



for best performance of any boat during the 2008 GMORA series



Photo courtesy Regatta Promotions

#### GMORA President Pete Price's Big Dog Party sails in brisk winds at the PHRF Championships last year.

Greetings fellow sailors!

Welcome to another great season of racing. Whether you're a seasoned veteran or someone new to the Gulf of Maine circuit, we hope to see you on the line this summer.

There's a lot to look forward to. We're seeking input from our members. We're reaching out into the community to grow our sport. And we've added a new regatta to the series. Details are in the following pages, but here's a hint of what's to come.

You may remember the survey GMORA sent to members earlier this year. We appreciate all the great feedback and ideas, and we're working to see what can be incorporated into the series. Please keep in mind that GMORA exists primarily to score the season series and promote the sport. Member yacht clubs run the races, and we're committed to working cooperatively with them to make this a great series. It's all about having a good time on the water.

GMORA is joining forces with the SailMaine community sailing program to host a benefit regatta June 6 off Portland Yacht Services, and everyone is invited. It's early – a week before Centerboard – so plan now to get your boat in the water. If you are crew, offer to help your skipper get the boat ready. Each boat will have a few SailMaine students on board. The idea is to give these students a taste of "big boat" racing and raise some money for SailMaine. Some of these students are future rock stars – so you might even pick up some good crew for the season! While this race won't be scored for the GMORA series, it's a great opportunity to get some practice in

We're also reaching out to our friends to the south by adding the Smuttynose Regatta off Portsmouth to our series. Some of these Piscataqua Sailing Association boats traveled here for the Monhegan, so why not return the favor? The regatta, on Aug. 15 and 16, is also a nice stopping point for boats going to the PHRF New Englands later in August.

If you have ideas on how to make the series more fun, or if you'd like to volunteer, feel free to contact a member of the GMORA Board. Visit our website www.gmora.org to read Board meeting minutes; to get dates, times, and locations of future Board meetings; and to find our contact information. We look forward to hearing from you or seeing you at a future meeting. We look forward to hearing from you.

See you on the water!

Pete Price

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Photo courtesy Regatta Promotions

#### Amhas, Open 40, owner Mackenzie Davis, sails upwind just after the start of the Monhegan Island Race.

#### 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.

Maine Yacht Racing is mailed free to all GMORA members and is also distributed through sail lofts, yacht clubs, and chandleries throughout New England. A total of 4,000 copies of this publication are printed and distributed at the beginning of May. If your favorite sail loft or yacht club has not received a supply of the publication, or has run out of copies, please contact the publisher at 1-888-778-5790. Individual copies, other than those mailed directly to GMORA members, can be purchased for \$5 per copy, which includes 1st class postage.

Editors: Gail Rice, Nim Marsh Marketing director: Bernie Wideman Ad sales reps: Lynn Whitney

Ad design: Holly St. Onge and Univoice Graphics Layout & design: Custom Communications Photographs: Courtesy Regatta Promotions Printed by: Penmore Lithographers
Cover photo: Courtesy Regatta Promotions

For information on advertising call Points East Publishing, Inc. at 1-888-778-5790. On the web at www.pointseast.com.

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#### 2009 GMORA RACING CALENDAR

| EVENT                         | DATE                         | REGION          | DAYS |
|-------------------------------|------------------------------|-----------------|------|
| Sail Maine Regatta            | June 6                       |                 |      |
| Centerboard Regatta           | June 13                      | W               | 1    |
| Pilot Races                   | June 20-21                   | W               | 2    |
| Harraseeket Regatta           | June 27                      | W               | 1    |
| PHRF Maine Championships      | July 11-12                   | W, C, E         | 2    |
| MDI Series I                  | July 12                      | E               | 1    |
| Hospice Regatta               | July 18                      | E               | 1    |
| Boothbay Harbor Regatta       | July 18-19                   | W, C            | 2    |
| MDI Series II                 | July 19                      | E               | 1    |
| Seguin Island Trophy Race     | July 25-26                   | W, C            | 2    |
| MDI Series III                | July 26                      | E               | 1    |
| Camden-Castine Race           | Aug. 1-2                     | С               | 2    |
| MDI Series (make-up day)      | Aug. 2                       | E               | 1    |
| Monhegan Regatta              | Aug. 6-9                     | W               | 2    |
| Down East Race Weekend        | Aug. 7-9                     | E               | 3    |
| MS Regatta                    | Aug. 15                      | W               | 1    |
| Smuttynose Island Regatta     | Aug. 15-16                   | W               | 2    |
| MDI Series IV                 | Aug. 16                      | E               | 1    |
| PHRF New Englands             | TBA                          | Overall         | 3    |
| Northeast Harbor Race         | Aug. 29-31                   | W, C, E         | 2    |
| PYC Fall Series               | Sept. 19, 26, Oct. 3, 10     | W               | 4    |
| GMORA Annual Business Meeting | TBA: Watch www.gmora.org     |                 |      |
| GMORA Awards Banquet          | Nov. 14 at the Black Point I | nn, Scarborough |      |

#### **2009 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:** Richard Stevens **Director Emeritus (At Large):** Merle Hallett **Director PHRF- Gulf of Maine:** Dr. Charles "Bud" Hawley Director (At Large): Peter Garcia Director (At Large): **Duncan Wood** Director (New England Multihull Association): Walter Greene **Director (Boothbay Harbor YC): Bob Norton** Director (Camden YC): Randy Whitney **Director (Centerboard YC):** Gregg Carville Director (Harraseeket YC): Randy Rice **Director (Portland Yacht Club):** Mark Waite **Director (Rockland Yacht Club):** Doug Roth **Director (Southport YC):** Ted Smith **Director (Piscataqua Sailing Association):** Paul McAskill

GMORA's official address: GMORA 14 Strawberry Ave. Turner, ME 04282

**Director (Maine Maritime Academy):** 



Photo courtesy Regatta Promotions

 $\label{eq:Keemah} \textit{Keemah}, \ \textit{J105}, \ \textit{owner Don Logan}, \ \textit{leads the pack at the start of the MS Regatta}.$ 

#### **Mission Statement**

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

Timothy N. Leach

#### 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 scoring system. CHIPS 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 five competitors. The table below gives the points awarded to each boat at the end of a race day. Note 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.

#### 4. Division Breaks

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

Division 1 - up to 44 Division 2 - 45 to 93 Division 3 - 94 to 141

Division 4 - 142 and up

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

#### 5. Scoring

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

B. Racing and Cruising divisions shall be scored separately. Yachts that race in the Cruising Division shall not be scored in competition with yachts in a Racing Division, and yachts that race in a Racing Division shall not be scored in competition with yachts in the Cruising Division.

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

#### 6. Awards

#### **Regional Awards**

Trophies will be awarded to eligible yachts in each of the respective GMORA Racing Divisions and in the Cruising Division. Second and subsequent place trophies will be awarded if participation in the division is sufficient.

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

#### 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 |
| <b>△</b> | 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 | 27.3 | 31.3 | 34.9 | 38.3 | 41.3 | 44.2 | 46.7 | 49.1 | 51.3 | 53.4 | 55.2 | 57   | 58.6 |
| 王        | 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 |
| 08       | 15th |      |      |      |      |      |      |      |      |      |      |      |      |      | 13   | 17.6 |      | 25.6 | 29.2 | 32.4 | 35.4 | 38.2 | 40.8 | 43.2 | 45.4 |      |
| ď        | 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 |      | 22.9 | 26.3 | 29.4 | 32.4 | 35.1 | 37.6 | 40   |
|          | 18th |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      | 9.9  | 14.2 | 18.1 | 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  |      | 16.3 | 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

Scott Smithwick accepts the overall best GMORA performance from 2008 GMORA President Peter Garcia.

#### **2008 GMORA Series Awards**

Dirigo Bowl

Kaos

**Arthur A. Watson Memorial Trophy** 

Scaramouche

**Racing Division 1** 

Bandito

1st Overall, 1st Western, 2nd Central

Hankerin'

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

1st Eastern

Big Dog Party

3rd Overall, 3rd Western, 3rd Central

**Racing Division 2** 

Kaos

1st Overall, 1st Central, 1st Western

Scaramouche

2nd Overall, 3rd Western, 2nd Central

Keemah

3rd Overall, 2nd Western, 4th Central Ghost

4th Overall, 3rd Central

Tern

1st Eastern

Far Out

2nd Eastern

Sidewinder

3rd Eastern

**Racing Division 3** 

Seven

1st Overall, 1st Western, 1st Central

Cat's Paw

1st Central

Ariana

1st Eastern

Fearless

2nd Eastern

**Racing Division 4** 

Pit Party

1st Overall, 1st Western, 1st Central

T'kela

2nd Overall, 2nd Western

Rainer

2nd Central

Honalee

3rd Western

**Cruising Class** 

C-C-Courage

1st Overall, 1st Western, 1st Central

Altercation

2nd Western, 3rd Central

Greyhawk

3rd Central

Southern Cross
3rd Western

**Multihull Division** 

Alegra

1st Overall

#### 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 them 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.

The 2008 Jim Lowery Award for Sportsmanship went to a boat and its owners who also embodied this spirit all season – *Southern Cross* and her owners Christopher Loader and Gail Lee-Loader.

#### **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. Often the award is won by a boat that has won one or more Hank Spencer awards during the season for sailing with more than 30 percent of her crew under the age of 18. The 2008 Family Award went to Tim Allen and his family of *Greyhawk*.

#### **Most Improved**

Often the most improved award goes to the boat that improved the most from one season to another. However, sometimes some boats start off real . . . well, bad . . . in the beginning of the season. Maybe those winter cobwebs take a little longer to wipe out than you the need them to.

The 2008 Most Improved award went to a boat that is truly unique and has no blueprint on how to sail it. After modifications over the winter and throughout the spring, this boat seemed as though it was doomed to repeat its mediocre performance from the year before. But the skipper and crew began to figure her out and were able to win their class in the final regatta of the season at the PYC Fall Series.



Photo by Gail Rice

The Allen family accepts the Family Award, having sailed most GMORA events with three generations aboard their Peterson 34 *Greyhawk*.

#### 2008 Spirit Awards

**Best Named Boat** Hankerin'

Most Improved Family Wagon

Family Award Greyhawk

**Hospitality Award**Seguin Island Trophy Race

**Most Valuable Crew** *Kaos* 

Best Run Regatta MS Regatta

Principal Race Officer Award Chuck Sanders

Jim Lowery Sportsmanship Award Christopher and Gail Loader – Southern Cross

Rookie of the Year Bob Daigle – *Decoy* 

President's Award for Volunteerism in GMORA

Gail and Randy Rice

Congratulations to *Family Wagon* and owner/skipper Richard Hallett.

#### **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. Then there was the time that Tamarack didn't get her paint job done before launch and sported gray primer all season. Friends gave her the

nickname "Homeland Security," and it stuck.

In 2008, however, GMORA had a more serious reason in choosing the recipient of Best Named Boat. The winning boat was named after the owner's late brother for whom the Hank Spencer Memorial Award is named. This award has really taken hold over the last two years with many clubs giving it to the best performance by a crew with 30 percent or more under the age of 18.

**AWARDS, continued on Page 10** 



Photo by Gail Rice

The Crew of Kaos, a Frers 41 that won the Dirigo Bowl and the Division 2 championship, accepts their Most Valuable Crew Award.

#### AWARDS, continued from Page 9

Sadly, Sash Spencer, the owner of *Hankerin'*, passed away this year and wasn't able to sail this season, but Ted Smith and the whole Southport crew were able to keep the boat sailing in tribute to Sash and Hank Spencer, who have made a significant contribution to our sport in the state of Maine. Congratulations *Hankerin'*.

#### Rookie of the Year

Resurrected in 2008 after not being awarded in the last few years, this award goes to a boat and her skipper/owner who is either new to the GMORA series and/or new to racing his or her boat. The award also requires that this boat perform well during the season.

The 2008 Rookie of the Year finished 1st in Cruising Cass at the Centerboard Race, then stepped up into racing class and finished an impressive 3rd at PHRF State of Maine Champs, 4th in the Monhegan Doublehanded Racing Division and 3rd in a very competitive Division 2 at the PYC Fall Series.

Congratulations to *Decoy* and owner Bob Daigle.

#### **Most Valuable Crew**

The Most Valuable Crew award goes to the boat with the most consistent crew on a weekend to weekend basis who makes a significant contribution to the overall performance of the boat. Past winners have been the crews of Revolution II, Scaramouche, Beausoleil, and Commotion. Then there was the year the award went to Cat's Paw and Butch Minson, who sailed the whole year without any crew and still won his division. The 2008 Most Valuable Crew award went to the crew of Kaos.

#### Principal Race Officer (PRO) Award

The Principal Race Officer (PRO) Award goes to an individual who has given exceptional commitment to running a regatta or series of regattas. Without these individuals volunteering their time, we would not be able to have so much fun out on the race course.

The 2008 PRO Award went to an indi-

vidual who organized one of Maine's most historic sailing events – the Monhegan Race. The 2008 race was slow, lasting until 7:30 p.m. Sunday, and reminded many participants of the days when the race lasted until Monday or beyond. The race committee stayed on station to greet and record the time of every boat that crossed the finish line at Portland Head Light.

Chuck Sanders was in charge of the whole event – from the party, to the volunteers, to race committee. He was one of the two individuals to log over 12 hours in Jon Randall's land yacht watching the radar and manning the radio to make sure each boat was accounted for. GMORA, and all the Monhegan participants, offer their heartfelt congratulations and thanks to Chuck Sanders.

#### **Best Run Regatta**

Recognizing one event with the title of Best Run Regatta is a tough task for the GMORA Board of Directors. Host clubs take their events very seriously, and many volunteer hours are spent organizing and running the events.

Often the Best Run Regatta is presented to an event that has made a significant change that made the regatta stand out from the pack. The 2008 winner was no exception, with a whole, new party format that added a dinner and real-time online updates for mark roundings and finish times. Trophies included photo albums for the division winners with a photo of their boat from the race.

Congratulations to the Portland Yacht Club and its Monhegan Island Regatta committee for winning the 2008 Best Run Regatta award.



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#### Bok Kellogg is GMORA Yachtsman of the Year

Bob Kellogg, skipper of the Dobroth 42 *Tamarack*, was named the 2008 Points East GMORA Yachtsman of the Year at the annual awards banquet in October. One of many reasons Bob was so honored is his intimate knowledge of boat systems and his willingness to share this wisdom with others. Bob's regular crew, Jody Cady, said, "If the police ever need Bob's fingerprints, they can probably get them off any boat in the Falmouth anchorage, because Bob has worked on it."

GMORA director Gail Rice fondly remembers being invited by Bob to participate in Race Week back in the 1980s, and Bob's calm patience in teaching her the ropes. And Gail is only one of the many people Bob has introduced – so gently and effectively – to sailboat racing, something is very good at. Geoff Emmanuel, 2007 Yachtsman of the Year, rates Bob as a great starting and upwind helmsman.

Former Points East editor, Sandy Marsters, tells another "cool Bob" story. Bob and the crew of *Tamarack* cook and serve hotdogs from their boat to the other racers in the MS Regatta. While trying to fend off Bob's Oscar Meyer Weenie-Mobile of the Sea, Sandy managed to rip a stanchion right off *Tamarack*. According to Sandy, and several other reliable witnesses, Bob never even flinched.

Based on the number of comments we heard about how Bob never, ever



Photo by Gail Rice

Points East publisher Joe Burke presents Bob Kellogg with the Yachtsman of the Year Award.

yells or swears, perhaps we should have beatified him instead of giving him this award. St. Bob has a nice ring to it. However, some feedback suggested that the real talent in the boat is not Bob, but, in fact, his wife Sue. But we'll let them hash that out.

So congratulations, Bob. Thank you for sharing so much of yourself with the racers of GMORA.

Joe Burke

#### **Previous winners**

1998 Abbott Fletcher 1999 Merle Hallett

2000 Tom Brown

2001 Butch Minson

2002 Chris Kean

2003 Dick Hale

2004 Kip Stone 2005 Ted Smith

2006 Geoff Emanuel

2007 Bill Newberry

#### SCORING, from Page 7

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

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

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

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

Multihull Circuit Championship: To be eligible, a multi-

hull 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 Rinderle B points.
- 3. There is no distinction granted to specific Division participation. Yachts in all Divisions, both Racing and Cruising, are eligible.
- 4. 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.



Photo courtesy Regatta Promotions

Merle Hallett skippers Scaramouche to a quick start at the Monhegan Island Race.

