



**The Corinthians
Annual Cruise
Historical Maine
July 30-August 7, 2022**



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Master's Welcome

Corinthians traditions are ingrained, and the legacy of the triennial Maine cruise continues for its 21st year (since 1973) enhanced in 2022 by the company and camaraderie of Little Ship Club Members. One of the highlights of each annual cruise is the pervasive wonder of who will win The Nothing Award, an honor bestowed on the skipper who, during the cruise's seven days, "screwed up" in some notable (but likeable) fashion.

Having won The Nothing Award in 2016 on questionable merits for finding myself on the rocks after soundly winning (by 30 boats lengths, I might add) the third Annual Cruise Race, I felt there needed be some recognition for seamanship, sailing acumen and dedication to helping others to balance the atrocities committed by The Nothing Award winner. This year this honor and award, to be christened, The Something Award, will follow The Nothing Award presentation. It will be the Membership who will determine whether the Something Award will follow in tradition or will be upstaged and drowned out by the highly outrageous and gauche awarding of The Nothing Award.

So, over the next seven days as you look for malfeasants and ineptitude on the water, think of those who might be deserving of recognition for being a Samaritan and doing "something" to exemplify the Corinthians spirit.

Bill Burnham

1. INTRODUCTION

Welcome to the 2022 Corinthians Annual Cruise

Welcome to Maine! Or should I say, “Welcome Back”? It has been three long years since we last cruised these waters together. I am pleased to say not much has changed since then: the water is still cold, lobster pots abound, and the harbors are pristine.

This cruise has been well over a year in the making and a lot of effort on the part of many people. We have endeavored to provide a variety of experiences, from the in-season tourist activity of Rockland and Boothbay Harbor to the quiet harbors in between. Our one regret in planning this Cruise was the inability to get 30+ boats into some of our favorite anchorages! “The Maritime History of Maine” became the apparent theme for this year’s Cruise. We have included a Reading List for those wishing to learn more about the longstanding relationship between man and the sea in Maine.

The daily runs are planned so racers can enjoy some competition and variety of courses, while those who choose not to race have the option to drop a lunch hook and explore the Maine coastline.

I would be remiss in not thanking all of those who have helped in planning this cruise. I would name each of you, but I am afraid I would forget someone, so let me say to all, “Thank you! This Cruise would not happen without you.”

I should point out the Harbor Notes that follow are a compilation from “A Cruising Guide to the Maine Coast” authored by Hank and Jan Taft, and “The Cruising Guide to the New England Coast” authored by Duncan and Ware as well as personal observations. Please note the charts included are not to be used for NAVIGATION PURPOSES.



One final comment, Maine is famous for Blueberry Pie. I hope you can find some. There is longstanding tradition, though, before one takes a bite: one must swim around their boat!

John Geissinger
2022 Cruise Chairman

2. GENERAL INFORMATION

Registration

Registration will be on Saturday July 30 from 1500 to 1700 at the Rockland Yacht Club.

Navigation and Safety

Navigational advice has been provided in the Cruise Book for Ports of Call for general purposes only. However, navigation shall remain in all cases the ultimate and individual responsibility of the skipper. The safety of each vessel at sea or in port is the sole and full-time responsibility of the skipper. At no time shall the skipper assume that anyone else has done or will do the navigation for him or her.

Skipper's Meeting

A Skipper's Meeting will be held at 1730 on Saturday July 30, just prior to the opening dinner. Skipper's only, please.

Opening Dinner

The opening dinner will be held at 1830 on Saturday, July 30 at The Landings Restaurant located near the Rockland Yacht Club. The bar will be open (cash or credit cards).

Event Tickets

At Registration, name tags will be distributed with color coding to serve as tickets for paid events.

Fleet Communications

All VHF announcements by the Cruise and Race Committees shall be made on VHF Ch. 68. Individual boats should also monitor and use this channel for contact with other fleet boats, but please switch to another channel after making contact. See cruise attendee list for cell phone and MMSI numbers for alternative communication. Daily radio announcements shall be made by the Cruise and Race Committees beginning at 0815 on Ch. 68 after morning colors.

Emergency Services

The U.S. Coast Guard monitors VHF Ch. 16 for emergencies. Skippers are encouraged to monitor VHF Ch. 16 while underway.

Our Cruise Medical Officer is Richard Young (cell: 843-222-4778) aboard *Tango*

Daily Routine

0800: Colors

0815: Radio announcements and Racing Results. All times for planned activities are subject to change at the discretion of the Cruise Chair, in conjunction with the Port Captains and Race Committee, and may be announced at any time of VHF Ch. 68 while in port. Please share news of announcements with your fellow Corinthians.

Harbor Starts

The Corinthian's tradition has been to leave a Port of Call in parade fashion, led by either the Master, Past Master or the Cruise Committee Chairman whose boat will be flying a large Corinthian flag, in which is referred to as a Harbor Start. Harbor Starts and times will be announced during morning radio announcements.

Rafting

Rafting is encouraged wherever permitted by local authorities. When rafting, the boat approaching traditionally provides the lines and fenders. *Please see Chapter 4 for additional information.*

Flag Etiquette

Colors are at 0800 at which time the Ensign will be displayed. Colors are to be struck at sunset each evening. Etiquette is to fly the Corinthians flag from the truck or starboard spreader of the foremost mast of sailing vessels, and from either the truck or bow staff of power boats. Do not fly the flag beneath a radar reflector as that can be mistaken for a distress signal. Flag police have been known to attend Corinthian cruises, and any penalty shall be appropriately strict. For the Cruise, it is permitted to fly your Ensign while racing.

Dress Ship

Dress Ship shall occur, weather permitting, on our Lay Day in Castine. The traditional sequence of alternating letter flags and number pennants is as follow: Starting from forward, AB2, UJ1, KE3, GH6, IV5, FL4, DM7, PO Third Repeater, RN First Repeater, ST Zero, C X 9, WQ8, ZYZ Second Repeater. Ensigns, burgees, private signals and flag officer flags shall not be included among the hoist of code flags and pennants, but shall be flown as provided by etiquette.

First Timers and Guests

The Corinthians have a time-honored tradition of welcoming new cruisers. Please do not hesitate to introduce yourselves, join a raft or ask a question. First Timer's reception will be held Sunday, July 31. *See Billings Cove for details.*

Dress attire for Onshore Activities

Opening Dinner: Smart Cruising Casual

Wooden Boat School: Cruising Attire

Castine: Cruising Attire

Tenant's Harbor: Cruising Attire

Final Dinner: Sport Coat and Tie/Cocktail Attire

No Discharge Zones

Rockland and Boothbay Harbor are No Discharge Areas (NDA). In an NDA, treated and untreated discharges from marine toilets are prohibited.

To ensure compliance, boaters must modify their heads to prevent discharge.

Boaters with a Type I or II marine sanitation device (MSD) must disable same:

- Close the seacock (or Y-valve) and remove the handle.
- Fix the seacock in a closed position with a padlock on non-releasable wire tie.

Boaters with a Type III MSD (holding tank) must:

- Direct all sewage to the holding tank for later disposal at a pump out station or by a pump out boat.
- Close and lock each valve leading to an overboard discharge with a padlock or non-releasable wire tie.

Trash

Please follow appropriate trash disposal requirements and utilize trash containers onshore. Thank you for keeping Maine and its waters clean!

The Nothing Award

At the closing dinner of The Corinthians' annual cruise, 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 award itself is a large, ungainly and heavy broken-down ship's searchlight.

The Something Award

New this year! Please see the Master's Welcome on Page 1.

The Race Cruise Dinghy Race Trophy

The Race Cruise Dinghy Race Trophy is a mahogany sailboard rudder suitably finished and emblazoned with the Corinthian flag. First awarded in 1996, it is presented to the overall winner of the dinghy races held during the annual Corinthian cruise.

Listen to morning announcements for rules. Maple Juice Cove is our planned venue for the Dinghy Race.

The Salty Pot Award

The Salty Pot Award is a chef's pot and is awarded for the best "offshore" recipe. A winning recipe is one which yields excellent results and is judged to be relatively easy to prepare in the galley while at sea in what could be described as adverse conditions.

The contest is scheduled for the Tenant's Harbor. Listen to the morning announcements for additional information.

3. WHO'S WHO

Master of the Corinthian's: **Bill Burnham**

Master's Mate: **Neil Ross**

Annual Cruise Chairman: **John Geissinger**

Cruise Book Editor: **David Shinkfield**

Race Chairman: **Rick Nietsch**

Medical Officer: **Richard Young**

Registration: **Anne Geissinger**

Port Captain-Rockland: **John Geissinger**

Port Captain-Pickering Cove/Billings Cove: **Bill Burnham**

Port Captain-Wooden Boat School: **Britt Whelpley**

Port Captains-Castine: **Sally and Charlie Stone**

Port Captain-Pulpit Harbor: **Geoffrey Beringer**

Port Captain-Tenant's Harbor: **Britt Whelpley**

Port Captain-Maple Juice Cove: **Stephen Tyler**

Port Captains-Boothbay Harbor: **Alice and Andy Mutch**

4. FOG, ANCHORING AND LOBSTER POTS

These pieces were written many years ago for prior Corinthian cruises to Maine. The basic techniques are time-proven and valuable to this day. They are not theories, but practical skills, written in response to real problems experienced by many of our cruisers in the past.

John Geissinger, *S/V Artemis*

General Conditions and Fog

I hesitate to comment on the typical sailing conditions for fear of angering the weather gods, but I push on, nevertheless. If the weather does indeed turn foul, we will make the most of it and hopefully you will not be deterred from sailing Down East again.

The winds on a typical summer day begin light and build during the day to a peak of 15-20 knots from the SW in the afternoon and then dying as nightfall approaches. The wind pattern is very similar to what we find in either Narragansett Bay or Buzzards Bay. The major difference is the water is cold-it doesn't hurt to have a wetsuit on board-and fog can develop at any time. However, there are some conditions that increase the odds of encountering fog. Those are:

- Dew point higher than water temperature
- Air warmer than water
- Low cumulus clouds
- Fog the day prior
- Watery Sun
- Poorly defined horizon
- Fog bank upwind
- Steady onshore wind
- Hazy white sky
- Damp feeling

Fog Piloting

Lay off courses well clear of all dangers

Lay courses to marks with sounds

Keep precise DR and current diagrams. Reset trip log at each fix.

When plotting from doubtful positions, assume you are closer to danger than reckoning shows.

Modern electronics are wonderful, but they have a habit of going haywire at the time they are most needed!

On hearing fog signals, note bearing and type of vessel:

- Power -1 long blast per 2 minutes
- Sail -1 long blast and 2 short per 2 minutes
- Anchored -Bell for 5 seconds each minute
- Towing -1 long blast and 2 short per 2 minutes
- Towed -1 long blast and 3 short per 2 minutes

Note: "long" = 4-6 seconds, "short" = 1 second

Answer every blast.

If signal closes from ahead, bring to bear on port bow.

If louder with no change in bearing, bring it on beam and go ahead on new course until is on quarter. Only then bring it on beam and keep it on beam by changing course until clear.

If position relative land or danger prevents avoidance maneuvers, stop and give stop signal (2 long blasts per 2 minutes)

If collision danger, show strobe, white flare, etc.

Fog Orders

Skipper to deck

Fix to chart

Update DR track-current diagram

Radar reflector up

Running lights on

Life jackets on

Silence on deck. Listen.

Sound Fog Signals

- 1 long blast every 2 minutes -power
- 1 long, 2 short every 2 minutes -sail
- Bell every minute -anchor

Thoughts on Anchoring and Rafting

The 2022 Corinthian Cruise is going to involve more anchor handling and rafting than most. The Cruise Committee has asked for a few observations on the skills and courtesies of these two arts.

First, anchoring. When you look to pick your spot in a harbor at high tide and see a peaceful spot in the anchorage devoid of boats, there is probably a good reason! Watch your charts. Entering at low tide is easier because the hazards can usually be seen. In addition, be sure your anchor is well set; some areas may have kelp beds.

