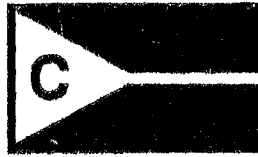

THE CORINTHIANS



1995 MAINE CRUISE



PORTLAND • QUAHOG BAY
BOOTHBAY • MUSCONGUS BAY
TENANTS • PULPIT • CAMDEN

THE CORINTHIANS

1995 MAINE RACE/CRUISE

1	INTRODUCTION
2	THE FLEET & CREWS
3	RACE INFORMATION
4	PORTLAND
5	QUAHOG BAY
6	BOOTHBAY HARBOR
7	MAPLE JUICE COVE
8	TENANTS HARBOR
9	PULPIT HARBOR
10	CAMDEN
11	FUN & GAMES
12	GENERAL INFORMATION



THE CORINTHIANS

Summer 1995

Let me welcome all Corinthians and Guests to the 1995 Annual Cruise. Once again, as is our custom, we return every third year to the waters of Maine.

The Cruise Committee, Headed by Clint Springer and Charlie Weiner [two very experienced down- Easters] has put together a fine itinerary with special stops along the way. From the social events to the quiet anchorages and harbors, to the friendly racing and cruising please enjoy the sights and smells of this unique coast line.

As with all our cruises we will enjoy seeing old friends and making new ones. Please show our guests and new members the Corinthian spirit which draws us back year after year.

Practice good seamanship and navigation, as you take part in one of lifes great pleasures, wishing you fair winds for the 1995 Corinthian Maine Cruise.

Frederick E. Wilson
Master

THE CORINTHIANS MAINE CRUISE '95
DISCLAIMER, RELEASE AND INDEMNIFICATION

SAILING, even in sheltered waters can be hazardous. The Corinthians Association, the Corinthians Cruise '95 Committee and the Corinthians Cruise '95 Race Committee disclaim any and all responsibility for damages or injuries to any person participating in the Maine 1995 Corinthian Cruise.

AS a condition to our participation in the Corinthian Maine Cruise, I, the undersigned, as Captain of the below listed vessel, hereby agree to release The Corinthians, its Afterguard and Officers, the 1995 Corinthian Cruise and Cruise Race Committees, jointly and severally, from and against any liability for deaths, personal injury, damage or other loss sustained while participating in The Corinthians 1995 Cruise or at shore activities arranged in connection therewith and further covenant to inform each and every member of the crew of said vessel of this disclaimer, release and indemnification.

Furthermore, I also agree to defend and indemnify The Corinthians, its Afterguard and Officers and the 1995 Corinthian Cruise and Cruise Race Committees, jointly and severally, from and against any claims, liabilities or damages (including costs of defense and/or settlement) resulting from any claim, demand, loss or liability asserted by any of my crew, while participating in The Corinthians 1995 Cruise and against any claims, liabilities or damages (including costs of defense and/or settlement) resulting from any claim by any third party for injuries, deaths or damages alleged to have been caused by myself or any of the crew of the below listed vessel, during this cruise.

VESSEL _____

CAPTAIN

Date: August 5, 1995

THE CORINTHIANS - 1995 RACE/CRUISE COMMITTEE

WHO'S WHO and WHERE

CRUISE CHARIMEN: Clint Springer aboard DULCINEA
Charles Weiner aboard SARA ELIZABETH

CRUISE PAYMASTER: Dave McConnell aboard RACCOON

CRUISE RACE CHAIRMAN: "Sandy" Wall aboard GRAND CRU

CRUISE PROTEST CHAIRMAN: Bud Fox aboard NATASHA

CRUISE COMMITTEE:

William Bostic	Sohier Marks aboard TYMH
George & Connie Calfo	Richard McCarthy aboard STAMPEDE
Brooke Davis aboard EVENTIDE	Ray Peterson aboard CYGNE
Bud & Natalie Fox aboard NATASHA	Les Reed aboard NERENA
Norman Hewitt aboard FANTOD	Sam & Judy Hole Suratt aboard NATASHA
Richard Hunneman aboard ANDICON	Bart Thomas
Felix Kloman aboard ANEMONE	Dick Woods aboard EVENTIDE
Paula Lysak aboard WIND SPREE	

CRUISE PORT OFFICERS:

PORTLAND	Brooke Davis
QUAHOG BAY	Clint Springer
BOOTHBAY HARBOR	Charles Weiner and Charles & Jane Hildreth
MAPLE JUICE COVE	Jeff and Suzie Marger
TENANTS HARBOR	Felix Kloman
PULPIT HARBOR	Richard Hunneman
CAMDEN	Paula Lysak

CRUISE MAINSHEET EDITOR: Bart Thomas

FUN and GAMES: Bud Fox, Natalie Fox, Sam Suratt, Judy Hole Suratt,
Marcia Wiley, Bart Thomas, Ann Peskin

TRANSPORTATION COORDINATOR: Sam Suratt aboard NATASHA

DRIVE-ALONG COORDINATOR: Charles Weiner aboard SARA ELIZABETH

CRUISE DOCTOR: Michael Datch aboard SHANGRI-LA
CRUISE NURSE: Joan Thomas aboard SNOW GOOSE
CRUISE EMT: Bud Fox aboard NATASHA

NAVIGATION

It should be clear to all skippers on our Cruise that **navigation is the skipper's personal responsibility**. At no time should you assume that anyone has done or will do the navigation for you. You are responsible during harbor entrances, starts, and while racing and cruising. The safety of your vessel is your full time responsibility.

Please do not allow yourself to become complacent while you "follow the leader." If we have a fog day and you do follow someone with radar, you are still responsible to do your own dead reckoning. Getting lost at this time could be most serious.

Corinthians have a proud tradition of fine piloting and navigation. We are sure this will continue on the 1995 Cruise.

CORINTHIAN TRADITIONS

HARBOR STARTS

During our annual Race/Cruise, The Corinthians traditionally leave a harbor in parade fashion by following the yacht which flies the Great Flag.

The harbor start will be led by the Master or a designee. Just prior to the time set for the harbor start, the designated yacht will fly the Great Flag and will proceed to the head of the harbor to start the parade. As the Great Flag passes your mooring or anchorage, take place in a **double line behind the last yacht** in the parade. The leading yacht will attempt to maintain a speed of **4.5 knots**.

Vessels participating in the parade should proceed **double file, with sails furled**, to the area of the race start or the entrance of the harbor.

The time and leader of each harbor start will be announced during the morning announcements broadcast on CH.72 following the morning 0800 Hours gun.

COLORS and SIGNALS

Yachting tradition recognizes that colors will be properly made each day. As signaled by the **Yacht Discovery** or by the local yacht club, the ensign shall be hoisted smartly at **morning colors (0800 hours)** and ceremoniously **struck at sunset** each day. **Yachts are expected to strike the ensign while racing.**

The **Corinthian flag** is flown from the **starboard spreader**. Guest boats will fly a **special white swallow tail pennant from the backstay**. **First-time Corinthian cruise participants will fly a special blue swallow tail pennant from the backstay.**

DRESS SHIP ROUTINE

Dress ship will occur during the lay day in Boothbay Harbor. Yacht routine directs the following:

"On the Fourth of July, or when ordered on other occasions, a yacht in commission shall, when at anchor and 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 officers' 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 numeral 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."

RADAR REFLECTORS

Please do not fly the Corinthian flag under a radar reflector on the starboard spreader as it can be easily confused for a distress signal.

FIRST-TIME CRUISE PARTICIPANTS

There is always a first time for everything. Those who are on a Corinthian Cruise for the first time, should be aware that the Corinthians have a time honored tradition of welcoming new cruisers.

So that other members of the cruise will know this is your first Corinthian cruise, **"first-timers"** should **fly the special blue swallow tail pennant from your backstay**. Fly it at all times so that your fellow cruise members may readily spot you -- invite you to raft -- offer assistance -- and to generally extend good fellowship.

A "first-timer" will have many questions, may only personally know a few other Corinthians, and feel generally unsure of what to do at events. Please do not hesitate to ask questions, join a raft or introduce yourself. At one time or another we were all "first-timers."

RAFTING

Rafting at the end of a sail or race for conversation, cocktails or war stories is a wonderful way to meet other Corinthians. Where we have moorings, rafting may be necessary to accommodate the fleet.

Show courtesy in entering and leaving the raft. Traditionally **the boat rafting provides the lines and fenders. Ask the skipper of the other boat for his choice of port or starboard.** Skippers of both boats determine placement of masts fore or aft of each other. **When leaving a raft, inform the skippers of the boats you are rafted with and coordinate the reattachment of boats on either side as you leave.** Be sure that your **engine is in neutral until you are no longer attached** to the raft, only then engage forward or reverse to leave the raft.

If a raft coordinator directs you to raft next to a particular boat, place your mast for or aft of another boat or put down an anchor, please cooperate. While you are welcome to raft with whomever you wish, it is not in the Corinthian spirit to refuse to raft with another boat.

All those establishing rafts, whether at moorings or anchor, should pay attention to the weather and use appropriate seamanship.

Try to raft with as many different boats as you can. Rafting is a delightful way to meet new people.

RADIO COMMUNICATIONS

Immediately after morning colors at 0800 hours, fleet announcements will be made on CH. 72. The broadcast will include the day's events, racing notices, and any special announcements.

RACE COMMITTEE COMMUNICATIONS

USYRU rules prohibit radio communications with the Race Committee. However, to prevent problems and to assure that all racers understand the day's courses, the **Race Committee will make an announcement on Channel 68 ten minutes prior to the first warning gun** of the day. This announcement will **state the courses to be raced that day**. Courses will be displayed by flag hoist on the committee boat.

Each boat in the racing divisions must check in daily with the Race Committee by sailing past the Committee boat. **If you must retire from a race, you must advise the Race Committee** by radio on CH. 68 or by sailing by the finish line (approaching on the wrong side of the finish).

SHORE CLEAN UP

The Corinthians have a reputation for leaving an area so clean that we are invited to return. Each skipper is asked to see that his area is thoroughly policed. As has been the custom, **each day's winning boat in each division is responsible for clean up of the shoreside facilities used that day.**

As we are guests of fellow members Felix Kloman in Tenants Harbor and Bill Bostic in Camden, this is particularly important.

COURTESIES

Please uphold the Corinthian reputation of remembering those who serve us as we cruise East. A **TIP** to the launch operator or waiter makes us remembered and welcomed upon our return.

Skippers, please observe racing courtesies. Taking the air of a boat in another division is not conducive to warm feelings.

ATTIRE

Appropriate attire and shoes should be worn at all times. At the Wind-Up Dinner and Awards ceremony at the Camden Yacht Club, gentlemen must wear coats and ties and the ladies must dress appropriately.

THE NOTHING AWARD

There is a quote from our Master's letter a few cruises ago -

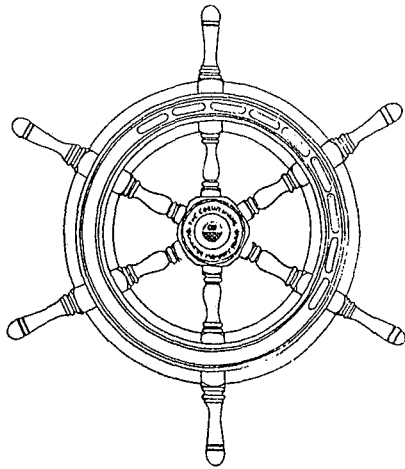
"A tradition, and it is several variations, has been with us since the first Corinthians set forth from Corinth. Such events falling within this scope are:

- The bottom suddenly rises up and embraces the keel of a passing boat
- Bridge abutments decide not to move out of the way
- Anchors that were firmly attached seem to drag
- Lobster pots intertwine with propeller shafts
- Bridges fail to open

These events should never affect your aplomb nor have any effect on the enjoyment of your day!"

THE NOTHING AWARD, a trophy of exquisite proportion, grace and eclectic beginnings, memorializes this tradition. The award is bestowed upon that skipper who has, while on the cruise, performed some observable and notable misfeasance of seamanship or navigation about which it is best to remember nothing. Everyone is a candidate and everyone is on the nominating committee. Past recipients read like a Corinthian "Who's Who!" This award is the highlight of the Wind-Up Dinner.

TROPHIES OF THE RACE/CRUISE



THE CHARTER MEMBERS TROPHY

A handsome ship's wheel, The Charter Members Trophy is presented to the overall winner of the Spinnaker Racing Division.

THE CORINTHIANS PERPETUAL TROPHY

A classic silver Revere bowl, The Corinthians Perpetual Trophy is awarded to the overall winner of the Non-Spinnaker, Cruising Division I (Low PHRF).



THE RACE COMMITTEE TROPHY

A clipper-bowed half-hull of a yacht trailing a dinghy, The Race Committee Trophy is presented to the overall winner of the Non-Spinnaker, Cruising Division II. (High PHRF).

THE NOTHING AWARD

At the closing dinner, The Nothing Award is bestowed upon the skipper who has, while on the cruise, performed some observable and notable misfeasance of seamanship or navigation about which it is best to remember nothing.

THE JOHN BOWMAN MEMORIAL TROPHY

With a kite flying off of APOGEE's stern, this trophy is presented to the winner of the annual kite flying contest.

DINGHY RACE TROPHY

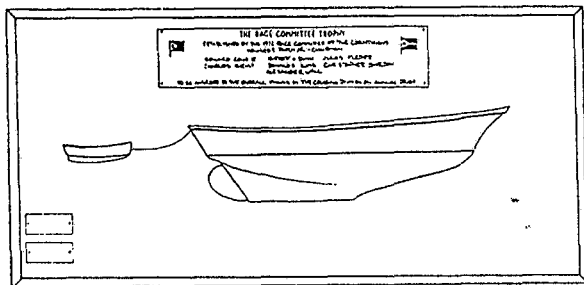
This unique trophy is presented to the winner of the annual dinghy race.

DIVISION FINISHES

The overall 1/2/3 winners in each division will receive presentation plaques.

DAILY RACE FINISHES

Continuing a tradition, each yacht finishing 1/2/3 in the port-to-port races will receive a presentation plaque.



THE CHARTER MEMBERS, THE CORINTHIANS PERPETUAL and THE RACE COMMITTEE TROPHIES will be presented at the November Annual Meeting and Racing Awards Presentation.

1995 RACE/CRUISE - THE FLEET

AIR FORCE	Angelo del Re	J-35	white
#73027	Helena del Re Christina del Re (14)	Matthew del Re	
ALI KHAT	Richard Rainone	Passport 40	blue
#32515	Connie Rainone	Wes Van Sriver	
ALSKLING	Li Rettie	S&S 47	white
#3844	Mary Morris Vivagean Merz	George Morris Milton Merz	
ANDICON	Dick Hunneman	Cole 29	white
ANEMONE	Felix Kloman	Freedom 36	grey
#71	Edward Kloman Blair Birdsey Alexis Southworth Trip Woodbridge	Talmadge Birdsey Peter Southworth Steven Thomas	
ANNA'S HOPE	Steve Migliorino	Cape Dory 36	
	Linda Migliorino Wayne Thoen	Barbara Thoen	
ANOTHER ADVENTURE	Jack Cumpton	Gulfstar 44	white
	Beverly Cumpton Bobbie Pardawoski	Bo Paradowski	
ARIOSO	Charlie Hildreth	C&C 38	blue
#31326	Jane Hildreth Dave Buzanowski	Meredith Buzanowski (12) Suzanne Buzanowski	
BLUE BLAZES	Bill Barbar	J-35	blue
#43969	Patricia Barbar Frank Taranto	Stephane Caporale Virgina Holly Rango	

CALLINECTES	Steve Johanson	Passport 40	
	Bonnie Johanson	Bill East	
	Bill Dorsey	Phyllis Piser	
CYGNE	✓ Ray Peterson	Swan 46	blue
#33813	Nancy Smith	Danny Smith	
	Heather Smith (2)	Douse Ristin	
CYGNUS	✓ Mel Boudrot	Swan 411	white
#41101	✓ Jane Boudrot	✓ Mark Boudrot	
	✓ Susan Boudrot	Samantha Boudrot (10)	
	✓ Alix Boudrot (3)		
DAYSTAR	✓ Larry Mead	O'Day 40	
	Kurt Mead	Susan Mead	
	Robin Brady	Mike Davis	
	Judy Davis		
DISCOVERY	✓ Jay Kiszkiel	Mason 43	<i>- Blue -</i>
	✓ Linda Kiszkiel	Greg Lukowski	
	Linda Rambow	Bill Rambow	
	Ruth Ordway		
DUE II	William Freeman	Hinckley Pilot	blue
#1354			
DULCINEA	Clint Springer	Tartan 27	blue
#278	Fran Springer		
DYAD	✓ Fritz Schweitzer ✓ Don Relyea	Tartan 10M	white
#22540	✓ Alice Schweitzer	✓ Jo-Ann Relyea	
ELUSIVE	✓ Fred Wilson	C&C40	white
#30937	Nancy Wilson	✓ Rick Wilson	
	✓ Jamie Wilson	✓ Donna Wilson	
	✓ Allie Wilson (2½)		

EVENTIDE	✓ Richard Woods	Morris 38	white
	✓ Robin Woods	✓ Brooke Davis	

EXCELLENCE <i>Fire</i>	Robert Springer	Beneteau 37.5	white
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FANTOD	✓ Norman Hewitt	NY40	blue
#6666	✓ Harriette Hewitt "Bud" Riby	Thomas Tucker Guillaume d'Angbole	

FAST COMPANY	Bill Day	C&C 40	white
#70	Ruth Day Peter Jadrosich	Leslie Day	

FIREPLACE	Bob Lyons	Mathews 38	white
	Ron More ✓ Andy Much	✓ Alice Neily Mutch	

FOREVER	Jack Albers	Jeanneau 45	white
	Jeanne Albers Nancy Rivera	Fred Ploetz Carol Lehman	

GAEL FORCE	Andrew Eills/Bill Ferdinand	S2 9.1	
	Catherine Ferdinand	Sue Bell	

GRAND CRU	✓ Alexander Wall	Grand Banks 46	white
<i>Race Off Boat</i>	✓ Elizabeth Wall Evelyn Conners Lynn Wall	Alexander P. Wall Llewellyn Wall	

GRATITUDE	✓ John Arms	Hunter 40	white
#H40	✓ Lavon Arms ✓ Van Deacon	✓ Benjamin Deacon ✓ Julie Pfeiffer	

GREEN HORNET	✓ John Lee	Tartan 41	green
#12221	✓ Chris Lee ✓ Jeremy Lee (10) ✓ John Hilton	Bethany Lee (12) ✓ Ginny Hilton ✓ Barb Heyl	
HALCYON	Phil Matos	Prout Catamarn 37	white
#366	Susan Matos Blaine Fortin Spence Fortin (5)	Philip Matos (6) Lisa Fortin Elisabeth Fortin (4)	
HEATHER	Bob Heidenreich	CAL 32-2	white
#43568	Charlyn Heidenreich Ginny Martin Elizabeth Bone Cynthia Lovell	Bob Martin Scott Bone Heather Bone (6) Bruce Smart	
HOZHO	✓ Paul Rosensweig	CS 33	white
#3493	✓ Sarabelle Rosensweig, Peter White David Rundlett		
JAM SESSION	Jeff Marger	S&S 48	red
#42935 Red Hull	Suzi Marger - J.A.M. - Earrings		
JUGENDTRAUM	Helga Fontanes	Naugus 30	white
#N30	Helmuth Fontanes Helmuth Meyer		
KATHY ANN	Clark McCurdy	Schooner 40	white
	David Breasted Walter Pfarr	Louis Burke Snow goose mornin' Love	
KRISTIN	✓ John Brissette	Pearson 42	blue
# 117	✓ Sue Bell ✓ Kiren Kimbell ✓ Wil Kimbell (5)	✓ Bill Kimbell ✓ Kara Kimbell (8)	
LAUGHTER	✓ Ted Murphy	C&C 38	green
#21360	✓ Flax Hermes		

MAINE SPRING	✓ Roger Fortin	Pearson 39	white
	Jane Fortin	Timothy Young (6 months)	
	Cheryl Young	Richard Young	
	Tate Young (5)		
MORNIN' LUV	✓ Bernard Hart	Bristol 44	"72
	✓ Marita Hart		
MOLLY BROWN	Bill Blake	Sadler 34	white
#US10	Vaughn Collins	Dan Chapelle	
	Ted Dobrowalski	Jeff Whalen	
NATASHA	✓ Bud Fox	Chein Hwa 35	white
	✓ Natalie Fox	✓ Marcia Wiley	
	✓ Sam Suratt	Judy Hole Suratt	
NAUTI-LASS	Jack Brown	C&C 36	white
#257	✓ Craig Denecke	Phyllis Litman	
	Jeanette Westphal		
NERENA	Les Reed	Pearson 29	white
#9	Chris Reed	John Boeser	
	Dave Davis		
QUARTETTE	Russell Field	Cape Dory 36	blue
	Suki Field		
QUEST	Herb Bodman	Shannon 28	white
#SB52	David Pfefferkorn		
RACCOON	David McConnell	Cape Dory 36	white
#85	Alice McConnell	Charles Henebry	
	Elissa Henebry	Dave McConnell	
	Rita Reddy		

RALLY POINT #2	Tom Lane Gail Lane Tom Bragg	Kady Lane (8) Jeannie Bragg	LaFitte 44	white
REPARTEE #40408	David Bradley Katie Bradley	Frank Shanley	C&C 36	white
RHUMB PUNCH #22984	✓ Anna Porter ✓ Dorothy Nicholson Betty Hoekstra	Daniel Weidner	C&C 36	white
SARA ELIZABETH	✓ Charles Weiner ✓ Lynn Weiner		Sport Fisherman	white
SECOND WIND	Allen Barry Alison Barry		Caliber 33	white
SHANGRI-LA #221	Paul Marcoux Marie Marcoux Mike Datch Gladys Mullens	Bill Johnson Connie Crunkleton	Whitby 42	white
SHENANDOAH #42032	Patty Jayson/Allen Bragdon Ed Clarke	Roberta Clarke	Hinckley SW42	white
SNOW GOOSE #111	Charles Dennis "Boo" Dennis Joan Thomas	William Thomas Dave Breasted	Invicta II	white
SONNET #4	✓ Bill Thorndike ✓ Liz Thorndike		Southern Cross 34.6	buff
STAMPEDE #43533	✓ Dick McCarthy John McCarthy Jim Meehan Rachel Meehan (16) John Truelove	Trenna McCarthy April Meehan Bonnie Meehan (13) Rod McCoy	J-44	

<u>SUSANNE F.</u>	<u>Walt Parsons</u>	<u>Islander 36</u>	<u>white</u>
	Mary Ann Parsons Don Parsons, Sr.	Frances Parsons	
<u>THE RAZORS EDGE</u>	<u>Jane Hammond</u>	<u>Taswell 43</u>	<u>white</u>
#TW43	Connie Hammond Elliott Conover	Helen Hammond	
<u>THE ROYAL ACE</u>	<u>Philip Prince</u> PEP	<u>C&C 34</u>	<u>blue</u>
#50118	Jane Mattson-Prince (maneuver)		
<u>TRIUMPH</u>	<u>Bill de Neergaard</u>	<u>Dragonfly 33</u>	<u>white</u>
#235	Helene de Neergaard Daniel Fetterman	Catherine Fetterman	
<u>TYMH</u>	<u>Sohier Marks</u>	<u>C&C 37 CB</u>	<u>blue</u>
#32076	Elaine Marks		
<u>TYNAJE</u>	<u>Peter Ross</u>	<u>Ohlson 38</u>	<u>green</u>
#2222	Joan Ross		
<u>VOILA</u>	<u>Ed Rondepierre</u>	<u>Sabre 38</u>	<u>blue</u>
#174	Nan Rondepierre		
<u>WIND SPREE</u>	<u>James Muir</u>	<u>Cape Dory 36</u>	<u>white</u>
#155	Aretta Muir	Paula Lysak Louise Burke	
<u>WINDIGO</u>	<u>Donald Reed</u>	<u>Sloop 42</u>	<u>blue</u>
	Janet Reed Bobbie Rath	Tim Rath Joe Anderer	
<u>WIND SHEAR</u>	<u>Leonard Greene</u>	<u>C/N 58</u>	<u>blue</u>
# 9873Y	Joyce Greene Amy Gerbe Kyle Gerbe (6)	Tom Gerbe Evan Gerbe (9)	

YOUNG SAILORS ON THE CRUISE -

AIR FORCE	Christina del Re	14
ARIOSO	Meredith Buzanowski	12
CYGNE	Heather Smith	2
CYGNUS	Samantha Boudrot	10
	Alix Boudrot	3
ELUSIVE	Allie Wilson	2½
GREEN HORNET	Bethany Lee	12
	Jeremy Lee	10
HALCYON	Philip Matos	6
	Spence Fortin	5
	Elisabeth Fortin	4
HEATHER	Heather Bone	6
KRISTIN	Kara Kimbell	8
	Wil Kimbell	5
MAINE SPRING	Tate Young	5
	Timothy Young	6 months
RALLY POINT	Kady Lane	8
STAMPEDE	Bonnie Meehan	13
	Rachel Meehan	16
WIND SHEAR	Evan Gerbe	9
	Kyle Gerbe	6

THE "DRIVE-ALONG" -

Bill & Cindy Bostic

George & Connie Calfo

Gene Perlowin

Bart Thomas

Sid & Mitsue White

THE 1995 RACE/CRUISE - THE CREW

CREW

BOAT NAME

A

ALBERS, JACK
ALBERS, JEANNE
ANDERER, JOE
ARMS, JOHN R.
ARMS, LAVON

FOREVER
FOREVER
WINDIGO
GRATITUDE
GRATITUDE

B

BARBAR, BILL
BARBAR, PATRICIA
BARRY, ALISON I.
BARRY, ALLEN I.
BELL, SUE
BELL, SUE
BIRDSEY, BLAIR
BIRDSEY, TALMADGE
BLAKE, BILL
BODMAN, HERB
BOESER, JOHN
BONE, ELIZABETH
BONE, HEATHER (6 YRS)
BONE, SCOTT
BOSTIC, BILL
BOSTIC, CINDY
BOUDROT, ALIX (3 YRS)
BOUDROT, JANE
BOUDROT, MARK
BOUDROT, MEL
BOUDROT, SAMATHA (10 YRS)
BOUDROT, SUSAN
BRADLEY, DAVID
BRADLEY, KATIE
BRADY, ROBIN
BRAGDON, ALLEN
BRAGG, JEANNIE
BRAGG, TOM
BREASTED, DAVID
BRISSETTE, JOHN
BROWN, JACK
BURKE, LOUISE
BUZANOSKI, DAVID
BUZANOSKI, MERRY (12 YRS)
BUZANOSKI, SUZANNE

BLUE BLAZES
BLUE BLAZES
SECOND WIND
SECOND WIND
KRISTIN
GAEL FORCE
ANEMONE
ANEMONE
MOLLY BROWN
QUEST
NERENA
HEATHER
HEATHER
HEATHER
DRIVE ALONG
DRIVE ALONG
CYGNUS
CYGNUS
CYGNUS
CYGNUS
CYGNUS
CYGNUS
CYGNUS
REPARTEE
REPARTEE
DAYSTAR
SHENANDOAH
RALLY POINT
RALLY POINT
KATHY ANN
KRISTIN
NAUTI-LASS
KATHY ANN
ARIOSO
ARIOSO
ARIOSO

THE 1995 RACE/CRUISE - THE CREW

C

CALFO, CONNIE
CALFO, GEORGE
CAPORALE, STEPHANE
CHAPELLE, DAN
CLARKE, ED
CLARKE, ROBERTA
COLLINS, VAUGHN
CONNERS, EVELYN
CONOVER, ELLIOTT
CRUNKLETON, CONNIE
CUMPTON, BEVERLY
CUMPTON, JACK

DRIVE ALONG
DRIVE ALONG
BLUE BLAZES
MOLLY BROWN
SHENANDOAH
SHENANDOAH
MOLLY BROWN
GRAND CRU
THE RAZORS EDGE
SHANGRI-LA
ANOTHER ADVENTURE
ANOTHER ADVENTURE

D

d'ANGBOLE, GUILLAUME
DATCH, MIKE
DAVIS, BROOKE
DAVIS, DAVE
DAVIS, JUDY
DAVIS, MIKE
DAY, BILL
DAY, LESLIE
DAY, RUTH
DEACON, BENJAMIN
DEACON, VAN
DEL RE, ANGELO
DEL RE, CHRISTINA (14 YRS)
DEL RE, HELENA
DEL RE, MATTHEW
DENECKE, CRAIG
deNEERGAARD, BILL
deNEERGAARD, HELENE
DENNIS, BARBARA ("BOO")
DENNIS, CHARLES C.
DOBROWALSKI, TED
DORSEY, BILL

FANTOD
SHANGRI-LA
EVENTIDE
NERENA
DAYSTAR
DAYSTAR
FAST COMPANY
FAST COMPANY
FAST COMPANY
GRATITUDE
GRATITUDE
AIR FORCE
AIR FORCE
AIR FORCE
AIR FORCE
NAUTI-LASS
TRIUMPH
TRIUMPH
SNOW GOOSE
SNOW GOOSE
MOLLY BROWN
CALLINECTES

E

EAST, BILL
EILLS, ANDREW

CALLINECTES
GAEL FORCE

F

FERDINAND, BILL
FERDINAND, CATHERINE W.
FETTERMAN, CATHRINE deN.
FETTERMAN, DANIEL
FIELD, RUSSELL

GAEL FORCE
GAEL FORCE
TRIUMPH
TRIUMPH
QUARTETTE

THE 1995 RACE/CRUISE - THE CREW

F(cont.)

FIELD, SUKI
FONTANES, HELGA
FONTANES, HELMUTH
FORTIN, BLAINE
FORTIN, ELISABETH (4 YRS)
FORTIN, JANE
FORTIN, LISA
FORTIN, ROGER
FORTIN, SPENCE (5 YRS)
FOX, ARTHUR "BUD"
FOX, NATALIE
FREEMAN, W.C.

QUARTETTE
JUGENDTRAUM
JUGENDTRAUM
HALCYON
HALCYON
MAINE SPRING
HALCYON
MAINE SPRING
HALCYON
NATASHA
NATASHA
DUE II

G

GERBE, AMY
GERBE, EVAN (9 YRS)
GERBE, KYLE (6 YRS)
GERBE, TOM
GREENE, JOYCE
GREENE, LEONARD

WINDSHEAR
WINDSHEAR
WINDSHEAR
WINDSHEAR
WINDSHEAR
WINDSHEAR

H

HAMMOND, CONNIE
HAMMOND, HELEN
HAMMOND, JANE W.
HEIDENREICH, CHARLYN
HEIDENREICH, ROBERT
HENEGBRY, CHARLES "CHUCK"
HENEGBRY, ELISSA McC.
HENGEL, G. W.
HERMES, FLAX
HEWITT, HARRIETTE R.
HEWITT, NORMAN
HEYL, BARB
HILDRETH, CHARLES.
HILDRETH, JANE
HILTON, GINNY
HILTON, JOHN
HOEKSTRA, BETTY
HOLE, JUDY
HUNNEMAN, DICK

THE RAZORS EDGE
THE RAZORS EDGE
THE RAZORS EDGE
HEATHER
HEATHER
RACCOON
RACCOON
KATHY ANN
LAUGHTER
FANTOD
FANTOD
GREEN HORNET
ARIOSO
ARIOSO
GREEN HORNET
GREEN HORNET
RHUMB PUNCH
NATASHA
ANDICON

J

JADROSICH, PETER
JAYSON, PATRICIA
JOHANSON, BONNIE
JOHANSON, STEVE
JOHNSON, BILL

FAST COMPANY
SHENANDOAH
CALLINECTES
CALLINECTES
SHANGRI-LA

THE 1995 RACE/CRUISE - THE CREW

K

KIMBELL, BILL
KIMBELL, KARA (8 YRS)
KIMBELL, KIREN
KIMBELL, WIL (5 YRS)
KISZKIEL, JAY
KISZKIEL, LINDA
KLOMAN, EDWARD
KLOMAN, FELIX

KRISTIN
KRISTIN
KRISTIN
KRISTIN
DISCOVERY
DISCOVERY
ANEMONE
ANEMONE

L

LANE, GAIL
LANE, KADY (8 YRS)
LANE, TOM
LEE, BETHANY (12 YRS)
LEE, CHRIS
LEE, JEREMY (9 YRS)
LEE, JOHN.
LEHMAN, CAROL
LITMAN, PHYLLIS
LOVELL, CYNTHIA
LUKOWSKI, GREG
LYONS, BOB
LYSAK, PAULA

RALLY POINT
RALLY POINT
RALLY POINT
GREEN HORNET
GREEN HORNET
GREEN HORNET
GREEN HORNET
FOREVER
NAUTI-LASS
HEATHER
DISCOVERY
FIREPLACE
WIND SPREE

M

MARCOUX, MARIE
MARCOUX, PAUL
MARGER, JEFF
MARGER, SUZI
MARKS, ELAINE
MARKS, SOHIER
MATOS, PHIL
MATOS, PHILIP (6 YRS)
MATOS, SUSAN
MATTSON-PRINCE, JANE
McCARTHY, JOHN
McCARTHY, RICHARD
McCARTHY, TRENNA
McCONNELL, ALICE
McCONNELL, DAVID K.
McCONNELL, DAVID W.
McCOY, ROD
McCURDY, CLARK
MEAD, KURT

SHANGRI-LA
SHANGRI-LA
JAM SESSION
JAM SESSION
TYMH
TYMH
HALCYON
HALCYON
HALCYON
THE ROYAL ACE
STAMPEDE
STAMPEDE
STAMPEDE
RACCOON
RACCOON
RACCOON
STAMPEDE
KATHY ANN
DAYSTAR

THE 1995 RACE/CRUISE - THE CREW

M(cont.)