#### Reports from the Gulf of Maine circuit

#### Sail Maine Regatta

Portland Yacht Services Portland, Maine Saturday, June 6, 2009 www.sailmaine.org

Get your boat in the water, take on some new crew, and enjoy a day of shakedown racing as GMORA and Sail Maine team up to hold an early season regatta off Portland. Sail Maine is a community program that offers sailing instruction to youth and adults, promoting the values of leadership, self-reliance, sportsmanship, and respect for the environment.

Racing skippers will be asked to take on Sail Maine students as part of their crew. Sail Maine coaches will evaluate the experience, skill level, and aspirations of students and match them with the appropriate racing yachts. The idea is to give Sail Maine students some "big-boat" experience, while racing skippers get a chance to meet potential new crewmembers. It's a win-win opportunity for everyone!

While the race will not be scored as part of the GMORA series, there will be the usual post-race food and entertainment. Start your season off right and join Sail Maine and GMORA for a great day of racing and camaraderie!

#### **Centerboard Regatta**

Centerboard Yacht Club South Portland, Maine Saturday, June 13, 2009 www.centerboard.org

Centerboard Yacht Club offers a friendly, casual atmosphere for the first GMORA-scored regatta of the season.

#### **2008 Centerboard Regatta results**

| Place | Yacht         | Design          | Skipper         | Rating           |
|-------|---------------|-----------------|-----------------|------------------|
| Racii | ng Class A    |                 |                 | , and the second |
| 1     | Big Dog Party | Farr 39 ML      | Peter Price     | 12               |
| 2     | Kaos          | Frers 41        | Scott SMithwick | 69               |
| 3     | Bandito       | Tripp 47        | Dick Hale       | -3               |
| 4     | Keemah        | J/105           | Don Logan       | 90               |
| 5     | Scaramouche   | Nelson Merek 39 | Merle Hallett   | 60               |
| 6     | Snowbird      | C&C 115         | Jon Randall     | 63               |
| 7     | Resolute      | J/44            | Fred Madeira    | 36               |
| 8     | Beausoleil    | Beneteau 456    | Richard Parent  | 75               |
| Racii | ng Class B    |                 |                 |                  |
| 1     | Seven         | Elliott 770     | Graciala Lamy   | 114              |
| 2     | Go Dog Go     | J/29            | David Ruff      | 117              |
| 3     | Foto Finish   | Etchells        | J. Scott Thomas | 120              |
| 4     | Tango         | Etchells        | Pam Thomas      | 120              |
| 5     | Sunshine      | J/29            | Dave Jones      | 123              |
| Racii | ng Class C    |                 |                 |                  |
| 1     | T'kela        | S2 7.9          | Gregg Carville  | 174              |
| 2     | Pit Party     | J/24            | Steve Fernald/  | 168              |
|       |               |                 | Rich Ketchum    |                  |
| 3     | Nette         | C&C             | Steve Purdy     | 195              |
| 4     | Honalee       | Sabre 34        | Dick Stevens    | 150              |
| Cruis | sing          |                 |                 |                  |
| 1     | Decoy         | C&C 35          | Bob Daigle      | 138              |
| 2     | Rita P        | Pearson 30      | Randy Rice      | 192              |
| 3     | Cordelia      | Ericson 35      | Tim Reilly      | 141              |
| 4     | Athais        | Pearson 28      | John Dunning    | 210              |
| 5     | Shadow        | Sabre 362       | Robert Steeves  | 144              |
|       |               |                 |                 |                  |

Racers cross the starting line off Fort Gorges and sail courses set up at the southern end of Casco Bay, with views of historic forts and three local lighthouses – Bug Light, Spring Point, and, depending on the course, Portland Head.

After the race, there's food, drink, and entertainment back at the club — a great way to start the season.

#### **Pilot Regatta**

Portland Yacht Club Falmouth, Maine Saturday and Sunday, June 20-21, 2009 www.portlandyachtclub.com

The 43rd Annual Pilot Regatta is PYC'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!

#### **Harraseeket Regatta**

Harraseeket Yacht Club South Freeport, Maine Saturday, June 27, 2009 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.

HYC offers a friendly, casual atmosphere in one of the best-protected harbors in Casco Bay. Following the post-race festivities, it's less than an hour's motor to the anchorage at the Goslings. It's a great opportunity to mix racing and cruising in a single weekend.

#### 2008 Harraseeket Regatta results

| ZU    | ou mamas      | ocket negati    | a i Gouito                   |        |
|-------|---------------|-----------------|------------------------------|--------|
| Class | A             |                 |                              |        |
| Place | Yacht         | Design          | Skipper                      | Rating |
| 1     | Keemah        | J/105           | Don Logan                    | 90     |
| 2     | Kaos          | Frers 41        | Scott Smithwick              | 69     |
| 3     | Scaramouche   | Nelson Merek 39 | Merle Hallett                | 60     |
| 4     | Boreas        | Lloyd Van Lunen | J/120                        | 51     |
| 5     | Hankerin      | Tripp ILC 40    | Ted Smith                    | 6      |
| 6     | Family Wagon  | Hallett 33      | Richard Hallett              | 54     |
| 7     | Beagle        | J/35            | Nat Henshaw                  | 72     |
| 8     | Phoenix       | Andercraft 36   | Sean Dunfey                  | 88     |
| 9     | Big Dog Party | Farr 39 ML      | Peter Price                  | 12     |
|       |               |                 |                              |        |
| Class | В             |                 |                              |        |
| 1     | Interim       |                 |                              |        |
| 2     | Pit Party     | J/24            | Richard Ketchum              | 168    |
| 3     | Cat's Paw     | Lindenberg 28   | Butch Minson                 | 126    |
| 4     | Honalee       | Sabre 34        | Dick Stevens                 | 150    |
| 5     | Freebird      | Sonar           | Cliff George                 |        |
| 6     | Milady        | Sabre 24        | Kris Jennings                | 150    |
| 7     | T'kela        | S2 7.9          | Gregg Carville               | 174    |
| 8     | Seek          | C&C 34          | John Pier                    |        |
|       |               |                 |                              |        |
| Class | С             |                 |                              |        |
| 1     | Rita P        | Pearson 30      | Randy Rice                   | 192    |
| 2     | CCCourage     | J/110           | Greggus and<br>Jennifer Yahr | 108    |
| 3     | Sabredancer   | Sabre 38-2      | Brannon Claytor              | 138    |
| 4     | Altercation   | Hobie 33        | Ron Cole                     | 99     |



Photo courtesy Regatta Promotions

Three Etchells sail downwind in tight one-design racing at the Pilot Regatta.

| 20      | 08 Pilot ra    | ace results      |                              |       |
|---------|----------------|------------------|------------------------------|-------|
| Divisio | on 1           |                  |                              |       |
| Place   | Yacht          | Design           | Skipper                      | Ratir |
| 1       | Bandito        | Tripp 47         | Dick Hale                    | -3    |
| 2       | Hankerin       | Tripp ILC 40     | Ted Smith                    | 6     |
| 3       | Big Dog Party  | Farr 39 ML       | Peter Price                  | 12    |
| 4       | Char Sar       | Flying Tiger 10M | Scott Fox                    | 54    |
| 5       | Family Wagon   | Hallett 33       | Richard Hallett              | 54    |
| Divisio | on 2           |                  |                              |       |
| 1       | Kaos           | Frers 41         | Scott Smithwick              | 69    |
| 2       | Scaramouche    | Nelson Merek 39  | Merle Hallett                | 60    |
| 3       | Keemah         | J/105            | Don Logan                    | 90    |
| 4       | Snowbird       | C&C 115          | Jon Randall                  | 63    |
| 5       | Beausoleil     | Beneteau 456     | Richard Parent               | 75    |
| 6       | Surprise       | J/35             | Mark Scheffer                | 72    |
| Divisio | on 3           |                  |                              |       |
| 1       | Seven          | Elliott 770      | Graciala Lamy                | 114   |
| 2       | Go Dog Go      | J/29             | David Ruff                   | 117   |
| 3       | T'kela         | S2 7.9           | Gregg Carville               | 174   |
| 4       | Honalee        | Sabre 34         | Dick Stevens                 | 150   |
| Cruisi  | ng             |                  |                              |       |
| 1       | Rita P         | Pearson 30       | Randy Rice                   | 192   |
| 2       | Altercation    | Hobie 33         | Ron Cole                     | 99    |
| 3       | CCCourage      | J/110            | Greggus and<br>Jennifer Yahr | 108   |
| 4       | Southern Cross | Hunter 41        | Christopher Loader           | 123   |
| 5       | Gandalf        | Pearson 30       | David Kerr                   | 192   |
| Etche   | lls            |                  |                              |       |
| 1       | Fotofinish     | Etchells         | Scott Thomas                 |       |
| 2       | Schadenfreude  | Etchells         | Arthur Blodgett              |       |
| 3       | Boggie T.Y.P.  | Etchells         | Nicole Jacques               |       |
| 4       | Fuzzy Logic    | Etchells         | Richard Tonks                |       |
| 5       | Medusa         | Etchells         | Seth Sprague                 |       |
| J/24    |                |                  |                              |       |
| 1       | Mr. Hankey     | J/24             | Andrew Carey                 |       |
| 2       | AL             | J/24             | Carter White                 |       |
| 3       | Second Chance  | J/24             | Jeff Smith                   |       |
| 4       | Bad Apple      | J/24             | Bruce Morse                  |       |
| 5       | Flying Circus  | J/24             | Howard Coon                  |       |
| 6       | Pit Party      | J/24             | Richard Ketchum              |       |
| 7       | Draco          | J/24             | Gregg Perry                  |       |



Photo courtesy Regatta Promotions

GMORA Division 2 was the most competitive in 2008 as illustrated by this tight start at the Boothbay Harbor Yacht Club Regatta.

#### PHRF Maine and One-Design Championships

Portland Yacht Club Falmouth, Maine Saturday and Sunday, July 11-12, 2009 www.portlandyachtclub.com

The second of four racing events held at Portland Yacht Club, the PHRF Maine and One-Design Championships is one of the best-attended events on the circuit. PHRF racing and one-design divisions race multiple windward-leeward courses with drop-marks each day. For a more laid-back experience, join the Cruising Division for one longer race around the buoys each day.

The fun doesn't stop when the racing is over. As always, there will be great food and entertainment back at the club and festivities will continue well into Saturday evening.

#### **MDI Series**

Northeast Harbor Fleet Northeast Harbor, Maine July 12, 19, 26 Aug. 16 (make-up race Aug. 2 if needed) 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.

| 20      | 08 PHRF       | Maine result     | s               |        |        |                |               |                    |     |
|---------|---------------|------------------|-----------------|--------|--------|----------------|---------------|--------------------|-----|
| Divisio | on 1          |                  |                 |        | 6      | Honalee        | Sabre 34      | Dick Stevens       | 150 |
| Place   | Yacht         | Design           | Skipper         | Rating | 7      | Sabredancer    | Sabre 38-2    | Brannon Claytor    | 126 |
| 1       | Hankerin      | Tripp ILC 40     | Ted Smith       | 6      |        |                |               |                    |     |
| 2       | Bandito       | Tripp 47         | Dick Hale       | -3     | Cruisi | ng             |               |                    |     |
| 3       | Big Dog Party | Farr 39 ML       | Peter Price     | 12     | 1      | CCCourage      | J/110         | Greggus and        | 108 |
| 4       | Revolution IX | Dobroth 43       | MMA/Tess Deutch | 0      |        |                |               | Jennifer Yahr      |     |
|         |               |                  |                 |        | 2      | County Gril    | Beneteau 36.7 | Bill Newberry      | 87  |
| Divisio | on 2          |                  |                 |        | 3      | Altercation    | Hobie 33      | Ron Cole           | 99  |
| 1       | Ghost         | J/105            | Kenneth Colburn | 90     | 4      | Southern Cross | Hunter 41     | Christopher Loader | 123 |
| 2       | Kaos          | Frers 41         | Scott Smithwick | 69     | 5      | Enterprise     | Ericson 38    | Neil Weinstein     | 141 |
| 3       | Scaramouche   | Nelson Merek 39  | Merle Hallett   | 60     |        |                |               |                    |     |
| 4       | Keemah        | J/105            | Don Logan       | 90     | Etche  | lls            |               |                    |     |
| 5       | Wiley         | J/35             | Bruce Cumback   | 72     | 1      | Boggie T.Y.P.  |               | Nicole Jacques     |     |
| 6       | Char Sar      | Flying Tiger 10M | Scott Fox       | 54     | 2      | Fotofinish     |               | Scott Thomas       |     |
| 7       | Family Wagon  | Hallett 33       | Richard Hallett | 54     | 3      | Medusa         |               | Seth Sprague       |     |
| 8       | Beausoleil    | Beneteau 456     | Richard Parent  | 75     | 4      | Tango          |               | Pamela Thomas      |     |
| 9       | Snowbird      | C&C 115          | Jon Randall     | 63     | 5      | VooDoo         |               | Ralph Carpenter    |     |
| 10      | Phoenix       | Andercraft 36    | Sean Dunfey     | 88     |        |                |               |                    |     |
|         |               |                  |                 |        | J/24   |                |               |                    |     |
| Divisio | on 3          |                  |                 |        | 1      | AL             |               | Carter White       |     |
| 1       | Seven         | Elliott 770      | Graciala Lamy   | 114    | 2      | Mr. Hankey     |               | Andrew Carey       |     |
| 2       | Go Dog Go     | J/29             | David Ruff      | 117    | 3      | Second Chance  |               | Jeff Smith         |     |
| 3       | Decoy         | C&C 35           | Bob Daigle      | 126    | 4      | Bad Apple      |               | Bruce Morse        |     |
| 4       | Arbacia       | Nordic 40        | Bob Kellogg     | 105    | 5      | Flying Circus  |               | Howard Coon        |     |
| 5       | Revolution X  | J92S             | Doyle Marchant  | 96     | 6      | Pit Party      |               | Richard Ketchum    |     |

#### 2008 Hospice Regatta results Place Yacht Design Skipper 1 J/100 Bob Johnstone 2 Far Out Morris 52 Hal Kroeger 3 Sidewinder J/105 Tom Rolfes 4 Flirt J/100 Michael Cook 5 Morning Star J/44 Dan Bienkowski Biscuit Pisces 21 Sean Beaulieu 7 Wind Sprite WS 26 Frank Pederson 8 Precious Cloud Owens 41 Zach Stewart 9 Grey Eagle J/32 Bill Wilkinson

Center Harbor 49

Joe Weber

| 200   | 18 Mount       | Desert Island    | l results          |
|-------|----------------|------------------|--------------------|
| Place | Yacht          | Design           | Skipper            |
| 1     | Tern           | J/100            | Bob Johnstone      |
| 2     | Astrid         | Center Harbor 31 | Heimbold           |
| 3     | Gaylark        | Swan 38          | Kaughn Smith, M.D. |
| 4     | Flirt          | J/100            | Michael Cook       |
| 5     | Far Out        | Morris 52        | Hal Kroeger        |
| 6     | Reiver         | J/100            | Henry Brauer       |
| 7     | Cats           | Lindenberg 28    | Butch Minson       |
| 8     | Sidewinder     | J/105            | Tom Rolfes         |
| 9     | Grey Eagle     | J/32             | Bill Wilkinson     |
| 10    | Eventyr        | J/42             | Gordon Haaland     |
| 11    | Va Pensiero    | Center Harbor 49 | Joe Weber          |
| 12    | Flying Clipper | J/109            | Peter Heldman      |
|       |                |                  |                    |

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.

#### **Hospice Regatta**

Va Pensiero

10

Hospice of Hancock County July 18, 2009

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 is sure helps! The fun begins Friday, July 17, 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 18, 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 powerboating 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.

#### Boothbay Harbor Regatta

Boothbay Harbor Yacht Club Boothbay Harbor, Maine Saturday and Sunday, July 18-19, 2009

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 and 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!

