories. In 2009, racers were treated to three of the most beautiful days in an otherwise dismal summer.

All monohull, cruiser/racer sailboats of at least 22 feet LOA with PHRF New England 2010 ratings are eligible, as are Atlantic Class and International One-Designs.

Smuttynose Island Regatta

Piscataqua Sailing Association

Portsmouth, N.H. Aug. 14-15, 2010 FMI: www.sailpsa.org

The Smuttynose Regatta is the Piscataqua Sailing Association's flagship racing event. The regatta features two days of racing, with a Saturday night party at the UNH Coastal Marine Laboratory, next to the USCG station in New Castle, N.H. This beautiful location overlooks the mouth of the Piscataqua River, Newcastle Light, Fort Constitution, and Fort Stark.

Two windward/leeward courses are set - one for the J/105 fleet and the other for PHRF and J/24 classes - in open water between Portsmouth Harbor and the Isles of Shoals. Each class has three or four races each day.

Moorings and/or dockage: Wentworth By The Sea Marina in New Castle (603-433-5050 or VHF Ch. 71); Portsmouth Yacht

2009 Smuttynose Island Regatta results

Place	Yacht	Skipper	Design	PHRF
J/105				
1	Ghost	Ken Colburn	J/105	90
2	Blown Away	Michael Royer	J/105	90
		Robert Mann		
3	Keemah	Don Logan	J/105	90
4	Circe's Cup	Kevin Colcord	J/105	90
5	Uproar 3	Brian Harrington	J/105	90
6	Achiever V	James Flannagan	J/105	90
7	Knotless	Ken Bowden	J/105	90
8	Ener J	Bill Gratix	J/105	90
9	Eclipse	Warren Hudson	J/105	90
10	Air Express	Mona Goldberg	J/105	90
Racing				
1	Banzai	Bruce Brown	J/37	75
2	Big Dog Party	Peter Price	Farr 39 ML	12
3	Moose Drool	Adam Saidla	J/100	87
4	Jeroboam	Kenneth Deyett	J/30	135
5	Brew Ha Ha	Groves Dinning	J/24	168
6	Mach II	Timothy Putnam	Evelyn 26	168
7	Mad Max	Kevin McCoole	Beneteau 235	192
8	Airtha	George Spiecker	Alerion Express 28-2	165
9	Hurricane	William Pope	J/24	168
10	Lunatica	Reynolds/	J/29	114
		Williamson		
11	Lagazuoi	John Hadwen	Jeanneau 34	99
12	Barefoot Children	Roy Briscoe	Colgate 26	156
13	Aracati	Tom	Great Dane 28	222
		Schladenhauffer		
Cruisin	g			
1	Figment	Eric Reuter	Pearson 30	198
2	Valkyrie	Tom King	Hinckley Sou'wester 48	129

MS Regatta

MS Shoreside Festival.

Multiple Sclerosis Society/ Handy Boat Service Falmouth, Maine Saturday, Aug. 21, 2010 (part of MS Harborfest Aug. 19-22) FMI: www.msmaine.org

Racing for a great cause - it doesn't get any better than this! The MS Harborfest was started in 1982 by Merle Hallett of Handy Boat Service and Dan Wellehan of Sebego Shoe. With the help of a dedicated committee, they have created the largest and oldest charity sailing event in New England. In addition to the MS Regatta, the event includes the MS Benefit Auction, MS Powerboat Poker Run, MS Tugboat Muster, and

The MS Regatta attracts scores of boats of every size, shape and speed. The entrants gather for a parade from Falmouth Foreside past the Eastern Promenade through Portland Harbor. Then the racing begins, and the multiple racing and cruising classes ensure great competition for everyone.

This regatta is a tradition for many of Maine's racing and cruising families, with friendly competition and a memorable post-race barbecue. Best of all, the event raises thousands of dollars for the fight against the devastating effect of multiple sclerosis. Come join us!

Hanse Yachts PHRF New England Championships

Boston, Corinthian, and Eastern Yacht Clubs Marblehead, MA Friday through Sunday, August 27-29, 2010 FMI: www.thenewenglands.org

The Hanse Yachts PHRF New England Championship event is the premier New England sailing competition and one of the largest offshore East Coast sailing events of the season. More than 100 boats and 1200 sailors are expected to gather in Marblehead on August 27-29 to race in six or more races on three lines over the course of the three-day regatta utilizing the superior Race Committees and shore-side amenities of Marblehead's Boston, Corinthian, and Eastern Yacht Clubs.

Gulf of Maine racers have a history of strong performance at the New Englands. The competition is second to none, and the post-race fun is legendary. Anyone wanting to kick the competition up a notch and go up against some of the best in the region is encouraged to make the trip down to Marblehead.

Congratulations to the following GMORA racers who competed in the New Englands last year: Apparition, 1st Place, Class 1; Big Dog Party, 5th Place, Class1; Kaos, 1st Place, Class 3; Family Wagon, 6th Place, Class 3; Snowbird, 8th Place, Class 3; Ghost, 3rd Place, J/015; and Keemah, 12th Place, J/105.

