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October/November, 2017

POINTS EAST

The Boating Magazine for Coastal New England

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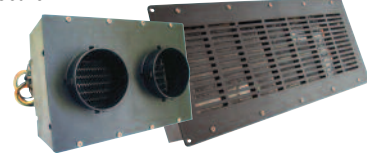
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The Boating Magazine for Coastal New England

Volume 20 Number 7 October/November 2017

FEATURES

26

The bay of oysters

Protected Oyster Bay, at the western end of Long Island Sound, has it all in a manageable scale: shops, eateries, museums, full-service marina, ship's store, and the shellfish for which it's named.

By Bill Hezlep

34

Racing down Highway 65

This was a D.O.A. – Delivery, Owner Aboard – but the run to the Caribbean was an imagery-fraught success: The vessel reached its destination, and the crew thrilled to horizons chased by voyagers of centuries past.

By Capt. Michael L. Martel

42

I, too, have been somewhere

I went hard aground, and I tried to blame a lost boathook, a trailing jibsheet, a shallow anchorage, big winds, an ebb tide, and a craving for fried clams. But it was the skipper who messed up.

By Lawrence Smith



Who made this contraption?

7



Chowder Cup races.

48



Late-season fishing action.

62



When and If is alive and well.

84

COLUMNS

10

David Roper
“Boat Talk”

With Clevis and Pinhead, the Shackle Brothers.

W.R. Cheney

A cup of Eggmoggin

I’m always dreaming of my favorite places.

Greg Coppa

True class in the J Class

Shamrock’s tradition of graciousness.

DEPARTMENTS

Letters.....7
 Who made this ingenious rowing seat?

Mystery Harbor8
 New Mystery Harbor on page 9.

News18
 Dream-making catamaran visits Maine;
 NARC sets sail late October;
 Pelagic Sailing Club celebrates 50th.

Island Dispatch46
 Hurricanes prompt poignant memories.

The Racing Pages48
 Friendship Chowder Cup mayhem;
 A rough Ida Lewis Distance Race;
 Neumeyer wins Stonehorse Cup.

Media58
 “A Man for All Oceans” by Stan Grayson.

Fetching Along60
 Cruise of the *Leight*: Part seven.

Fishing reports.....62
 Rhode Island: Best is yet to come.
 Maine: Where have bluefish gone?
 Long Island Sound: Bass, blues, albies.

Yardwork68
 Ocean sampling by underwater robot;
 North Sail’s new cruising sail cloth;
 Sail Newport opens ed and rec center.

Distribution.....72-75

Final Passages76
 Bruce Sinclair de la Ronde, George L. Allen, Meade
 Gougeon, Ron Ward, Barbara E. Plumb.

Tides80-83

Last Word84
 Patton’s *When and If* is alive and well.



**Our hat is off to...
 The Port of New Bedford** as
 this month’s featured Points East distri-
 bution point. See page 75 for more in-
 formation.

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*On the cover: Maine traditions of seamanship – here, in the form of a
 bowline – are still being passed along from father to son in the coastal
 village of Manset.*

Photo by Capt. Winston Shaw

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61 days: A season within a season

As the October/November issue approached, I thought about how exceptional these two months have been for me over the years. These 61 days constitute a distinct season unto itself – part of the autumn quarter, but of even greater significance.

When a youngster in Massachusetts, duck hunting with my father, the 10th and 11th months required different settings for such early species as mallards, widgeon, wood ducks, hooded merganser, and blue- and green-winged teal. When I was a little older, sea-duck hunting involved running offshore (Chatham, East Dennis, Annisquam were frequent launching spots) in a 14-foot skiff, setting out shadow decoys, and waiting for skeins of what we called “coot” (surf and white-winged scoter), bufflehead and oldsquaw (now called long-tailed duck) to fly over the raft of wooden waterfowl.

Some days, several miles offshore, it would be so warm we'd be down to our skivvies as the birds came in over our decoys. Not a pretty sight, perhaps, but kind of neat considering the season. For both inshore and offshore sport, December and January, when rivers and bays were edged with ice, would bring new species, fresh locales, and different tools and procedures.

The long Columbus Day weekend usually was spent at Cuttyhunk, base-camped at the long-defunct Bosworth House. By night, we'd troll eelskins on Sow and Pigs Reef from our friend's 23-foot MacKenzie bass boat; by day, between Canapitsit Channel and Robinsons Hole, we'd toss poppers and Atom swimmers behind the surf line. Who needed sleep when the bulls were rolling like pigs in the white water, fattening up for their migration south?

Early one October, we took the bass boat over to Martha's Vineyard, anchored in Menemsha Pond, slept on the port-and-starboard “shelves” under the cuddy, and surf-fished the north shore at night. This was during the Martha's Vineyard Striper Derby, and we caught a sag-belly that made the podium in the Nonresident Surf Division – and won us a box of stale chocolates. And there was October surf fishing at Nauset Beach on the Outer Cape – alongside the beach gypsies with their sand vehicles – where we stood on the edge of the world as the sun rose in a blaze of glory.

Then there were the fall cruises, between the Chesapeake and Nova Scotia. In Maryland, anchoring in

some wild creek off the Chester River, comes to mind; the temperature dropped and the geese followed suit in the lee of a marsh. To the north, on Cape Breton, an aurora borealis display that defied belief in the Bras d'Or still flashes across my memory bank.

Deliveries began in the 1970s and continued into the New Millennium. In October and November, boat owners were through with their vessels in New England, and as the winter gales shook off their summer hibernation, wanted them taken south – to the Chesapeake, Florida and the Caribbean – for the winter. No matter: The good days always outweighed the bad ones, and the imagery from such passages buttresses the spirit for the years ahead.

For those who haul their boats now, October and November comprise a time of kindly withdrawal from the addictive season past. We now start a new phase of boat ownership, preparing our dream machines for the winter. We'll all be washing our sails, and hosing down sheets, halyards, dock lines and biminis. We'll be refining boat covers, winterizing engines and heads, touching up dings, inventorying accessories lovingly chosen – always looking for projects to add to the 2018 to-do list, always learning more about our boats and appreciating them to a greater degree.

The glass-half-empty folks say that this period is a melancholy time; the joys of summer are over and a cold, gray abyss lies ahead. I disagree. The vicissitudes of the seasons – especially those of our “season within a season” – make life work for most of us New Englanders.

Melancholy? No. Nostalgic? Perhaps. For me, October/November will always be a season unto itself, with infinite possibilities for the fresh-air freak. And, as such, rich and enduring memories are made, and, if a little sentimentality leaks into our consciousness, this is not a bad thing.

I know I will savor these next two months. I will fulfill some of the tasks above, and hike, mountain-bike, grab late sails, and row my peapod. I will read and daydream about the season past and the one ahead, and embrace the changing scene as winter nears.

During the next two months, the sky will be so blue, the clouds so crisp and white, you'll see hawks playing the thermals a thousand feet in the sky. The air will be so pristine, you'll spot the wind-change gossamers 100 yards away. Or, as a great outdoors mentor of mine used to say from his camp on Buzzards Bay, “You can see the shades go down on Cuttyhunk.”

Letters



Photo by Randy Randall

When Randy was pondering how to convert his canoe into a rowing boat, a friend found this device in his barn.

Who contrived this rowing seat?

Early last summer, I decided I'd return to the days of my youth and take up rowing again, and for that I needed a rowboat. I don't happen to own a boat suitable for rowing but have at least three canoes to my name.

Remembering some articles from the old "Small Boat Journal," I knew that a canoe could be converted into an acceptable rowboat. A half-hour trolling the Internet turned up a variety of rowing rigs one could buy for adapting a canoe to oars. My problem was, I sort of hoped to make this conversion for very little money, and that took me to my local boatbuilder friend.

I sat in his shop beside the woodstove and told him how I was planning to row my way through the summer. He listened, and then a smile crept across his face. "Wait a minute," he said, and then he dragged a ladder into place and climbed up into the loft of his boat shop.

I could hear him rummaging around up there, push-

ing and shoving stuff aside. Within a few minutes, he called for me to grab this fiberglass seat he was lowering down from the attic. "Here," he said, "I've had this for 20 years. Many times I was going to toss it, but it just seemed too nice to chuck out. So, here." And with that he gave me the seat you see in the photograph.

Now the question is, who made this? If this seat looks familiar, and if any readers might know of its history or even when it was sold, I'd love hearing from them. The seat is molded fiberglass, and, as you can see, it provides the seat, the outriggers and the oarlocks all in one unit. My first thought was that it might have been from Old Town Canoe, but there are no labels and no part numbers to help identify the manufacturer.