#### 2008 Boothbay Harbor Regatta results

Division 1

| 1           | Yacht<br>Bandito                           | Design<br>Tripp 47                       | Skipper<br>Dick Hale                           | Ratir        |
|-------------|--|--|--|--------------|
| 2<br>3<br>4 | Hankerin<br>Revolution IX<br>Big Dog Party | Tripp ILC 40<br>Dobroth 43<br>Farr 39 ML | Ted Smith  Maine Maritime Academy  Peter Price | 6<br>3<br>12 |
| Divisi      |  | Tall 33 WL                               | Teter Frice                                    | 12           |
| 1           | Kaos                                       | Frers 41                                 | Scott Smithwick                                | 69           |
| 2           | Scaramouche                                | Nelson Merek 39                          | Merle Hallett                                  | 60           |
| 3           | Family Wagon                               | Hallett 33                               | Richard Hallett                                | 54           |
| 4           | Snowbird                                   | C&C 115                                  | Jon Randall                                    | 63           |
| 5           | Phoenix                                    | Andercraft 36                            | Sean Dunfey                                    | 88           |
| 6           | Revolution 2                               | Farr 43                                  | Ed Rogers                                      | 48           |
| 7           | Ghost                                      | J/105                                    | Ken Colburn                                    | 90           |
| 8           | Keemah                                     | J/105                                    | Don Logan                                      | 90           |
| 9           | Beausoleil                                 | Beneteau 456                             | Richard Parent                                 | 75           |
| Divisi      |  |  |  |              |
| 1           | Seven                                      | Elliott 770                              | Graciala Lamy                                  | 114          |
| 2           | Cat's Paw                                  | Lindenberg 28                            | Butch Minson                                   | 114          |
| 4           | Fiesta!<br>Arbacia                         | C&C40 cb<br>Nordic 40                    | Richard Ledwith<br>Bob Kellogg                 | 102<br>105   |
| 5           | Sabredancer                                | Sabre 38-2                               | Brannon Claytor                                | 126          |
| 5           | Sabieuaricei                               | Sable 36-2                               | Brannon Claytor                                | 120          |
| Divisi      |  |  |  |              |
| 1           | Pit Party                                  | J/24                                     | Richard Ketchum                                | 168          |
| 2           | Rainier                                    | J/24                                     | Rob Hawley                                     | 168          |
| 3           | Sage                                       | J/22                                     | Jeff Curtis                                    | 180          |
| 4           | All that Jazz                              | J/22                                     | Catherina Evans Latta                          | 180          |
| Cruis       | ing  |  |  |              |
| 1           | Gambit                                     | Alerion 28                               | Michele Royal                                  | 189          |
| 2           | Greyhawk                                   | Peterson 34                              | Tim Allen                                      | 138          |
| 3           | Too Elusive                                | Ocean 80                                 | Arthur Kitt Watson                             | 27           |
| 4           | CCCourage                                  | J/110                                    | Greggus and<br>Jennifer Yahr                   | 108          |
| 5           | Altercation                                | Hobie 33                                 | Ron Cole                                       | 99           |
| 6           | As You Wish                                | C&C 37                                   | Jeff Hebert                                    | 120          |
| 7           | Amie de la Mer                             |  | Bill Burgess                                   | 129          |
| 8           | Snapdragon II                              | Ericson 38WK                             | Peter Llyod                                    | 141          |
| 9           | Jibboo                                     | Endeavor                                 | Stephen Fernald                                | 171          |
| 10          | Dreams II                                  | Ericson 35                               | Dave Merrill                                   | 144          |
| Divisi      |  |  |  |              |
| 1           | Pozy                                       | Christmas Cove OD                        |  | 234          |
| 2           | Mango                                      | BHOD                                     | Chartered                                      | 246          |
| 3           | #1 Nutt Job                                | BHOD                                     | Heidi McGee                                    | 246          |
| 4           | Blue Peter                                 | BHOD                                     | David Swetland                                 | 246          |
| 5           | Wildfire                                   | BHOD                                     | Phil Brooks                                    | 246          |
|             |  |  |  |              |

#### **Sequin Island Trophy Races**

Southport Yacht Club/Boothbay Region Boatyard Southport, Maine

Saturday and Sunday, July 25-26, 2009 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 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" at the GMORA annual fall banquet.

#### **Camden-Castine Race**

Camden Yacht Club/Castine Yacht Club/Maine Maritime Academy

Camden and Castine, Maine Saturday and Sunday, Aug. 1-2, 2009 www.camdenyachtclub.org

Who says sailboat racers never go anywhere? Enjoy some classic point-to-point racing on Saturday from Camden to Castine, then Sunday from Castine back to Camden. The

#### 2008 Seguin Island Regatta results

|      | oo oogam n        |               |                  |        |
|------|-------------------|---------------|------------------|--------|
| Divi | sion 1            |               |                  |        |
| PI.  | Yacht             | Design        | Skipper          | Rating |
| 1    | Hankerin          | Tripp ILC 40  | Ted Smith        | 6      |
| 2    | Bandito           | Tripp 47      | Dick Hale        | -3     |
| 3    | Big Dog Party     | Farr 39ML     | Peter Price      | 12     |
| 4    | Endurance         | Tripp 47      | Matt Jones       | -12    |
|      |                   |               |                  |        |
| Divi | sion 2            |               |                  |        |
| 1    | Ghost             | J105          | Ken Colburn      | 90     |
| 2    | Keemah            | J105          | Don Logan        | 90     |
| 3    | Scaramouche       | N/M 39        | Merle Hallette   | 60     |
| 4    | Family Wagon      | Hallett 33    | Richard Hallett  | 54     |
| 5    | Revolution2       | Farr 43       | Ed Rogers        | 48     |
| 6    | Snowbird          | CC 115        | Jonathan Randall | 63     |
| 7    | Beausoleil        | Beneteau 456  | Richard Parent   | 75     |
| 8    | Phoenix           | Andercraft 36 | Sean Duffy       | 88     |
|      |                   |               |                  |        |
| Divi | sion 3            |               |                  |        |
| 1    | Cats Paw          | Lindberg 28   | Butch Minson     | 114    |
| 2    | Dotsy             | J29           | Tristen Berne    | 117    |
| 3    | Seek              | C&C 34        | John Pier        | 150    |
| 4    | Faster            | Tartan 10     | Richard Paine    | 126    |
|      |                   |               |                  |        |
|      | sion 4            |               |                  |        |
| 1    | Rainier           | J24           | Rob Hawley       | 168    |
| 2    | Pit Party         | J24           | Richard Katchum  | 168    |
| 3    | Hard Headed Woman |               | Leif Lorentzen   | 168    |
| 4    | T'Kela            | S2 7.9        | Gregg Carville   | 174    |
|      |                   |               |                  |        |
|      | ising             |               |                  |        |
| 1    | Greyhawk          | Peterson 34   | Tim Allen        | 138    |
| 2    | C-C-Courage       | J110          | Greggus Yahr     | 108    |
| 3    | Rita P            | Pearson 30    | Randy Rice       | 192    |
| 4    | Wind Charge       | Hunter 26     | George Warren    | 249    |
| 5    | Muscrat           |               | John Smith       | 168    |
|      |                   |               |                  |        |

Penobscot Bay setting can't be beat, and with festivities at both ends of the race, you can count on a great weekend in one of Maine's most legendary sailing grounds.

#### **Monhegan Island Regatta**

Portland Yacht Club Falmouth, Maine Thursday through Sunday, Aug. 6-9, 2009 www.portlandyachtclub.com

Maine's oldest offshore overnight race was started in 1928 by Hal Moore and has attracted some of the best U.S. sailors to compete in the Gulf of Maine waters. With five courses of different lengths and levels of competition, there is a place for every sailor to experience this unusual event.

Tradition is one word that best describes the Monhegan, because 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.

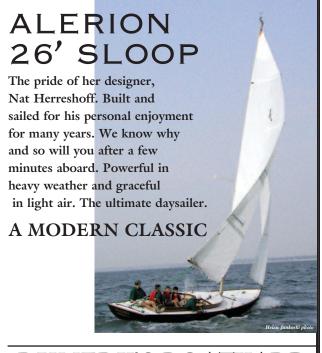
Courses range from a short course of 67 miles for the Cruising Class to 128 miles for the fastest racing yachts. There are even double-handed divisions for those who wish to race with a spouse or best friend.

#### **Downeast Race Weekend**

Northeast Harbor Fleet/Kollegewidgwok Yacht Club Northeast Harbor and Blue Hill, Maine Aug. 7-9, 2009

www.downeastraceweek.com

The Northeast Harbor Fleet and Kollegewidgwok Yacht Club of Blue Hill cordially invite you to participate in the 15th



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#### 2008 Camden-Castine Regatta results

|        |               |                  |                     | _      |
|--------|---------------|------------------|---------------------|--------|
| A Flee | t             |                  |                     |        |
| Place  | Yacht         | Design           | Skipper             | Rating |
| 1      | Kaos          | Frers 41         | Scott Smithwick     | 69     |
| 2      | Scaramouche   | N/M 39           | Merle Hallett       | 60     |
| 3      | Snowbird      | CC 115           | Jonathan Randall    | 63     |
| 4      | Big Dog Party | Farr 39ML        | Peter Price         | 12     |
| 5      | Hankerin      | Tripp ILC 40     | Ted Smith           | 6      |
| 6      | Surprise      | J/35             | Mark Scheffer       | 72     |
| 7      | Revolution IX | Dobroth 43       | Mainr Maritime      | 3      |
| 8      | Beausoleil    | Beneteau 456     | Richard Parent      | 75     |
| 9      | Sans Culottes | Beneteau 40.7    | Robert Johnston     | 51     |
| 10     | Poppaea       | Morris 454       | Andrew Von Hirsh    | 27     |
|        |               |                  |                     |        |
| C Flee | t             |                  |                     |        |
| 1      | Cats Paw      | Lindenberg 28    | Butch Minson        | 114    |
| 2      | Fearless      | Lindenberg 28    | Betty Minson        | 114    |
| 3      | Havoc         | Ravenscroft X-35 | Patti & Jeff Dinse  | 168    |
| 4      | Walkabout     | Tartan 10M       | Doug Pope           | 132    |
| 5      | Atalanta      | Sabre 28-2       | Richard Sides       | 207    |
| 6      | Fiesta        | C&C 40-2         | Richard Ledwith Jr  | 102    |
| 7      | Migis Magic   | J/32             | Jesse Henry         | 129    |
| 8      | Sea Jab       | Sabre 362        | Al Hodson           | 132    |
|        |               |                  |                     |        |
|        | Fleet         |                  |                     |        |
| 1      | Avalon        | Frers 33         | Keith Bradley       | 120    |
| 2      | Too Elusive   | Ocean 80         | Arthur Kitt Watson  | 27     |
| 3      | Tempest       | Sabre 34-2       | Bob Grant           | 162    |
|        |               |                  |                     |        |
|        | Hull Fleet    |                  |                     |        |
| 1      | Flying Fish   |                  | Charlie Pingree     | -40    |
| 2      | Faamu Sami    |                  | Richard Saltonstall | -96    |
| 3      | Alegra        |                  | Peter Garcia        | 30     |
| 4      | Cloud IX      |                  | John Priestly       | 10     |



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Photo courtesy Regatta Promotions

Two J Boats, *Thistle* and *Morning Star*, make their way out of Hussey Sound in the Seguin Division 1 of the Monhegan Island Race.

| Vlonh | egan Division 1    |                    |                    |        | Doubl  | e Handed Racing |             |                 |     |
|-------|--------------------|--------------------|--------------------|--------|--------|-----------------|-------------|-----------------|-----|
| Place | Yacht              | Design             | Skipper            | Rating | 1      | Thumper         | Olson 30    | Will Rooks      | 108 |
| 1     | Bandito            | Tripp 47           | Dick Hale          | -3     | 2      | Libra           | Sabre 32    | Barney Baker    | 164 |
| 2     | Big Dog Party      | Farr 39 ML         | Peter Price        | 12     | 3      | Rita P          | Pearson 30  | Randy Rice      | 189 |
| DNF   | Resolute           | Fred Madeira       | J/44               | 36     | 4      | Decoy           | C&C 35      | Bob Daigle      | 126 |
| DNF   | Amhas              | Akilaria Class 40  | Mackenzie Davis    | -9     | DNF    | Revolution X    | J 92-S      | Jim Marchant    | 96  |
| DNS   | Hankerin'          | Tripp ILC 40       | Ted Smith          | 6      | DNF    | T'kela          | S2 7.9      | Gregg Carville  | 174 |
| Monh  | egan Division 2    |                    |                    |        | Multil | null            |             |                 |     |
| 1     | Kaos               | Frers 41           | Scott Smithwick    | 69     | 1      | Alegra          |             | Peter Garcia    | 30  |
| 2     | Snowbird           | C&C 115            | Jon Randall        | 63     | 2      | Friends         |             | Jake Van Beelen | -30 |
| 3     | Scaramouche        | Nelson Merek 39    | Merle Hallett      | 60     | DNS    | Flying Fish     |             | Charles Pingree | -40 |
| DNF   | Tenho              | Farr Pilothouse 50 | W.D. Howells       | 57     | DNS    | Triceratops     |             | Hal Kingsbury   | 45  |
| DNF   | County Girl        | Beneteau 367       | Bill Newberry      | 78     |        |                 |             |                 |     |
| DNF   | Boreas             | J/120              | Lloyd Van Lunen    | 51     | Segui  | n Division 1    |             |                 |     |
| DNF   | Visions of Johanna | Morris Custom 62   | William Strassberg | 54     | 1      | Cailin A Mara   | J/120       | Tom Crotty      | 60  |
| DNF   | Beausoleil         | Beneteau 456       | Richard Parent     | 75     | 2      | Salu            | J/120       | Frank Alexander | 72  |
|       |                    |                    |                    |        | 3      | Morning Star    | J/40        | Jim Palmer      | 108 |
| Mana  | na                 |                    |                    |        | 4      | Thistle         | J/46        | Jim Thomson     | 51  |
| 1     | Go Dog Go          | J/29               | David Ruff         | 117    | 5      | C-C-Courage     | J/110       | Greggus Yahr    | 108 |
| 2     | Symmetry           | Cal 33             | Winton Scott       | 132    | 6      | Reflections     | Beneteau 43 | Erik Greven     | 99  |
| 3     | Greyhawk           | Peterson 34        | Tim Allen          | 123    |        |                 |             |                 |     |
| 4     | Atlantea           | Sabre 38-2         | David Felsenthal   | 114    | Segui  | n Division 2    |             |                 |     |
| 5     | Happy Ours         | Ericson 33         | Doug Coyle         | 126    | 1      | Dreams II       | Ericson 35  | Dave Merrill    | 144 |
| 6     | Illusion           | Pearson 37         | Gary Blenkhorn     | 109    | DNF    | Southern Cross  | Hunter 41   | Chris Loader    | 123 |
| DNF   | Sunshine           | J/29               | David Jones        | 123    | DNF    | Jibboo          | Endeavor 33 | Stephen Fernald | 171 |
| DNF   | Hawk's Nest        | C&C Landfall 38    | Raymond Hawkins    | 141    |        |                 |             |                 |     |
| DNF   | Defiant            | Frers 30           | Wayne Smith        | 141    |        |                 |             |                 |     |

Annual Downeast Race Week, which for 2009 becomes a long "Weekend" from Friday, Aug. 7, to Sunday, Aug. 9. This format will make it easier to sign up crew who work during the week and for club one-design participation.

All monohull, cruiser/racer sailboats of at least 22 feet LOA with PHRF-NE 2009 ratings are eligible, as are Atlantic Class, 6 Meter, and International One-Designs. Racing will be in picturesque Blue Hill and Jericho Bays with magnificent views of Mt. Desert as a backdrop.

#### **MS Regatta**

Multiple Sclerosis Society/ Handy Boat Service Falmouth, Maine

Saturday, Aug. 15, 2009 (part of MS Harborfest Aug. 13-16)

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 MS Shoreside Festival.

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.

The Regatta is a tradition for many of Maine's racing and

#### 2008 Downeast Race Week results Division 1 Place Yacht Design Skipper Rating Weather Gauge 1 Farr 44C Stockton Smith 54 2 Cybele **IMX 45** Burnes/Rockefeller 30 Morris 52 3 Far Out Hal Kroeger 69 4 Hoi-Ann Center Harbor 50 Marus Heilner 54 5 Hankerin' Tripp ILC 40 Ted Smith 6 Division 2 1 J/100 **Bob Johnstone** 90 2 Sea Smoke J/100 Tom Gil 90 3 Breakaway J/36 Edmund C. Tarbell 90 Sidewinder J/105Tom Rolfes 5 Charade Morris M42 Patrick Wilmerding 84 6 Xanthippe Beneteau F 42 Dan Dennett 81 Division 3 1 Ariana Ohlson 41 leff Becton 132 Fearless Lindenberg 28 2 Betty Minson 114 Cambia 40 3 Crackerjack Alan Krulisch 114 4 Otter Sabre 38 Henry Becton 117 5 Express 27 Roger Shelpey Rambling Rose 141 6 Ceiligh Pearson 39 T. Wiggins 159

cruising families, with friendly competition and a memorable post-race barbecue. Best of all, the event raises tens of thousands of dollars for the fight against the devastating effect of multiple sclerosis. Come join us!

