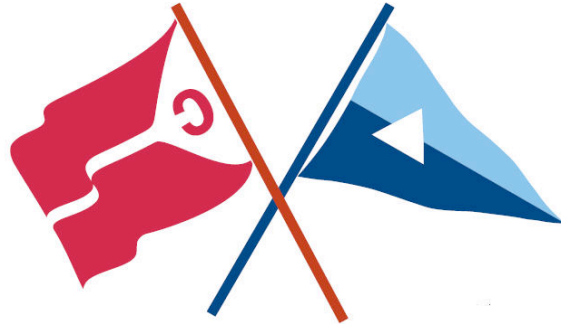




The Corinthians - Little Ship Club 2010 Friendship Cruise in Maine

2010



The Corinthians/ Little Ship Club



Friendship Cruise In Maine



The Corinthians - Little Ship Club 2010 Friendship Cruise in Maine

July 31 to August 7, 2010

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Welcome

- The Corinthians welcome again the Little Ship Club to cruise with us in 2010. We are calling this The Corinthians/Little Ship Club 2010 Friendship Cruise in Maine. Maine is famous for the traditional Friendship Sloop, the backbone of the Maine fishing fleet in the early 20th century, and we also choose this marquee to express our gratitude for the kindnesses, past, present and future, of the Little Ship Club.
- We would like to recognize those who have come the farthest to join us on this cruise. Dr. Malcolm Lewis-Jones, on *AMBER SEA* and Anthony and Celia Mason on *TOMIA* who have made the trip across the pond from England. Recognition is also deserved by Martin Halvorsen on *AVALON*, Conrad Woerman on *FORTUNA*, Corky Rittenbaugh on *OASIS*, Joseph Rocchio on *ONWARD*, Richard Tudan on *SPRING MOON*, Walter Parsons on *SUSANNE*, Don Andrew on *WALTZ ON WATER*, Thomas Berry on *WENONAH* and all their crew for bringing their boats up from the Chesapeake. Apologies to anyone omitted.

Welcome from the Master of the Afterguard

The Corinthians have been cruising Maine for many years and for good reason. The occasional fog notwithstanding, it's as close to the ideal cruising ground many of us will ever see. Add to that a visit from our friends at the Little Ship Club and it's no surprise that these are often our best attended cruises.

This year the cruise committee has put together great venues and has assured us a minimum of rain and fog. Those of us that have worked on cruises understand the effort it takes. This years cruise represents two years of planning and work by a great committee and they certainly deserve our thanks.

Our wind up dinner will be at The Boothbay Harbor Yacht Club; also our partners along with Stonington Harbor Yacht Club in running The Corinthians Stonington to Boothbay Harbor Race. They have been wonderful to work with and when we are at the club please take the opportunity to let them know how much The Corinthians have appreciated their contribution to making the race a success.

Enjoy the lobster and our friends this week. Bring a couple of books and if we do get "socked in " give your type " A" side a rest and enjoy a day on the hook!

Tom Lane
Master of the Afterguard

Greetings from the Little Ship Club

Members of the Little Ship Club are eagerly looking forward to another cruise in the company of our friends and colleagues from The Corinthians. This long established tradition of sailing with our American cousins is an aspect of our Club that both members of long-standing and newer members appreciate enormously.



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It's many years since my wife Gill and I visited Maine and then it was by road and we have always hankered after a repeat trip and to see it from the sea will be a great treat. The programme that has been organised for us sounds wonderful, lots of sailing and traditional New England hospitality, it couldn't be better – bring on the lobsters!

Gill and I will be sailing with Bev and Marty Halvorsen on *Avalon* and look forward to meeting old acquaintances and making new friends furthering the tradition of our two clubs.

Here's hoping for fine weather, calm seas and great comradeship.

David Roache
Commodore, Little Ship Club

Cruise Committee - Wally Savory, Chair

LAST	FIRST	RESPONSIBILITY	EMAIL	PHONE
Linforth	David	Advisor	dalinforth@verizon.net	201.632.1479
Mautner	J. Jay	Advisor	7usyachts@verizon.net	H: 212.472.6122 C: 917.364.4511
Paap	Henry	Advisor	Paap@comcast.net	H: 781.431.1538 C: 617.548.5123
TBA		Communications - Boothbay		
TBA		Communications - Rockland		
Pasley	Linda	Crewing	crewing@thecorinthians.org	H: 301.8799774 C: 301.801.1027
Linforth	David	Cruise Book	dalinforth@verizon.net	201.632.1479
Savory	Wally	Cruise Chair	cwsavory@aol.com	H: 207.354.2593 C: 904.206.3711
Siwicki	David	Cruise Surgeon	dsiwicki@dominiondiagnostics.com	H: 401.423.1551 C: 401.439.1082
Volunteer needed		Fun & Games		
Paap	Judy	Goodie Bag	Judy.paap@gmail.com	H: 781.431.1538
Martin	Barrie	LSC Liason to The Corinthians	martin2554@sky.com	
Heidenreich	Bob	Corinthians Liason to Little Ship Club	Robt.heiden@verizon.net	H: 781.934.6798 C: 617.233.2547
Lane	Tom	Master of the Afterguard	gailpl@aol.com	H: 615.320.9402 C: 615.804.0500
Hughes	Kevin	Master's Mate	hugheskw@hotmail.com	C: 860.209.0644
Spinella	Geri	Paymaster	gspinella@janney.com	H: 718.224.2250 C: 917.385.9085
Thomas	Bill	Photographer –Still	wmpthomas@aol.com	H: 610.668.1177 C: 610.416.0548
Volunteer needed		Photographer-Video		
Mautner	J.Jay	Port Captain-BRB	7usyachts@verizon.net	H: 212.472.6122 C: 917.364.4511
Savory	Wally	Port Captain-Maple Juice Cove	cwsavory@aol.com	ME: 207.542.0750 FL: 904.432.8380



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Hallenbeck	George	Co-Port Captain- Rockland	gwlk@aol.com	H: 203.348.7121 C: 617.959.4317
Pasley	Linda	Port Captain-Carver Cove	linda.pasley@gmail.com	H: 301.879.9774 C: 410.952.9969
Pasley	John	Port Captain-Carver Cove	Jpasley8@gmail.com	H: 301.879.9774 C: 410.952.9969
Fortin	Roger	Co-Port Captain- Rockland	rt410@nnwifi.com	H: 804.462.0431
Kloman	Felix	Port Captain-Cradle Cove Port Captain-Tenants Harbor	fklooman@aol.com	H: 860.434.5356
Mutch	Alice	Port Captain-BHYC	amutch1@verizon.net	H: 410.841.6202 C: 410.353.3861
Mutch	Andy	Port Captain-BHYC	amutch@carmanco.com	H: 410.841.6202 C: 410.212.1839
Osborn	Bob	Publicity	robertosbornjr@gmail.com	C: 201.315.3914
West	Mary	Race Chair	marymwest4@gmail.com	H: 410.923.6832
Larsen	Carl	Race Committee	clarsen@aahs.org	C: 516.528.8422
Larsen	Tulinda	Race Committee	tulindalarsen@aol.com	
Berg	Vince	Race Committee		
Volunteer		Race Committee	Selected for each race day	
Osborn	Bob	Rafting-Assigned	robertosbornjr@gmail.com	H: 200.952.4834 C: 201.315.3914
Pasley	Linda	Registrar	Linda.pasley@gmail.com	H: 301.879.9774 C: 410.952.9969
Dennis	Boo	Registration Ship's Store	bedennis@optonline.net	H: 718.885-0005
Volunteer needed				
Paap	Henry	Trophies & Awards	Paap@comcast.net	H: 781.431.1538 C: 617.548.5123
Pasley	John	Trophies & Awards	Jpasley8@gmail.com	H: 301.879.9774 C: 410.952.9969
Beringer	Geoff	Youth Activities	gberinger@aol.com	H: 203.838.8970 C: 203.247.0018
Siwicki	David	Youth Activities	dsiwicki@dominiondiagnostics.com	H: 401.423.1551 C: 401.439.1082



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General Information and Procedures

Registration

Registration will be from 15:00 to 16:30 on 31 July at Boothbay Region Boat Yard.

Skippers' Meeting

The Skippers' Meeting will be held at 17:00. All are welcome.

Fleet Communications

The fleet channel is VHF Channel 78A, subject to change at the skippers' Meeting. The Cruise Chair will monitor channels 16 and the fleet channel. Radio announcements will be made on the fleet channel. For individual communications with other fleet boats, please switch to another channel.

Flag Etiquette

Colors are at 08:00 hours at which time the ensign shall be hoisted smartly. Colors are to be ceremoniously struck at 20:00 each day and while racing. The Corinthian flag is flown from the starboard spreader and the Little Ship Club burgee as per custom.

First Timers are requested to fly a colored streamer, available at registration, from the backstay.

Your club burgee should be flown from the top of the most forward mast for sailboats and from the jackstaff for power boats.

(Warning: the flag police will be out in force.)

Dress Ship

In anticipation of near perfect weather, the cruise committee has decreed that Dress Ship will occur during the lay day on 3 August at Rockland.

Yacht routine directs the following: "When ordered, a yacht in commission shall, when at anchor when the weather permits, dress ship from morning to evening colors. Regular flags should, as far as possible, alternate with pennants. Ensigns, burgees, private signals and flag officer's flags shall not be included among the code flags and pennants in the hoist in dressing ship."

Chapman's recommends the following sequence of alternating letter flags and numbers for a harmonious color pattern: " Starting from forward: AB2, UJ1, KE3, GH6, IV5, FL4, DM7, PO Third Repeater, RN First Repeater, ST Zero, CX9, WQ8, ZY Second Repeater."



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Daily Routine

08:00 Colors - Raise Ensign

08:15 Radio Announcements, Racing Results,
Nautical Bingo

09:00 Harbor Start (Listen for any announcement of changes)

Racing Starts (See Racing instructions)

20:00 Strike colors.

All times subject to change at the direction of the Cruise Chairs and/or the Race Committee Chair.

Any yacht joining or leaving the cruise is requested to report to **Slow Poke** on VHF Channel 78A

Harbor Starts

Weather and conditions permitting, just prior to the time set for the Harbor Start, the designated yacht, flying the Great Flag, will circle the harbor, proceed to the head of the Harbor and begin the parade. As the Great Flag passes your location, take your place in a double line (or single if a tight harbor) behind the last boat in the parade.

Dress Code for Onshore Activities

Sailor smart. A jacket for men is preferred at the wrap- up dinner.

Rafting

Rafting is always encouraged as a way to meet new members and first timers and guests on a cruise. Rafting may be required in ports where the number of slips or moorings is limited. When rafting consider the wind, swinging room, holding ground, proper spring, bow and stern lines and lots of fenders. Traditionally, the boat rafting provides the lines and fenders. The approaching skipper should ask the skipper of the anchored boat for his choice of port or starboard. If you are interested in rafting at any particular anchorage, feel free to contact Bob Osborn on *Pandora*, on the fleet channel or cell 201 315-3914 for any special rafting requirements, questions or suggestions. There will be several harbors where rafting will be specifically encouraged with announcements to be made by Bob Osborn that morning during fleet announcements.

Good Relations

Some of the venues have invited The Corinthians to use their facilities at no cost to us. It is essential that we leave all shore-side facilities cleaner than we found them. Launch service is not available in most harbors. We may recruit local "volunteers" to assist crews in getting ashore. Please tip when appropriate. This applies also to dock masters, dock hands, bus drivers, etc. Please make proper use of pump-out stations and trash and recycling receptacles.

Event Tickets

Upon registering at BRB, each participant in the cruise will be issued an ID badge. Color-coded dots will be affixed to the badge indicating the dinners that the bearer has paid to

20-Jul-10



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attend. If a prior dinner choice is required, the back of the badge will be marked with that choice. If you do not have your badge, with the appropriate “meal ticket” attached, you will have to pay for the event in cash or by check. You will be reimbursed upon presentation of the meal ticket and verification by the paymaster. There will be no exceptions. Please wear your badges at all shore side and rafting events and other occasions when you may encounter other Corinthians.

Waiver of Liability

It is a requirement of the Afterguard that the skippers on Corinthian-sponsored races and cruises shall sign a “Waiver of Liability” to comply with insurance requirements. This waiver was included as part of the 2008 Acadia Cruise/Race in Maine registration form.

Emergency Services – Fire, Police, Ambulance

Dialing 911 from a cell phone in the cruising area will first go to the Maine State Police and then be routed to the local area. Be sure of you location before calling 911. Local emergency numbers are listed in the Harbor Facilities sections.

Reference Material

Good Reading

“A Cruising Guide to the Maine Coast”, by Hank and Jan Taft, Curtis Rindlaub

This is the best guide to the Maine Coast, now in its fifth edition. Curtis has given us permission to quote from it. For details, visit <http://www.maine coastguide.com>. He will be happy to take your order for the book at 207 766-2337.

Web Sites

http://www.maineboats.com	This site is full of information about boats, homes and harbors in Maine. If you like Maine, it is well worth subscribing to the magazine,
http://www.boothbayharbor.com	Welcome to Boothbay Harbor, Maine
http://www.mainegardens.org	At Coastal Maine Botanical Gardens, in Boothbay, you'll discover stunning ornamental gardens and exceptional natural beauty, waterfalls, and incomparable stonework and sculpture.
http://www.therealmaine.com	Penobscot Bay regional Chamber of Commerce
http://www.rocklandharbor.info	City of Rockland, Harbor and Waterfront Dept. (VERY USEFUL)



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http://www.farnsworthmuseum.org	Celebrating Maine's Role in American Art. This Rockland museum houses the Wyeth collection.
http://www.ohm.org	The <i>Owls Head Transportation Museum</i> exhibits and operates a large collection of pioneer-era aircraft, antique automobiles, engines, bicycles, carriages and ...
http://en.wikipedia.org/wiki/Islesboro,_Maine	Wikipedia description of Islesboro

Marine Information

Useful websites for weather and sea conditions as presented by our Capt. Joan Lappin at Safe Cruising Seminar at Beachpoint Yacht club 10 April 2010.