Place	Yacht	Design	Skipper	PHRF	Cruisi	ng Division 2			
					1	White Hawk	J/27	Timothy Tolford	132
Racin	g Division 1				2	Happy Ours	Ericson 33	Doug Coyle	138
1	Scaramouche	N/M 39	Merle Hallett	60	3	Cordelia	Ericson 35-3	Timothy Reilley	141
2	Family Wagon	Hallett 33	Richard Hallett	63	4	Enterprise	Ericson 38	Neil Weinstein	141
3	Wiley	J/35	Bruce Cumback	72	5	Dreams II	Ericson 35-3	Dave Merrill	144
4	Revolution	Soverel 33	Doyle Marchant	84	6	Endeavor	J/32	Mark Mailes	138
5	Kaos	Frers 41	Scott Smithwick	69	7	Southern Cross	Hunter 41	Christopher Loader	132
6	Charsar	Flying Tiger	Charlie Fox	54	DNF	Shadow	Sabre 362	Robert Steeves	144
7	Beausoleil	Beneteau 456	Richard Parent	75					
8	For Sale	LS-30	Win Fowler	90	Cruisi	ng Division 3			
					1	Rita P	Pearson 30	Randy Rice	192
Racin	g Division 2/3				2	Patience	Catalina 30	Daniel Marston	192
1	Seven	Elliott 770	Tom Hall	114	3	MacLir	Pearson 36	Sean O'Malley	162
2	Black Sheep	J/29	Todd Lalumiere	120	4	Gaelic	Tartan 30	Pat Ryan	192
3	Tamarack	J/29	Bob Kellogg	111	5	Kokomo	Catalina 34	William Hill	162
4	Greyhound	Etchells	Jim Milburn	120	6	Anie O'Dea	Catalina 310	William Babbitt	198
5	Joy Robber	Etchells	Matthew Lalumiere	120	7	Whisper	Ericson 41	Rolfe Bryant	159
6	T'Kela	S2 7.9	Gregg Carville	174	8	Catherine	C&C 30	John Hall	189
7	Peregrine	Soverel 33	Erik Pederson	93	9	Soleil	Beneteau First 310	James Hall	153
8	Sunshine	J/29	David Jones	123	10	Northern Muse	Pearson 33	Christopher Moore	174
9	Honalee	Sabre 34	Dick Stevens	150	11	Wasabi	Hunter 34	Charles Baird	159
10	Knot a Clew	Wavelength 24	Lynn Tukey	162	DNS	Wicked	0'Day 322	Robert Winchell	170
					DNS	Osprey	J/22	Brian Champion	189
J/24									
1	Second Chance	J/24	Jeff Smith	168	Cruisi	ng Division 4			
2	Flying Chicken	J/24	Richard Carlson	168	1	Athais	Pearson 28	John Dunning	210
3	Mr. Hankey	J/24	Andrew Carey	168	2	Fiddler's Green	Pearson Commander	Jimi Cullum	261
4	Draco	J/24	Andrew Stern	168	3	Nimbus	Alden Sloop	Troy Scott	204
5	Pit Party	J/24	Steve Fernald	168	4	Phalarope	Sea Sprite 23	Alex Agnew	276
					5	Dolce	Ensign	Seb Milardo	282
Cruisi	ng Division 1				6	Got Sales	Sabre 28	Mike Beaudette	216
1	Resolute	J/44	Fred Madeira	51	7	Bodacious	Catalina Capri 22	Ken Marsh	226
2	Orinoco	C&C 38-3	Tom Mahoney	114	8	Trilateration	Rhodes 19	Matthew Gillam	240
3	C-C-Courage	J/110	Greggus Yahr	108	9	Eagle	Custom Schooner	Dodge Morgan	281
4	Altercation	Hobie 33	Ron Cole	99	DNF	Crazy Horse	1951 Pilot Sloop	Paul Leddy	231
5	Eastern Exposure	Frers 38	Anthony Armstrong	90					
DNS	Sonny	Custom 70	Bob Manheimer	33	Class	ics Division (sailed	with Cruising Division	4)	
DNS	Abracadabra	J/26	Jon Knowles	51	1	Nimbus	Alden Sloop	Troy Scott	204

Club in New Castle (603-436-9877 or VHF Ch. 16 or 78); Prescott Park Municipal Dock (603-431-8748 or VHF Ch. 9). The town of Kittery (Harbormaster: 207-439-1638) also may have moorings, including more economical options for those who need a mooring for a week, but there is no launch serv-

20	109 Nort	heast Harbo	or Race results	
Plac	e Yacht	Design	Skipper	PHRF
Rac	ing Division			
1	Libra	Sabre 32	Barney Baker	164
2	Beagle	J/35	Nathaniel V. Henshaw	72
Crui	sing Division			
1	Cordelia	Ericson 35	Tim Reilley	141
2	Peregrine	Ericson 34	Chris Allen	147
3	Icy Wind	Pearson 33	George Pettengill	168
4	Trader	C&C 35	Stephen W. Purdy	144

ice.

Northeast Harbor Getaway Race

Centerboard Yacht Club/Northeast Harbor Fleet/Gulf of Maine Station of The Storm Trysail Club and the Boston Station of the Cruising Club of America Falmouth to Mount Desert Island, Maine Friday and Saturday, Aug. 27-28, 2010 FMI: http://centerboardyachtclub.com/race/racing.htm

Sunrise over Matinicus is one of the most beautiful sights to behold, and perfect opportunity to see it is during the Northeast Harbor race.

After crossing the starting line in Portland Harbor, racers will sail up the coast to Mount Desert Island. The race puts sailors in the perfect spot to start a cruise of Maine's most beautiful cruising grounds. Most boats in the Cruising class race with dinghy onboard and enough gear and provisions for one or two weeks of cruising.

The racing course runs around 120 miles and includes a shorthanded class to qualify for the Ocean Planet Trophy. After the race, all the crews enjoy a breakfast gathering on Sunday, where they can exchange stories about their overnighter before heading out to enjoy all that Mount Desert Island has to offer

200	9 Maine l	Rocks Race i	results	
Place	Yacht	Design	Skipper	PHRF
Divisi	on 1: Single Hand	ed		
1	Jeroboam	Beneteau 351	Jonathan Green	178
2	Adhara	Tartan 41	Patrick Jones	93
3	Panacea	Freedom 32	Peter McCrea	186
4	Mainstay 5	Jeanneau 35	Jim Coughlin	99
5	Bluebird	Morris 36	Gust Stringos	177
6	Tyger Tyger	Tartan 41	Steve Tofield	102
7	Flash of Beauty	J/35	Tom Amory	76
Divisi	on 2: Double Hand	ded		
1	Walkabout	Tartan 10	Doug Pope	132
2	Hiliho	J/35	George Haselton	72
3	Williwaw	Cal 2-30	Rusty Duym	186
4	Greyhawk	Peterson 34	Tim Allen	123
5	Smitten	J/100	Frank Simon	93
DNS	Brigadoon	Cape Dory Intrepid	Nakomis Nelson	177

Maine Rocks Race

Rockland Yacht Club Rockland, Maine Saturday and Sunday, Sept. 18-19, 2010

FMI: www.rocklandyc.org

Established in 2008, and sponsored by the Rockland Yacht Club, the Maine Rocks Race covers a distance of about 112 miles. The course takes the fleet from Rockland to Matinicus Rock, then to Mount Desert Rock (hence the name of the race), then around Matinicus Rock again before a return to Rockland.

Hurricane activity in the Gulf of Maine caused the planned Aug. 29, 2009 start to be postponed to Sept. 19. Seven boats competed in the singlehanded division; five in the doublehanded. The start Saturday morning was in a blustery northwesterly with gusts near 30. A few boats put up chutes just outside of Rockland Harbor and carried them all the way to Mount Desert Rock. The weather was great, and the breeze held for most of the race, getting light on Sunday morning.

For the second straight year, the Francis Stokes Memorial Trophy for the best corrected time for a singlehander went to Jonathon Green aboard his Beneteau 351 *Jeroboam*. Green also corrected to 1st in the fleet. Second place in the singles went to Patrick Jones on the Tartan 41 *Adhara*. *Panacea*, a Freedom 32 skippered by Peter McCrea, took 3rd.