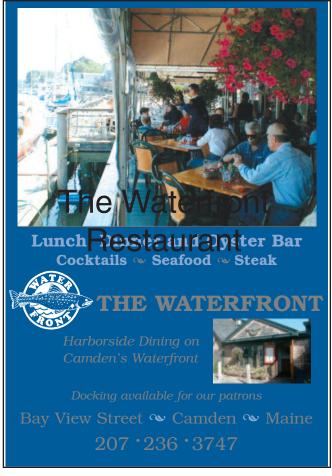
Sandy Lieber

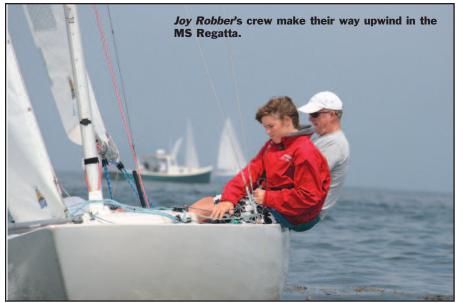
123

J/34C

Petard







#### Photo courtesy Regatta Promotions

#### **Smuttynose Regatta**

Saturday and Sunday, Aug. 15-16 Piscataqua Sailing Association Portsmouth, N.H. www.sailpsa.org

The Smuttynose Regatta, new to the GMORA Schedule, offers boats going to the PHRF New Englands a chance stop and do some racing along the way. Smuttynose offers classes for both racing and cruising boats, along with a one-design class for the locally popular J/105s.

|                  |                   |                        |                     | 111000 0 | our tooy | rtogatta i romotione | ,                  |                   |     |
|------------------|-------------------|------------------------|---------------------|----------|----------|----------------------|--------------------|-------------------|-----|
| 201              | NS MS Ren         | atta results           |                     |          |          |                      |                    |                   |     |
|                  | _                 | atta rosuits           |                     |          |          |                      |                    |                   | .=- |
|                  | g Division 1      |                        |                     |          | 4        | Defiant              | Frers 30           | Wayne Smith       | 153 |
|                  | Yacht             | Design                 | Skipper             | Rating   | 5        | Windsong             | Tartan 3500        | Charles Micoleu   | 135 |
| 1                | Apparition        | Club Sawn 42           | Ken & Ginny Colburi |          | 6        | Enterprise           | Ericson 38         | Neal Weinstein    | 141 |
| 2                | Big Dog Party     | Farr 39 ML             | Peter Price         | 12       | 7        | Spartina             | Ellis 33           | Mike Adams        | 150 |
| 3                | Bandito           | Tripp 47               | Dick Hale           | -3       | DNF      | Shadow               | Sabre 364          | Robert Steeves    | 144 |
|                  |                   |                        |                     |          | DNF      | Soleil               | Beneteau First 310 | Jim Hall          | 147 |
|                  | g Division 2      |                        |                     |          | DNF      | Whisper              | Ericson 41         | Rolfe Bryant      | 159 |
| 1                | Keemah            | J/105                  | Don Logan           | 90       |          |                      |                    |                   |     |
| 2                | Kaos              | Frers 41               | Scott Smithwick     | 69       |          | ing Division 3       |                    |                   |     |
| 3                | Scaramouche       | Nelson Merek 39        | Merle Hallett       | 60       | 1        | Rita P               | Pearson 30         | Randy Rice        | 192 |
| 4                | Family Wagon      | Hallett 33             | Richard Hallett     | 54       | 2        | EZ Go'N              | Sona               | Brad Weller       | 180 |
| 5                | Phoenix           | Andercraft 36          | Sean Dunfey         | 88       | 3        | Blue Moon            | Island Packet 380  | Tom Snyder        | 168 |
| 6                | Beausoleil        | Beneteau 456           | Richard Parent      | 75       | 4        | Wicked               | O'Day 322          | Robert Winchell   | 170 |
|                  |                   |                        |                     |          | 5        | Northern Muse        | Pearson 33         | Christopher Moore | 171 |
| Racin            | g Division 3      |                        |                     |          | 6        | Wasabi               | Hunter 34          | Charles Baird     | 162 |
| 1                | Seven             | Elliott 770            | Graciala Lamy       | 114      | 7        | Nereus               | Ericson 28         | David jansen      | 189 |
| 2                | Scape             | Sabre 38-1             | Paul Morin          | 117      | 8        | Seaglass             | Catalina 320       | Jim Vitale        | 174 |
| 3                | Revolution X      | J92S                   | Doyle Marchant      | 96       | DNF      | Scrimshaw            | Catalina 30        | Devin Riley       | 198 |
| 4                | Peregrine         | Soverel 33             | Erik Pederson       | 93       |          |                      |                    |                   |     |
|                  |                   |                        |                     |          | Cruisi   | ing Division 4       |                    |                   |     |
| Racin            | g Division 4      |                        |                     |          | 1        | Seaward              | Alden 37           | Walter Greene     | 287 |
| 1                | T'kela            | S2 7.9                 | Gregg Carville      | 174      | 2        | Athais               | Pearson 28         | John Dunning      | 210 |
| 2                | Estimated Prophe  | t J/30                 | Patrick Quincannon  | 144      | 3        | Invicta              | Crealock 34        | Richard Shapiro   | 225 |
| 3                | Acappella         | Tartan 34              | Dudley Shepard      | 180      | 4        | Got Sales            | Sabre 28           | Mike Baudette     | 216 |
| 4                | Honalee           | Sabre 34               | Richard Stevens     | 150      | 5        | Finestkind           | Pearson 28         | John Andrews      | 210 |
|                  | Esprit            | Beneteau First 235     | Larry Johnson       | 210      | 6        | Dovetail             | Sabre 28           | Steven Ballou     | 216 |
|                  |                   |                        |                     |          | 7        | Auphoria             | Catalina           | Brian Champion    | 198 |
| Cruisi           | ng Division 1     |                        |                     |          | 8        | Eagle                | Schooner           | Dodge Morgan      | 305 |
| 1                | Arbacia           | Nordic 40              | Bob Kellogg         | 117      |          |                      |                    |                   |     |
| 2                | Too Elusive       | Ocean 80               | Arthur Watson       | 27       | Etche    | ells                 |                    |                   |     |
| 3                | Zeil              |                        | Paul Lones          |          | 1        | VooDoo               |                    | Ralph Carpenter   |     |
| 4                | Abracadabra       | J/46                   | Jon Knowles         | 48       | 2        | Joy Robber           |                    | Todd Lalumiere    |     |
| 5                | CCCourage         | J/110                  | Greggus and         | 108      | 3        | Medusa               |                    | Seth Sprague      |     |
|                  |                   |                        | Jennifer Yahr       |          | 4        | Tango                |                    | Richard Tonks     |     |
| 6                | Altercation       | Hobie 33               | Ron Cole            | 99       |          |                      |                    |                   |     |
| 7                | Resolute          | J/44                   | Fred Madeira        | 51       | J/24     |                      |                    |                   |     |
| 8                | Reflections       | Beneteau 43            | Erik Greven         | 99       | 1        | Flying Chicken       |                    | Richard Carlson   |     |
| 9                | Yankee Cowboy     | Sabre 40               | Bob Sylvester       | 99       | 2        | Second Chance        |                    | Jeff Smith        |     |
| 10               | Southern Cross    | Hunter 41              | Christopher Loader  | 123      | 3        | Mr. Hankey           |                    | Andrew Carey      |     |
|                  |                   |                        |                     |          | 4        | Flying Circus        |                    | Howard Coon       |     |
|                  | ng Division 2     |                        |                     |          | DNS      | Pit Party            |                    | Richard Ketchum   |     |
| Cruisi           |                   |                        | Dala Dairela        | 138      |          |                      |                    |                   |     |
|                  | Decoy             | C&C 35                 | Bob Daigle          | 130      |          |                      |                    |                   |     |
| Cruisi<br>1<br>2 | Decoy<br>Cordelia | C&C 35<br>Ericson 35-3 | Tim Reilley         | 141      | Multi-   | ·Hull A              |                    |                   |     |

#### **PHRF New England Championships**

Saturday and Sunday, Aug. 28-30 Boston, Corinthian, and Eastern Yacht Clubs Marblehead. Mass. www.phrfne.org

The 2009 PHRF New England Championships will be the premier New England sailing competition and one of the largest offshore East Coast sailing events of the entire 2009 sailing season. More than 110 boats and 1,200 sailors are expected to gather in Marblehead on Aug. 28-30 to race in six or more races on three lines over the course of the threeday regatta utilizing the superior race committees and shoreside amenities of Marblehead's Boston, Corinthian and Eastern Yacht Clubs.

Last year, several of GMORA's regular participants traveled to Marblehead and performed well.

Congratulations to Tom Hall, who got five bullets out of seven races on his way to a 1st-place finish in Class 6. Also performing well was Kaos, skippered by Scott Smithwick. Scott and his crew got bullets in the last two races and finished the series as the 3rd place boat in Class 3.

Also making the trip down: Pete Price's Big Dog Party, which finished 5th in Class 1; Richard Hallett's Family Wagon, finishing 7th in Class 2; and Ken Colburn's Ghost and Don Logan's Keemah, which finished 8th and 14th respectively in the J/105 Class.

#### 2008 Northeast Harbor race results **PHRF Racing** Place Yacht Rating Design Skipper Scaramouche Nelson Merek 39 Merle Hallett 60 2 Beausoleil Beneteau 456 Richard Parent 75 3 Beagle J/35 Nat Henshaw 72 Too Elusive Ocean 80 Kitt Watson 21 Bandito Tripp 47 Dick Hale -3 **PHRF Cruising** Cordelia Ericson 35 Tim Reilley 141

Sans Coulottes

| Multihull |             |                 |     |  |  |  |
|-----------|-------------|-----------------|-----|--|--|--|
| 1         | Alegra      | Peter Garcia    | 30  |  |  |  |
| 2         | Flying Fish | Charlie Pingree | -40 |  |  |  |
| 3         | Friends     | Jake Van Beelen | -30 |  |  |  |

Robert Johnston

60

Beneteau 40.7

#### **Northeast Harbor Race**

Portland Yacht Club/Northeast Harbor Fleet Falmouth to Mount Desert Island, Maine TBA, possibly Labor Day Weekend FMI: www.reagattapromotions.com

The inaugural running of the Northeast Harbor Race took place on Labor Day Weekend of 2008, and organizers are hoping to ramp it up this year. Racing to Mount Desert Island is a great way for boats to get a jump-start on their annual Maine coast cruise. The finish puts the skipper, crew and boat in the middle of Maine's best cruising grounds. The availability of public transportation helps with logistics, too. Watch the GMORA web site at www.gmora.org for additional details once plans are firmed up.

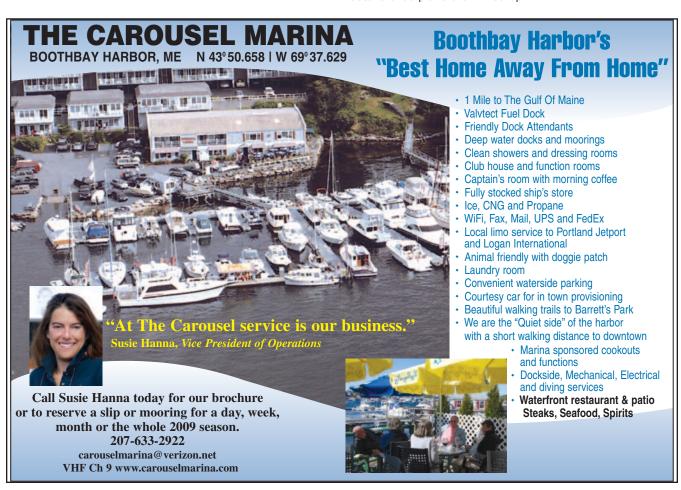




Photo courtesy Regatta Promotions

#### Honalee, Arbacia, and Decoy beat into a strong breeze in the PHRF State of Maine Championships.

#### **Fall Series**

Portland Yacht Club Falmouth, Maine Saturdays, Sept. 19, 26, Oct. 3, 10 FMI: www.portlandyachtclub.com

The best sailing conditions in Maine seem to happen from September to October, and they 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 more than 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.

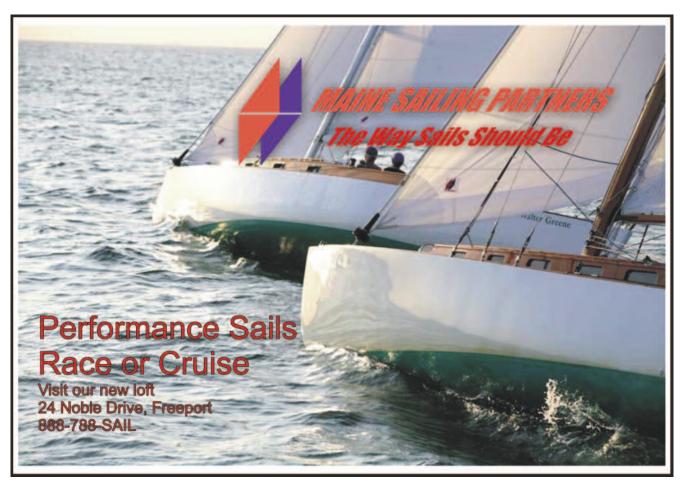
## **2008 Fall Series results**Division 1 Place Yacht Design Skip