We all know the importance of scope, that it should be measured from deck height and should presume water depth at high tide. Due to the crowd of boats in some anchorages, we may be tempted to use less scope than the usual 7 to 1 in order to reduce swinging room. If you do, at least set your anchor on a long scope before you shorten up and be especially sure to use an appropriate anchor for the bottom. An all-chain rode, or at least a long piece of it in front of the nylon line, is a help here. The traditional “kellet”, a weight sent down the rode on a messenger line, can also be helpful in improving the holding power of a shorter rode.

If you are anchored first, you have the right to tell a newly arrived boat if you feel it is anchoring too close, over your anchor, or within your swinging circle (especially if your scopes are different lengths, chain versus rope, two anchors versus one, kellet vs plain rode, etc.). The recent arrival has a duty to respond immediately.

Rafting is, like anchoring, a highly judgmental art, and only a fool would attempt to treat it with a few cursory remarks. So, here goes....

Be reluctant to raft at night, even in calm weather. If you choose to raft through the night, be prepared to break off quickly at the request of the anchored boat. Prepared yourself to put out an anchor or two, pre-plot the way to clear water and enter waypoints into your GPS. Raft only with someone in whom you have confidence, both as to anchoring skill and as to seaman's judgement. Need it even be mentioned that the larger boat should be the anchored boat, that the gear should be the heaviest available, and that the weather be benign? Sometimes an anchored boat will put out fenders as an invitation to raft alongside, but the approaching boat has the responsibility to ask permission, determine desired side, rig all necessary lines and fenders before starting the approach. The approach must be made deliberately, timed to the swing of the anchored boat, from a shallow angle off the quarter. The approaching boat must NEVER carry its way across the bow of the anchored boat. As in docking, a bad angle is less of a sin than momentum at the wrong time so do not try to use late power to fix a bad angle.

As a matter of traditional courtesy, avoid walking through the cockpit of a boat rafted alongside another boat unless you are specifically invited. Cross on deck ahead of the mast.

Sailboats rafted together should stagger their masts so rigs won't clash if boats roll. And boats of different sizes and shapes should be careful lest a higher toe rail rolls down and hits a lower stanchion, rail, etc. In breaking a raft, especially in the dark or a breeze, check for lines in the water before going into gear.

Lobster Pots

Each of the lobster buoys is attached by a long length of line to one or more traps. The buoys are often attached by a length of line to another float, called a toggle, whose purpose is to keep the line off the bottom at low tide. These toggles can be difficult to see but try not to sail between the buoy and the toggle-you run the risk of becoming snagged. If indeed you do wrap a prop, try to avoid cutting the line, and if you do, tie the two ends together so the lobsterman does not lose valuable equipment.

While we will see lobster pots, please do not let that give you undue concern. You will be able to navigate without worrying too much about the pots, and they are great tools to help you judge the current.

5. CRUISE SCHEDULE

Saturday July 30

Rockland

Rockland Yacht Club

1500 Registration

1700 Cocktails

1730 Skippers Meeting

The Landings

1830 Dinner

Sunday July 31

Billings Cove

Optional Lunch Stops

Stonington

Merchant's Row

1700 First Timers Cocktail Party

Monday August 1

Wooden Boat School

Optional Lunch Stop

Marshall Island

1600 WBS Tour

1700 BYOB Cocktails

1800 Dinner

Crazy Dave's BBQ

Sea Shanties and Sing Along

Tuesday August 2

Castine

Smith Cove Anchorage

No planned activities

Wednesday August 3

Castine

Lay Day Activities
Optional Historical Society Tour
Tour of the schooner *Bowdoin*
Presentation-*Bowdoin* Artic Voyage

Indian Bar

1700 BYOB Cocktail Party

Thursday August 4

Pulpit Harbor

Rotating Dinner

Friday August 5

Tenants Harbor

Optional Lunch Spot
Dix Island Harbor
1800 Salty Pot Contest-Tenants Harbor Boat Yard

Saturday August 6

Maple Juice Cove

Dinghy Cocktail Party
Dinghy Race

Sunday August 7

Boothbay Harbor

Boothbay Harbor Yacht Club

1600 Bar Opens
Dinner
Awards
2100 Launch Service Ends

Monday August 8

Cruise Disbands



6. PARTICIPATING YACHTS AND CREW

PARTICIPATING YACHTS AND CREW (By Yacht Name)

Yacht Name	Sail/ Power	Sail No.	First Name	Last Name	Capt/ Crew	Cell Phone	Fleet
<i>All That Jazz</i>	Sail	1198	W. (Leigh)	Seaver	Capt.	202-997-0397	CB
			Carol	Seaver	Crew	202-365-3323	CB
			Deb	Kuba	Crew	410-310-9630	CB
<i>Alliance</i>	Sail		Dan	Wright	Capt.	339-44-0-0606	CB
			Elizabeth	Wright	Crew	339-44-0-0603	CB
			David	Shinkfield	Crew	609-731-3899	CB
			Jenny	Shinkfield	Crew	609-731-3899	CB
			Debbie	Wheeler	Crew	+44 782-119-8128	LSC
<i>Ariadne</i>	Sail	5247	Charles	Stone	Capt.	203-273-1126	NE
			Sally	Stone	Crew	203-273-1126	NE
<i>Artemis</i>	Sail	104	John	Geissinger	Capt.	917-566-2310	NE
			Anne	Geissinger	Crew	203-247-4705	NE
			Peter	Geissinger	Crew	434-422-6820	
			Hillary	Geissinger	Crew	434-422-7497	
<i>Athena</i>	Sail		Larry	Mead	Capt.	646-300-2366	LIS
			Barrie	Martin	Crew	+44 777-839-0815	LSC
			Anne	Billard	Crew	+44 791-349-0285	LSC
<i>Bay-Tripper</i>	Sail	806	Hank	Recla	Capt.	703-216-9965	CB
			Susan	Recla	Crew	703-244-6448	CB
			Walter	Parsons	Crew	703-229-3882	CB
			Mary Ann	Parsons	Crew	703-283-5338	CB
<i>Bluebird</i>	Sail	30862	Dick	Marsh	Capt.	860-510-9189	LIS
			Tina	Marsh	Crew	860-510-9189	LIS
<i>Celestial</i>	Sail		Barbara	Herrmann	Capt.	781-641-0838	NE
			Mindy	Berman	Crew	617-899-0657	
			Tom	Gonsiorowski	Crew	617-877-3276	
			Andrew	Sumberg	Crew	617-283-4478	
<i>Dulcinea</i>	Sail	110	John	Miller	Capt.	330-697-7340	CB
			Colleen	Miller	Crew	330-806-82669	CB
<i>Encore</i>	Sail	181	James	Drinane	Capt.	917-593-9337	LIS
			Suleika	Drinane	Crew	917-593-9337	LIS
			Dusty	McIntosh	Crew		

Yacht Name	Sail/ Power	Sail No.	First Name	Last Name	Capt/ Crew	Cell Phone	Fleet
<i>Evening Song</i>	Power		Stephen	Tyler	Capt.	732-673-8631	CB
			Ingrid	Tyler	Crew	732-673-8631	CB
			Linda	Gesell	Crew	732-616-9005	CB
			William	Gesell	Crew	732-616-9005	CB
<i>Eventide</i>	Power		Dick	Woods	Capt.	203-247-1290	LIS
			Robin	Woods	Crew	203-247-1290	LIS
<i>Forever Young</i>	Sail	46	Ken	Magida	Capt.	516-428-4577	LIS
			Arlene	Kase	Crew	516-661-1492	LIS
<i>Gadzooks</i>	Sail	21108	Geoff	Beringer	Capt.	203-247-0018	LIS
			Owen	Beringer	Crew	203-247-8837	
			Grayson	Beringer	Crew	203-984-6103	
			Evan	Flinn	Crew	203-868-9163	
			Lisa	Jewett	Crew	203-856-7544	LIS
			Tim	Walsh	Crew	203-434-3909	
<i>Hermita</i>	Power		Peter	Phillips	Capt.	802-862-3210	NE
			Leigh	Phillips	Crew	802-862-3210	NE
<i>Ibis</i>	Sail	42569	Britt	Whelpley	Capt.	203-943-4652	LIS
			Ray	Long	Crew	+44 777-587-8435	LSC
			Pam	Cassidy	Crew	+44 752-627-3683	LSC
<i>Onward</i>	Sail	126	Joe	Rocchio	Capt.	410-688-6245	CB
			Peggy	D'Alessandro	Crew	516-972-8457	CB
<i>Owl Moon</i>	Sail	2	John	Butler	Capt.	301-613-7996	CB
			Diane	Butler	Crew	443-253-7263	CB
			Martin	Sandford	Crew	+44 781-801-4371	LSC
			Anne	Sandford	Crew	+44 777-047-6773	LSC
<i>Patriot</i>	Sail	54	Corky	Rittenbaugh	Capt.	610-496-1552	CB
			Deborah	Rittenbaugh	Crew	610-715-0158	CB
<i>PAX</i>	Sail		Dave	Hornbach	Capt.	610-209-2866	CB
			Paul	Banks	Crew	+44 780-323-1871	LSC
			Chris	Sadler	Crew	+44 791-386-8279	LSC
			Helen	Sadler	Crew	+44 791-386-8279	LSC
<i>Potion</i>	Power		Jay	Kiskiel	Capt.	860-573-9654	M
			Jay	Kiskiel	Crew	860-573-9654	M
<i>Sea Star</i>	Sail	52574	Rick	Nietsch	Capt.	203-856-4389	LIS
			Patricia	Nietsch	Crew	203-856-0115	LIS
			Ginny	Hilton	Crew		LIS
			John	Hilton	Crew		LIS
<i>Serenity Now!</i>	Sail		John	McCarthy	Capt.	857-272-5080	NE
			Nichols	Chris	Crew		
			Rothacker	Ralph	Crew		

Yacht Name	Sail/ Power	Sail No.	First Name	Last Name	Capt/ Crew	Cell Phone	Fleet
<i>Sojourn</i>	Sail		Robert Andrew	Coles Killgore	Capt. Crew	516-672-3776 703-945-4547	LIS LIS
<i>Tango</i>	Sail		Richard Cheryl Tim Jane	Young Young Young Fortin	Capt. Crew Crew Crew	843-222-4778 843-222-4779 843-902-2244 804-761-3363	CB CB LIS
<i>Woosh</i>	Power		Bill Alice Alice Andy	Burnham Burnham Mutch Mutch	Capt. Crew Crew Crew	203-554-7478 203-554-2620 410-353-3861 410-353-3861	LIS LIS NE NE

PARTICIPANTS (By Last Name)

Last Name	First Name	Yacht Name	Cell Phone	Fleet Name
Beringer	Geoffrey	Gadzooks	203 247-0018	LIS
Beringer	Owen	Gadzooks	203-247-8837	
Beringer	Grayson	Gadzooks	203-984-6103	
Berman	Mindy	Celestial	617-899-0657	
Billard	Anne	Athena	+44 791-349-0285	LSC
Burnham	William	Woosh	203 554-7478	LIS
Burnham	Alice	Woosh	203-554-2620	LIS
Butler	John	Owl Moon	301-613-7996	CB
Butler	Diane	Owl Moon	443-253-7263	CB
Cassidy	Pam	Ibis	+44 752-627-3683	LSC
Coles	Robert	Sojourn	516 672-3776	LIS
D'Alessandro	Peggy	Onward	516-972-8457	CB
Drinane	Suleika	Encore	917-593-9337	LIS
Drinane	James	Encore	917 593-9337	LIS
Flinn	Evan	Gadzooks	203-868-9163	
Fortin	Jane	Tango	804 761-3363	LIS
Geissinger	John	Artemis	917 566-2310	NE
Geissinger	Anne	Artemis	203-247-4705	
Geissinger	Peter	Artemis	434-422-6820	
Geissinger	Hillary	Artemis	434-422-7497	
Gesell	Linda	Evening Song	732-616-9005	CB
Gesell	William	Evening Song	732 616-9005	CB
Gonsiorowski	Tom	Celestial	617-877-3276	
Herrmann	Barbara	Celestial	781 641-0838	NE
Hilton	John	Sea Star		LIS
Hilton	Virginia	Sea Star		LIS
Hornbach	David	PAX	610 209-2866	CB
Jewett	Lisa	Gadzooks	203-856-7544	LIS
Kase	Arlene	Forever Young	516-661-1492	LIS
Killgore	Andrew	Sojourn	703 945-4547	CB
Kiszkziel	John (Jay)	Potion	860 573-9654	M
Kiszkziel	Jay	Potion	860-573-9654	M
Kuba	Deborah	All That Jazz	410 310-9360	CB
Long	Raymond	Ibis	+44 777-587-8435	LSC