MEAD, LARRY
 MEAD, SUSAN
 MEEHAN, APRIL
 MEEHAN, BONNIE (DAUGHTER)
 MEEHAN, JIM
 MEEHAN, RACHEL (DAUGHTER)
 MERZ, MILTON (MILT)
 MERZ, VIVAGEAN
 MEYER, HELMUTH
 MIGLIORINO, LINDA
 MIGLIORINO, STEVE
 MORE, RON
 MORRIS, GEORGE
 MORRIS, MARY
 MUIR, ARETTA B.
 MUIR, JAMES
 MULLENS, GLADYS
 MURPHY, TED
 MUTCH, ALICE NEILY
 MUTCH, ANDY

DAYSTAR
 DAYSTAR
 STAMPEDE
 STAMPEDE
 STAMPEDE
 STAMPEDE
 ALSKLING
 ALSKLING
 JUGENDTRAUM
 ANNA'S HOPE
 ANNA'S HOPE -
 FIREPLACE -
 ALSKLING
 ALSKLING
 WIND SPREE
 WIND SPREE
 SHANGRI-LA
 LAUGHTER
 FIREPLACE
 FIREPLACE

N

NICHOLSON, DOROTHY

RHUMB PUNCH

O

ORDWAY, RUTH

DISCOVERY

P

PARADOWSKI, BO
 PARADOWSKI, BOBBIE
 PARSONS, DON. SR.
 PARSONS, FRANCES
 PARSONS, MARY ANN
 PARSONS, WALT
 PERLOWIN, GENE
 PETERSON, RAYMOND S.
 PEYSER, PHYLLIS
 PFARR, WALTER
 PFEFFERKORN, DAVID
 PFEIFFER, JULIE
 PLOETZ, FRED
 PORTER, ANNA
 PRINCE, PHILIP

ANOTHER ADVENTURE
 ANOTHER ADVENTURE
 SUSANNE F
 SUSANNE F
 SUSANNE F
 SUSANNE F
 DRIVE ALONG
 CYGNE
 CALLINECTES
 KATHY ANN
 QUEST
 GRATITUDE
 FOREVER
 RHUMB PUNCH
 THE ROYAL ACE

R

RAINONE, CONNIE
 RAINONE, RICHARD
 RAMBOW, BILL

ALI KHAT
 ALI KHAT
 DISCOVERY

THE 1995 RACE/CRUISE - THE CREW

R(cont.)

RAMBOW, LINDA
RANGO, VIRGINIA HOLLY
RATH, BOBBIE
RATH, TIM
REDDY, RITA C.
REED, CHRIS
REED, DONALD
REED, JANET
REED, LES
RELYEA, DONALD P.
RELYEA, JO-ANN
RETTIE, ELIZABETH (LI)
RIBY, MAYNARD "BUD"
RISTIN, DOUSE
RIVERA, NANCY
RONDEPIERRE, EDMOND
RONDEPIERRE, NAN
ROSENSWEIG, PAUL
ROSENSWEIG, SARABELLE
ROSS, JOAN
ROSS, PETER
RUNDLETT, DAVID

DISCOVERY
BLUE BLAZES
WINDIGO
WINDIGO
RACCOON
NERENA
WINDIGO
WINDIGO
NERENA
DYAD
DYAD
ALSKLING
FANTOD
CYGNE
FOREVER
VOILA
VOILA
HOZHO
HOZHO
TYNAJE
TYNAJE
HOZHO

S

SCHWEITZER, ALICE
SCHWEITZER, FRITZ
SHANLEY, FRANK
SMART, BRUCE
SMITH, DANNY
SMITH, HEATHER (2 YRS)
SMITH, NANCY
SOUTHWORTH, ALEXIS
SOUTHWORTH, PETER
SPRINGER, CLINT
SPRINGER, FRANCESCA
SPRINGER, ROBERT
SURATT, SAM

DYAD
DYAD
REPARTEE
HEATHER
CYGNE
CYGNE
CYGNE
ANEMONE
ANEMONE
DULCINEA
DULCINEA
EXCELLENCE
NATASHA

T

TARANTO, FRANK
THOEN, BARBARA
THOEN, WAYNE
THOMAS, BART
THOMAS, JOAN
THOMAS, STEVEN
THOMAS, WILLIAM

BLUE BLAZES
ANNA'S HOPE
ANNA'S HOPE
DRIVE ALONG
SNOW GOOSE
ANEMONE
SNOW GOOSE

THE 1995 RACE/CRUISE - THE CREW

THORNDIKE, BILL
THORNDIKE, ELIZABETH "LIZ"
TRUELOVE, JOHN
TUCKER, THOMAS

SONNET
SONNET
STAMPEDE
FANTOD

V

VAN SCRIVER, WES

ALI KHAT

W

WALL, ALEXANDER C.
WALL, ALEXANDER P.
WALL, ELIZABETH
WALL, LLEWELLYN
WALL, LYNN
WEIDNER, DANIEL
WEINER, CHARLES
WEINER, LYNN
WESTPHAL, JEANETTE
WHALEN, JEFF
WHITE, MITSUE
WHITE, PETER
WHITE, SID
WILEY, MARCIA
WILSON, ALLIE (2.5YRS)
WILSON, DONNA
WILSON, FRED
WILSON, JAMIE
WILSON, NANCY
WILSON, RICK
WOODBIDGE, TRIP
WOODS, RICHARD
WOODS, ROBIN

GRAND CRU
GRAND CRU
GRAND CRU
GRAND CRU
GRAND CRU
RHUMB PUNCH
SARA ELIZABETH
SARA ELIZABETH
NAUTI-LASS
MOLLY BROWN
DRIVE ALONG
HOZHO
DRIVE ALONG
NATASHA
ELUSIVE
ELUSIVE
ELUSIVE
ELUSIVE
ELUSIVE
ELUSIVE
ANEMONE
EVENTIDE
EVENTIDE

Y

YOUNG, CHERYL
YOUNG, RICHARD
YOUNG, TATE (5 YRS)
YOUNG, TIMOTHY (6 MOS)

MAINE SPRING
MAINE SPRING
MAINE SPRING
MAINE SPRING

THE 1995 CORINTHIAN RACE/CRUISE
NON-SPINNAKER RACING DIVISIONS
SCRATCH SHEET

DIVISION III

RACE COMMITTEE TROPHY

Non-Spinnaker - Course signals preceded by Numeral 3 - First Start

PHRF SAIL	NAME	SKIPPER	TYPE
161 #257	NAUTI-LASS	Jack Brown	C&C 36
169 #71	ANEMONE	Felix Kloman	Freedom 36
170 #31326	ARIOSO	Charlie Hildreth	C&C 38
173 #40408	REPARTEE	David Bradley	C&C 36
173 #	DISCOVERY	Jay Kiskiel	Mason 43
175 #3493	HOZHO	Paul Rosensweig	CS33
178 #	SUZANNE F.	Walt Parsons	Islander 36
182 #US10	MOLLY BROWN	Bill Blake	Sadler 34
185 #	ANNA'S HOPE	Steve Migliorino	Cape Dory 36
229 #9	NERENA	Les Reed	Pearson Coaster
261 #SB52	QUEST	Herb Bodman	Shannon 28

DIVISION II

CORINTHIANS PERPETUAL TROPHY

Non-Spinnaker - Course signals preceded by Numeral 2 - Second Start

PHRF SAIL	NAME	SKIPPER	TYPE
134 #9873Y	WINDSHEAR	Leonard Greene	C/N 58
136 #30276	TYMH	Sohier Marks	C&C 37
138 #TW43	THE RAZORS EDGE	Jane Hammond	Taswell 43
139 #H40	GRATITUDE	John Armes	Hunter 40
142 #2	RALLY POINT	Tom Lane	La Fitte 44
144 #	DAYSTAR	Larry Mead	O'Day 40
145 #	MAINE SPRING	Roger Fortin	Pearson 39-2 CB
146 #21360	LAUGHTER	Ted Murphy	C&C 38
154 #43568	HEATHER	Bob Heidenreich	Cal 33-2
158 #41762	GAEL FORCE	Eills/Ferdinand	S2 9.1
161 #	CALLINECTES	Steve Johanson	Passport 40
172 #2222	TYNAJE	Peter Ross	Ohlson 38

DIVISION I

"THE SPRINGER/WEINER TROPHY"

Non-Spinnaker - Course signals preceded by Numeral 1 - Third Start

PHRF SAIL	NAME	SKIPPER	TYPE
46 #43533	STAMPEDE	Richard McCarthy	J-44
68 #42935	JAM SESSION	Jeff Marger	S&S 48
93 #73027	AIR FORCE	Angelo del Re	J-35
105 #43969	BLUE BLAZES	Bill Barbar	J-35
105 #70	FAST COMPANY	Bill Day	C&C 40
107 #41101	CYGNUS	Mel Boudrot	Swan 411
113 #6666	FANTOD	Norman Hewitt	NY-40
120 #3844	ALSKLING	Li Rette	S&S 47
124 #42032	SHENANDOAH	Jayson/Bragdon	Hinckley SW42
131 #12221	GREEN HORNET	John Lee	Tartan 41
134 #30937	ELUSIVE	Fred Wilson	C&C 40

1995 ANNUAL CRUISE SUPPLEMENTAL RACING INSTRUCTIONS

Unless otherwise noted in this supplement, THE CORINTHIANS 1995 GENERAL RACING INSTRUCTIONS will apply.

TIME LIMIT The time limit for all races will be 1600 hrs daily, unless otherwise announced.

One yacht in a division finishing before the time limit runs out, for that division, constitutes a race for the entire division. To assist those yachts still on the race course who may question whether or not a yacht in their division has finished, the Race Committee will announce on ch.68, at the end of the time limit, whether or not the race has been abandoned.

TO RACE OR NOT TO RACE Please sail by the Committee Boat prior to each race and announce your intentions.

If you are picking up a scratch sheet or instructions, cross the stern of the Committee Boat on the starboard tack (or, if under power, what would be the starboard tack). Any boat in the starting area between her Prep and Start Signals will be ranked as a starter, whether she starts or not, unless her intentions have been duly noted by the Race Committee.

WITHDRAWING If you withdraw during a race, make every effort to notify the Race Committee. If you cannot raise the Committee by radio, please tell a yacht that is going to finish to notify the Committee for you.

FOLLOW ME! Light and variable, or no wind at all, may mean that the Race Committee will have to move the start closer to the finish. Code Flag "L," together with two long blasts of the air horn, will indicate that all yachts are to follow the Race Committee Boat to the new starting area. Immediately after the hoist, the Race Committee will announce the location and any other information concerning the new start. "L" will be dropped one (1) minute prior to the "Warning" for the next Division. Note that the Committee Boat that leads the fleet to the new location may not be the same boat that will serve as the Committee Boat at the new start. Another boat may have gone ahead to set the new line. The Committee Boat at the new line will also be flying "L" and will assume control of the start at the drop.

PROTESTS Notify the Committee Boat after your finish if you wish to file a protest. The only information to be passed is the name of each yacht involved. The Race Committee will notify the Protest Committee that there is a protest. You are, however, still responsible for filing your protest with the Protest Committee.

COURSE Marks will be passed in the order listed or signaled and on the side opposite to the rhumb line course to the next mark, but without crossing the course from the prior mark. Where

the course just sailed and the next course is a reciprocal, leave the turning mark to port. Warning: a reciprocal course is from buoy A around buoy B and back to buoy A again. If the course is from buoy A around buoy B and back to buoy C, the course is not a reciprocal even if the buoys are close to being in line. The navigator should use a straightedge to determine how to round buoy B.

Government aids other than marks of the course may be disregarded at the discretion of the captain. The shortest distance between two marks of a course may be through shallow water or over rocks. Each yacht is responsible for navigating accordingly.

THE START COURSE In order to provide a windward start, the committee may elect to set up an inflatable mark one half (0.5) nautical miles to windward of the starting mark, signaled as follows:

Pennant	0=	000	Deg. Mag.	Pennant	5=	180	Deg. Mag.
	1=	036			6=	216	
	2=	072			7=	252	
	3=	108			8=	288	
	4=	144			9=	324	

KEEP AWAY BUOY A Keep Away Buoy may be utilized to keep contestants away from the Committee Boat. This floating buoy will be set approximately on the starting line, one or two boat lengths from the Committee Boat, in the direction of the other end (pin end) of the line. Starting vessels must pass on the pin side of this buoy, after their starting signal, to constitute their start of the race. The starting line remains a line from the starting flag on the Committee Boat and the pin end, shortened by the Keep Away Buoy.

Any contact with the Committee Boat disqualifies the yacht making contact with no hearing whatsoever regardless of whether the yacht is at fault or regardless of whether the yacht successfully protests another yacht for "causing" the contact. Hence, if you are being forced into the Committee Boat by another yacht you must collide with that other yacht.

SHORT COURSE The Race Committee may shorten the course to any marks of the course by hoisting flag "S" (two guns) and positioning itself next to the mark. All yachts should expect to pass close enough to each mark to notice the Committee Boat. This Short Course Committee Boat may not be the same boat that started the race as noted above in the "Follow Me" section. In addition, you MUST leave the mark on the side called for on the course list, even though the Committee Boat MAY be on the Wrong side.

STARTING SEQUENCE AND SIGNALS

(Note: if all divisions will race the same course, no numeral will be used)

- First Start: Race Committee Trophy
 Non-Spinnaker Division 2 - slower yachts with higher PHRF ratings
 Course signals preceded by Numeral 3
- Second Start: Corinthians Perpetual Trophy
 Non-Spinnaker Division 1 - faster yachts with lower PHRF ratings
 Course signal preceded by Numeral 2
- Third Start: Charter Member Trophy
 Spinnaker Division
 Course signal preceded by Numeral 1

The CORINTHIANS

1995 General Racing Instructions

QUALIFICATION

Events are open to sailing yachts owned or captained by members of The Corinthians, and to invited guests. Vessels must be single hull, self-righting, seaworthy, have self-bailing cockpits, auxiliary power and living accommodations. Decisions of the Race Committee on eligibility and qualifications will be final.

SAFETY

All yachts must carry equipment required by the U.S. Coast Guard and consistent with safety at sea. Captains must exercise seamanlike judgement on the wisdom of sailing each event under existing conditions of wind and sea, and they are exclusively responsible for proper equipment and operation of their vessels. As a minimum, the equipment specified by the Off Shore Council for Category 3 offshore races, as revised for 1993, is recommended, but no inspection of yachts will be made.

Ultimate responsibility for the safety of vessel and crew rests with her Captain. Each participant by entry in an event accepts all risks of that event and agrees that The Corinthians will not be held responsible for any injury to personnel or loss of or damage to vessels or gear.

RULES

US Sailing Current Racing Rules will apply, except as modified by these instructions and by any supplements governing a particular event. Between sunset and sunrise, the International Regulations for Preventing Collisions at Sea, or Government Right of Way Rules shall replace US Sailing Right of Way Rules where appropriate.

SUPPLEMENTAL INFORMATION

For each event, a supplemental circular will be provided, either by mail, or by delivery at the starting area. Whenever a Captains' meeting is scheduled for an event, each Captain or a crew member should attend.

ENTRIES

The event supplementary circular constitutes the official Notice of Race. It will include an entry blank which should be submitted, complete with the yacht's handicap, well in advance of the event. All correspondence should be sent to The Corinthians, P.O. Box 366, Old Lyme, CT 06371-0366, attention Handicap Committee for handicaps or Event Chairman for entries.

HANDICAPPING

All vessels will be handicapped under Performance Handicap Regulations and using base handicaps as established by the Handicap Committee of The Corinthians. Applications for assignment of PHRF ratings are sent to all members. Any Captain planning to race at any time during the season should apply for his/her handicap as soon as the application is received.

CLASSES

Races may have two classes, a "Racing Class" and a "Cruising Class."

Yachts competing in the Cruising Class may not set any kind of spinnaker.

All jibs or staysails on Cruising Class boats must have the tack or tack pennant attached at the deck, and a taut luff when set flying. Whisker poles must be attached to the mast and can be no longer than their rated "J" length. If more than one headsail is set at a time, both must be set on the same side. Your attention is called to US Sailing Rules 64.2, 64.3, 64.4.

SCORING

The Low Point Scoring System, Appendix B2 Paragraph 2 of the US Sailing Rules, will be used, with the following exceptions. First place finishers receive no premium. In the Race/Cruise, the number of races scored for each yacht will be one less than the number of completed races held in the series, provided that the series has at least five races.

Withdrawals and non-finishers will score one point more than the number of starters; disqualifieds and non-starters will score two points more.

In case of a tie in a series, the yacht finishing ahead the greatest number of times shall be the winner. If the tie still exists, the yacht with the greatest number of first, seconds, etc., shall be the winner. If still tied, the yacht finishing ahead in the last race in which each started (excluding throwouts) shall be the winner.

PRIZES

Prizes will be awarded for daily racing. Series winners will receive their permanent trophies at the annual dinner.

IDENTIFICATION

Members shall fly the flag of The Corinthians from the starboard spreader. Guests shall fly code flag "C" from the starboard spreader. Yachts when first joining the fleet at any event shall report to the Race Committee giving boat name, sail number, name of Captain and class entered. Withdrawal from any event shall also be reported promptly to the Race Committee.

Members are cautioned not to place a ball-shaped radar reflector on the same halyard with The Corinthian flag, as the combination of shapes represents an international distress signal.

START AND FINISH

For each race, the start and finish will be between a white or yellow flag on the Committee Boat and the Start and Finish Marks designated for the event. If the Committee Boat is not on station at the finish, the first yacht to finish will record its own time when the finish mark is at a right angle to the last leg of the course, is on the proper hand, and is distant not more than 100 yards. The first yacht will then establish a finish line and record the finishing times of subsequent yachts until the Committee Boat arrives to take station.

COURSE

If the supplementary circular does not specify the course, code flag hoists indicating course marks will be flown. Marks will be identified by alphabet in the supplementary circular or a chart extract. If the Class Courses are different, the Racing Class signal will be preceded by "Numeral I" and the Cruising Class signal by "Numeral II" and, if needed, "Numeral III". If all Classes are to sail the same course only one flag hoist will be flown and no numeral will precede it.

Marks will be passed in the order signalled and on the side opposite to the rhumb line course to the next mark, but without crossing the course from the last prior mark. Where the course just sailed and the next course are reciprocals, leave the turning mark to port. Government aids other than marks of the course may be disregarded at the discretion of the Captain.

If the course for all classes is to be sailed 2 or 3 times around, Pennant "2" or "3" will be flown from a separate hoist.

TEMPORARY MARKS

One or more temporary marks, indicated by numeral pennants in the hoist, may be set on bearings from the Committee Boat as follows:

Pennant	0 - 000° mag.	Pennant	5 - 180° mag.
	1 - 036° mag.		6 - 216° mag.
	2 - 072° mag.		7 - 252° mag.
	3 - 108° mag.		8 - 288° mag.
	4 - 144° mag.		9 - 324° mag.

TIME LIMIT

In order to qualify a race as "Official" for a Class, one Yacht from that Class must finish prior to 1600 hours, postponements and different Class start times notwithstanding.

STARTING SIGNALS

Starting signals will be according to System 2 of US Sailing Rule 4.3 at ten-minute intervals.

Successive starts of Classes will be indicated by single or double shapes alternately.

SPECIAL SIGNALS

Special Visual Signals (i.e. Postponement, Cancellation, Recall, Shortened Course, etc.) will be according to US Sailing Rule 4.1. Code flag "X" may be used to indicate individual recalls.

Radio communication will cease fifteen minutes before the warning gun. No oral instructions will be given. The Race Committee will announce when it is leaving station and whether there was an official finisher for any Class, as well as whether the course was shortened. The channel used for each event will be specified in the instructions for that event.

PROTESTS

All protests shall comply with Part VI, and Appendix C1 of the US Sailing Rules. In Rule 73.1, the phrase, "The parties to the protest or a representative of each . . ." shall be construed as meaning the Captain or a crew member.

ALTERNATIVE PENALTIES

Alternative Penalties will comply with US Sailing rule(s) in Appendix B1, Part 2. Also known as "The 20% Rule".

CORINTHIAN PROTEST FORM

EVENT: _____ Date: _____ Race No.: _____

PROTESTING YACHT: _____ Class: _____ Sail No.: _____

Owner or skipper: _____ Signature: _____

PROTESTED YACHT:	Class:	Sail No.:
------------------	--------	-----------

Owner or skipper (if known):

NOTIFICATION: _____ **Circle one:** _____

Did the protesting yacht inform the protested yacht of the protest?		Yes	No
If so, how?	When?		
1. Yes	1. Yes		
2. Yes	2. Yes		
3. Yes	3. Yes		
4. Yes	4. Yes		
5. Yes	5. Yes		
6. Yes	6. Yes		
7. Yes	7. Yes		
8. Yes	8. Yes		
9. Yes	9. Yes		
10. Yes	10. Yes		
11. Yes	11. Yes		
12. Yes	12. Yes		
13. Yes	13. Yes		
14. Yes	14. Yes		
15. Yes	15. Yes		
16. Yes	16. Yes		
17. Yes	17. Yes		
18. Yes	18. Yes		
19. Yes	19. Yes		
20. Yes	20. Yes		
21. Yes	21. Yes		
22. Yes	22. Yes		
23. Yes	23. Yes		
24. Yes	24. Yes		
25. Yes	25. Yes		
26. Yes	26. Yes		
27. Yes	27. Yes		
28. Yes	28. Yes		
29. Yes	29. Yes		
30. Yes	30. Yes		
31. Yes	31. Yes		
32. Yes	32. Yes		
33. Yes	33. Yes		
34. Yes	34. Yes		
35. Yes	35. Yes		
36. Yes	36. Yes		
37. Yes	37. Yes		
38. Yes	38. Yes		
39. Yes	39. Yes		
40. Yes	40. Yes		
41. Yes	41. Yes		
42. Yes	42. Yes		
43. Yes	43. Yes		
44. Yes	44. Yes		
45. Yes	45. Yes		
46. Yes	46. Yes		
47. Yes	47. Yes		
48. Yes	48. Yes		
49. Yes	49. Yes		
50. Yes	50. Yes		
51. Yes	51. Yes		
52. Yes	52. Yes		
53. Yes	53. Yes		
54. Yes	54. Yes		
55. Yes	55. Yes		
56. Yes	56. Yes		
57. Yes	57. Yes		
58. Yes	58. Yes		
59. Yes	59. Yes		
60. Yes	60. Yes		
61. Yes	61. Yes		
62. Yes	62. Yes		
63. Yes	63. Yes		
64. Yes	64. Yes		
65. Yes	65. Yes		
66. Yes	66. Yes		
67. Yes	67. Yes		
68. Yes	68. Yes		
69. Yes	69. Yes		
70. Yes	70. Yes		
71. Yes	71. Yes		
72. Yes	72. Yes		
73. Yes	73. Yes		
74. Yes	74. Yes		
75. Yes	75. Yes		
76. Yes	76. Yes		
77. Yes	77. Yes		
78. Yes	78. Yes		
79. Yes	79. Yes		
80. Yes	80. Yes		
81. Yes	81. Yes		
82. Yes	82. Yes		
83. Yes	83. Yes		
84. Yes	84. Yes		
85. Yes	85. Yes		
86. Yes	86. Yes		
87. Yes	87. Yes		
88. Yes	88. Yes		
89. Yes	89. Yes		
90. Yes	90. Yes		
91. Yes	91. Yes		
92. Yes	92. Yes		
93. Yes	93. Yes		
94. Yes	94. Yes		
95. Yes	95. Yes		
96. Yes	96. Yes		
97. Yes	97. Yes		
98. Yes	98. Yes		
99. Yes	99. Yes		
100. Yes	100. Yes		

Did the protesting yacht display a protest flag? If so, when?	Yes	No

INCIDENT: When and where:

RULES ALLEGED INFRINGED (Give numbers):

WITNESSES:

DESCRIPTION:

(Continue on other side if needed, draw diagram)

SUNDAY, AUGUST 6, 1995

RACE I

PORTLAND to QUAHOG BAY

COURSES: Flag hoist on Race Committee Boat

Start: Can "1" SE of Portland Harbor
thence:

Course A

Distance,
nm approx.

to:	(if Pennant displayed) windward mark	-	
to:	R "12" Bell SW of Cushing Island	2.3	leave to port
to:	Halfway Rock	7.7	leave to port
to:	Can "1" Charity Ledge	4.0	leave to port
to:	Nun "6" Lowell Cove	2.3	leave to starb'd
Finish:	Nun "8" Oak Island	<u>1.25</u>	
		17.55 nm +	

Course B

to:	(If Pennant displayed) windward mark	-	
to:	R "12" Bell SW of Cushing Island	2.3	leave to port
to:	Nun "8" N of Stave Island Ledge	7.9	leave to starb'd
to:	Nun "2" SW of Eagle Island	1.4	leave to port
to:	Can "1" Charity Ledge	3.0	leave to port
to:	Nun "6" Lowell Cove	2.3	leave to starb'd
Finish:	Nun "8" Oak Island	<u>1.25</u>	
		18.15 nm +	

Course C

to:	(If Pennant displayed) windward mark	-	
to:	RG Nun W of Cow Island Ledge	3.0	leave to starb'd
to :	R "4" Fl Mouth of Hussey Sound	2.7	leave to port
to:	Nun "8" N of Stave Island Ledge	5.1	leave to starb'd
to:	Nun "2" SW of Eagle Island	1.4	leave to port
to:	Can "1" Charity Ledge	3.0	leave to port
to:	Nun "6" Lowell Cove	2.3	leave to starb'd
Finish:	Nun "8" Oak Island	<u>1.25</u>	
		19.3 nm +	

CING BUOYS

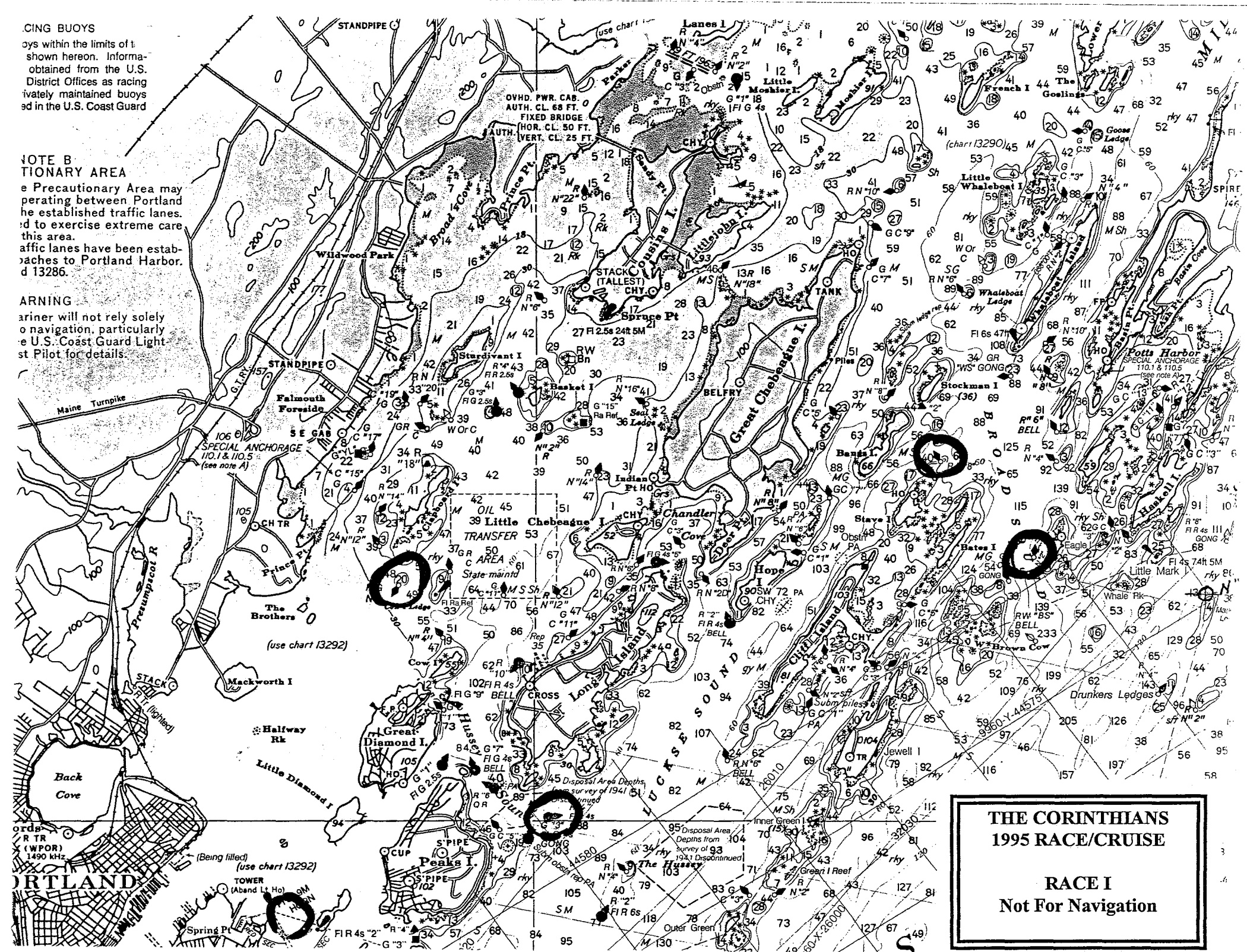
oys within the limits of t
shown hereon. Informa-
obtained from the U.S.
District Offices as racing
ively maintained buoys
ed in the U.S. Coast Guard

NOTE B TIONARY AREA

e Precautionary Area may
perating between Portland
he established traffic lanes.
d to exercise extreme care
this area.
affic lanes have been estab-
aches to Portland Harbor.
d 13286.

ARNING

ariner will not rely solely
o navigation, particularly
e U.S. Coast Guard Light-
st Pilot for details



**THE CORINTHIANS
1995 RACE/CRUISE**

**RACE I
Not For Navigation**

MONDAY, AUGUST 7, 1995

RACE II

QUAHOG BAY to BOOTHBAY HARBOR

COURSES: Flag hoist on Race Committee Boat

Note: Fleet will power to Long Point. S End of Sebascodogan Isl., thence East through bouyed passage to Sebasco Harbor.

Start:	Can "1"	S of Harbor Island		
to:	(If pennant displayed)	windward mark	-	
to:	R"4" Bell	Wood Island South Ledge	2.1	leave to port
to:	R"2BH" Bell	Bald Head Ledge	2.0	leave to port
to:	R"20ML" Bell	Mile Ledge - S of Seguin Isl	4.35	leave to port
thence:				

Course A

to:	G "1C" Bell	The Cuckolds	6.7	leave to port
to:	R "4" Fl	NW of Squirrel Island	2.6	leave to starb'd
Finish:	Nun "6"	SW of Spruce Point	<u>0.85</u>	
			18.6 nm+	

Course B

to:	Nun "8"	Hendrick's Head	8.3	leave to starb'd
Finish:	Nun "2"	Dogfish Head in Ebenecook Harbor	<u>1.3</u>	
			18.05 nm+	

- Note: 1. Alternate start is possible at R"4" Bell at Wood Island South Ledge
 2. Course B takes fleet up Sheepscot River

WEDNESDAY, AUGUST 9, 1995
RACE III
BOOTHBAY HAROR to MAPLE JUICE COVE

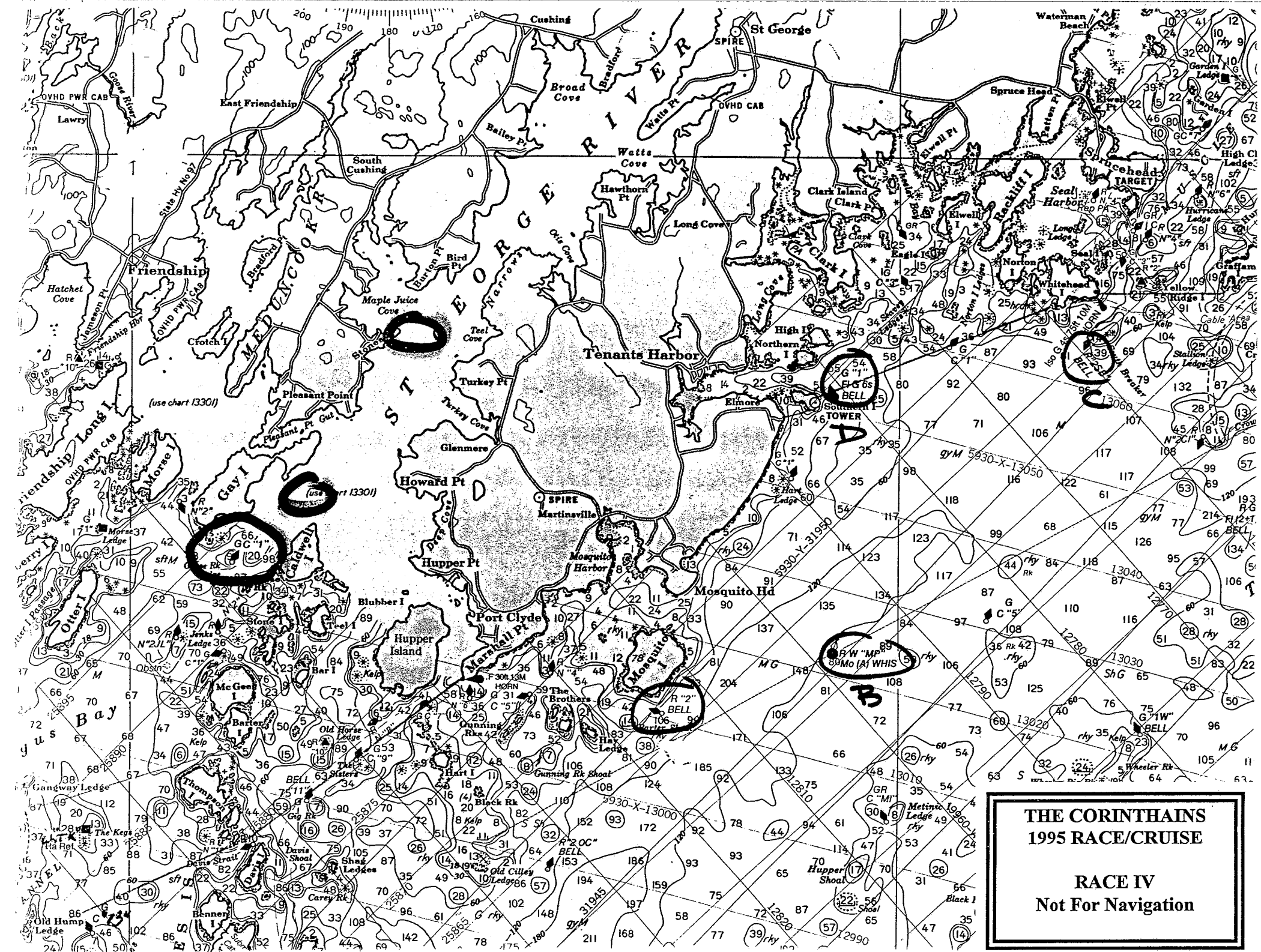
Start:	Can "1"	N of The Hypocrites		
to:	(If pennant displayed)	windward mark	-	
to:	R "2" Gong	Pemaquid Point	3.4	leave to port
to:		Franklin Island Light	7.0	leave to starb'd
to:	Can "1"	Goose Rock Ledge	3.9	leave to port
to:	Can "3"	Gay Cove Ledge	0.7	leave to port
Finish:	Can "7"	Maple Juice Cove	<u>2.2</u>	
			17.2 nm+	

THURSDAY, AUGUST 10, 1995
RACE IV
MAPLE JUICE COVE to TENANTS HARBOR

Race to start off Mosquito Island using course markers.