| Division 1 Cr |  |  |  |   |   | Cruising   |  |   |  |
|---------------|--|--|--|---|---|--|--|---|--|
| Yacht         | Design   | Skipper  | Rating   | 1   | C-C-Courage   | J/110  | Greggus Yahr   | 108   |  |
| Family Wagon  | Hallett 33   | Richard Hallett  | 54   | 2   | Southern Cross  | Hunter 41  | Chris Loader   | 123   |  |
| Scaramouche   | Nelson Merek 39  | Merle Hallett  | 60   | 3   | Enterprise  | Ericson 38   | Neal Weinstein   | 141   |  |
| Kaos          | Frers 41   | Scott Smithwick  | 69   | 4   | Red Boat  | C&C 99   | Peter Hall   | 111   |  |
| County Girl   | Beneteau 367   | Bill Newberry  | 78   |   |   |  |  |   |  |
| Big Dog Party | Farr 39 ML   | Peter Price  | 12   | Cruisii   | ng  |  |  |   |  |
| Snowbird      | C&C 115  | Jon Randall  | 63   | 1   | CCCourage   | J/110  | Greggus and Jennifer Yahr  | 108   |  |
| Beausoleil    | Beneteau 456   | Richard Parent   | 75   | 2   | County Gril   | Beneteau 36.7  | Bill Newberry  | 87  |  |
| Resolute      | J/44   | Fred Madeira   |  | 3   | Altercation   | Hobie 33   | Ron Cole   | 99  |  |
| Bandito       | Tripp 47   | Dick Hale  | -3   | 4   | Southern Cross  | Hunter 41  | Christopher Loader   | 123   |  |
|               |  |  |  | 5   | Enterprise  | Ericson 38   | Neil Weinstein   | 141   |  |
| on 2          |  |  |  |   |   |  |  |   |  |
| Keemah        | J/105  | Don Logan  | 90   | Etchel  | ls  |  |  |   |  |
| Vapor Trail   |  | Neal Melanson  |  | 1   | Boggie T.Y.P.   |  | Nicole Jacques   |   |  |
| Decoy         | C&C 35   | Bob Daigle   | 126  | 2   | Fotofinish  |  | Scott Thomas   |   |  |
| Honalee       | Sabre 34   | Dick Stevens   | 150  | 3   | Medusa  |  | Seth Sprague   |   |  |
| Arbacia       | Nordic 40  | Bob Kellogg  | 105  | 4   | Tango   |  | Pamela Thomas  |   |  |
| Sabre Dancer  | Sabre 38-2   | Brannon Claytor  | 126  | 5   | VooDoo  |  | Ralph Carpenter  |   |  |
|               |  |  |  |   |   |  |  |   |  |
| on 3          |  |  |  | J/24  |   |  |  |   |  |
| Fotofinish    | Etchells   | Scott Thomas   | 120  | 1   | AL  |  | Carter White   |   |  |
| Second Chance | J/24   | Jeff Smith   | 168  | 2   | Mr. Hankey  |  | Andrew Carey   |   |  |
| T'kela        | S2 7.9   | Gregg Carville   | 174  | 3   | Second Chance   |  | Jeff Smith   |   |  |
| Pit Party     | J/24   | Ketchum/Fernald  | 168  | 4   | Bad Apple   |  | Bruce Morse  |   |  |
| Tango         | Etchells   | Pamela Thomas  | 120  | 5   | Flying Circus   |  | Howard Coon  |   |  |
|               |  |  |  | 6   | Pit Party   |  | Richard Ketchum  |   |  |
|               |  |  |  |   |   |  |  |   |  |
|               | Yacht Family Wagon Scaramouche Kaos County Girl Big Dog Party Snowbird Beausoleil Resolute Bandito  on 2 Keemah Vapor Trail Decoy Honalee Arbacia Sabre Dancer  on 3 Fotofinish Second Chance T'kela Pit Party | Yacht Design Family Wagon Scaramouche Kaos Frers 41 County Girl Beneteau 367 Big Dog Party Snowbird C&C 115 Beausoleil Beneteau 456 Resolute J/44 Bandito Tripp 47  Ton 2  Keemah J/105 Vapor Trail Decoy C&C 35 Honalee Sabre 34 Arbacia Nordic 40 Sabre Dancer Sabre 38-2  Totofinish Etchells Second Chance J/24 T'kela S2 7.9 Pit Party J/24 | Yacht Design Skipper Family Wagon Hallett 33 Richard Hallett Scaramouche Nelson Merek 39 Merle Hallett Kaos Frers 41 Scott Smithwick County Girl Beneteau 367 Bill Newberry Big Dog Party Farr 39 ML Peter Price Snowbird C&C 115 Jon Randall Beausoleil Beneteau 456 Richard Parent Resolute J/44 Fred Madeira Bandito Tripp 47 Dick Hale  On 2  Keemah J/105 Don Logan Vapor Trail Neal Melanson Decoy C&C 35 Bob Daigle Honalee Sabre 34 Dick Stevens Arbacia Nordic 40 Bob Kellogg Sabre Dancer Sabre 38-2 Brannon Claytor  On 3  Fotofinish Etchells Scott Thomas Second Chance J/24 Jeff Smith T'kela S2 7.9 Gregg Carville Pit Party J/24 Ketchum/Fernald | Yacht         Design         Skipper         Rating           Family Wagon         Hallett 33         Richard Hallett         54           Scaramouche         Nelson Merek 39         Merle Hallett         60           Kaos         Frers 41         Scott Smithwick         69           County Girl         Beneteau 367         Bill Newberry         78           Big Dog Party         Farr 39 ML         Peter Price         12           Snowbird         C&C 115         Jon Randall         63           Beausoleil         Beneteau 456         Richard Parent         75           Resolute         J/44         Fred Madeira         75           Resolute         J/44         Fred Madeira         3           Bandito         Tripp 47         Dick Hale         -3           Interpretation         Pon Logan         90         90           Vapor Trail         Neal Melanson         Pocopy         C&C 35         Bob Daigle         126           Honalee         Sabre 34         Dick Stevens         150         Arbacia         Nordic 40         Bob Kellogg         105           Sabre Dancer         Sabre 38-2         Brannon Claytor         126           Brotofinish | Yacht         Design         Skipper         Rating         1           Family Wagon         Hallett 33         Richard Hallett         54         2           Scaramouche         Nelson Merek 39         Merle Hallett         60         3           Kaos         Frers 41         Scott Smithwick         69         4           County Girl         Beneteau 367         Bill Newberry         78           Big Dog Party         Farr 39 ML         Peter Price         12         Cruisin           Snowbird         C&C 115         Jon Randall         63         1           Beausoleil         Beneteau 456         Richard Parent       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Newberry         Ren Cole |  |



Photo courtesy Regatta Promotions

Randy and Gail Rice prepare to make the turn at the MS Regatta aboard their Pearson 30 Rita P.





# Scenes from GMOI







From top left, continuing clockwise: Scaramouche and Kaos make their way downwind at the Pilot Regatta; Wiley flies upwind in the PHRF State of Maine Championships; J/24s Mr. Hankey and Flying Circus reaching around at the MS Regatta; Etchells sail in strong winds as they prepare for another start at the PHRF State of Maine Championships & One Design Regatta; Decoy, T'kela and Thumper take on the Monhegan Island Double-Handed Racing division; Gandalf and Southern Cross battle upwind at the Pilot Regatta; Kaos loving some easy going Thursday night racing.

Middle: Division 1 titans Apparition and Big Dog Party get off to a quick start at the MS Regatta.

# RA 2008











#### The beauty of weeknight "beer-can" racing



Photo courtesy Regatta Promotions

With the onset of summer comes the start of sailing regattas and weeknight racing. This time of year is great, as friends reconnect after the long winter and remember why sailboat racing is so much fun. This is also the time when sailors should act on their promises to "winter friends" about taking them out for a sail. Weeknight racing, which happens at almost every yacht club in the country, provides the perfect venue for spreading the sport of sailing to almost anyone who wants to participate.

Weeknight racing exploded in popularity in the nineties as everyone's budget and time was cut short by growing workloads and the bursting bubble of the eighties economy. Sound familiar? Be glad your sailboat doesn't take \$5-per-gallon high-test fuel!

As the popularity in weeknight racing grew, attendance in weekend racing diminished. Along with time and money constraints, the popularity of the one-design (OD) racing and the growth of OD fleets across the country cut into weekend racing. Many one-design fleets started sailing short courses with close, fun racing, and were able to complete multiple races just in one evening. Concern arose for the health and sustainability of regattas that had been run for decades.

Reflections, Red Boat, and Chase reach towards the first mark in a PYC Thursday Night race.

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Some regattas disappeared; others were scaled back. But many weekend events are seeing a rise in popularity, even as weeknight events remain strong.

The economy will play a part in our leisure activities. However, strong participation in weeknight racing has created a new generation of sailors who are passionate about the sport.

Weeknight races typically have low entry fees or none at all, and some clubs and organizations open the racing to nonmembers as well. This ease of participation lets more boat owners try the sport at a low impact to their wallet. Weeknight races give owners the benefits of training, cultivating, and practicing with their crew to help hone their team's skills. These benefits boost boat owners' comfort level, preparing them to enter weekend events.

The casual setting of weeknight racing, sometimes called beer-can racing, is the perfect way to introduce new people to the sport. The finite amount of time, usually two to three hours for a weeknight race versus a daylong event, is more appealing to someone who has never raced or never even sailed. Often enough, the short race gives the newbie enough of a taste of the sport to want more. After a few weeknight outings, they will often ask their skipper if they can participate in other events. This can give the boat owner enough motivation to enter a weekend event.

There is weeknight racing happening all over the Gulf of Maine. Piscataqua Sailing Association in Portsmouth, N.H.. has PHRF racing on Tuesdays and J/24 racing on Thursdays. Portland Yacht Club in Falmouth has Etchells racing on Tuesdays, J/24 racing on Wednesdays, and PHRF racing on Thursdays. Centerboard Yacht Club and Harraseeket Yacht Club race on Wednesday evenings. Boothbay Harbor Yacht Club hosts racing on Tuesday and Thursday evenings in July and August. Rockland Yacht Club in Maine has Etchells and PHRF racing on Tuesdays. While these are some of the highlighted fleets and clubs, there are many more opportunities for both skipper and crew to enjoy a weeknight race.

There is evidence that the weeknight racing is helping to feed participation in at least some weekend regattas across the Northeast. The Monhegan Island Race, hosted by the Portland Yacht Club, had over 60 boats in August 2007, and has been on a gradual climb in participation over the last five years.

#### Weeknight racing in the Gulf of Maine

| Night      | Club   | Boat Type        |
|------------|--|------------------|
|            |  |                  |
| Tuesdays   | Boothbay Harbor Yacht Club, Boothbay Harbor, Maine | PHRF, J/22, BHOD |
|            | Piscataqua Sailing Association, Portsmouth, N.H.   | PHRF             |
|            | Portland Yacht Club, Falmouth, Maine               | Etchells         |
|            | Rockland Yacht Club, Rockland, Maine               | Etchells, PHRF   |
|            |  |                  |
| Wednesdays | Centerboard Yacht Club, South Portland, Maine      | PHRF             |
|            | Harraseeket Yacht Club, Freeport, Maine            | PHRF             |
|            | Portland Yacht Club, Falmouth, Maine               | J/24             |
|            |  |                  |
| Thursdays  | Boothbay Harbor Yacht Club, Boothbay Harbor, Maine | PHRF, J/22, BHOD |
|            | Camden Yacht Club, Camden, Maine                   | J/24             |
|            | Castine Yacht Club, Castine, Maine                 | Colgate 26       |
|            | Piscataqua Sailing Association, Portsmouth, N.H.   | J/24             |
|            | Portland Yacht Club, Falmouth, Maine               | PHRF             |
|            |  |                  |

The MS Regatta in Portland sees more than 100 boats annually. The Boothbay Harbor Yacht Club hosts more than 40 boats at its annual regatta. These are just a few of the larger races in Maine, and many more have seen a rise in participation as well.

So skippers: Take your friends racing. Your recruits don't need vast amounts of talent, experience, or knowledge. The only requirements are a desire to be on the water, a good attitude, and willing-

ness to learn. Just a couple of hours of sailing in your favorite weeknight race with a newbie can help keep our sport going strong.

If you're the newbie wanting a ride, you may find a sailing connection at work. Or you can just show up at a club on the appropriate night. You may be surprised about the people you meet and just how willing some skippers are to take on new people for an evening sail.





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#### **GMORA** welcomes multihulls

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

In the 1980s and '90s, famed multihull designer, builder, and long-distance racer Walter Greene of Yarmouth, Maine, persuaded the Monhegan Race Committee to include a multihull

Photo courtesy Regatta Promotions

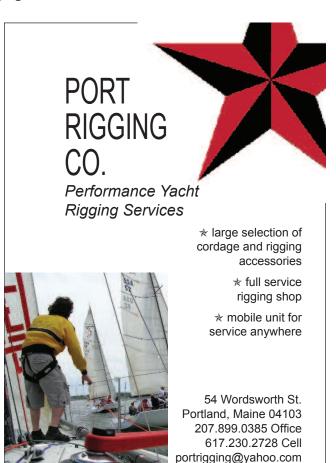
Alegra, skippered by past GMORA president Peter Garcia, makes her way out of Hussey Sound during the Monhegan Island Race.

class. There have never been many multihulls in Maine, but over the years, the colorful class grew until 2005, when 12 multihulls constituted 25 percent of the Monhegan fleet. The first multihull in the Monhegan Race is awarded a perpetual trophy, aptly named the Amaryllis Trophy, which was donated by Richard Saltonstall of Lincolnville, Maine.

Movement or sale of just a few key boats has reduced the competition substantially in recent years, but there are still a few avid multihull sailors in GMORA, and they are looking for more. Thanks to the efforts of GMORA, multihulls are welcome in virtually every regatta in Maine. They compete in a separate division under the New England Multihull Association

Handicap System. Multihull owners interested in participating should contact GMORA member Peter Garcia at pmgarcia@roadrunner.com.





#### 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 – 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 welldefined, and the Gulf of Maine

Ocean Racing Association was formed. The Downeast Race to Mount Desert Island was introduced in 1986.

GMORA was a sponsor of Race Week/Maine Cup and the Downeast Race, and supported, promoted, and aided in the management of other events. The principal role of GMORA remains to promote the interests of members who campaign sailboats on the circuit. This includes scoring on the circuit, sponsoring the end-of-season awards banquet, and working with the various event sponsors to optimize race schedules and other activities and make them as enjoyable and attractive as possible.

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



Photo courtesy Regatta Promotions

Skip and Wendy Yale sail their Ensign Jane Grace in a Thursday Night Race.

**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 & II, Monhegan Race IOR, Monhegan Race (New England Racing Rule), Manana Race, and Boon Island Race composed the series. A yacht needed to participate in at least three races to be eligible for a trophy. Thirty-eight boats were entered in the circuit; 21 received final point standings. The U.S. Coast Guard Academy's *Caper* took 1st overall.

1974 The Camden-Castine Race Weekend, Danforth Cup Race, Harraseeket Yacht Club, Kittery Point, Kollegewigwok, Castine and Camden, led to an expanded series. Twenty-nine GMORC yachts took part in seven races, and 22 qualified by competing in four or more races. For the first time, yachts

were divided into two classes. Maine Maritime Academy's *Omega* won Class A, and Abbot Fletcher's *Majek* took 1st in Class B.

1975 Boothbay Harbor Regatta was included for the first time. There were eight races and 21 qualifiers for final standings. Albert Emanuel's *Kolibri* took 1st in IOR, Abbott Fletcher's *Majek* won NERR, Jand an Pederson's *Heitoik II* was 1st in MORC. *Majek* 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

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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 Stnaley'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 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 is 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 *Maiek* 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 is 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.

**1998** PHRF Maine Championship is created and added to the GMORA schedule. Bill Helming's *Still Crazy* wins PHRF A, *Altercation* wins PHRF B, and Winton Scott's *Symmetry* is 1st in PHRF C. *Trinity* wins the Multihull Series. *Altercation* wins the Dirigo Bowl.

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

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

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

**2003** Bandito again wins PHRF A, Scott Smithwick's Kaos is 1st in PHRF B, Jon Randall takes PHRF C in *Snowbird*, Don Logan's Keemah takes 1st for the J/105s, and Randy Rice's





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

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. Nipantick 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.

#### Performance Handicap Racing Formula New England

The task of handicapping for the PHRF-NE Gulf of Maine (GOM) fleet is a function of the Gulf of Maine Ocean Racing Association (GMORA). Dr. Charles Hawley is the PHRF-NE-GOM Fleet handicapper and Vice Commodore, PHRF-NE. GMORA encourages sponsors of GMORA-sanctioned regattas to require that competitors possess a valid PHRF-NE certificate. Annual PHRF certification ensures that your handicap is up-to-date and accurate, and PHRF certification of competitors translates to fair play and sportsmanship on the water. Inquiries regarding PHRF handicapping in Maine should be directed to:

Dr. Charles E. Hawley P.O. Box 4 Southport, ME 04576 207-633-2774 410-274-4779

Email: gomphrf@gwi.net

#### FAQs about PHRF handicapping

#### What is a Code 0 sail?

A code O sail is free-flying and therefore a spinnaker. It must be listed on PHRF-NE application forms with other spinnakers.

At the 2009 spring meeting of PHRF-NE handicappers and Governors, the expression "Code 0" was defined as a close reaching spinnaker and will be applied to a spinnaker that is intended to be flown in apparent winds less than 70 degrees.

The adjustment for any close reaching spinnaker (code 0) depends upon the boat and rig. Clearly a reaching spinnaker on a boat with a non-overlapping headsail (maximum LP < 100%) will be of greater performance advantage than a similar sail on a boat with a maximum LP of 155%.

#### What is a valid PHRF-NE handicap? What will it mean to me if I do not have a valid PHRF-NE handicap when I race?

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

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

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

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

#### What is 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 inboard 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 off-shore regattas where the Notice of Race (NOR) requires ISAF/ORC Cat. 4 yachts.

The increasing number of new 30- to 40-foot yachts designed as daysailers, such as the J/100, that have competed or wish to compete with unofficial handicaps in PHRF-NE events was discussed in November 2006 by the PHRF-NE Board of Governors. The discussion ended with suggestion that 2007 NORs require ISAF/ORC Category 5, instead of Cat. 4, but further state that ISAF/ORC Cat 4 is highly recommended. There has been no change in this position taken by PHRF-NE for 2009.

NORs that require Category 5 instead of Cat. 4 may allow yachts with unofficial handicaps to race. Indeed, the 2008 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 (7)-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 (5) years.

These locally distributed provisional GOM handicap certifi-

cates 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.

#### If I do not like my or my competitor's handicap, how can I get it 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:

The PHRF-NE handicappers did not have complete or corre 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- to 20-year-old sails.

Racing trim assumes that extraneous loose "junk" has been removed from the boat as well. A boat in "live-aboard" condition cannot hope to be in racing trim. However, the removal of interior furniture (other than cushions), galley, or cabinetry that is part of the "as-built configuration," upon which the base handicap is based, will not be permitted. Of course, the boat must have a good crew, and she must be raced competently.