Last Name	First Name	Yacht Name	Cell Phone	Fleet Name
Magida	Kenneth	Forever Young	516 428-4577	LIS
Marsh	Richard	Bluebird	860 510-9189	LIS
Marsh	Tina	Bluebird	860.510.9189	LIS
Martin	Barrie	Athena	+44 777-839-0815	LSC
McCarthy	John	Serenity Now!	857 272-5080	NE
McIntosh	Dusty	Encore	732-224-0001	
Mead	Lawrence	Athena	646 300-2366	LIS
Miller	John	Dulcinea	330.697.7340	CB
Miller	Colleen	Dulcinea	330.806.8266	CB
Mutch	Alice	Woosh	410-353-3861	NE
Mutch	Andy	Woosh	410-353-3861	NE
Nichols	Chris	Serenity Now!		
Nietsch	Eric	Sea Star	203 856-4389	LIS
Nietsch	Patricia	Sea Star	203-856-0115	LIS
Parsons	Mary Ann	Bay Tripper	703 283 5338	CB
Parsons III	Walter	Bay Tripper	703 229 3882	CB
Phillips	Peter	Hermita	802 862-3210	NE
Phillips	Leigh	Hermita	802 862 3210	NE
Recla	Henry	Bay-Tripper	703 216-9965	CB
Recla	Susan	Bay-Tripper	703-244-6448	CB
Rittenbaugh	Corky	Patriot	610 496-1552	CB
Rittenbaugh	Deborah	Patriot	610-715-0158	CB
Rocchio	Joseph J.	Onward	410 688-6245	CB
Rothacker	Ralph	Serenity Now!		
Sadler	Chris	PAX	+44 791-386-8279	LSC
Sadler	Helen	PAX	+44 791-386-8279	LSC
Sandford	Martin	Owl Moon	+44 781-801-4371	LSC
Sandford	Anne	Owl Moon	+44 777-047-6773	LSC
Seaver	W. (Leigh)	All That Jazz	202 997-0397	CB
Seaver	Carol	All That Jazz	202-365-3323	CB
Shinkfield	David	Alliance	609 731-3899	CB
Shinkfield	Jenny	Alliance	609-731-3626	CB
Stone	Sara	Ariadne	203 273-1126	NE
Stone	Charles	Ariadne	203 273-1126	NE
Sumberg	Andrew	Celestial	617-283-4478	
Tyler	Stephen	Evening Song	732 673-8631	CB
Walsh	Tim	Gadzooks	203-434-3909	
Wheeler	Debbie	Alliance	+44 782-119-8128	LSC
Whelpley	Gordon	Ibis	203 943-4652	LIS

Last Name	First Name	Yacht Name	Cell Phone	Fleet Name
Woods	Richard	Eventide	203 856 6900	LIS
Woods	Robin	Eventide	203 2471290	
Wright	Elizabeth	Alliance	339-440-0603	CB
Wright	Daniel	Alliance	339 440-0606	CB
Young	Tim	Tango	843-902-2244	
Young	Richard	Tango	843 222-4778	CB
Young	Cheryl	Tango	843 222-4779	CB

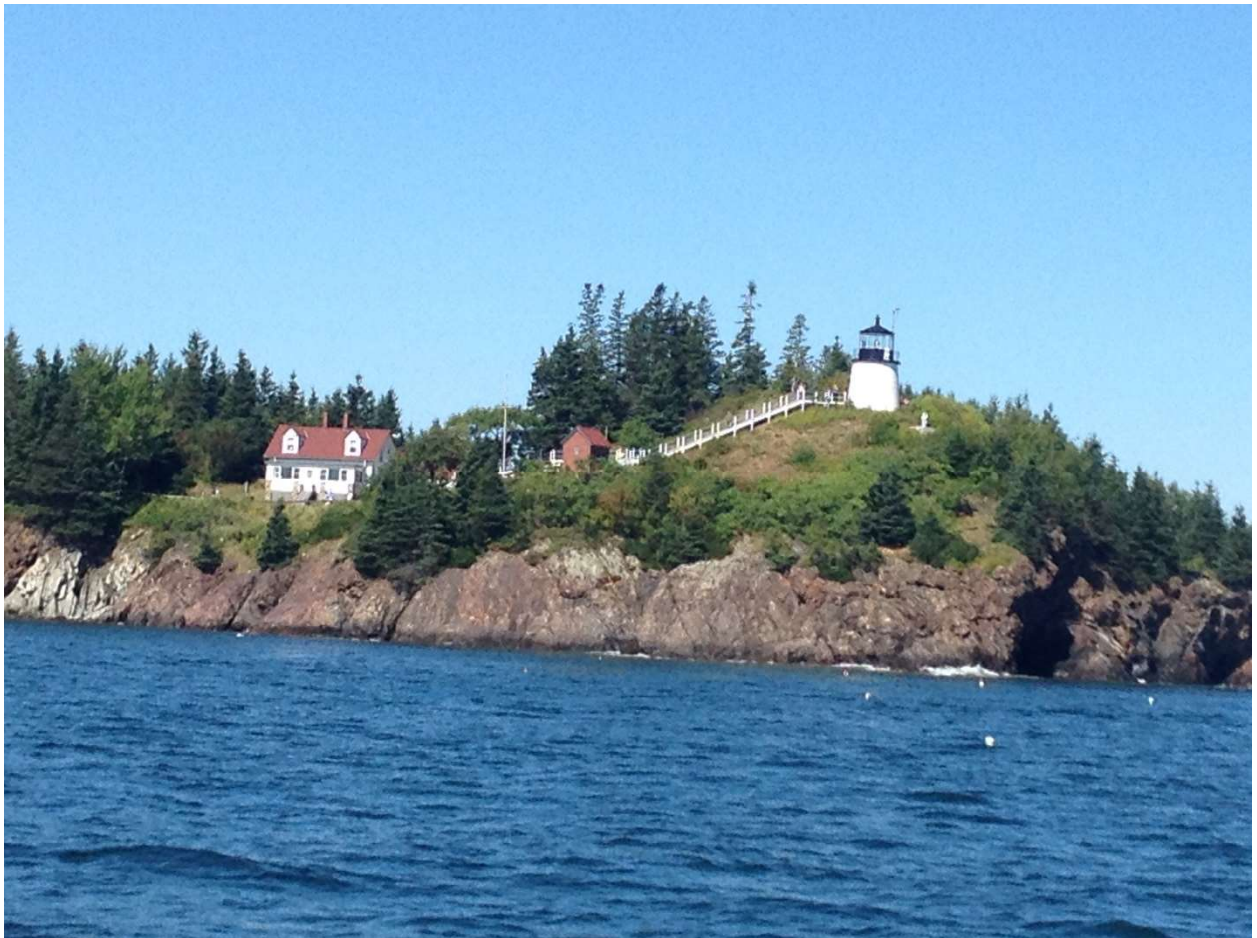
PARTICIPATING YACHTS AND MMSI

Yacht Name	MMSI
<i>All That Jazz</i>	367060850
<i>Alliance</i>	
<i>Ariadne</i>	
<i>Artemis</i>	338104967
<i>Athena</i>	
<i>Bay-Tripper</i>	367627410
<i>Bluebird</i>	367607910
<i>Celestial</i>	368115510
<i>Dulcinea</i>	338012362
<i>Encore</i>	
<i>Evening Song</i>	
<i>Eventide</i>	366743590
<i>Forever Young</i>	338146408
<i>Gadzooks</i>	367474740
<i>Hermita</i>	368026690
<i>Ibis</i>	367684830
<i>Onward</i>	338069872
<i>Owl Moon</i>	367697740
<i>Patriot</i>	367590930
<i>PAX</i>	
<i>Potion</i>	338405273
<i>Sea Star</i>	338375007
<i>Serenity Now!</i>	338375846
<i>Sojourn</i>	
<i>Tango</i>	368181320
<i>Woosh</i>	338406288

7. ROCKLAND

Saturday July 30

Port Captain: John Geissinger



44° 06.23' N 69° 05.95' W

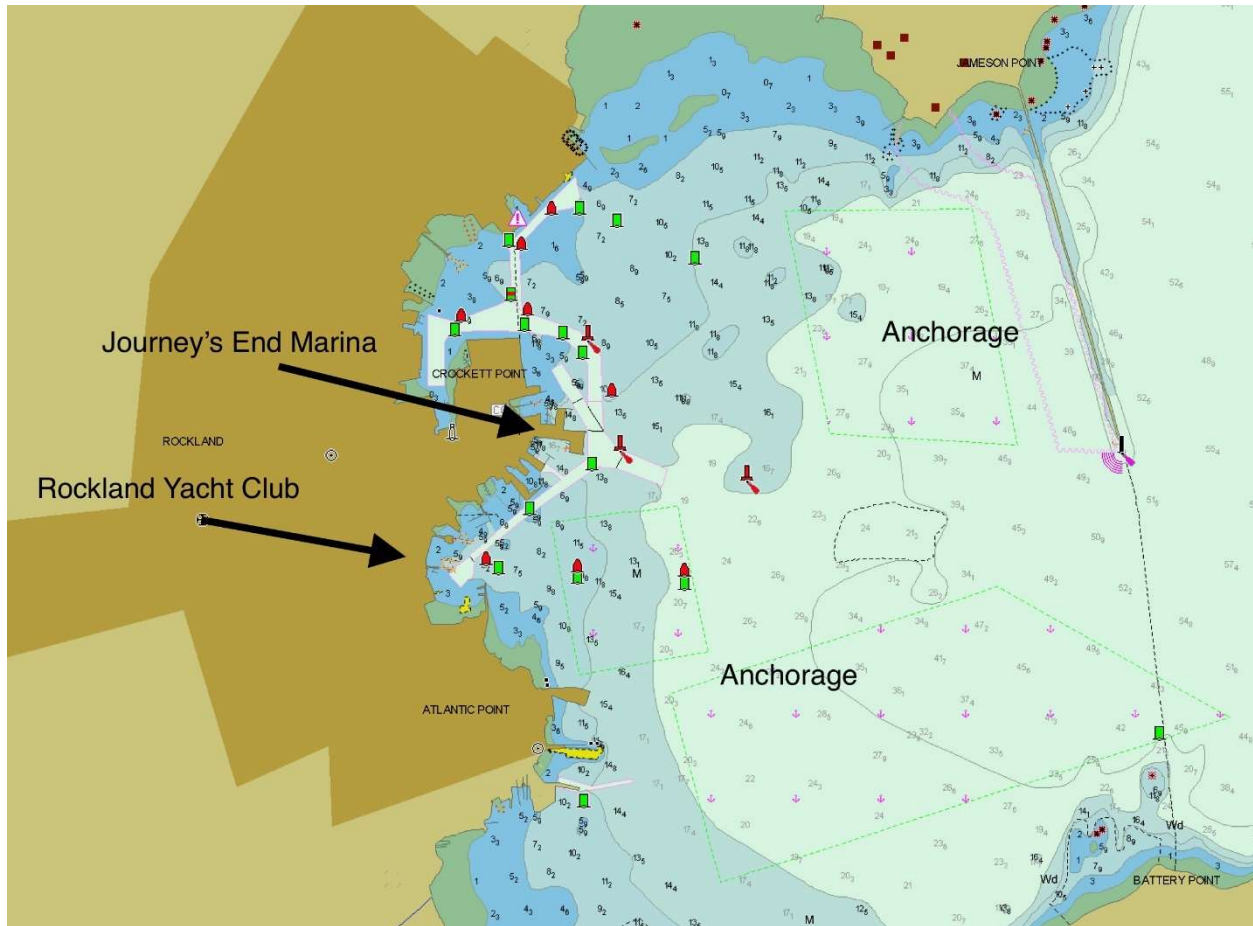
High Tide: 1232/1309

Low Tide: 0656/1856

Sunset: 2004

Rockland is the starting point for our cruise. Rockland is the area's largest city and Penobscot Bay's largest harbor. The proximity to rail and air makes it convenient to shuttle crew. The town's history is one of lime, granite, ships and fish. Lime was shipped to market in 50 to 150 ton schooners, and it was natural that a shipbuilding industry should flourish in Rockland.