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In the doublehanded division, Doug Pope and Vince Bemis took first on the Tartan 10 *Walkabout. Walkabout* corrected to 2nd in the fleet. The J/35 *Hiliho*, with George Hassleton and Jeff Dinse, finished 2nd and corrected to 3rd in fleet. *Hiliho* also won line honors and established a new course record of 19 hours, 48 minutes and 28 seconds, that may stand for some time. Third place in the doubles went to Rusty Duym and Aimi Baldwin sailing *Williwaw*, a Cal 2-30. Six of the boats in the fleet were Bermuda 1-2 veterans.

The Rockland Yacht Club is very pleased and proud to have this race included as a qualifier for the new Ocean Planet Trophy.

Fall Series

Portland Yacht Club Falmouth, Maine

Saturdays, Sept. 18, 25; Oct. 2, 9 FMI: www.portlandyachtclub.com

The best sailing conditions in Maine seem to happen from September to October, and these months offer some of the best racing all year. All sailboats along the coast of Maine are invited to compete in four Saturday races.

One of the four days will include the popular Lightship Race, a race over 20 miles to and from the former lightship station in Casco Bay. This race boasts the award of the prestigious Moore Trophy. A post-race party with refreshments conclude each brisk and exciting day of competition.

The Fall Series is open to any sailboat that wants to compete. Any sailboat participating in the PYC Fall Series with a valid PHRF certificate and GMORA membership will be scored for the GMORA Western Series championship.

2009 Fall Series results

Plac	ceYacht	Design	Skipper	PHRF
Rac	ing Division 1			
1	Keemah	J/105	Donald Logan	90
2	Scaramouche	Nelson Marek 39	Merle Hallett	60
3	Kaos	Frers 41	Scott Smithwick	66
4	County Girl	Beneteau First 36.7	William Newberry	78
5	Family Wagon	Hallett 33	Richard A Hallett	63
6	Beausoleil	Beneteau 456 SD	Richard Parent	75
7	Snowbird	C&C 115	Jonathan Randall	63
8	Wiley	J/35	Bruce Cumback	72
_				
	ing Division 2			
1	Fotofinish	Etchells	Scott Thomas	120
2	Second Chance	· *	Jeff Smith	168
3	Cats Paw	Lindenberg 28	Frederick V. Minson	114
4	Honalee	Sabre 34	Dick Stevens	150
5	Tamarack	J/29	Bob Kellogg	111
6	T'kela	S2 7.9	Gregg Carville	174
7	Sabredancer	Sabre 38	Brannon Claytor	126
8	Knot A Clew	Wavelength 24	Lynn Tukey	162
	ising Division			
1	Southern Cross		Christopher Loader	132
2	C-C-Courage	J/110	Jennifer and	108
			Greggus Yahr	

Moorings: Visiting yachts needing a mooring should contact the Portland Yacht Club waterfront (VHF Ch. 68) at the time of arrival. The attendants will try to find a vacant mooring. Skippers may call PYC (207-781-9820) prior to the weekend of the regatta to inquire about mooring availability. To reserve a mooring, you may also contact Handy Boat Yard (VHF Ch. 9) at 207-781-5110.

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2010 GMORA RACING CALENDAR

Event	Date	Counts	Race days	Area
SailMaine Regatta	June 5	N/A	N/A	N/A
Centerboard Regatta	June 12	W	1	W
Pilot Race	June 19-20	W	2	W
Harraseeket Regatta	June 26	W	1	W
MDI Series I	July 11	E	1	Е
Hospice Regatta &				
MDI Series II for Down East PHRF Championship	July 17-18	E	2	Е
Boothbay Harbor Regatta/PHRF Maine*	July 17-18	W, C, E	2	С
Seguin Island Trophy Race/PHRF Maine*#	July 24-25	W, C, E	2	С
Downeast Challenge Race	July 24-25	W, C	2	Any
MDI Series III	July 25	E	1	E
Camden Yacht Club/Penobscot Bay Regatta**	July 31- Aug. 1	С	2	C
Tom Morris Memorial Pursuit Race				
(MDI Comm. Sailing Ctr.)	Aug. 1	E	1	E
MDI Series IV	Aug. 8	E	1	E
Monhegan Regatta	Aug. 12-15	W	2	W
Downeast Race Week	Aug. 13-15	E	3	E
Smuttynose Island Regatta	Aug. 14-15	W	2	W
MS Regatta	Aug. 21	W	1	W
PHRF New Englands	Aug. 27, 28, 29	Overall	3	Any
Northeast Harbor Race	Aug. 27-28	W, C, E	2	Any
Maine Rocks Race	Sept. 18-19	С	2	C
PYC Fall Series	Sept. 18, 25, Oct. 2, 9	W	4	W
GMORA Awards Night	Date and place TBA			

*The PHRF Maine Championships, previously held at Portland Yacht Club, are moving to the central region in 2010, to be hosted by the Boothbay Harbor and Southport Yacht Clubs as a part of the regatta series. Scores from both weekends will be combined to crown PHRF Maine Champions.

Schedule subject to change; please go to www.gmora.org for the latest updates.



^{**} Details are still being worked out, but this race is likely to involve a couple days in/around Penobscot Bay, based out of Camden Yacht Club. Watch www.gmora.org and www.camdenyachtclub.org for updates.

History of the Gulf of Maine Ocean Racing Association

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. 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-ofseason 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 info@gmora.org

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 Div I and II, Monhegan Race IOR, Monhegan Race (New England Racing Rule), Manana Race, and Boon Island Race composed the series. A yacht need-

ed 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 standings. Albert Emanuel's Kolibri took 1st in IOR, Abbott Fletcher's Majek won NERR. Jan Pederson's Heitorick II was 1st in MORC. Maiek was the overall season champion.

1976: 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

1978: 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.

1979: 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.

1980: 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.

1981: 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.

1982: Measurement Handicap System (MHS) is included for the first time, and no IOR is included. Twenty-nine boats qualified





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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.

1983: 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.

1984: GMORA, formerly GMORC, is formed. 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.

1985: 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.

1986: Downeast Race to Mount Desert Island added. Sixty-one 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*.

1987: 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 *Naiad* 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 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 PHRF C; Chris Robinson's Houqua is the Cruising Class champion. Scott Harris of Haymaker wins the Dirigo Bowl.

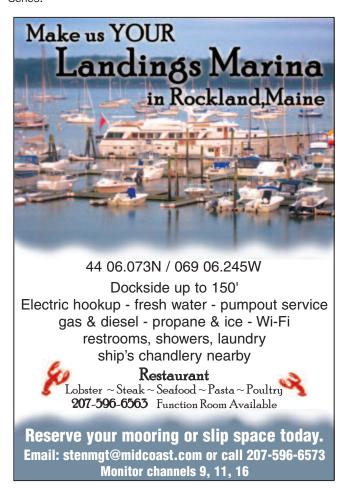
1995: Dick Hale and his crew on *Bandito* win PHRF A, Dan Wellehan's *Shamrock* takes PHRF B, Bob Kellogg's *Tamarack* wins PHRF C, and Wayne Smith in *Defiant* wins Cruising Class. Dick Hale wins the Dirigo Bowl.