Using the seat is simplicity in itself. Merely set it across the gunwales of the canoe approximately in the middle of the boat, ship your oars, and row off into the sunset. There's some high-density foam glued to the underside of the arms that protects the gunwales and provides a little friction to resist shifting about.

Amazingly, the geometry of the seat and the oarlocks are just about perfect for a pair of six-foot oars. I rowed the little canoe all over the river, happy with the feel of the oars in my hands and the fond memories of when I was a boy rowing at the lake.

During the summer I have had occasion to show this very clever seat to a few friends who are into small boats and kayaks. They all agree that it's a landmark design in its utter simplicity and practicality, but no one knows who made it. If you ever owned such a seat, or used one like it, please send me a note about it. I've got this one here at the marina, and if you're intrigued by it, and want to look at it more closely just let me know. Meanwhile I'll just take a late afternoon row around the cove.

*Randy Randall
Marston's Marina
Saco River, Maine
marstonsmarina@maine.rr.com*

'Is the new Points East here?'

My husband and I read the magazine from cover to cover, over and over. It was pouring rain here for a couple days, so I hadn't gone to the mailbox. When I came in the house the next day with the mail, his first question was, "Is the new Points East here?" Happily, it was. Your loyal subscriber,

*Sandy Towers
Dartmouth, Nova Scotia*

MYSTERY HARBOR / *and the winner is...*

Shhhh . . . mini subs are manufactured there

The photo is a northerly view of Point View Marina, on Salt Pond in R.I., either from their dock or Point Judith Marina's dock. I spent many years behind the middle building, which was the winch room for the railway, doing repairs and building lobsterboats. This was back when it was Kenny Gallup's Salt Pond Marine Railway.

A good friend of mine used to live above what was the machine shop and paint locker in the building on the right. Last I knew, the Navy was building "secret" mini subs in the far left building – no joke!

*Wayne Fredette
South Kingstown, R.I.*



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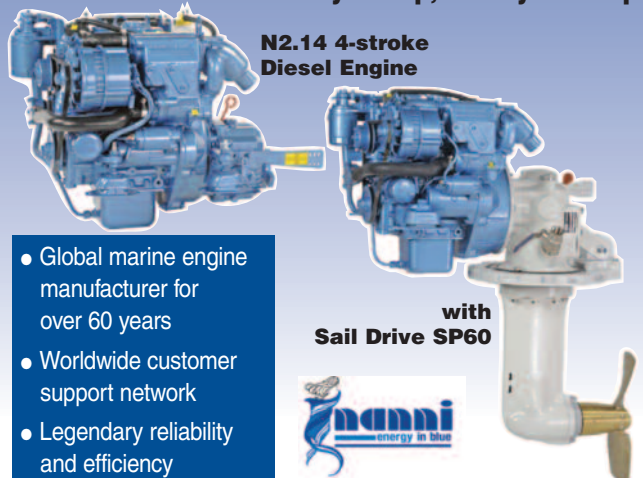
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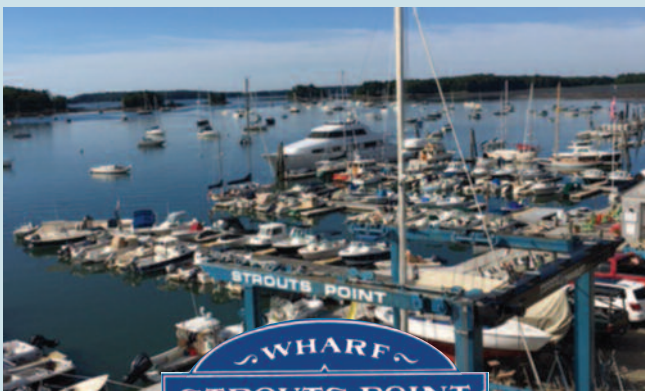
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Perspectives

'Boat Talk'

With Clevis and Pinhead, the Shackle Brothers.

As a devoted fan of "Car Talk," the much-loved call-in radio show, I could never understand why there were never similar format shows on other subjects. Why not "Wife Talk," or "Husband Talk," or "Parents of Teenager Talk?" Why not "Boat Talk?"

Well, you are about to embark on the first installment of "Boat Talk," hosted by The Shackle Brothers. This is a somewhat radical departure from my normal column after all these years, and I have no idea if it will be approved* by either the Points East editor or – way up the corporate ladder – by the publisher-in-chief. So here's my plan: I'm just not going to ask anybody.

Granted, this may be hard to slip by the editor [it wasn't, Dave]; but you never know, he may be out sailing as this comes in [he was, Dave], so it may slide right by to the Head of Layout, who has been known to mess with me over the years. But I also know this guy can be bought [not inexpensively, though].

I also want to say that my brother Clevis and I retain full rights[©] to this concept. So here we go. We welcome your questions for future "Boat Talk" columns. Here's our first call-in:

Delores Shakey

Ashbury Park, N.J.

Hello Clevis and Pinhead,

My husband Leonard wants to sail around the world. He's shown me so many pictures of these palm-tree-



David Roper

ringed white-sand beaches in the South Pacific that it does seem appealing, especially from our three-floor walkup in Ashbury Park.

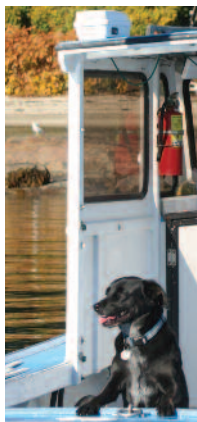
There are a few issues, however, including limited sailing experience. Can we learn? From a sailing school? From a book? Are there storms likely to arrive along the way? Also, regarding our boat: It's a Dreamaway 37 that Leonard bought for only \$10,000. It has three sails, five beds, a stove, a refrigerator, and even a big anchor. So I think we're all set, except for one question: Leonard says my hair dryer won't work with the low amount of electricity on the Dreamaway. How will I dry my hair after those lovely South Pacific lagoon swims?

Pinhead: I'll try to address each of these issues, Delores, starting with the least important one: your "lack of sailing experience." I think I know the answer about how limited it is, which is the one we usually get, and that is this: "We sailed a Sunfish once, and we didn't tip over or anything." That's a good start. You should be fine.

Clevis: Ha! Fine, as long as you stay at the dock, Delores. And, trust me, the Dreamaways do well at the dock, and sometimes, in a gentle breeze, they'll even sail downwind.

Pinhead: Though even a block of wood will sail downwind.

Delores: *So the Dreamaway won't go that fast? It's important that it go fast, as I really don't want to be out of sight of land for that long before we get to Tahiti or one*



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of those Paradise places.

Clevis: The only direction in which the Dreamaway will go fast will be *DOWN*. You see, Delores, the Dreamaway was aptly named because it should only be a place where you sit and dream. And that's at the dock.

By the way, before you ever actually do anything as insane as head for the open ocean and South Seas, ask yourselves these questions: 1. Why did a \$100,000 Dreamaway sell for \$10,000? 2. Have you checked the turnbuckle on the starboard lower shroud?

Delores: *What and where is the starboard lower shroud, so I can check?*

Clevis: You've already answered that question, Delores. Don't go.

Pinhead: Or before you go, try sitting alone in one small room for three or four days wearing the same damp clothes while the room pitches around as if it's an earthquake.

Clevis: And have you heard about those nasty South Pacific tsetse flies? They feed on the blood of vertebrate animals, including humans, and, in doing so, transmit the sleeping-sickness parasite from infected animals to uninfected ones?

Pinhead: Oh, and when you swim to those white-sand beaches in Paradise, watch out for sharks. They're everywhere. And if you do make it ashore, and then sit there amongst those swaying palm trees on that infinite stretch of sand, you may, after a few days of that, get *RE-*

ALLY bored. Paradise can be really boring.

Delores: *OK, but what about the hair dryer? You never answered the question about that.*

Clevis: Don't worry. It'll work fine at the dock.

Pinhead (laughing hysterically): Which is where you should stay, Delores.

Clevis: Or get another sunfish. Thanks for the call.

Well, folks, you've wasted another 10 minutes of your life reading this, when you could have been boating. Stay tuned next month, when we hear from a fellow whose boat has four 300-horsepower outboards; he has a question about fuel consumption and how to keep his cigar lit on his way to Nantucket. We'll also hear from a consumer who wonders why those \$9.99 lifejackets are called the "Mother-in-Law Brand."

Until next time, we're the Shackle Brothers, and we look forward to your questions for the next issue. And remember, if you're headed south, just keep the land on your right.

You'll be fine.

*This column has been cleared by our chief editorial Far East troubleshooter and advisor, Gybe Ho. And by our U.S. weather-safety advisor, Lee Shore. And by our sail trim expert, Rollin Ferl.