The town has gone through a cultural and aesthetic revival. Almost every amenity or service can be found within a few blocks of the water. The famed Farnsworth Art Museum, the Maine Lighthouse Museum and the Owls Head Transportation Museum are all worth a visit if you arrive in Rockland a day or two early.



Not to be used for Navigation

Activities

- 1500 Registration at Rockland Yacht Club
- 1700 Cash Cocktails at Rockland Yacht Club
- 1730 Skippers Meeting at Rockland Yacht Club
- 1830 Opening Dinner at The Landings (located next to Rockland Yacht Club)

Launch Service and Dinghy Dock

The Rockland Yacht Club runs a launch, *Ginnie T*, from 0800-2000. Hail on VHF Ch. 9 or cell: 207-233-2800. The launch will service the entire harbor. Boats should provide a description and a rough location (North or South end, near other prominent vessels, etc.) and be prepared to waive to the driver when they get near.

The dinner on Saturday evening will most likely run past 2000, so please plan accordingly. There is a dinghy dock at the public landing; there is a fee of \$5 for stays beyond 2 hours. Please use a long dinghy painter as we should expect the dinghy dock to be crowded.

Approach

With a light on Owl's Head (pictured above) to the south and a light on the end of the breakwater to the north, Rockland is easy to enter in any weather.

Leave the lighthouse on the end of the breakwater to starboard as you enter the harbor and head in toward the radio towers on the hill. A clearly marked channel runs toward town. The channel divides at a large granite pier-the Coast Guard station-that split's the town's waterfront. Bear left and to the southwest for the fuel dock at Journey's End Marina, Landings Marina, the town landing and Rockland Yacht Club.

Moorings and Slips

Journey's End Marina; VHF Ch. 9, 18; (207) 594-0400;

www.journeysendmarina.com

In addition to moorings, Journey's End has floats both north and south of the Coast Guard pier. Diesel, gas, water and electricity are available at the southern docks. The northern dock has pump out facilities. Reservations should be made through Dockwa www.dockwa.com . Journey's End is convenient to both town, Hamilton Marine and a short walk to the Rockland Yacht Club.

Rockland Yacht Club; VHF Ch. 9; (207) 233-4190; www.rocklandyachtclub.org

The RYC has transient moorings available on a first come/first served basis.

Safe Harbor Rockland; VHF Ch. 16; (207) 596-0082; www.shmarinas.com

Transient slips are available. The marina has a restaurant, beach, showers, water, pump out and laundry. A short walk to downtown, museums and other attractions in Rockland. Reserve on Dockwa www.dockwa.com .

Anchorage

You can anchor outside the mooring fields anywhere from the NE corner of the harbor to the SW.

Facilities and Attractions

Pump Out:

Pump out facilities are available at the Public Landing near the Rockland Yacht Club as well as Journey's End Marina-northern dock.

Provisioning:

Hannaford's is a major supermarket located a mile north on Rt 1. Shaw's is further down the road. For specialty foods, Wiggins Meat Market and Jess's Market for seafood are good destinations. Both sell produce as well.

Chandlery:

Hamilton Marine (207-594-8181) is a short walk from Journey's End Marina on Park Drive.

Attractions:

The Farnsworth Art Museum, www.farnsworth-museum.org, is on Main Street. Their collection of American art include works by Gilbert Stuart, Thomas Sully, Thomas Eakins, Eastman Johnson, Fitz Hugh Lane, Frank Benson, Childe Hassam, and Maurice Pendergast. They are perhaps best known for the extensive collection of works by three generations of Wyeths.

The Maine Lighthouse Museum, www.mainelighthousemuseum.com, is located next to Harbor Park. They display the country's largest collection of lighthouse lenses and artifacts, including Fresnel lenses removed from Petit Manan, Whitehead Island, and Matinicus Rock.

8. Billings Cove
Sunday July 31
Port Captain: Bill Burnham



44° 12.05' N 068° 37.19' W

High Tide: 0104/1335

Low Tide: 0725/1934

Sunset: 2001

Our plan today is to finish our race near the southwest coast of Deer Isle. This will allow us time to explore the town of Stonington or explore Merchants Row to find a lunch stop.

Stonington is a working harbor, and they have every intent to keep it that way! Stonington has been called Maine's "frontier town", so enjoy Maine the way it used to be. One downside is that the lobstermen take pleasure in outfitting their boats to be the loudest in Maine! It is easy to anchor just outside the mooring field to explore the town and grab a fresh lobster roll.

Merchants Row is an archipelago of 30-40 islands between Deer Isle and Isle au Haut. This used to be one of my favorite areas to spend the night, but the lobstermen have increased their enthusiasm of waking early in the morning and passing by the anchorages at full throttle. Stop for lunch and you can become mesmerized by these islands. Take your time, wander amongst the islands, and pick your spot for a nice lunch!



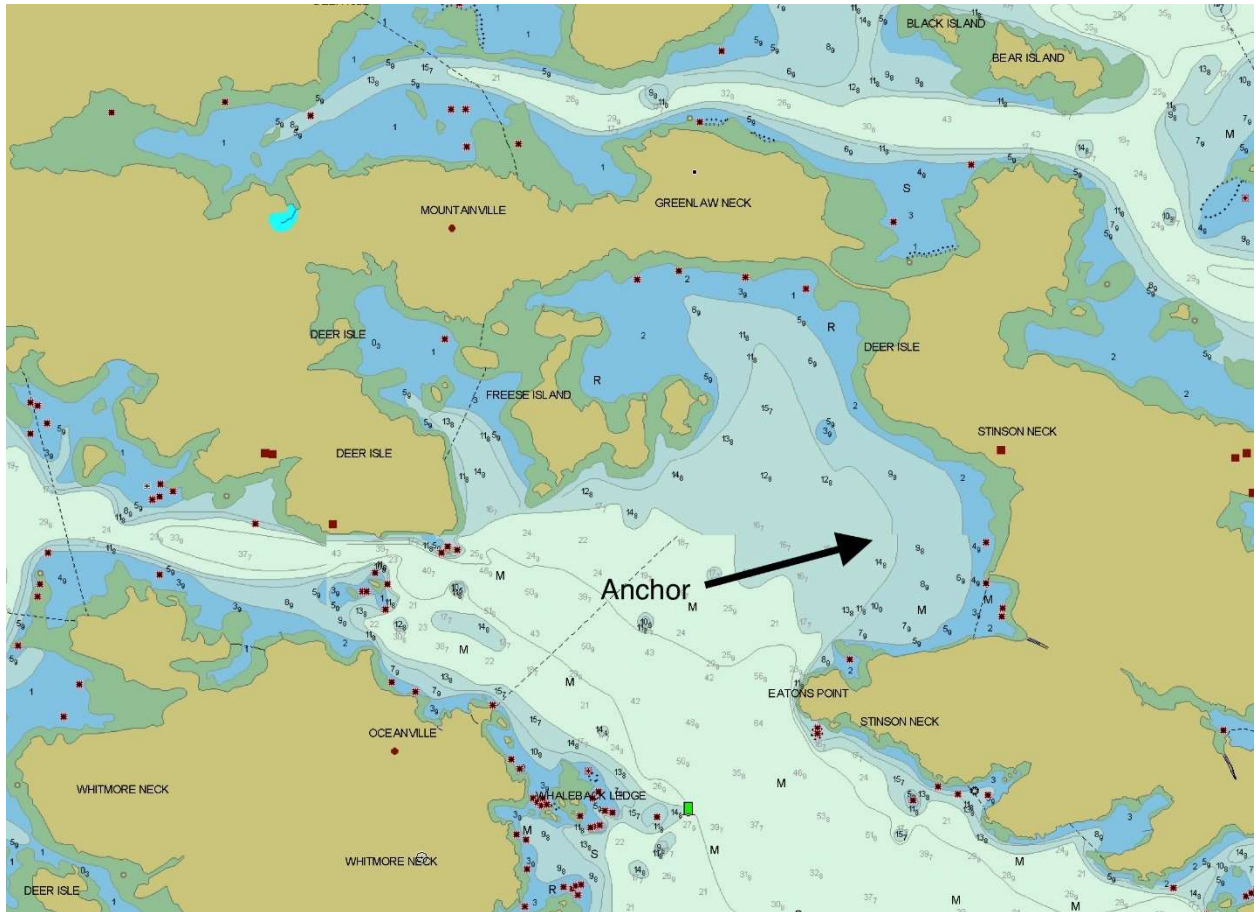
Activities

1700 First Timers Cocktail Party

The party will be aboard Master Burnham's M/V *Woosh* rafted alongside *Artemis* and *Patriot*. The Master will be serving wine, beer and set ups.

For those wishing to explore, I suggest taking a dinghy to proceed into Southeast Harbor and Deep Hole.

Approach and Anchorage



Not to be used for Navigation

One thing you will quickly learn from cruising Maine is that many locations share the same name for the harbors! I have lost count how many Seal Cove or Seal Harbors there are. Please do not go to the Billings Cove off Eggmoggin Reach about 7 miles away as the crow flies.

We will be anchoring in Billings Cove which is to the north as you approach Southeast Harbor. The entrance is straightforward coming from Stonington or Merchants Row. Any dangers are well marked. Billings Cove is the first you will come to. It is larger (The New York Yacht Club Cruise frequents this cove) but I have found the holding to be good and depending upon the wind forecast

one can pick the side of the cove to give adequate protection. Please note there is a 4' spot marked on the chart to the NE.

If you want even more solitude, head past Billings Cove to Pickering Cove. Pickering Cove is smaller, and more reminiscent of the smaller harbors Maine cruisers love. The entrance is straightforward, notice the rocks outside the southwestern corner of the entrance-these will be visible at high tide. Run up the middle and find a spot anywhere up to the island in the middle. [Ed note: it has been awhile since I have been here, so if the cove is covered with lobster pots or moorings, move to Billings Cove.]

Facilities

None-enjoy the solitude (and camaraderie of your fellow cruisers)!