#### What is a base handicap?

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

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

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

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

No. PHRF-NE requires that a boat may maintain only one

valid PHRF certificate at a time and may make only one certificate change in that certificate during the course of a season. Each sail in the declared inventory may be replaced once during a season.

Changes to sails, rig, hull, appendages or interior during the sailing season must be reported to the fleet handicapper and PHRF-NE at the time they are made. Unreported changes to a yacht may invalidate your certificate.

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

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

The J/105 base handicap of 81 assumes a 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 Handicaps |           |          |          |  |  |
|-----------------|-----------|----------|----------|--|--|
| 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 aymmetrical spinnaker on the sprit. The race handicap is

The shoal draft J/105 receives nine (9) seconds-permile (spm) credit on both racing and cruising handicaps.

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

| J/100 Handicaps |           |                  |                    |  |  |
|-----------------|-----------|------------------|--------------------|--|--|
| Spinnaker       | Jib/Genoa | Race<br>Handicap | Cruise<br>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 (2) 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 the bow. No, if the sail is flown from a sprit. See www.phrfne.org under the Handicap Adjustments tab.

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 (9) spm 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 (6) seconds for a true fractional rig, and nine (9) seconds for

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

No free-flying sails (spinnakers, MPS, or staysails) are allowed with the cruising handicap.

# Most PHRF racing in the Gulf of Maine has employed Time on Distance (TOD), seconds-per-mile, handicap allowances. What 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 the 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.



#### A quick rules primer for new skippers

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. 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, but 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 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.

#### Approach on opposite tacks

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

#### Same tack, overlap

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

#### Same tack, no overlap When boats are on the

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 tacking

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.

#### **Avoiding contact**

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).

#### Turning, when you have the right-of-way

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

#### Two-length zone

When a boat reaches the two-length zone from a mark or



Photo courtesy Regatta Promotions

Seven, Fiesta, and Arbacia make their way to the first mark in the Boothbay Harbor Regatta.

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.

#### **Crossing starting line early**

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.

#### Hitting a mark

If you hit a mark while racing, you must take a penalty as

# A few good reasons to race your cruising boat

About 40 boats actively campaign in the GMORA racing series; dozens of others participate in a few selected events. But many, many other sailboats on the Maine coast 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 hells.

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

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

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

be competitive.

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

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

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

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

**Myth #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. Check out the article "A quick rules primer for new skippers" on page 36 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

#### **NEW SKIPPERS, from Page 36**

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.

#### Fouling another boat

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.



now than it used to be.

Points East magazine is a good place to start. Points East holds Crew Match parties every spring; the schedule is at its website, www.pointseast.com. Cruising sailors are already familiar with this annual rite of spring, where sailors can enjoy free refreshments while finding crew. Points East also has a Crew Match section in its classified advertisements, both in its printed version and on its website.

Speaking of the Worldwide Web, Sailing Anarchy's crew pool forum can be found at www.sailinganarchy.com. A sizable group of Gulf of Maine sailors frequent Sailing Anarchy and post regularly on its forums.

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

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

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

ply, 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 sailboats are within sight of each other and going in the same direction, they are racing. Some diehard cruisers might fervently deny that, but even the most laid-back skippers who claim not to give a whit about racing have been caught putting forth some effort to make their boat go faster. Many a "cruising" skipper has been spotted looking over his shoulder at another boat and them trimming sails to try and gain some ground. So as long as you're going through all the motions of racing, why not make it official?

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

Want more motivation? Skills developed on the 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 diehard 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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Photo courtesy Regatta Promotions

Big Dog Party cuts through Casco Bay.

# Looking for a ride?

Here's how you can land and keep a crew slot

You don't need a lot of experience to crew on a racing sail-boat. 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." And you can go down to the local club the evening of its weekly "beercan race," hang out on the dock, and ask around to see who needs crew. Chances are you'll find a ride, and it might just turn into a regular crew slot.

When talking with skippers about being part of the team,

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Photo courtesy Regatta Promotions

#### Greggus and Jennifer Yahr and Mark Steege perfect the jib trim on a reach during the MS Regatta.

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, racetime conversation is limited to racing matters, and idle chat-

ter 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 crew members – 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.

# Gulf of Maine Ocean Racing Association 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 re-new or obtain a PHRF certificate. This member will receive e-mail and snail mail updates about GMORA events, a valid PHRF certificate which provides a rating for racing and cruising divisions, a copy of Maine Yacht Racing mailed to him/her, and makes their boat eligible for any and all GMORA awards

#### Option 1:

Fill out the PHRF Form on the next page, fill it out and return it along with a check for \$50.00 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 Master Card.

#### Option 3:

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

**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. This membership makes sure you get all the information about the GMORA events via e-mail and snail mail and make you eligible to vote on GMORA membership activities. As a member, you will also be eligible to have a seat on the Board of Directors. Go to www.gmora.org to pay for your membership now 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 promoted by GMORA. Club member events, whether scored or not, are promoted online, in print, and in e-mails to our membership to help increase participation. Other benefits include help with race management, financial support, and more. The fee is \$75.00 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                    | Submit by Email   | PHRF-NE  | Print Fo                     | orm               | YEAR 2009                                     |
|---|---|--|------------------------------|-------------------|---|
| ria email button at the top to send the     | THE PERFORMANCE mation into this PDF document (tabbing mo form to GMORA. Be sure to print a copy fo rg. See www.phrfne.org/tips for terminolo | HANDICAP RACING FLEET OF<br>wes the cursor to the next field), revi<br>ryour records. Also be sure you hav | e paid your membership onlin |                   | Racing Cruising  Do not write in this box.    |
| First Name Last I                           | lame Address  |  | - Gity                       | State             | Zip (9 digits) Country                        |
| Phone Fax                                   | Email Address   | Yacht Club (Full Nam   | e) US Sailing #              | Member            | Sailing Assoc Memberships<br>e.g. GMORA, MBSA |
| Yacht Name                                  | Design (e.g. C&C 35-3)  | Year Built Hull C  | olor Designer                |                   | Hull # IRC Rating                             |
| Boat Dimensions &                           | Details   |  |                              |                   |   |
| LOA LWL Draft                               | Beam Displacement Keel Ballast (  | Ballast Material  Weight   | Internal Ballast Weight      | g                 | Masthead Fraction                             |
| =Foretriangle Height J=Foretriangle B       | ase P=Main Luff E=Main Foot   | ISP=Spinnaker Halyard Height   | Mast<br>Material             | Stand<br>Riggi    |   |
| Engine Propeller M                          | ount Propeller Ty   |  | udder                        | Keel              |   |
| TOW WOULD                                   | , , ,   |  |                              | ,                 |   |
| 11 Head Sail #2 Head Sail #3 Hea            | d Sail #4 Head Sail #5 Head Sail He   | avy Jib Staysail Blooper   |                              | Trysail Mizze     | n Mizzen Staysail                             |
| #1 Width #2 oz                              | #2 Width #3 oz #3   | Width Spinnaker Pole/J+Sprit L   | ength Whisker Pole Length    | -                 |   |
| Recreation Handicap Select Yes or No        |   | es working, above deck roller fur<br>I limited to 1 Jib >110% LP, 1 Ji<br>r more information.              |                              |                   | Polyester/Mylar OK in                         |
| For Handicapper Use                         | Only  |  |                              |                   |   |
| Base Handicap LP ADJ  Handicapper Notations | Spinnaker ADJ Rig ADJ Propeller   | ADJ Recreation ADJ Misc. AD  | J Racing Handicap (          | Cruising Handicap | Record Date                                   |
| and Initials                                |   |  |                              |                   |   |
| Owner Responsibility a                      | nd Signature  |  |                              |                   |   |
|   | bility to notify the Chief Handicapper o<br>dard doors and tables must remain on  |  | fect measurement points,     | handicap adju     | stments, or would alter                       |
|   | ity of each owner or skipper to determ provided on this form is accurate.   | ine that the yacht is adequately   | equipped and maintained      | for ocean raci    | ng and assume liability. I                    |
|   | 2   | 009-04-01 15:18 Mer  | mbership (select one)        | New               | Renewal                                       |
| Owner's Signature                           | D   | ate  |                              |                   | Form Version: 2009.03.                        |

Form Version; 2009.03.19

# 2009 PHRF-NE Gulf of Maine Fleet

| Yacht                       | Owner                                 | Design                      | Racing<br>Rating | Cruising<br>Rating |
|-----------------------------|---------------------------------------|-----------------------------|------------------|--------------------|
| Abracadabra                 | Jon Knowles                           | 1/46                        | 39               | 48                 |
| Abracadabra<br>Acadia       | Burt H. Keenan                        | J/46<br>Custom              | 123              | 40<br>123          |
| Adhara                      | Patrick Jones                         | Tartan 41                   | 93               | 108                |
| Aftermath                   | Howard Robbins                        | Santana 28                  | 183              | 198                |
| Altercation                 | Ronald Cole                           | Hobie 33                    | 90               | 99                 |
| Aluna                       | Randy Mraz                            | Catalina 36                 | 144              | 159                |
| Amhas                       | Mac Kenzie Davis                      | Akilaria Class 40           | -9               | -3                 |
| Anjacaa                     | Ann Symington                         | Palmer Johnson 53           | 48               | 60                 |
| Aphra Behn                  | Sive Neilan                           | Pearson 30                  | 189              | 192                |
| Apogee                      | Michael Giles                         | Ohlson 38                   | 165              | 177                |
| Apparition                  | Kenneth H. Colburn                    | Club Swan 42                | -3               | 9                  |
| Arbacia                     | Bob Kellogg                           | Nordic 40                   | 105              | 117                |
| Ariana                      | Henry R. Becton Jr.                   | Ohlson 41                   | 132              | 144                |
| As You Were                 | Jeffery Hebert                        | C&C 37                      | 105              | 117                |
| Astrid                      | Charles Heimbold                      | Center Harbor 31            | U174             | U171               |
| Atlantica                   | William Eacho                         | Hinckley Sw 42-2            | 105              | 120                |
| Aurora                      | Jose Soriano                          | Sigma 36 F/R                | 126              | 135                |
| Avalon                      | Keith Bradley                         | Frers 33                    | 108              | 120                |
| Bager                       | Jim Cuthbertson<br>Richard W. Hale    | Frers 33                    | 108              | 120                |
| Bandito                     |                                       | Tripp 47                    | -3<br>70         | 3<br>84            |
| Beagle                      | Nat/Weld Henshaw<br>Richard A. Parent | J/35                        | 72<br>75         | 84<br>87           |
| Beausoleil<br>Pig Dog Party | Peter Price                           | Beneteau 456<br>Farr 39 M L | 12               | 21                 |
| Big Dog Party<br>Black Bear | Gary Cran                             | Tartan 3500                 | 141              | 147                |
| Bluebird                    | Gust Stringos                         | Morris 36 Sd                | 168              | 180                |
| Bonspeil                    | James Richter                         | Nordic 44                   | 84               | 99                 |
| Boreas                      | Lloyd Van Lunen                       | J/120                       | 51               | 60                 |
| Breezing Up                 | Bradford Willauer                     | J/46                        | 42               | 51                 |
| Cailin A Mara               | Thomas Crotty                         | J/120                       | 51               | 60                 |
| Canty                       | Paul K. Rogers                        | Scheel 36 Cst               | 147              | 162                |
| Cat's Paw                   | Frederick (Butch) Minson              | Lindenberg 28               | 114              | 138                |
| C-C-Courage                 | Greggus Yahr                          | J/110                       | 99               | 108                |
| Char Sar                    | Scott Fox                             | Flying Tiger 10M            | 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                |
| County Girl                 | William Newberry                      | Beneteau First 36.7'        | 78               | 87                 |
| Cuilaun                     | Brian Smullen                         | Mc Gruer Custom             | 102              | 117                |
| Cybele                      | David Rockerfeller                    | I M X 45 S D                | 15               | 30                 |
| Decoy                       | Robert Daigle                         | C&C 35-1                    | 126              | 138                |
| Defiant                     | Wayne C. Smith                        | Frers 30                    | 141              | 153                |
| Double Sunrise              | Robert Halpin<br>Karl Hudson          | Bristol 35.5<br>Frers 33    | 159              | 174                |
| Eclipse<br>Eight Bells      | Peter O. Willauer                     | J/42 SD                     | 108<br>87        | 120<br>90          |
| Endeavor                    | Mark Balles                           | J/32                        | 129              | 138                |
| Endurance                   | Matthew Jones                         | Tripp 47                    | -12              | -6                 |
| Erica                       | Douglas Thompson                      | F W 45                      | 72               | 81                 |
| Esparta                     | Johnathan Dietz                       | Morris 36                   | 156              | 168                |
| Eventyr                     | Gordon A. Haaland                     | J/42                        | 81               | 81                 |
| Experience                  | Harvey Howalt                         | Custom                      | 150              | 162                |
| Extra Beat                  | Kenneth Priest,II                     | J/35                        | 72               | 84                 |
| Family Wagon                | Richard A. Hallett                    | Hallett 33                  | 54               | 63                 |
| Fancy                       | Michael B. Stubbs                     | Magic Class                 | 135              | 135                |
| Far Out                     | A Kroger                              | Morris 52                   | 69               | 84                 |
| Faster                      | Richard Paine                         | Tartan 10                   | 126              | 132                |
| Fearless                    | Betty Minson                          | Lindenberg 28               | 114              | 138                |
| Finesse                     | Newton P.S. Merrill                   | J/42                        | 81               | 81                 |
| Fling                       | Paul F. Perkins                       | Sabre 28 Mod                | 183              | 195                |
| Flirt                       | Michael Cook                          | J/100                       | 90               | 102                |