National Weather Service	www.erh.noaa.gov/gyx (Gray/Portland, ME)
Ocean Prediction Center	www.opc.ncep.noaa.gov
National Data Buoy Center	www.ndbc.noaa.gov
The Weather Channel	www.weather.com
Forecasts for Sailors	www.passageweather.com
Weather for smartphones	http://cell.weather.com http://mobile.weather.gov

Also, if you go to www.GoMoos.org you will find links to some of the above sites plus other valuable information about the Gulf of Maine.

iNavX

For iPad(3G) and iPhone users, take a look at iNavX (~\$50). You can download all the NOAA navigational charts and turn your mobile device into a chart plotter.



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The Cruise – Places and Times

<u>Date</u>	<u>DOW</u>	<u>Time</u>	<u>Harbor/Event</u>	<u>Naut. Miles*</u>
31 Jul Saturday			Boothbay Region Boatyard, Ebenecook Harbor	
		15:00	Registration	
		17:00	Skippers' Meeting (All are welcome)	
		17:30	Cocktail Party with Heavy Hors D'oeuvres (BYOB)	
1 Aug Sunday			Maple Juice Cove, Cushing	27
		17:30	Lobster Bake at Wally Savory's	
2 Aug Monday			Rockland	24
		Listen up for a schedule of optional activities		
3 Aug Tuesday			Rockland	Lay day
		Welcome to New Members aboard TBA		
4 Aug Wednesday			Carver Cove – Fox Islands Thorofare	13
		TBA	Assigned Rafting	
			Dingy Race Contest	
			Kite Flying Contest	
5 Aug Thursday			Dark Harbor Boat Yard, Cradle Cove	24
		17:30	Salty Pot Dinner and Contest (BYOB)	
6 Aug Friday			Lyman-Morse – Tenants Harbor	23
		17:30	Barbeque Feast (BYOB)	
7 Aug Saturday			Boothbay Harbor Yacht Club	24
		17:30	Cocktails (Cash bar)	
		18:30	Wrap-up Dinner and Awards	

* Race courses may be different.

Fun & Games and other Activities

- Participation is for children of all ages. Unplanned events may break out ... so listen each morning to the announcement.
- Special Merit Awards – Look for notable acts of Corinthians spirit, seamanship, kindness, foolishness, laziness, just plain silliness and report anonymously in writing to (To be determined, (i.e., rat on your friends).
- Wednesday, August 4th at Carver Cove – Assigned rafting, weather permitting. Dinghy race. Listen to morning announcements for rules. We will be asking skippers to furnish freeboard and ground tackle specs on the registration form. The Dinghy Race trophy is a mahogany sailboard rudder suitably finished and emblazoned with



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The Corinthian flag. First awarded in 1996, it is presented to the overall winner of the dinghy races held during the annual Corinthian Race-Cruise.

- Thursday, August 5th at Dark Harbor, Cradle Cove – Salty Pot Dinner. The Salty Pot Award is awarded for the best offshore recipe. A winning offshore recipe is one that yields excellent results and is judged to be relatively easy to prepare in the galley while at sea in what could be described as adverse conditions. All participants will vote on the entries. The Salty Pot will be awarded to the overall winner at the wrap up dinner, with runner up prizes for the best appetizer, main course and desert
- ...and more to be announced



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Cruise Routes, Harbors and Facilities

Facilities Symbol Key



Fuel



Dockage



Moorings



Anchoring



Dingy dock



Holding tank pump-out



Diver



Drinking water



Showers



Ice



Repairs



Shopping



Laundry



Restaurants



Chandlery





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Ebenecook Harbor, Southport

Boothbay Region Boatyard

Saturday, 31 July

Chart 13296

43°49.85' N 069°40.68'W

Port Captain: J. Jay Mautner on *Slow Poke* C: 917.364.4511 VHF: 78A

www.brby.com

207.633.2970 x17

Charles Lopez, dockmaster

dockmaster@bryb.com

VHF 9

The Cruise will begin at the Boothbay Region Boatyard in Ebenecook Harbor with the Skippers Meeting, followed by informal cocktails and catered “heavy” hors d’oeuvres in one of the boat sheds.

Free vehicle parking has been arranged at the yard.

Moorings and dockage will be available.

Approaches: Head into Ebenecook Harbor between Green Islands and Dogfish Head, with a white-roofed circular house on the point, .25 mi. north of the skeleton light tower on Southport Island’s west shore. Before nun “2”, turn south into Maddock Cove and run down the channel between the two lines of moored boats. Note the ledges to your left which separate Maddock cove from Pierce Cove to the East. There is a pole on the highest part of the long ledge.

Ebenecook Harbor Facilities

See Boothbay Harbor for information about services Boothbay Harbor



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Maple Juice Cove, St. Georges River, Cushing

Sunday, 01 August

Chart: 13301

Chart Kit:

43°58.66N 69°16.71'W

Services:



Port Captain: Wally Savory, aboard *Foxfire* or at home. H: 207.354.2593 C: 904.206.3711
 VHF: 78A

Our Cruise Chairman, Wally Savory, has, once again, generously offered his charming grounds to The Corinthians for a lobster bake on Sunday, August 1st.

There are no available moorings or dockage in the cove and dinghy space at Wally's dock is very limited. We will engage a few of the locals to provide launch service.

Maple Juice Cove is picturesque and was the scene for Andrew Wyeth's *Christina's World*.

Maple Juice Cove Facilities

Approaches: Coming upriver, leave can "7" to port and turn to the west into the cove. It is as the chart indicates, broad and shallow. The best anchorage is in the large, open part upon entering, across from Wally's house. In here, behind the island, it is good, just not large. It is necessary not to go beyond this house where there are ledges.

Moorings: None

Anchoring: The bottom is muddy and fine for anchoring anywhere in the cove in 9 to 15 feet of low water. Rafting is fine unless it is windy -true of everywhere.

Marine Facilities

There are no facilities in Maple Juice Cove. The nearest marine facilities are in Port Clyde

Port Clyde General Store Marina        

2 Cold Storage Rd. P.O. Box 276

Port Clyde, ME 04855

43° 55' 34.392" N, 69° 15' 32.5656" W

Phone: 207-372-6543 x3

Email address: marineservices@portclydegeneralstore.com

The Dip Net Restaurant and historic Port Clyde General Store offer moorings, fuel, a chandlery, laundry facilities, groceries, beer, wine, spirits, meals, local conversation, and a taxi launch. Call Marine Services Manager Todd Hathaway at 207-372-6543, x3. He and staff at the Port Clyde General Store monitor Channel 9. (From Maine Homes, Boats and



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Tides at Maple Juice Cove (Port Clyde)

DATE		HIGH				LOW				☀	
		AM	Hgt	PM	Hgt	AM	hgt	PM	hgt	rise	Set
8/1	Sun	3:23	8.5	3:46	8.8	9:33	1.0	10:03	1.2	5:25	8:01
8/2	Mon	4:07	8.2	4:25	8.8	10:14	1.2	10:51	1.3	5:26	7:59

Rockland

Monday, 02 August and Tuesday, 03 August

Chart: 13307

Chart Kit:

44°06.25N 069°06.04'W

Journey's End Marina

http://oharabait.com/transient_boaters.php

207-594-444 Greg - Dockmaster

We plan on dinner ashore for those who wish.

Amalfie Restaurant is expecting a large number of us on Monday 2 August. We have arranged a limited choice menu with a fixed cost of \$35.

Moorings will be available as well as facilities at several full-service yards, such as Journey's End. There will be parking for those coming by land.

Our lay-day will be at Rockland. Shoreside activities may include shopping, art galleries, the Farnsworth Museum, the Transportation Museum at Owl's Head, the Lighthouse Museum, a trip to Rockport Marine to see high-end wooden boat construction and restoration, or a trip to Lyman-Morse in Thomaston to see high-end everything. Some may want to sail to Camden or Rockport or elsewhere in Penobscot Bay.

Tad Woodhull has agreed to lead the first 1 1/2 hour tour of Owls Head Transportation Museum.

Rockland Breakwater Lighthouse 1

There will be 4 tours with The Trolley leaving

Journey's End at: 1000, 1130, 1300 and 1430 with a stop at Art of The Sea Gallery in South Thomaston. Tad will lead the first tour and has arranged for 3 other guides to follow. The trolley will hold 23 people per trip.

Events: In order to get us all into Rockland, we selected 2-4 August to avoid two major events that will make the harbor very cramped, indeed. Both are worth attending.

Maine Lobster Festival 4-8 August

<http://www.maine lobster festival.com>

Catch the festival on the 4th and catch up with the fleet at Islesboro. (You will miss Fox Islands Thorofare.)



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Maine Boats, Homes & Harbors Boat Show 13-15 August

<http://www.maineboats.com/boatshow>

If you can stay around until the 13th, This is one of the major events of the summer in Maine.

Rockland Harbor Facilities



Harbor Master: Ed Glaser Phone: 207.594.0312 VHF: Ch. 9,16,11
Email: eglaser@ci.rockland.me.us

Approaches: Approaching the harbor, you will pick up the lighthouse at the end of the mile-long breakwater which forms the eastern part of the harbor, Leave the end of the breakwater to starboard and head for the radio towers on the hill, A clearly marked channel starts with nun "2" and runs toward the town.


Harbor Regulations: No discharge area.

Anchorage:

Dockage: Journey's End Marina, Knight Marine

Moorings: May be rented from Journey's End Marina, Beggar's Wharf and Knights. Also, to the north, by Rockland Harbor Boatyard.

Marinas: Journey's End Marina 
http://oharabait.com/transient_boaters.php
Phone 207-594-444 Greg – Dockmaster

Knight Marine Service 
525 Main St
Phone & Fax (207) 594-4068 Dock (207) 596-7216


Beggar's Wharf 
<http://beggarswharf.com>
9 Wharf Street
Phone: 866.404.8500, 207.594.8500

Sailmaker: Pope Sails & Rigging
<http://www.popesails.com> info@popesails.com
237 Park Street
Phone: 207.596.7293



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Diver: Charlie Weidman at Beggar's Wharf
Charlie@charlesmarine.com
 Phone: 207.691.3483

Supplies: Hamilton Marine 
<http://www.hamiltonmarine.com>
 20 Park Drive
 207.594.8181

Groceries: Sage Market
 410 Main St.
 Phone: 207.594.5776

Hannafords Supermarket and Pharmacy
 75 Maverick St
 Phone: 207.594.2173


Restaurants: Coming soon. Looking for local knowledge. In the meantime, go to the Penobscot Bay Regional Chamber site, <http://www.therealmaine.com>.

Museums: Farnsworth Museum, 16 Museum St., Rockland
 Phone 207.596.6457 <http://www.farnsworthmuseum.org>

Owls Head Transportation Museum, 117 Museum St, Owls Head
 Phone: 207.594.4418, <http://www.ohtm.org>

Transportation: All Aboard Trolley Co. – Sightseeing and Charters
www.aatrolley.com
 Phone: 207.691.9300

Tides at Rockland

DATE		HIGH				LOW					
		AM	Hgt	PM	Hgt	AM	hgt	PM	hgt	Rise	Set
8/2	Tue	4:08	9.0	4:29	9.7	10:12	1.5	10:48	1.5	5:25	7:59
8/3	Wed	4:56	8.7	5:17	9.7	10:58	1.8	11:41	1.5	5:26	7:58
8/4	Thur	5:51	8.5	6:11	9.8	11:50	1.9	-	-	5:28	7:57



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Carver Cove

Wednesday, 04 August

Chart: 13305, 13308 ChartKit Region 2, pages 21 & 68 44°07.22'N 068°50.01'W

Port Captains: John and Linda Pasley on board

It is a short leg from Rockland to Carver Cove. You will want to take it easy getting there. Traversing the Fox Islands Thorofare is a real pleasure and is a “must” for cruising Penobscot Bay.

Carver Cove offers good protection and may provide the opportunity for assigned rafting. The spirit of assigned rafting is to give crews the opportunity to meet other crews with whom they may not have cruised before. The Fun and Games crew is planning the Dinghy Race. The rules change from year to year (sometimes from minute to minute), but it is always enjoyed by participants and spectators alike.

There are no moorings or facilities in Carver Cove. If you need services you will have to backtrack to North Haven. *Fox Islands Thorofare*

There is nearly nothing here except the scenery. There is no Harbor Master and no facilities at all. No marinas, restaurants, ice, fuel, emergency services, or trash disposal. The only thing here is a good anchorage with abundant wildlife.

Provisions should be purchased at Rockland. (There are some facilities at North Haven, near the ferry dock, but like all small islands, the selection may not be extensive. There is also an elegant fleet of original Herreshoff 12 ½'s based and raced here, some owned by the same family for generations).

We will be approaching Carver Cove from the west, using Fox Islands Thorofare, passing to the west of Widow Island. The best anchorage is found at the south end of the cove in 8-13 feet of water. There is a mud bottom here, with good holding and good protection from the prevailing southerlies. The drawback is that Carver Cove is known as the place where they train mosquitoes. In the event that the wind is out of the north or northeast, the mosquitoes go away, but this becomes a very uncomfortable anchorage at best.

In the event advance warning of northerly winds, we will gather at Southern Haror, just west of North Haven. Should it be prudent to move from Carver Cove, alternate nearby anchorages are in Waterman Cove, northeast of Calderwood Point, good if the wind is northeast, or Kent Ledge, north of Calderwood Point, good with a north wind but not if there's a northeast wind. Both have some shallow ledges near the entrances, so caution is advised, as always.



The Corinthians - Little Ship Club 2010 Friendship Cruise in Maine

Cradle Cove, Islesboro

Thursday, 05 August

Charts 13305, 13309

44°15.53'N 068°56.34W

Dark Harbor Boatyard

<http://darkharborboatyard.com/>

207.734.2246

john@darkharborboatyard.com

VHF 9

We will visit Dark Harbor Boat Yard, which is actually on Seven Hundred Acre Island, Islesboro. This will be the venue for our traditional Salty Pot dinner. See the Welcome section. We can do this outside or in one of their modern work buildings. Moorings will be available as well as customary services of a full-service boat yard with showers, fuel, ice etc. Launch service may not be needed since there are adequate dinghy floats. There is the possibility of access from the mainland via the ferry to Islesboro and a pick-up by either the yard or Quicksilver, the boat livery service on Islesboro.