9. Wooden Boat School
Monday August 1
Port Captain: Britt Whelpley



44° 14.63'N 068° 33.36'W

High Tide: 0142/1412

Low Tide: 0806/2018

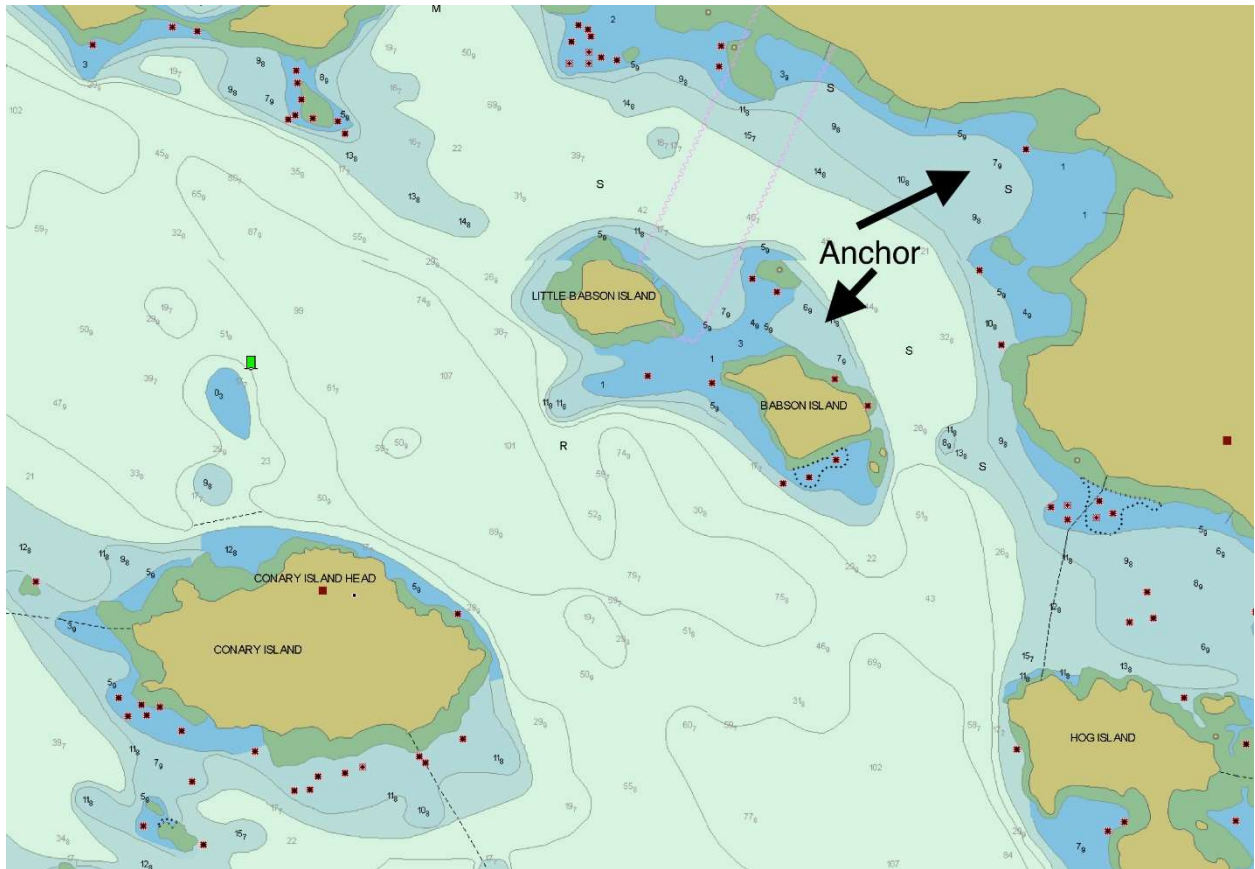
Sunset: 2000

The Wooden Boat School in Brooklin is close to Pickering Cove, so we plan a nice race south, around Marshall Island with a return to Eggomoggin Reach. From *"A Cruising Guide to the Maine Coast"*: "Among aficionados of wooden boats, *WoodenBoat* magazine and its WoodenBoat School is a Mecca that is well worth a pilgrimage." For more information on the school, please visit www.thewoodenboatschool.com.

As for the evening, be prepared for a combination of Maine's own version of Texas barbeque with some original Maine sea shanties in the School's pavilion a short walk up from the dock.

Activities

- Lunch (Optional) Sand Cove on Marshall Island
- 1600 Optional Tour of The Wooden Boat School
- 1800 Crazy Dave's BBQ (BYOB)
- Bennet Konesni & Friend-Sea Shanties and Sing Along



Not to be used for Navigation

Approach and Anchorage

Wooden Boat School is located north of Babson Island. The approach may be made either east or west of the two Babson Islands. Small Shoofly Ledge, between the Babson's and to the north, is just about covered at high tide and seals like to haul out here.

Moorings may be available (first come/first served). If not, anchor outside the mooring field or north of Babson Island.

Facilities

For those in desperate need of provisioning, the Brooklin General Store is about a 1.5 mile walk.



10. Castine

Tuesday August 2 and Wednesday August 3

Port Captains: Sally and Charlie Stone



44° 23.19'N 068° 47.76'W

High Tide: 0226/1455

Low Tide: 0841/2059

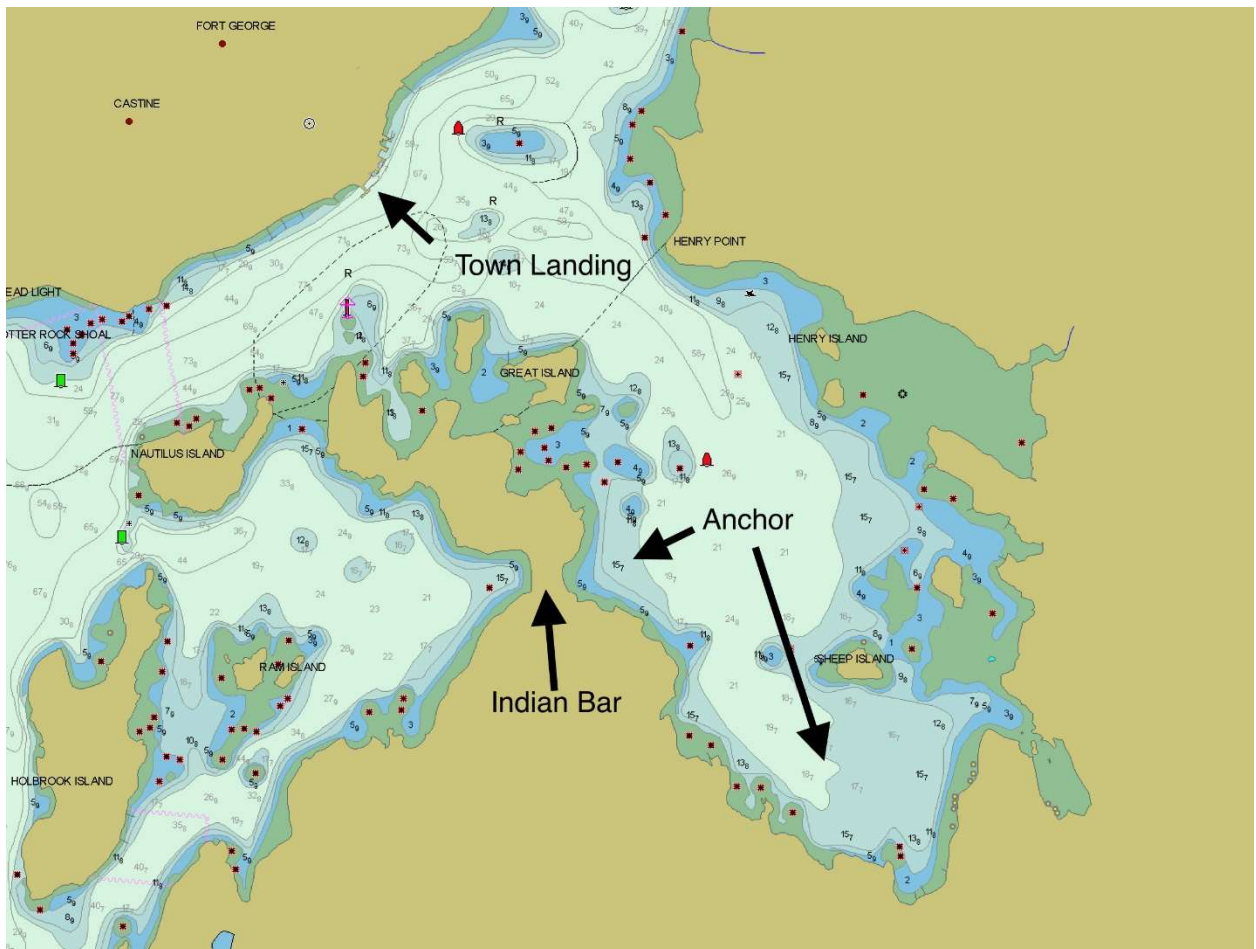
Sunset: 1958

A passage down Eggomoggin Reach will bring us back to Penobscot Bay and the historic town of Castine. For those in need of fuel, water, ice or groceries, we suggest pulling into Bucks Harbor. Bucks Harbor Marina can provide basic necessities, and The Buck's Harbor Market is a short walk from the Marina. Castine has a long and varied history (which we will learn about during our tour). One tidbit: Castine was the last British port to be surrendered at the end of the Revolutionary War.

Approach

From the south, you can safely coast along quite close to Cape Rosier, which is high, wooded, and steep. From well south you will be able to see the round, white tower of the abandoned lighthouse on Dice Head.

Note the rock shown on the chart on the northwestern corner of Nautilus Island. Do not cut the island close. From red-and-white bell "CH", proceed up the middle of the river, leaving can "1" to port and red daybeacon "2" on its granite pile at Hosmer Ledge, well to starboard.



Not to be used for Navigation

Anchorage and Mooring

Eaton's Boatyard; VHF Ch. 9 or 16; (207) 326-8579

Dock space and moorings may be available

Castine Yacht Club (207) 326-9231; VHF Ch. 9

www.castinegolfclub.com/yacht-club/

Moorings may be available depending upon boat size.

Anchor area is Smith Cove identified on the diagram.

Facilities

Eaton’s Boatyard provides diesel, gas, water and pump out facilities though given activities this week, may be difficult to access.

Castine has a choice of restaurants, stores, etc. Please refer to the walking map included with your registration materials.



The Schooner *Bowdoin*



Wednesday August 3
Castine Lay Day
Port Captains: Sally and Charlie Stone



Photo Credit: Charlene Wiseman

High Tide: 0308/1536

Low Tide: 0920/2144

Sunset: 1957

Activities

Castine Historical Society

"Castine Uncovered Walking Tour" and Museum

1000-1100 15 people

1100-1200 15 people

1200-1300 15 people

Please email John Geissinger, jwgeissinger@gmail.com, to sign up for the time that you wish to go on the tour and visit the museum. There will be a \$10/person donation to the Historical Society at the time of the tour. Meet at the Historical Society, 17 School Street, at the starting time of your tour. It is a lovely walk from the town dock.

Castine is one of the oldest communities in North America. Throughout its long history, Castine has been home to several nations of Native Americans. Since the

1620's it has been occupied continuously as the site of numerous trading posts, forts, missions and permanent settlements of France, Holland, England and colonial America. You may refer to the several brochures in your packet and The Castine Historical website below to learn more.

<https://www.castinehistoricalsociety.org/>

The Fort, A Novel of the Revolutionary War by Bernard Cornwell is a great story about the famous naval battle in Castine.

1000-1200 Tour of the *Bowdoin*

The *Bowdoin* will be docked with Andy Chase onboard to provide tours.

Lunch will be on your own.

Keynote Presentation "1991 Arctic Voyage"

Time 1400

In 1991, Andy Chase, as Captain, took the *Bowdoin* back to Greenland and above the Arctic Circle for the first time since Donald MacMillan in 1954. They visited Nuuk, Sisimiut, Maniitsoq, and Illulisaat, reaching 70 degrees north latitude. In these ports they met people who remembered the ship and Captain MacMillan from their youth, including some whose photos had been in old National Geographics. They covered about 5,000 miles in 9 weeks with a crew of Maine Maritime Academy students, including the captain (Andy Chase) and three mates. Tom Stewart, a professional photographer from Penobscot, ME accompanied the voyage and took all the slides we will see in the show. These slides have appeared in multiple national magazines, including a center spread in Life Magazine.

Captain Andy Chase, Professor of Marine Transportation, began his sea-going career at the age of 16 as a deckboy aboard a Norwegian bulkcarrier. Andy received his B.S. from Maine Maritime Academy and holds a USCG license as master, unlimited tonnage, for power vessels, and master of auxiliary sails vessels of up to 1600 tons. He sailed aboard tankers, container ships, tugs, and freighters as deckhand, bosun, third, second, and chief mate. Captain Chase's professional

sailing career was aboard gaff and square-rigged trainings ships as deckhand, mate, and master. He is the subject of Looking for a Ship, a book about the U.S. Merchant Marine by John McPhee, and is the author of Auxiliary Sail Vessel Operations, by Cornell Maritime Press, now in its second edition.