| Yacht                     | Owner                             | Design                                   | Racing<br>Rating | Cruising<br>Rating |  |
|---------------------------|-----------------------------------|--|------------------|--------------------|--|
| Flying Clipper            | Peter K. Heldman                  | J/109                                    | 75               | 81                 |  |
| Flying Lady               | Robert Brown                      | Swan 46                                  | 78               | 84                 |  |
| Fox                       | William B. Morris                 | Morris 32                                | 198              | 204                |  |
| Gambit                    | Michele Royale                    | Alerion 28                               | U180             | U189               |  |
| Gaylark                   | Kaighn Smith M.D.                 | Swan 38                                  | 102              | 114                |  |
| Genevieve                 | Ward D. Mac Kenzie                | Alerion Express 28                       | u177             | u186               |  |
| Ghost                     | Kenneth H. Colburn                | J/105                                    | 90               | 96                 |  |
| Ginger                    | Richard Schotte                   | Custom                                   | 39               | 54                 |  |
| Gitana                    | Burt, Jr. Ernest                  | Alden 40                                 | 171              | 177                |  |
| Gloria                    | Douglas Louison                   | J/34 C                                   | 129              | 129                |  |
| Glory<br>GO DOG GO        | Allerton Cushman, Jr. David Ruff  | Mason 33<br>J/29                         | 165<br>117       | 180<br>123         |  |
| Grey Eagle                | William Wilkinson                 | J/32                                     | 129              | 132                |  |
| Greyhawk                  | Timothy Allen                     | Peterson 34                              | 123              | 138                |  |
| Gypsy Rover               | Arthur Jones                      | Tartan 41-2 S D                          | 132              | 132                |  |
| Hankerin'                 | Ted Smith                         | I L C 40                                 | 6                | 12                 |  |
| Happy Ours                | Doug Coyle                        | Ericson                                  | 132              | 138                |  |
| Hawk's Nest               | Raymond Hawkins                   | C&C Landfall 38                          | 141              | 153                |  |
| Hoi An                    | Marcus Heilner                    | Center Harbor 50                         | 54               | 72                 |  |
| Honalee                   | Richard Stevens                   | Sabre 34-2                               | 150              | 153                |  |
| Illusion                  | Gary P. Blenkhorn                 | Pearson 37                               | 108              | 120                |  |
| Intuition                 | Karl Schoettle                    | Brionrieff 42 Cst                        | 78               | 87                 |  |
| Jibboo                    | Stephen Gernald                   | Endeavour 33                             | 156              | 171                |  |
| Kaos                      | Reginald Smithwick                | Frers 41 T M                             | 69               | 81                 |  |
| Keemah                    | Donald Logan                      | J/105                                    | 90               | 96                 |  |
| Laney-Lu                  | Mark Kryder                       | Morris M36                               | 123              | 129                |  |
| Libra                     | Barney J. Baker                   | Sabre 32                                 | 164              | 176<br>102         |  |
| Lioness                   | Ivan Lowenthal Peter Chandler     | J/100<br>Vinguard Vivon 34               | 90<br>183        | 186                |  |
| Lord George<br>Mainstay 5 | Jim Coughlin                      | Vineyard Vixen 34<br>Jeanneau One Design | 84               | 90                 |  |
| Marnie                    | Howard Singer                     | Erickson 35                              | 144              | 159                |  |
| Memory                    | Win Fowler                        | J/110                                    | 93               | 102                |  |
| Mi Lady                   | Kris Jennings                     | Sabre 34-1                               | 159              | 171                |  |
| Migis Magic               | Jesse Henry                       | J/32                                     | 129              | 129                |  |
| Mimosa                    | Stephen Redmond                   | J/22                                     | 180              | 189                |  |
| Moondance                 | John Fitzgerald                   | Sabre 36                                 | 126              | 129                |  |
| Morning Star              | Daniel Bienkowski                 | J/44                                     | 27               | 39                 |  |
| Morning Star              | Richard Wiken                     | Peterson 34                              | 117              | 132                |  |
| Nipantuck                 | Mark Werner                       | Center Harbor 31                         | U171             | U168               |  |
| Nirvana                   | Peter Colesworthy                 | Sabre 34-1                               | 153              | 165                |  |
| Noeta                     | Tony Correa                       | Custom                                   | 249              | 261                |  |
| Northern Muse             | Charles/Chris Moore               | Pearson 33-2                             | 171              | 174                |  |
| Old Navy<br>Orinoco       | Douglas Roth                      | Pearson Ensign<br>C&C 38-3               | U270<br>102      | U276<br>114        |  |
| Otter                     | Thomas Mahoney<br>Henry P. Becton | Sabre 38-1                               | 117              | 129                |  |
| Otter                     | Robert Keefer                     | Concordia 41                             | 171              | 186                |  |
| Pearson                   | David Kerr                        | Pearson 30                               | 180              | 192                |  |
| Peer Gynt                 | Charles E. O' Brien               | 0 Day 322                                | 180              | 192                |  |
| Pegasus                   | Ted Fisher                        | Cambria 44cb                             | 117              | 123                |  |
| Peregrine                 | Erik Pedersen                     | Soverel 33-2                             | 93               | 102                |  |
| Persistence               | William Full                      | J/105                                    | 81               | 90                 |  |
| Phoenix                   | Sean Dunfey                       | Andercraft 36                            | 88               | 94                 |  |
| Pit Party                 | Steve Fernald/Rich Ketchum        | J/24                                     | 168              | 174                |  |
| Poppaea                   | Andrew Von Hirsch                 | Morris 454                               | 27               | 42                 |  |
| Rainier                   | Rob Hawley                        | J/24                                     | 168              | 174                |  |
| Ranger                    | Kenneth Weg                       | Morris 42 D S                            | 111              | 117                |  |
| Red Boat                  | Peter Hall                        | C&C 99                                   | 96               | 111                |  |
| Reflection                | Erik D.W. Greven                  | Beneteau 43                              | 99               | 9<br>51            |  |
| Resolute<br>Restive       | Fred Madeira<br>George Denny      | J/44 W K<br>Custom                       | 36<br>39         | 51<br>54           |  |
| Revolution 2              | Ed Rogers                         | Farr 43                                  | 48               | 54<br>54           |  |
| Revolution IX             | ME Maritime Academy               | Dobroth 43                               | 3                | 15                 |  |
|                           | manamo noddomy                    | 20010011 -10                             | •                |                    |  |

| Yacht             | Owner                  | Design               | Racing<br>Rating | Cruising<br>Rating |  |
|-------------------|------------------------|----------------------|------------------|--------------------|--|
| Revolution X      | Doyle Marchant         | J-92-S               | 96               | 105                |  |
| Rita P            | Randy Rice             | Pearson 30           | 189              | 192                |  |
| Rose              | George Lewis           | New York 40          | 90               | 102                |  |
| Ruthless          | Bruce Hamlin           | Cal 33-2 S D         | 144              | 156                |  |
| Sabre Dancer      | Brannon Claytor        | Sabre 38-2 W K/T M   | 126              | 138                |  |
| Salu              | Frank Alexander        | J/120                | 60               | 75                 |  |
| Sans Serif        | Jim/Annie Connell      | J/30                 | 141              | 147                |  |
| Sans-Culottes     | Robert Johnston        | Beneteau 40.7        | 51               | 60                 |  |
| Sapphire          | Tom Quinby             | Sabre 362 Wk         | 132              | 135                |  |
| Scaramouche       | Merle Hallett          | N/M 39               | 60               | 66                 |  |
| Sea Jab           | Albert Hodsdon         | Sabre 362 Wk         | 132              | 135                |  |
| Sea Return        | Robert Tetrault        | Pearson 530          | 114              | 126                |  |
| Sea Robin         | Russell B. Mac Pherson | Little Harbor 37     | 177              | 189                |  |
| Sea Smoke         | Thomas Gill            | J/100                | U90              | U102               |  |
| Seek              | John Pier              | C&C 34               | 150              | 162                |  |
| Seven             | Graciela Lamy          | Eliott 770eliott     | 114              | 126                |  |
| Shadow            | Robert A. Steeves      | Sabre 362 Wk         | 132              | 144                |  |
| Shamrock          | Dan Wellehan           | Frers 33             | 114              | 126                |  |
| Sidewinder        | T.R. Rolfes            | J/105                | 90               | 96                 |  |
| Skyward           | Myles Mace             | Morris 36 Justine    | 162              | 177                |  |
| Sleigh Ride       | Paul Dobbins           | Shields              | U165             | U174               |  |
| Snapdragon li     | Peter Lloyd            | Ericson 38wk         | 129              | 141                |  |
| Snowbird          | Jonathan Randall       | C&C 115              | 63               | 75                 |  |
| Solution          | Andrew Marvin          | Bristol 35.5         | 150              | 162                |  |
| Southern Cross    | Christopher Loader     | Hunter 41 Ds         | 114              | 123                |  |
| Sunshine          | David Jones            | J29                  | 123              | 129                |  |
| Surprise          | Mark Scheffer          | J/35                 | 72               | 84                 |  |
| Susan             | George Hughes          | Dark Harbor 20       | U195             | U204               |  |
| Tempest           | Robert Grant           | Sabre 34-2           | 153              | 168                |  |
| Tern              | Kbering Johnstone      | J/100                | 90               | 102                |  |
| Thistle           | James L. Thomson       | J/46                 | 39               | 51                 |  |
| Thumper           | Will Rooks             | Olson 30             | 102              | 114                |  |
| t'kela            | Gregg Carville         | S2 7.9               | 174              | 183                |  |
| Too Elusive       | Arthur K Watson Jr.    | Ocean 80             | 21               | 27                 |  |
| Undine            | Neil Woodside          | Catalina 36 W K      | 159              | 174                |  |
| Va Pensiero       | Joseph Weber           | Custom               | 90               | 99                 |  |
| Varune            | Robert Stuart          | Seven Metre Rule     | 147              | 153                |  |
| Vision Of Johanna | William Strassberg     | Morris Custom 62     | -3               | -9                 |  |
| Walkabout         | Douglas C. Pope        | Tartan 10            | 132              | 138                |  |
| Weather Gauge     | Stockton Smith         | Farr 44              | 54               | 66                 |  |
| Wind Sprite       | Frank Pedersan         | Custom               | 162              | 174                |  |
| Windhunter        | David Braun            | Pearson 26           | 213              | 225                |  |
| Wishing Star      | Douglas/Mary Martin    | Tartan 3500          | 120              | 135                |  |
| Wyanoke           | David F. Hoy           | Catalina 27          | 213              | 225                |  |
| Xanthippe         | Daniel Dennett         | Beneteau 42          | 81               | 96                 |  |
| Zealot            | John Merrill           | Alerion Express 38-2 | 111              | 120                |  |

### **Advertisers**

| Black Point Inn         .48         North S           Bohndell Sails         .32         Port Rig           Boothbay Region Boatyard         .2         Portland           Brewer South Portland         .10         Regatta           Carousel Marina         .21         Rocktide           Chase Leavitt         .39         Rumery           Citi/Smith Barney         .27         Seal Co           CWC Transport         .39         Skelton,           Doyle Sails         .38         Smithwi           Hallett Canvas & Sails         .2         Strouts           Handy Boat Service         .26         The Wat | Marine Rigging       32         ails       35         iging       28         d Yacht Services       17         Promotions       31         e Inn       32         's Boat Yard       17         we Boatyard       28         , Taintor and Abbott       27         ck & Mariners Insurance       4         Point Wharf       32         terfront Restaurant       19         r       33 |
|--|---|
|--|---|





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.