Cradle Cove Harbor Facilities

Approaches: Entering Gilkey Harbor from the south, look for a large white house on several level at the eastern tip of Seven Hundred Acre Island. *Islesboro 1* Dark Harbor Boat Yard is just around the corner. Do not cut the corner too close. A small yellow floating barrel marks the end of the ledge. Coming from the north, you will see the sheds and moored boats ahead as soon as you round Spruce Island.

Tides at Islesboro (Belfast)

DATE		HIGH				LOW				☀	
		AM	Hgt	PM	Hgt	AM	hgt	PM	hgt	rise	Set
8/5	Thur	6:50	8.9	7:10	10.4	12:38	1.3	12:46	4.9	5:27	7:56
8/6	Fri	7:52	9.1	8:10	10.9	1:39	1.0	1:47	1.6	5:29	7:55



The Corinthians - Little Ship Club 2010 Friendship Cruise in Maine

Tenants Harbor

Friday, 06 August

Chart: 13301 Chart Book: 43°57.81'N 069°12.30W

Port Captain: Felix Kloman

Lyman-Morse, Tenants Harbor

<http://www.lymanmorse.com/tenants.php>

207.372.8063

Stuart Farnham, General Manager

VHF 9 & 68

There will be a dinner ashore, catered by Crazy Dave ("We bring the 'Q' to you.") at the Lyman-Morse Tenants Harbor facility. Shoreside access and parking is available for those who come by land. There is no launch service.

Tenants Harbor Facilities



Harbor Master: Dave Schmanska on VHF 16 and at 207-372-6363

Email: hbrmstr@stgeorgemaine.com

Harbor Regulations: Speed limit inside harbor buoys: 5 mph and "no wake".

Anchorage: Anchorage in the outer portion of the harbor and in Long Cove.

Moorings: See Marine Services: moorings are limited and are on a first-come, first-served basis.

Dockage: (Loading/Unloading) Town Landing, Cod End, East Wind Inn

Pump Out: Lyman Morse Yard (Stuart Farnham), by appointment

Phone: 207.372.8063

Trash: Town Landding (Limited)

Diver: Mark Ausplund, Phone: 207.372.8805. Email: ocnexpl@myfairpoint.net



Marine Services: Lyman-Morse at Tenants Harbor

Emergency repair services, pump out by appointment, several moorings.

Phone: 372-8063. Contact: Stuart Farnham



Cod End
Diesel, gasoline, water; charts, several moorings;





The Corinthians - Little Ship Club 2010 Friendship Cruise in Maine

Open 0700-1700. VHF: Channels 9 and 16, shifting to 69;

Phone: 207.372.6782 Email: codend@midcoast.com

East Wind Inn



Limited gear at The Chandlery.

Phone: 207-372-6366. Contact: Tim Watts

Art's Lobsters



Several moorings only. Telephone: 372-6265

Groceries: Tenants Harbor Market (Also wine and beer)

Open 0700 to 2000. Phone: 207.372.6311

Restaurants: East Wind Inn

Breakfast, lunch and dinner. Phone: 207.372.6366

Farmers Restaurant

Breakfast, lunch and dinner. Phone: 207.372.6111

Cod End:

Breakfast, lunch and dinner. Phone: 207.372.6782

Transportation: Taxi: Schooner Bay Limo and Taxi. Tel: 207.594.5000

Port Clyde Ferry to Monhegan Island 207.372.8848

Activities: Visit the Art of the Sea Gallery, in South Thomaston, owned by Corinthians Tad and Joan Woodhull. Phone: 207.594.9396.


Parking: Town Landing (very limited); space at Town Office within easy walking distance of Town Landing.

Emergencies: 911 for St. George Ambulance Service

Pen-Bay Medical Center Phone: 207.5968000

Coast Guard: Phone: 207-596-6666

Tides at Tenants Harbor

DATE		HIGH				LOW					
		AM	Hgt	PM	Hgt	AM	hgt	PM	hgt	rise	Set
8/6	Fri	7:52	8.2	8:07	10.0	1:41	0.8	1:46	1.3	5:31	7:54
8/7	Sat	8:53	8.6	9:06	10.5	2:41	0.4	2:46	0.9	5:32	7:53



The Corinthians - Little Ship Club 2010 Friendship Cruise in Maine

Boothbay Harbor

Saturday, 07 August

Chart: #13296 **Chart Kit:** Region #2 43°50.57'N 069°38.46W

Port Officers: Alice and Andy Mutch; aboard "MAGGIE", 19' red lobster launch; call (cell) 410.353.3861 or VHF Ch 9 / 16

Boothbay Harbor Yacht Club

www.bhyc.net

207-633-5750

VHF 9

The cruise will conclude with a wrap-up dinner at the Boothbay Harbor Yacht Club in West Boothbay. The club has been warm in extending to us their hospitality. Awards earned during the cruise will be presented. The Boothbay Region Boat Yard is only a few miles away and retrieval of vehicles will be easy. Some may wish to leave their boats at Boothbay Region Boatyard

Boothbay Harbor Facilities



Harbor Master: Captain Fran Hunt, Phone: 207.633.5559 (office) VHF: Ch 9/16; Located at Atlantic Edge Lobster Wharf (East side of harbor)

Approaches: From West: Pass Southport Island Green "C1" leave it to port; pass East of The Cuckolds; pass either side of Squirrel Island; leave Burnt Island to port; leave Tumbler Island R "8" to starboard.

Harbor Regulations: Speed limit 6 Kts inside Tumbler Island R "8".
Show an anchor light at night when anchored in the harbor
No Discharge Zone (Pump Out available – Phone: 207.633.9995)
Speed limit limited to "No Wake" in all of Townsend Gut

Anchorage: Limited to the West Harbor just outside of the BHYC mooring field. Reportedly good holding ground.

Moorings / Slips: Local Marinas

Boothbay Harbor Yacht Club is a low grey building on pilings at the west side of the harbor, opposite McKown Point. The club has a large BHYC sign, a dock and floats, and it maintains a number of moorings with launch service. Fee. Launch service is NOT available beyond the mooring field. The floats have 20 feet of water alongside with water and electricity, but no fuel. Overnight dockage (except for dinghies) is not permitted. Bring your dinghy to the inner floats. The clubhouse has showers, telephones, ice, laundry machines and coffee in the morning. Corinthian visitors are welcome to use the bar and restaurant,



The Corinthians - Little Ship Club 2010 Friendship Cruise in Maine

dress is smart casual on weeknights, blazers on Saturday evening. Two tennis courts are available for visitor use. The West Boothbay Harbor Post Office is next to the tennis courts. Walking distance into town is about one mile. Some club members may be away on a cruise during our stay so additional moorings may be available by early reservation. Club Stewards are very helpful. Call "BHYC Launch" on Ch. 09; Phone: 207.633.5750

Boothbay Region Boatyard is located in Ebenecook Harbor on the west side of Southport Island. This is a full service marina with deep water slips and moorings. Launch service. Ship's store, fuel, laundry, showers and most all repairs. Wi-Fi. Voted 'Maine's Cleanest Yacht Yard' in 1997. Walking distance from the Southport village center with its store and post office and about 10 minutes from the Boothbay Harbor Village center by car. Dock Master is Charles Lopez. Ch 09; Phone: 207.633.2970

Wotton's Wharf, owned by Boothbay Region Boatyard, is a nice facility with easy access. Easy walking distance from the village center. Renovated baths and laundry, new docks and floats; personable dockhands on call. 8 moorings and 486' of dockage. Dockage depths vary; minimum is 7' on the face. 30 and 50 amp service, with several berths offering 100 amps. Water at each pedestal; Wi-Fi internet access. No fuel. Factory trained technicians on call for refits and repairs. Reservations strongly encouraged. A credit card is required to hold a reservation and cancellations will be accepted up to 30 days prior to the arrival date. A limited amount of dinghy dockage is available so dockage customers are asked to tie their dinks next to their boats. There are tight parking arrangements on site but limited guest parking may be possible with advanced notice. The Dock Master is Chuck Chaney. VHF: Ch. 09. Contact Kristy Barter Phone: 207.633.2970 or kristyb@brby.com

The Tugboat Inn is a large marina with slips and moorings. It also has waterfront rooms, a nice Dining Room and a Lounge. This is the first facility to port as you enter the inner harbor. The marina provides dockage which can accommodate a number of boats with 12 feet of water at the outer floats. Electricity, water, ice, pump-outs, and phones are available, but no fuel. Wi-Fi at dock. Reservations are strongly suggested for the slips and moorings. They have very pleasant coin-operated showers and a laundromat. Located directly in town. VHF Ch. 09; 207.633.4434

Boothbay Harbor Marina is a full service marina right in the center of town next to the footbridge. There are several finger floats and transient dock space that can accommodate a number of boats with 16 feet of water along the outer floats. Electricity to 50 amps, cable, and water are available; the showers and a laundromat are in the dock building. Parking is very limited. Reservations are strongly suggested. Ch. 09; 207.633.6003

Brown's Wharf has 8 transient slips with 8 to 20 feet alongside, and 6 transient moorings available on a first-come-first-served basis. Water, pump-outs, electricity, cable, phone, ice, and showers are available, but no fuel. The restaurant is right at the water's edge. About a quarter mile to the footbridge on the East side of the harbor. Requires transport to BHYC. VHF Ch. 09; 207.633.5440. Contact Tim Brown

Carousel Marina is a large, full-service marina on the East side of the harbor, below a block of gray condos with 45 slips and 28 moorings. Reservations are strongly suggested. Their fuel dock is busy from 08:00-18:00. It has gas, diesel, pump-outs, ice, and water. Wi-Fi



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service is available in the slips and in the mooring field. A courtesy car can be made available. Carousel's store sells basic groceries, gifts, and marine supplies. They have laundry facilities, showers, a pay phone and a sitting room with TV. Jack Cogswell is the owner. About ¾ mile to the footbridge; requires transport to BHYC. Ch. 09; 207.633.2922

Trash Disposal: At each marina and BHYC

Pump Out: Call "Pump-Out Boat" on VHF 9 for standby service 0:800 – 12:00 hrs and later if prearranged. Some marinas also provide pump-out service.

Fuel, Water & Ice:

Carousel Marina - fuel
Boothbay Region Boat Yard - Southport - fuel
All marinas have ice and water

Marine Services:

BHYC Stewards VHF 09
Wotton's VHF 09
Boothbay Harbor Shipyard VHF 09
Blake's Boatyard VHF 09
Boothbay Region on Southport VHF 09
Paul E. Luke on Linekin Bay Phone: 207.633.4971
Ocean Point Marina, East Boothbay Phone: 207.633.0773 VHF: 09

Sailmaker: Nathaniel S. Wilson, East Boothbay Phone: 207.633.5071
Jon Pederson, Bay View Rigging, Yarmouth Phone: 207.846.8877
Seth Hetherington, Mobile Marine Canvas, Harpswell Phone: 207.329.3140

Diver: Murray Perce Phone: 207.687.6036

Launch Service: There is NO launch service in Boothbay Harbor. The BHYC Launch is restricted to the Club mooring field. For the wind-up dinner and cocktail party at BHYC there will be launch service but please make every effort to bring your own dinghy. If that is not feasible, contact PO for launch to and from cocktail party. Volunteer launches will monitor 68; call "Corinthian Launch"

Dingy Landings:

Town Landing at Whale Park in the village center – 3 hr limit
Town Landing by Atlantic Edge on east side
BHYC Inner floats for all Corinthians

Showers: At all marinas as specified and at BHYC

Ice: At all marinas and Town Market in the village center



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Groceries and Liquor:

Town Market in the village center
Hannaford's Market – ½ mile from the village center
Oak Street Provisions on Oak St, in the village

Pharmacy:

Rite-Aid (across from Hannaford's Market) 207.633.7023

Laundry:

Harbor's Choice 207.633.1122
BBH Laundry 207.633.5400

Emergency:

Hospital: St Andrews – 911 or 207.633.2121 (No VHF)
Ambulance: 911
Fire: 911
Police: 911 or 207.633.2451
Coast Guard: Phone 207.633.2661 or VHF 16
Tow Services: SeaTow: 207.772.6724 or VHF 16

Restaurants: \$\$\$ Ports of Italy, Thistle Inn & Rocktide Inn

\$\$ Tug Boat Inn, Kaler's, Fisherman's Wharf, McSeagull's, Chowder House,
93 Townsend, China By The Sea, Amoré, Boothbay Harbor Inn, Boothbay
Harbor Lobster Wharf, Brown's Wharf, Wales Tale, Robinson's Wharf
(Southport) and Lobsterman's Wharf (East Boothbay).
\$ Ebb Tide, Blue Moon Café, Lobster Dock

Fun Plans Ashore (before or after the cruise):

Kayak Trips -Tidal Transit 207.633.7140
Monhegan Island Day Trip
Dolphin Mini-Golf **
Cap'n Fish's Sightseeing Cruises
Cap'n Dan Kaler's "Hunky Dory" Lobstering Expeditions **
Aquarium and/or US Coast Guard Station Tour **
Burnt Island Lighthouse Tours
BBH 'Opera House' Folk Concert Aug. 8th
Coastal Maine Botanical Gardens
Boothbay Region Land Trust Preserves
Railway Village Steam Train / Antique Cars **
Maine Eastern Railroad
AGA Correa and Son Jewelry
Winters Gone Farm & Alpaca Store
Maine Maritime Museum, Bath

** Particularly kid friendly

Transportation:

Amtrak Trains come to Portland (1 ¼ hours away)



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Portland Jetport (1 ¼ hrs)
Manchester Airport (3 hrs)

Car Rentals: Portland Jetport
Enterprise, Wiscasset 207.882.8393

Limo: 1.800.646.0068 or 207.332.0476 after hours
Service to/from Portland, Boston and Manchester airports

Local Taxi Services:
207.729.3688 (operates 0500 - 0100)
Portland Jetport any time by arrangement
Bobo's Coastal Cab 207.380.4182


Rocktide Courtesy Trolley 1000-1700, runs approx. every 30 minutes from the Rocktide Inn through the village center to the Meadow Mall (shops, groceries, laundry & banks) and back.