A	Start:	R "2" Bell	S of Mosquito Island (designated A)
B	RW "MP"		MoA Whistle, E of Mosquito Island
C	R "2SB" Bell		at entrance Muscle Ridge Channel
D	G "1" Bell		E of Southern Island
F	Finish:	Tenants Harbor at Felix Kloman's Dock opposite Long Cove	

Examples: Start at A-B-C-D-F 9.9 nm
Start at A-B-D-C-D-F 10.7 nm
(or any combination of these)



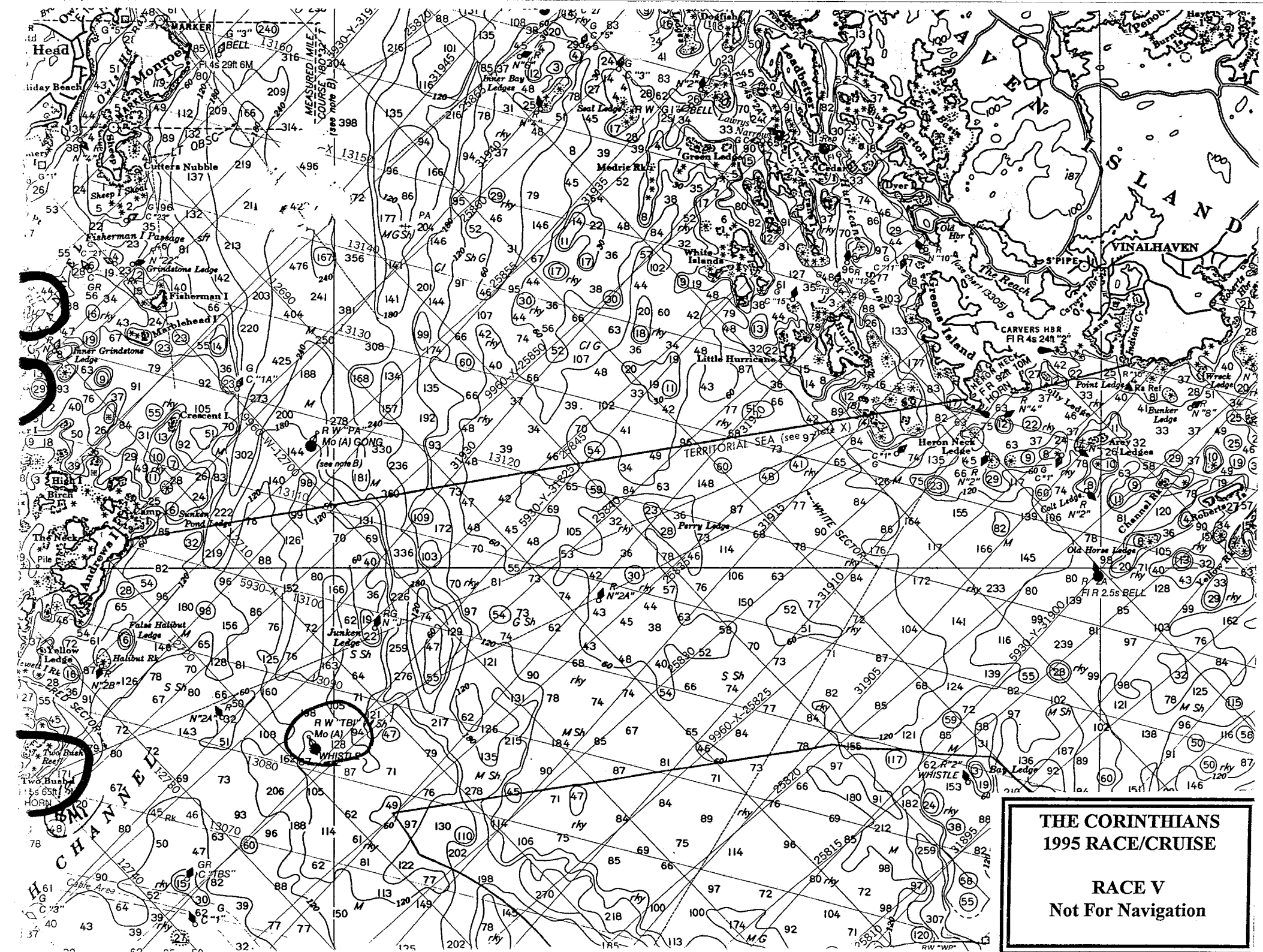
FRIDAY, AUGUST 11, 1995
RACE V
TENANTS HARBOR to PULPIT HARBOR

COURSES: Flag hoist on Race Committee Boat

Start:	Mouth of Tenants Harbor		
to:	(If Pennant displayed) windward mark	-	
to:	Whitehead Island	3.4	leave to port
to:	Can "3" E of Seal I-Muscle Ridge Channel	0.45	leave to port
to:	RG Nun Upper Gangway Ledge	3.6	leave to starb'd
to:	G "17" Bell E of Ash Island	0.55	leave to port
to:	RW "FT" Bell W of Dogfish Island	5.6	leave to port
Finish:	Mouth of Bartlett Harbor	<u>3.5</u>	
		17.1 nm+	

Course B

Start:	Mouth of Tenants Harbor		
to:	(If Pennant displayed) windward mark	-	
to:	Two Bush Island	5.4	leave to port
to:	RW "TBI" MoA Whistle, S of Junken Ledge	3.0	leave to port
to:	RW "PB" MoA Gong, E of Owls Head	8.0	leave to starb'd
Finish:	Mouth of Bartlett Harbor	<u>3.0</u>	
		19.4 nm+	



THE CORINTHIANS
1995 RACE/CRUISE

RACE V
Not For Navigation

SATURDAY, AUGUST 12, 1995
RACE VI
PULPIT HARBOR to CAMDEN

COURSES: Flag hoist on Race Committee Boat

Start: One(1) mile NE Bartlett Harbor
to: (If Pennant displayed) windward mark

Course A

to:	Can "1"	McIntosh Ledge	1.85	leave to port
to:	R "8" Whsl	S of Robinson Rock	0.9	leave to starb'd
to:	Can "3"	Hog Cove Ledge	3.3	leave to starb'd
Finish:	Nun "6"	Camden Harbor	<u>1.8</u>	
			7.85 nm+	

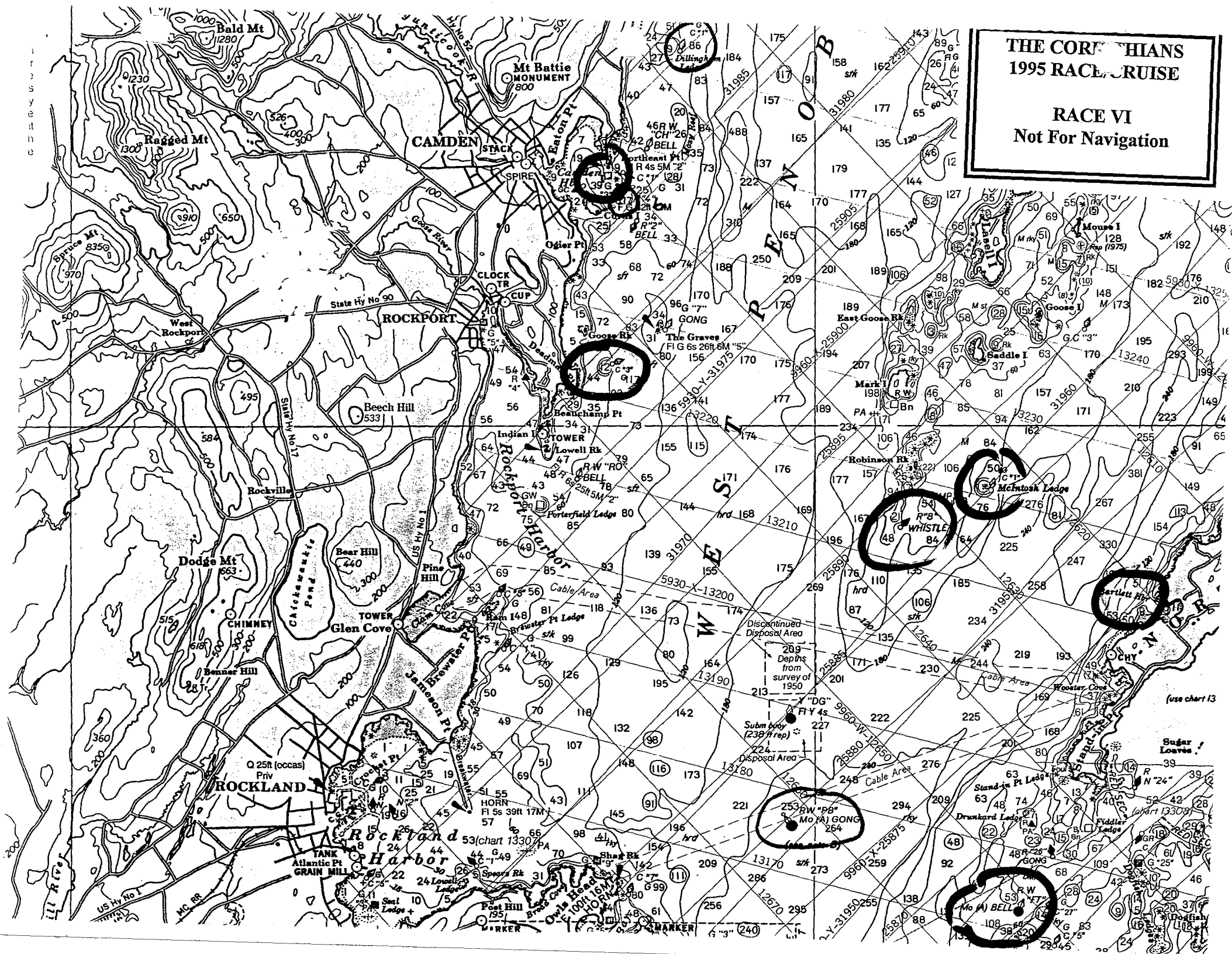
Course B

to:	Can "1"	McIntosh Ledge	1.85	leave to port
to:	R "8" Whsl	S of Robinson Rock	0.9	leave to starb'd
to:	Can "1"	Dillingham Ledge	4.15	leave to port
to :	Nun "4"	Camden Harbor	1.5	leave to starb'd
Finish:	Nun "6"	Camden Harbor	<u>0.3</u>	
			8.7 nm+	

- Special Note: 1.** There have been many changes in buoy designation and placement. The above race markers were taken from latest charts and changes through July 11, 1995.
- 2.** If the course is shortened, you **MUST**, (repeat **MUST**) leave the mark on the side called for on the course list, even though the Committee Boat **MAY** be on the **WRONG** side.

THE CORVIANS 1995 RACE CRUISE

RACE VI Not For Navigation



SATURDAY, AUGUST 5, 1995

PORTLAND

**Welcome to
THE CORINTHIANS 1995 RACE/CRUISE**

**SUNSET MARINA
So. Portland, Maine**

1300 - 1600 Hours	Registration and Ship's Store - Banquet Room
1630 Hours	Skipper's Meeting - Banquet Room (Attendance limited to skippers please)
1730 Hours	HORS D' OEUVRE PARTY on Main Dock CASH BAR Do not bring your own liquor to this event

NOAA Chart:	#13290 Casco Bay 1: 40,000	October 22, 1994
	#13292 Portland 1: 20,000	October 16, 1993

CPO:	Brooke Davis	Aboard: EVENTIDE
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Marina: Sunset Marina, S. Portland (207) 767-4729 VHF Ch. 9
General Manager, Bill Pearson
Dockmaster James "Butch" Walker
VISA and Mastercard accepted

Harbor Regulations:

Portland is a very active harbor. Speed limited to headway speed only, from Maine State Pier on. Use plenty of fenders and docklines for harbor surge. The state of Maine is a no discharge area to three miles out.

Harbormaster: Al Trefry, 772-8121 - Weekday mornings

U.S. Coast Guard: S. Portland, 799-1680

General Facilities:

Ice: Sunset Marina, 10 lb. blocks \$1.25, 5 lb. bag of cubes, \$1.00

Fuel: Sunset Marina, gas 93 octane \$1.47 gal. and diesel \$1.23 gal.

PORTLAND

Water:	Sunset Marina
Trash Disposal:	Sunset Marina
Pump Out:	Not available at Sunset Marina, nearest at Spring Point Marina
Showers:	Sunset Marina, one shower each in ladies and men's room
Laundry:	Sunset Marina, self serve, one washer, one dryer
Groceries:	Shop and Save 799-7359 and Shaws 799-8149 about one mile. Corner store about 1/4 mile.
Liquor:	Closest is Sam Pietro's Market, 383 Cottage Road, South Portland 799-2839. Delivery can be arranged, ask for Sam. Plenty of Mt. Gay will be on hand.
Launch:	One launch takes 6-8 people, takes 5 minutes to cross harbor. There will be scheduled departures.
Parking:	Plenty of long term parking in marina/restaurant area and overflow lot.

Transportation:

Directions from I95, take exit 6A for Portland, S. Portland to 285 then take exit 6, Forest Ave. (the first of two Forest Avenue exits); go right, through Deering Oaks Park, go through the lights to State Street, follow to Million Dollar Bridge. Cross the Million Dollar Bridge, bear left onto Broadway. Go through two sets of lights and turn left at the Getty Station onto Sawyer Street. Follow to Front Street, turn left and the Restaurant/Marina is in front of you.

Air:	Continental	(800) 525-0280
	Delta	(800) 638-7333
	TWA Express	(800) 221-2000
	United	(800) 241-6522
	USAir	(800) 428-4322
Bus:	Concord Trailways	(207) 828-1151
	Vermont Transit	(800) 55BUSES
Car Rental:	Avis	(800) 225-9065
	Budget	(800) 527-0700
	Thrifty	(800) 367-2277
Taxi:	ABC Taxi	772-8685
	Town Taxi	773-1711
	Airport Taxi	233-3555

PORTLAND

Boat

Services: Chandlery: At Sunset Marina.
West Marine in Portland, 761-7600.

Repairs: Portland Yacht Services 774-1067
The Portland Company Complex at 58 Fore St.

Emergency

Services: Ambulance: 911

Hospital: Maine Medical Center 871-0111

Things To Do:

Portland Visitor Information: 772-5800

Old Port: Wander around the 1870's brownstones and warehouses, lots of shops and restaurants.

Mainely Tours: 90 minute small bus tour through Portland's main streets and back roads. (800) 282-1240 Adults \$ 9.00 Children \$ 5.00

Portland Museum of Art: Impressionist and Post Impressionist collection and the State of Maine Collection featuring Homer, Hopper, Kent, Marin, Prendergast and Wyeth. Current exhibits are Rodin sculptures and Robert Henri's American paintings. Located at 7 Congress Square 773-ARTS.

Whaling Wall at Franklin and Commercial Streets.

Balloon Rides: 17 Freeman Street (800) 952-2076

Victoria Mansion: 109 Danforth Street 772-4841. Victorian mansion with original furnishings. Adults \$4.00.

Farmer's Market: Wednesday at Monument Square, Saturday at Deering Oaks Park. Great produce and baked goods. Come early 7:00 a.m. to noon.

Great For Kids:

Children's Museum 142 Free Street 828-0814

Maine Narrow Gauge Railway 58 Fore Street 828-0814

Nearby in S. Portland:

S. Portland Indoor Pool 21 Nelson Road 767-7651 Open Daily

Spring Point Shoreway mile long walkway.

Crescent Beach State Park: Sandy beach, chilly water. Eight miles south of marina. 767-3625.

PORTLAND

Restaurants:

At the Marina:

Bay Harbor Restaurant 799-5552 Reserve
This is a delightful restaurant recommended by Charlie and Clint.
If you call to reserve, identify yourself as a Corinthian and they'll
put us all together in one room.

In Portland:

Breakfast:

Becky's Diner 390 Commercial St. 773-7070
Home Plate 5 Dana Street 761-9567

Dinner:

\$12 - \$20 entrees

Street & Company 33 Wharf St. off Fore Street 775-0887 Reserve
(Excellent seafood)
Market Street Grill 31 Market Street 774-4200 Reserve
(Steak, chicken, seafood)
Walters 15 Exchange Street 871-9258 No Reservations
(Seafood, pasta.)
Perfetto 28 Exchange Street 828-0001 No Reservations
(Regional Italian)
Khalidis' 36 Market Street 871-1881 Reserve
(Excellent seafood)

Under \$10 entrees

Carburs 123 Middle Street 772-7794 No Reservations
(Light Fare)
TGIF 311 Fore Street 775-4236 No Reservations
(Light Fare)
Fresh Market Pasta Company 43 Exchange Street 773-7146 No Reservations
(Inexpensive pasta)

Bars:

3 Dollar Dewey's 241 Commercial Street 772-3310
(Wide selection of micro brews, public fare)
Gritty McDuff's 396 Fore Street 772-2739
(Micro brewery and public fare)
Brian Boru's 57 Center Street 780-1506
(Irish pub & Irish band upstairs)

Music:

Morganfield's 121 Center Street 774-5853
(Blues bands nightly. Sunday brunch buffet)

Ice Cream:

Ben & Jerry's 97 Upper Exchange 773-3222

PORTLAND

On Your Way to Quahog Bay:

Cheabeague Island: walk, golf, lunch at the Inn. Pick up a mooring off the Old Stone Pier.

Peaks Island: rent bikes and ride the shore road. Brad's Bike Shop 766-5631

Great Diamond Island: Picnic, restaurant, beach bar, outside theater.

Eagle Island: Formerly Commodore Perry's summer home, tour the house, bring a picnic, pick up one of very few moorings; limited anchoring. Well worth the trip!

LL Bean: Sail or motor over to Freeport, pick up a mooring for a few hours and call the "Bean Bus". Call (800) 341-4341. Tell them you need to speak to someone in the retail store about the Marina Transport. They will pick you up on the hour and the half hour and return you to your marina. Only available for S. Freeport Marinas or anchorages. Try the lobster rolls at Harraseeket's for lunch.

TRAFFIC SEPARATION SCHEMES

The International Maritime Organization (IMO) has adopted several routing measures, including traffic separation schemes (TSSs), to improve the safety of navigation in areas of converging traffic, congested areas or areas where the freedom of movement of shipping is constrained in some way.

The rule governing TSSs is based on principles and definitions drawn from the IMO publication, *General Provisions on Ships' Routing* (sic). TSS locations are charted using symbols described in that publication. Consequently, it is important to keep your charts up to date with information available periodically in *Notices to Mariners* and other publications.

A TSS is a routing system that separates opposing traffic streams by appropriate means and by the establishment of traffic lanes. A traffic lane is reserved for one-way traffic. Natural obstacles may define a traffic lane.

Like a highway median, a separation zone or line separates the traffic lanes of vessels traveling in opposite or nearly opposite directions. It may divide traffic lanes from adjacent open waters, or it may separate traffic lanes designated for particular classes of vessels heading in the same direction. A related routing measure is an inshore traffic zone that comprises a defined area between the landward boundary of a TSS and adjacent coast.

Provisions

When you are using a traffic separation scheme, proceed in the appropriate traffic lane for your vessel and "go with the flow" of traffic in that lane. Keep clear of the TSS or line by as wide a margin as possible.

Normally, enter or leave a traffic lane at its termination point. When joining or leaving a traffic lane, proceed at as small an angle as practicable to the general flow of traffic.

If possible, avoid crossing traffic lanes. But if you must cross lanes, attempt to cross on a heading at right angles to the gen-

eral traffic flow (*Rule 10[b] and [c]*). Normally, you must not enter or cross a separation zone or line except to avoid immediate danger or to fish in the zone.

Vessels of less than 20 meters (65.6 feet), sailboats and fishing vessels are free to use an inshore traffic zone at any time. Normally, however, you should operate within the appropriate traffic lane of the adjacent TSS whenever it's safe to do so (*Rule 10[d]*). Vessels of less than 20 meters and sailboats also must not impede the safe passage of a powerboat following a traffic lane (*Rule 10[j]*).

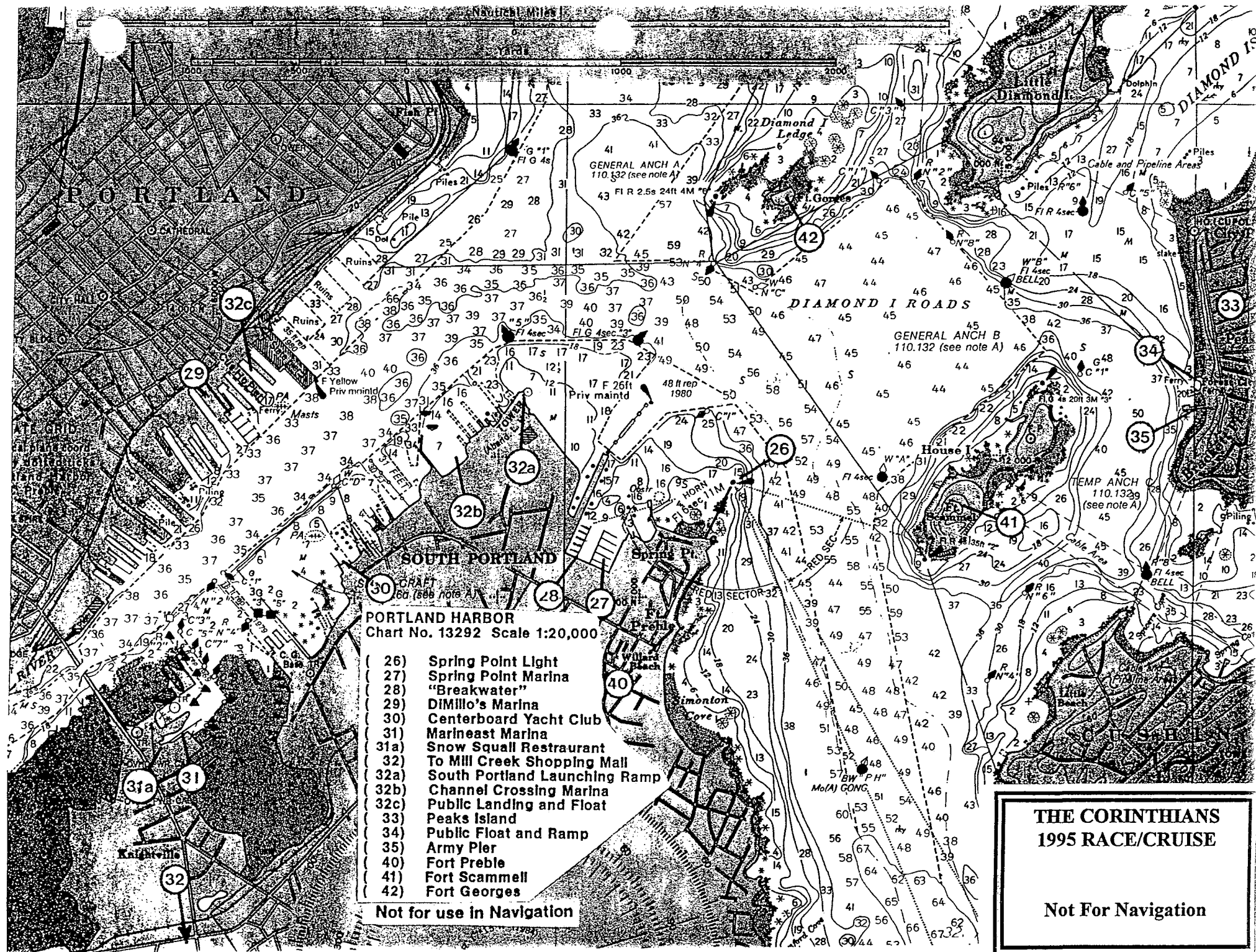
Safe use of routing systems

As explained in Cockcroft & Lameijer, *A Guide to the Collision Avoidance Rules*, the IMO *General Provisions on Ships' Routing* (sic) has established the following principles on the use of routing systems:

- Routing systems are intended for 24-hour use in all weather conditions, in ice-free waters or under light ice conditions where ice-breaking assistance is not required.
- Unless otherwise stated, all ships should use routing systems. Before using a routing system, consider your vessel's draft, the charted water depth, the possibility of changes in the seabed since the last survey and possible meteorological or tidal effects on water depths.
- At junctions where traffic meets from various directions, a true separation of traffic is impossible. Remember that a vessel proceeding along a through-going route does not necessarily have right of way.
- If your vessel's draft does not require you to operate in a deep-water route, then avoid using that route.
- As much as possible, keep to the starboard side in any two-way route or deep-water route.
- Arrows printed on charts in connection with routing systems indicate the direction of travel within the system.



Traffic separation schemes are indicated on NOS charts. The example at left shows the approaches to New York harbor.



THE CORINTHIANS
1995 RACE/CRUISE

Not For Navigation

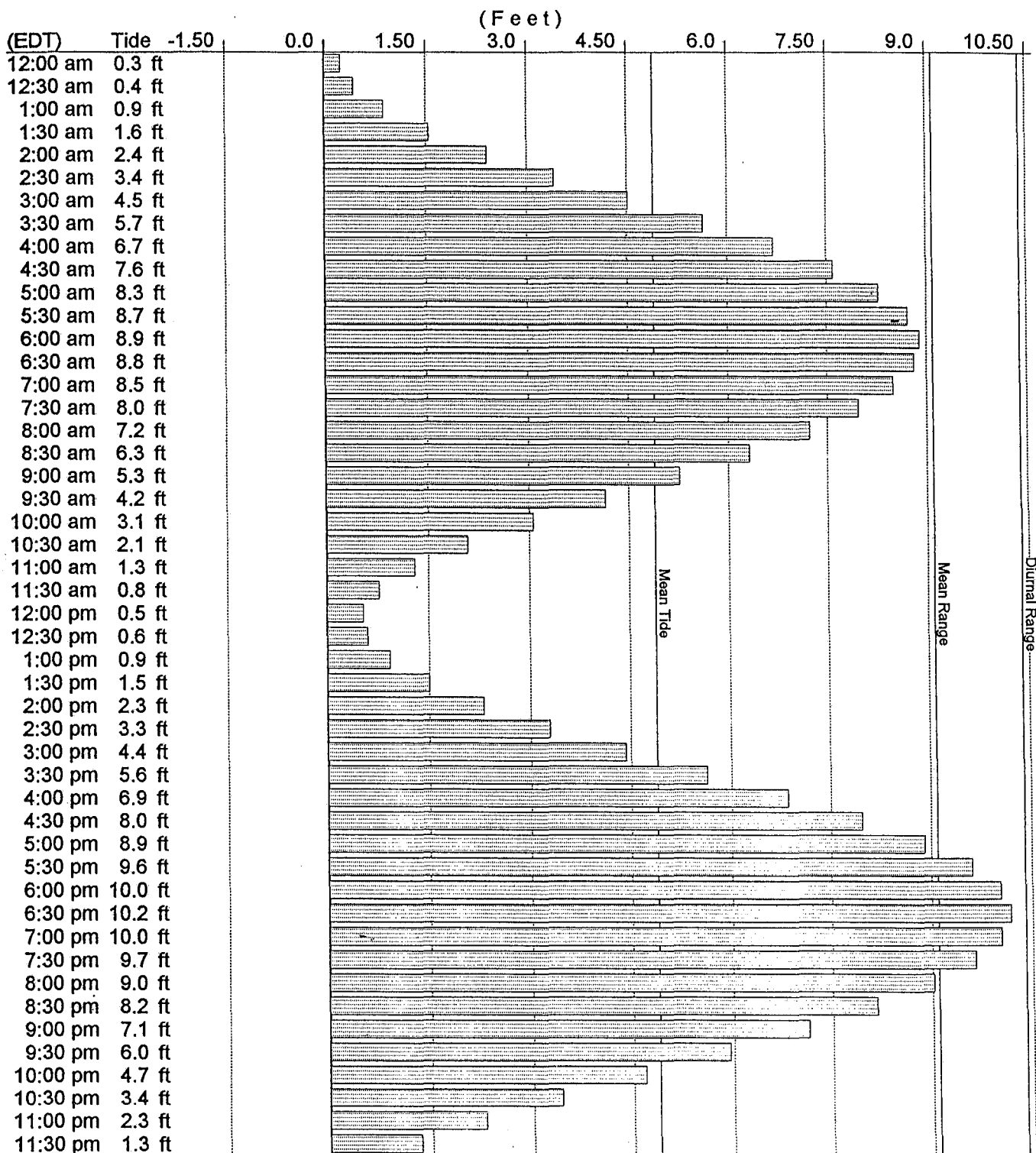
Tides - PORTLAND

Average Tides
Mean Range: 9.1 ft
Diurnal Range: 10.4 ft
Mean Tide: 4.9 ft

43° 40.0' N 70° 15.0' W

Saturday, August 5, 1995

Daily Highs & Lows
6:05 am 8.9 ft High
12:09 pm 0.5 ft Low
6:30 pm 10.2 ft High



SUNDAY, AUGUST 6, 1995

PORTLAND to QUAHOG BAY

ANNOUNCEMENTS:	0800 Hours Channel 72
HARBOR PARADE:	0900 Hours Master Fred Wilson aboard ELUSIVE
RACE:	1000 Hours See Racing section for specific details
QUAHOG BAY:	SUNFLOWER RAFT - RAFT WILL BREAK UP AT SUNSET MYSTERY BURGEE CONTEST Anchor and Raft

NOAA Chart: #13290 10/22/94

CPO: Clint Springer
Aboard: DULCINEA

Marina: None **Coast Guard:** So. Portland

Ice: None **Fuel:** None **Water:** None

Trash Disposal: None **Pump Out:** None **Showers:** None

Laundry: None **Groceries:** None **Liquor:** None

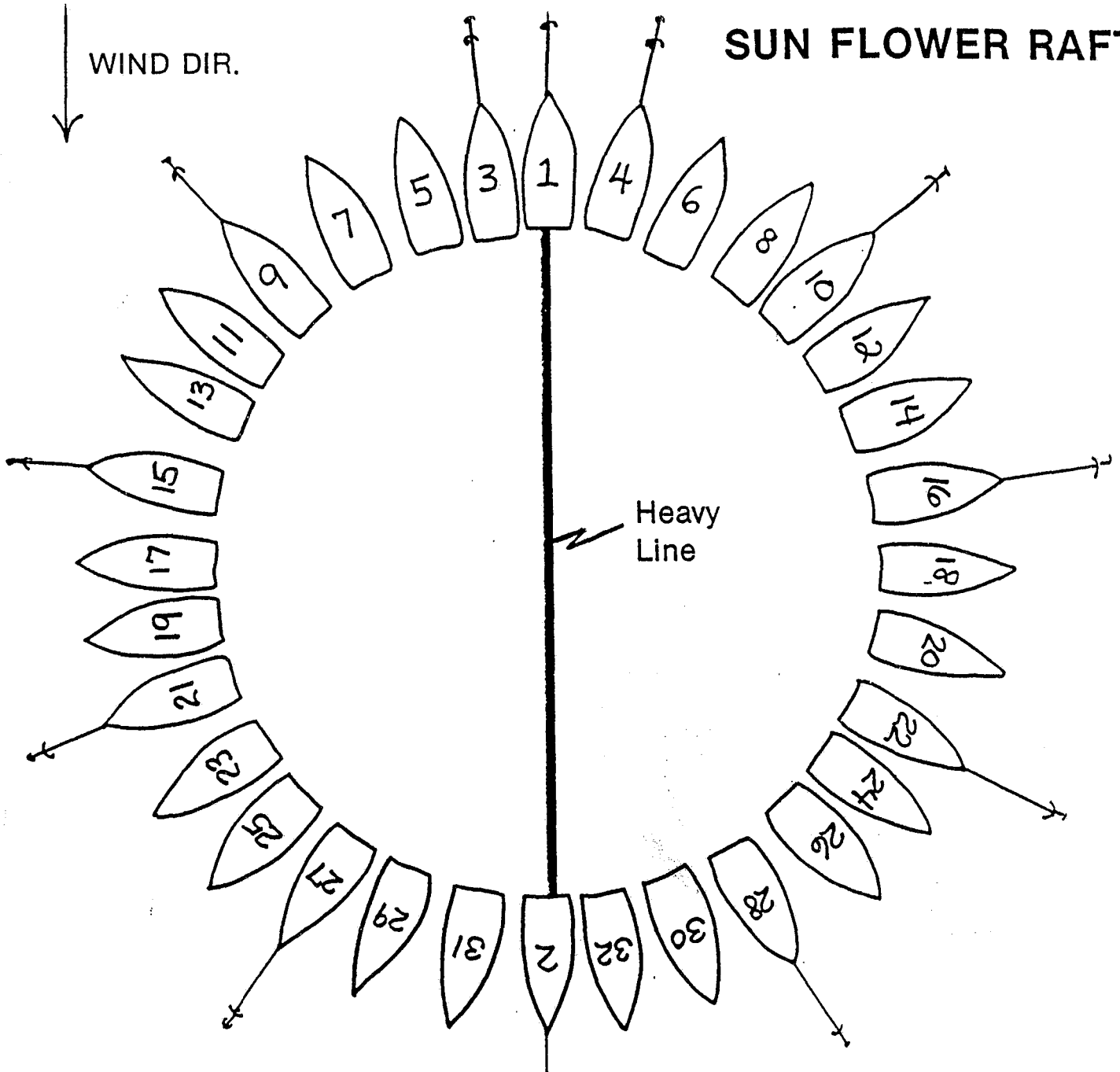
QUAHOG BAY

Quahog Bay is private property. Please do not venture ashore. SARA ELIZABETH will pick up "drive-along" cruise members at the lobster pound so they can join the festivities of the raft.