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 blue-water 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 *Equinox*, Chris Robinson wins Cruising Class in *Houqua*, and Peter Garcia's *Alegra* wins the Multihull Series.



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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 first in PHRF C. *Trinity* wins the Multihull Series. *Altercation* wins the Dirigo Bowl.

1999: Dick Hale's *Bandito* winds 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. Black Owl wins the Dirigo Bowl

2003: Bandito again wins PHRF A, Scott Smithwick's Kaos is 1st in PHRF B, Jon Randall takes PHRF C in Snowbird, Don 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 first 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/J105, 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.

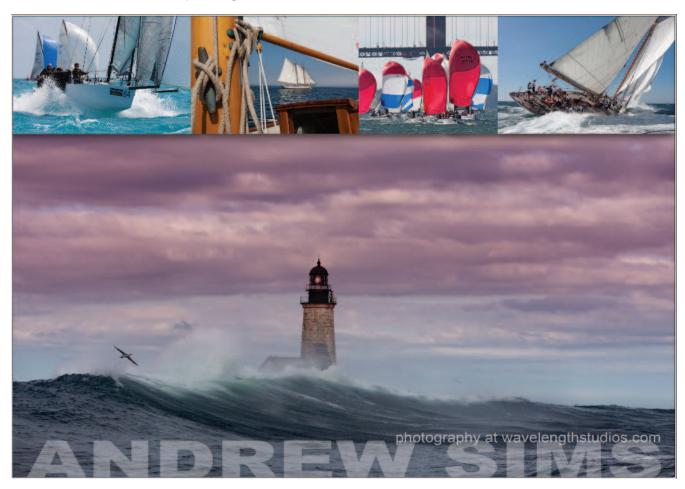
2006: Revolution II, skipped by Ed Rogers, wins PHRF A;

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 *Kaos*. Scott Smithwick's *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. *Nipantuck* scores a "three-peat," taking the Dirigo Bowl back to Southport for the third year in a row.

2008: Dick Hale's *Bandito* wins Racing Division 1. Scott Smithwick's *Kaos* takes 1st in Racing Division 2. Graciala Lamy's *Seven* wins Racing Division 3. *Pit Party*, skippered by Rich Ketchum and Steve Fernald, emerges at the top of Racing Division 4. Greggus and Jennifer Yahr's *C-C-Courage* takes 1st place in Cruising Class. Merle Hallett's *Scaramouche* wins the Arthur K Watson Memorial Trophy. *Kaos*, skillfully sailed by Scott Smithwick and his outstanding crew, is winner of the Dirigo Bowl.

2009: GMORA teamed up with SailMaine to launch the first annual SailMaine Regatta. Funds raised through entry fees and product sales benefited the SailMaine community sailing program in Portland, which offers sailing instruction and coaching to youth, high school teams, and adults. Pete Price's *Big Dog Party* won Division 1; Scott Smithwick's *Kaos* took first in Division 2; *Tamarack*, skippered by Bob Kellogg, took top honors overall in Division 3; *Pit Party*, co-captained by Rich Ketchum and Steve Fernald, was 1st overall in Division 4; Randy Rice's *Rita P* took 1st overall for Cruising Class. Scott Smithwick and *Kaos* scored a repeat, winning the Dirigo Bowl for the second straight year.

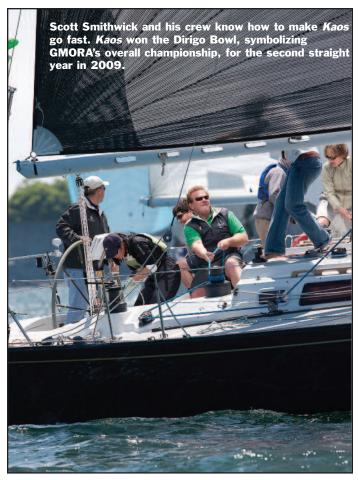


Looking for a ride?

Getting and keeping a slot as crew member

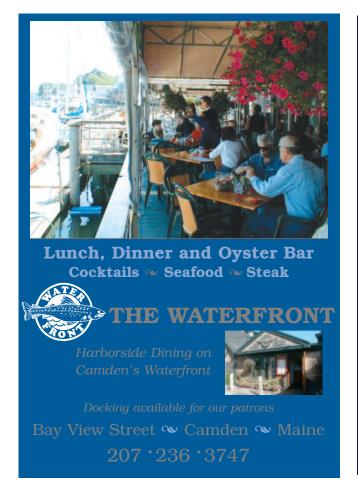
You don't need a lot of experience to crew on a racing sailboat. While newbies probably won't crew on the hottest, fastest race rocket right away, most skippers place a lot of value on reliability, enthusiasm, a positive attitude, and willingness to learn. Many skippers are happy to have a few new sailors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

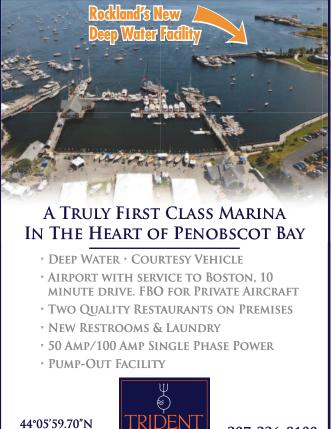
The first step is to see what's out there in terms of boats needing crew. Crew-match forums and classified ads are a good place to start. **Points East Magazine** (www.pointseast.com) hosts a crew-match party every spring, and publishes and posts ads by both skippers and potential crew in its magazine 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." Sailors seeking a ride can connect with Gulf of Maine Racing Association skippers through GMORA's web site (www.gmora.org) or its Facebook page. 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



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needs crew. Chances are you'll find a ride, and it might just turn into a regular crew slot.

When talking with skippers about being part of the team, be realistic about the commitment involved in a season of racing. A boat that actively campaigns the Gulf of Maine circuit will be racing nearly 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. Sailboat racing is no place for either male chauvinists or feminazis.

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

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A quick rules primer 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 U.S Sailing's Racing Rules of Sailing might seem intimidating to someone who hasn't spent a lot of time on the race course, there are only a few basic rules that come into play with any regularity.

U.S. 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 http://www.sailingcourse.com/racing_rules.htm.