Dave Roper's new novel, "Rounding the Bend: The Life and Times of Big Red," was released in mid-June and is available from Amazon.com and Barnes and Noble.

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A cup of Eggmoggin

We had just arrived at a Christmas party in Beaufort, S.C., when our hostess, a charming southern lady, asked me what I would like to drink. “I would love some Eggmoggin,” I said. I meant “eggnog,” of course, but that malapropism, or Freudian slip, or whatever it was, reveals a lot about my state of mind as I wile away the winter days here in the South Carolina Low Country.

I seem to always be dreaming of my favorite places along the bony coast of Maine – the bays and sounds, the exquisite islands and enticing harbors that make up the finest cruising grounds in the world. When the onshore breeze is blowing, I like to saddle up *Penelope*, my venerable engineless catboat, and head roughly north-northeast up Jericho Bay, bound for the Eggemoggin Reach.

The Reach is a 10-mile-long corridor that separates Deer Isle from the mainland, providing a passageway between Jericho and East Penobscot bays. A sailor’s delight, this mile-or-two-wide waterway features boisterous reaching breezes and flat water. My fat old girl

Penelope likes it because she can lift up her skirts and surprise a lot of folks who think catboats are slow sailers.

It’s a broad reach up the bay, and *Penelope* leans into it. There’s some weather helm as we roar along, but it only makes her feel more alive. We are in the grip of a fine driving rhythm as *Penelope* rides the surging swells. With this comes what can only be called euphoria: This is where we want to be, and this is what we want to be doing. Here our course is a little more to the west, but we are still broad reaching. The water here is smoother, but the breeze is steady.

Off to the right now lie the Babson islands, and behind them the WoodenBoat campus. The magazine offices, the boatbuilding school, the store, and a very fine library – featuring what may be the very best boating collection in the world – are all there, just up the hill from the dock. This is a “must” port of call for any cruising sailor, but beware of the “Guest” moorings, which are not guest moorings but rentals. There is plenty of good holding ground just outside the mooring

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Portsmouth, NH starts Oct. 26,
Braintree, MA starts Oct. 28,
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field at a moderate depth.

The facilities on shore are always worth a visit, but perhaps even better is the variety of lovely craft you will see in the harbor: Bull's Eyes, Beetles, Friendships, dories, Whitehalls, wooden sloops, yawls, ketches, schooners – you frequently see them all.

Penelope will not stop at WoodenBoat today, but will continue broad-reaching to the northwest. We leave the Torrey Islands – and a prominent rock called the Torrey Castle – to starboard, and catch a glimpse of the forest of masts off to the north. This marks Center Harbor and the Brooklyn Boat Yard.

The yard is presently run by Steve White, grandson of essayist and “New Yorker” fixture E. B. White. Steve builds, stores and repairs an impressive array of classic wooden yachts, and is an organizer of the annual WoodenBoat Regatta, which draws breathtaking entries from around the world.

I've spent a lot of time here, just visiting the storage

sheds and taking in their rare and beautiful inhabitants. It seems wonderful that you can still do this, unhindered, in an age when gated communities and private docks are more the rule. I'm grateful there are still places where we don't need to lock up our houses and our boats.

A little beyond Center Harbor lies the entrance to the Benjamin River, a favorite harbor of mine, and another showplace for fabulous wooden boats. Havilah Hawkins' majestic gaff sloop *Vela* lives here, as does the beautifully restored C. C. Hanley cat yawl *Molly B*. A narrow channel – which can be difficult for engineless sailors when both wind and tide are against you – leads to a well-sheltered pool, about a half-mile wide and 50 feet deep at its center. I

always find a comfortable spot on the eastern edge in about 10 feet at low. A little further up the eastern shore is the D. N. Hylans boatyard, where the *Molly B* was expertly restored.

Morning arrives after the usual delightfully calm



Photo by W.R. Cheney

Havilah Hawkins' gaff sloop *Vela* lives in the Benjamin River, as does the beautifully restored C. C. Hanley cat yawl *Molly B*.

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evening and night here, and *Penelope* makes her way back out into the Reach. There is not much wind, and the tide has just started to turn against us, so it is touch-and-go beating on the way out. Another half-hour of strengthening tidal current, and we would have been penned up, waiting for more wind.

Out in the Reach proper we are reaching again, and there is enough breeze to progress nicely. Our 22 feet of 50-year-old catboat eases up behind a modern 30-foot sloop and passes her effortlessly. We drink in her crew's looks of shock and disbelief, and, if truth be told, we enjoy it all mightily. *Penelope* is beside herself with glee, such opportunities being one of the things she loves about the Reach.

Now we pass under the Deer Isle Bridge, a massive structure whose presence always surprises me, given the rural nature of the surroundings. Its existence, of course, has transformed life on Deer Isle, bringing the mixed bag of advantages and drawbacks that comes with an easy connection to the 21st-century mainland. In accord with my theory that the harder it is to get to a place, the better that place will be, I'm glad there is no bridge to Swans Island, where we live.

A mile or two farther on and we've come to the end of the Reach, with the charming Pumpkin Island Light to port, and Bucks Harbor to starboard. Bucks Harbor is one of the busiest and most crowded harbors on the

coast, but certainly one of its more appealing. It provides enchanting views of saltwater farms on hills rising above the water, and the quiet, old-fashioned town of South Brooksville, just a short walk up the hill from the old-line shingled yacht club.

A large banner-like sign over the yacht club float proclaims that it is "The Landing," while a smaller, somewhat churlish and contradictory sign on the float says that it is "For Members Only." But no one seems to enforce this, and you pretty much have to use the float if you want to reach the well-stocked store in the town above.

Penelope will borrow a mooring in the busy harbor (the place is too crowded for easy anchoring), and contemplate a program for tomorrow. We could proceed down East Penobscot Bay to Merchants Row, and run back to Swans Island that way, thus completing a circumnavigation of Deer Isle. But no, I think we'll go back the way we came. I'd like another cup of Egge-moggin.

W. R. "Bill" Cheney sails the engineless Marshall 22 Penelope out of Swans Island, Maine, in the summer, and his Marshall Sanderling Shorebird out of Lady's Island, S.C., in the winter. His book, "Penelope Down East" (Breakaway Books, 2015, 222 pp., \$14), which imparts much Maine Coast cruising wisdom and imagery, is available on Amazon.com.

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Many years ago, I had the good fortune to receive a press pass to the America's Cup Hall of Fame enshrinement ceremony, sponsored by the Herreshoff Marine Museum of Bristol, R.I. Inducted were a photographer (Morris Rosenfeld), a noted British yacht designer (George Watson) and a clutch of pretty good sailors from both sides of the Atlantic (Arthur Knapp, Jr., T.O.M. Sopwith and Henry Sears).

The poised and polished master of ceremonies was Halsey Herreshoff, grandson of the legendary Capt. Nat Herreshoff. The tributes to the inductees were interesting and befitting; the anecdotes, humorous and memorable. And Mother Nature provided a perfect autumn day for the ceremony, conducted under a tent on the site of the Herreshoff Manufacturing Company, which launched so many Cup defenders and other notable vessels. The guests at my table were pleasant, and the discussion was eclectic, not limited to yachting.

But what I will remember most about the day of the ceremony was something that occurred after the guests had left and all the tables had been cleared and broken down. The flag bedecked J Boat, *Shamrock V*, was moored directly in front of the tent, lending dignity and

splendor to the occasion. The guests had been invited to take a launch out to see her before she returned to Newport later in the afternoon, and someone had also thoughtfully invited the employees of the catering firm as well.

The young, bright-eyed, well-scrubbed and -groomed waiters and waitresses, barkeeps and busboys rushed to complete their chores and excitedly chatted on the floating dock as they awaited the next launch out to *Shamrock*, the 1930 Cup challenger.

The launch soon appeared, discharging well-heeled guests as the catering staff politely stood aside. But as the first of the kitchen helpers moved toward the launch, a *Shamrock* crewmember informed him that, regrettably, no more guests could be taken aboard, that they had missed the time deadline for the tour. Evidently, there had been a misunderstanding about the time, but I had heard what the helpers had heard.

Without anger or hostility, the young people looked at one another. Nobody muttered or swore. One pretty thing said simply and without malice, "Oh well, we are just the hired help."

But their feeling of disappointment and hurt was pal-

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pable to me as they walked up the ramp away from the dock. They had so looked forward to this unusual opportunity after working hard and well to make the day a special one for relatives, ancestors, friends and admirers of some of the greatest names in yachting. And it somehow didn't seem right that they were being turned away from this particular vessel, *Shamrock V*. I knew I would have to write a story about this someday; I just didn't know how it would end.