The trolley does not pass the BHYC. Hop on and off. It's free. Driver Tips are appreciated, though.

Boothbay Harbor Chamber of Commerce a Great Source for Information

Contact: Jaimie Logan 207.633.2353

Tides at Boothbay Harbor

DATE		HIGH				LOW					
		AM	Hgt	PM	Hgt	AM	hgt	PM	hgt	Rise	Set
8/7	Sat	8:58	8.1	9:11	10.0	2:44	.3	2:49	0.9	5:34	7:54
8/8	Sun	9:54	8.7	10:07	10.5	3:40	-0.2	2:49	0.4	5:35	7:53



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Race Instructions and Schedule

1 RULES

1.1 The regatta will be governed by the *Racing Rules of Sailing for 2009-2012*, as published by US Sailing. The RC may change any rule that is contrary to the spirit of the event.

1.2 The Corinthians PHRF handicaps shall apply.

1.3 Rule 52 is changed for boats in the Casual Racing Division to allow the use of power winches in trimming sails. Boats in other Divisions shall not use power winches in trimming sails. Autopilots shall not be used by any boat while racing.

1.4 Spinnaker poles or whisker poles must be equal to or less in length than the fore triangle base, unless they are specifically rated as penalty poles. Spinnaker poles and whisker poles may be used either to windward or to leeward.

1.5 The RC will create a spinnaker division if five or more competitors register for such a class by July 17. Otherwise, no spinnakers may be used. Headsails shall be attached to the head stay either by hanks or other system (head foils). Boats shall not use free flying headsails, asymmetrical spinnakers, or other sails of this type. Conventional staysails may be set inside forestay-attached headsails.

2 NOTICES TO COMPETITORS

Notices to competitors will be provided at the skippers meeting and during the morning radio announcements.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the racing instructions will be announced on the morning radio call or prior to the warning gun on the designated fleet VHF channel.

4 THE COURSES

Sunday, 1 August ~ Boothbay to Maple Juice Cove

17.5 nm ~ 1st gun at 1000 ~ time limit 6 hours after Division start

Start at G 1 @ (43° 48'N / 069° 35'W)

Finish at C 7 bell @ (43° 58.4'N / 069° 16.2'W)

Monday, 2 August ~ Maple Juice Cove to Rockland

16 nm ~ 1st gun at 1000 ~ time limit 5.5 hours after Division start

Start at R 2 @ (43° 53.25'N / 069° 14.5'W)

Pass RB TV @ (43° 56.8'N / 069° 5'W)

Finish at G 11 @ (44° 4.75'N / 069° 1.6'W)

Tuesday, 3 August ~ Rockland Yacht Club Tuesday evening races

Wednesday, 4 August ~ Rockland to Carter Cove

8 nm ~ 1st gun at 1000 ~ time limit 3 hours after Division start



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start at C 1 @ (44°5.7'N / 069° 4.5'W)

finish at N 20 (44° 7.4'N / 069° 54.5'W)

Thursday, 5 August ~ Carter Cove to Cradle Cove

13.8 nm ~ 1st gun at 1000 ~ time limit 4.5 hours after Division start

start at N 2A @ (44° 7.8'N / 069° 46.7'W)

leave Lasell Island to starboard

finish at G 3 (44° 13.5'N / 068° 57.8'W)

5 CLASSES

The RC will assign boats to divisions and distribute assignments of boats at the skippers meeting. International code pennants will be used as the class flags.

6 STARTING LINE

The starting line will be between a flag on the RC boat and a nearby government or inflatable mark, or between flags on two RC boats. The RC may move the start line to accommodate conditions; the RC will announce the change on the designated fleet VHF channel and signal the fleet by flying a Lima flag.

7 STARTS FOR CASUAL RACING DIVISION

7.1 Races for the Casual Racing Division will be started as follows. The start gun for the previous division will be the 5-minute prep signal for the Casual Racing Division. Five minutes after the start of the previous division, the class flag for the Casual Racing Division will be raised accompanied by a sound signal. A boat in this Division may cross the starting line any time within 10 minutes after the Casual Racing Division flag has been raised and the RC will note her starting time.

7.2 Ten minutes after the Casual Racing Division flag has been raised, it will be lowered accompanied by a sound signal and the 10-minute window for this Division's starts will end. Any Casual Racing Division boat starting after the 10-minute window has ended will be scored Did Not Start.

7.3 The elapsed time for a boat in this division will be the difference between her actual starting time during the 10-minute window and her finishing time.

7 STARTS FOR OTHER DIVISIONS

Races for other Divisions will be started (in that order) using Rule 26, with the warning signal for each start given five minutes before the starting signal.

9 THE FINISH

9.1 The finish line will be between a flag on a RC boat and the designated finish mark, or between flags on two RC boats. The RC may move the finish line to accommodate conditions; the RC will announce the change on the designated fleet VHF channel.

9.2 If no RC boat is on station at the finish line, a boat shall record her own time (using GPS time) when the finishing mark is abeam while sailing in the direction from the last mark. At the time of such finish, the boat shall be no further than 100 feet from the finishing mark. If possible, the boat shall also record the names of the boats finishing immediately before her and immediately after her. The boat's finishing time and names of the other two boats (if available) shall be reported to the RC as soon as practicable after arriving at the evening's cruise destination.



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10 PENALTY SYSTEM

A scoring penalty of 5% of the boat's elapsed time in a race will apply when the boat has broken a racing rule. Note that a yellow flag is required (I or Q flag is acceptable). A boat accepting a scoring penalty (and flying the yellow flag) must inform the RC at the finish line of such acceptance (or if there is no RC boat at the finish line inform the RC as soon as practicable).

11 TIME LIMIT

11.1 A boat not finishing by the time limit for the race will be scored Did Not Finish. This changes Rule 35. The time limit for the Casual Racing Division will be calculated from the end of the 10-minute start window.

11.2 The RC may change the time limit when it shortens a course and will announce the new time limit on the designated fleet VHF channel before the first gun.

12 PROTESTS AND REQUESTS FOR REDRESS

12.1 Protest forms will be available from the race committee while in port and completed forms shall be delivered there within the protest time limit.

12.2 The protest time limit will be 30 minutes after the signal boat has docked or anchored or 1700, whichever is later. This changes Rules 61.3 and 62.2. The protest committee shall extend the protest time limit if there is good reason to do so.

12.2 Protest hearings will be held as soon as practicable after the protest has been filed and all parties have reached the evening's cruise destination. A competitor who is not in the same Division as either the protestor or the protestee may serve on the protest committee. This changes Rule 63.4.

13 SCORING

13.1 PHRF time-on-distance scoring will be used.

13.2 The Low Point Scoring System will be used. If racing is completed on more than three days, scoring for the series will be based on a boat's best three days of racing.

13.3 A boat that starts but does not finish within the time limit or retires to reach the evening's cruise destination will be scored one more point than the last finisher in her Division. This modifies Rule A4.2.

13.4 Two races are required to constitute a series.

14 SAFETY REGULATIONS

A boat must check in with the signal boat prior to the first warning signal on each race day, preferably by hailing the race committee on the designated fleet VHF channel. A boat retiring from a race shall notify the RC on the designated fleet VHF channel or by cell phone (516-528-8422) as soon as possible.

15 COMMUNICATIONS

15.1 Weather information from radio or public web sites may be used while racing.

15.2 As noted in these instructions, the RC will communicate changes in the race instructions, courses, start times, and time limits to the racing fleet. Many of these will not be available on paper, and racers are responsible for listening to the radio for these changes.

16 PRIZES



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Daily prizes for each division will be awarded at the dinner or gam on race day as follows: 1st place when there are 3 or more starters, 2nd place when there are 6 or more starters, and 3rd place when there are 10 or more starters. Perpetual trophies for the 1st place winners of the series in each division will be presented at the annual meeting in November 2010.

17 DISCLAIMER OF LIABILITY

Competitors participate in all racing on the cruise entirely at their own risk. See Rule 4, Decision to Race. Neither the organizing authority nor the RC will accept any liability for material damage, personal injury, or death sustained in conjunction with or prior to, during, or after the regatta.



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Trophies of the Annual Race Cruise

Daily Race Finishers

First Place when there are two or more starters, Second Place when there are four or more starters, and Third Place when there are six or more starters. Each trophy winner will receive a certificate at the wrap-up dinner at the Deck House followed up by a plaque at a later date.

The Charter Members Trophy*

A handsome ship's wheel, the Charter Members Trophy is presented to the overall winner of the Non Spinnaker Racing Class 1-Low PHRF

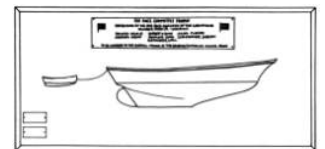
The Corinthians Perpetual Trophy*

A classic silver Revere bowl, The Corinthians Perpetual Trophy is awarded to the overall winner of the non-spinnaker, Class 2 high PHRF



The Race Committee Trophy*

A clipper bowed half model of a yacht towing a Dinghy. The Race Committee Trophy is presented to the overall winner of the Casual Racing Class



The Nothing Award

An undistinguished trophy, the Nothing Award is given to the skipper who, while on the cruise, has performed some egregious act of poor seamanship or faulty navigation about which it is best to remember *nothing*.



The John Bowman Memorial Trophy

With a kite flying off a boat's stem, this plaque is presented to the winner of the annual kite-flying contest.



*The Corinthians Perpetual and The Race Committee Trophies will be presented formally at The Corinthians' Annual Meeting.



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Maine Chart Talk

Some Navigational tips for cruising Maine waters

By Art Paine

The final essential hurdle you will be impatient to jump over before taking to the beckoning waters of coastal Maine will be your “charter checkout.” Sometimes called the “chart talk,” it will involve a discussion of your chartered yacht’s navigational electronics, chart inventory etc. and some hints about piloting within the local area. Particularly if this will be your first experience in sailing coastal Maine (or if you customarily avoided thick weather in your home waters) you will be well advised to listen intently. The simple rules of “red light returning” are insufficient generalizations when you’re faced with the labyrinthine channels that wind among Maine’s hundreds of islands and shoals. There is, however, lots of methods behind the seemingly random madness of colored buoys and daymarks, and I’ll attempt to make some sense out of it.

The three Rs work just fine when in fact there is some port or river source one can return to. But what happens when you’re headed west or east through a well-used channel that leads from Barren Bay to Solitary Sound? It has been the wisdom of the U.S. Coast Guard to devise a little known system which avoids confusion. Though far from a hard and fast rule, the basic layout is to mark hazards towards the mainland with red buoys and hazards toward the sea with black. I like to remember “red heart,” meaning red buoys toward the heartland. Maine quite handily terms most of the channels to which this system applies either as a reach, thoroughfare or passage. In these watercourses, when I come upon a buoy marking a ledge in open water with no time to stop and look at the chart, I cut down my odds of hitting something by keeping to the mainland side of the cans and ocean side of the nuns. This system, by the way, holds true in a complete circumnavigation of the United States.

In Maine waters you will find examples where this rule will seem to supercede the old mnemonic of red right returning. For instance, the town of Stonington in the middle of the Deer Isle Thoroughfare is certainly a seaport large and conspicuous enough to warrant “returning” to, but the buoys remain consistent from one end of the channel to the other.

Another useful tip is don’t always rely on buoys as channel markers. The rockbound bottom found off Maine’s coast doesn’t lend itself to such utilitarian excavation or orderly placement of buoys. Although there will be times when they do correspond to a navigable channel, you can be fooled. I remember the story of a wooden yawl which, having grounded, got jammed upright in the crevice of a ledge at the entrance to Bass Harbor. The boat was lodged smack dab between a red and green buoy. In this case, the three Rs applied, but what the crew failed to note was that the buoys marked two different channels, and the nearby rocky shores formed the corresponding edge of each passage. If the skipper had consulted the chart, all this would have been obvious.

There are times when only the chart will solve a mystery as to where the best channel lies. The entrance to the beautiful harbor at Blue Hill has no fewer than three green cans within



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spitting distance, followed by one lonely nun that sits just off a rock. You're meant to take all of these greens to port, but this will only become evident by reading the chart. So far I've witnessed two professionally-captained megayachts stranded in this confusion corner, and "ain't nothin' going to change much," as the locals would say.

One kind of buoy you hardly ever see in Maine is what we used to call an "obstruction buoy." it is either red over green or the inverse. There are a few of them scattered about, though. When you see one, go for the chart.

In the old days they were used to mark a wreck surrounded by good water, but now they are used to indicate a hazard between two channels. You must determine the extent of shoal water by using the chart.

Off-lying ledges - out in the less-traveled stretches to seaward of the many barrier islands - are sometimes unmarked. If they are still uncovered at mean high tide, you'll have to locate them in the fog by listening for breakers or perhaps by smell if they are popular with seabirds. Or to be safe just give them a very wide berth. Only on rare occasions do dangerous, tidal ledges lack at least a spindle with a daymark on top. Generally, steer clear of any daymark as the ledges can extend a good distance out.

Because of the not-unheard-of phenomenon of fog in these parts, you'll find plenty of audible buoys. Usually they will be bells. But if there's need for two audible buoys in close proximity one will be a bell and the other a gong. (For obvious reasons, if you're homing in on a sound in the fog, it might pay to distinguish between the two.) Very often they will be red and white entrance; or mid-channel buoys. There is usually plenty of deep water around them. Something to be aware of is that these buoys always have radar reflectors and a smaller fiberglass yacht might get "lost" in the clutter surrounding the buoy's bright echo. Since there may be boats zeroing in from many directions, it's a good idea to keep a good lookout for other traffic - especially in thick weather.

Whistle buoys seem to be found only offshore where the waves are sufficient to make them sound. They operate on air compressed by their own motion so you can't always count on hearing a whistle in calm weather that so often accompanies fog. I've noticed some conspicuous dents in a few whistle buoys I've passed.

Sailors "from away" are accustomed to being able to run a course directly from buoy to buoy. That usually works here too, but the exceptions, though rare, can be memorable. Check that line on the chart carefully and always be sure to allow a degree or two to the good side if you can. There's a short run between cans off Widow Island in the east end of the Fox Island Thoroughfare, for example, that will ground you on a drain tide.