# SMITHWICK & MARINERS INSURANCE

| June   |  |             |   |   |  |  |   |   | Augus   |   |                       |  |   |   |                       |   |   |
|--|--|-------------|---|---|--|--|---|---|---|---|-----------------------|--|---|---|-----------------------|---|---|
| 6/1  | 12:17AM  | L           | 06:29AM   | Н   | 12:44PM  | L  | 07:07PM   | H   | 8/1   | 02:33AM   | L                     | 08:44AM  | Н   | 02:36PM   | L                     | 08:55PM   | Н   |
| 6/2  | 01:23AM  | L           | 07:34AM   | Н   | 01:42PM  | L  | 08:04PM   | Н   | 8/2   | 03:27AM   | L                     | 09:39AM  | Н   | 03:28PM   | L                     | 09:46PM   | Н   |
| 6/3  | 02:25AM  | L           | 08:36AM   | Н   | 02:37PM  | L  | 08:58PM   | Н   | 8/3   | 04:16AM   | L                     | 10:27AM  | Н   | 04:16PM   | L                     | 10:31PM   | Н   |
| 6/4  | 03:21AM  | L           | 09:34AM   | Н   | 03:29PM  | L  | 09:47PM   | H   | 8/4   | 04:59AM   | L                     | 11:09AM  | Н   | 04:58PM   | L                     | 11:12PM   | Н   |
| 6/5  | 04:13AM  | L           | 10:26AM   | Н   | 04:17PM  | L  | 10:33PM   | Н   | 8/5   | 05:37AM   | L                     | 11:47AM  | Н   | 05:37PM   | L                     | 11:50PM   | Н   |
| 6/6<br>6/7   | 05:00AM  | L           | 11:13AM   | Н   | 05:01PM<br>05:43PM   | L  | 11:15PM   | H<br>H  | 8/6   | 06:12AM   | L                     | 12:22PM<br>06:44AM   | Н   | 06:13PM   | L<br>H                | 06:40DM   | L   |
| 6/7<br>6/8   | 05:43AM<br>06:24AM   | L           | 11:56AM<br>12:37PM  | H<br>H  | 05.43PM<br>06:22PM   | L<br>L   | 11:55PM   | П   | 8/7<br>8/8  | 12:26AM<br>01:00AM  | H                     | 07:15AM  | L<br>L  | 12:55PM<br>01:27PM  | Н                     | 06:49PM<br>07:25PM  | L   |
| 6/9  | 12:33AM  | Н           | 07:02AM   | L   | 00.22FM<br>01:15PM   | Н  | 07:00PM   | L   | 8/9   | 01:35AM   | Н                     | 07:15AM  | L   | 02:00PM   | Н                     | 07.23FM<br>08:02PM  | Ĺ   |
| 6/10   | 01:11AM  | Н           | 07:40AM   | Ĺ   | 01:53PM  | Н  | 07:39PM   | L   | 8/10  | 02:12AM   | Н                     | 07:47AM  | Ĺ   | 02:35PM   | Н                     | 08:42PM   | Ĺ   |
| 6/11   | 01:50AM  | Н           | 07:40AM   | Ĺ   | 01:33FM  | Н  | 07:331 W<br>08:19PM   | Ĺ   | 8/11  | 02:52AM   | Н                     | 08:59AM  | Ĺ   | 02:33FM<br>03:13PM  | H                     | 09:26PM   | Ĺ   |
| ,  | 02:29AM  | Н           | 08:55AM   | Ĺ   | 03:11PM  | Н  | 09:01PM   | Ĺ   | 8/12  | 03:35AM   | Н                     | 09:40AM  | Ĺ   | 03:57PM   | Н.                    | 10:15PM   | Ĺ   |
| 6/13   | 03:11AM  | Н           | 09:33AM   | L   | 03:51PM  | Н  | 09:45PM   | L   | 8/13  | 04:24AM   | Н                     | 10:27AM  | L   | 04:46PM   | Н                     | 11:10PM   | Ĺ   |
| 6/14   | 03:54AM  | Н           | 10:13AM   | L   | 04:33PM  | Н  | 10:32PM   | L   | 8/14  | 05:20AM   | Н                     | 11:21AM  | L   | 05:41PM   | Н                     |   | _   |
| 6/15   | 04:40AM  | Н           | 10:56AM   | L   | 05:17PM  | Н  | 11:23PM   | L   | 8/15  | 12:12AM   | L                     | 06:23AM  | Н   | 12:22PM   | L                     | 06:43PM   | Н   |
| 6/16   | 05:30AM  | Н           | 11:42AM   | L   | 06:03PM  | Н  |   |   | 8/16  | 01:18AM   | L                     | 07:31AM  | Н   | 01:27PM   | L                     | 07:49PM   | Н   |
| 6/17   | 12:17AM  | L           | 06:24AM   | Н   | 12:31PM  | L  | 06:52PM   | Н   | 8/17  | 02:25AM   | L                     | 08:38AM  | Н   | 02:33PM   | L                     | 08:54PM   | Н   |
| 6/18   | 01:14AM  | L           | 07:21AM   | Н   | 01:23PM  | L  | 07:44PM   | Н   | 8/18  | 03:27AM   | L                     | 09:41AM  | Н   | 03:37PM   | L                     | 09:56PM   | Н   |
| 6/19   | 02:11AM  | L           | 08:20AM   | Н   | 02:18PM  | L  | 08:37PM   | Н   | 8/19  | 04:24AM   | L                     | 10:38AM  | Н   | 04:36PM   | L                     | 10:54PM   | Н   |
| 6/20   | 03:08AM  | L           | 09:19AM   | Н   | 03:13PM  | L  | 09:31PM   | Н   | 8/20  | 05:18AM   | L                     | 11:31AM  | Н   | 05:32PM   | L                     | 11:49PM   | Н   |
| 6/21   | 04:04AM  | L           | 10:16AM   | Н   | 04:08PM  | L  | 10:26PM   | Н   | 8/21  | 06:08AM   | L                     | 12:22PM  | Н   | 06:26PM   | L                     |   |   |
| 6/22   | 04:58AM  | L           | 11:12AM   | Н   | 05:03PM  | L  | 11:20PM   | Н   | 8/22  | 12:41AM   | Н                     | 06:56AM  | L   | 01:11PM   | Н                     | 07:18PM   | L   |
| 6/23   | 05:52AM  | L           | 12:07PM   | Н   | 05:58PM  | L  |   |   | 8/23  | 01:33AM   | Н                     | 07:44AM  | L   | 01:59PM   | Н                     | 08:10PM   | L   |
| 6/24   | 12:15AM  | Н           | 06:45AM   | L   | 01:01PM  | Н  | 06:54PM   | L   | 8/24  | 02:24AM   | Н                     | 08:32AM  | L   | 02:48PM   | Н                     | 09:03PM   | L   |
| 6/25   | 01:11AM  | Н           | 07:39AM   | L   | 01:56PM  | Н  | 07:51PM   | L   | 8/25  | 03:17AM   | Н                     | 09:21AM  | L   | 03:38PM   | Н                     | 09:58PM   | L   |
| 6/26   | 02:07AM  | Н           | 08:32AM   | L   | 02:51PM  | Н  | 08:49PM   | L   | 8/26  | 04:11AM   | Н                     | 10:12AM  | L   | 04:30PM   | Н                     | 10:56PM   | L   |
| 6/27   | 03:04AM  | Н           | 09:27AM   | L   | 03:47PM  | Н  | 09:50PM   | L   | 8/27  | 05:09AM   | Н                     | 11:07AM  | L   | 05:26PM   | Н                     | 11:56PM   | L   |
| 6/28<br>6/29   | 04:03AM<br>05:04AM   | H           | 10:22AM<br>11:17AM  | L<br>L  | 04:43PM<br>05:40PM   | H<br>H   | 10:52PM<br>11:55PM  | L<br>L  | 8/28<br>8/29  | 06:10AM<br>12:59AM  | H<br>L                | 12:05PM<br>07:12AM   | L<br>H  | 06:25PM<br>01:06PM  | H<br>L                | 07:26PM   | Н   |
| 6/30   | 06:07AM  | Н           | 12:14PM   | L   | 06:37PM  | Н  | II.JJFIVI   | L   | 8/30  | 02:00AM   | L                     | 07.12AM  | Н   | 02:06PM   | L                     | 07.20FM<br>08:24PM  | Н   |
| 0/30   | 00.07 AIVI   | 11          | 12.14F IVI  | _   | 00.37710   | 11   |   |   | ,   |   |                       |  | Н   |   |                       |   | H   |
|  |  |             |   |   |  |  |   |   |   |   |                       |  |   |   |                       |   |   |
| July   |  |             |   |   |  |  |   |   | 8/31  | 02:55AM   | L                     | 09:06AM  | П   | 03:00PM   | L                     | 09:16PM   | "   |
| <b>July</b> 7/1  | 12:59AM  | L           | 07:10AM   | Н   | 01:12PM  | L  | 07:34PM   | Н   | Septe   |   | L                     | 09.06AW  | П   | 03:00PM   | L                     | 09.10PW   | "   |
| -  | 12:59AM<br>02:01AM   | L<br>L      | 07:10AM<br>08:12AM  | H<br>H  | 01:12PM<br>02:08PM   | L<br>L   | 07:34PM<br>08:30PM  | H<br>H  |   |   | L                     | U9.UGAIVI  | п   | 03:00PM   | L                     | 09.16PW   | "   |
| 7/1  |  |             |   |   |  |  |   |   |   |   | L                     | 09:54AM  | Н   | 03:00PM   | L                     | 10:03PM   | н   |
| 7/1<br>7/2   | 02:01AM  | L           | 08:12AM   | Н   | 02:08PM  | L  | 08:30PM   | Н   | Septe   | mber  |                       |  |   |   |                       |   |   |
| 7/1<br>7/2<br>7/3  | 02:01AM<br>02:59AM<br>03:52AM<br>04:40AM   | L<br>L<br>L | 08:12AM<br>09:11AM<br>10:04AM<br>10:52AM  | H<br>H  | 02:08PM<br>03:03PM<br>03:53PM<br>04:39PM   | L<br>L   | 08:30PM<br>09:22PM<br>10:10PM<br>10:54PM  | H<br>H<br>H<br>H  | 9/1<br>9/2<br>9/3   | 03:44AM<br>04:26AM<br>05:03AM   | L                     | 09:54AM<br>10:35AM<br>11:12AM  | Н   | 03:48PM<br>04:30PM<br>05:09PM   | L<br>L<br>L           | 10:03PM   | Н   |
| 7/1<br>7/2<br>7/3<br>7/4<br>7/5<br>7/6   | 02:01AM<br>02:59AM<br>03:52AM<br>04:40AM<br>05:24AM  |             | 08:12AM<br>09:11AM<br>10:04AM<br>10:52AM<br>11:35AM   | H<br>H<br>H<br>H                                    | 02:08PM<br>03:03PM<br>03:53PM<br>04:39PM<br>05:21PM  | L<br>L<br>L<br>L   | 08:30PM<br>09:22PM<br>10:10PM   | H<br>H<br>H   | 9/1<br>9/2<br>9/3<br>9/4  | 03:44AM<br>04:26AM<br>05:03AM<br>05:36AM  | L<br>L<br>L           | 09:54AM<br>10:35AM<br>11:12AM<br>11:46AM   | H<br>H<br>H   | 03:48PM<br>04:30PM<br>05:09PM<br>05:45PM  | L<br>L<br>L           | 10:03PM<br>10:44PM  | H<br>H  |
| 7/1<br>7/2<br>7/3<br>7/4<br>7/5<br>7/6<br>7/7  | 02:01AM<br>02:59AM<br>03:52AM<br>04:40AM<br>05:24AM<br>06:04AM   |             | 08:12AM<br>09:11AM<br>10:04AM<br>10:52AM<br>11:35AM<br>12:15PM  | H<br>H<br>H<br>H                                    | 02:08PM<br>03:03PM<br>03:53PM<br>04:39PM<br>05:21PM<br>06:00PM   | L<br>L<br>L<br>L   | 08:30PM<br>09:22PM<br>10:10PM<br>10:54PM<br>11:35PM   | Н<br>Н<br>Н<br>Н  | 9/1<br>9/2<br>9/3<br>9/4<br>9/5   | 03:44AM<br>04:26AM<br>05:03AM<br>05:36AM<br>06:08AM   |                       | 09:54AM<br>10:35AM<br>11:12AM<br>11:46AM<br>12:18PM  | H<br>H<br>H<br>H                                      | 03:48PM<br>04:30PM<br>05:09PM<br>05:45PM<br>06:21PM   |                       | 10:03PM<br>10:44PM<br>11:22PM<br>11:57PM  | H<br>H<br>H   |
| 7/1<br>7/2<br>7/3<br>7/4<br>7/5<br>7/6<br>7/7<br>7/8   | 02:01AM<br>02:59AM<br>03:52AM<br>04:40AM<br>05:24AM<br>06:04AM<br>12:13AM  |             | 08:12AM<br>09:11AM<br>10:04AM<br>10:52AM<br>11:35AM<br>12:15PM<br>06:40AM   | H<br>H<br>H<br>H<br>L                               | 02:08PM<br>03:03PM<br>03:53PM<br>04:39PM<br>05:21PM<br>06:00PM<br>12:52PM  | L<br>L<br>L<br>L<br>H  | 08:30PM<br>09:22PM<br>10:10PM<br>10:54PM<br>11:35PM   | Н<br>Н<br>Н<br>Н  | 9/1<br>9/2<br>9/3<br>9/4<br>9/5<br>9/6  | 03:44AM<br>04:26AM<br>05:03AM<br>05:36AM<br>06:08AM<br>12:32AM  | L<br>L<br>L<br>L      | 09:54AM<br>10:35AM<br>11:12AM<br>11:46AM<br>12:18PM<br>06:39AM   | H<br>H<br>H<br>H                                      | 03:48PM<br>04:30PM<br>05:09PM<br>05:45PM<br>06:21PM<br>12:50PM  | L<br>L<br>L<br>L      | 10:03PM<br>10:44PM<br>11:22PM<br>11:57PM  | Н<br>Н<br>Н   |
| 7/1<br>7/2<br>7/3<br>7/4<br>7/5<br>7/6<br>7/7<br>7/8<br>7/9  | 02:01AM<br>02:59AM<br>03:52AM<br>04:40AM<br>05:24AM<br>06:04AM<br>12:13AM<br>12:50AM   |             | 08:12AM<br>09:11AM<br>10:04AM<br>10:52AM<br>11:35AM<br>12:15PM<br>06:40AM<br>07:15AM  | H<br>H<br>H<br>H<br>L<br>L                          | 02:08PM<br>03:03PM<br>03:53PM<br>04:39PM<br>05:21PM<br>06:00PM<br>12:52PM<br>01:27PM   | L<br>L<br>L<br>L<br>H<br>H   | 08:30PM<br>09:22PM<br>10:10PM<br>10:54PM<br>11:35PM<br>06:38PM<br>07:15PM   | H<br>H<br>H<br>H<br>L   | 9/1<br>9/2<br>9/3<br>9/4<br>9/5<br>9/6<br>9/7   | 03:44AM<br>04:26AM<br>05:03AM<br>05:36AM<br>06:08AM<br>12:32AM<br>01:08AM   | L<br>L<br>L<br>H<br>H | 09:54AM<br>10:35AM<br>11:12AM<br>11:46AM<br>12:18PM<br>06:39AM<br>07:12AM  | H<br>H<br>H<br>H<br>L                                 | 03:48PM<br>04:30PM<br>05:09PM<br>05:45PM<br>06:21PM<br>12:50PM<br>01:23PM   | L<br>L<br>L<br>H<br>H | 10:03PM<br>10:44PM<br>11:22PM<br>11:57PM<br>06:57PM<br>07:34PM  | H<br>H<br>H<br>L  |
| 7/1<br>7/2<br>7/3<br>7/4<br>7/5<br>7/6<br>7/7<br>7/8<br>7/9<br>7/10  | 02:01AM<br>02:59AM<br>03:52AM<br>04:40AM<br>05:24AM<br>06:04AM<br>12:13AM<br>12:50AM<br>01:26AM  |             | 08:12AM<br>09:11AM<br>10:04AM<br>10:52AM<br>11:35AM<br>12:15PM<br>06:40AM<br>07:15AM<br>07:48AM   | H<br>H<br>H<br>H<br>L<br>L                          | 02:08PM<br>03:03PM<br>03:53PM<br>04:39PM<br>05:21PM<br>06:00PM<br>12:52PM<br>01:27PM<br>02:02PM  | L<br>L<br>L<br>L<br>H<br>H   | 08:30PM<br>09:22PM<br>10:10PM<br>10:54PM<br>11:35PM<br>06:38PM<br>07:15PM<br>07:52PM  | H<br>H<br>H<br>H<br>L<br>L  | 9/1<br>9/2<br>9/3<br>9/4<br>9/5<br>9/6<br>9/7<br>9/8  | 03:44AM<br>04:26AM<br>05:03AM<br>05:36AM<br>06:08AM<br>12:32AM<br>01:08AM<br>01:45AM  |                       | 09:54AM<br>10:35AM<br>11:12AM<br>11:46AM<br>12:18PM<br>06:39AM<br>07:12AM<br>07:48AM   | H<br>H<br>H<br>L<br>L                                 | 03:48PM<br>04:30PM<br>05:09PM<br>05:45PM<br>06:21PM<br>12:50PM<br>01:23PM<br>02:00PM  |                       | 10:03PM<br>10:44PM<br>11:22PM<br>11:57PM<br>06:57PM<br>07:34PM<br>08:16PM   | H<br>H<br>H<br>L<br>L   |
| 7/1 7/2 7/3 7/4 7/5 7/6 7/7 7/8 7/9 7/10 7/11  | 02:01AM<br>02:59AM<br>03:52AM<br>04:40AM<br>05:24AM<br>06:04AM<br>12:13AM<br>12:50AM<br>01:26AM<br>02:03AM   |             | 08:12AM<br>09:11AM<br>10:04AM<br>10:52AM<br>11:35AM<br>12:15PM<br>06:40AM<br>07:15AM<br>07:48AM<br>08:22AM  | H<br>H<br>H<br>H<br>L<br>L                          | 02:08PM<br>03:03PM<br>03:53PM<br>04:39PM<br>05:21PM<br>06:00PM<br>12:52PM<br>01:27PM<br>02:02PM<br>02:37PM   |  | 08:30PM<br>09:22PM<br>10:10PM<br>10:54PM<br>11:35PM<br>06:38PM<br>07:15PM<br>07:52PM<br>08:31PM   | H<br>H<br>H<br>H<br>L<br>L  | 9/1<br>9/2<br>9/3<br>9/4<br>9/5<br>9/6<br>9/7<br>9/8<br>9/9   | 03:44AM<br>04:26AM<br>05:03AM<br>05:36AM<br>06:08AM<br>12:32AM<br>01:08AM<br>01:45AM<br>02:27AM   |                       | 09:54AM<br>10:35AM<br>11:12AM<br>11:46AM<br>12:18PM<br>06:39AM<br>07:12AM<br>07:48AM<br>08:28AM  | H<br>H<br>H<br>L<br>L                                 | 03:48PM<br>04:30PM<br>05:09PM<br>05:45PM<br>06:21PM<br>12:50PM<br>01:23PM<br>02:00PM<br>02:41PM   |                       | 10:03PM<br>10:44PM<br>11:22PM<br>11:57PM<br>06:57PM<br>07:34PM<br>08:16PM<br>09:01PM  | H<br>H<br>H<br>L<br>L   |
| 7/1 7/2 7/3 7/4 7/5 7/6 7/7 7/8 7/9 7/10 7/11 7/12   | 02:01AM<br>02:59AM<br>03:52AM<br>04:40AM<br>05:24AM<br>06:04AM<br>12:13AM<br>12:50AM<br>01:26AM<br>02:03AM<br>02:41AM  |             | 08:12AM<br>09:11AM<br>10:04AM<br>10:52AM<br>11:35AM<br>12:15PM<br>06:40AM<br>07:15AM<br>07:48AM<br>08:22AM<br>08:57AM   | H<br>H<br>H<br>H<br>L<br>L<br>L                     | 02:08PM<br>03:03PM<br>03:53PM<br>04:39PM<br>05:21PM<br>06:00PM<br>12:52PM<br>01:27PM<br>02:02PM<br>02:37PM<br>03:13PM  |  | 08:30PM<br>09:22PM<br>10:10PM<br>10:54PM<br>11:35PM<br>06:38PM<br>07:15PM<br>07:52PM<br>08:31PM<br>09:13PM  | H<br>H<br>H<br>H<br>L<br>L<br>L   | 9/1<br>9/2<br>9/3<br>9/4<br>9/5<br>9/6<br>9/7<br>9/8<br>9/9<br>9/10   | 03:44AM<br>04:26AM<br>05:03AM<br>05:36AM<br>06:08AM<br>12:32AM<br>01:08AM<br>01:45AM<br>02:27AM<br>03:13AM  |                       | 09:54AM<br>10:35AM<br>11:12AM<br>11:46AM<br>12:18PM<br>06:39AM<br>07:12AM<br>07:48AM<br>08:28AM<br>09:13AM   | H<br>H<br>H<br>L<br>L<br>L                            | 03:48PM<br>04:30PM<br>05:09PM<br>05:45PM<br>06:21PM<br>12:50PM<br>01:23PM<br>02:00PM<br>02:041PM<br>03:27PM   |                       | 10:03PM<br>10:44PM<br>11:22PM<br>11:57PM<br>06:57PM<br>07:34PM<br>08:16PM<br>09:01PM<br>09:52PM   | H<br>H<br>H<br>L<br>L   |
| 7/1<br>7/2<br>7/3<br>7/4<br>7/5<br>7/6<br>7/7<br>7/8<br>7/9<br>7/10<br>7/11<br>7/12<br>7/13  | 02:01AM<br>02:59AM<br>03:52AM<br>04:40AM<br>05:24AM<br>06:04AM<br>12:13AM<br>12:50AM<br>01:26AM<br>02:03AM<br>02:03AM<br>03:21AM   |             | 08:12AM<br>09:11AM<br>10:04AM<br>10:52AM<br>11:35AM<br>12:15PM<br>06:40AM<br>07:15AM<br>07:48AM<br>08:22AM<br>08:57AM<br>09:34AM  | H<br>H<br>H<br>H<br>L<br>L<br>L<br>L                | 02:08PM<br>03:03PM<br>03:53PM<br>04:39PM<br>05:21PM<br>06:00PM<br>12:52PM<br>01:27PM<br>02:02PM<br>02:37PM<br>03:13PM<br>03:51PM   |  | 08:30PM<br>09:22PM<br>10:10PM<br>10:54PM<br>11:35PM<br>06:38PM<br>07:15PM<br>07:52PM<br>08:31PM<br>09:13PM<br>09:57PM   | H<br>H<br>H<br>L<br>L<br>L  | 9/1<br>9/2<br>9/3<br>9/4<br>9/5<br>9/6<br>9/7<br>9/8<br>9/9<br>9/10<br>9/11   | 03:44AM<br>04:26AM<br>05:03AM<br>05:36AM<br>06:08AM<br>12:32AM<br>01:08AM<br>01:45AM<br>02:27AM<br>03:13AM<br>04:05AM   |                       | 09:54AM<br>10:35AM<br>11:12AM<br>11:46AM<br>12:18PM<br>06:39AM<br>07:12AM<br>07:48AM<br>08:28AM<br>09:13AM<br>10:04AM  | H<br>H<br>H<br>L<br>L<br>L                            | 03:48PM<br>04:30PM<br>05:09PM<br>05:45PM<br>06:21PM<br>12:50PM<br>01:23PM<br>02:00PM<br>02:41PM<br>03:27PM<br>04:21PM   |                       | 10:03PM<br>10:44PM<br>11:22PM<br>11:57PM<br>06:57PM<br>07:34PM<br>08:16PM<br>09:01PM<br>09:52PM<br>10:50PM  | H<br>H<br>H<br>L<br>L<br>L  |
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