You see, *Shamrock V* belonged to the beloved Sir Thomas Lipton. Lipton was born of a poor Irish family, and he found employment in a variety of low-level occupations. Nevertheless, through diligence and great effort, he became one of the more successful merchants of his time, with worldwide business interests. Yet he always remembered his roots. In 1898, in recognition of his talents, success and fine personal traits, he was knighted.

Sir Thomas Lipton had a passion for yachts and yacht racing. In his five challenges for the Cup, spanning a three-decade period, he became well known and esteemed by the American people, who respected his sportsmanship, graciousness and, especially, his gentlemanly conduct. All agreed that the sport of yacht racing was better for his efforts and presence. Yes, in the context of Sir Thomas Lipton, it wasn't right that these people were not going to get to go aboard his former yacht.

As I turned to leave the dock, I heard a hail from the launch, which was turning back toward shore. A crewmember from *Shamrock* was trying to get the atten-

tion of those who were making their way to the parking lot. He waved to them to come back to the dock. They were surprised, and I wish you could have seen the smiles on their faces as they called out to one another, "He's coming to get us!"

A person less perceptive than this crewmember would not have noticed how disappointed these people were at being turned away from *Shamrock*; a more calloused one would not have cared.

The "hired help" had a wonderful time aboard *Shamrock* as they walked the teak decks in stocking feet, carefully caressed the varnished trim, and looked up in wonder at the tall mast which seemed to pierce the blue sky. They marveled at the cabins and appointments, and left the vessel chattering happily about all that they had seen that afternoon.

As I drove back home with my wife, Abby – past the many farm stands filled with orange pumpkins, and dried cornstalks illuminated by a golden sun low on the horizon – I considered how nicely things had turned out. I reflected how easily a simple decision can transform an ordinary day into one forever remembered by some as a very good one, forever recalled with a sense of regret.

And I can't help but think that Sir Thomas would have been pleased to know that, on that day, his boat was in good hands.

Greg Coppa lives in Wickford, R.I., and has been sailing in New England waters for over five decades.



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News

Dream-making catamaran in Maine this summer

By Shelley Fleming-Wigglesworth
For Points East

The *Impossible Dream* is not your ordinary sailing catamaran. This one-of-a-kind vessel is the brainchild of Mike Browne, a paraplegic who for years wanted to create a unique, ocean-going vessel that could be operated by – and would be easily accessible to – someone in a wheelchair. Further, he wanted the boat available to individuals with other disabilities, and to folks without any disability at all.

Browne's goal has since become a reality and, since 2002, the *Impossible Dream* has been underway, an incredible platform for world travel, sailing, fishing and all other pleasures that life on the ocean has to offer. Since 2013, the boat has been owned and operated by the Impossible Dream Foundation, started by Deborah Mellen, who is also a paraplegic.



Photo by Shelley Fleming-Wigglesworth

The *Impossible Dream* is an oceangoing cat designed to be run by someone confined to a wheelchair.

The 58-foot *Impossible Dream* was designed by Nic Bailey and built and launched by Multimarine Manufacturing, in England. Today she is homeported in Miami, Fla. The boat accommodates a crew of six comfortably, and has made voyages up and down the U.S. East Coast, to Cuba and the Bahamas. The trips involved people of all ages and backgrounds, including children and veterans, and featured sailing, fishing, working and education.

For the past three years, alone, *Impossible Dream* has been up and down the U.S. East Coast during the months of May through October, with visits to such ports as Boston, Quebec and Halifax, N.S. She was in my homeport in Kennebunkport, Maine, this past July when she stopped on her way to a Tall Ships festival in Portland, Maine.

This was not the *Impossible Dream's* first visit to

DREAM, continued on Page 21

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Photo by David Lyman

The docks at the St. Georges Dinghy & Sports Club in Bermuda.

Sailing south for the winter? Join the NARC

Reservations for boats and crews are now open for this fall's NARC (North American Rally to the Caribbean) from Newport to St. Maarten. This will be the 18th year Hank Schmitt of Offshore Passage Opportunities (OPO) has organized the NARC, the only rally leaving for the Caribbean from New England, with a scheduled stop in Bermuda.

This year there will be six Swan ocean racer/cruisers in the NARC, part of OPO's Swan Offshore Program. This program provides first-time offshore sailors with a two-week, hands-on crewing experience on a large Swan sailboat for a fee. The Rob Swain Sailing School will also be joining this fall's NARC, with three boats for student sailors.

The NARC is free, with a \$100 per-person fee to cover the banquets and socials in Newport and Bermuda. The fleet gathers at the Newport Yachting Center, where Hank has arranged for discount dockage. Following a few days of provisioning and preparations there's a skipper's briefing at the Seaman's Institute in Newport, where Weather Routing Incorporated

NARC, continued on Page 21

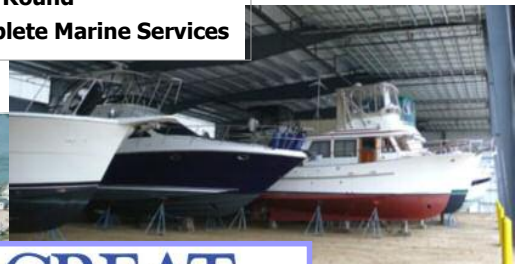
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Photo courtesy PSC

"Bringing competent skippers and competent crew together" is the premise of the Pelagic Sailing Club.

Pelagic Sailing Club celebrates 50th milestone

By **Ellen O'Connell**
For *Points East*

The Pelagic Sailing Club (PSC) celebrated its 50th Anniversary at the New Bedford Yacht Club in South Dartmouth, Mass., on Aug. 12. Commodore Will Phillips welcomed club members past and present.

The club was formed as a non-profit organization in 1967 to promote safety on the water, seamanship, sailing, and good fellowship.

Attendees came from throughout New England and as far away as North Carolina. Fifteen sailboats belonging to PSC members were moored in the harbor the day of the ceremony, nine of which continued on to Cuttyhunk, Mass., the next day.

The origin of the Pelagic Sailing Club is somewhat unusual. A frustrated sailboat owner, tired of not being able to sail his boat because of a dearth of skilled crew, placed an ad in a local paper inviting people to his

house who were interested in sailing. His goal was actually to sell his boat to one of the responders. The end result – the Pelagic Sailing Club – has stayed true to its original premise 50 years ago of “bringing competent skippers and competent crew together.”

The Pelagic Sailing Club has over a 150 members concentrated in Massachusetts and extending from Maine to Rhode Island. There are also a few members who winter in Florida, who are often assisted by PSC members with the sail south or north as the cruising season winds down or begins each year.

The club offers day, weekend or weeklong sailing opportunities for experienced sailors, skippers and boat owners. The PSC doesn't have a land-based

operation, but meets the fourth Thursday of the month at Savin Hill Yacht Club in Dorchester, Mass. Meetings are open to the public and free to attend.

FMI: www.pelagicsailingclub.org.



DREAM, continued from Page 18

Kennebunkport. Past visits to the area have included two special guests on the catamaran, when President George H. W. Bush and First Lady Barbara Bush were welcomed onboard. "The Americans with Disabilities Act was implemented and signed by President Bush when he was in office in 1990," Mellen said, "and, ironically, when he was aboard, he was in a wheelchair."

"The *Impossible Dream* is an equalizer for all, fostering a community that works together to sail the boat, exchange ideas, and experience the empowering sensation of being in a beautiful, barrier-free environment," continued Mellen. "For many, this is a transformational experience, and one that offers tremendous hope for the future. On the *Impossible Dream*, we are committed to providing oceangoing opportunities to as many people as possible. As we raise awareness of the ways to create integrated environments through accessible design, together we can change perceptions of the unlimited possibilities available to those in the disabled communities around the globe."

FMI: www.impossibledream.us.

NARC, continued from Page 19

rated provides a package of weather forecasts and Gulf Stream information, suggested waypoints to enter the Stream, and a weather window.

Tracking devices onboard each yacht this year will be linked to one website for fleet tracking. A radio net will keep the fleet updated on conditions and weather along the route. Departure is on the first available weather window, near the last weekend in October. While in Bermuda, yachts and crew re-position, check the weather, and rest up for the next leg.

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Anything goes in the Fools' Rules Regatta

The 40th annual Fools' Rules Regatta was held on Aug. 13 in Jamestown, R.I. This is the largest event (free to participants and spectators) held in Jamestown each summer, and is sponsored by the Jamestown Yacht Club. This year several hundred spectators lined the beach to watch the construction of 31 "vessels," and then watched them attempt a 500-yard-long downwind race. Participants always include both children and adults.