SUNFLOWER RAFT

RAFT MASTER CLINT SPRINGER WILL ASSIGN POSITIONS IN THE RAFT. WAIT FOR HIS INSTRUCTIONS. NATASHA and FIREPLACE are the anchor boats for the raft. Raft Master Clint Springer will coordinate the formation of the Sunflower raft. **Rig your lines and fenders to starboard. Extra long bow lines are needed.** Fore and aft springs and a short stern line should be ready as you approach the raft. **The raft will break-up at sundown.** The fleet will anchor out for the evening.

SUN FLOWER RAFT



RAFT MASTER :
CLINT SPRINGER aboard **DULCINEA**

SUMMARY

ANCHOR BOATS: NATASHA (1) and FIREPLACE (2)
250 foot diameter

1. Yacht 1 starts Raft.
2. Yacht 2 takes line, anchors downwind stern to.
3. With the aid of 2 or 3 Whalers, anchors for boats 3 and 4 and thereafter every third boat will be carried out and set.
4. All boats put lines and fenders to starboard for uniformity. Note: Extra long bow lines are needed. Forward and After springs and a short stern line should be ready as you approach Raft.
5. Heavy line between boats 1 and 2 is either tightened or eased to close or open circle as Raft is completed.
6. The Raftmaster will establish the position of boat 1 and instruct all other boats as they approach the Raft-Up. Please have all hands on deck for rapid line handling.

MYSTERY BURGEE CONTEST
BURGEE IDENTIFICATION FORM

CONTEST ENTRANT: _____

Yacht Name:

Flags/Burgees:

1) _____

2) _____

3) _____

4) _____

5) _____

Yacht Name:

Flags/Burgees:

1) _____

2) _____

3) _____

4) _____

5) _____

Yacht Name:

Flags/Burgees

1) _____

2) _____

3) _____

4) _____

5) _____ -

Yacht Name:

Flags/Burgees:

1) _____

2) _____

3) _____

4) _____

5) _____

Yacht Name:

Flags/Burgees:

1) _____

2) _____

3) _____

4) _____

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Yacht Name:

Flags/Burgees

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Yacht Name:

Flags/Burgees:

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4) _____

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Yacht Name:

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5) _____

Yacht Name:

Flags/Burgees

1) _____

2) _____

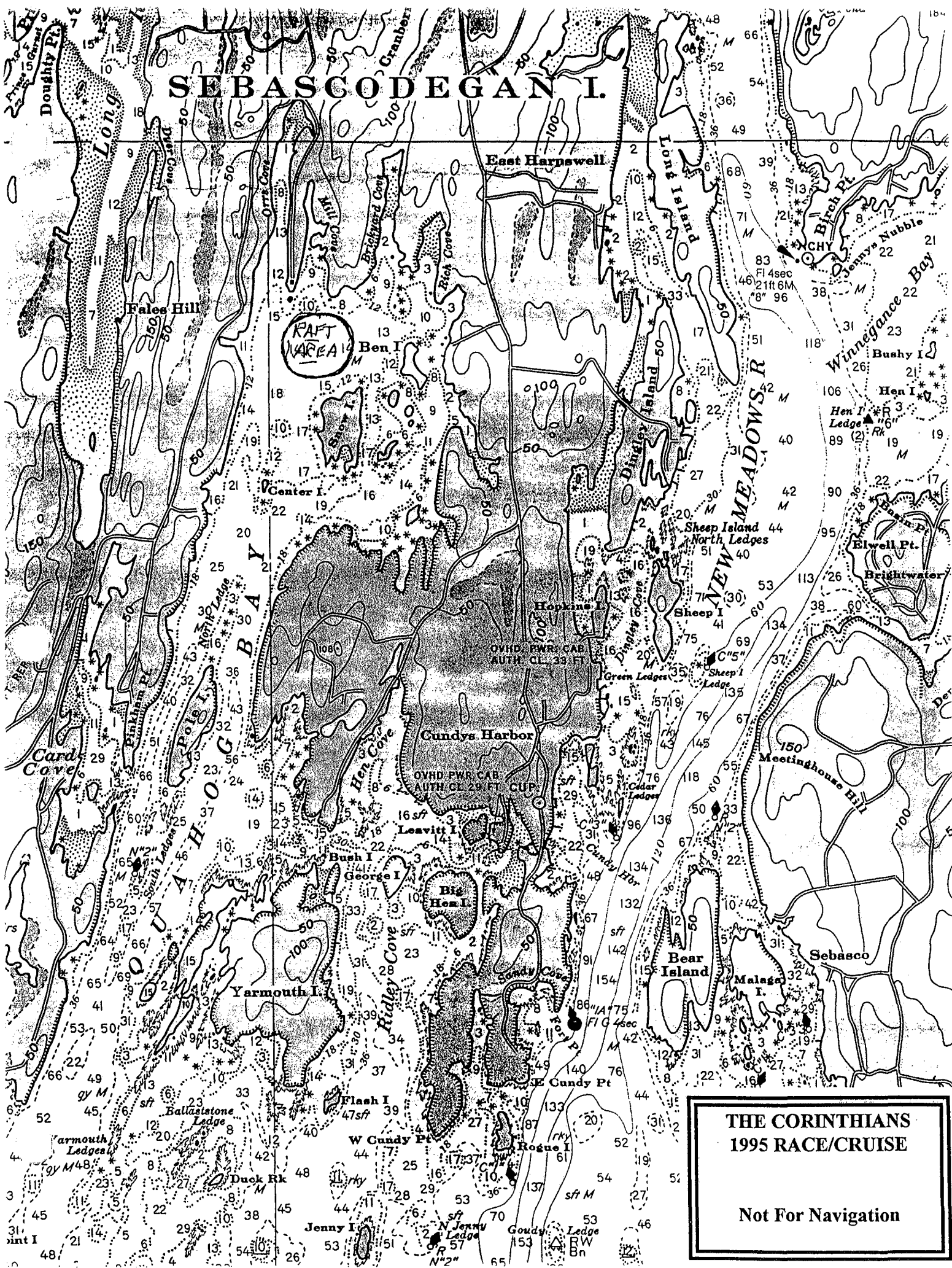
3) _____

4) _____

5) _____

Please return this form to the yacht EVENTIDE.

SEBASCODEGAN I.



THE CORINTHIANS
1995 RACE/CRUISE

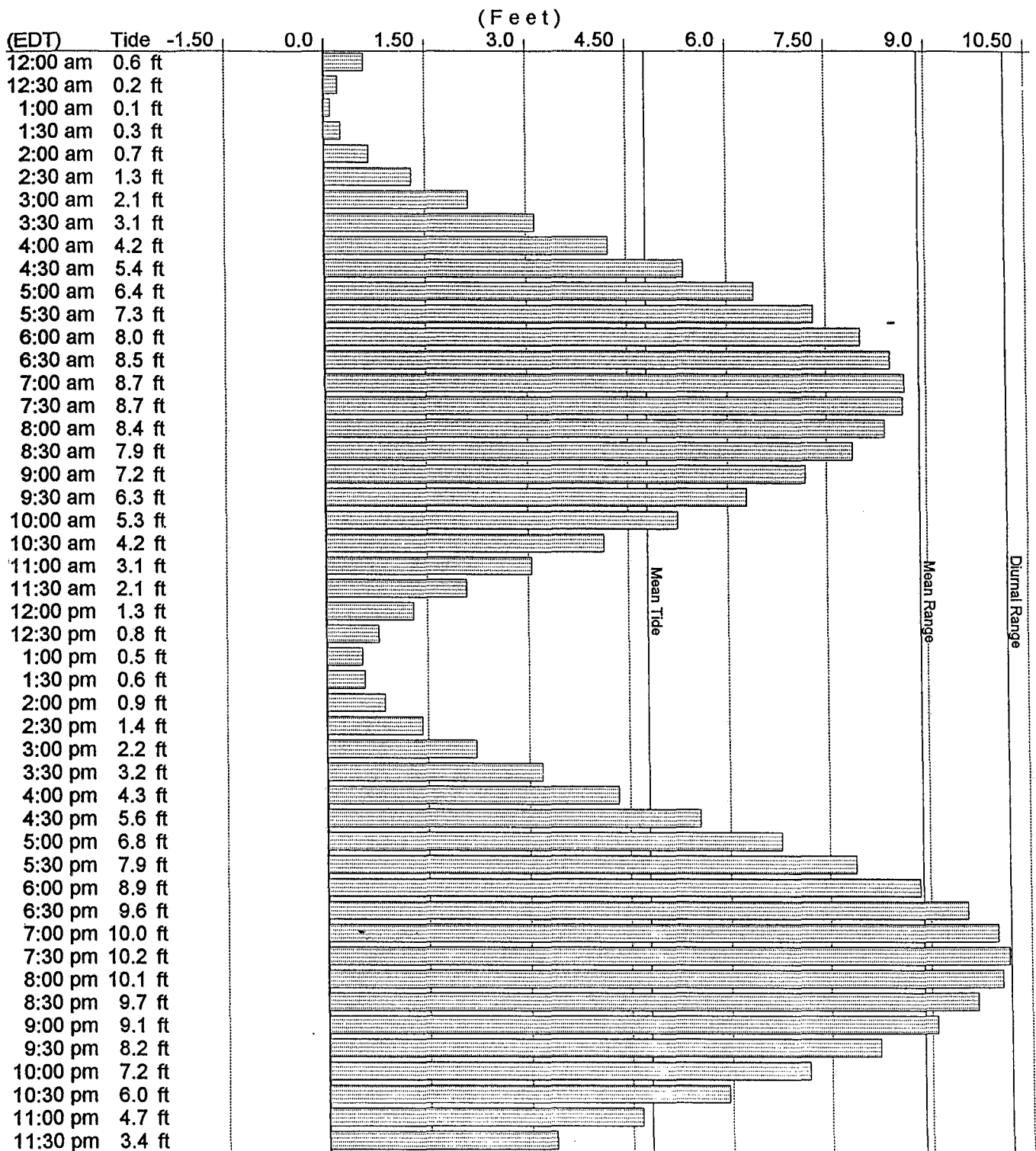
Not For Navigation

Tides - Cundy Harbor, New Meadows River

for: Quahog Bay
Sunday, August 6, 1995

Average Tides
Mean Range: 8.9 ft
Diurnal Range: 10.2 ft
Mean Tide: 4.8 ft

Daily Highs & Lows
12:57 am 0.1 ft Low
7:11 am 8.7 ft High
1:11 pm 0.5 ft Low
7:34 pm 10.2 ft High



MONDAY, AUGUST 7, 1995

QUAHOG BAY to BOOTHBAY HARBOR

ANNOUNCEMENTS	0800 Hours Channel 72
HARBOR PARADE:	0900 Hours Master's Mate Alice Neily Mutch aboard FIREPLACE
RACE:	1030 Hours See Racing section for specific details
BOOTHBAY HARBOR:	Assigned slips and moorings at Tugboat/Brown's/Carousel Marine
Monday, August 7, 1995	MASTER'S HORS D' OEUVRE COCKTAIL PARTY Brown's Marina - CASH BAR 1700 - 1900 Hours
Tuesday, August 8, 1995	Lay-Day - Dress Ship

NOAA Chart: #13288 2/11/95
 #13293 4/22/95
 #13296 3/19/94

CPO: Charlie Weiner
Aboard: SARA ELIZABETH at Brown's Marina (dock)

CPO: Charles and Jane Hildreth
Aboard: ARIOSO at Tugboat Marina (mooring)

Harbor Regulations:

Boothbay Harbor is one Maine's most active areas. Commercial fishing, excursion and sightseeing boats as well as Windjammer festivals keep the harbor busy. Because of the crowded nature, anchoring is prohibited in the harbor. Rafting is also prohibited in the harbor. Do not swim in the harbor.

Harbor Master:: Ross Maddocks 633-5281

U.S. Coast Guard: McKown Point 633-2643 CH. 9 & CH. 16

BOOTHBAY HARBOR

	BROWN'S 633-5440	TUGBOAT 633-4434	CAROUSEL 633-2922
Dockmaster:	Tim Brown	Peter Chase	John Papineau
Water:	yes	yes	yes
Ice:	yes	yes	yes
Fuel:	no	no	gas/diesel
Showers:	no	yes	yes
Laundry:	no	yes	yes
Trash disposal:	yes	yes	yes
Pump Out:	no	no	yes
Monitors CH.	CH. 9	CH. 9	CH. 9
Launch:	as needed till 2200	as needed till 2000	served by BROWNS & TUGBOAT
MasterCard/Visa accepted.			

Fuel: Coastal Marine Fuel - floating gas dock in harbor 0700 - 1900 hours
They will deliver to your boat at the marina.
CH. 9 633-3835

Chandlery: Carousel Marina 633-2922
Samples Shipyard 633-3171

Repairs: Samples Shipyard 633-3171
Boothbay Region Boatyard 633-2970
C&B Marine, E. Boothbay 633-0773

Trolley: A free trolley will circle around the town every 1/2hr. on the hour.
Laundromat, Shop & Save and the liquor store are on the route.
Trip begins at Browns, but can be picked up anywhere in town.
0900 - 1700 hours 633-5440

Groceries: Carousel Marina
Carbones Grocery, Commercial Street
Shop & Save, Rt. 27 (about a mile outside of town)

Liquor: Shop & Save, Rt. 27

Emergency: St. Andrews Hospital 633-2121
You can dinghy to the back door and walk to the emergency room.

Car Rental: Enterprise Wiscasset 882-7365

Cab: A-1 633-2598
Ma's Taxi 633-7933

BOOTHBAY HARBOR

The Boothbay Harbor guide book is a wonderful source of information about restaurants, shops and special activities. However, the following are strongly recommended.

MONHEGAN ISLAND -

Balmy Days II Departs 0930 from 62 Commercial Street, Pier #8
1½ hr. trip to Monhegan - 3 hours on the island - Departs 1445 for Boothbay
Reservations requested - \$26.00 adults/\$18.00 children
1-800-298-2284 or 633-2284

On Monhegan Island - Charming artist colony
Museum at the Lighthouse
Monhegan General Store - sandwiches, beer/wine, soda
Careless Navigator Restaurant - "fine dining"
North End Plaza

DEEP SEA/SPORT FISHING CHARTERS -

Cap'n Fish's Deep Sea Fishing	Pier #1	633-3244
Lucky Star Deep Sea Fishing	Pier# 8	633-4624
Buccaneer (49 people) - ½ day \$20.00 adults/\$15.00 children		
Yellowbird (49 people) - all day \$35.00		

HARBOR TOURS -

CAP'N FISH BOAT TRIPS - Several harbor tours	633-3244
APPLEDORE V - Windjammer tour	633-6598
TIDAL TRANSIT KAYAK & BIKE RENTAL	633-7140
YANKEE CLIPPER BOAT CRUISE	633-4574
PINK LADY - Harbor Tours	633-2626
FRIENDSHIP SLOOP "EASTWARD"	633-4780
Tour the area with author Roger Duncan.... Yes, the Roger Duncan of Duncan & Ware!	

SQUIRREL ISLAND -

Choice spot - private homes and island.
"Marambo" tour boat will drop you there. 633-2284
Pick up a mooring ball - walk around outside walk of island.

DAMARISCOVE ISLAND -

Owned by The Nature Conservancy
Anchor in the wide part opposite the abandoned Coast Guard boathouse.
Picnic, walk, explore the abandoned buildings and cliffs, but do not disturb any of the wildlife.

SWIMMING - Swimming is not permitted in the harbor

Barrett's Park, Lobster Cove Road - clear water, pebble beach, changing rooms, a grassy area for picnics and deep diving around the rocks.

12:30 - 1:00 arr.
1:45 2:15
3:00
5:10

\$8.00

BOOTHBAY HARBOR

BOOTHBAY HISTORICAL SOCIETY -
70 Oak Street

633-3932

CAROUSEL MUSIC THEATER -

633-5297

"Song and Dance Man" Rt. 27

\$21.00 includes show/dinner/desert (plus bar) 1830 - 2145 hours

Spirited vaudeville and pop tunes, cabaret style singing by waiters and waitresses.

Reservations suggested. About $\frac{3}{4}$ mile out of town.

GOLF -

Boothbay Region Country Club

633-6085

Open to the public. 9 holes, 3,125 yards, par 3

Dolphin Mini-Golf - About 2 miles out of town

BOOKSTORES -

Sherman Bookstore

Mr. Peabody Bookstore

Boothbay Library

Friends of the Library (used books) 1½ miles out of town

AQUARIUM - Maine Department of Marine Resources, McKown Point

Displays of fish and invertebrates common to the Maine coast

"Touch Tank" - Open daily - free - dinghy to the aquarium

SHOPS - "Shop 'till you drop"

Great clothing, pottery, arts & crafts, antiques, jewelry etc. etc., etc.

ICE CREAM STORES -

Ben & Jerry's

Down East Ice Cream

ART GALLERIES -

Goldsmith Gallery

Gleason Gallery

MOVIE THEATER - Tuesday nights are "2 for the price of 1"

Harbor Lights Cinema

633-3700

Rt. 27 at the Shop & Save Center - The free trolley will take you there.

BOOTHBAY RAILWAY VILLAGE -

633-4727

Narrow gauge steam train, turn of the century village and antique auto display.

3 ½ miles north of town on Rt. 27

BOWLING -

Romar Lanes at "the Byway" - candlepins

Corinthians Assigned Dockage List

1	Alskling	Rettie	47's	Carousel	Dock
2	Andicon	Hunneman	29'p	Tugboat	Dock
3	Anemone	Kloman	36's	Brown's	Dock
4	Another Adventur	Cumpton	45's	Tugboat	Dock
5	Arioso	Hildreth	38's	Tugboat	Moor
6	Blues Blazes	Barbar	35's	Brown's	Dock
7	Cygne	Peterson	46's	Brown's	Dock
8	Cygnus	Boudrot	41's	Tugboat	Moor
9	Daystar	Mead	31's	Carousel	Dock
10	Discovery	Kiszkiel	43's	Carousel	Dock
11	Due II	Freeman	36's	Carousel	Dock
12	Dulcinea	Springer	27's	Brown's	Dock
13	Dyad	Schweitzer	34's	Tugboat	Moor
14	Elusive	Wilson	40's	Tugboat	Moor
15	Main Spring	Fortin	43's	Carousel	Dock
16	Eventide	Woods	38's	Tugboat	Moor
17	Excellance	R. Springer	38's	Carousel	Dock
18	Fantod	Hewitt	40's	Tugboat	Dock
19	Fast Company	Day	40's	Carousel	Moor
20	Fireplace	Lyons	38'p	Brown's	Dock
21	Gratitude	Arms	40's	Brown's	Dock
22	Halcyon	Matos	37's	Carousel	Moor
23	Heather	Heidenreich	33's	Tugboat	Dock
24	Morning Love	Hart	34's	Tugboat	Moor
25	Hozho	Rosenweig	33's	Carousel	Moor
26	Jam Session	Marger	48's	Tugboat	Dock
27	Jugendtraum	Fontanes	30's	Tugboat	Dock
28	Forever	Albers	45's	Carousel	Moor
29	Laughter	Murphy	38's	Carousel	Moor
30	Molly Brown	Blake	35's	Brown's	Dock
31	Natasha	Fox	35'p	Tugboat	Dock
32	Nauti-Lass	Brown	35'p	Brown's	Dock
33	Nerena	Reed	30's	Tugboat	Dock
34	Anna's Hope	Migliorino	36's	Tugboat	Dock
35	Passage	Bragdon	40's	Tugboat	Moor
36	Callinectes	Johnson	40's	Carousel	Dock
37	Quartette	Field	36's	Tugboat	Dock
38	Quest	Bodman	28's	Tugboat	Dock
39	Raccoon	McConnell	36's	Brown's	Dock
40	Rally Point	Lane	44's	Carousel	Moor
41	Repartee	Bradley	36's	Tugboat	Moor
42	Rhumb Punch	Porter	38's	Brown's	Dock
43	Sara Elizabeth	Weiner	38'p	Brown's	Dock
44	Second Wind	Barry	33's	Carousel	Dock
45	Shangra-La	Marcoux	50's	Carousel	Dock
46	Snow Goose	Dennis	39's	Carousel	Dock

47	Sonnet	Thorndike	35's	Brown's	Dock
48	Susanne F	Parsons	36's	Carousel	Moor
49	The Razor's Edge	Hammond	43's	Brown's	Dock
50	The Royal Ace	Prince	36's	Carousel	Moor
51	Triumph	deNeergaard	33's	Tugboat	Moor
52	Tymh	Marks	37's	Tugboat	Moor
53	Voila	Rondepierre	38's	Tugboat	Dock
54	Wind Spree	Muir	36's	Tugboat	Moor
55	Windigo	Reed	42's	Tugboat	Dock
56	Windshear	Greene	58's	Brown's	Dock
57	Stampede	McCarthy	44's	Carousel	Dock
58	Green Hornet	Lee	40's	Carousel	Moor
59	Kristen	Brisette	42's	Carousel	Moor
60	Grand Cru	Committee	42'p	Brown's	Dock
61	Airforce	DelRe	36's	Brown's	Dock
62	Gail Force	Ells	30's	Brown's	Dock
63	Tynaje	Ross	38's	Brown's	Dock

The Carousel Marina and Brown's Wharf are both on the east side as you enter the harbor. Tugboat Marina is on the west side as you enter the harbor.

All marina's monitor Channel 09.

Please radio ahead as you enter the harbor for docking instructions.

Thank-you all for coming to Boothbay and enjoy your stay with us.

*Connie & Tim
Brown's Wharf
207-633-5440*

*Jay & Peter
Tugboat Marina
207-633-4434*

*Patty & John
Carousel Marina
207-633-2922*

BOOTHBAY HARBOR

West Boothbay Harbor
Signal Pt.
McFarland Pt.
Mouse I.

Boothbay Hbr. YC
Aquarium
Coast Guard Station
Blake's Boatyard
Juniper Pt.
Pine Cliff
FIXED FOOT BRIDGE
HOR. CL. 18 FT
VERT. CL. 10 FT

SWING FOOT BRIDGE
HOR. CL. 12 FT
VERT. CL. 10 FT

**THE CORINTHIANS
1995 RACE/CUISE**

Not For Navigation

Not For Navigation

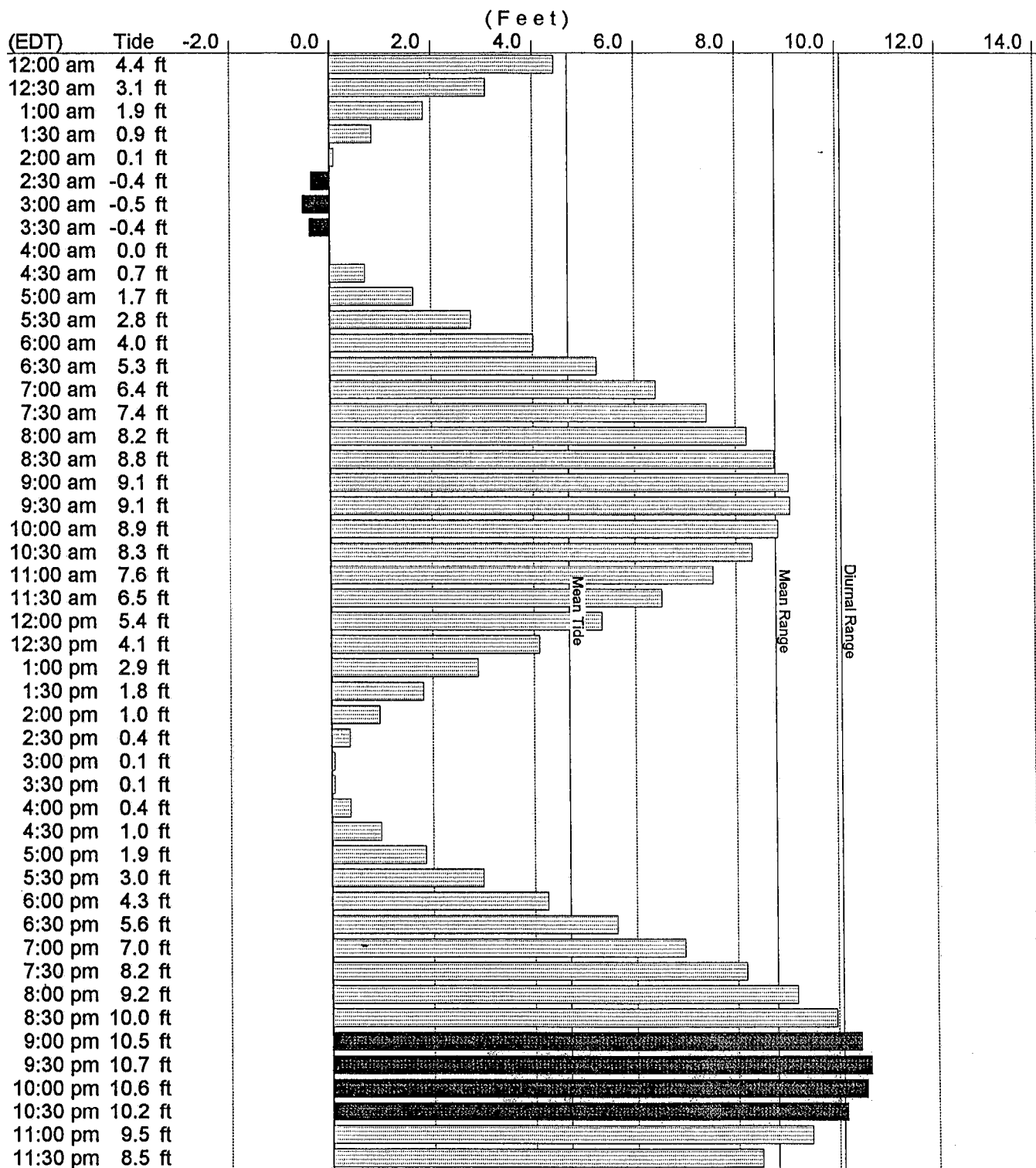
Tides - Boothbay Harbor

43° 51.0' N 69° 38.0' W

Tuesday, August 8, 1995

Average Tides
Mean Range: 8.8 ft
Diurnal Range: 10.1 ft
Mean Tide: 4.7 ft

Daily Highs & Lows
3:02 am -0.5 ft Low
9:18 am 9.1 ft High
3:14 pm 0.0 ft Low
9:36 pm 10.7 ft High



Chapter 7

WEDNESDAY, AUGUST 9, 1995

BOOTHBAY HARBOR to MAPLE JUICE COVE

ANNOUNCEMENTS:	0800 Hours Channel 72
HARBOR PARADE:	0900 Hours Past Master Charles Dennis aboard SNOW GOOSE
RACE:	1100 Hours See Racing section for specific details
MAPLE JUICE COVE:	Cooked Lobster Delivery KITE FLYING CONTEST Anchor and Raft

NOAA Chart: #13288 2/11/95
 #13301 8/24/91

CPO: Jeff and Suzie Marger *Red Hull*
Aboard: JAM SESSION

Marina: None **Coast Guard:** Rockland

Ice: None **Fuel:** None **Water:** None

Trash Disposal: None **Pump Out:** None **Showers:** None

Laundry: None **Groceries:** None **Liquor:** None

MAPLE JUICE COVE

This anchorage is the essence of Maine! An idyllic setting with few boats, good holding ground, rolling countryside and the presence of Andrew Wyeth. It was here that his well known "Christina's World" came to life.

Anchor anywhere, but do not try to go ashore on Stones Point as it is reported that the property owner is unfriendly. Lyman Morse Boat Yard of Thomaston maintains 2 moorings (big orange balls near the center of the cove) for visitors and will come from Thomaston to service your boat should you have an emergency. (354-6904)

MAPLE JUICE COVE

A dinghy ride up into the far western corner of Maple Juice Cove and its tidal flow is worthwhile.

The Olson House, operated by the Farnsworth Museum, on Burton's Point (also known as Hathorn Point) features works by Andrew Wyeth. Dinghy to Olson's Wharf on Burton Point and **tie up between 1030 and 1330 hours** when the lobster boats are not unloading their catch. **Please be gone by 1400 hours at the latest!!** You can walk ¼ mile up the path to the Museum. Museum hours are 1100 - 1600 hours. Admission is \$3.00 for adults/\$1.00 for those 8-18 years. Members of the Farnsworth Museum and those under 8 are free.

A telephone at the wharf will summon the Cushing Ambulance (911). The nearest hospital is Penobscot Bay Medical Center twelve miles away in Rockland. (596-0653)

THOMASTON

A trip up the St. George River to Thomaston is 7 miles. In Thomaston you will find full services available. For a short visit you can land at the Town Dock or pick up a Lyman Morse mooring. The Cafe Bakery (0700 - 1400) serves homemade breads and soups. Thomaston Grocery for provisions. Four blocks from the harbor is the Maine State Prison Show Room which features hand made crafts by the prisoners. There are also other craft and antique shops in town. For museum fans, there is the new Watercraft Museum, with a collection of over 100 small watercraft. Call first so you won't be disappointed. (354-0444). Hours are 1000 - 1630 and admission is \$4.00 for adults/\$2.00 for seniors and students.

PORT CLYDE

Port Clyde is on the way to Tenants Harbor. Here you can find gas, diesel, ice, water, showers, trash disposal at the Port Clyde General Store. You can die up for thirty minutes. In addition, they have 20 moorings (white with blue stripe - \$10.00 per night). Anchoring may be difficult as the depths vary from 26-35 feet at low. Tie up your dinghy at the town dock to the left of the General Store. This traditional emporium is well stocked with produce, meats, liquor and marine supplies. There is even a coffee shop right on the dock.

Ashore in Port Clyde you can ramble through some quaint galleries, make phone calls, find ice cream and the Black Harpoon restaurant. You can take a long walk (about a mile each way) out to Marshall Point Lighthouse and Museum. It was recently seen in "Forrest Gump." It is open weekdays 1300 - 1700 hours and on Saturday & Sunday from 1000 - 1700 hours.

From the Town Dock in Port Clyde the LAURA B. ferry departs for Monhegan Island.

THE JOHN BOWMAN MEMORIAL KITE FLYING CONTEST OF 1995

Competitor: _____

Boat: _____

Kite Name: _____

JBMKFC Rating: _____

Design: _____

Tail Length: _____

Store Bought: _____ Hand Made: _____



Official rules for the competition will be announced by the JBMKFC Committee during morning announcements at 0800 hours.

The JBMKFC Committee welcomes suggestions, comments and bribes.

Return completed form to the M/Y NATASHA.