In general, I find lighthouses more useful in instilling a sense of security in fog than for any practical value. Their lights won't be seen in time to save you from trouble in nasty conditions, but the foghorn can be of use while you're far off in order to confirm your general position.

Often times you can sail downwind of a horn (where you can count on hearing it), then



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vector an upsound to the source. This is a far more useful than trying to aim head-on or upwind, especially in the case of most of the minor inshore lights, whose often feeble bleats are designed not to arouse the ire of their neighbors.

Some of the most useful markers along your course won't be manmade aids to navigation at all. If there is a discernable breeze, especially a sea breeze from the southwest, fog will be absolutely reliable in "scaling up" in the lee of any bold island. During daylight hours, I often strike out at some distance to the dependable fog lee of a large island. A depth sounder will let me know when I'm getting close enough to be concerned.

Some charter boats will come with radar, which you might expect will make all these piloting concerns irrelevant. Yet I've seen as many boats return to base with keel alterations that had radar as were without it. For those whose navigation experience is limited to a couple of weeks each summer, I feel radar actually detracts from the proper watch-standing discipline that, in the end, is most useful in preventing accidents. The CRT display of your radar set can't check for current buoys, nor note their sequence numbers or color. You can get lulled into making each buoy in turn, close-at-hand, only to come up on a spindle on a wide ledge that looks just like another buoy on the screen. Don't laugh - I've done it and I should know better.

Only rarely do we get fog so thick that I don't actually enjoy the accomplishment of precise piloting. Generally, I'm wary of fog when it is accompanied by hatful of wind. Fortunately that is very rare in these parts. A real pea-souper can make us all appreciate the very sensible, well maintained buoy system we're privileged to have here in the United States. Many charterers come home from a cruise with the glow of satisfaction that comes from the crew's learning to work together as a team that can hit each buoy just at the proper elapsed time, right on the nose.

Oh yes, I might add just one more warning. I've hit one buoy in my career of captaining right square on the nose - literally! So take it slow and keep a keen bow lookout

Art Paine is a former Maine charterboat Captain.



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Spare That Trap

Joel White

Brooklin Boat Yard, Inc., Brooklin, Maine

A growing problem along the Maine coast is the loss of lobster gear caused by yachts, both sail and power, fouling lobster buoys and cutting off the warps connected to the traps below. As the number of yachts increases each summer, so do the financial losses to the fishermen, followed by the rising tide of resentment towards pleasure boats among the fishing community. The problem becomes especially intense on those occasions (yacht club cruises, races regattas) when large numbers of yachts congregate in one area

Some yachtsmen regard lobster traps as an annoyance; yet make little effort to understand how the gear is deployed, or to learn a few simple steps to avoid entanglement. Yachtsman must remember that the fisherman has paid a substantial fee to the state for the privilege to setting traps, and that he is trying to feed his family and pay off the mortgage from the proceeds for each day's haul. By the time a new trap is in the water, the fisherman has between \$50-\$75 invested in each one, and its loss is serious—not only the loss of money invested, but of the future revenues from the catch of that trap. When a yachtsman cuts off a trap, he or she is dipping directly into the fisherman's wallet.

The accompanying drawing shows the arrangement of gear for a typical lobster trap. Sometimes several traps are attached to the one warp and buoy, ...But the gear floating on the surface, which is the part that causes the trouble is pretty much the same everywhere.

What the yachtsman sees on the surface is the buoy, painted with the fisherman's individual colors. Sometimes, depending of the depth of water and the state and speed of the tide, the smaller toggle will also be floating on the surface the buoy and to toggle are always connected by the upper warp - the part of the gear that is usually snagged by the passing yachts.

Because of the great length of line in the water, lobster warps and buoys are much more affected by the tidal stream than by the wind. The buoy and the warp will always be down-tide from the trap, and the buoy is always town-tide from the toggle, with the warp stretching between them. Most fishermen use sinking line between buoy and toggle, in order to keep the warp away from the surface and to decrease the risk of entanglement.

Passing down-tide from, the buoy ensures that the yachts will not snag the warp. To pass up-tide of the buoy, your up-tide for the toggle if it is showing, is an invitation to trouble - the tide sucks the boat down on the buoy, which slides along and under the lee side, and often the warp will be caught by the propeller, or the spade rudder in the case of the modern sailing yachts. I find that many yachtsmen regard the fouling of lobster gear as an inevitable fact of life but there really is no excuse for it. It takes experience and the willingness to concentrate when sailing water with many traps, but attention to the directions of the tidal stream will enable the helmsman to pick a path that will be clear of lobster gear. Watching the water flow by the passing buoys will quickly indicate tidal stream direction. Keep your boat down-tide from the buoy. Where there are bunches of closely packed buoys, it may be necessary to divert your course around them all.

In the event of getting a trap in one's prop or rudder, may feel the solution to the problem is to cut everything in sight and sail away. (Remember that you are cutting \$75 loose from the fisherman's pocket and sinking it forever.) The correct procedure is to stop your boat, get hold of the warp with

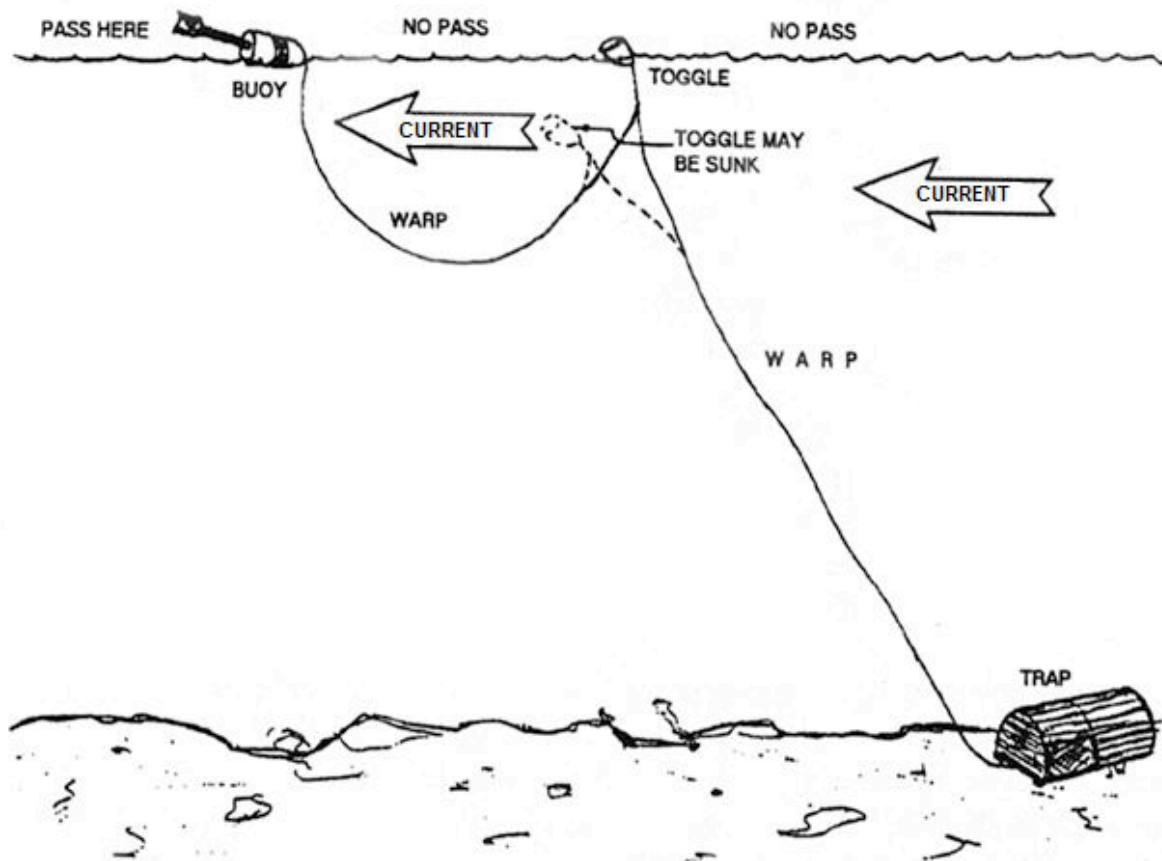


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your boathook, and try to untangle it from your boat. If this is unsuccessful, cut the warp but do not just let it to — free as much of the buoy line as

possible, cut it also. And tie the two ends together so that the buoy is reattached to the trap line before letting go. If, in the process, the boat has moved into much deeper water than where the trap originally was, you may need to move the trap back to shallower water before releasing in order to ensure the buoy will reach the surface. Lobstermen use different lengths of warp according to where the trap will be set, and to drop a trap with a 12-fathom warp back into 20 fathoms of water is no better than cutting it off in the first place. Do NOT haul the trap on deck - this is a serious offense, both to the State of Maine and to the lobsterman.

Traditionally there has been good rapport between fishermen and yachtsmen, and the yachtman should bend over backwards to keep this in effect. The yachtman must remember that the fisherman is out there making a living. It is up to us to keep out of his way, not cut off his gear and to handle our boats in the seamanlike way. If you have put his gear in jeopardy, make every effort to save it — he will appreciate those efforts. When things go awry along our coast, it is usually the local fishermen who are the first on the scene with help if you should be the one in trouble, make sure that you deserve that help.





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Fog on the Maine Coast

FOG is a fact of life on the coast of Maine. It is most likely to occur in the months of July and August, but quite common from May through September. The amount of fog varies from area to area, as shown on the accompanying graph, and locally it can be totally unpredictable. Sometimes you will be shut in for a day or two, sometimes a week or more.

In the western part of the state, the foggiest areas are Halfway Rock, at the entrance to [Casco Bay](#), and Cape Elizabeth. Fog is also frequent around the outlying islands of Matinicus and [Monhegan](#). The farther east you go, the more likely you will encounter it, especially in the area between [Petit Manan](#) and West Quoddy Head. Fog is much less frequent as you go up rivers such as the [Kennebec](#) and [Penobscot](#).

Fog is formed by warm, continental air flowing over colder waters, causing the moisture in the air to condense. In Maine this occurs when the prevailing southwest summer winds blow off the land, producing a “smoky sou’wester.” Often you will see a distinct bank of fog lying offshore, or it may just thicken around you without warning. Morning fog may burn off by noon or early afternoon.



In his famous book *Summer Island*, photographer Eliot Porter describes typical conditions for a foggy day. “A day that starts with a glassy bay and a clear sky, but with a white band of haze barely obscuring the southern horizon—the kind of day that promises to be warm—is a day to avoid. The faint white blending of sea and sky... usually indicates offshore fog that will come rolling in as the prevailing southerly afternoon breezes spring up....”

Coping with Fog. If you are planning a trip to Maine’s outlying islands or to Grand Manan, the best time to avoid fog is during or after a period of northwest winds.

Although fog requires alert seamanship and careful navigation, it is not the end of the world. In light or patchy fog, it can be an exhilarating experience to find your way from buoy to buoy, occasionally catching a glimpse of an island or headland to confirm your track, all the while sharpening your piloting skills. But when fog shows signs of shutting down thick and heavy, then it is good to be safe in port. Break out the books and card games and settle in. This is a rocky and dangerous coast, and it is no fun to be out there cruising in zero visibility, GPS or no GPS.

If the fog closes down while you are at sea, get a good visual fix before everything disappears and head for that safe and easy-to-enter harbor you had in mind all along. Keep a careful dead reckoning, making allowance for current which can be judged by observing [lobster buoys](#). Take your time and use all your senses, especially sound and smell. Set a



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bow watch. Use your depthsounder to confirm your dead reckoning.

If you have electronics onboard, make sure they are up and running before you are engulfed. It may take several minutes for your GPS or Loran to lock on to strong signals. Program your waypoints before you need them. And your radar will be easier to read in unfamiliar waters if it is on before all your visual references disappear. Click here for a discussion of [navigation electronics](#): GPS, Loran, and radar.

Run for buoys with sound, either under sail or power. Sail has the advantage of being silent; power can help you run straight courses and get across areas of crosscurrent faster. Remember that fog often distorts the direction of the sound of a bell or horn.

When sound buoys are scarce, navigate by heading toward bold shores (Great Wass Island Down East and Mount Desert are examples). You will hear the waves breaking and probably see a dim white line of surf through the fog in plenty of time to tack offshore again.

One of the greatest dangers in fog is being run down by another boat, and, even in Maine, there are plenty of them out there. Your best insurance is to move slowly, listening for the sound of engines. Have a good radar reflector aloft and sound your horn regularly.

If you are running a course that is a thoroughfare or if you are heading for a buoy that marks a major turning point along well-traveled route, be especially aware that other boats are likely to be searching for the same mark and their courses will converge with yours as you draw near it.

Here are a few observations: [Fishermen](#) aren't likely to be running specific straight-line courses unless they are heading in or out. Lobstermen are still wheeling around their traps, and draggers are steering along bottom contours. Fishermen are not likely to be sounding their horns, and they are often too busy to see you as a blip on their radar.

Cruising boats, too, seem reluctant to blast their horns regularly. You may see a large yacht materialize close by and then vanish without so much as a sound. Even if they have seen you on one screen or another, not using a horn is a mistake. If you have radar, do not assume that every blip on your radar screen sees you as a blip on theirs. Likewise, those of us who don't have radar can't assume that everybody else does, even when we are flying our radar reflectors. Horn signals provide a warning and a sense of what is nearby, and even in this age of electronics, they can prevent a collision.

In areas of heavy traffic, commercial or otherwise, monitor VHF channel 16 for sécurité calls (see [Communications](#)). Or in busy areas, make one yourself. The sécurité call (pronounced "say-curitay") is made to all concerned traffic and describes a vessel's position, course, and speed. Nearby vessels should respond, switch to another channel, and make arrangements on how to pass each other safely. For example: "Sécurité, sécurité, sécurité. This is the vessel Intrepid off Portland Head Light and inbound on course 340 magnetic at 6 knots. All concerned traffic please identify. This is Intrepid standing by on channel one six."

GPS has made a great difference in low-visibility navigation. Most boats that go out regularly in thick fog depend on satellite systems. They are most useful in fog when



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programmed with the positions of significant waypoints, but the very programming can be fraught with human error. Program carefully and in advance.