Boats must be wind-powered only, built using non-marine items, in two hours, on the beach the morning of the event. In past years, boats have been made of blocks of ice, beds, picnic tables, Purdue chicken boxes, doghouses, Volkswagens, sandboxes, trashcans, and bales of hay.

This year's regatta sported one boat that was made with two sofas, and another, a golf putting green attached to a barge. Bed sheets, tarps, umbrellas, and even a trampoline have been used for sails.

Often these craft do not reach the finish line before going ashore or sinking. This year, two craft barely made it off the starting line before sinking. All participants are required to wear a Coast Guard-approved life jacket, and the boats must have an anchoring device



Photo by Thomas Weaver

Fools' Rules vessels aren't known for their windward abilities, but some certainly are comfortable.

aboard. Participants often create a "theme" for their boats, and crews often dress in costumes, or attire appropriate to that theme.

There are five classes of boats, and ribbons for 1st, 2nd- and 3rd-place winners are awarded. There are three special awards given each year: the "Karl Smith Most Ingenious Design" (named after Karl Smith, who founded the regatta in 1978), "The Worst Example of Naval Architecture" (typically the boats that sink or fall apart), and the "Frank Newman Judges' Award" (named after the former president of URI whose "vessels" always had wonderful themes). FMI: www.jyc.org.

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Mako shark harvest rate raises fears

Brad Wetherbee and his research team have been capturing and tracking the movements of mako sharks since 2004, and more than 25 percent of those affixed with satellite transmitters have been caught and killed by commercial or recreational fishermen.

That mortality rate is more than 10 times the rate estimated by the international body responsible for managing the world's mako shark fishery and far higher than is sustainable, according to Wetherbee.

Wetherbee, a shark researcher at the University of Rhode Island, along with Mike Byrne and other colleagues at the Guy Harvey Research Institute at Nova Southeastern University, recently published a paper in the journal "Proceedings of



Photo by George Schellenger

According to researchers tagged makos like this one are disappearing fast, mostly because they're good eating – like a shark version of swordfish.

the Royal Society" documenting the mortality of the sharks they have been monitoring. The researchers hope the paper will influence the fishery managers to take steps to reduce the catch of mako sharks.

"Makos are caught in all kinds of

fisheries all around the world – gill netters, long liners, commercial, recreational," Wetherbee said. "They're the shark everyone wants to catch because they're good to eat,

MAKO, continued on Page 25



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Boating habits/trends revealed in 2016 study

An estimated 142 million Americans (adults and children under the age of 18) went boating in 2016 – 36 percent of U.S. households – according to the 2016 Recreational Boating Participation Study, released in Aug. by the National Marine Manufacturers Association (NMMA), Recreational Boating and Fishing Foundation (RBFF) and Discover Boating. Here are just some of the findings:

- On average, active boaters spend an average of 71.5 boating hours per season. First-time boaters spend much less time – an average of 23 boating hours.
- Active boaters (74 percent) are much more likely than lapsed boaters (42 percent) to say it is easy or very easy for them to go boating. The perceived ease or difficulty of going boating is also associated with the number of days active boaters spend on the water. Just 20 percent of those who said that going boating is difficult spent more than five days on the water during 2016.
- Both time spent boating and engaging in active pursuits while boating (fishing and watersports) are predictors of purchase consideration among potential buyers. In addition, purchase consideration was more strongly related to active sports like water sports and fishing than to relaxation, spending time with family or friends, and enjoying nature.
- Active boaters are economically diverse. The majority (62 percent) have household incomes under \$100,000 per year.
- 32 percent of first-time boaters were Hispanic compared to 10 percent of active boaters, suggesting they're continuing to emerge as a significant market.
- 58 percent of first-time boaters were renters compared to 25 percent of active boaters.
- First-time boaters were more likely than other active boaters to use personal watercraft (PWC), suggesting that PWCs are a gateway to boating.
- Hispanics are relatively unlikely to be current active boaters, but they make up a disproportionate share of first-time boaters, confirming that Hispanics are an emerging market.
- 86 percent of PWC owners also owned a powerboat, while 21 percent of PWC owners owned a non-motorized boat.
- The median age of a first-time boating experience was 12, and individuals who had a childhood boating experience were more likely to remain active boaters (52 percent vs. 40 percent of lapsed boaters), reinforcing that people who boat as children are more likely to be life-long boaters.
- There is a strong connection between fishing and boating: 83 percent of active anglers were also active boaters.
- The mean age of the first fishing experience was 10; 90 percent of anglers and 94 percent of active anglers had their first fishing experience before age 18.
- Boating is a social pastime. Almost all active boaters say they spend time with friends or family while boating (95 percent). Enjoying nature (94 percent) and relaxing (93 percent) are also nearly universal boating experiences.

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MAKO, continued from Page 23

like a shark version of swordfish. But if our results are anything close to the true mortality rate, then they're in trouble."

Wetherbee admitted that the results may not be reflective of the mortality the sharks face everywhere, and, he said, there are some people who think that makos are being fished sustainably.

Wetherbee and his colleagues tag as many as 20 mako sharks annually – though some years they catch far fewer – off the coast of Middle Atlantic states, the Yucatan Peninsula of Mexico, and Rhode Island. Each one is affixed with an electronic tag that provides data for about a year regarding the daily movements of the sharks. "So we know where they are in near-real time," he said. "When they're caught, we can follow them right to shore to someone's dock or their house. We were surprised how often that was happening."

Wetherbee said those responsible for managing the mako shark fishery are expected to issue an updated stock assessment this fall, and he expects they will take into consideration the results of this research. He also hopes that new policies will be proposed to reduce the number of mako sharks caught in the commercial and recreational fisheries.

USS Salem on the move

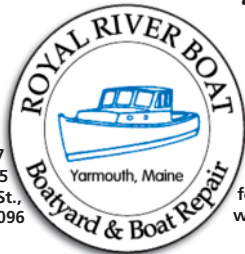


Photo courtesy Wikipedia

In early August the Des Moines-class heavy cruiser USS Salem (above) took a short, but still somehow epic, journey from one pier at the Fore River Shipyard, in Quincy, Mass., to another 500 yards away at the same facility. It took four hours and a powerful tug to accomplish, and was years in the making. The move was deemed necessary as the pier the Salem was on was deteriorating, and the ship is one of the city's tourist attractions. The Salem is the last such heavy cruiser still afloat and on display. She was built at the Fore River Shipyard in 1947 and commissioned by the U.S. Navy in 1949. Heavy cruisers were warships designed for long range and high speed, armed generally with 8" 55 caliber guns.

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The bay of oysters



Protected Oyster Bay, at the western end of Long Island Sound, has it all in a manageable scale: shops, eateries, museums, full-service marina, ship's store, and the shellfish for which it's named.

By Bill Hezlep
For Points East

Like the Connecticut shore, the less visited south shore of Long Island Sound – the north shore of Long Island – is dotted with fine cruising ports. From north to south, Mattituck, Port Jefferson, Northport, Eatons Neck, Huntington Harbor, Oyster Bay and Port Washington are all worth a visit. Our personal favorite is Oyster Bay: deep, sheltered, safe, with everything a visiting cruiser needs or wants, and offering a variety of things to see and do.

Oyster Bay is toward the west end of Long Island, roughly opposite Stamford Harbor, on the Connecticut shore. If you are southbound, Oyster Bay is a long day's run from Fishers Island, Mystic or Essex, and, if northbound, a short day from Sandy Hook and Atlantic Highlands, N.J. The Oyster Bay Gong "1" is set well back into the bay at 40° 55.6' N, 73° 30.2' W. Approaching G "1", be aware of the shoals off Lloyd Neck, to the east and the Center Island Reef to the west.

Tidal currents in Oyster Bay rarely reach one mph, but in Long Island Sound, off the mouth of the bay, tidal currents range from one to two-plus mph, and, during the east-flowing ebb, it is possible to get set toward Lloyd Neck. Navigation within the bay is straightforward, but we have noticed that the small Red "4" off Plum Point can





Photos by Bill Hezlep

Left: The oyster dredge *Linda Carol* heads out to the state-seeded beds. Right: The Oyster Bay Marine Center launch runs to and from the moorings in the harbor. Below: The lay of the land as mapman Paul Mirto sees it.



www.mirtoart.com



Photo by Bill Hezlep

Nauset's crew enjoyed Canterbury Ales Oyster Bar and Grill, the watering hole of which is pictured above.

be hard to see. The Seawanhaka Corinthian Yacht Club is on Center Island just west of Plum Point. A clearly marked and locally enforced no-wake zone is off the yacht club and in and around the large Oyster Bay Harbor mooring field.