There are three guiding principles that 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



Wavelengthstudios.com/Andrew Sims

Bill and Annette Newberry and crew race the Beneteau 36.7 County Girl in the SailMaine Regatta last June.

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,



Rule # 12

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*

the windward boat shall keep clear of the leeward boat (Racing Rule 11). If your boom is on the side next to the other boat, you are the windward boat.

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

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

You must avoid contact with other

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

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

Rule # 18

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

other boat to stay out of your way.

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

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

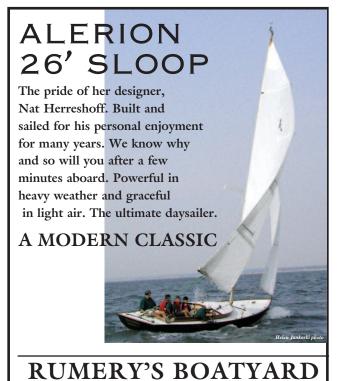
If you hit a *mark* while *racing*, you must take a penalty as soon as possible by making one turn, including one tack and one jibe (or one jibe and one tack) (**Racing Rule 31**). While doing your One-Turn Penalty, you must stay clear of all other boats.

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

Rule # 31

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





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Membership Programs

There are several membership options with various benefits to each membership as listed below. The easiest and fastest way to become a GMORA member is online at www.gmora.org where you can fill out your information and pay securely online.

Owner Membership – Boat owner who needs to renew or obtain a PHRF certificate. This member will receive updates about GMORA activities and events; a valid PHRF certificate with ratings for both racing and cruising divisions; a copy of Maine Yacht Racing, the official GMORA yearbook; and eligibility for scoring in the GMORA series.

Option 1:

Fill out the PHRF Form on the next page, fill it out and return it along with a check for \$50 payable to GMORA to:

GMORA and Gulf of Maine PHRF-NE Fleet 14 Strawberry Ave Turner, ME 04282

Option 2:

Go to www.gmora.org, print and fill out PHRF, scan it and then e-mail it to info@gmora.org and make payment online with your VISA or MasterCard.

Option 3:

Fill in on-line PDF PHRF certificate form with correct information and e-mail it using the link on the form. Make payment online with your VISA or MasterCard.

Multihull Owner — A multihull owner who needs to re-new or obtain a NEMA Certificate. This member will receive e-mail and snail mail updates about GMORA events; a valid NEMA certificate, which provides a rating for racing; a copy of Maine Yacht Racing mailed to him/her; and makes their boat eligible for any and all GMORA awards. Go to www.nemasail.org and fill out NEMA certificate and pay NEMA membership. Then go to www.gmora.org and pay the GMORA multihull membership of \$20.

Individual membership — This membership is for crew members or boat owners who don't need a handicap. You get all the information about the GMORA events, and are eligible to vote on GMORA membership activities. Go to www.gmora.org to pay for your membership now; the cost is only \$10!

Club membership – This membership is for yacht clubs and sailing organizations in the Gulf of Maine. Club members receive various benefits that include having their events scored and/or promoted by GMORA. Club member events, whether scored or not, are promoted to our membership to help increase participation. Other benefits include help with race management, financial support, and more. The fee is \$75 and is payable online.

Need Help with online payments or have questions about membership? Call Carter White at 207-671-7750.

GMORA is a 501(c)3 tax-exempt organization.

Fleet	Gulf of Maine - ME
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PHRF-NE THE PERFORMANCE HANDICAP RACING FLEET OF NEW ENGLAND

YEAR 2010			
Racing Cruising			
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INSTRUCTIONS: Please type your information into this PDF document (tabbing moves the cursor to the next field), review carefully, finally click the submit via email button at the ton to send the form to GMCRA. Be sure to print a copy for your records. Also be sure you have paid your membership online via

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

Date		
Name		
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Please fill out the in	formation below if you own a boat b	out are not a racer.
Boat Name		
Type	Length	
Color	Rig	
Sail #		
Club Affiliation		
Comments & Recom	nmendations:	

Please mail application and \$10.00 individual membership fee to: GMORA 14 Strawberry Ave.
Turner, ME 04282

Visit our web site @ www.gmora.org

A few good reasons to race your cruising boat

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

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

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

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

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

You stand a better chance than you might think. All boats competing in GMORA races are assigned a handicap based on factors like their design, dis-

placement, rigging, and sail area. The lower the rating, the faster the boat. So if your boat rates 141, the fastest competitor in your class has a rating of 108, and the race committee is using time-on-distance scoring (the most commonly used in the Gulf of Maine), that "faster" boat will owe you 33 seconds per mile. That means on a 10-mile course, she would have to cross the line five minutes, 30 seconds ahead of you to beat you on corrected time.

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

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

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

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

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

Boat owners already spend a fair amount every year on necessities like bottom paint, hauling, launch and storage. Some of the most important performance enhancements - like a smooth bottom and minimizing weight on board can be achieved cost-effectively by doing the work yourself. Think of the extra boatyard time sanding the bottom as an opportunity to bond with your fellow boat owners.

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

While the rulebook might look a bit intimidating at first glance, knowledge of 10 basic rules will get you through most situations you'll encounter on the course. See "Tips for new skippers," page 31 to learn more.

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

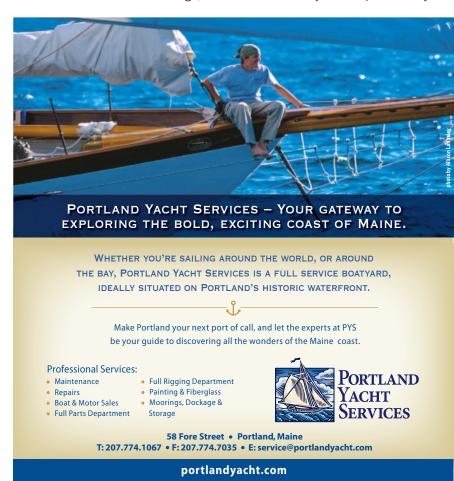
First, depending on what kind of boat you have and what class you race, you might not need many people. Some cruising class boats, which don't fly spinnakers, race with just two or three people on board.

Second, if you want to fly a chute and need more people, finding crew is a lot easier now than it used to be. The annual Points East crew match party is a good place to start. It's happening Wednesday, May 5, 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 magazine also has a crewmatch section in its classified advertisements. There is also the world-wide web. You can connect with potential crew members through the GMORA website at www.gmora.org or on GMORA's Facebook page.

The SailMaine Regatta on June 5 offers an excellent chance to recruit crew. SailMaine students have already had some basic instruction, so in addition to being enthusiastic, they also have some experience to offer. Sailing Anarchy's crew-pool forum can be found at www.sailinganarchy.com.