HISTORIC HOUSES, SPARE AND OPULENT

Near Rockland, a farm immortalized by Andrew Wyeth and a well-furnished Victorian home offer contrasting views of Maine

By STEPHEN MAY

CELEBRATED for its rocky coastline and scenic villages, midcoastal Maine also boasts two very different historic houses: the Olson House in Cushing, depicted in the paintings of Andrew Wyeth, and the Farnsworth Homestead in Rockland, a pristine small jewel of the Victorian age. The houses, both administered by Farnsworth Art Museum in Rockland, are very different: the Olson House is spare, even harsh, while the Farnsworth Homestead is genteel, with an elegant in-town ambience.

The Olson House was immortalized by Wyeth in his 1946 painting, "Christina's World," in which he portrays Christina Olson, disabled from childhood, gazing from a meadow toward her family's home, hauntingly isolated atop a knoll. Except for a brief stint as a museum in the 70's, the house remained vacant for years after Christina's death in 1968. In those days, since I lived in a summer home nearby, I would enjoy the peaceful solitude of the setting and occasionally peek through dusty windows. Last summer, the Farnsworth Museum opened the Olson House to the general public.

The first glimpse of the house has always thrilled me. Turning off busy Route 1 in Thomaston, you drive about nine miles down winding country roads, with spectacular views of the St. George River on one side and horses and cows grazing on the other. Just as thick trees close in and the paved road shifts to a gravel lane, there is the house, "looming

up like a weathered ship stranded on a hill-top," in the words of Andrew Wyeth's wife, Betsy.

The saltwater farmhouse and field below have changed little in the half century since the painter began chronicling the life of Christina Olson, a long-time friend and neighbor of the Wyeths. From 1939 to 1968, Wyeth, who still summers nearby, depicted Christina, her brother Alvaro and their farm in sketches, watercolors and tempera paint-

ings. Walking the creaking floors of the 12-room house you sense the presence of the Olsons — and of Wyeth, who roamed the premises freely and maintained a studio in a second-floor room. While only a few original furnishings decorate the bare rooms, there are a score of reproductions of Wyeth works mounted in rooms where they were painted. Christina's big iron stove and brilliant red

Continued on Page 18



Olson House doorway is depicted in Wyeth's "Alvaro and Christina."

Continued From Page 16

crankisms on the kitchen windowsill recall "Wood Stove" (1962), which is in the Farnsworth Museum collection. Most poignant to me are two weathered doors in the woodshed of the kitchen. One unpainted, the other a faded, pale blue, to Wyeth they expressed the spirit of his two friends, which he depicted in his watercolor "Alvaro and Christina" (1968), which is displayed at the Farnsworth Art Museum.

The exterior of the house, with its stark lines and charcoal-hued clapboard exterior, surrounded by fields, has the quiet simplicity typical of New England farmsteads. Built some 200 years ago by the seafaring Hathorn family, it has a third story with steeply pitched roof and two dormer windows looking out to sea, added in 1871.

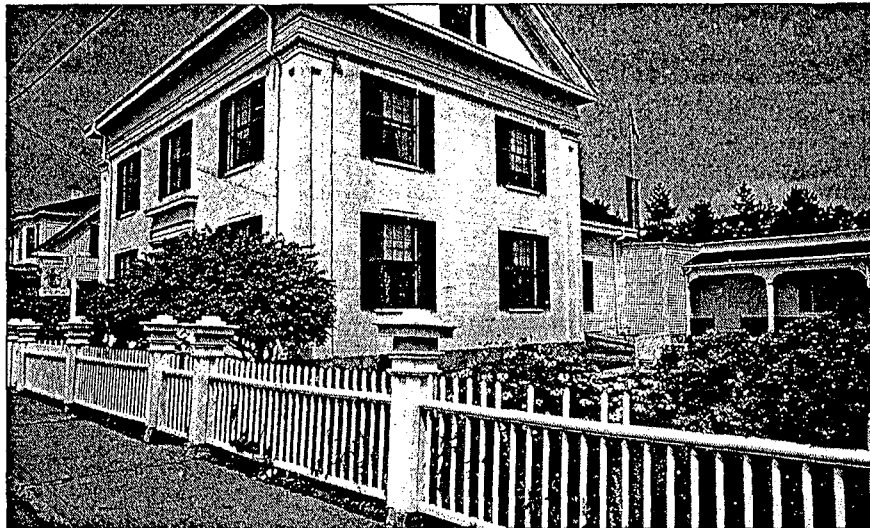
Several decades later, a Hathorn daughter married a stranded Swedish seaman, John Olson. Two of their children, Alvaro, who became a farmer, and Christina inherited the property and lived there until they died within a few months of each other in 1968; the children are buried in the family graveyard, which can be seen across a meadow, close to the shore above Maple Juice Cove.

The house was purchased in the early 1970's by the movie producer Joseph E. Levine, who stocked it with his Wyeth paintings and opened it briefly as a museum. It closed when neighbors complained about the deluge of visitors. John Sculley, then chief executive officer of the Apple Computer Corporation, bought the Olson place in 1985, summered nearby for a while, and in 1991 gave it to the Farnsworth Art Museum.

The Farnsworth has undertaken a few basic renovations to stabilize the structure and installed a few pieces of furniture, but little else. "We want to maintain it the way it looked when Wyeth painted it," says the site administrator, Janice Kasper.

Well-informed guides, volunteers who mostly live in the area, are available to run informal tours and answer questions, but most visitors appear familiar with Wyeth's work and choose to wander through the house on their own. The comment book reflects the place on visitors. "It's such a joy to be in this house of Christy's," wrote a couple from Denver, Pa. "It was the one word, unsigned recognition of another visitor."

A dramatically different Maine way of life is evoked by the Farnsworth Homestead, a 12-room mansion adjacent to the Farnsworth Museum in Rockland. It is thanks to another woman that the art museum itself exists. The last survivor of six children, Lucy Farnsworth led the reclusive life of an unmarried woman for over 50 years in the family home. Frugal and business-minded, she ascended Rockland when, at her death in 1935 at age 97,



The Farnsworth Homestead, a 12-room Victorian mansion in Rockland.

she bequeathed \$1.3 million to establish an art museum in her father's memory. Also recognizing the value of the homestead as a showcase of Victorian living, Miss Farnsworth carefully preserved its furnishings and left instructions that it be maintained as it was and opened to the public.

Since she lived there for a half century behind drawn shades, rarely using the main rooms and never changing the décor, the Farnsworth Homestead is remarkably unchanged from its original appearance, offering an authentic glimpse into a well-off 19th-century Maine household. Unspoiled by the ravages of sunlight, outside elements and changing decorating tastes, it is a beautifully preserved piece of Victorian America.

Built around 1850 by the prosperous Rockland businessman William A. Farnsworth, the handsome wooden mansion has an attached carriage house and white-fenced yard with garden. On a quiet street just off Main Street (Route 1), the Greek Revival structure is a natural complement to the 19th-century artwork in the adjacent museum.

The interior conveys the unmistakable sense that a large Victorian family is away briefly but will return at any moment. The sense of stepping back into the past begins

when 19th-century calling cards on a brass tray greet visitors in the entryway, where Lucy's severe black shawl hangs on an ornate coat rack.

The Farnsworths sought the best and latest in opulent furnishings and could afford to implement their era's credo that too much is not enough. The house is filled, for example, with chromolithographs of 19th-century landscapes and all manner of trendy Victorian decorative objects.

The parlor and sitting rooms on either side of the entry hall, alive with an attractive clutter of Victoriana, set the tone for the mansion. These rooms feature elaborate fireplaces with black faux-marble facades reverse-painted on glass panels, flanked by long peacock feathers and topped by large, gold-framed mirrors.

The parlor is a real showplace — the brilliant, jewel-toned reds, blues and yellows of the carpet and settees are complemented by puddled drapes, gray damask wallpaper, a primitive-style painting of two Farnsworth children, a portrait of Mr. Farnsworth, handsome chairs, and a sinuously carved, marble-topped table.

As the center of family activity, the sitting room contains a mid-century piano, a

with an attachment enabling it to produce sounds of both instruments, and cards ready to be dealt on a marble table under hanging gasoliers fed by piped gas.

The dining room table, set for six in English Staffordshire china, suggests that mid-day dinner is about to emerge from the adjacent kitchen. The kitchen floor retains its original stiplle finish and an elaborate cast-iron 1848 Walker's Range No. 7 stove. Family meals were cooked on the coal-fired warming-and-baking ovens and five burners, while a set of colls in the base provided hot water for second-floor rooms.

The maze of upstairs bedrooms has dressers laid out on the beds, jewelry on dressers, letters on writing desks, brushes and combs on washstands, and scattered toys and bric-a-brac. A smallish bathroom, probably the first such indoor toilet in town, has a large tin tub encased in a sturdy wooden frame.

Together, the Victorian city mansion and the spartan farmhouse reveal a mini-social history of their time and place. As the Farnsworth Museum director, Christopher Crossman, observed, the Farnsworth Homestead and Olson House offer "a dialogue between town and farm life," adding another dimension to the village view of Maine.



The parlor of the Farnsworth Homestead, built around 1850.

If you visit

Olson House, Hathorn Point Road, Cushing, Me.; (207) 596-6457. Open Wednesday to Sunday 11 to 4 from June to September. Admission \$3, \$1 for ages 8 to 18, free for children under 8. Bus tours by reservation through the site administrator, Janice Kasper.

Directions: Driving north on Route 1, turn right in Thomaston at the Prison Showroom, proceed 6 miles on River Road to A. S. Fales and Son Store (with a big "Getty" sign). Turn left on Cushing Road for 1.4 miles and take another left onto Hathorn Point Road, 1.9 miles to the Olson House.

"Early Settlers' Day" at Olson House and the nearby Cushing Historical Society, on Saturday, Aug. 20 from 10 to 5 will have displays of work by local artists, demonstrations of 19th-century crafts, such as broom and basket-making and weaving, and for children, corn-husking and pie-eating contests and a tug-of-war. Admission free. Information: (207) 596-6457 or (207) 354-0102.

For the Farnsworth Homestead, return to Thomaston, take a right on Route 1 and drive 4.8 miles north to Rockland. Follow signs for parking behind the Farnsworth Museum. (Between Elm and Museum Streets) or on a nearby municipal lot or side streets. The adjacent Homestead is open Monday through Saturday 10 to 4:30 and Sunday 1 to 4:30, from June through September. Tours lasting about a half hour at 11, 1:30 and 3; other times on your own, with docents to answer questions. Admission is included in the general admission fee to the museum.

The Farnsworth Art Museum, 19 Elm Street, Rockland, Me.; (207) 596-6457. Open Monday through Saturday 10 to 5 and Sunday 1 to 5, June through September. Closed Monday, October through May. Admission \$5, \$4 for senior citizens, \$3 for ages 8 to 18, and free for children under 8.

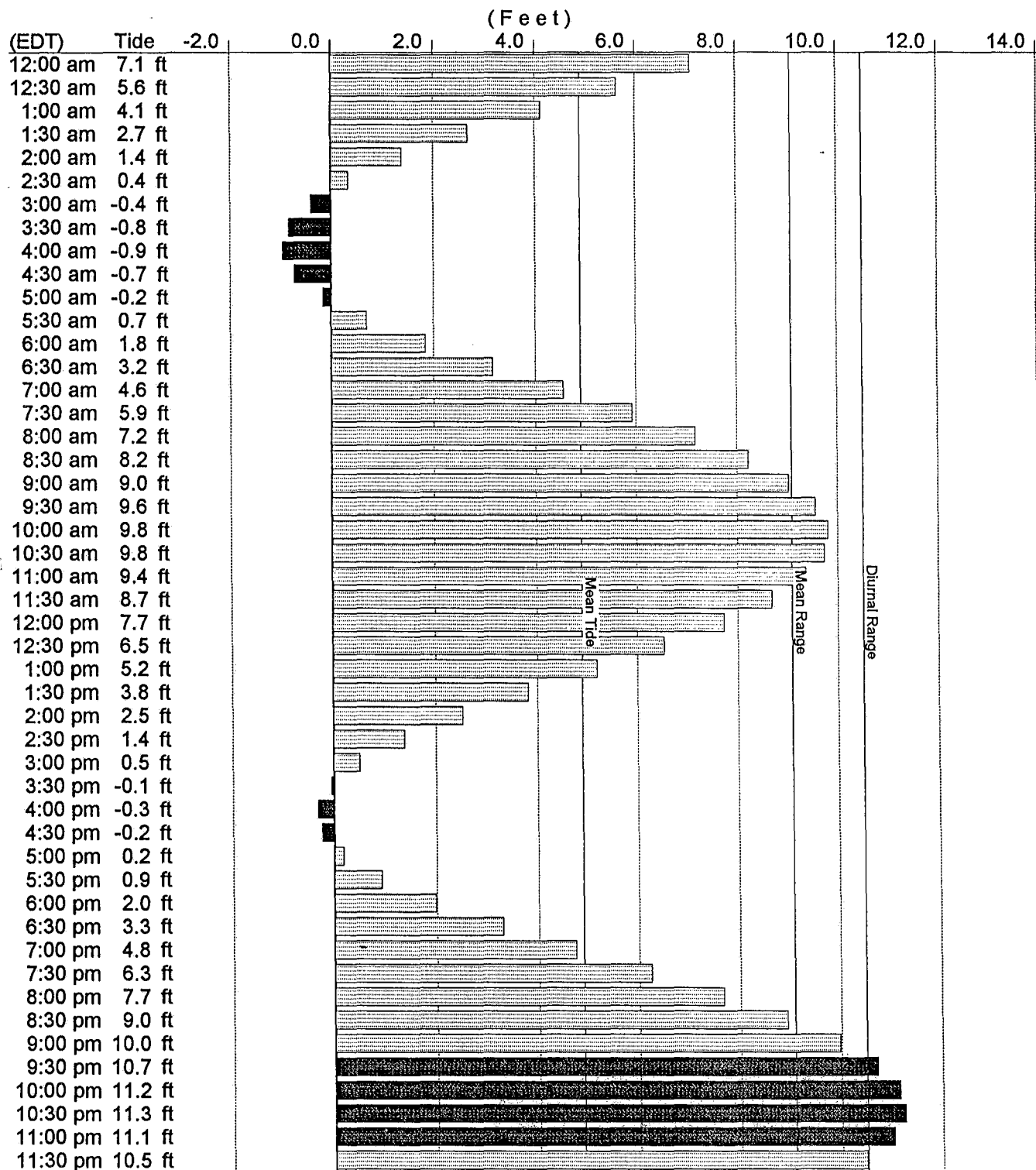
The recently expanded and refurbished Farnsworth Museum houses Maine-related art, with the work of three generations of Wyeths, including a number of Andrew's depictions of Christina Olson and her house, as well as art of the Victorian era.

Visitors this summer and fall can see a display of the museum's holdings, including works by such "non-Maine" artists as Stuart, Allston, Sully, Cole, Eakins, Harriet, and Prendergast. Special exhibitions include "An Eye for Maine," on view through Sept. 18, comprising paintings from a remarkable private collection by Homer, Church, Hassam, Bellows, Hartley, Harin, Hopper, the Wyeths and many others. Running through Oct. 30 is a comprehensive show of paintings, drawings and sculpture by the Rockland native Louise Nevelson, spanning her career from the 1930's to the 1980's and including pieces nev-

Tides - Otis Cove for: Maple Juice Cove Wednesday, August 9, 1995

Average Tides
Mean Range: 9.1 ft
Diurnal Range: 10.5 ft
Mean Tide: 4.9 ft

Daily Highs & Lows
3:55 am -1.0 ft Low
10:09 am 9.8 ft High
4:08 pm -0.3 ft Low
10:25 pm 11.3 ft High



THURSDAY, AUGUST 10, 1995

MAPLE JUICE COVE to TENANTS HARBOR

ANNOUNCEMENTS: 0800 Hours Channel 72

HARBOR PARADE: 0900 Hours
Past Master Roger Fortin aboard MAINE SPRING

RACE: 1100 Hours
See Racing section for specific details.

TENANTS HARBOR: "BRING ALMOST EVERYTHING PARTY"
1630 Hours
"SEAWRACK" lawn

THE GREAT CORINTHIAN AIR SHOW
on the Grand Lawn of "SEAWRACK"

CHOWDER SUPPER at the Masonic Hall
Two Seatings: 1745 Hours Pink tickets
1845 Hours Gray tickets

NOAA Chart: #13301 8/24/91
#13302 1/9/93

CPO: Felix Kloman
Aboard: ANEMONE

Moorings: No launch service. Dinghies may be left at the Town Dock, to the west of Cod End dock.
Cod End has 14 moorings (no reservations) with rafting permitted. 372-6782
CH. 16 & CH. 9
Art's Lobsters, Witham's and East Wind Inn have 4-5 moorings each.
Anchor at the eastern end of harbor and in Long Cove to the north of the harbor,
behind Northern Island.

Ice: Cod End **Fuel:** Cod End (gas/diesel) **Water:** Cod End

Trash Disposal: Cod End **Pump Out:** None **Showers:** None

TENANTS HARBOR

Groceries: Cod End (0700 - 2100 hours) has lobster, fish, charts, and ice cream. They will make boat deliveries.

AG Foodmarket (0700 - 1900 hours) up Cod End Road and a left turn has provisions and beer & wine.

Laundry: St. George Laundromat, about ¼ mile north on Rt. 131 from Cod End Road. 372-8641

Repairs: Tenants Harbor Boat Yard 372-6327

Restaurants: East Wind Inn serves breakfast, lunch and dinner. Reservations required. 372-6366
Cod End serves breakfast, lunch and dinner
Farmer's serves breakfast, lunch and dinner. About 100 yards west of Cod End Rd. on Rt. 131

Swimming: Excellent swimming at the local quarry. By water, to Great Eastern dock in Long Cove. By road, about 1½ miles to Long Cove Road, then .5 miles to Great Eastern Road, follow the rocks to the quarry.

Repairs: Spruce Head Marine 594-7545
Lyman Morse, Thomaston 354-6904

Medical: Penobscot Bay Medical Center, Rockport 596-8000

"SEAWRACK" - 1630 Hours

Corinthian Felix Kloman has invited the fleet to a **BRING YOUR OWN BEVERAGE and HORS D' OEUVRE party** on the lawn. A dock and float are on the south side of the harbor, on Hart's Neck, directly opposite Art's Lobsters. Ice, glasses, soda and tonic will be provided.

CHOWDER SUPPER - 1745 Hours/1845 Hours

A chowder and blueberry pie supper will be at the Masonic Hall across from the Post Office. There are two seatings: **1745 hours/pink tickets and 1845 hours/gray tickets.**

NOTE: The Masonic Hall is an alcohol free zone.

Items of Interest:

Great Eastern Mussel Farm in Long Cove has the best mussels in Maine. Pick up several bags for cocktails or dinner. 372-6317

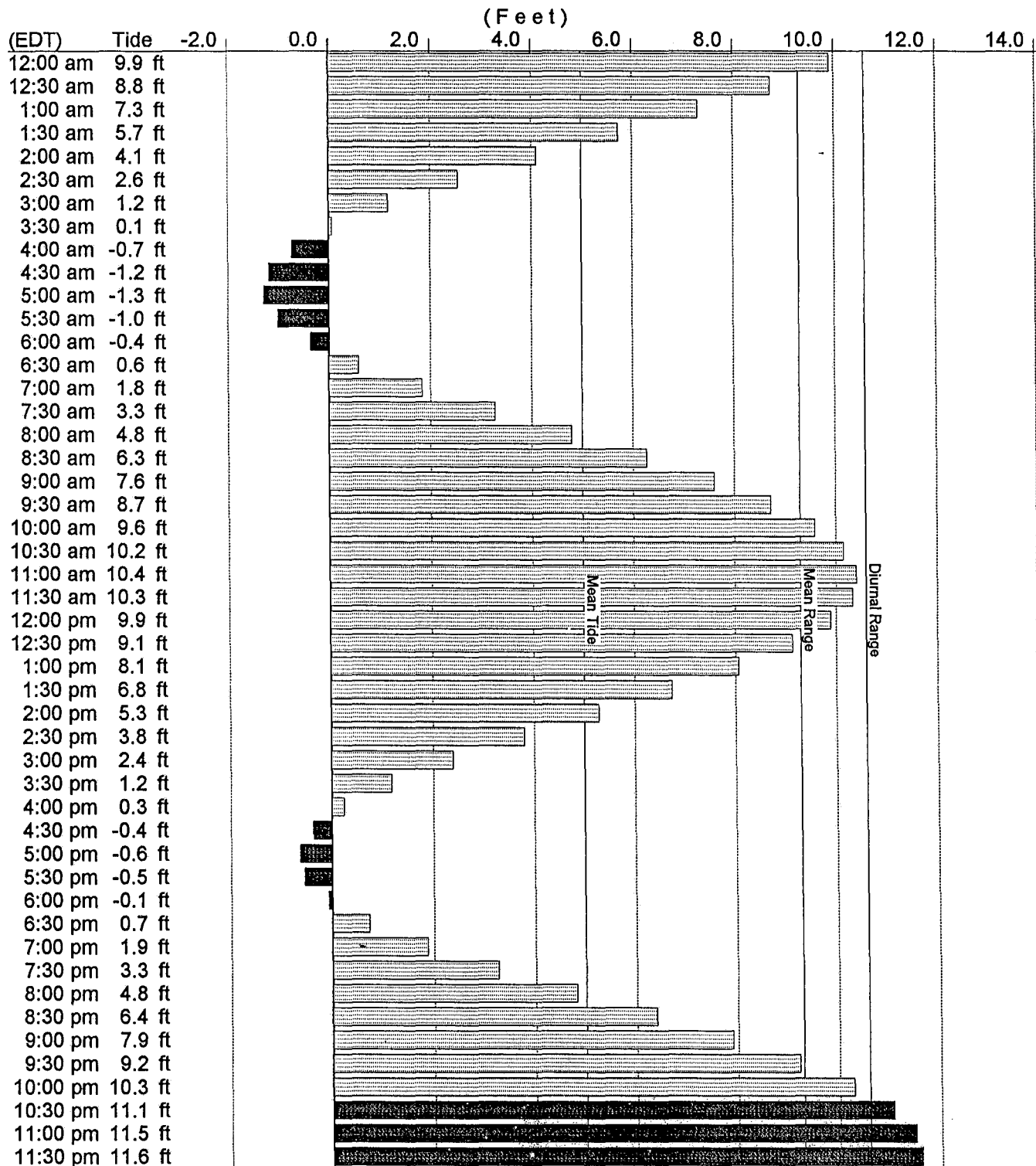
Tides - Tenants Harbor

Average Tides
Mean Range: 9.3 ft
Diurnal Range: 10.6 ft
Mean Tide: 5.0 ft

43° 58.0' N 69° 12.0' W

Thursday, August 10, 1995

Daily Highs & Lows
4:53 am -1.3 ft Low
11:08 am 10.4 ft High
5:07 pm -0.6 ft Low
11:24 pm 11.6 ft High



FRIDAY, AUGUST 11, 1995

TENANTS HARBOR to PULPIT HARBOR

ANNOUNCEMENTS:	0800 Hours Channel 72
HARBOR PARADE:	0900 Hours Past Master Robert Heidenreich aboard HEATHER
RACE:	1000 Hours See Racing section for specific details
PULPIT HARBOR:	Anchor and Raft THE DINGHY RACE

NOAA Chart: #13305 3/21/95

CPO: Dick Hunneman
Aboard: ANDICON

Marina: None

Ice: None **Fuel:** None **Water:** None

Trash Disposal: None **Pump Out:** None **Showers:** None

Laundry: None **Groceries:** None **Liquor:** None

PULPIT HARBOR

We revisit one of the most beautiful and secluded harbors on the Maine coast. It is not easy to find but the various cruising guides give good directions. Pulpit is completely surrounded by privately owned land, but there is a small town dock with a telephone on the East side of the harbor which gives onto a road that leads across the South side of the island where there is a boatyard and a grocery store. A very pleasant walk for the early arrivals.

A great place to raft and visit... BUT REMEMBER THAT THE HOUSES ON THE SHORE ARE OCCUPIED SO KEEP IT DOWN!!!!

PULPIT HARBOR

Grocery Store: 867-4771 Call from dock for transportation to the store. 0800 - 1900

Repairs: Thayer's Boatyard 867-4701

Restaurants: Coal Wharf Restaurant 867-4739 1800 - 2100 Dinner
Cooper's Landing Restaurant 867-2060
Pulpit Harbor Inn is now a B&B, and does not have a public restaurant.

Medical: Dr. Fred Pierce 867-2021
Ambulance 867-0911

FERRY:	No. Haven to Rockland	Leave Rockland	Leave North Haven
		0930	0800
		1330	1215
		1700	1545

THE 1995 RACE/CRUISE ANNUAL DINGHY RACE

Dinghy Name: _____

T/T: _____

Captain: _____

Designated Driver: _____

Corinthian Dinghy Rating: _____

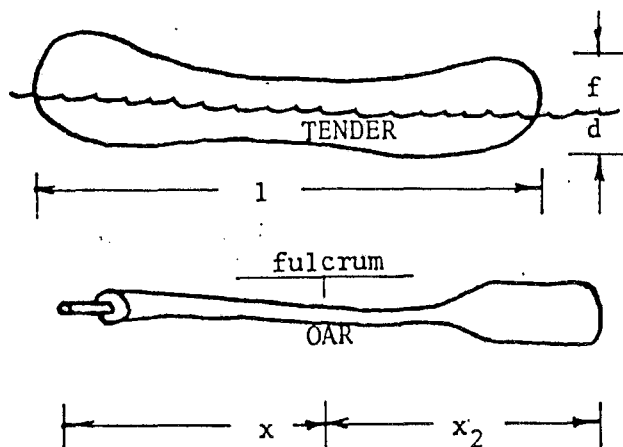
LOA: _____ LOW: _____

Beam: _____ Tonnage: _____

Experience: Check appropriate category

Child _____ Young Adult _____

Adult _____ Old Salt _____

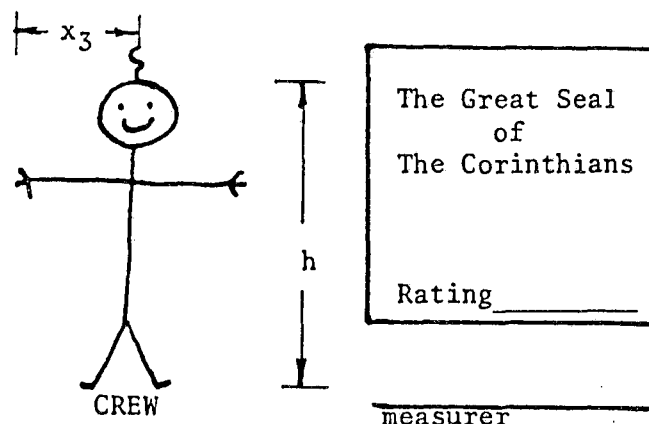


TCDMR: The Corinthians Dinghy Measurement Rule

X _____ (inches)
 X2 _____ (inches)
 X+X2 _____ (must be a matched pair)
 X3 _____ (should be a matched pair)
 H _____ (inches)
 F _____ (inches)
 D _____ (inches)
 L _____ (inches)

Y FACTOR: _____
 Operator faces backward

Q FACTOR: _____
 Operator faces forward

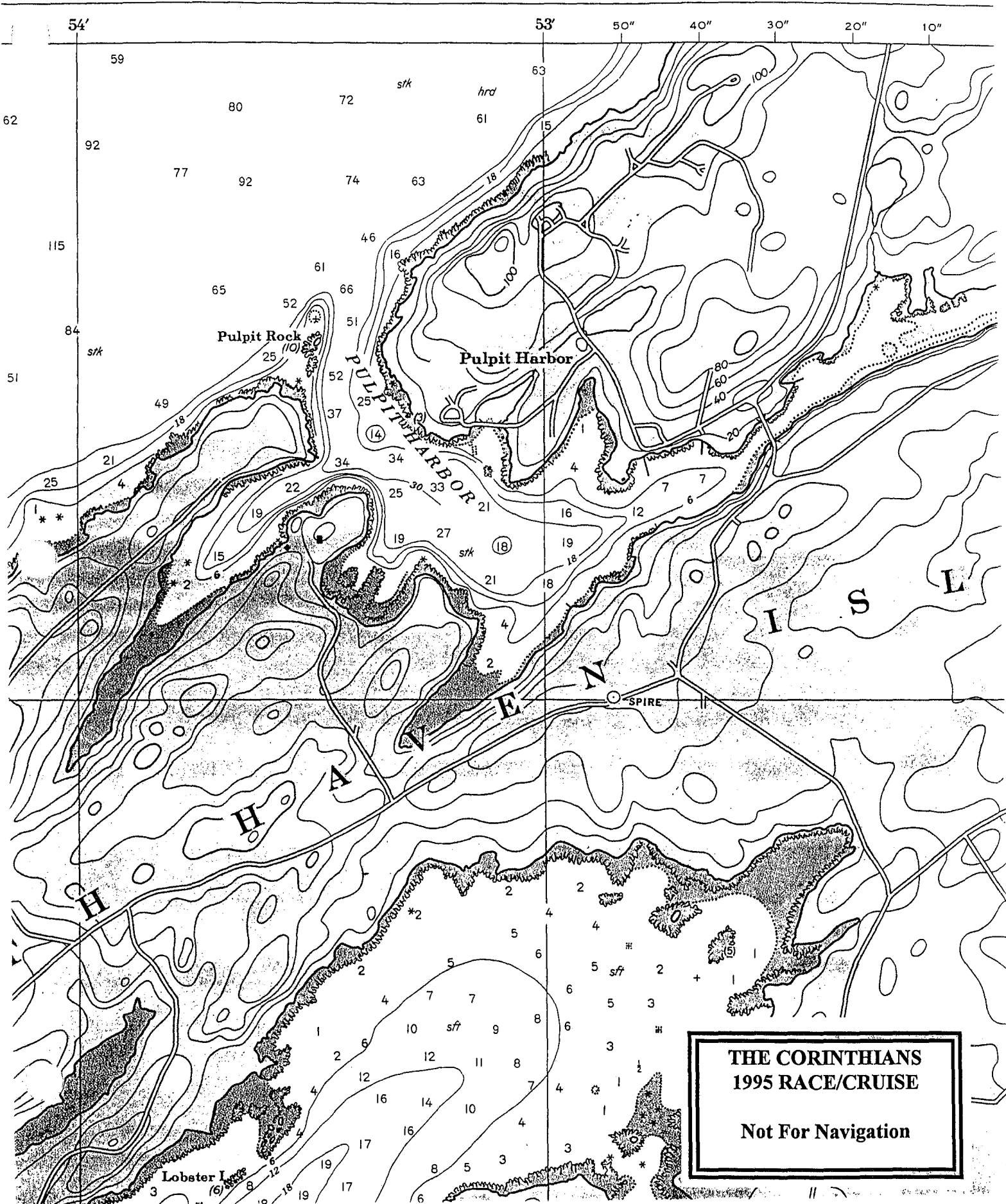


OFFICIAL RULES:

Due to the last minute deliberations between the International Foundation for Dinghy Racing and The Corinthian Fun and Games Committee, official rules for this race will be broadcast during morning announcements at 0800 hours on the day of the race.

Please complete this form and return to the M/Y NATASHA.

Required Equipment: Flotation devices, life vest and whistle. Radar is optional.