In Oyster Bay Harbor, transient moorings and limited transient dockage are offered by the Oyster Bay Marine Center (516-624-2400, www.obmc.com), the only full-service boatyard and marina in Oyster Bay Harbor. There is 22 feet of water along the Marine Center's long face dock.

Diesel and gas (the only fuel in Oyster Bay), water, and a pump-out are on the face dock, and vessels to 160 feet can be accommodated. A good ship's store and heads and showers are in the main office building at the head of the dock. A launch service runs to and from the moorings, and the Oyster Bay Harbor pump-out boat services vessels on the moorings.

The Sagamore Yacht Club is adjacent to the Oyster

Bay Marine Center. At the head of West Harbor, Bridge Marina in Ferry Beach (a taxi, rental car or long dinghy ride from the town of Oyster Bay) offers transient dockage.

At 60 South Street the Superstar Discount Beverage Center carries all your beverage needs and has the largest selection of craft beers you can walk to from a dock in any place between Portland and Key West. At least any place I know of.

A short walk from the Marine Center, down Bay Avenue to South Street, is the town of Oyster Bay. It offers numerous restaurants, a nice market, a craft-beer brewery, a good hardware store, a Laundromat, banks, delis, and pretty much anything a visiting boater might need or want. Two restaurants we have enjoyed are Osteria Leana, at 76 South St., which is Zagat-rated and very good, and the excellent Canterbury Ales Oyster Bar and Grill, at 46 Audrey Avenue.

Next door to Canterbury Ales, the Oyster Bay Brewing Company brews fine craft beers and offers a short lunch menu. At 60 South Street the Superstar Discount Beverage Center carries all your beverage needs and has the largest selection of craft beers you can walk to from a dock in any



Photo by Bill Hezlep

Here's an irresistible special offer from the Oyster Bay Brewing Company, which brews fine craft beers and offers a short lunch menu.

place between Portland and Key West. At least any place I know of.

Verrelli's Market, 39 West Main St., is a small but complete (and good) market. Nobman's Hardware, at the intersection of South and East Main streets is much larger than it looks from the outside. A block farther down South Street, Lee's Laundromat is large and clean.

A number of interesting attractions are found in and around Oyster Bay. The Raynham Hall Museum, 20 West Main St. (across from Verrelli's Market) is interesting and enjoyable. The Oyster Bay Railroad Museum, 102 Audrey Avenue, is fun for kids and railroad fans of all ages. Next door to the Railroad Museum, kids of a certain age will enjoy visiting the Oyster Bay Brewing Company, learning how beer is brewed and, possibly, trying a fine craft beer or two.

Out of town, via a reasonable cab ride, Theodore Roosevelt's home and Summer White House, Sag-

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Photo by Bill Hezlep

In 2002, a small oyster-industry revival began in Long Island Sound, brought about by aquaculture and seeding of the public beds.

amore Hill (the Sagamore Hill National Historic Site) is interesting, and the Cold Springs Whaling Museum is small but nice. Finally, the Long Island Railroad station in Oyster Bay, with service to Penn Station, in New City, is a short walk from the Oyster Bay Marine Center. It's easy to spend a day in the big city.

As on the Chesapeake and Delaware bays, oysters were a major fishery on Long Island Sound from the early 19th century through the middle of the 20th century. By the 1950s, the public free-to-harvest beds were in decline from overfishing and pollution, and by the late 1960s no harvestable beds existed in many parts of the sound. In some formerly rich areas, oysters were nearly extinct.

In 1972, in response to strong public pressure to address water pollution, Congress passed the Clean Water Act, which broadly revised and strengthened the Federal Water Pollution Control Act of 1948. The Clean Water Act – in conjunction with large-scale seeding of natural beds by Connecticut

and New York and a rise in leased-bottom aquaculture – resulted in a resurgence in the oyster industry in the 1980s. But the industry collapsed in 1989-1990 because the MSX parasite – the same organism that almost ended oystering on Chesapeake Bay – reached Long Island Sound.

In 2002, a small oyster-industry revival began in Long Island Sound, brought about primarily by aquaculture, but also, and to a lesser extent, by seeding of the public beds. Today, a large number of aquaculture operations are marketing Long Island Sound oysters, the sound's "baymen" are again oystering on some of the state-seeded public beds, and oysters are a multimillion-dollar industry.

On Oyster Bay, oysters still form part of the local economy. Frank M. Flowers and Sons have harvested oysters and clams from leased beds in the bay and on Long Island Sound since 1937, and since the 1980s they have farmed (aquaculture) their leases by placing juvenile oysters and clams, which they breed, on the beds to augment the natural population.



Photo by Bill Hezlep

The Oyster Bay Marine Center is the only full-service boatyard and marina in Oyster Bay Harbor.

Aquaculture companies from Texas to Prince Edward Island, Canada, and on the U.S. West Coast are using the French concept of *terroir* – the environment in which something grows that affects its taste and characteristics – to market oysters. This makes sense: Oysters are filter feeders, and the water in which they live, and their food supply, will affect their taste. *Crassostrea virginica*, the eastern oyster, is the oyster farmed and harvested along the entire coast from Texas to Canada (there are different varieties on the West Coast). A *Crassostrea virginica* raised in the clear, cold, salty waters of Prince Edward Island tastes very different from one farmed in Oyster Bay, Long Island, or one from the warmer brackish waters of the Chesapeake.

Long Island Sound aquaculturists sell their Blue Point, Robin's Island, Saddle Rock, Great White, Widows Hole, Peconic Pearl, Mystic, and other oysters to restaurants and oyster bars all over the country. Some oyster bars and high-end restaurants offer as many as a dozen name-branded oysters, all of which, unless they were flown in from the West Coast, Europe, Japan, or from somewhere else, are *Crassostrea virginicas*.

Marketing on *terroir* has been so successful that, as articles in the food press have pointed out, name adjustments in the marketing chain between oyster bed

and restaurant or oyster bar are now common. Many more oysters are shucked and eaten than are commercially harvested, and theft from farmed oyster beds is a growing problem.

Oyster Bay may have been named by trader and navigator Capt. Adriaen Block as early as 1614. In any case, the bay was named for these sharp-edged and savory bivalves, and the name was in common use by 1639. In June of that year, Capt. David Pietersen de Vries anchored in the bay and wrote in his journal, "There are fine oysters here, whence our nation has given it the name Oyster Bay."

But there is so much more to this harbor and village than shellfish and history. Call there on your way west and south this fall. You will be delighted.

A cartographer, Bill's infatuation with boats and the sea began in 1961 when, at 17, he went to sea on a Norwegian school ship. He met his wife Betty – aerospace engineer, mathematician, pilot and sailor – at an Annapolis sailing club in 1993. A year later, they left the Chesapeake on a cruise to the Bahamas, and they never returned to their former lives. They spend half the year cruising the East and Gulf coasts and the Bahamas aboard their Nauset 28, Nauset.



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Racing down Highway 65

This was a D.O.A. – Delivery, Owner Aboard – but the run to the Caribbean was an imagery-fraught success: The vessel reached its destination, and the crew thrilled to horizons chased by voyagers of centuries past.

By Capt. Michael L. Martel
For Points East

We're driving south, hard, under sails and motor, toward the island of St. Thomas, in the U.S. Virgin Islands, more than 400 miles distant. It hasn't been a smooth ride. Difficulties with the owner, who is on board with us, have created tension.

Now, past midnight, as I ride the tilting deck through the warm seas, and as I am recounting my



A front-row seat at a sunset at sea is an awe-inspiring experience.

Photo by Capt. Mike Martel

list of annoyances and frustrations in my mind, I gaze up through the clear panel in the overhead canvas canopy to check the position of the boom. Suddenly my sour thoughts vanish, quite nearly in a puff, as I glimpse the brilliant stars gleaming above in the night sky. The Milky Way stretches across the dome of eternity like a jewel-studded cummerbund. I remember once again why I am here, and why I love doing this.

Our boat is a new French-built sloop, relatively large at 54 feet in length, and this is a delivery, not a cruise. I've been hired to captain this boat, and I've got two able, competent sailors aboard, Yoel and Jimmy, plus the boat's new owner, Greg. It's what we call a "D.O.A." or "Delivery, Owner Aboard," and, as always, the suggestive acronym rings true. I'm already anxious to make port and get off his boat.

Tonight, on my watch, I stand braced between the two steering stations while the squeaky, creaky autopilot, as noisy as it is new, steers the boat on a broad reach across these rolling seas. I catch the whiff of diesel exhaust, gaze into the dull-red illumination of the compass binnacle, and endure the painfully slow passage of time.