You can also post notices at local yacht clubs and boatyards, or check with the



yacht clubs' youth-sailing programs. Some of the participants in these programs are working toward landing spots on college sailing teams. They have a lot to offer a racing program, and by making them part of your team, you'd be helping them gain valuable experience.

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

Most of the stories about highly competitive skippers with a reputation for shouting at their own crews and other skippers are gross exaggerations and should be taken with grain of salt. While occasionally there are 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 #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 sail-boats are within sight of each other and going in the same direction, they are racing. Some die-hard cruisers might fervently deny that, but even the most laid-back skippers who claim not to give a whit about racing have been caught putting forth some effort to make their boat go faster.

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

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

Want more motivation? Skills developed on the race course 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.





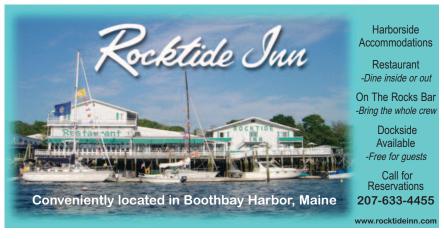


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2010 MARINA LISTINGS

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2010 MARINA LISTINGS

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Belfast Public Landing	Belfast	207-338-1142	9/16	6/25	160'				RL		G/D			P/V
Bucksport Marina	Bucksport	207-469-5902	16	0/6	90'				RL	I/O/F/P/R/E	G	G/I/B	ALL	P
Winterport Marine	Winterport	207-223-8885	9/16	2/5	50'				RL	ALL	G/D/P		ALL	W
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Eastport Lobster & Fuel	Eastport	207-853-4700	10	CALL	48'			W	RL		G/D	G/I	ALL	P/W
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ATTENTION BOATERS: 5 Coastal No Discharge Areas

Kennebunk-Wells DNA: north of line from Moody Point to Cape Arundel including Webhannet & Kennebunk Rivers Casco Bay: all waters

Boothbay Region: north of line from Cape Newagen to Ocean Point including Linekin Bay and Townsend Gut.

West Penobscot Bay: west of line from Owls Head to Northeast Point in Camden.

Southern Mount Desert: north of line from Bass Harbor Head to Bakers Island and west of line from Bakers Island to Otter Point.

Performance Handicap Racing Formula

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).

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 PHRF-NE Handicapper, Gulf of Maine Fleet

P.O. Box 4 Southport, ME 04576 (207) 633-2774 (410) 274-4779 Email: gomphrf@gwi.net

Clarification about Code 0 sails and reaching spinnakers

What is a Code 0 sail?

For handicapping purposes, the code 0 sail is considered a free-flying head sail, but it must be listed on PHRF-NE

application forms with other spinnakers.

At the 2010 spring meeting of PHRF-NE handicappers and Governors, the expression "Code 0" was defined.

A code 0 headsail is a close reaching spinnaker intended to be flown in apparent winds 30 and 70 degrees. Code 0 is a sail that "fills in a hole in the polar diagram, particularly for fractional rigged boats with non-overlapping jibs."

Code 0 sails are "flown from the mast head, have substantial luff ropes as halyard luff tension is required to keep the sail flat, and are made of laminated or aramid material."

The handicap adjustment for any Code 0 will depend upon the boat and rig. A Code 0 sail on a boat with a non-over-lapping headsail (maximum LP < 100 percent) will be of greater performance advantage than a similar sail on a boat with a maximum LP of 155 percent.

What is a Close Reaching Spinnaker?

A close reaching spinnaker, symmetric or not, is made of nylon (or equivalent material) with a conventional spinnaker luff ropes, and does not require excessive halyard tension. Luff tension required for a Code O sail is impossible to achieve with nylon sailcloth and con-

Anthony R. Jessen First Vice President Financial Advisor

MorganStanley SmithBarney

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ventional spinnaker luff ropes.

Close reaching spinnakers are typically used in apparent wind angles of >60 degrees.

Frequently Asked Questions (FAQs)

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

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

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 meant by the expression: Unofficial PHRF-NE handicap?

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

In November 2006, the PHRF-NE Board of Governors discussed the increasing number of new 30-40 foot

yachts designed as daysailers, such as the J100, that have competed or wish to compete with unofficial handicaps in PHRF-NE events. 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 2009.

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

Indeed, the 2009 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, held close to shore in relatively warm waters where adequate shelter and/or effective rescue is available all along the course, and 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.

What is meant by the expression: "Provisional" PHRF-NE certificate?

Provisional rating certificates are issued by the Gulf of Maine (GOM) Fleet handicapper. They are primarily for yachts that have applications for valid PHRF-NE handicaps undergoing review and processing by the PHRF-NE handicapper. Provisional certificates are issued for a seven-day period, and they are ordinarily not renewable during a given season.

To promote participation in GMORA racing, provisional rating certificates may also be issued on a non-renewable, one-regatta, seven-day basis, to novice racers. A novice racer is defined as someone who has not held a PHRF-NE certificate in the past five years.

These locally distributed 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 may appeal your handicap or that of a competitor. The details of the appeal process may be found 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:

1. 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 smooth boat bottoms and underwater appendages that are fair and have been wet sanded smooth. Racing trim also assumes good sails. Credit will not be given for 10-20 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

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 155 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:

	J/105 Har	dicaps	
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

In the One-Design configuration for the J/105, there is a roller furling 100 percent jib and the 89-square-meter asymmetrical spinnaker on the sprit. The race handicap is 90.

The shoal draft J/105 receives nine 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:

	J/100 Har	ndicaps	
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

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

- * 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 percent jib and the 80-square-meter asymmetrical spinnaker tacked at the bow.

Removal of the furling gear on either the J/105 or the J/100 will result in a handicap penalty.

Like other PHRF-NE yachts, a J/105 or a J/100 may maintain only one valid PHRF certificate at a time, and she may make only one certificate change in that certificate during the course of a season.

What are the requirements for the Recreational Handicap?

The recreation handicap adjustment was developed to foster the participation of yachts that limit their headsail inventory to two sails on above deck furlers, carry only one spinnaker, and that do not use "exotic" sailcloth. For more details on the recreation handicap, see www.phrfne.org under the Handicap Adjustments tab.

Do I get credit for an asymmetrical spinnaker?

Yes if the sail is tacked at then bow. No if the sail is flown from a sprit. See www.phrfne.org under the Handicap Adjustments tab.

News update on asymmetricals: At the 2008 fall meeting of PHRF-NE governors and handicappers, it was reported that velocity prediction programs show no distinct advantage of taking the nine seconds per mile asymmetrical spinnaker credit when the sail is tacked at the bow. The Recreational Handicap adjustment is not a pre-requisite for the asymmetrical spinnaker handicap. Sprit boats are not entitled to the asymmetrical spinnaker credit.