**THE CORINTHIANS
1995 RACE/CRUISE**

Not For Navigation

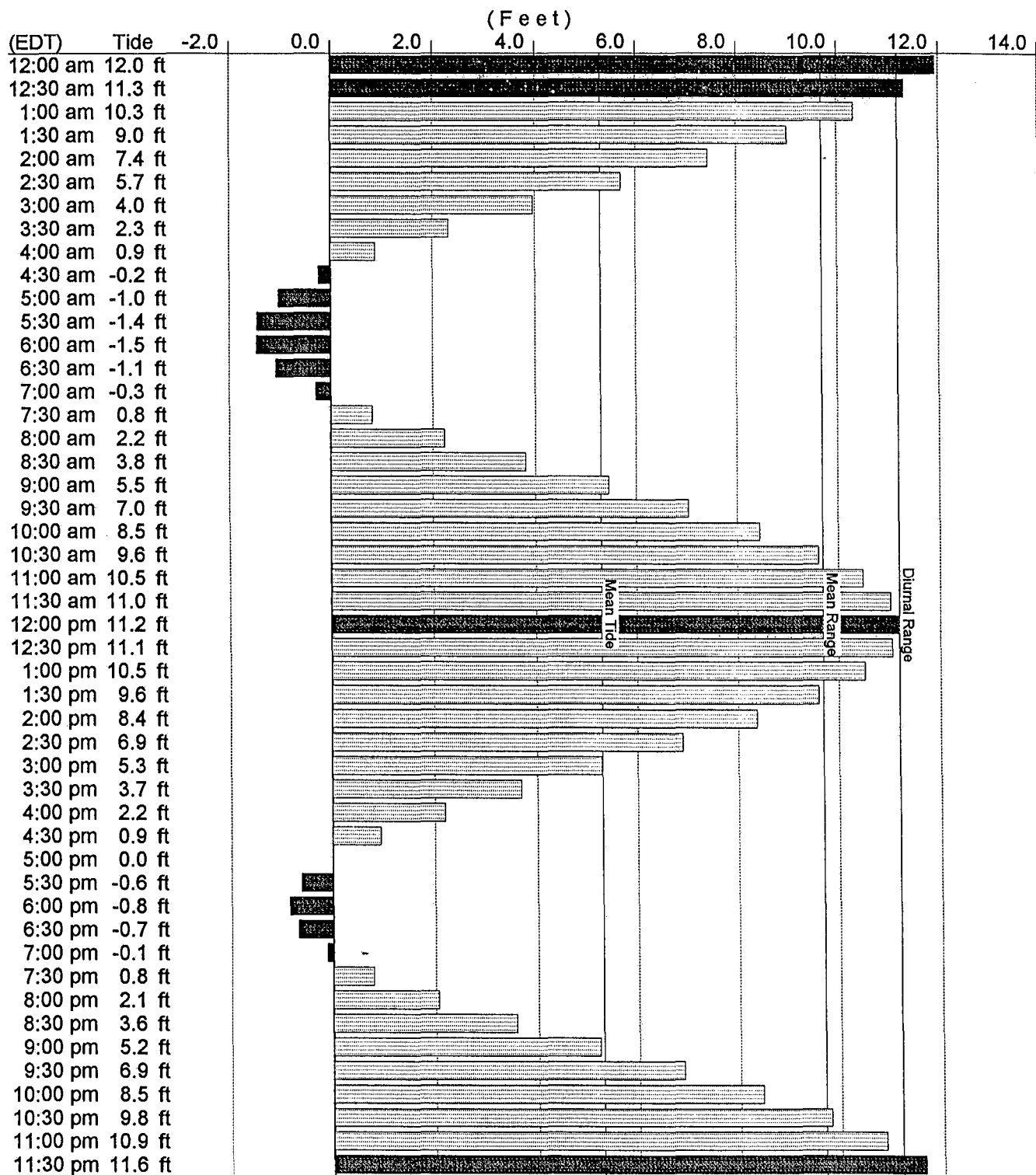
Tides - North Haven

Average Tides
Mean Range: 9.7 ft
Diurnal Range: 11.2 ft
Mean Tide: 5.3 ft

44° 8.0' N 68° 52.0' W

Friday, August 11, 1995

Daily Highs & Lows
5:46 am -1.5 ft Low
12:01 pm 11.2 ft High
6:03 pm -0.9 ft Low



SATURDAY, AUGUST 12, 1995

PULPIT HARBOR to CAMDEN

ANNOUNCEMENTS: 0800 Hours Channel 72

HARBOR PARADE: 0900 Hours
Past Master Richard McCarthy aboard STAMPEDE

RACE: 1000 Hours
See Racing section for specific details

CAMDEN: Moorings at Wayfarer Marine

WIND UP DINNER and AWARDS at Camden Yacht Club
BYOB
1730 - 2200 Hours

Sunday, 8/13/95 BROADVIEW FARMS - Bill & Cindy Bostic
"BRING ALMOST EVERYTHING PARTY"
1000 - 1500 Hours

NOAA Chart: #13305 3/21/92
#13307 4/7/90

CPO: Paula Lysak
Aboard: WIND SPREE

Marina: Moorings have been reserved at Wayfarer Marine. Please contact the marina dockmaster upon your harbor approach. CH. 71. They will advise you of your mooring assignment. MasterCard/Visa/American Express accepted.

Dockmaster: Brett Wingard CH. 71

Ice: Yes **Fuel:** Gas/Diesel **Water:** Yes

Trash Disposal: Yes **Pump Out:** Yes **Showers:** Yes (3)

Laundry: Yes (3 coin) **Launch Service:** Yes **Repairs:** Yes
8/12 - launch till 2400 hours
8/13 - 0900 - 2000 hours

Chandlery: Yes

CAMDEN

Harbor Regulations: As Camden is a busy port, rafting and swimming are prohibited.

Harbormaster: Jim French CH. 16 236-7969

U.S. Coast Guard: Rockland

Marine Services: Willey Wharf. - gas/diesel, CNG/LP, ice, showers 236-3256
Harbor Head Marina - outboard service and parts 236-3264
Bohndell Sails, Rt. 1/90, Rockport 236-3549

Weather Service: Locus Weather, 21 Elm St.- forecast service 236-3935

Laundry: Clothes Care, Mechanic Street - wash and fold 236-3332
Bishop's Store Laundry, 96 Washington Street 236-3339

Groceries: Farmer's Market every Saturday - Colcord Ave. 0900 - 1200 hours
Ayers Fish Market, 43 Main Street 236-3509
IGA, Rt. 1 236-2542
Harbor Provisions, Bayview Street 236-7119
Shaw's Supermarket, Camden Street, Rockland 594-8615
French & Braun, Washington Street

Liquor: Camden Market Place
Rite-Aide Store

Bus: CONCORD TRAILWAYS - To down town Portland and Logan Airport
1-800-639-3317 Departs Camden at 8:45 AM and 12:45 PM
Arrives Portland (161 Marginal Way) at 11:15 AM and 3:15 PM.
Have to taxi to Portland airport. Arrives Logan Airport at 1:45 PM and 5:45 PM

Airplane:: COLGAN AIR - Owls Head, Rockland to Boston 1-800-272-5488

Limousine: Reservations required. Service to Portland airport. Allow 3 hours.
MID-COAST LIMO 236-2424
ALL-SEASONS TRANSPORTATION 236-2780
SCHOONER BAY LIMO 596-3537

Car Rental: Rockport U-Save Auto 207-236-2320
Owls Head Airport Avis 207-594-5275 1-800-331-1212
Rockland National 207-594-8424 1-800-328-4567

Taxi: Camden Don's Taxi 207-236-4762
Mid-Coast 207-236-2424 1-800-937-2424

CAMDEN

The Camden guide book is a wonderful source of information about the shops, restaurants and galleries. The following have been recommended.

GALLERIES -	Johnson Gallery, Main Street	blueberry pottery
	Nancy Lubin Designs, Trim Street	hand-woven wearable
	Carol Sebold, Riverside Drive	watercolors
	Small Wonders, Commercial St.	watercolors
	Ducktrap Bay, Bayview St.	wildlife & marine art
	Northern Lights, Bayview St.	nautical jewelry

CLOTHING -	The Admiral's Buttons, Bayview St.	236-3903
	fine clothing and accessories	

BOOKS -	The Owl & Turtle Bookshop, Bayview St.	236-4769
---------	--	----------

RESTAURANTS -	Chez Michel, Rt. 1, Lincolnville Beach	789-5600
	Jessica's European Bistro, So. Main St. Rockland	596-0770
	O'Neil's, Bayview St.	236-3272
	Peter Ott's, Bayview St.	236-4032
	Raffi's, Elm St.	236-6304
	Waterfront, Bayview St.	236-3747
	The Whales Tooth Pub, Lincolnville	789-5200
	Whitehall Inn, High St.	236-3391
	Camden Harbour Inn, Bayview St.	236-4200
Younstown Inn, Lincolnville	763-4290	

WORTH THE TIME -

Mt. Battie - follow Main St. north to Mountain Street. It takes about 40 minutes to scale the mountain. From the top there are breathtaking views of Penobscot Bay and Mt. Desert.

Curtis Island - picnic areas and a lighthouse to explore

Camden Hills State Park - 5,000 acres of trails and climbs

Shakespeare Company - productions of Will's favorites

Ducktrap Sea Kkayak tours	236-8608
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Fred's Bikes, Chestnut Street	236-6664
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**1995 RACE/CRUISE
WIND-UP DINNER and AWARDS PRESENTATION
at the
CAMDEN YACHT CLUB
Bayview Street**

Saturday, August 12, 1995

1530 hours **BRING YOUR FAVORITE BEVERAGE COCKTAIL PARTY**
A selection of hors d'oeuvres will be available

1630 - 2000 hours **BUFFET DINNER**

Racing Awards Presentation
The Dinghy Race and The John Bowman Memorial Trophy presentations
The Nothing Award

Dance to the sounds of the Stan Catell Trio

The Camden Yacht Club has extended use of its launch service to our fleet. The 14 passenger launch will operate till 2400 hours. Remember that the efforts of the volunteer launch operators have made our evening enjoyable. The launch monitors CH. 68.

For those who wish to use their dinghy, please tie up near the stone wall in front of the club.

The club is about a 15 minutes from Wayfarer. Don's Taxi (236-4762) charges about \$6.00 one way.

Camden Yacht Club has extended their hospitality to the fleet on Sunday, 8/13/95.

NOTE: CYC does not have showers.

**BILL & CINDY BOSTIC
INVITE THE CORINTHIANS
TO
BROADVIEW FARM**

SUNDAY, AUGUST 13, 1995

1000 - 1500 hours

**"O! Bill Bostic has a farm....
And on his farm he has some llamas....
Llamas here, goats there, horses here,
Dogs and cats every where!**

Bill and Cindy welcome The Corinthians to visit their lovely home. Swim in the pool, walk in the woods or talk to the animals. Pack your bathing suit. Bring lunch and enjoy the beauty of Maine. Grills, soda and ice will be available.

For anyone interested, they can take us to one of the finest antique shops in the area.

Bill and Cindy have offered to pick us up at Wayfarer Marine at 1000 hours on Sunday.

**Phone: Bill and Cindy Bostic
207-763-3971**

The farm is about 10 miles from Camden. For those who wish to drive:

**Take Rt. 1 South. Make a right at the Mobil station on to "Snow Bowl Road".
Continue 6 to 7 miles to an unmarked T intersection with Rt. #235 in Hope. Take the left
arm of the T. Continue about 1 mile.**

BROADVIEW FARM will be on the left. Look for the Corinthian flag.

Don's Taxi (236-4762) indicated the taxi fare would be about \$12.00 each way.

Welcome to Wayfarer



We are very glad that you and your boat are here. If we can do anything to enhance your visit, please ask.

While you're here, please stop by our two chandleries. Our small-boat chandlery, at **Harbor Head Marina** in the inner harbor, can take care of all your small-boat needs, including outboard maintenance and sales of new outboards and small-boat supplies. At **Harbor Chandlery**, our ship's store, you'll find a wide assortment of marine hardware, books, and accessories for your boat. If for some reason we do not have a needed part in stock, we can order it and deliver it to you promptly. If you are cruising on, we will be happy to send it to your next port of call. While you're in the store, ask for an up-to-date Coast Guard safety- requirement sheet.

Complimentary **showers and coin-operated washing machines** are located right on the dock next to Harbor Chandlery.

To schedule any **service needs for your boat**, please see J.B Turner or Wilson Darwin in our dockside office. While you're in the office, please feel free to ask for a tour of the yard. We also encourage you to consider making arrangements for winter storage with us. We believe you'll agree that we offer the best storage in New England. With our unique work-processing bays, we consistently deliver over 95 percent of our storage boats on time every spring. And as you know, Penobscot Bay is one of the world's most beautiful spots to cruise, so why not start and end your season right here? If your boat is not here in Camden, we have a staff of experienced skippers who can pick up and deliver your boat for you.

If you are one of those yachtsmen fortunate enough to explore distant waters, you will appreciate our **Worldwide Parts Service**. Wherever you are when you need a part, our purchasing agent can get it to you fast.

Have a safe and memorable visit to our spectacular coast, and please come back to Wayfarer Marine very soon!

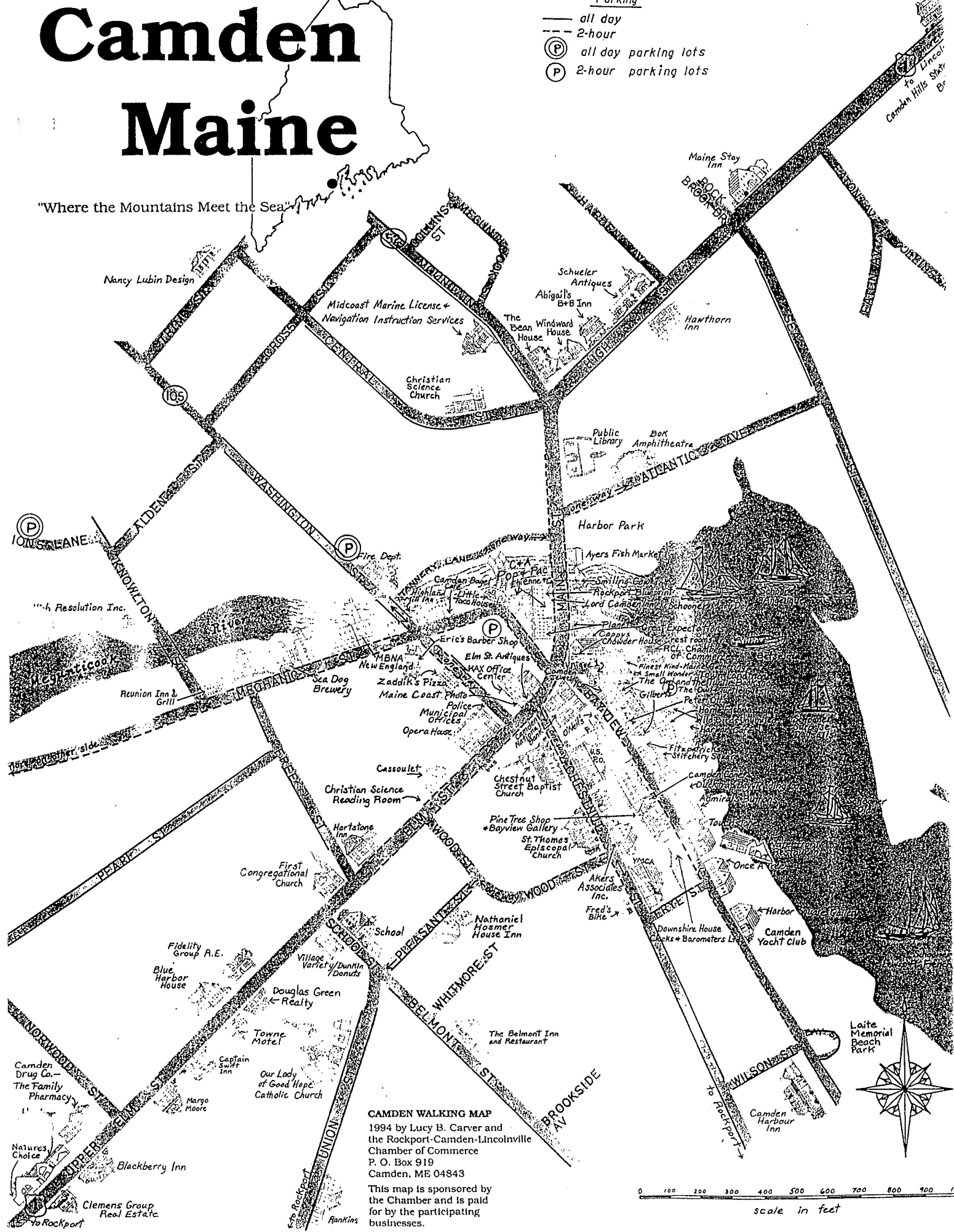
Wayfarer Showers, Laundry, and Heads . . .

. . .are located in the inside corner of our dockside buildings, under the wooden stairs. They are available to our dockage and mooring customers. To access them off hours, you need the following combination (lock is a push-button type): push numbers 1 and 2 at the same time, then push 4, then push 3. We are more than happy to provide these services at no additional cost to you, but we must ask that you please keep the areas as clean as possible. Put all trash in receptacles, and let us know if there is anything that needs attention.

Camden Maine

"Where the Mountains Meet the Sea"

- Parking
- all day
 - - - 2-hour
 - (P) all day parking lots
 - (P) 2-hour parking lots

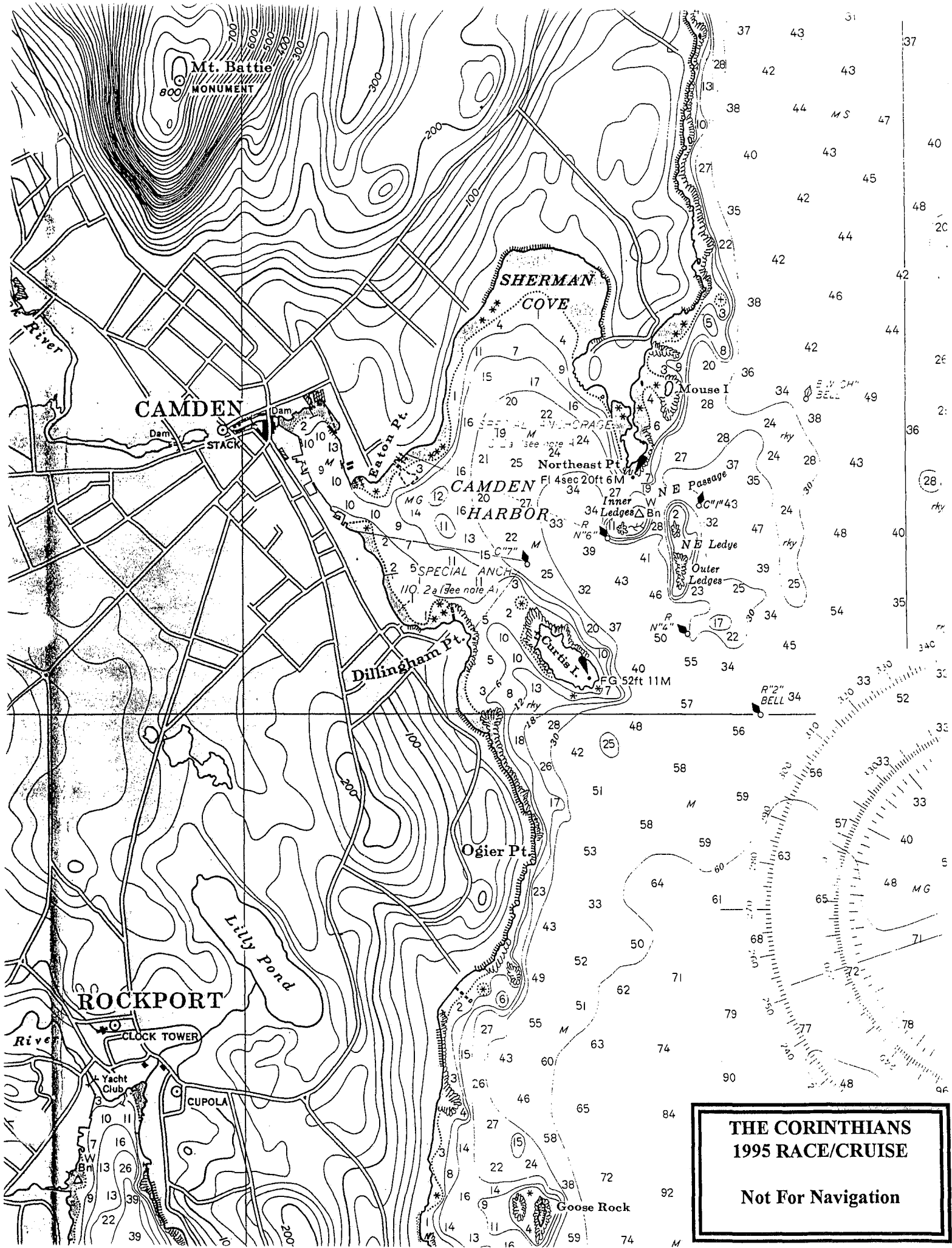


CAMDEN WALKING MAP

1994 by Lucy B. Carver and
the Rockport-Camden-Lincolnville
Chamber of Commerce
P. O. Box 919
Camden, ME 04843

This map is sponsored by
the Chamber and is paid
for by the participating
businesses.

0 100 200 300 400 500 600 700 800 900 1000
scale in feet



**THE CORINTHIANS
1995 RACE/CRUISE**

Not For Navigation

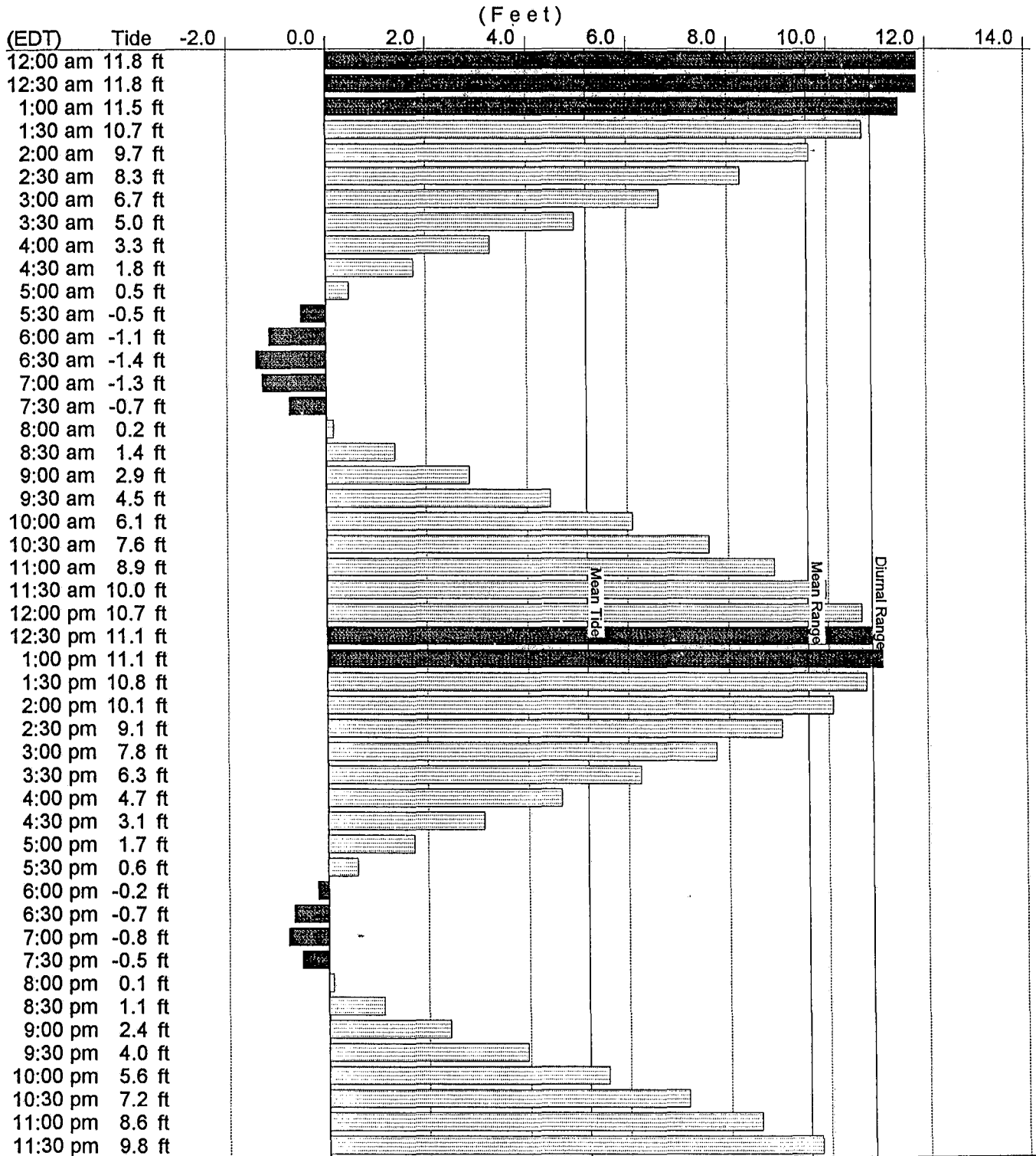
Tides - Camden

Average Tides
 Mean Range: 9.6 ft
 Diurnal Range: 10.9 ft
 Mean Tide: 5.2 ft

44° 12.0' N 69° 3.0' W

Saturday, August 12, 1995

Daily Highs & Lows
 12:15 am 11.9 ft High
 6:35 am -1.4 ft Low
 12:48 pm 11.1 ft High
 6:54 pm -0.8 ft Low



NEW ENGLAND LIGHTHOUSE WORD FIND

by Gaylene Williams

Words will be across, up and down, and diagonally - forwards and backwards.

B O S T O N H A R B O R B G B X K E G D E L K C A B E L D D A S
V J C R B W E T O W E R D G R E W A T N I O P L E R R I U Q S G
T D L R E D H W V C A M W A E E Y O S A N K A T Y H E A D F X F
N O A O E T N I E J I B I P E H A G O J S E A B O A R D E V F W
I U B E S I S A T N C T E T E H V T G D N C C A S T L E H I L L
O B C R H H P I L L G R N A I W Y X P O E G T F F O R E D W I B
P L O L E R I Y S S O L D A V R W D C O G N H B N V P A E G X H
D I U B F A O N R E I C A F L V A A D B I K D G B O M S H J E S
R N S F B O K B I U E R K N Y T E M Q O C N P H H O T T I K G P
O G Q L R R S W R N B R E S D B A K P A U O T C U C H E G S D R
F P K I E C A A A A G X H K M M J R B Y I Q T N H O J R H A E I
T O E G V O C N T T H L U T A I O E B N G S T O U M N N L N L N
A I P E Y E F E T M E S I D M B L X T G A D P S A K E P A D S G
R N P L P Y B S L P K R S G R A O L V E E H E I E B R O N B T P
T T S O F T M S H R O B R A H M A U Q S I N N A E W I I D A O O
S M I C K E Q I J O B I H W B T A B E K O E E V D B H N C R N I
M N A S W F C A K F A T N G F B U R C W R E W E I H S T T S I N
T A H R U A C V G C C L J T X N T K D J O N H R T X P S J N M T
F L R O S S E A C E E Y S N F A O K A C B I A M G S M B R W R L
E P T B T H T X P V N N O Q F E M A E L R L V O R O A O M Y C E
E E K R L R A S D E L D S Y B C A U H E A E E N U C H O C B O D
R M I A O E O L F N N S A G B O T T S N H R N T V G W F C X N G
R A T H P R H J L O A E T E N F E O N S D O H G O N E Y T A N E
E Q I N P M P E L P G L D H H I D M W C N H A F Q E N U L W E X
T U O W J F E W A M O S S D G E W A O Q A S R X B W A S D T C R
S I P O R T E F V D F I S I I I T T R R L K B F V H I A A H T O
E D V T B N K C Q U I X N A T C L I B V K B O F U E E U A X I C
H P O R T L A N D H E A D T B N K O H Y C V R A D H T T K H C K
C O N A U S E T B E A C H B X F R N W W O X E O S I H Y B I U S
L I W G R I N D L E P O I N T B Y U N T R L H L C A K B C L T X
O N B D B F Y B D N A L S I K C O L B O S R W S M B A K S B O N
C T Y E M A S S A C H U S E T T S Q B I N O I T A V R E S E R P

NEW ENGLAND LIGHTHOUSE

WORD FIND

by Gaylene Williams

Words will be across, up and down,
and diagonally - forwards and
backwards.

Annisquam Harbor (MA)
Atlantic
Automation
Baker Island (ME)
Bass Harbor Head (ME)
Beacon
Block Island (RI)
Boston Harbor (MA)
Brant Point (MA)
Breakwater
Brown's Head (ME)
Burnt Island (ME)
Cape Neddick (ME)
Castle Hill (RI)
Chatham (MA)
Coast
Colchester Reef (VT)
Connecticut
Doubling Point (ME)
Duxbury Pier (MA)
East Chop (MA)
Eastern Point (MA)
Edgartown Harbor (MA)
Foghorn
Gay Head (MA)
Great Point (MA)
Grindle Point (ME)
Highland (MA)
Isle au Haut (ME)
Isle of Shoals (NH)
Keeper
Lens
Long Point (MA)
Lighthouse
Maine
Marblehead (MA)
Maritime

Marshall Point (ME)
Massachusetts
Minots Ledge (MA)
Mount Desert (ME)
Nauset Beach (MA)
New England
New Hampshire
New Haven Harbor (CT)
New London (CT)
Nobska (MA)
Ocean
Owls Head (ME)
Pemaquid Point (ME)
Portland Head (ME)
Portsmouth Harbor (NH)
Preservation
Prospect Harbor Point (ME)
Race Point (MA)
Reefs
Rhode Island
Rockland Harbor (ME)
Rocks
Saddleback Ledge (ME)
Safety
Sandbars
Sankaty Head (MA)
Scituate (MA)
Seaboard
Shining Light
Shoreline
Spring Point Ledge (ME)
Squirrel Point (ME)
Strafford Point (CT)
Three Sisters (MA)
Tide
Tower
Two Lights (ME)
Vermont
West Chop (MA)
West Quoddy Head (ME)
Whaleback (NH)
Whitlocks Mill (ME)
Wing's Neck (MA)
Wood End (MA)
Whitehead (ME)

A Corinthian Double Crostic

Answer as many of the clues below as you can. Then fill the letters into the blanks on the accompanying grid. The result will be a quotation, and the first letters of the answers will identify the source. This is a puzzle from another cruise on another planet, and answers include some boat names from earlier fleets. They also include atrocious puns (the worst of these came from the cruise chairpersons -- I always wanted to call Clint a chairperson! --).

A. Blare of a trumpet:

148 6 60 18 206 196 141

B. Lunch hook nook:

189 184 151 49 31 138 109 38 81 87 201

C. Buoyancy:

88 40 200 36 101 95 115 192

D. Large White Bird:

160 205 9 5 137 72 176 166 77

E. Yarns:

(Swiss legends)

209 181 70 207 26 34 106 139 7

F. Every so often:

79 61 84 190 4 27 204 117 120 47 186 33

G. Sunset scene:

(Moscow Clearances)

134 67 96 25 178 208 169 90

H. Spars (Large Shirt):

131 197 23 163 15 191 82 203

I. Fish Hawk:

30 121 69 114 98 210

J. Brigand:

73 21 187 86 13 68 123 194 113 91

K. Like an iced keg:

128 45 22 112 167 42 76 144

L. Baby's Foghorn

(occ. ?)

2 29 100 54 52 170 122 32

M. Growing:

92 111 182 173 80 199 105 171 125

N. MacBeth's remark when Birnam

Wood came to Dunsinane

35 129 146 195 127 20 3 183 10 51 24

46 17 66 103 110

O. 1630:

12 8 130 41 157 57 149

P. Eased up:

158 133 39 140 153 11 116 58

Q. Like a foul anchor:

83 108 150 102 177 159 118 44 63 136 97

R. Radio Navigators need:

147 56 143 75

S. Extruded, as a mast:

37 48 185 43 89 126 161 152 64

T. Like a race start:

19 119 78 50 154 179

U. Igloo family:

59 188 135 175 180 85 104 198

V. Fastest Ocean Racer:

94 53 62 74 174 156 164 193

W. It's hard to get from
the Race Committee:

16 162 132 142 14 93 107 124 165 168 155 145

X. Wyeth's River:

99 1 172 65 55 202 28 71

A CORINTHIAN DOUBLE CROSTIC

The quotation below is from an earlier edition of a book that is on most vessels in the fleet. Simply fill in the clues sheets as best you can, then transcribe the letters to the appropriate places in the grid below. Enjoy!

1 X	2 L	3 N	4 F	5 D	6 A	7 E	8 O	9 D	10 N	11 P	12 O	13 J	14 X	15 H	16 W	17 N	18 A		
19 T	20 N	21 J	22 K	23 H	24 N	25 G	26 E	27 F	28 G	29 L	30 I	31 B	32 L	33 F	34 E	35 N	36 C	37 S	38 B
39 P	40 C	41 O	42 K	43 S	44 Q	45 K	46 N	47 F	48 S	49 B	50 T	51 N	52 L	53 V	54 L	55 X	56 R		
57 O	58 P	59 U	60 A	61 F	62 V	63 Q	64 S	65 X	66 N	67 G	68 J	69 I	70 E	71 X	72 D	73 J	74 V	75 R	
76 K	77 D	78 T	79 F	80 M	81 B	82 H	83 Q	84 F	85 U	86 J	87 B	88 C	89 S	90 G	91 J	92 M	93 W	94 V	95 C
96 G	97 Q	98 I	99 X	100 L	101 C	102 Q	103 N	104 U	105 M	106 E	107 W	108 Q	109 B	110 N	111 M	112 K	113 J	114 I	115 C
116 P	117 F	118 Q	119 T	120 F	121 I	122 L	123 J	124 W	125 M	126 S	127 N	128 K	129 N	130 O	131 H	132 W	133 P		
134 G	135 U	136 Q	137 D	138 B	139 E	140 P	141 A	142 W	143 R	144 K	145 W	146 N	147 R	148 A	149 O	150 Q	151 B	152 S	153 P
154 T	155 W	156 V	157 O	158 P	159 Q	160 D	161 S	162 W	163 H	164 V	165 W	166 D	167 K	168 W	169 G	170 L	171 M	172 X	173 M
174 V	175 U	176 D	177 Q	178 G	179 T	180 U	181 E	182 M	183 N	184 B	185 S	186 F	187 J	188 U	189 B	190 F	191 H	192 C	193 V
194 J	195 N	196 A	197 H	198 U	199 M	200 C	201 B	202 X	203 H	204 F	205 D	206 A	207 E	208 G	209 E	210 I			

NAUTICAL DEFINITIONS

Here are a few from *Sailing: A Sailor's Dictionary* (Beard & Mckie) which we thought you might enjoy.