About the *Bowdoin*: <https://mainemaritime.edu/waterfront/schooner-bowdoin/>

About the 2023 Arctic Voyage

Bowdoin returns to the North in 2023 to build connections: between the vessel's own past, present and future; between theory and application for the MMA student crew; between communities from Maine to the Arctic; and between citizens and the environment.

Centennial Objectives:

- Celebrate *Bowdoin's* 100+ years with the continuation of her original mission under Admiral Donald MacMillan: Arctic exploration under sail.
- Provide MMA student crew with unique opportunities to apply theoretical and practical skills in an ocean voyage context.
- Promote engagement with *Bowdon's* history and future as an educational platform through outreach in Maine and extended communities prior to, during, and after the voyage.
- Revitalize connections with northern communities *Bowdoin* has previously visited.
- Collect and analyze environmental, meteorological, and oceanographic data in support of MMA student science projects, educational outreach, and historical comparison across 100 years of past data.
- Provide an iconic centerpiece to a world-class documentary and scientific research project by partnering with the research vessel *ArcticEarth* and Compass Light Productions, and with notable research scientists from universities such as University of Maine, Bowdoin College, and Penn State University.

Your participation on the Cruise has enabled The Corinthians to donate in support of this voyage.

Directions to Presentation:

Turn left as you leave the dock heading up hill. Follow that road (becomes Pleasant St.) as it bends up the hill and you will pass the football field and campus. At the top of the hill you will see a sign for Delano Hall Auditorium. Allow about 20 minutes to walk.

You will see signs for the Bookstore (open 10:00 to 2:00) on the way to the auditorium if you wish to purchase any *Bowdoin* or MMA merchandise.

Don't miss other historical places of interest as you **explore Castine on your own**. The guide and map in your packet, *Castine, Maine*, mentions several sites including Dyce Head Lighthouse, Fort Madison, Fort George, The Wilson Museum and the Witherle Woods. A lovely walk along Perkins Street takes you past several of these attractions. Fort George is included on the Castine Historical Society tour and is located on Battle Avenue. If you decide not to go on the Historical Society Tour, check out the card included in your packet, "Explore Historic Castine", to access the mobile app.

There is a brochure in your packet about the Wilson Museum.

<http://www.wilsonmuseum.org/wilson.html>.

If you would like a lovely walk in the woods on well- maintained trails that takes you to some dramatic battle sites and vistas, visit Witherle Woods, a Maine Coast Heritage Trust property.

<https://www.mcht.org/preserve/witherle-woods/>

Information about galleries, shops, bookstores (Compass Rose Bookstore is not to be missed and has small café!) and restaurants is included in the "*Castine, Maine*" brochure and map.

If you want a **totally different experience** in this part of Maine, contact Castine Kayak Adventures. They rent kayaks and offer half and full day trips around Castine including the reversing Bagaduce Waterway, Cape Rosier and Islesboro.

<https://www.castinekayak.com/>

BYO Cocktails at Holbrook Island Sanctuary, Indian Bar

Time 1700

Bring your dinghy ashore for a BYO Cocktail Party at Indian Bar!

There are tables in the park where we can gather. Everyone should bring their own beverages, ice, glasses and hors d'oeuvre. Tablecloths and napkins will be provided.

There are grills available in the picnic area where we are gathering. If you want to grill and have dinner ashore on your own, you will need to bring ALL supplies including charcoal and grilling utensils.

There are some lovely hiking trails in Holbrook Island Sanctuary that you may enjoy on your own. A brochure and map will be included in your packet.

11. Pulpit Harbor
Thursday August 4
Port Captain: Geoffrey Beringer



44° 09.30'N 068° 53.18'W

High Tide: 0344/1611

Low Tide: 1000/2330

Sunset: 1957

For those of you unable to brave the cool waters of Maine to swim around your boat to get a slice of blueberry pie, today might be your chance. Pulpit Harbor is nearly landlocked and as a result tends to have warmer water temperatures. In the evening, the sun sets through the entrance and over the Camden Hills.

Pulpit's beauty, accessibility, protection, and its size make this ground zero for Penobscot Bay cruising. Expect company, but I hope arriving on Thursday will give us more room to ourselves than if we were here on a weekend.

Activities

Assigned Rafts and Rotating Dinner

Skippers and Crews should coordinate the preparation of dinner amongst their assigned raft mates the days prior to arrival in Pulpit Harbor.

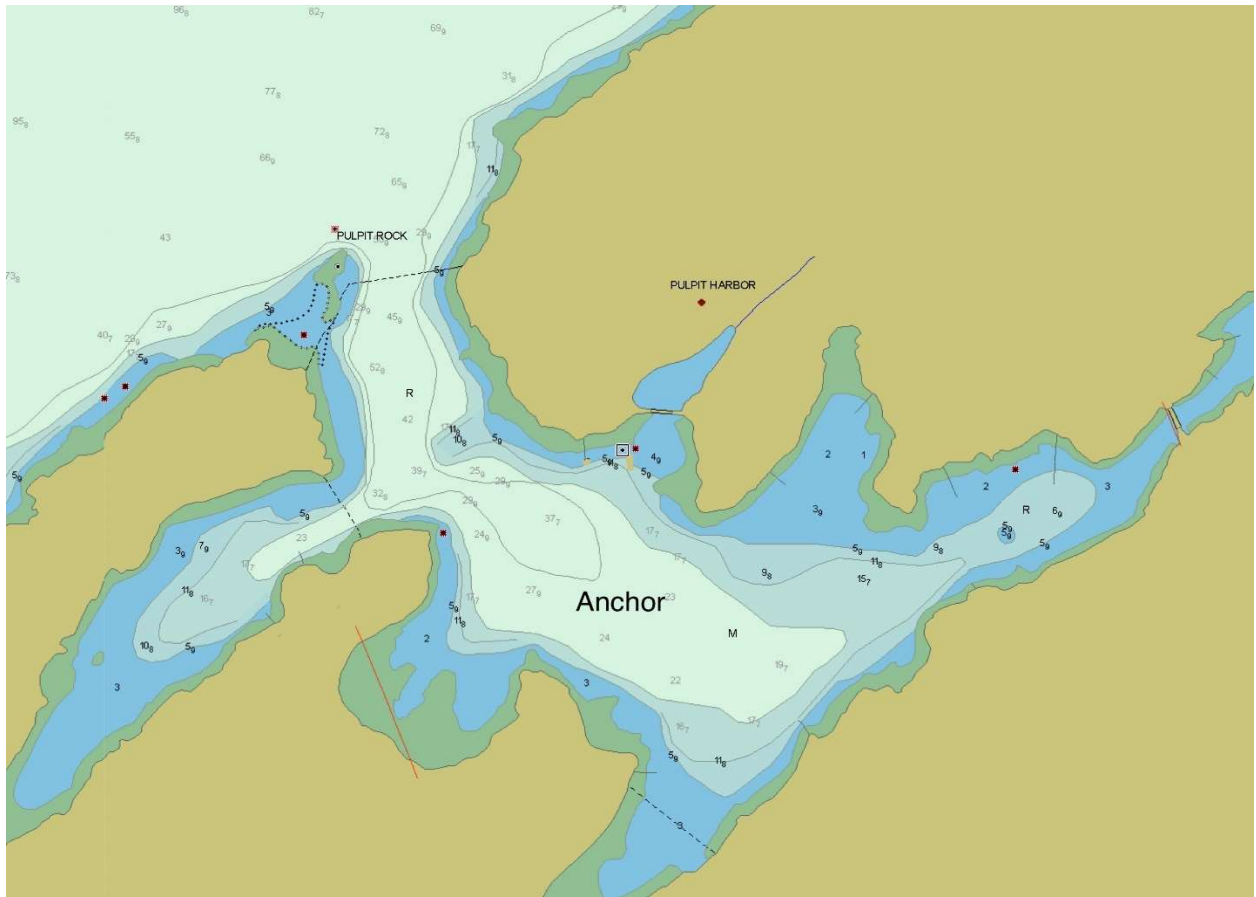
<u>Raft #1</u>	<u>Raft #2</u>	<u>Raft #3</u>	<u>Raft #4</u>
<i>All That Jazz</i>	<i>Alliance</i>	<i>Ariadne</i>	<i>Artemis</i>
<i>Encore</i>	<i>Gadzooks</i>	<i>Dulcinea</i>	<i>Evening Song</i>
<i>Serenity Now</i>	<i>Potion</i>	<i>Patriot</i>	<i>PAX</i>
<u>Raft #5</u>	<u>Raft #6</u>	<u>Raft #7</u>	<u>Raft #8</u>
<i>Athena</i>	<i>Bay Tripper</i>	<i>Bluebird</i>	<i>Celestial</i>
<i>Hermita</i>	<i>Ibis</i>	<i>Eventide</i>	<i>Forever Young</i>
<i>Tango</i>	<i>Sojourn</i>	<i>Onward</i>	<i>Sea Star</i>
		<i>Owl Moon</i>	<i>Woosh</i>

There are walks which lead from Pulpit in all directions from the landing at the head of the cove. The town of North Haven is about an hour walk. It is also fun to poke around in the dinghy-you can pass under the bridge to the east and enjoy a peaceful passage up to a mile at high tide.

Approach

Pulpit Harbor is easier to locate coming from the north. Find the large yellow house on the crest of the hill north of the entrance and look for a cluster of small gray cottages inside the harbor.

Pulpit Rock, a bold pinnacle that gives the harbor its name is difficult to see against the shore. Sometimes you can distinguish it from a distance by the white guano. A huge osprey nest balances on its top. Be prepared with binoculars and camera. The large osprey nest has crowned Pulpit Rock for more than 150 years.



Not to be used for Navigation

Anchorage

The choice of where to drop your hook is almost limitless. Some may be tempted to enter Ministers Creek which is to the south of the entrance. You may find room but is reported to have limited swinging room due to moorings. Otherwise, find a nice spot in the main harbor.



12. Tenants Harbor

Friday August 5

Port Captain: Britt Whelpley



43° 57.85'N 069° 12.24'W

High Tide: 0441/1706

Low Tide: 1048/2328

Sunset: 2000

Tenant's Harbor is an attractive working harbor and is very easy to enter. Pickup lighted green bell "1" just to the east of Southern Island and leave it to port. Head up the middle of the channel, staying clear of the bar at the western end of Southern Island. Moorings pack the inner harbor. If you are not able to secure a mooring (Tenant's Harbor Boatyard will start accepting moorings on May 15), I suggest anchoring in Long Cove.

Long Cove offers a more secluded and quieter anchorage than Tenant's Harbor, yet still close to all Tenant's has to offer. The approach to Long Cove is easy. Run between R "2" at Northern Island and the ledge making out from the mainland, staying close to the nun. With the exception of the 3-foot spot north of the entrance ledge and the shoal area southwest of the Spectacles and the reported rock, just to the north of the word "Long" on the chart, you can anchor almost anywhere in Long Cove in 9-14 feet MLW.

The town is small but does have some offerings for the crew. Luke's Lobster is on the wharf east of the town float. This is a good place for simple locally-sourced seafood, craft beers, chowders, and of course, lobster. The East Wind Inn www.eastwindinn.com serves meal in their tavern. The third choice is the Happy Clam Pub and Eatery, serving clams (no surprise) and German food (surprise).

Just up from the town dock, Tenant's Harbor General Store carries a good selection of fresh meat and produce, beer and wine. For more information, visit <http://tenantsharborboatyard.com/about/>

Moorings and Anchorage

Tenant's Harbor Boat Yard

VHF Ch. 9, <http://tenantsharborboatyard.com> The boat yard has blocked out their moorings and will look to secure others for us. You can reserve on Dockwa.

Anchorage is available in Long Cove.

1700 Salty Pot-Tenant's Harbor Boat Yard

BYOB

Dinner on your own.

Salty Pot Contest Rules

Dazzle your fellow Corinthians with your favorite on-board appetizer
Bring it ashore displaying your creation's title and contents-but don't put your name or boat name on the tag. Everyone will have an opportunity to taste and vote on your entry!
For more details listen to the morning announcements on VHF Ch. 69.