Radar, of course, is of great value—some would say indispensable—in fog, both for navigating and avoiding collisions. It is used by most fishing boats in Maine and, increasingly, by pleasure craft as both its size and price have gotten smaller. We cruised in Maine for over 10 years without radar, but we now appreciate the security it brings. In a pinch, radarless boats might meet somebody with radar they can follow. See [navigation electronics](#) for more details on GPS and radar.

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<http://www.maineoastguide.com>

A Cruising Guide to the Maine Coast, Hank and Jan Taft, Curtis Rindlaub



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Maine No Discharge Area (NDA) Guide

The State of Maine is committed to protecting public health and the environment by working to eliminate bacterial contamination in our surface waters. Designating “No Discharge Areas” (NDA) where sewage discharges from boats are prohibited is a key part of our strategy to address this problem.

Maine has a number of new No Discharge Areas in addition to Casco Bay, which was designated in 2006. No Discharge Areas in Maine are as follows:

- **Boothbay Region** NDA includes all waters north of a line from Cape Newagen in Southport to Ocean Point in Boothbay including Linekin Bay and Townsend Gut.
- **Casco Bay NDA** includes all waters of Casco Bay. Kennebunk-Wells NDA includes all waters north of a line from Moody Point in Wells to Cape Arundel in Kennebunkport including the Webhannet and Kennebunk Rivers to head of navigation.
- **Southern Mount Desert** NDA includes all waters north of a line from Bass Harbor Head in Tremont to Bakers Island in Cranberry Isles and west of a line from Bakers Island to Otter Point in Mount Desert.
- **West Penobscot Bay** NDA includes all waters west of a line from Owls head to Northeast Point in Camden. A NDA application is under development for the “border waters,” which include all coastal waters from the NH border to York Harbor, including the Salmon Falls River to the head of navigation and York Harbor.

Additional No Discharge Areas are being planned. When in doubt, look for signs, consult a local marina or harbormaster, or just use your holding tank.

The discharge of untreated sewage is a violation of federal and state law. Please preserve Maine’s beautiful waters by using your holding tank.

Be sure to visit Maine’s Certified Clean Boatyards and Marinas.

Health Protection

Sewage wastes discharged from boats degrade water quality by introducing disease-causing microorganisms, nutrients, and



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chemicals into the marine environment.

- Microorganisms, which include viruses and bacteria, may introduce diseases like hepatitis and gastroenteritis to people in contact with the water. Microorganisms may also contaminate shellfish beds and cause beach closures.
- Nutrients are necessary for the growth of both microscopic and larger plants (seaweeds and eelgrass). However, when nutrients become too abundant they stimulate algae blooms which may lead to the loss of eelgrass and depletion of oxygen in water (called hypoxia). Hypoxia can stress and even kill fish and other aquatic animals.
- Chemical products can be toxic to marine and estuarine life and could pose a problem in areas where boats congregate and where there is little tidal flushing.

What is a NDA?

A No Discharge Area is a designated body of water where the discharge of treated and untreated boat sewage is prohibited (does not include grey water). Under the federal Clean Water Act it is illegal to discharge untreated (raw) sewage from a vessel in US waters.

Marine Sanitation Devices (Boat Toilets)

Recreational boats are not required to be equipped with a toilet, but if they are, the Marine Sanitation Device (MSD) must be Coast Guard approved. The approved design requires the MSDs to hold sewage for shore-based disposal or treat the sewage prior to discharge. There are three types of MSDs:

- TYPE I: MSDs discharge treated effluent having a fecal coliform bacterial count not greater than 1,000 per 100 milliliters of water and no visible floating solids.
- TYPE II: MSDs discharge treated effluent having a fecal coliform bacterial count less than 200 per 100 milliliters and suspended solids not greater than 150 milligrams per liter.
- TYPE III: MSDs are devices designed to store sewage (usually with disinfectants and deodorants added) until it can be pumped out at a pump-out facility or discharged outside the territorial sea boundary of three miles from shore. These are also known as holding tanks.



The Corinthians - Little Ship Club 2010 Friendship Cruise in Maine Boat Waste in a No Discharge Area

When operating in No Discharge Area, Type I, Type II, and Type III Marine Sanitation Devices cannot be discharged. In No Discharge Areas, the US Coast Guard regulations state MSDs Type I, Type II and Type III must be secured to prevent discharge.

A Type I, Type II, and Type III MDS must be secured when operating in a No Discharge Area. This can be done by closing the seacock and padlocking it, using a non-releasable wire tie, or removing the seacock handle (with the seacock closed). Type I and Type II can also be secured by locking the toilet door handle.

For More Information:

www.epa.gov/region01/eco/nodiscrg

Maine: www.maine.gov/dep/blwq/docgrant/pumpout.htm

Clean Vessel Act: www.fws.gov/r5fedaid/



**Look for this CVA symbol
to find pump-out facilities!**





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U.S. Aids To Navigation System

U.S. AIDS TO NAVIGATION SYSTEM On navigable waters and some waters marked by States			
LATERAL SYSTEM (As Seen Entering From Seaward)			
PORT SIDE ODD NUMBERED AIDS 	PREFERRED CHANNEL NO NUMBERS-MAY BE LETTERED 	PREFERRED CHANNEL NO NUMBERS-MAY BE LETTERED 	STARBOARD SIDE EVEN NUMBERED AIDS
<p>Lateral Aids to Navigation generally indicate which side of an aid to navigation a vessel should pass when channels are entered from seaward. In the absence of a route leading from seaward, the conventional direction of buoyage generally follows a clockwise direction around landmasses. The most important characteristic of an aid is the color. The "3R" rule "Red Right Returning" is the essential rule of thumb for using the lateral system. This means that when entering one body of water from a larger body of water (i.e. returning to a harbor from a bay or sound); keep the red aids to starboard (right) side and green aids to port (left) side. In addition, each aid is numbered, and these numbers increase as entering from seaward.</p> <p>Preferred Channel Marks are found at junctions of navigable channels and often mark wrecks or obstructions. A vessel may normally pass this aid on either side, but the top color band indicates the preferred channel. If the top band of the aid is red, it is treated as a red mark and kept to starboard as the vessel passes it while returning from sea. Caution: It may not always be possible to pass on either side of preferred channel aids to navigation. The appropriate nautical chart should always be consulted.</p>			

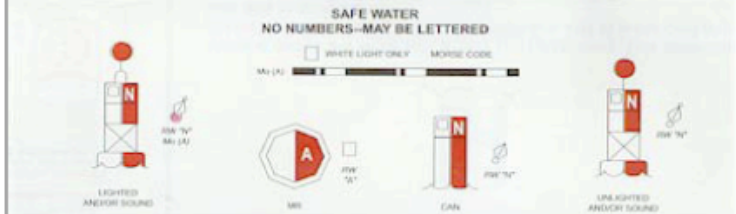


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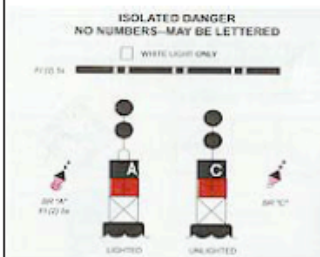
NON-LATERAL AIDS TO NAVIGATION



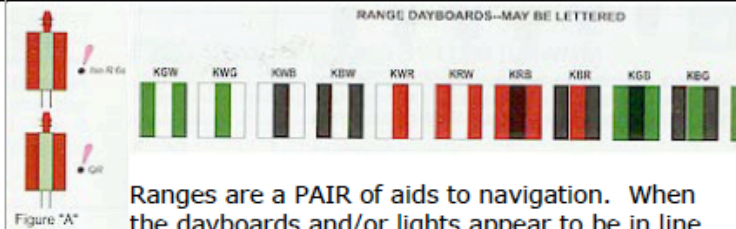
These diamond shaped dayboards can be used to help the vessel operator determine his/her location. They are like the "X's" on shopping mall maps "You Are Here." An appropriate nautical chart must be consulted to determine location.



These aids are used to mark fairways, mid-channels, and offshore points, and have unobstructed water on all sides. They can also be used by the vessel operator transiting offshore waters to identify the proximity of intended landfall. Lighted/unlighted buoy may show a red topmark.















These aids indicate an isolated danger, which may be passed on all sides. They are erected on or moored on or near dangers; they should not be approached closely without special caution.



Ranges are a PAIR of aids to navigation. When the dayboards and/or lights appear to be in line with each other (Figure "A"), it assists the vessel operator in maintaining a safe course within the navigable channel. The appropriate nautical chart must be consulted when using ranges to determine whether the range may be safely traversed. Ranges are generally, but not always, lighted, and display rectangular dayboards of various colors. Ranges, which are lit 24 hours a day, may not have dayboards.



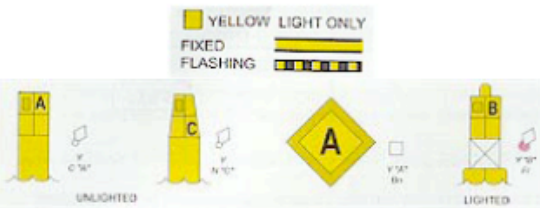
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TYPICAL INFORMATION AND REGULATORY MARKS	INTRACOASTAL WATERWAY (ICW) MARKS
<p>When lighted, may display any light rhythm except quick flashing and flashing (2)</p> <p>NW □ WHITE LIGHT ONLY</p> <div style="display: flex; justify-content: space-around; align-items: center;">     </div> <p>Information and Regulatory Marks are used to alert vessel operators to various warnings or regulatory matters.</p> <p>Examples:</p>	<p>INTRACOASTAL WATERWAY (ICW) MARKS</p> <p>The ICW runs parallel to the Atlantic and gulf coasts from Manasquan Inlet, New Jersey to the Mexican border. Aids to navigation marking the ICW display unique yellow symbols to distinguish them from aids marking other waters. Yellow triangles indicate aids should be passed by keeping them on the starboard (right) side of the vessel. Yellow squares indicate aids should be passed by keeping them on the port (left) side of the vessel. A yellow horizontal band provides no lateral information, but simply identifies aids to navigation as marking the ICW.</p> <p>Note: When following the ICW from New Jersey thru Texas, keep yellow triangles on your starboard, yellow squares on your port regardless of the color navigation aid they appear on.</p> <p>Examples:</p>
<div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p><u>Boat Exclusion Area</u></p> <p>explanation may be placed outside the crossed diamond shape, such as Dam, Rapids, Swim Area, etc.</p> </div> </div>	
<div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p><u>DANGER</u></p> <p>the nature of danger may be indicated inside the diamond shape, such as Rock, Wreck, Shoal, Dam, etc.</p> </div> </div>	<div style="text-align: center;"> <p>MOORING BUOY</p> <p>may show white reflector or light</p>  <p>Mooring Buoys are white with a blue horizontal band. This distinctive color scheme is used to facilitate identification and to avoid confusion with aids to navigation.</p> </div>
<div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p><u>CONTROLLED AREA</u></p> <p>type of control is indicated in the circle, such as slow, no wake, anchoring, etc.</p> </div> </div>	
<div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p><u>INFORMATION</u></p> <p>for displaying information such as directions, distances, locations, etc.</p> </div> </div>	
<div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p>Buoy used to display regulatory markers</p> </div> </div>	
<div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p>May show white light may be lettered.</p> </div> </div>	



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SPECIAL MARKS - MAY BE LETTERED



These aids are not intended to assist in navigation, but rather to alert the vessel operator to a special feature or area (anchoring, traffic separation, fish net area, cable or pipeline, military exercise areas, jetties, etc.)

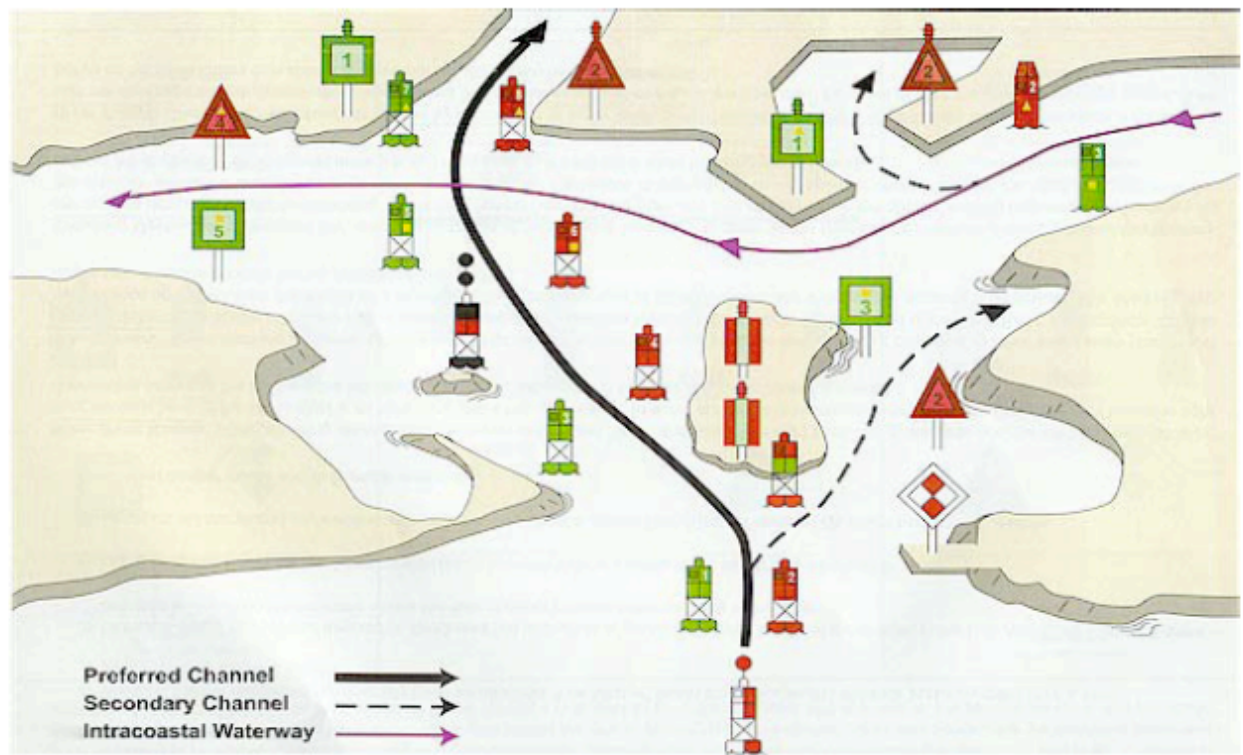
INLAND (STATE) WATERS OBSTRUCTION MARK

may show white reflector or quick flashing white light



State Water Obstruction Mark is a black/white vertically striped buoy used to indicate to a vessel operator that an obstruction to navigation extends from the nearest shore to the buoy. This means, "do not pass between the buoy and the shore." This is replacing red/white vertically striped buoy within the USWMS (see below)

VISUAL BUOYAGE GUIDE





The map shows a water body with a central channel and several islands. A red line indicates the location of the study site (NW Mo). Various fish species are marked with symbols and labels: G (green circle), R (red circle), FI (pink circle), BR (black circle), NW (yellow circle), and Mo (blue circle). The labels include species names and counts, such as G 7, R 7, FI 7, BR 7, NW 7, and Mo 7. A scale bar is provided at the bottom right.