Auxiliary:	any object, animate or inanimate, which is in the way when it is not needed and missing or broken when it is.
Bulkhead:	Discomfort suffered by sailors who drink too much.
Bunk:	Nautical lore.
Calm:	Sea condition characterized by the simultaneous disappearance of the wind and the last cold beverage.
Catalog:	A list provided by manufacturers of items that are currently unavailable, or that have been dropped from production entirely.
Deck Lines:	There are a large number of these. among the most common are "Do you sail often ?", "Here, let me help you with that", and "Would you like a cushion/cocktail?" .
Flashlight:	Tubular metal container used on shipboard for storing dead batteries prior to their disposal.
Flotsam:	Anything floating in the water from which there is no response when an offer of a cocktail is made.
Fluke:	The portion of an anchor that digs securely into the bottom, holding a boat in place; also, any occasion when this happens on the first try.
Jibe:	Course change which causes the boom to sweep rapidly across the cockpit; also frequent type of comment made by observers of this maneuver.
Naval Architect:	Boat designer. Among the best known in modern times are Frank Lloyd Shipwright, Mies van der Roheboat (one of the <u>bauhaus</u> movement) and Minoru Yachtasaki.
Propeller:	Underwater winch designed to wind up at high speed any lines or painters left hanging over the stern.
Quarantine:	Traditional four-masted plague ship.
Racing:	Popular Nautical contact sport.
Spanner Wrench:	One of the most useful tools for engine repair; in some cases, the only suitable tool. not currently manufactured.
Yawl:	Southern version of ahoy.
Xebec	Also, zebec. A small three-masted Mediterranean sailing vessel, used in commerce in the Middle East, and in Scrabble in North American waters.
Sea Monster:	Thought by credulous sailors to appear suddenly and gobble up the unwary. Obviously, a preposterous superstition.

The Corinthians 1995 Maine Cruise - Scavenger Hunt

Bring in one of each of the following
(no items will be returned):

All items must be small enough to
be carried in the same bag! One
prize will be based upon
compactness of the most complete
entry.

This side of the page is reserved
for your machinations.

A clue: My set of these takes up
less room than a bagel --- much
less!

Aphorism
Boolean statement
Canard
Double Dactyl
Expletive
Fag end
Googol
House Organ
Innuendo
Jawbreaker
Kyrie
Lacuna
Malapropism
Nautical Mile
Oxymoron
Perjorative
Quip
Rapa Nui
Syllogism
Tchotchke
Ultimatum
Vade Mecum
Whatchamacallit
Xebec
Yawl boat
Zilch

Anagrams of Master Mariners:

irans	stammerer	marin	streamers	nairs	stammerer
rains	stammerer	riser	armaments	armers	minarets
arrant	immerses	ramans	merriest	rammer	artiness
ranier	stammers	risers	armament	simmer	narrates
terram	seminars	armrest	marines	armrest	remains
armrest	seminar	errants	maimers	maimers	ranters
mariner	streams	marries	martens	marries	smarten
masters	mariner	merriam	stearns	raniers	stammer
remains	smarter	seminar	smarter	sierran	stammer
simmers	narrate	smarten	marries	smarter	marines

Answer to trivia: Stars and Stripes '88 (It didn't even have a keel!)

Double Crostic Answer:

(From an older edition of the *Corinthians Yearbook*)

The Story of the Corinthians:

This was not to be another prestigious yacht club, but a club that include people of all economic levels, regardless of sailing experience, as long as they were agreeable gentlemen interested in sailing and of acceptable character and personality.

- | | |
|-----------------|------------------------|
| A. Tantara | M. Expanding |
| B. Hamburg Cove | N. Cheese it the Copse |
| C. Euphoria | O. One Bell |
| D. Snow Goose | P. Relented |
| E. Tell Tales | Q. Ineffectual |
| F. Occasionally | R. Null |
| G. Red Sails | S. Tubulated |
| H. Yard Arms | T. Hectic |
| I. Osprey | U. Iced Clan |
| J. Freebooter | V. Atlantic |
| K. Tappable | W. New Beginning |
| L. His Wails | X. St. George |

Okay, now try this:

How many anagrams (of two words, neither shorter than 5 letters), each can you come up with based on the phrase "Master Mariners"?

There's a computer generated list in the answers section. Some of them are weird (wired, too!)

Trivia question: What was the only boat to win the America's Cup after Freemantle that didn't have wings on the keel?

This Page is deliberately Upside Down!
(It contains answers to the Double Crostic.)

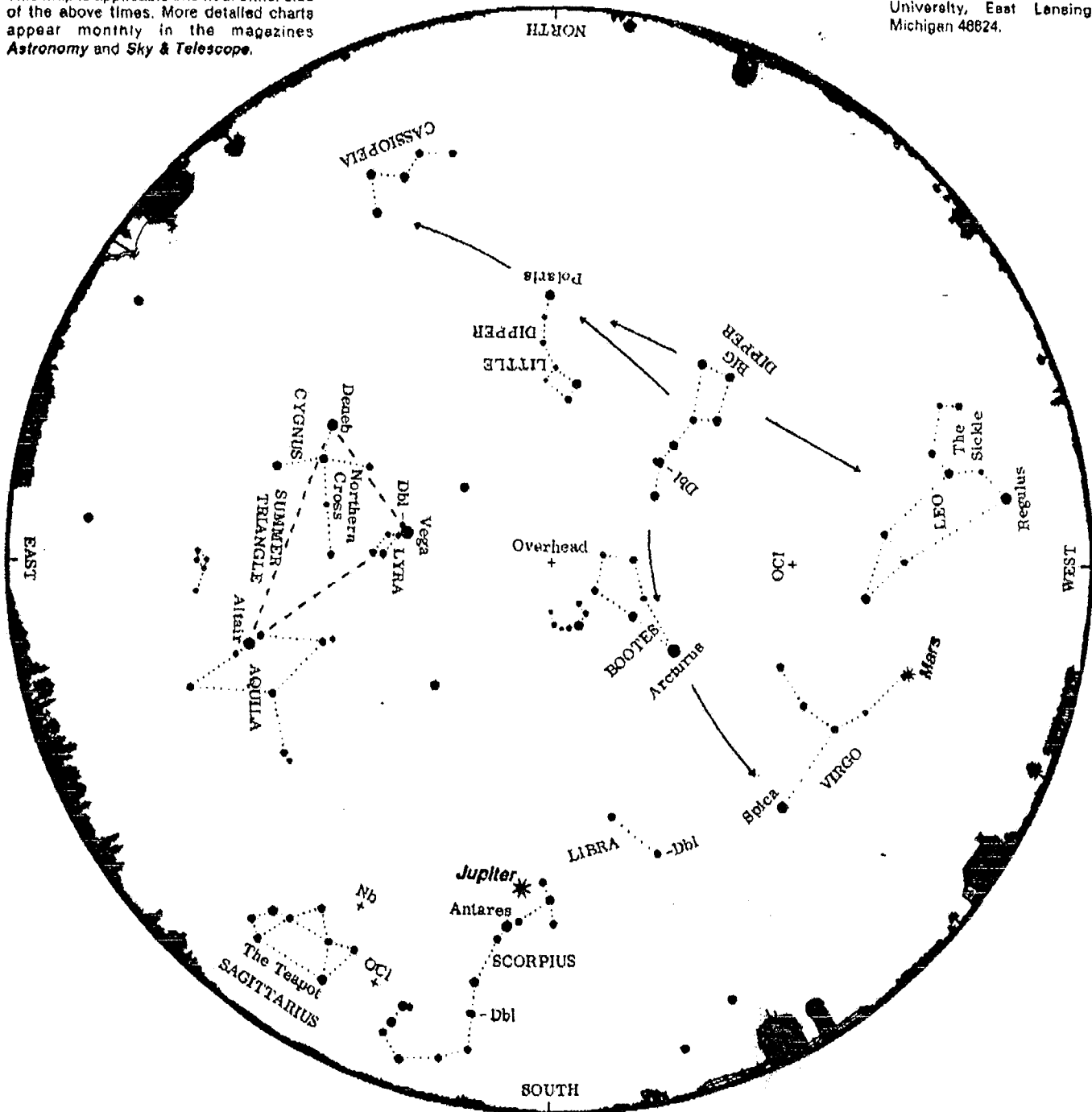
July Evening Skies

This chart is drawn for Latitude 40° north, but should be useful to stargazers throughout the continental United States. It represents the sky at the following local daylight times:

Late June	11 p.m.
Early July	10 p.m.
Late July	9 p.m.

This map is applicable one hour either side of the above times. More detailed charts appear monthly in the magazines *Astronomy* and *Sky & Telescope*.

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from *Sky Calendar*, Abrams
Planetarium, Michigan State
University, East Lansing,
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The planets Jupiter and Mars are plotted for mid-July, 1995. At chart time 9 objects of first magnitude or brighter are visible. In order of brightness they are: Jupiter, Arcturus, Vega, Altair, Antares, Spica, Deneb, Mars, and Regulus. In addition to stars, other objects that should be visible to the unaided eye are labeled on the map. The double star (Dbl) at the bend of the handle of the Big Dipper is easily detected. The double star in Scorpius is somewhat harder. Much more difficult is

the double star near Vega in Lyra. The open or galactic cluster (OCI) known as Coma Berenices, "The hair of Berenice," is located between Leo and Boötes. A more compact open cluster is located between Sagittarius and the "tail" of Scorpius. Nearby, marked (Nb) above the "spout" of the "teapot," is the Lagoon Nebula, a cloud of gas and dust out of which stars are forming. Try to observe these objects with unaided eye and binoculars.

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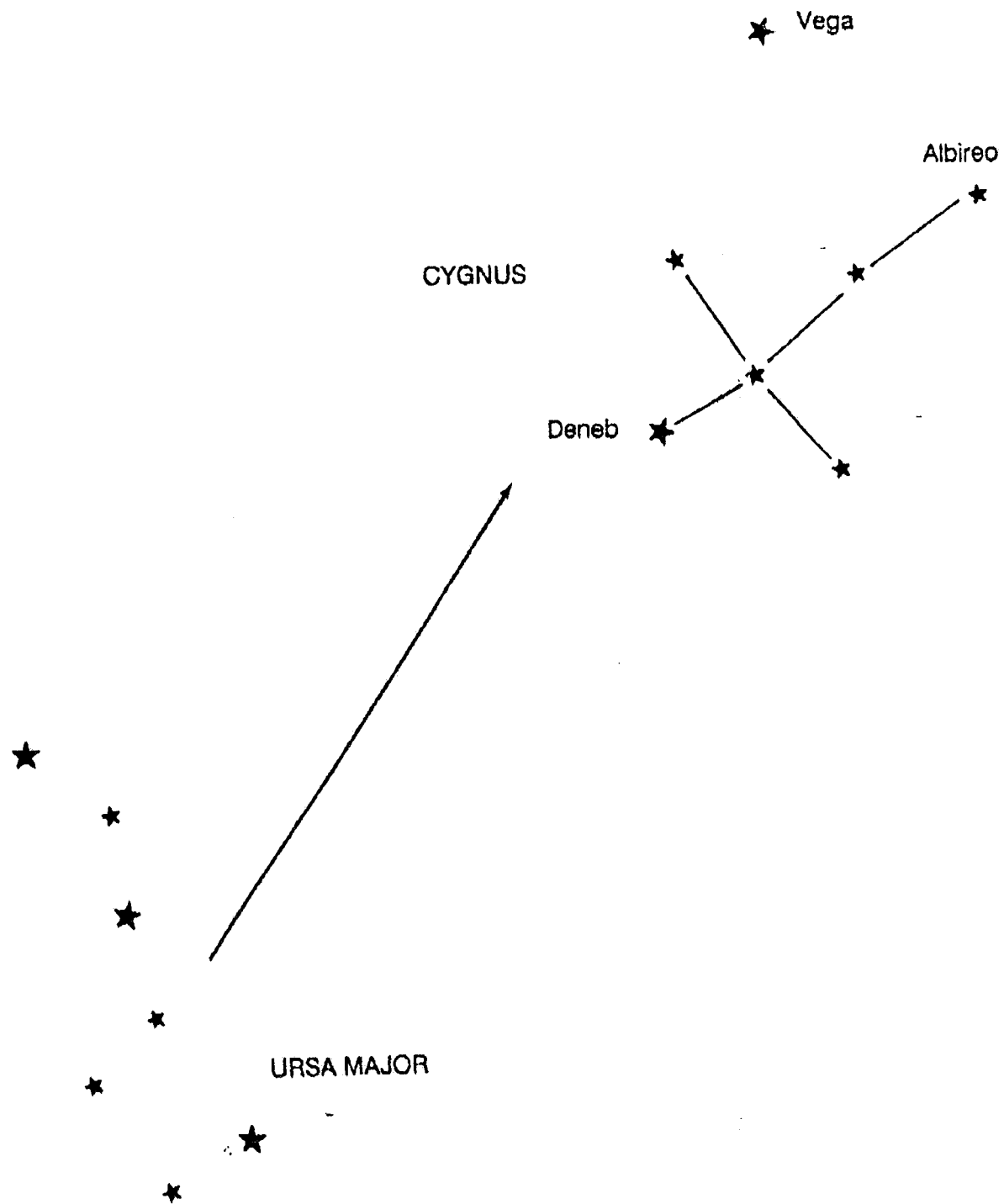
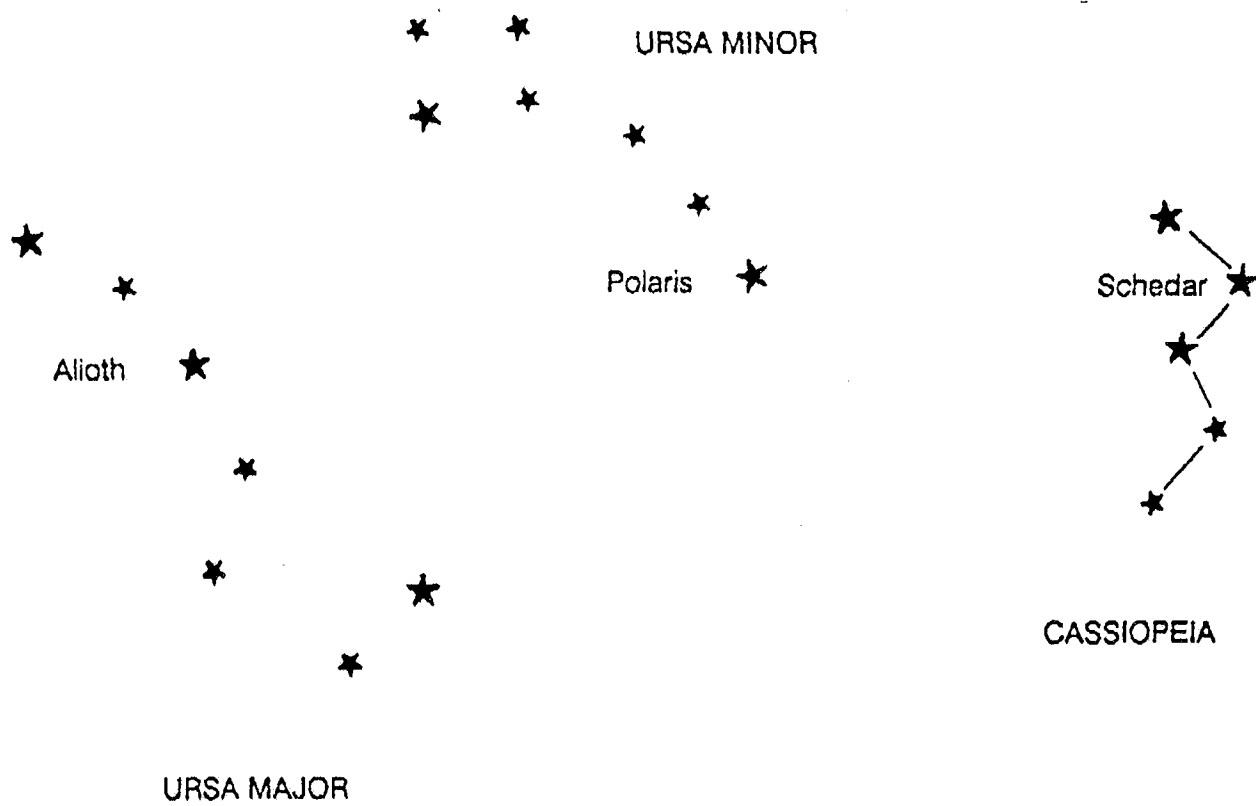


Figure 4-2 Going Up from the Back of the Cup



MYSTERY BURGEE CONTEST
BURGEE IDENTIFICATION FORM

CONTEST ENTRANT: _____

Yacht Name:

Flags/Burgees:

1) _____

2) _____

3) _____

4) _____

5) _____

Yacht Name:

Flags/Burgees:

1) _____

2) _____

3) _____

4) _____

5) _____

Yacht Name:

Flags/Burgees

1) _____

2) _____

3) _____

4) _____

5) _____

Yacht Name:

Flags/Burgees:

1) _____

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Yacht Name:

Flags/Burgees:

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Yacht Name:

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3) _____

4) _____

5) _____

Yacht Name:

Flags/Burgees:

1) _____

2) _____

3) _____

4) _____

5) _____

Yacht Name:

Flags/Burgees

1) _____

2) _____

3) _____

4) _____

5) _____

Please return this form to the yacht EVENTIDE.

THE MYSTERY BURGEE CONTEST
RULES and ENTRY FORM

- 1). Each yacht may enter up to five flags/burgees including masthead and mizzen if applicable. (ie if you fly one burgee from the masthead and one from the mizzen you can enter three other flags/burgees.)
 - 2). The Corinthian flag and private signals are not eligible. Decisions on the eligibility of any other flags/burgees will be at the discretion of the Mystery Burgee Committee.
 - 3). Flags/burgees will be flown from the starboard spreader under the Corinthian flag.
 - 4). Please list each flag/burgee in order of hoist. (# 1 is top to # 5 bottom).
 - 5). Please identify each flag/burgee by its yacht club or organization and country if appropriate.
 - 6). You do not need to be a current or former member of the yacht club or organization represented by the flag/burgee.
-

YACHT NAME: _____

CAPTAIN: _____

MASTHEAD: _____

MIZZEN: _____

STARBOARD SPREADER:

1) _____

2) _____

3) _____

4) _____

5) _____

Please deliver this form before the contest to EVENTIDE.

THE JOHN BOWMAN MEMORIAL KITE FLYING CONTEST OF 1995

Competitor: _____

Boat: _____

Kite Name: _____

JBMKFC Rating: _____

Design: _____

Tail Length: _____

Store Bought: _____ Hand Made: _____



Official rules for the competition will be announced by the JBMKFC Committee during morning announcements at 0800 hours.

The JBMKFC Committee welcomes suggestions, comments and bribes.

Return completed form to the M/Y NATASHA.

THE 1995 RACE/CRUISE ANNUAL DINGHY RACE

Dinghy Name: _____

T/T: _____

Captain: _____

Designated Driver: _____

Corinthian Dinghy Rating: _____

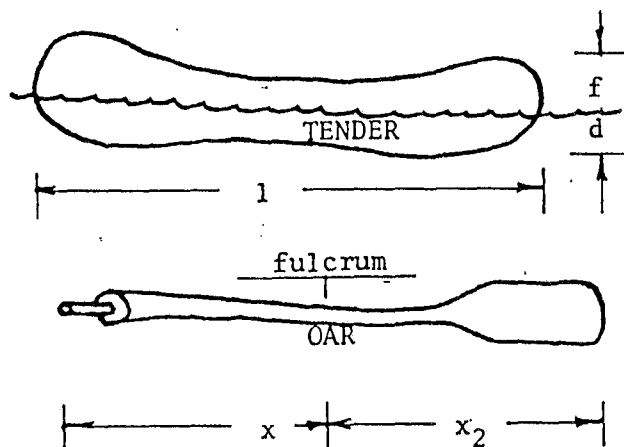
LOA: _____ LOW: _____

Beam: _____ Tonnage: _____

Experience: Check appropriate category

Child _____ Young Adult _____

Adult _____ Old Salt _____

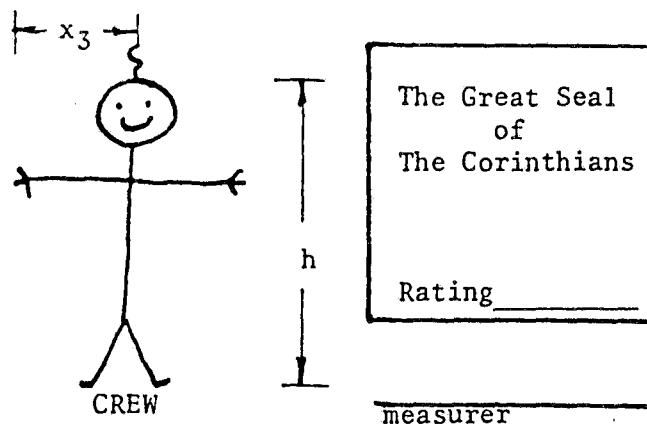


TCDMR: The Corinthians Dinghy Measurement Rule

X _____ (inches)
 X2 _____ (inches)
 X+X2 _____ (must be a matched pair)
 X3 _____ (should be a matched pair)
 H _____ (inches)
 F _____ (inches)
 D _____ (inches)
 L _____ (inches)

Y FACTOR: _____
 Operator faces backward

Q FACTOR: _____
 Operator faces forward



OFFICIAL RULES:

Due to the last minute deliberations between the International Foundation for Dinghy Racing and The Corinthian Fun and Games Committee, official rules for this race will be broadcast during morning announcements at 0800 hours on the day of the race.

Please complete this form and return to the M/Y NATASHA.

Required Equipment: Flotation devices, life vests, whistle Radar is optional.

Dead Reckoning In Fog

by Tom Vesey



Susan Waterman

Using basic instruments, 'blind navigation' exercises in the English Channel spawn suggestions for clear sailing at home, when visibility through the soup drops to zero

LAST FALL, I spent several weeks sailing around the south coast of England with a group of Englishmen aboard a 36-foot sloop. We discussed our various fog experiences and conducted a series of exercises with "blind navigation" around the Isle of Wight. We spent several hours a day sailing in imaginary fog, gradually learning some useful techniques for getting where we wanted to go — routine stuff for Grand Banks fishermen,

but an important education for those of us who sail in fog less frequently.

During experiments, the "navigator" was ordered below when the fake fog set in and was told the thickness of the fog. If visibility was down to 100 feet, for example, the crew on deck reported only those objects closer than that. They could tell the navigator the speed, the log reading and the course they were steering. The navigator's job was to get the boat within 100 feet of a destination — usually a buoy several miles away — using dead reckoning, compass and depth-sounder, which are located on our boat over the chart table.

For purposes of sharpening dead-reckoning skills, use of Loran, Decca or SatNav was not allowed. Neither were radio direction-finder fixes, or waiting out the fog at anchor, which might have been the wisest decision had the fog been real. Primary tools during our exercises were compass, charts, knot meter, depth-sounder and log. What follows are some of the

lessons we learned. I've tried to put them in an order that will be useful when the fog really rolls in.

Fix Positions Early

It's much easier to find your way home in fog if you know where you're starting from. The first time I was sent below, I glanced around me and thought I knew where I was. Then I wasted a lot of time trying to figure out precisely where I had been when the fog came in.

Visibility rarely vanishes instantly. Fog moves in lightly at first and then thickens, or it is seen approaching from a distance before it envelops you. This is the time to fix your position as best you can, to pull out the hand-bearing compass, check the buoys and landmarks around you, and get a reading on the Loran in case it packs up later when you need it most. Even a single line of position is better than nothing at all. Mark your position on the chart, together with the time and log reading.

Stop And Think

One of our most serious errors when we started our fog experiments was to head off half-cocked without carefully considering our options. By the time we figured out the best way to get from one point to another, we already were somewhere else and well on our way to becoming totally lost. We had to fight an instinctive urge to keep the boat moving, to press ahead.

If you know where you are when the fog sets in, heave to or cut the engine to maintain that position. If

there's a buoy nearby, circle it to kill time without getting lost. If you are steering a pre-plotted compass course, maintain it, updating your position frequently using knot meter, depth-sounder and log. If not, give the navigator time to go over the chart thoroughly and figure out the best way of getting safely where you need to go. Stop anywhere along the way to give yourself a chance to plan the next move. It's best to circle a buoy so you have a starting point for the next leg of your trip through the fog.

Slow the boat down if things are

happening faster than you can think them through. It's too late to beat the fog, and this is no time to be racing. We found that three to four knots was a comfortable fog-piloting speed, but when close to shore, near a pier or a rock, or when trying to follow a twisting depth contour, slower speeds were in order. Keep the speed as steady as possible, however, so dead reckoning will be easier and more accurate.

Time/Distance Tables

Time and distance-run tables are worth their weight in gold when sailing in fog. I rarely looked at them before I did fog exercises, working things out roughly on a scrap of paper. During the exercises, however, I often was faced with a flurry of questions that needed quick answers.

- If I cross the ship channel at 3.5 knots, when is it safe to change course?
- I've been sailing 165 degrees for 17 minutes at 4.25 knots. Where am I now?
- It took seven minutes to sail between those two buoys at three knots. How fast is the current? How much farther before I turn into the river?

Before long, I broke out the tables as soon as fog appeared, opened them to the right page, and gave them a place of honor on the chart table.

Tides, Currents And Depths

You will rely heavily on your depth-sounder, knot meter and log to navigate safely through fog. You need to know how fast you are going and how deep the water really is. Check the current charts to see how fast your boat is being pushed and in what direction. Double-check the current whenever you pass a buoy. One of my English shipmates told me of a friend who navigated for 20 minutes in fog before realizing he'd been steaming at 3.5 knots against a 3.5 knot current.

Use tide tables to check the height of the tide, and add that figure to any soundings on the chart you are using. When you get to a buoy or to any other spot with the depth clearly marked on the chart, see how it compares with your depth-sounder reading. If the chart says 20 feet and your depth-sounder says 24 feet, you know you want 14 feet on your depth-sounder when running along the 10-foot contour line.

Again, it's important to stop, wait and figure these things out before plowing into the fog. You don't want

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to be rummaging around for your time and distance tables about the time you should be hitting a rock.

Following Contour Lines

Following contour lines is a simple and useful technique for navigating in fog. When fog rolls in, find a contour line on the chart that can be safely followed toward your destination and head for it. This often means sailing closer to shore, where contour lines are better defined, better charted and closer to buoys to guide you on your way.

If you're in the middle of a bay when the fog descends, head directly toward the desired contour. When the depth-sounder tells you that you have reached it, head your boat in the direction you want to go and run along the contour. When the depth-sounder shows you that you are drifting into shallower or deeper water, simply adjust your course accordingly until you find the contour again. In practice, we found it a waste of time to alter course by less than 10 degrees when following even the smoothest contour. When a contour line was wiggly, our course changes were much bigger than that. For the sake of convenience, we normally followed the contour lines actually printed on the chart, but you can draw in your own contour lines if you have a chart with plenty of soundings to work with.

By keeping track of time and speed, it's easy to keep track of where you are along the contour line. You can confirm your position when, with the depth-sounder, you find the contour line turning or twisting because the turns and twists will be marked on the chart.

Contour Irregularities

We soon developed the habit of scanning our charts for turns, twists and other irregularities, and deliberately steering for them because we knew they could tell us precisely where we were. Frequently, we found bars deep enough to sail across, which could indicate where we were in relation to the shoreline. By timing how long it took to cross the bar and using the time and distance tables, we could measure how wide the bar was and find the precise spot we'd crossed. Timing how long it took to travel from the bar to any given contour line made us doubly sure of our location. Bars often are marked with buoys, which lends this technique an

additional advantage.

The bar technique is shown in Figure 1. The navigator wants to take his boat from point A to the anchorage up the river. By aiming directly for point C, at the mouth of the river, he won't be sure of where he is until he reaches the river — if, in fact, he finds it. If he heads for point B instead, he knows where he is on the bar by measuring the time it takes to cross it, and he knows where he is along the 20-foot contour line because he can time how long it takes him to reach it after leaving the bar. The same techniques, of

course, can be used with many different seafloor irregularities. A defined hole in the bottom of the bay works just as well as a bar, as do ridges, reefs and trenches.

One note of caution: Beware of using a bar whose contours are similar to those along the main shoreline. I made this mistake soon after I discovered how useful bars could be. I saw one on the chart and enthusiastically headed for it. When I was right on top of it, with just two feet of water under the keel, it occurred to me this might not be the bar at all. I could have missed the bar

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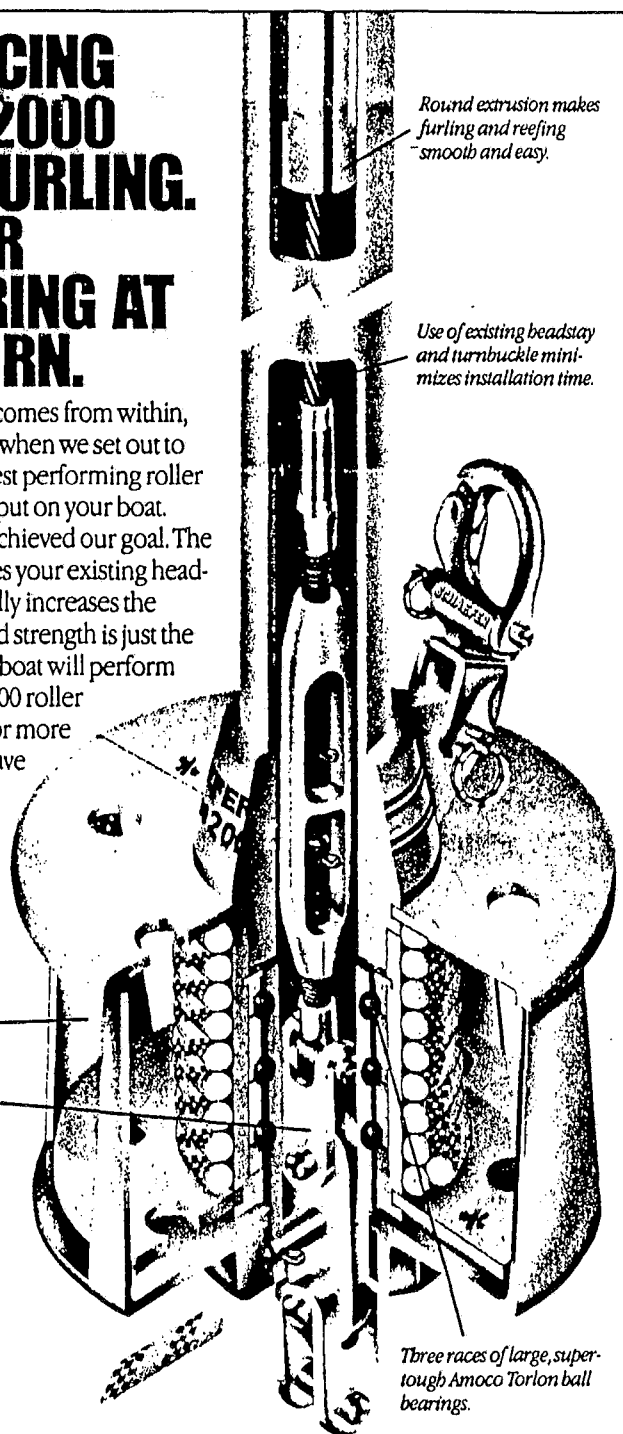
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and might have been heading straight for shore. I wouldn't have known for certain until I ran aground.

In this case, the water deepened, and I learned a lesson in anxiety prevention. In Figure 1, the bar on the right-hand side of the bay is safe to use. If the depth drops under 15 feet, the navigator knows he missed the bar and is heading toward the shore. But he has plenty of time to turn around and find the 20-foot contour again. If he had aimed for the bar on the left-hand side of the bay, however, he wouldn't realize his mistake until the

water was less than five feet deep.

Deliberate Errors

You won't always have such useful bars to work with, and may come in to a shoreline contour without knowing for sure where you are along it. When looking for a buoy, a pier or an inlet, we found it pays to make deliberate errors. When coming in from deep water in search of a buoy along the 20-foot contour line, for instance, we wasted much time searching back and forth for it. But when we deliberately headed to the left or right of it, rather than aim

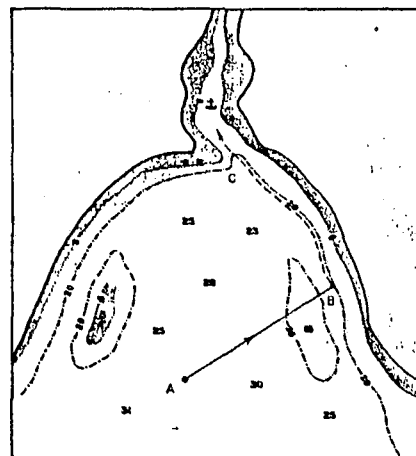


Fig. 1 The navigator here approaches the mouth of the river from point A by way of point B, using the bar as a reference point and following the 20-foot contour into the mouth. If he had steered directly for the mouth and missed it, he would be lost, not knowing to which side of the mouth he had erred.

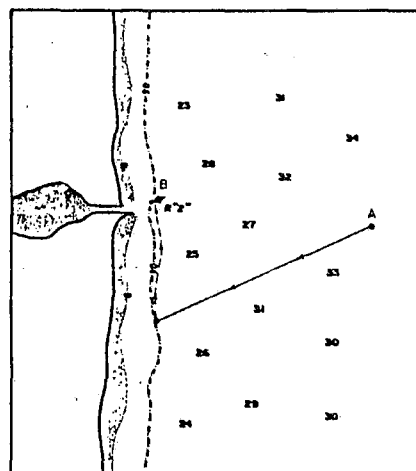


Fig. 2 Deliberately aim to the left or right of a desired destination, rather than directly for it, so you'll know which way to turn to find it.

directly for it, we always knew which way to turn to find it (Figure 2).

Difficult Contours

During our exercises it usually was easy to find a contour to follow. Even those that were irregular and twisting were worth following. A lot of time was wasted following their meanders, but at least you knew where you were. Sometimes, however, it was useful to zigzag away from the contour when the outlying water was safe and thereby save time (Figure 3). Sometimes we took shortcuts by cutting through a loop in the contour line, and we confirmed where we were with time and distance tables.