No changes have been made to PHRF-NE asymmetrical spinnaker adjustments for 2009. Of course, PHRF-NE reserves the right to disallow the asymmetrical spinnaker adjustment if it appears to give the boat an unfair advantage.

What are the differences between the racing and cruising handicaps?

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

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 is meant by the expression 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. TOT has been found to tighten corrected time finishes when there is a very large handicap spread in a class or if the race conditions are variable.

The basic TOT formula is:

TCF (Time Correction Factor) = A/(B + PHRF), where A is an arbitrary factor (usually 650) that helps make the TCF be near 1.000, B is a factor designed to compensate for different conditions (see below), and PHRF is the handicap used in then race.

B Factor examples: 480 for heavy conditions, 550 for average conditions, and 600 for light air conditions.

A typical TOT formula for TCF would be TCF = 650/550 + PHRF

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.

PHRF Championships offer some great racing!

Plan to attend the PHRF-ME Championships to be conducted on two successive weekends: July 17 and18, 2010, in Boothbay Harbor; and July 24 and 25, 2010, at Southport.

Plan to race with the best in New England at the PHRF-NE Championships at Marblehead, August, 27-29, 2010.

2010 PHRF-NE Gulf of Maine Fleet

Yacht	Owner	Design	Racing Rating	Cruising Rating
Abracadabra	Jon Knowles	J 46	36	51
Acadia	Burt H. Keenan	Custom	123	123
Adhara	Patrick Jones	Tartan 41	93	108
Aftermath	Howard Robbins	Santana 28	183	198
Altercation	Ronald Cole	Hobie 33	90	99
Ambrevena	Thomas Maynes	Ericson 32-200	168	183
Amhas	Mac Kenzie Davis	Akilaria Class 40	-9	-3
Anjacaa	Ann Symington	Palmer Johnson 53	48	60
Aphra Behn	Sadhbh Neilan	Pearson 30	189	192
Apogee	Michael Giles	Ohlson 38	165	177
Apparition	Kenneth H. Colburn	Swan 42	-3	+9
Ariana	Henry P. Becton	Ohlson 41	132	144
Arion's Ride	Mylan/Maya Cohen	J 109	69	78
Astrid	Charles Heimbold	Center Harbor 31 D K	U144	U141
Badger	Jim Cuthbertson	Frers 33	108	120
Bandito	Richard W. Hale	Tripp 47	-3	+3
Barra	Bruce Mac Neil	Morris 486 Tm/Dk	30	42
Beagle	Nat/Weld Henshaw	J 35	72	84
Beausoleil	Richard A. Parent	Beneteau 456	75	87
Big Dog Party	Peter Price	Farr 39 M L	12	21
Bijou	Neil Woodside	Beneteau 235	201	210
Black Bear	Gary Cran	Tartan 3500	141	147
Bluebird	Gust Stringos	Morris 36 Sd	168	180
Boreas	Lloyd Van Lunen	J 120	51	60
Brigadoon	Nakomis Nelson	"Cape Dory, Intrepid 35"		192
Cailn A Mara	Thomas Crotty	J 120	51	60
Canty	Paul K. Rogers	Scheel 36 Cst	147	162
Cat's Paw	Frederick V. Minson	Lindenberg 28	114	138
C-C-Courage	Greggus Yahr	J 110	99	108
CCURE	Harry Hepburn	C&C 30-2	159	162
Char Sar	Scott Fox	Flying Tiger 10 M	54	63
Charade	Patrick Wilmerding	Morris 42 Daysailer	84	90
Common Sense	Philip M. Cronin	C&C 43	78	93
Cordelia	Tim Reilley	Ericson 35-3	129	141
Coriolis	"David Nutt, Jr."	Boothbay Harbor One De	· ·	U252 U261
County Girl	William Newberry	Beneteau First 36.7'	78	87
Cuilaun	Brian Smullen David Rockerfeller	Mc Gruer Custom I M X 45 S D	102	117
Cybele Dakota	David RockerTeller David Schoeder		15 U150	30 U159
Dakota Decoy		I O D C&C 35-1		138
,	Maggie & Bob Daigle Carol Lloyd	J 29	126 117	123
Dotsy Dump Duck	Allen Dodge	Olson 30	108	120
Elvistuna	David Jones	Etchells	U120	U126
Endurance	Matthew Jones	Tripp 47	-12	-6
Enterprise	Neel Weinstein	Ericson 38	126	141
•	Johnathan Dietz	Morris 36	156	168
Esparta Eventyr	Gordon A. Haaland	J 42	81	81
Experience	Harvey Howalt	Custom	150	162
Extra Beat	"Kenneth Priest,11"	J 35	72	84
Family Wagon	Richard Hallett	Hallett 33	63	72
Fanniy Wagori Fancy	Michael B. Stubbs	Magic Class	135	135
Far Out	Hal Kroeger	Morris 52	69	84
Faster	Richard Paine	Tartan 10	126	132
Fearless	Betty Minson	Lindenberg 28	114	138
Fiesta	Richard W. Ledwith, Jr	C&C 40-2 CB	102	114
Finesse	Newton P.S. Merrill	J 42	81	81
1 1110330	INGWIGH F.S. WIGHIII	J 74	OI	OI