The first leg of our trip took us from Norfolk, Va., to Bermuda. This second leg is taking us from Bermuda

to St. Thomas, a run of more than 800 miles across the broad, open waters of the North Atlantic. We are not quite halfway along this leg; 300 miles south of Bermuda, we're steaming along at an average of nine knots, with the steady, easterly trade winds filling our sails and the engine pushing hard.

It's now midnight, and we're riding a rhumb line down "Highway 65" or 65 degrees of longitude. We're still a few days away from our final destination, a marina on the south side of the island.

Greg just recently purchased this yacht, and it still has a new-boat smell to it, something I have not whiffed since the last boat show. He is bringing her down to a marina where he will immediately put her into the charter trade to pay the mortgage on it. He has meticulously outfitted the boat with all the best gadgets and instruments, and has spared no expense in that.

Our owner is so obsessed with his chartplotters, calculations and gadgets that he is going to literally waypoint his way to the dock, I tell myself – and, in fact, he did. He looks down his nose at hand-steering: Inaccurate, he says. Costs you time. During the whole trip, this boat will be on a single port tack – 1,600 miles of port tack, actually. The boat will never sail without the motor running. He tried it in the beginning, for 20 minutes, with the engine in neutral; the auto-steering with two helm stations and redundant electronics



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draw a lot of power.

Now, as I watch his robot-control steer his boat and smell the stink of his engine, I only wish he would learn, or at least try to learn, to enjoy his boat before turning control of it over to someone else. But I have come to believe that real enjoyment of any kind has not been a part of his life for a very long time.

At one point, exasperated, I say, "Greg, why don't you shut off the engine and the Autohelm and just sail her? The wind is up to 20 knots. Take her in hand and see how she feels. Enjoy her." But he shook his head. That was not to be. That's probably why his brief experience hand-steering her to the fuel dock in Bermuda, in flat calm water, made him a cold-sweating nervous wreck.

He runs this yacht like it's an Aegis-class destroyer, I opine, all mechanized, with minimal human intervention. He's a scientific sailor, there's little doubt



Photo courtesy Capt. Mike Martel
"There's little time to tarry, sightsee or savor on deliveries," said Capt. Mike, at the helm, but with no need to steer thanks to the tireless autopilot.

Slocum looked up at for comfort, and were amazed by the depth and the beauty of the sky.

I own this world tonight, I muse; I am surrounded by hundreds of empty sea leagues in every direction

about that, but he seems to be in over his head, dependent on his instruments rather than trusting his own skills and instincts.

Each clear night now, the stars are intensely brilliant. Being hundreds of miles from land as we are, a bright star on the horizon is sometimes mistaken for another vessel, but there is nothing on the radar. I feel my smile begin to form into a broad grin.

My big thermos cup of coffee is topped up; I am alone in the cockpit in my harness, cruising under the same stars that the early explorers gazed upon. There is the constellation of Orion stretching across the sky to the southwest. These are the stars that the solo circumnavigators like



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with only my eyes, here and now, awake to take it all in, alone in the cockpit with God, my God as I know Him. Yes, I own all of this, am monarch of all I survey, and, yes, I acknowledge this joyfully. I love it.

The first-quarter moon set hours ago in the west. The air has gained some humidity and warmth; we are approaching tropical waters, and yet the sky is clear, with no squalls about. Not to worry, I reason, they will come later, dancing across the sea at night like fire-spitting devils, when we get down around 20 degrees of latitude. Then we will have to watch out for them day and night, for they often grow large and violent quickly, with gale-force winds, rain, lightning, and embedded waterspouts.

But, for the moment, it is tranquil. The incredibly blue and gin-clear waters of the sea by day are black as ink right now; but no matter, in a few hours the beautiful sunrise will bring out all the colors of the sea and sky in breathtaking beauty.

When we left the mouth of the Chesapeake, the November weather was windy and brisk; we wore sweaters and windbreakers, and were happy for the canvas and clear vinyl enclosure that surrounded the boat's big cockpit. Now, many hundreds of miles south, we are caught between the need to open the panels in the humid heat for ventilation, and the need to keep them closed against the sudden soaking downpours that accompany nighttime rain squalls.

The farther south we progress, the more members of the ship's company find their way up to the big cockpit at night to snatch a few hours of sleep during the humid, sweaty night, the vessel rolling and pitching. By the end of the trip, everyone will be in the cockpit at night; the heat becomes intolerable belowdecks.

Looking back over the years, I can say that every delivery is different from all others in so many ways. What has made this voyage distinct are the people – the two fine crewmen I serve with, and the contact we have with other vessels and fellow passagemakers, thanks to Greg's new single sideband radio.

I had given much thought to the question of whether or not I should install an SSB radio in my own boat. They are complex to install and use, are a bit pricey, and they are considered by some to be a bit of an anachronism. Using one frequently on this trip, I now feel that if I make a habit of these far-offshore ocean passages, I will require one aboard.

During the trip, we speak daily with a well-known weather router, Chris Parker, with whom Greg has a premium subscription. This allows him to listen to Chris's broadcast every day, and then call him – along with others, in our turn – on the SSB. We obtain a personalized, live forecast, and advice for the waters ahead of us. Although the service is not cheap, I am convinced that it can and will save one's boat and one's life, and, for an ocean passage of this type, is well



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worth the subscription for the duration of the voyage.

Nowadays, I feel the climate overall has become more unpredictable than ever before, so the wise captain or skipper is an informed one. For deliveries of more than a thousand miles, I will insist on an SSB radio and a subscription to Chris for weather updates during the trip.

We also talked, every day for several days, with a boat sailed by a couple we met in Bermuda. They were also heading for St. Thomas, and left on the same day, within a few hours of our departure. We agreed to call them every day at a specific time on a certain frequency, and we reached them most of the time, frequently when they were many more miles away than could be reached with a VHF radio. The sea does not seem such a wide, lonely place when one can hear the friendly voice of a fellow voyager regularly, share information, and simply reassure one another as you travel together, even though there may be half an ocean between you.

We spent a couple of days in St. George's, Bermuda, waiting for a weather window south. While there, one of our crew had to fly home, but we recruited a replacement, a jolly ex-pat American named Jimmy, a retired New York City firefighter. Jimmy had married a Lon-



Photo courtesy Capt. Mike Martel

From left: The skipper, Yoel, Jimmy, and bartender Billy revel at Duffy's Love Shack, in St. Thomas.

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Photo by Capt. Mike Martel

The new, French-built, 54-foot sloop lies at the Customs Dock, in St. George's, Bermuda.

don girl and moved to Bermuda, and now he drove around in a fiery red Alfa Romeo convertible. He had a daughter to visit somewhere down in the islands, and was looking for passage south on a boat. Affable, with a great sense of humor and a thick Brooklyn accent, he came aboard with his duffel bag. As we motored out through Town Cut, his wife stood high on the cliff to port, waving.

“What’s she doing there?” Jimmy asked aloud, more to himself perhaps than anyone else.

“She’s watching to make sure you leave,” crewman Yoel quipped.

On the last night of the voyage, we slow our pace as the light-speckled mountainsides of the Virgin Islands sparkled in the distance. We do not want to approach too closely under cover of darkness, and, after all, the seas are calm, the weather fine and clear. We can wait for dawn.

In the morning, I awake to see the familiar green slopes of uninhabited Great Tobago Island to starboard, and it cheers me to know we will be at the dock in St. Thomas in a few hours, that I will soon be preparing to fly home. There will be no time to tarry,

to sightsee, to savor; on deliveries, such things must be of short duration.

For me, this keeps my destinations special and unspoiled, preserving the abiding hope that, once again, in the not too distant future, I will return to dwell a little longer, to visit the harbor passed by, the beach glimpsed from afar, the mountaintop trail not hiked.

Of such are dreams made, the dreams that drive us onward toward the distant horizon, whose margin constantly recedes, or, as Tennyson wrote, in “Ulysses:”

*“I am a part of all that I have met;
Yet all experience is an arch wherethro’
Gleams that untravell’d world whose margin fades
For ever and forever when I move.”*

Capt. Mike Martel holds a 100-ton Master’s license and delivers power and sail vessels when he’s not working on his own boat, the Alden-designed 1930 Maine-built gaff yawl Privateer. He is a lifelong boating and marine industry enthusiast, an ex-U.S. Coast Guard seaman, and a private boat owner and rebuilder. He has sailed offshore as captain and mate on blue-water yacht deliveries to Bermuda and the Caribbean, and from Maine to Florida. He has teamed up with Capt. Bill Madison and other friends and crew to form DeliveryPassagemakers.com.