Salty Pot Entry Form

Salty Pot Entry # (For Committee Use) _____

Title: _____

Contents/Cautions (nuts, shellfish, etc.)

13. Maple Juice Cove
Saturday August 6
Port Captain: Stephen Tyler

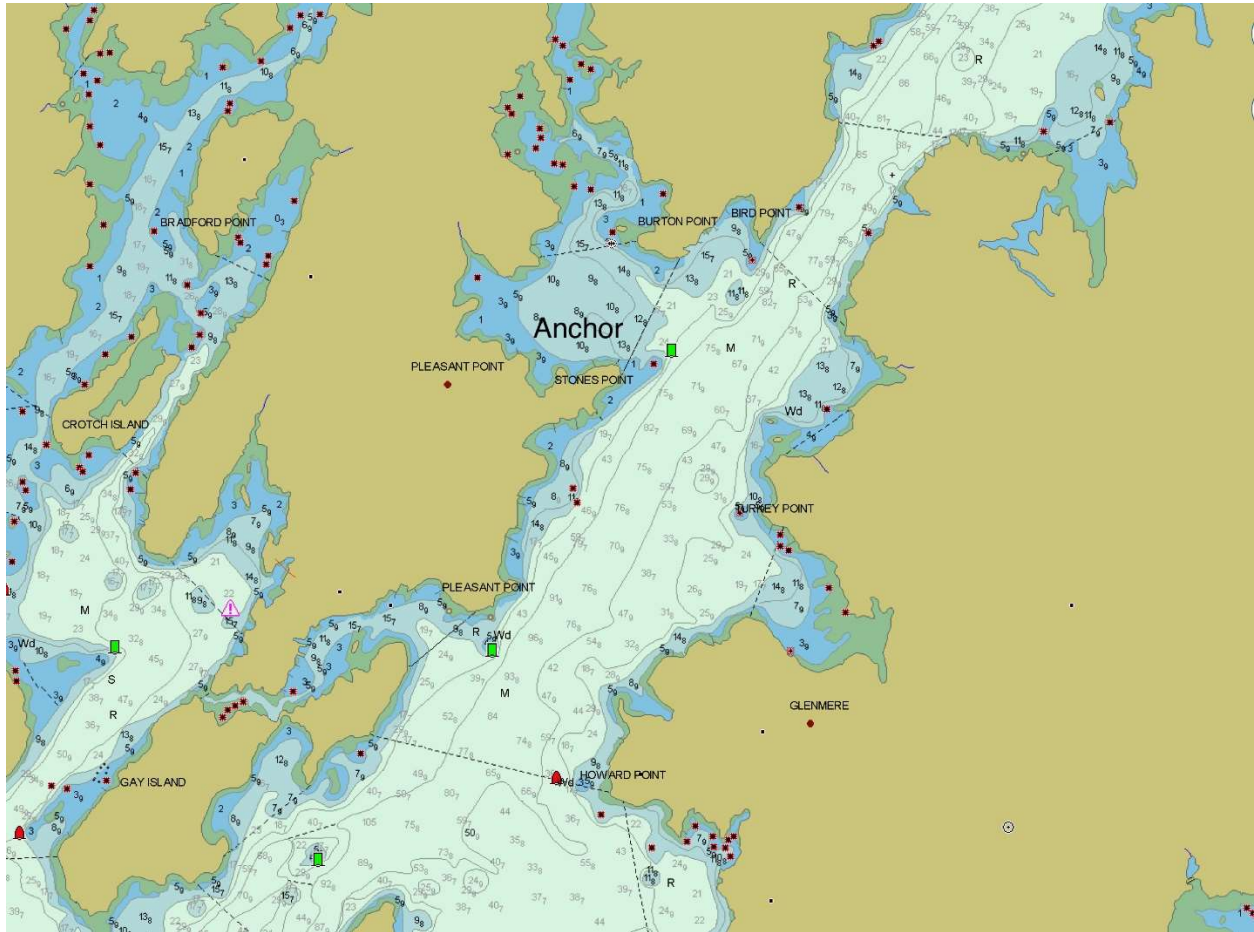


43° 58.60'N 069° 16.64'W
High Tide: 0537/1800
Low Tide: 1145/
Sunset: 1959

Maple Juice Cove is a large round bay about a half mile wide on the western side of the St. George River about 2 miles above the entrance. Let's hope for a nice SW to reach up the river. The holding is excellent anywhere in the Cove, but I tend to gravitate, for no good reason, to the southern portion of the cove NW of Stone's Point in about 9' MLW. If you wish to take a walk, I suggest taking the dinghy to Burton Point, tie up at Blue Water Seafood, and head up the road to see the Olson House. This house was made famous by Andrew Wyeth's *Christina's World*. At the time of this writing, the house is undergoing interior reservations

and is closed to tours. If this changes by the time we arrive, there will be an update during morning announcements.

Blue Water Seafood may have fresh lobsters for sale!



Note to be used for Navigation

Approach and Anchorage

The approach is very straightforward. Sail up the St. George River and turn into the cove leaving can “7” to port. Anchor anywhere in the cove in 9-15’ MLW in mud.

Activities

1600 Dinghy Cocktail Party and Annual Dinghy Race off stern of *Evening Song*. The start of the Dinghy Race will commence at the Port Captain's discretion.

Facilities

None. Enjoy the solitude.



14. Boothbay Harbor

Sunday August 7

Port Captains: Alice and Andy Mutch



43° 50.90' N 69° 37.61' W

High Tide: 0644/1905

Low Tide: 0031/1242

Sunset: 1955

Our 2022 Cruise will end in Boothbay Harbor. Boothbay Harbor is one of the best harbors on the Maine coast, offering very good protection but also offering all of the services a yachtsman might need before proceeding south.

We want to thank the Boothbay Harbor Yacht Club for their gracious welcome and hospitality.

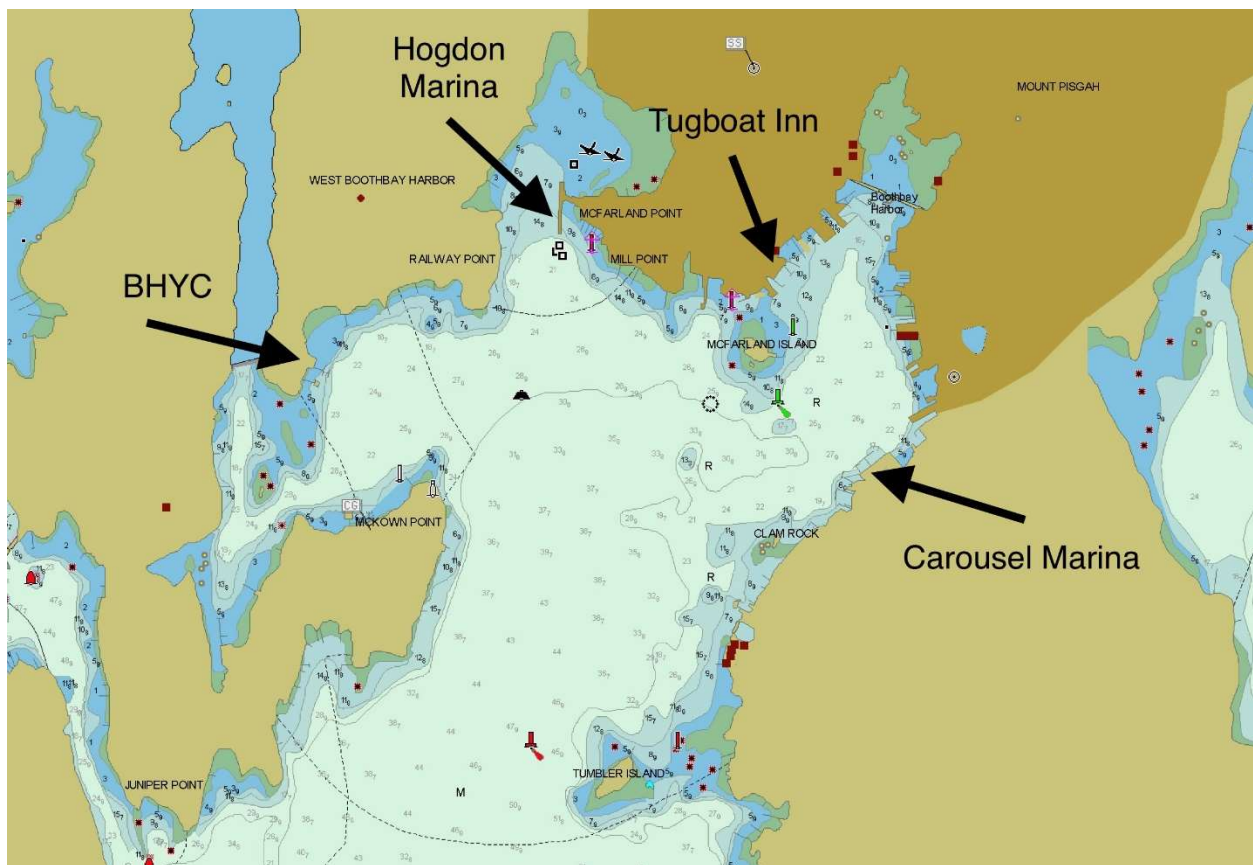
Activities

1600 Bar opens at BHYC

1700 Awards cocktail party with heavy appetizers and buffet food stations

2100 Launch service ends

Approach



Not to be used for Navigation

From the east, find red and white bell “HL” at the beginning of Fisherman Island Passage, sailing north of Hypocrites, Fisherman Island, and small, grassy Ram Island with its lighthouse and foghorn. Keep the three rock nuns marking the ledges to the south of Lineking Neck to starboard and turn northward. Leave Squirrel Island to port.

Head to red lighted mark “8” off the tip of Tumbler Island, leaving that small island to starboard.

If you are heading to the Boothbay Harbor Yacht Club, stay towards the western side of the harbor and follow the shoreline until you come to the mooring field just past the Aquarium on McKown Point. The BHYC launch driver will be standing by on VHF Ch. 9.

If you are heading to Hodgson Marina, pass by the BHYC mooring field and continue straight ahead until you see the large and high marina pier. This marina monitors VHF Ch. 9 for arriving boats. You can expect to berth starboard-side to and rafting boats two-abreast is permitted.

If you are heading farther into the harbor from Tumbler Island, stay towards the eastern side and pass among the many moored boats, but not too close to shore until you come to, first, Carousel Marina and then, right next door, Brown’s Wharf. Both of these marinas monitor VHF Ch. 9 for arriving vessels.

The small island in the inner harbor has serious ledges all around so pass this island carefully. Leaving the island to port, you can easily make your way over to the Tugboat Inn and its slips. This marina monitors VHF Ch. 9 for arriving vessels.

Moorings and Slips

BHYC (VHF Ch. 9) has usually about 10 guest moorings good for boats to about 80’. Reserve in advance on Dockwa www.dockwa.com. With the mooring fee guests get launch service (0800 to sunset), ice, laundry, food/bar service, trash disposal, and Andy and Alice with cars. Potable water is available at the float with about 15’ of water at the face. Additional moorings may be available if members are away or are willing to temporarily re-locate their boats. Guests may anchor outside of the mooring field and for the same mooring fee provide launch service and all other amenities. Town center is a 1.3 mile walk, Hannaford’s grocery is about 1.8 miles. Taxis are available. Uber is not as handy.

Carousel Marina, VHF Ch. 9 125 Atlantic Ave, Boothbay Harbor, ME (207) 633-2922

This marina on the east side of the harbor offers about 15 moorings and about 8 slips plus Valvtec Diesel, gas, water, ice, bar and restaurant with great sunsets and trash pick-up. Reservations are required and they fill up quickly. The BHYC launch

does not offer service to the marina but the Mutch's can offer some personal taxi service with notice. The marina is a medium but level walk into town via the footbridge (0.8 mile). Taxis are available.

Brown's Wharf, VHF Ch. 9,68

121 Atlantic Ave, Boothbay Harbor, ME (207) 633-5440

This marina offers a number of moorings on a "first come/first served" basis with no reservations. The BHYC launch does not offer service to the marina but Alice and I can offer some personal taxi service with notice. The marina is a medium but level walk into town via the footbridge (0.8 mile). Taxis are available.