Yacht	Owner	Design	Racing Rating	Cruising Rating
Fling	Paul F. Perkins	Sabre 28 Mod	183	195
Flirt	Michael Cook	J 100	90	102
FOX	William B. Morris	Morris 32	198	204
Gambit	Michele Royale	Alerion Express 28	U180	U192
Gaylark	Kaighn Smith M.D.	Swan 38	102	114
Genevieve	Ward D. Mac Kenzie	Alerion Express 28	U177	U186
Geranium	Nick Vanoff	Custom 34	99	114
Ghana	"Ernest Burt, Jr."	Alden 40	171	177
Ghost	Kenneth H. Colburn	J 105	90	96
Gloria	Douglas Louison	J 34 C	117	129
Go Dog Go	David Ruff	J 29	117	123
Grey Eagle	William Wilkinson	J 32	129	129
Greyhawk	Timothy Allen	Peterson 34	123	138
Gypsy Rover	Arthur Jones	Tartan 41-2 S D	132	132
Hawk's Nest	Raymond Hawkins	C&C Landfall 38	141	153
Hoi An	Marcus Heilner	Brooklin Boat Yard 50	54	72
Honalee	Richard (Dick) Stevens	Sabre 34-2	150	153
Норе	Daniel Dingeman	M 52	72	81
Hopscotch	Jefrey Dunn	J 100	90	102
Intuition	Karl Schoettle	Brionrieff 42 Cst	78	87
lo	Scott Whichard	Pearson 32	171	183
Isla	Henry May	New York 32	147	144
Kalitan V	Douglas Crenshaw	Pearson 36-2 C B	168	171
Kaos	Reginald Smithwick	Frers 41 T M	69	81
Keemah	Donald Logan	J 105	90	96
Kemo Sabe	Jon Kuhl	Alberg 37	165	177
L S 30	Nicole Jacques	LS 30	U90	U99
Laney-Lu	Mark Kryder	Morris M36	123	129
Last Red Cent	Matthew Minson	Lindenberg 28	111	126
Libra	Barney J. Baker	Sabre 32	164	176
Lord George	Peter Chandler	Vineyard Vixen 34	183	186
M 29	Cuyler Morris	Morris 29	147	153
Mainstay 5	Jim Coughlin	Jeanneau One Design	99	99
Mermaid	Brooke Parish	S&S Custom	147	159
Mi Lady	Kris Jennings	Sabre 34-1	159	171
Migis Magic	Jesse Henry	J 32	129	129
Morning Star	Daniel Bienkowski	J 44	27	39
Nellie Jane	Fred Kellogg	Kenner Kittiwake 23	276	288
	Mark Werner	Center Harbor 31	U141	U138
Nipantuck Nirvana		Sabre 34-1		165
Northen Muse	Peter Colesworthy		153 171	174
	Charles/Chris Moore Douglas Roth	Pearson 33-2	U270	U276
Old Navy	_	Pearson Ensign		
Old School Orinoco	J Ganson Evans	Farr 395	30	39
Otter	Thomas Mahoney	C&C 38-3 Sabre 35-1	102 117	114 129
Pearson	Henry R. Becton Jr. David Kerr	Pearson 30	180	192
Peer Gynt	Charles E. O' Brien	O Day 322	180	192
Peregrine	Erik Pedersen	Soverel 33-2	93	102
Phoenix	Sean Dunfey	Andercraft 36	88	94
Pit Party	Steve Fernald/Rich Ketchum	J 24	168	174
Poppaea	Andrew Von Hirsch	Morris 45	27	42
Puck	Rufus Williams	Hinckley Pilot 35	204	210
Rainier	Rob Hawley	J 24	168	174
Rambling Rose	Roger Shepley	Express 27	132	144
Ranger	Kenneth Weg	Morris 42 D S	111	117
Reflections	Erik D.W. Greven	Beneteau 43	102	111
Resolute	Fred Madeira	J 44 W K	36	51
Revolution	Doyle Marchant	Soverel 33-2	84	96
Ripple	Molly Mulhern	Tanzer 22	243	255

Yacht	Owner	Design	Racing Rating	Cruising Rating
Rita P	Randy Rice	Pearson 30	189	192
Rose	George Lewis	New York 40	90	102
Ruffian	Lenny Reiche	J 28	177	186
Ruthless	Bruce Hamlin	Cal 33-2 S D	144	156
Salu	Frank Alexander	J 120	60	72
Sans Serif	Jim/Annie Connell	J 30	141	147
Scaramouche	Merle Hallett	Nelson Marek 39	60	66
Sea Jab	Albert Hodsdon	Sabre 362 W K	132	135
Sea Robin	Russell B. Mac Pherson	Little Harbor 37	177	189
Sea Smoke	Thomas Gill	J 100	U90	U102
Sea Tao	Thomas Reid	Ranger 26	198	213
Seven	Thomas Hall	Eliott 770	114	126
Sidewinder	T.R. Rolfes	J 105	90	96
Smitten	Frank Simon	J 80	93	105
Smitty	Philip Friedman	Olson 25	168	180
Snapdragon li	Peter Lloyd	Ericson 38 W K	129	141
Snowbird	Jonathan Randall	C&C 115	63	75
Solution	Andrew Marvin	Bristol 35.5	150	162
Southern Cross	Christopher Loader	Hunter 41 D S R F M	120	132
Spanking Machine	Richard Ketchum	Kiwi 35	57	63
Star Song	Thomas Kiley	Custom	150	165
Surefire	Moby Richard	Tanzer 22	237	249
Surprise	Mark Scheffer	J 35	72	84
Symmetry	Winton F. Scott Jr.	Cal 33-2	132	144
Tamarack	Bob Kellogg	J 29 M H O B	111	123
Temerity	Dennis Denio	Bristol 35 Offshore	198	213
Teragram	Stephen Edmonson	Swan 40	138	144
Tern	Robert L Johnstone	J 100	90	102
Tittravate	Steven Ribble	Catalina 38	129	132
T'kela	Gregg Carville	S2 7.9	174	183
Tyger	Stephen Tofield		102	117
Va Pensiero	Joseph Weber	Custom	90	96
Varuna	Robert Stuart	Seven Metre Rule	147	153
Walkabout	Douglas C. Pope	Tartan 10	132	138
War Bride	Pete Du Pont	J 124	27	39
Weather Gauge	Stockton Smith	Farr 44	54	66
Wind Sprite	Frank Pedersan	Custom	162	174
Winsome	Endicott Davison	Dawn 48	105	111
Wyanoke	David F. Hoy	Catalina 27	213	225
Xanthippe	Daniel Dennett	Beneteau 42	81	96
Zealot	John Merrill	Alerion Express 38-2	111	120

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Bar Harbor ... subtract 22 min.
Bath ... add 1 hour
Boothbay Harbor ... subtract 6 min.
Camden ... subtract 12 min.
Monhegan Island ... subtract 13 min.
Rockland ... subtract 8 min.

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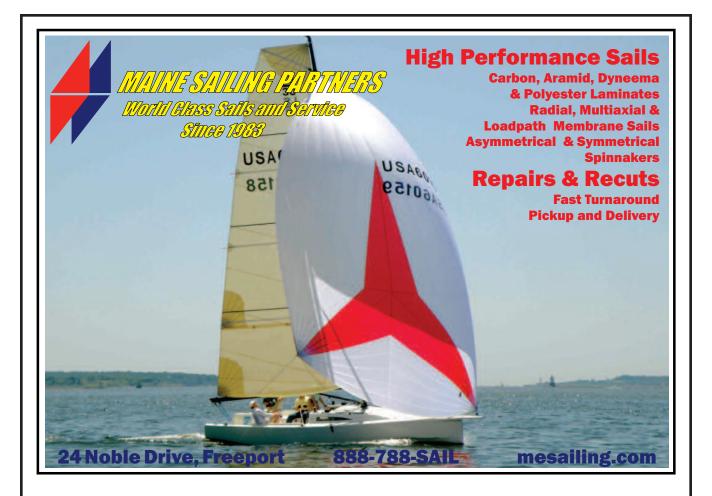


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