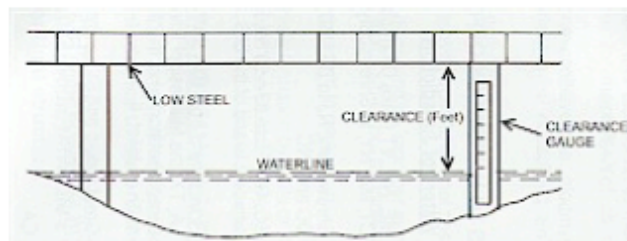
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BRIDGE LIGHTING AND OTHER SIGNALS

Bridge Lighting: In U.S. waters, the Coast Guard prescribes certain combinations of fixed lights for bridges and structures extending over waterways. In general, red lights (A) are used to mark piers and supports, and green lights (B) mark the centerline of the navigable channel through a fixed bridge. If there is more than one channel through the bridge, the preferred route is marked by three white lights (C) placed vertically. Red lights (O) are also used on some lift bridges to indicate the lift is closed, and green lights (E) to indicate that the lift is open to vessel traffic. Double-opening swing bridges are lighted with three lights on top of the span structure so that when viewed from an approaching vessel the swing span when closed will display three red lights (F), and when open for navigation will display two green lights (G).

Fixed Bridge	Vertical Lift Span Bridge (Closed)	Double-Opening Swing Bridge (Closed)
Double Leaf (lift) Bascule Bridge	Vertical Lift Span Bridge (Open)	Double Opening Swing Bridge (Open)

Clearance Gauges are extremely valuable to vessel operators because they indicate the vertical distance (clearance) between the "low steel" of the bridge channel span and the waterline (They do not indicate the depth of water under the bridge). These gauges are permanently fixed to the bridge pier or structure and located on the right side of the channel facing approaching vessels. Each gauge is marked by black numbers and foot marks (lines) on a white background board. The picture to the right illustrates a clearance of approximately 7 feet 9 inches, since the 8-foot mark line is not visible.



Clearance Gauge



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Drawbridge Opening Signals: The operator of a vessel requesting a drawbridge to open shall signal the bridge tender, and the bridge tender shall acknowledge that signal. The following are the most common types of signals a vessel operator should use to request an opening:

1) *Radiotelephone Communications* - Most bridges monitor VHF-FM channels 13 and 16 with the exception of bridges in Florida. In June 1996, the FCC published a notice stating that all boaters throughout the State of Florida should hail bridge tenders on VHF-FM channel 9 to reduce the high amount of traffic on channel 13. Boaters operating in Georgia and South Carolina are encouraged to follow the same procedures.

Note: Boaters should always use "low power (1 watt) output" on their VHF-FM marine radio when hailing a bridge tender.

2) *Sound Signals* - These signals shall be made by whistle, horn, megaphone, or hailer. To request an opening, the vessel operator shall give the "opening signal" consisting of one prolonged blast (4 to 6 seconds duration) followed by one short blast (about 1 second duration). The draw tender shall reply with the same sound signal (one prolonged followed by one short) acknowledging that the draw can be opened immediately. When a vessel approaches a drawbridge with the draw in the open position, the vessel shall give the opening signal. If no acknowledgment is received within 30 seconds, the vessel may proceed, with caution, through the open draw. When a draw cannot be opened immediately, or is open and must be closed promptly, the draw tender shall give five short blasts sounded in rapid succession after the vessel's opening signal request.

Further information on drawbridge regulations and opening signals for bridges over the Navigable Waterway can be found in the U.S. Coast Pilots.

AIDS TO NAVIGATION ABBREVIATIONS

B - Black	M - Safer Water (Octagonal)
Bn - Beacon	MO (A) - Morse Code
C - Can Buoy	N - Nun Buoy
F - Fixed	Oc - Occulting
FI - Flashing	Pri - Private
FI (2) - Group Flashing	Q - Quick (Flashing)
FI (2+1) - Composite Group Flashing	R - Red
G - Green	S - Square Dayboard
Iso - Isophase	s - seconds
J - Junction (S or T Dayboard)	T - Triangle Dayboard
K - Range (Rectangular Dayboard)	W - White
	Y - Yellow

A Complete listing of Nautical Chart symbols, abbreviations and terms is contained in Chart No. 1 publication. This publication is available at most marine stores.



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The Fleet

Boats in the Fleet

<u>BOAT</u>	<u>BUILDER</u>	<u>TYPE</u>	<u>SAIL #</u>	<u>LOA</u>	<u>COLOR</u>	<u>SKIPPER</u>
AMANDOLYN	F&C 44	Ketch		44'	White	Robert Smith
AMBER SEA	Moody 38	Sloop		38"		Malcolm Lewis-Jones
ANNISQUAM TOO	Graves	Sloop		37'	White	David McConnell
AVA	Sabre	Sloop	282	38'7"	Green	David Siwicki
AVALON	Shannon	Cutter		47' 6"	White	Martin Halvorsen
BAREFOOTIN	Canver	Aft Cabin		40'	White	Edgar Riozzi
BLUE CHIP	Bristol 38	Sloop	46	38'	Blue	Stephen Zwarg
CAESAR'S GHOST	Gemini 105MC	Sloop	910	34'	White	Diane Hunter
CALYPSO	Luders 36	Yawl		36'	Dark Blue	Daniel Wright
CARPATHIA	Sabre	Sloop	363	34'	White	Curtis Koster
DIOGENES	J-44	Sloop	20880	44'9"	Blue	Frederick Wilson
ENCORE	Sabre	Sloop	181	36'2"	Blue	James Drinane
EOS	True North 38	Yanmar diesel		40'	Blue	Terry Laughren
ESPARTA	Morris 36 "Justine"	Sloop		36' 3"	Black	William THOMAS
EXCELLENCE	Beneteau (First 375)	Sloop		37' 5"	White	Lawrence Blount
FELICITY	Freedom-32	Sloop	313	32'7"	White	Peter Coggins
FOLK SONG	Rhodes Reliant - Cheoy Lee	Yawl	none	41'9"	White	Daniel Van Winkle
FORTUNA	X-Yachts X-382	Sloop	93120	37'9"	Dark Blue	Konrad Woermann
FOXFIRE	Dickerson 37	Cutter		37'	White	Wallace Savory
GADZOOKS	C & C 38	Sloop	21108	37'6"	Dark Blue	Geoffrey Beringer
HERON	Bristol 47.7	Sloop	41264	47'	Blue	Sanders Davies
JOIE DE VIVRE	Pearson 36-2	Sloop	50140	36.5'	White	Joan Lappin
KINDRED	C&C Redwing 30	Sloop	2471	30'	White	Arthur Port Draper
LORIEN	Sabre 362	Sloop	249	36'	Blue	J. Hugelmeyer
MADRIGAL	J/130	Sloop	50316	42.8'	White	William Kimbell Jr.
MARAMOR	Grand Banks	Single Diesel		47'	White	John Love
MIRACLES	Performance Cruising Inc	Sloop	852	33'6"	White	William Volmar
NORDIC MIST	Mainship Trawler	Diesel			White	Mary West
OASIS	Pearson	Sloop	93262	39'	White	Corky Rittenbaugh
ONWARD	470 /Catalina	Sloop	126	47'	White	Joseph J. Rocchio
PAAPILLON V	Island Packet 35	Cutter		38'5"	Almond	Henry Paap
PANDORA	SAGA	Sloop	60855	43'	White	Robert Osborn
POTION	Duffy	Diesel		36'7"	White	John Kiszkiel
PURITY	Able Custom	Downeast		34'	White	Patricia Jayson
RALLY POINT		Cutter		44'	White	Thomas Lane
SECOND WIND	Sabre	Sloop	23721	30'	Dark Blue	James Stevens
SLOW POKE	Grand Banks	Trawler Yacht		46'	White	J. Jay Mautner
SPRING MOON	PSC 37	Cutter	31518	36'9"	Silver Wh	Richard Tudan
STARFINDER						Michael Forbes-Smith
SUMMERSAULT	Catalina 42	Sloop		42'	White	David Wollin
SUSANNE F.	Islander 36	Sloop	B6 Log	36'1"	White	Walter H. Parsons, III
SWEETWATER	Hinkley 43	Yawl	TBD	44'	Black	Clinton Springer
TANGO	F&C 44	Ketch	23781	44'	White	Roger Fortin
THE ABBY	SA Islander	Sloop		56'	Navy Blue	Robert Martin
TIGER TOO	Custon/Bennett Bros.	Sloop	50557	48'	Red	Toby Ritter
TOMIA	Oyster	Cutter		43'5"	White	Celia Mason
WALTZ ON WATER	Beneteau 381 Oceanis	Sloop	1071908	38.5'	White	Don Andrew
WENONAH	Friendship Sloop/B&S	Cutter	F16	42'	White	Thomas Berry



The Corinthians - Little Ship Club 2010 Friendship Cruise in Maine

Crew by Boat Name

Drive-along

Berg, R.
Greene, Megan
Shapiro, Ron
Dunn, Mimi
Hugelmeyer, Lora
Kloman, Henry
Kloman, Ann
McCormell, Alice
Thomdike, William
Thomdike, Elizabeth
Mutch, Alice
Mutch, Andrew
Hallenbeck, George
Hallenbeck, Grace

AMANDOLYN

Smith, Robert
Wilkenson, Carol
Smith, Marilyn
McKeoh, Paula
Blazo, Ron

AMBER SEA

Lewis-Jones, Malcolm
Bizzy, Anne
Bizzy, Tim
Pasley, John
Pasley, Linda
Bell, Sharon

ANNISQUAM TOO

McCormell, Dave
Smith, Christopher
Stavely, Cathy

AVA

Siwicki, David
Siwicki, Faith
Siwicki, Grace
Siwicki, Jeanne

AVALON

Holvorsen, Martin
Roache, David
Roache, Gillian
Holvorsen, Beverly

BAREFOOTIN

Riozzi, Ed
Riozzi, Holly

BLUE CHIP

Zwarg, Stephen
Zwarg, Brook

Zwarg, Janet
Zwarg, Jon
Vanderveer, Linda

CAESAR'S GHOST

Hunter, Diane
Barclay, Ian
Banks, Paul

CALYPSO

Wright, Daniel
Malcolm, Anne
Cromwell, June
Wright, Libby

CARPATHIA

Koster, Curtis
Sedgwick, Caroline
Sedgwick, Martin
Koster, Susan

DIOGENES

Wilson, Frederick
Keen, Richard
Cossell, Sue
Gill, Denise
Wilson, Nancy
Brawner, Peirce

ENCORE

Drinane, James
Drinane, Nora
Drinane, Suleika
Drinane, Tom

EOS

Laughren, Terry
Laughren, Leslie

ESPARTA

Thomas, William
McMillan, Duncan
Thomas, Joan

EXCELLENCE

Blount, Lawrence
Clements, David
Clements, Diana
Blount, Susan

FELICITY

Coggins, Peter
MacEvoy, Scott
Coggins, Wendy

Coggins, Robin

FOLK SONG

Van Winkle, Daniel
Van Winkle, Betsy

FORTUNA

Woenmann, Konrad
Lyons, Sue
Pyron, Cynthia
Houde, Jean-Michel

FOXFIRE

Savory, Wallace
Dennis, Boo
Buck, Sally

GADZOOKS

Beringer, Geoffrey
Beringer, Dana
Beringer, Ginger
Beringer, Grayson
Beringer, Griffin
Beringer, Liam
Beringer, Marie
Beringer, Owen
Beringer, Sarah

HERON

Davies, Sanders
Davies, Ann
Harding, Jane
Harding, Peter

JOIE DE VIVRE

Lappin, Joan
Taylor, Margo
Valois, John

KINDRED

Draper, Port
Draper, Kathy

LORIEN

Hugelmeyer, J.
Callahan, Brian
McIntosh, Dusty
Callahan, Marjorie

MADRIGAL

Kimbell Jr., William
Hilton, Ginny
Hilton, John
Kimbel, Kiran



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MARAMOR

Love, John
Love, Marilyn

MIRACLES

Vohmar, William
Vohmar, Joan
Barnon, Rainette

NORDIC MIST

West, Mary
Nathan, Natalie
Nathan, Norman
Larsen, Carl
Larsen, Tulinda
Berg, Vince

OASIS

Rittenbaugh, Corky
Houston, Jonathan
Houston, Sarah
Rittenbaugh, Deb

ONWARD

Rocchio, Joseph J.
de Neergaar, Helene
de Neergaar, William

PAAPILLON V

Paap, Henry
Paap, Judy
Collins, Dean

PANDORA

Osborn, Robert
Osborn, Brenda
Ebin, Robert

POTION

Kiskiel, John
Kiskiel, Linda

PURITY

Jayson, Patricia

RALLY POINT

Lane, Thomas
Lane, Gail

SECOND WIND

Stevens, James
Stevens, Christine

SLOW POKE

Mautner, J. Jay
Linthorh, David
Mautner, Jill
Linthorh, Margit

SPRING MOON

Tudan, Richard
Cesrani, Jorne
Cesrani, Trish
Tudan, Valerie

STARFINDER

Forbes-Smit, Michael
Forbes-Smit, Claire
Wheeler, Deborah
Todd, Duncan
Loehlin, James

SUMMERSAULT

Wollin, David
Wollin, Leslie

SUSANNE F.