Tugboat Inn, 80 Commercial St., Boothbay Harbor, ME (207) 633-4434

This marina is located downtown and it features a nice restaurant as well as about 10 moorings and about 15 slips. As it is located within the downtown area, it fills up quickly. The BHYC launch does not offer service to the marina but Alice and I can offer some personal taxi service with notice. It is a 0.1 mile walk to the center of town.

Hogdon Marina, VHF Ch. 9

85 McFarland Point Dr., Boothbay Harbor, ME (207) 633-3171

This marina offers a few moorings and enough dockage for about 8 boats, rafting is allowed so maybe 16 boats. Reservations can be made on Dockwa www.dockwa.com. Diesel, gas and water are available along with showers and laundry. There is room for dinghy tie-up. The BHYC launch does not serve this marina but Hogdon can provide launch service to their moorings and to BHYC with notice. Guests can easily walk into town and back. This marina usually attracts the larger yachts so it will fill up quickly.

Bristol Harbor Marine at Boothbay Shipyard, 120 Commercial St., Boothbay Harbor, ME (207) 633-3171

This working shipyard offers very limited slips but has about 40 moorings available.

Boothbay Harbor Oceanside Golf Resort, VHF Ch. 9
35 Atlantic Ave, Boothbay Harbor, ME
(207) 633-4455

This resort offers accommodation for vessels dockside as well as 6 moorings. Reservations can be made on Dockwa www.dockwa.com . Electric GEM cars are available for rent for around-town errands and local sightseeing.

Bottom line: Boothbay Harbor is very popular in August. Slips and moorings are available now but that will not last very long. All captains should make their own reservations ASAP!

Facilities and Attractions

Visit <https://www.boothbayharbor.com/dine/> for further information

Breakfast and Lunch

Available in town at several places such as Blue Moon Café, Wave, Mamma D's (cash only but recommended), Red Cup Coffee, Tugboat Inn.

Lunch

Boathouse Bistro, Mine Oyster, McSeagull's (open late nights), Baker's Way, Thistle Inn, Dunton's Doghouse, Whales Tail, and others.

OUR CHOICES *=Favorites

1. Boothbay Harbor Yacht Club*-\$\$\$
2. Mine Oyster*, 16 Wharf Street, Pier 1 Tel: (207) 633-6616 \$\$
3. Thistle Inn*, 55 Oak St. Tel: (207) 633-3541 \$\$\$
4. Robinson's Wharf*, 20 Hendricks Hill Rd. Southport Tel: (207) 633-3830 \$\$
5. Ports of Italy, 47 Commercial St. Tel: (207) 633-1011 \$\$\$
6. Oliver's, 36 Cosy Harbor Rd. Southport Tel: (207) 633-3107 \$\$\$
7. Newagen Inn, 60 Newagen Colony Rd. Southport Tel: (800) 654-5242 \$\$\$\$
8. Sprucepoint Inn, 88 Grandview Ave. Tel: (207) 633-4152 \$\$\$\$
9. Tugboat Inn, 80 Commercial St. Tel: (207) 633-4434 \$\$

Groceries

There is a small grocery store on Commercial Street in the village center and a large supermarket-Hannaford's-about ½ mile out of town on Rt 27N. Just beyond

Hannaford's on the right is Pinkham's Gourmet Market which is outstanding for seafood, meats and other high end products-well worth the short car ride.

Urgent Care

Lincoln Health-St. Andrew's Campus provides urgent care facilities in Boothbay Harbor from 0800-2000 every day. The facility is located near BHYC and no appointments are required.



15. CORINTHIANS RACING INSTRUCTIONS

1. RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2021-2024* as published by US Sailing. The Race Committee may change any rule that is contrary to the spirit of the event.

1.2 The Corinthians current PHRF handicaps shall apply.

1.3 Any changes to the sailing instructions will be announced prior to the 10 minute starting window on VHF channel 74.

2. SCHEDULE OF RACING

2.1 One race will be held on the designated racing day.

3. COURSES

3.1 Please see the attachment for Course Details that show the courses, course marks in order, and the rounding direction of each mark.

3.2 Should the Race Committee decide to move the start to another mark, it will announce the change on the radio.

3.3 The Race Committee will announce any course shortening as soon as practical during the race and will attempt to do so prior to the first boat rounding the last mark of the course before the finish line. The course change will be announced by one long blast of a horn and will be announced on the designated VHF Channel.

3.4 The Race Committee can abandon the race at its discretion.

3.5 All marks will be government buoys unless otherwise specified in the racing instructions.

3.6 All government marks marking obstructions must be obeyed.

3.7 The Race Committee boat may also be a participant in the race and would be the last boat to start just after the 10 minute window.

4. THE START

4.1 The starting line shall be at the buoy designated as the starting mark as specified in the Course Details. Each boat shall record their own starting time taken when the boat is at a 90 degree angle to a straight line to the first leg of the course from the main mast and within 100 feet of the starting mark. All racers shall record their own time at the start using GPS time within the designated 10 minute starting window.

4.2 The Race Committee will attempt to start the starting window as announced in that day's morning announcements in the vicinity of the starting buoy. A horn blown twice will announce that the Race Committee boat is on station. A series of six short horn blasts will indicate the start of the 10 minute window.

5. THE FINISH

5.1 The finish line shall be at the buoy designated as the finishing buoy in the Course Details. The Race Committee boat will not be stationed at the finish line.

5.2 Each boat shall record its time of finish as determined by GPS time. This time will be taken when the boat is at a 90 degree angle to a straight line to the last leg of the course from the main mast and within 100 feet of the finishing mark. After finishing please report the finish time by text message to Rick Nietsch at 203-856-4389 in this format: Boat name/Sail Number/Race number/Start time/Finish time (using 24 hour clock). For example: Saucy Sal/4044/100653/140237. If possible, the boat shall report the names or numbers of surrounding boats finishing before and/or after her. If texting is not possible a report shall be made to the Race Committee by radio before 1700 hours that day.

6. TIME LIMIT

6.1 Any boat in their class that finishes before 1630 hours shall constitute a race for that class for that day.

7. PENALTY SYSTEM

7.1 A boat intending to protest shall immediately hail the offending boat and promptly display a red protest flag on the backstay at the time of the offense to provide the offender the opportunity to make a 360 degree turn as prescribed in the racing rules. A boat making or accepting a racing penalty must inform the

Race Committee at the finish line or as soon as possible if the Race Committee is not at the finish line.

7.2 A scoring penalty of 5% of the boat's elapsed time in each race will apply when the Race Committee determines that a boat has broken a racing rule and has not been exonerated by making a penalty circle.

8. PROTESTS AND REQUESTS FOR REDRESS

8.1 Protest forms will be available from the Race Committee and shall be delivered by 1900 hours on the day of the race.

8.2 Protest hearings will be held as soon as possible after the protest has been filed and all parties have reached the evening's cruise destination. A competitor who is not involved in the protest or witness to it may serve on the protest committee.

9. SCORING

9.1 All boats must have a PHRF rating as accepted by The Corinthian Measurer.

9.2 The Low Point Scoring System will be used. There will be no discards. Ties will be determined by the procedure described in *The Racing Rules of Sailing 2021-2024* as published by US Sailing.

9.3 A boat that starts but does not finish within the time limit or retires to reach the cruise destination will be scored one more point than the last finisher in her Class.

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

10. SAFETY REGULATIONS

10.1 Each skipper is entirely responsible for the safety of his or her crew. It is strongly suggested that life jackets be worn during inclement weather.

10.2 A racing boat shall check in by radio or by hailing the Race Committee as she sails by their stern at the start of the race. A boat retiring from a race shall notify the Race Committee by radio on the designated fleet channel or by cell phone to the Race Chair as soon as possible.

11. COMMUNICATIONS

11.1 The Race Committee will monitor and use VHF channel 74 for communication to competitors. Any changes to the Race Instructions such as courses, start times and time limits will be announced prior to each race.

11.2 Weather information from radio, public web sites, or private cell phones may be used while racing.

12. PRIZES

12.1 The race results will be announced either at the evening festivities or soon thereafter.

13. DISCLAIMER OF LIABILITY

13.1 Sailing is an activity that has an inherent risk of damage and injury. Competitors participate in the race entirely at their own risk. See RRS 4, Decision to Race.

The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

All competitors shall maintain adequate insurance coverage.

14. INSURANCE

14.1 Each participant shall hold a valid insurance certificate showing proof of third-party liability coverage of at least \$300,000 (or equivalent) per incident.

16. RACE COURSES

ROCKLAND TO DEER ISLE

Start: RW Bell "PB" to Port
North of Oak Island
R "2" to Port
Finish: G "27" to Port

Distance: 17.1 NM

PICKERING COVE TO WOODEN BOAT SCHOOL

Start: RW Bell "SI" to Starboard
Marshall Island to Port
Yellow Ledge to Port
R "4" to Starboard
G "9" to Port
G "5" to Port
Finish: G "7" to Port

Distance: 14.9 NM

WOODEN BOAT SCHOOL TO CASTINE

Start: G "7" to Port
R "8" to Starboard
G "17" to Port
G "21" to Port
G "23" to Port
RW Bell "ER" to Starboard
Finish: RW Bell "CH" to Starboard

Distance: 16.1 NM

CASTINE TO PULPIT HARBOR

Start: RW Bell "CH" to Starboard
 R Bell "2" to Port
 G Gong "3A" to Starboard
 G Bell "3" to Starboard
 Porcupines to Starboard
Finish: BRB "DCL" to Port

Distance: 15.4 NM

PULPIT HARBOR TO TENANT'S HARBOR

Start: G "1" to Starboard
 RW "PA" to Starboard
 G "5TB" to Starboard
Finish: G "1" to Port

Distance: 18.3 NM

TENANT'S HARBOR TO MAPLE JUICE COVE

Start: RW "MP" to Port
 R "2 OM" to Starboard
 R "2 JL" to Starboard
Finish: G "7" to Port

Distance: 16.7 NM

17. READING LIST

1. The Fort: A Novel of the Revolutionary War, Bernard Cornwell
2. The Arctic Schooner, Bowdoin, 100 years of Wind, Sea and Ice, K.A. Beale
3. Down East: An Illustrated History of Maritime Maine, Lincoln Paine
4. Coastal Maine: A Maritime History, Roger Duncan
5. The Penobscot Expedition: Commodore Saltonstall and the Massachusetts Conspiracy of 1779, George Buker
6. The Crown Colony of New Ireland in Maine: The story of the Revolutionary War Battle to prevent British creation of New Ireland in Maine, Theodore Parker Burbank
7. Looking for a Ship, John McPhee
8. Penobscot Bay, People, Ports and Pastimes, Harry Gratwick

18. MARINA CONTACT INFORMATION

Rockland

Journey's End Marina; VHF Ch. 9, 18 (207) 594-0400
www.journeysendmarina.com

Rockland Yacht Club; VHF Ch. 9 (207) 233-4190 www.rocklandyachtclub.org

Safe Harbor Rockland; VHF Ch. 16 (207) 596-0082 www.shmarinas.com

Castine

Eaton's Boatyard; VHF Ch. 9 or 16 (207) 326-8579

Castine Yacht Club (207) 326-9231 VHF Ch. ; www.castinegolfclub.com/yacht-club/

Tenant's Harbor

Tenant's Harbor Boat Yard, VHF Ch. 9 <http://tenantsharborboatyard.com>

Cod's End, 207-596-6317

Boothbay Harbor

Boothbay Harbor Yacht Club, VHF Ch. 9

Carousel Marina, VHF Ch. 9 (207) 633-2922

Brown's Wharf, VHF Ch. 9, 68 (207) 633-5440

Tugboat Inn, (207) 633-4434

Hogdon Marina, VHF Ch. 9 (207) 633-3171

Bristol Harbor Marine at Boothbay Shipyard, VHF Ch. 16, 9 (207) 633-3171

Until next year.....