Zigzagging also is useful for negotiating narrow channels in the

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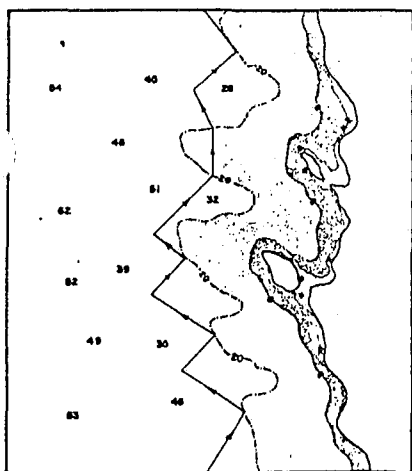


Fig. 3 When there's plenty of water off-shore of the contour line, zigzagging along it can save some time.

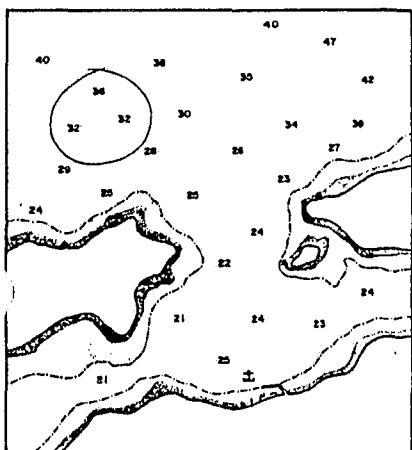


Fig. 4 You're disoriented in thick fog. Quickly draw a circle around an area you're certain you're within, then identify soundings on the chart with your depth-sounder.

fog. If the contours of the channel are hard to follow because of the scale of the chart, the unevenness of the bottom or because you don't have accurate tidal information, you have little choice. If you try to steer up the middle, you will not know whether to turn to port or to starboard if the water suddenly gets shallow. When zigzagging, the direction to turn is obvious.

Which Shore To Follow?

If you are sailing on a bay or river, you often have a choice of shores to follow to reach your destination. Look at the chart and see which shore has contours that look easier to follow — contours with identifiable features like twists and turns, as well as those that have buoys along them. If both

sides have buoys, see which ones have bells, gongs or whistles.

You Are Lost

If you can fix your position before the fog sets in, you can usually avoid becoming totally lost. But if you become disoriented, you still have a good chance of finding out where you are. First, draw a circle around an area in which you know you must be (Figure 4). Having drawn that frighteningly big circle, turn on the depth-sounder and, with the help of tide ta-

bles, you conclude that you're somewhere on the 30-foot contour. Allowing a healthy margin for error, your known position becomes the shaded area in Figure 5. Now you can plot a course to safety.

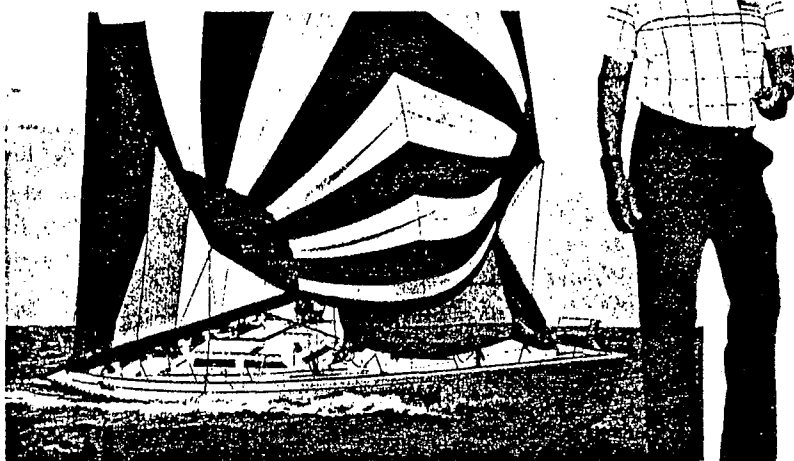
But if you can't, look for other contour lines to help you. In Figure 6, the skipper heads from the 30-foot contour to the 40-foot contour, carefully monitoring course and speed. When he reaches the 40-foot mark, he knows how far he has gone and can figure out precisely where in the shaded area his boat was.

The "Wizard of Fast-Is-Fun Sailing," mechanical engineer Bill Lee, Soquel, CA, has designed and built more than 200 ultralight displacement (ULDB) sailboats, 27-70', since *Magic* in 1969, 95% with Baltek balsa-cored hulls and decks. ☐ *Magic* is still sailing. His legendary 67' *Merlin* in her first race, the '77 TransPac to Honolulu, smashed the record by 22 hours! That still stands. She also holds course marks for the San Francisco-Kauai and Victoria, BC-Maui races. *Merlin* has logged over 150,000 sea miles, 60,000 in hard racing, and continues as a first-to-finish favorite whenever she's entered. ☐ Since the 1985 introduction of Lee's slippery Santa Cruz 70s, *Blondie* and her classmates have been the scourge of the IOR, ULDB 70-rater racing, round-the-buoys or on long ocean passages. ☐ "No question about it! Baltek balsa is the strongest, most durable core material with excellent strength/weight ratio. Its compressive, shear and bond strengths, even in light laminates, can stand up to brutal racing punishment in the wildest seas, sometimes surfing at over 20 knots," Lee says. ☐ For more information, contact:

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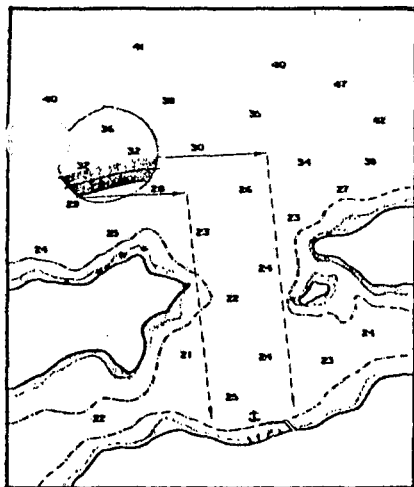


Fig. 5 You now know you're somewhere on the 30-foot contour, the shaded area, from which you can plot a course to safety.

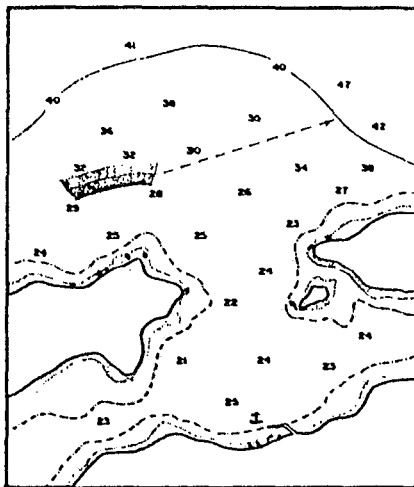


Fig. 6 The skipper heads from the 30-foot contour to the 40-foot contour, monitoring course and speed. Upon arrival at the 40-foot line he knows how far he has gone and can compute where, in the shaded area, his boat was.

Communication

Until we worked out a well-defined system of communication, there were misunderstandings between helmsman and the navigator. For instance, the navigator would call out for a course change but the helmsman wouldn't hear him and would continue to steer toward the shallows. Our solution was not only to have the helms-

man repeat each instruction, but to answer it as well. The navigator would call out, "Ten degrees to starboard," and the helmsman would reply, "Ten degrees to starboard. Now steering 175 degrees." That way the navigator knew the instruction was heard and understood. After a few close calls with run-

ning aground, we also agreed that when the navigator said "Turn now," it meant that very second, no matter what.

Our exercises helped us develop a few basic fog techniques and convinced us that we could fix our position far more accurately than we'd suspected when piloting in the soup. We depended heavily on our depth-sounder, so we had to have one we could trust. We also had a lead line as a backup. Detailed charts are vital, and you should go over them well in advance to get a feel for how you will find your way around in the fog. But remember that charts are useless without a reliable compass and the skills to use it effectively.

Tom Vesey, 30, was born in Bermuda and educated there and in England and Canada. From 1981 to 1988, he was a staff reporter for *The Washington Post* in Washington, D.C. For the last year he has worked as a yacht delivery skipper and crew as well as a free-lance writer. In the last year, he completed his second and third trans-Atlantic passages, sailed extensively on the English Channel and in the Mediterranean, and sailed from Florida to Barbados. Earlier trips include a voyage from Bermuda to France and a cruise up the Seine from Le Havre to Paris. He holds the British Yacht Master Offshore certificate.

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Fog Without Fear

Navigating in a high grade of pea soup can be a trying experience. Here are a few practical hints to help you get through it.

By RICH FEELEY

FEW EXPERIENCES tax the nerves and skill of the cruising sailor as much as persistent fog on a strange coast. Charging along into the thick grey void may provide a certain existential exhilaration, yet with careful planning, proper equipment, and constant vigilance, it can also be both safe and rewarding.

We've cruised through quite a bit of fog off the New England coast aboard *Ean Gorm*, our 20-year-old 42' yawl. Her inventory of electronics and navigational gear is limited, yet in 1973 sailed almost 1,500 miles in thick

Scotia fog. The lessons we learned may be useful to a cruiser venturing into strange and foggy waters for the first time.

Equipment

COMPASS: An accurate, recently-adjusted compass is a must, as is a calibrated reserve compass. If you have altered the metalwork in the cockpit area over the past winter, be sure to have the compass adjusted again.

Remember that a compass does not hold a course by itself. The deviation of the helmsman is as important as that of the compass, so if you are going to make long runs in foggy waters, develop a discount factor for each member of the crew who will steer. When sailing blind, don't let good old "snake wake" take the tiller, however nice he is. When running short courses in narrow waters, put your most reliable helmsman on the wheel—and don't distract him.

SPEEDOMETER: This is a crucial device for precise dead reckoning. It must be carefully calibrated. Every half hour at sea, the watch should note the course, average speed, and odometer reading. Modern speedometers are accurate, but few are com-

pletely immune to weeds. Electronic malfunction can also bring the instrument down. The helmsman should keep glancing at the speedometer every few minutes, and notify the watch captain if it goes out. The down time should be recorded in the log, along with the estimated speed. This will enable the navigator to calculate the additional distance run and add it to that shown on the odometer.

In case the speedometer fails, it is important for the skipper and watch captains to be able to estimate boat speed, and an occasional game of "guess how fast she's going" can develop this ability. In addition, the cruising speed under power at various r.p.m. should be well known.

DEPTH SOUNDER: Champlain and the other navigators who explored the northeastern coast had guts, but they also had leadlines, and they used them. Sound waves pinging back off the bottom make the task much easier. (Any cruising boat should carry a real lead line, just in case). More importantly, charts now tell us just how deep the water is in a given place. Soundings merely warned the explorer of impending danger. They can serve the contemporary cruiser as a position-fixing device.

If the chart you are using does not have contour lines—lines showing a certain depth—then you should sketch them in yourself, probably at five- or ten-fathom intervals offshore, and more frequently on harbor charts. Crossing a contour line when running inshore will give you a fix on your distance off. A good idea of current set can be obtained as well when running approximately parallel to contour lines.

Don't forget that chart soundings are taken at low water. When working in areas with great tides, like Maine and

(Continued on page 80)



Horan

Chart Information:

Group A charts will be furnished by Simrad at \$4.50 each, printed in Blue-line. Group A-1 charts will be furnished by Simrad as per Group A above, minimum quantity of any title is ten. Group B charts may be purchased direct from any DMA Hydrographic Center sales agent. Group C charts, within reasonable quantities will be furnished free of charge to Simrad dealers. Group D charts are available from Simrad at \$8.50 each, printed on Blue-line. Prices and availability subject to change without notice. Group NYA charts were not available in late 1974, but may now be available from Simrad or government sources.

* Simrad charts with both A and C grid lines.

** Government C&GS charts with Loran-C grid on one side, Loran-A on the other.

Other sources of Loran-C information

LOAN-C USER HANDBOOK, CG-462. Published August, 1974, by the U.S. Coast Guard. Excellent non-technical rundown on Loran-C, comparisons with Loran-A, illustrations, locations of present and future chain stations. Soft cover, 26 pages, not priced. Available from any Coast Guard District office.

NAVIGATION, Journal of the Institute of Navigation issue of Fall, 1974, Vol. 21, No. 3, article "How To Harvest The Full Potential Of Loran-C," by L. F. Fehlner and T. A. McCarty. Small magazine format, \$4.00 per single issue. Suite 832, 815 15th St. NW, Washington. DC 20005.

Simrad, address given above.

In addition, most manufacturers of advertised Loran-A, Loran-C, Omega and other radio navigation equipment can supply instructional information on the operation of their equipment in the systems mentioned.

□

FOG WITHOUT FEAR

(Continued from page 51)

Nova Scotia, it becomes necessary to know how much the tide is up. Each day, I jotted down the times of high and low water on the margin of the chart. The tidal range is usually shown on the chart. If not, it should be taken from the tide tables and written in. As a rule of thumb, the tide rises or falls 25% of its range in the first two hours, 50% in the middle two, and the last 25% in the final two hours.

When working in relatively shallow waters, it is also necessary to know how far the transducer is below the waterline. Add this difference, subtract the tidal differential from the observed depth, and then compare with the chart. Repeated depth observations every 15 minutes or so in a long-shore run will give an early indication if you are being set off course.

RADIO DIRECTION FINDER: This is a most important item in the navigator's bag of tricks. Where possible, carry a spare. Unlike the depth sounder, there is no manual replacement for this electronic helper. Get some experience with your set before you have to use it. There is an art to getting a null. On some sets, you can feel the bearing almost as well as you can hear it, or see it on the dial. The resistance of the antenna to rotation increases either side of the null line.

Most RDF stations operate in sequence, up to six on a single frequency. Each station broadcasts for only one minute at a time. I jot down the frequency and call letters of each station I want on a separate pad. You can't waste time referring back to the chart to identify the incoming signal.

Line the antenna up at right angles to the expected bearing of the station. As soon as you have made a positive

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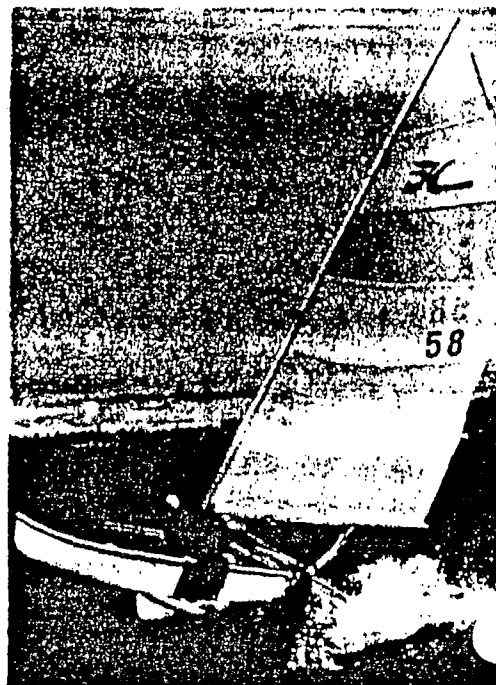
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identification, swing the antenna to the null position and rotate it back and forth around the area of lowest signal until you have the most accurate possible bearing. The navigator will yell "Mark!" and the helmsman should reply with his precise course. The bearing on the machine can then be corrected to give the magnetic bearing.

I always treat RDF bearings with considerable suspicion. Extensive articles have been written about the causes of RDF error. Dawn and dusk are poor times for taking bearings. A signal coming over land or passing parallel to the coast is much more apt to be distorted. Despite the need for skepticism about a two-line RDF fix, it is comforting to hear those characteristic Morse signals beeping and buzzing out of the mist.

Some RDF stations have an added attraction—a distance-finding apparatus. This enables the navigator to get an accurate position with only one bearing, as long as he is only a few miles from the station.

CHARTS: Get all the charts for the coast you will be cruising, keep them up-to-date, and even though you are carrying the latest charts, be sure to check the "Notice to Mariners" each day while you are in strange waters. Even where the maintenance of navigational aids is poor, the marine radio seems to report their failings accurately. Note any changes in characteristics directly on the chart.

Six knots seems like a leisurely pace, but there is never enough time for a navigator to do everything he would like when closing a strange coast in the fog. For this reason, base (uncorrected) courses should be drawn on all charts in advance. Distance to be run, and any important danger bearings, should be written in as well.

Only a few areas on the American coast have any form of detailed current chart. We found none for the Canadian Coast. Some navigational charts give current vectors, but where they are absent the navigator can easily draw them

in. Pilot books give information on the general set along a coast. The "Tidal Current Tables" give average current direction and velocity for specific points. Where I expect current problems, I draw these vectors directly on the chart, with the length of the arrows in miles equal to the velocity shown in the tables. With the vectors already drawn in, it then becomes rather easy to figure the boat's set as I approach this position on the chart.

The figures shown in the back of the "Tidal Current Tables" for each location are averages, and must be corrected for daily variations in tidal strength.

RADAR REFLECTOR: Get one, and use it. The larger the image you throw on a giant tanker's radar screen, the safer you are. A driver who does not swerve to avoid a squirrel will usually alter course for a moose.

FOG HORN: After several days of running in the fog, each crew member developed his own distinctive note: Some sounded as if they were calling moose, one gave us inferior Dixieland. The bow lookout kept the horn going at varying intervals of approximately one minute. A powerful Freon horn was kept at the ready, and used whenever another craft was within earshot.

RADIO: Though an important safety device, the two-way radio does not seem to be a navigational aid. *Ean Gorm* carried a high-quality VHF transmitter for the first time in Nova Scotian waters and we found it had one unexpected and comforting navigational use.

Major Canadian harbors are equipped with an approach control system similar to that used at an airport. Search radar scans the harbor approaches. Craft entering and leaving the port report their course, speed, and position by radio to Harbor Control and this information is rebroadcast to other ships in the approaches. As we rounded Sambro Island and headed into Halifax, we identified ourselves, giving course and position. Russian trawlers, fast container



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liners and big tankers went bellowing by unseen. They knew we were there, and we knew what course they were following.

EARS: *Ean Gorm* has no radar, Loran or Omega. The small-boat cruiser can improve his fog navigation by taking maximum advantage of two non-electronic aids—the eyes and ears of his crew. Learn to recognize which of your crew members has the best hearing. Those of us with the worst eyesight were often best at sorting the faint groan of a whistle buoy from the noises of a sailboat while at sea in fog.

When approaching a sound signal, do not hesitate to stop and listen, particularly when under power in a calm sea. A good whistle buoy will carry for miles downwind, and an offshore whistler should be your prime target when approaching the coast. We found bell buoys to be almost inaudible, and avoided using them as marks until we had our position accurately fixed in a harbor approach.

Keep alert for unfamiliar sounds. Breaking surf will give away an unmarked headland long before you see it. The songs of land birds will tell you when a harbor is narrowing in around you. In one Annapolis-Newport Race, we cleared the Chesapeake Tunnel by listening to truck gears: the big rigs shift from first to second as they come out of the tunnel grade. By splitting the difference between the two areas of grinding gears we edged right into the middle of the opening.

EYES: Even in 100-yard visibility, some people can see better than others. Do not use a crew member with glasses as a lookout when approaching a critical mark. The condensation on his lenses reduces his vision. Conserve your best lookouts. It is a great nervous strain staring into the fog looking for a particular object. Save the best lookouts until you are sure there is a real possibility that the mark can be seen.

There are many unexpected visual, as well as audible, signals which the cruiser learns to use. Lobster pots will often show the limits of a channel, and it is always worth passing close enough to a pot to estimate the current set.

As you move behind an obscured headland, the wave pattern will change. Characteristic tide rip areas, often marked on the chart, give a further clue as to location. Some birds never venture far from land, and they give a clue to your distance off.


A few tricks

(1) *Keep an accurate plot and keep it current.* In Nova Scotia, the wind does not blow the fog away. The southerlies just sock it in tighter. I had always avoided beating upwind in heavy air and fog. Once we reached Cape Breton there was no choice. If *Ean Gorm* had waited for favoring winds or clear weather we would have chafed through the anchor rode.


After a few days, we were quite used to slamming into the seas, tacking down the rhumb line. The estimated position of each tack (course and distance run from the last tack) was plotted on the chart as soon as the boat was full and by. I did not want to "remember" the log and plot it later. Often we could confirm the location by watching the water depth change as we proceeded on the new tack.

Whenever you can get a line of position from the sun, or a fixed object, take it. Even if the line does not appear useful, it may become very valuable later. Crossing the Bay of Fundy, I shot one hazy sun line when the fog relented for a few minutes. It was perpendicular to the course, and simply confirmed our DR distance run. A few hours later, however, we were able to take one radio bearing paralleling the course. By advancing the sun line, the unexpected set of the eclipse-strength tide was revealed.

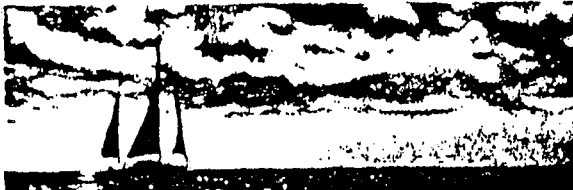
(2) *Pick your targets carefully.* After a long passage, it



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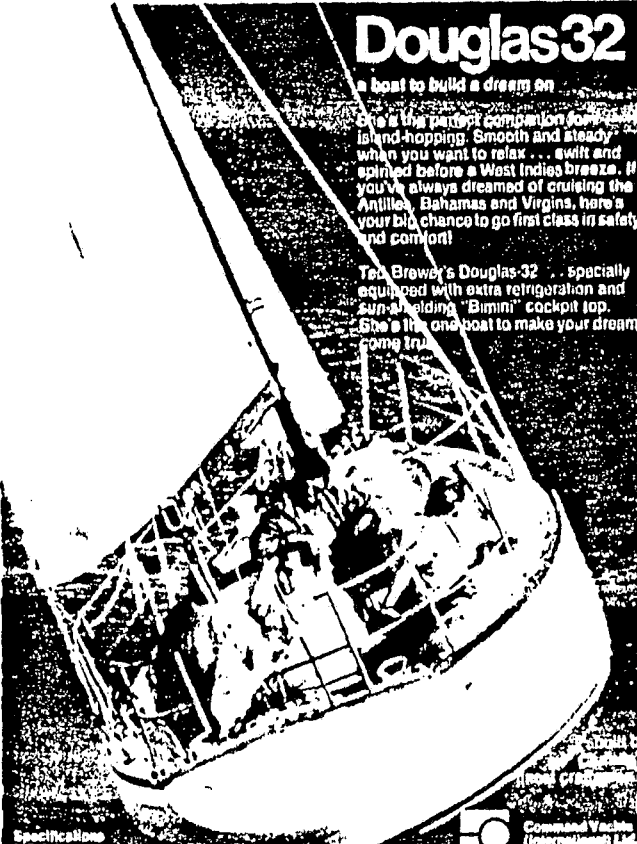
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may be worth an extra five- or ten-mile run to make a favorable landfall. Clean, bold headlands with powerful sound signals and an RDF are best. Even better is an offshore whistler that lines up with an RDF station. The cruiser can run by comfortably offshore until he gets the RDF on a safe bearing, then home on the RDF until the buoy is heard.

(3) *Know which way you want to err.* One hundred percent precision in the coastwise navigation of a small boat is beyond most navigators. I always give careful consideration to the direction I want to err in case of doubt, and will often instruct the helmsman to favor that side of the rhumb line. This is particularly true where the course skirts obvious dangers.

There are other cases in which it is to the navigator's advantage to err in a particular direction. For instance, when approaching an offshore fog signal, it is always best to favor the downwind side of the mark. You might not hear it if you are reasonably close, but pass upwind. Also, sharp contrasts in depth may dictate which side of a course to favor. If you can get substantially off course on one side of the channel without any change in depth, it may be better to hug the side of the course where variations will be quickly apparent.

(4) *Fog at night.* I can't prove it, but I think lighted buoys are more easily spotted at night when the fog is thick. There is no sense whatever of a horizon at night in the fog. The lookouts should keep glancing up to see if the buoy is already upon them.

Avoid running for unlighted marks on a foggy night. This is like looking for a straw-colored needle in a haystack. Where unlighted buoys mark the turning points in a channel, it is better to base the turns on distance run. Keep monitoring the depth sounder to see that the depths confirm your track. In still water, with short runs, course alter-

ation can be based on a stopwatch. Set the tachometer to give six knots, a very convenient speed, for you will run a tenth of a mile every minute.

If you are carrying light sails that limit maneuverability, get them off a few minutes before the earliest point when the mark or the shore will be sighted.

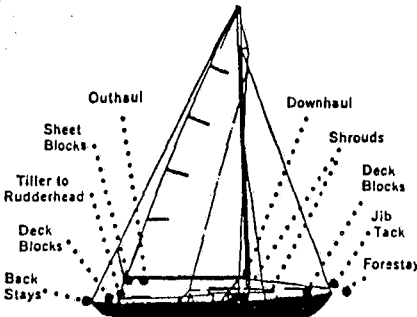
(5) *Do not assume anything about another vessel's course.* Big ships traveling in marked steamship lanes are exceptions to this rule. Note the direction of a lane you are crossing. One or two successive blasts will tell which way the ship is running in the lane, and you can assume his heading in planning evasive action.

On entering harbors, do not assume that another vessel you hear is in the channel.


(6) *Tacking up the contour line.* Returning to the Maine Coast, Ean Gorm motored for 30 hours across a glassy Bay of Fundy. We were nearly out of fuel by the time we made Mt. Desert Rock. A moderate breeze came up, blowing directly off the coast, and we began to beat into it. Back bearings on the lighthouse showed a strong westerly set.

The outer mark off Baker Island sits right on the 20-fathom curve. To be sure we would not miss it, I began short tacking up the contour line. Five minutes after the depth sounder showed we had crossed the curve, Ean Gorm would tack again. There was no danger if we stayed this close to the contour line. Since we gained only a few hundred yards to windward on each tack, the buoy would not go by unheard.

With the offshore breeze and prolonged calm, there was very little sea to activate the whistle. Its only note was so low that we felt it, as much as heard it. The next tack brought us right within 50 feet of the mark. This tactic would work anytime the buoy is on a sharply defined contour line, and the navigator knows whether he is offshore of the mark or not. □



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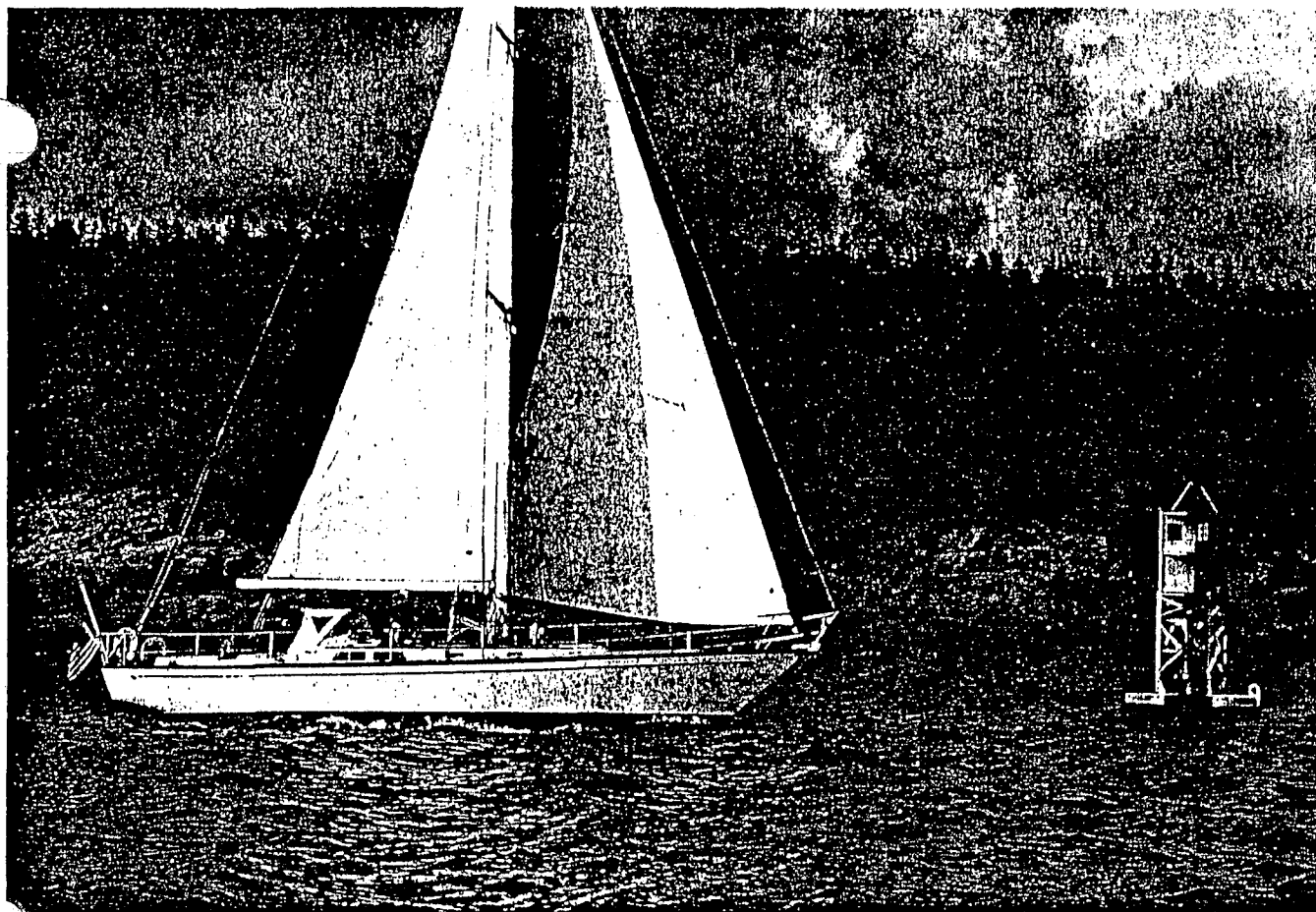
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The final essential hurdle you will be impatient to jump over before taking to the beckoning waters of coastal Maine will be your "charter checkout." Sometimes called the "chart talk," it will involve a discussion of your chartered yacht's navigational 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

Maine Chart Talk

*Some
navigational tips
for cruising
Maine waters.*

By Art Paine

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

*A real pea-soup fog
can make us all
appreciate the very
sensible, well-
maintained buoy
system we have in the
United States.*

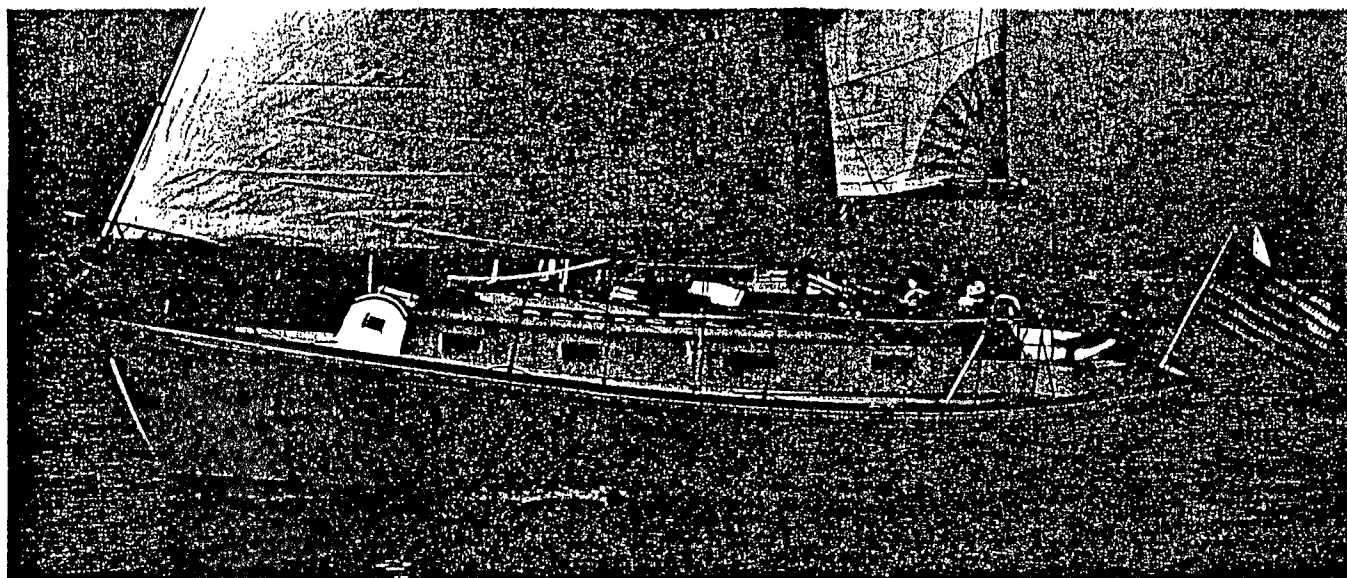
different channels, and the nearby rocky shores formed the corresponding edge of each passage. If the skipper had consulted the chart, all this would have been obvious.

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 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

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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

*It is a good idea to keep a keen
lookout for other traffic—
especially in thick weather.*

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 con-



firm your general position. Often times you can sail downwind of a horn (where you can count on hearing it), then 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 man-made aids to navigation at all. If there is a discernable breeze, especially a seabreeze 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 depthsounder will let me know when I'm getting close enough to be concerned.

Some charterboats will come with radar, which you might expect will make all these piloting concerns irrelevant. Yet I've seen as many

*Don't always rely on
buoys as channel markers.
Often times, only the chart
will solve a mystery as to
where the best channel lies.*

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. □

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