Parsons, II, Walter H.
Arman, Angus
Parsons, Paul

SWEETWATER

Springer, Clinton
Bryce, Bill
Barrett, Andrew
Dorsey, Bill
Cooper, David

TANGO

Fortin, Roger
Martin, Barrie
Heidenreich, Bob
Heidenreich, Charlyn
LaMarque, Heather
Fortin, Jane

THE ABBY

Martin, Robert
Martin, Ginny

TIGER TOO

Ritter, Toby
Ritter, Nataly
Greene, Joyce
Dion, Andrew

TOMIA

Mason, Anthony
Mason, Celia
Spinella, Geraldine

WALTZ ON WATER

Andrew, Don
Jenkins, Peter
Noren, Mary

WENONAH

Berry, Thomas
Emmett, Richard



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Alpha Crew List

<u>NAME</u>	<u>BOAT</u>	<u>CATEGORY</u>	<u>MOBILE</u>	<u>EMAIL</u>
Andrew, Don	WALTZ ON WATER	Skipper	443 521-0066	mknadaa@goeaston.net
Arman, Angus	SUSANNE F.	Crew		
Banks, Paul	CAESAR'S GHOST	LSC Crew		
Barnon, Rainette	MIRACLES	Crew		
Barclay, Ian	CAESAR'S GHOST	LSC Crew		
Barrett, Andrew	SWEETWATER	Crew		
Bell, Sharon	AMBER SEA	Crew		
Berg, R.		Drivealong	410 924-3876	clays-hope@goeaston.net
Berg, Vince	NORDIC MIST	Crew		
Beringer, Dana	GADZOOKS	Crew		
Beringer, Geoffrey	GADZOOKS	Skipper	203 247 0018	gberinger@aol.com
Beringer, Ginger	GADZOOKS	Crew		
Beringer, Grayson	GADZOOKS	Crew		
Beringer, Griffin	GADZOOKS	Crew		
Beringer, Liam	GADZOOKS	Crew		
Beringer, Marie	GADZOOKS	Crew		
Beringer, Owen	GADZOOKS	Crew		
Beringer, Sarah	GADZOOKS	Crew		
Berry, Thomas	WENONAH	Skipper		Tom@berrybest.com
Bizzy, Anne	AMBER SEA	LSC Crew		
Bizzy, Tim	AMBER SEA	LSC Crew		
Blazo, Ron	AMANDOLYN	Crew		
Blount, Lawrence	EXCELLENCE	Skipper	410 490-4412	larryblount@verizon.net
Blount, Susan	EXCELLENCE	Crew		
Brauner, Peirce	DIOGENES	Crew		
Bryce, Bill	SWEETWATER	LSC Crew		
Buck, Sally	FOXFIRE	Crew		
Callahan, Brian	LORIEN	Crew		
Callahan, Marjorie	LORIEN	Crew		
Cesrani, Jonne	SPRING MOON	LSC Crew		
Cesrani, Trish	SPRING MOON	LSC Crew		
Clements, David	EXCELLENCE	LSC Crew		
Clements, Diana	EXCELLENCE	LSC Crew		
Coggins, Peter	FELICITY	Skipper	732 804-0633,	cogs1493@comcast.net
Coggins, Robin	FELICITY	Crew		
Coggins, Wendy	FELICITY	Crew		
Collins, Dean	PAAPILLON V	Crew	301 801 9051	deanrcollins@aol.com
Cooper, David	SWEETWATER	Crew		
Cossell, Sue	DIOGENES	LSC Crew		
Cromwell, June	CALYPSO	LSC Crew		
Davies, Ann	HERON	Crew		
Davies, Sanders	HERON	Skipper	917 282-8834	akdavies@earthlink.net
de Neergaar, Helene	ONWARD	Crew		
de Neergaar, William	ONWARD	Crew		
Dennis, Boo	FOXFIRE	Crew		
Dion, Andrew	TIGER TOO	Crew		
Dorsey, Bill	SWEETWATER	Crew		
Draper, Kathy	KINDRED	Crew		
Draper, Port	KINDRED	Skipper	203 554-7087	draper62@msn.com
Drinane, James	ENCORE	Skipper	917 593-9337	jdrinane@nyc.rr.com
Drinane, Nora	ENCORE	Crew		



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<u>NAME</u>	<u>BOAT</u>	<u>CATEGORY</u>	<u>MOBILE</u>	<u>EMAIL</u>
Drinane, Suleika	ENCORE	Crew		
Drinane, Tom	ENCORE	Crew		
Dunn, Mimi		Drivealong		
Ebin, Robert	PANDORA	Crew		
Emmett, Richard	WENONAH	Crew		
Forbes-Smit, Claire	STARFINDER	LSC Crew		
Forbes-Smit, Michael	STARFINDER	LSC Skipper		michael@tempered-and-true.co.uk
Fortin, Jane	TANGO	Crew		
Fortin, Roger	TANGO	Skipper	804 761 3363	rt410@xmwifi.com
Gill, Denise	DIOGENES	Crew		
Greene, Joyce	TIGER TOO	Crew		
Greene, Megan		Drivealong		
Hallenbeck, George		Drivealong	617 959-4317	gwlk@aol.com
Hallenbeck, Grace		Drivealong		
Halvorsen, Beverly	AVALON	Crew		
Halvorsen, Martin	AVALON	Skipper	410 739-0719	mhalvorsen@atlanticbb.net
Harding, Jane	HERON	Crew		
Harding, Peter	HERON	Crew		
Heidenreich, Bob	TANGO	Crew		
Heidenreich, Charlyn	TANGO	Crew		
Hilton, Ginny	MADRIGAL	Crew		
Hilton, John	MADRIGAL	Crew		
Houde, Jean-Michel	FORTUNA	Crew		
Houston, Jonathan	OASIS	LSC Crew		
Houston, Sarah	OASIS	LSC Crew		
Hugelmeyer, J.	LORIEN	Skipper	201 755-1160	haabet1963@aol.com
Hugelmeyer, Lora		Drivealong	202 755-1160	
Hunter, Diane	CAESAR'S GHOST	Skipper	781 820-0579	caeghost@verizon.net
Jayson, Patricia	PURITY	Skipper	617 872-8165	purjay@yahoo.com
Jenkins, Peter	WALTZ ON WATER	LSC Crew		
Keen, Richard	DIOGENES	LSC Crew		
Kimbel, Kiran	MADRIGAL	Crew		
Kimbell Jr., William	MADRIGAL	Skipper	401 527-1662	j130kim@gmail.com
Kiszkuel, John	POTION	Skipper	860 573-9654	saltair@att.net
Kiszkuel, Linda	POTION	Crew		
Kloman, Ann		Drivealong		
Kloman, Henry		Drivealong	860 434-5356	fklooman@aol.com
Koster, Curtis	CARPATHIA	Skipper	201 952-1630	cpkoster@gmail.com
Koster, Susan	CARPATHIA	Crew		
LaMarque, Heather	TANGO	Crew		
Lane, Gail	RALLY POINT	Crew		
Lane, Thomas	RALLY POINT	Skipper	615 804-0500	gailpl@aol.com
Lappin, Joan	JOIE DE VIVRE	Skipper	212 262-8622	captjoan@sailongisland.com
Larsen, Carl	NORDIC MIST	Crew		
Larsen, Tulinda	NORDIC MIST	Crew		
Laughren, Leslie	EOS	Crew		
Laughren, Terry	EOS	Skipper	917 207 7542	laughren@optonline.net
Lewis-Jones, Malcolm	AMBER SEA	LSC Skipper		malcolmlj@googlemail.com
Linforth, David	SLOW POKE	Crew		
Linforth, Margit	SLOW POKE	Crew		
Loehlin, James	STARFINDER	Crew		



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<u>NAME</u>	<u>BOAT</u>	<u>CATEGORY</u>	<u>MOBILE</u>	<u>EMAIL</u>
Love, John	MARAMOR	Skipper	203 561-5840	John.Love@vosusa.com
Love, Marilyn	MARAMOR	Crew		
Lyons, Sue	FORTUNA	LSC Crew		
MacEvoy, Scott	FELICITY	Crew		
Malcolm, Anne	CALYPSO	LSC Crew		
Martin, Barrie	TANGO	LSC Crew		
Martin, Ginny	THE ABBY	Crew		
Martin, Robert	THE ABBY	Skipper	203 247-1734	robdmar@optonline.net
Mason, Anthony	TOMIA	LSC Skipper	561 400 8983	celiac123@yahoo.com
Mason, Celia	TOMIA	LSC Crew		
Mautner, J. Jay	SLOW POKE	Skipper	917 364-4511	usyacht@gmail.com
Mautner, Jill	SLOW POKE	Crew		
McConnell, Alice		Drivealong	401 228 4139	
McConnell, Dave	ANNISQUAM TOO	Skipper	401 226-3999	dmcconnell@cox.net
McIntosh, Dusty	LORIEN	Crew		
McKeoh, Paula	AMANDOLYN	Crew		
McMillan, Duncan	ESPARTA	LSC Crew		
Mitch, Alice		Drivealong	410 353-3861	amitch1@verizon.net
Mitch, Andrew		Drivealong		
Nathan, Natalie	NORDIC MIST	LSC Crew		
Nathan, Norman	NORDIC MIST	LSC Crew		
Noren, Mary	WALTZ ON WATER	Crew		
Osborn, Brenda	PANDORA	Crew		
Osborn, Robert	PANDORA	Skipper	201 315-3914	robertosbornjr@gmail.com
Paap, Henry	PAAPILLON V	Skipper	617 548-5123	paap@comcast.net
Paap, Judy	PAAPILLON V	Crew		
Parsons, II, Walter H	SUSANNE F.	Skipper	703 229 3882	waltparsons3@gmail.com
Parsons, Paul	SUSANNE F.	Crew		
Pasley, John	AMBER SEA	Crew		
Pasley, Linda	AMBER SEA	Crew		
Pyron, Cynthia	FORTUNA	Crew		
Riozzi, Ed	BAREFOOTIN	Skipper	860 885-8018	heriozzi@sbcglobal.net
Riozzi, Holly	BAREFOOTIN	Crew		
Rittenbaugh, Conky	OASIS	Skipper	610 496-1552	conkysoasis@comcast.net
Rittenbaugh, Deb	OASIS	Crew		
Ritter, Nataly	TIGER TOO	Crew		
Ritter, Toby	TIGER TOO	Skipper	914 391-8026	ted_reichek@yahoo.com
Roache, David	AVALON	LSC Crew		
Roache, Gillian	AVALON	LSC Crew		
Rocchio, Joseph J.	ONWARD	Skipper	410-688-6245	jjr@onward.ws
Savory, Wallace	FOXFIRE	Skipper	617 510-3429	CWSavory@aol.com
Sedgwick, Caroline	CARPATIA	LSC Crew		
Sedgwick, Martin	CARPATIA	LSC Crew		
Shapiro, Ron		Drivealong		
Siwicki, David	AVA	Skipper	401 439-1082	dsiwicki@dominiondiagnostics.com
Siwicki, Faith	AVA	Crew		
Siwicki, Grace	AVA	Crew		
Siwicki, Jeannine	AVA	Crew		
Smith, Christopher	ANNISQUAM TOO	LSC Crew		
Smith, Marilyn	AMANDOLYN	Crew		
Smith, Robert	AMANDOLYN	Skipper	646 206-6486	BSMITHY2K@aol.com



The Corinthians - Little Ship Club 2010 Friendship Cruise in Maine

<u>NAME</u>	<u>BOAT</u>	<u>CATEGORY</u>	<u>MOBILE</u>	<u>EMAIL</u>
Spinella, Geraldine	TOMIA	Crew		
Springer, Clinton	SWEETWATER	Skipper	603 502-6358,	clint_springer@alum.mit.edu
Stavely, Cathy	ANNISQUAM TOO	Crew		
Stevens, Christine	SECOND WIND	Crew		
Stevens, James	SECOND WIND	Skipper	203 667-4069	jstevensoptima@aol.com
Taylor, Margo	JOIE DE VIVRE	Crew		
Thomas, Joan	ESPARTA	Crew		
Thomas, William	ESPARTA	Skipper	610 416-0548	WmPThomas@aol.com
Thomdike, Elizabeth		Drivealong		
Thomdike, William		Drivealong	617 733-2813	wthomdike2@comcast.net
Todd, Duncan	STARFINDER	Crew		
Tudan, Richard	SPRING MOON	Skipper	410 353-6959	tudan@verizon.net
Tudan, Valerie	SPRING MOON	Crew		
Valois, John	JOIE DE VIVRE	Crew		
Van Winkle, Betsy	FOLK SONG	Crew		
Van Winkle, Daniel	FOLK SONG	Skipper	860 912-0772	darwanw5@gmail.com
Vanderveer, Linda	BLUE CHIP	Crew		
Vohmar, Joan	MIRACLES	Crew		
Vohmar, William	MIRACLES	Skipper	860 460-7285	bvohmar@yahoo.com
West, Mary	NORDIC MIST	Skipper		marymwest4@gmail.com
Wheeler, Deborah	STARFINDER	LSC Crew		
Wilkenson, Carol	AMANDOLYN	Crew		
Wilson, Frederick	DIOGENES	Skipper	610 420-9949	NandFWilson@aol.com
Wilson, Nancy	DIOGENES	Crew		
Woennann, Konrad	FORTUNA	Skipper	410 353-3164	Kwoennann@msn.com
Wollin, David	SUMMERSAULT	Skipper	917 826-5022	drwollin@gmail.com
Wollin, Leslie	SUMMERSAULT	Crew		
Wright, Daniel	CALYPSO	Skipper	339 440-0606	dw34lu@nh.gov
Wright, Libby	CALYPSO	Crew		
Zwarg, Brook	BLUE CHIP	Crew		
Zwarg, Janet	BLUE CHIP	Crew		
Zwarg, Jon	BLUE CHIP	Crew		
Zwarg, Stephen	BLUE CHIP	Skipper	860 490-7631	Zwag@aol.com