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I, too, have been somewhere



Photo by Lawrence Smith

Our beautiful 33-foot chartered sloop *Corvus*, out of Orrs Island in Casco Bay, was edged between a rock and a hard place.

I went hard aground, and I tried to blame a lost boathook, a trailing jibsheet, a shallow anchorage, big winds, an ebb tide, and a craving for fried clams. But it was the skipper who messed up.

By Lawrence Smith
For Points East

Author Roger F. Duncan put it more eloquently: “We have waited for the tide to lift us off the mud; we have left our red paint on rocks up and down the coast; and we have been somewhere.”

I, too, have been somewhere.

I blame it on the fried clams. Yes, like Captain Queeg and his strawberries, I’ll prove beyond the shadow of a doubt, and with geometric logic, that it was my fondness for fried clams that caused us to run aground that fine August day.

Sounds implausible, you say? Another far-fetched tale of old Neptune doing his worst? Believe me, it was the

fried clams. And the loss of a boathook, and an unseen jibsheet trailing in the water, and a swiftly ebbing tide, and an unmerciful shoal at the lee end of the harbor that caused me to leave my own green bottom paint on the rocks.

Some years ago, I chartered a beautiful 33-foot sloop out of Orrs Island, in Casco Bay. This was only the second time I had chartered – and skippered – a cruising boat. But lacking in confidence I was not. I had sailed and raced all sizes and classes of one-design dinghies for a good part of my life. I had sailed with friends all over Long Island sound on their family’s Hinckley Pilot. I owned a wonderful old 23-foot Pearson Ensign.

I thought of the Ensign as my training vessel for the

bigger boat yet to come. I practiced reefing in a blow, anchoring off various lee shores, maneuvering under power, and sailing off the mooring. I'd tie up to the sailing club dock using the complete inventory of bow lines, stern lines, forward spring, after spring, after bow spring, forward quarter spring, and the odd breast line if those first six weren't enough. I even ran aground once or twice, just to . . . *um* . . . practice the techniques for getting ungrounded.

My 16-year-old son accompanied me on this trip. He was big and strong, as fit as a Greek god, and he had sailed with his old dad all his life. To cap it off, he had just completed the grueling Outward Bound Maine Sailing Course. Think you're tough? They make these youngsters get out of bed very early each morning, and then they have to take a running leap off a shaky dock into the icy waters of Penobscot Bay.

With my eager young Richard Henry Dana by my side, we dropped the mooring and took off on our week's cruise. The first day's sail was spectacular. We sped across Casco Bay on a fast beam reach, headed up the New Meadows River, and anchored in The Basin for the night. The next day, as we left that quiet, dreamy anchorage we discussed our next destination.

"I've read about the Five Islands Lobster Company," I said. "The reviews praised their fried clams. And I just love fresh, succulent fried clams, French fries, and a cold beer."

"Dad!" yelled my son. "Don't use *that* word. I'm just a kid."

"What word?"

"You know that word you said."

"What, succulent?"

"Ya, that word."

"What's the matter with it?"

"I'm an impressionable youth. It has a rude and obscene connotation."

"It does?"

"Yes. It most definitely does."

"Well," I said, "I never knew that." With that settled, we made our course for Five Islands Harbor and the fried clams.

We sailed under a clear blue sky, wispy high clouds, and a freshening breeze. By the time we were ready to enter the harbor, it was blowing about 20 knots from the south. "No problem," I said. "Let's furl the jib and douse the main." I started the engine, and we proceeded into the harbor.

As we entered, I surveyed the scene before me. There were very few vacant moorings, and the cruising guide said nothing about a good anchorage here. As we ran slowly into the harbor, I spotted a potential mooring away at the north end. "That's the one," I said. "That's the one we'll head for.

We'll pick it up, and when we are secure we can inquire about its owner."

I steered toward the mooring. It was growing increasingly windy, and worse, the tide had turned and was rapidly draining the harbor as it ebbed. Rocks and shoals were starting to peak above the dark waters at the treacherous north end. With the engine at idle speed, I



Photo by Lawrence Smith

The tide was falling fast, the current was strong, and, within minutes, we were nudging the bottom, going nowhere.

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Suddenly, it dawned on me. When we left our base, I had failed to lash the boat hook to the cabin-top. It had sat loose and vulnerable the whole time we sailed. At some unseen moment, as the boat heeled to the fresh breeze, the boathook had rolled off and dropped into the deep, fast-moving waters of the bay, never to be seen again.

made for the vacant mooring. When I was just past it, I pushed the tiller hard over to point the boat into the wind.

My approach was perfect, just like I had practiced it with my Ensign back home on the calm lake. I pulled the gear lever into neutral, and the bow stopped dead right over the mooring ball. But that wasn't all. The engine, a brand new Westerbeke diesel, also stopped dead. There was suddenly no vibration, and no rumble, from under the cockpit. It was stone-quiet. "Quick," I said to my son, "grab the boathook and pick up the pendant. Get the loop through the chock and onto the cleat."

"What boathook?" came his response.

Suddenly, it dawned on me. When we left our base, I had failed to lash the boat hook to the cabin-top. It had sat loose and vulnerable the whole time we sailed. At some unseen moment, as the boat heeled to the fresh breeze, the boathook had rolled off and dropped into the deep, fast-moving waters of the bay, never to be seen again.

"Damn!" I cried. "Crouch down over the stem and try to grab the pendant by hand." He tried valiantly, but it was no good. The deck was too high off the water, his arms were too short, and the pendant too slippery to get a firm purchase on it. The strong wind quickly pushed the boat away from the mooring, out of reach, and suddenly, it was too late to make a grab at it.

I reached down and tried to restart the engine. It rumbled to life, and I shoved the control lever into gear. It stalled again. I tried it again. It stopped dead – and now it wouldn't restart.

By this time, the afternoon southerly had blown us back into the rocky end of the harbor. There were no moorings to grab. The boat slowed with a sickening crunch. The tide was falling fast, the current was strong, and the boat wasn't moving. Within minutes, we were nudging the bottom and going nowhere.

A lone man in a small, outboard-powered skiff came alongside. "Toss me a line and I'll try to pull you off," he shouted. I secured a long dock line to the mooring bit and threw it to him. He tied it on and gunned the motor. We didn't budge. If he had arrived 10 minutes earlier, he could have easily towed us back into the harbor where I could have grabbed at another mooring or dropped the anchor.

But now, it was too late. The fast-moving ebb was emptying the harbor as if the plug had been pulled from a vast bathtub. The rocks and shoals, previously hidden deep beneath the waters, now emerged like wet, glistening moonscapes, large and sharp, unmoving and unforgiving.

A lobsterman roared up and tossed me a heavy, weed-encrusted rope. I tied it on at the bow, and now it was his turn at futility. His big diesel growled as he opened the throttle. With all that power, he succeeded in turning our poor boat around on its keel. From the bottom came sounds of fiberglass rubbing itself raw on the rocks. He gave it his best try, and I am grateful for his kindness, but this time we stuck – hard aground.

My head was spinning. I was the captain. I had to do something. I dashed below and switched on the VHF. I clicked the dial to Channel 16, keyed the mic, and started



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my mantra: "This is the sailing vessel *Corvus*. Mayday mayday. We have run aground at the north end of Five Islands harbor. Requesting assistance. Repeat. Mayday. This is the sailing vessel...."

"Dad! Oh Dad!" I looked up and there was my son looking down at me from the cockpit. "Dad. You're not supposed to use that word!"

"What word?" I asked. "You know, the word you said." "What, mayday?" "Ya. That word. You're only supposed to say 'mayday' if someone's life is in danger. You should be saying 'pan-pan.' I learned that at Outward Bound."

"Pan-pan, eh?"

"Yup. That's it, pan-pan," he said proudly.

Suddenly, the radio crackled. It was the Coast Guard. They asked a lot of questions: Anyone injured? Where are you exactly? What's the condition of the boat? And so forth.

Within a short time they arrived. And within an even shorter time, I learned the role of the Coast Guard in today's complicated, litigious world. In the case of a grounding like this, with no injuries and no immediate danger of losing the vessel, they will do nothing. Well, not exactly nothing. They will take stock of the situation, check for lifejackets and safety gear, inspect the ship's papers, and fill out reams of government forms.

And they will generously place a call for you to the local Sea Tow, Towboat U.S., or Shipwrecks R Us. And they'll stand by until the rescue arrives in their powerful, bright-orange rescue boat.

The crew was skilled and professional. They placed big inflatable bags around the lifeless hull to provide a soft cushion when the rising tide started to lift her. I put out the anchor so she wouldn't drift or move about when she started to float. Everything was ready as we waited for the high tide that would peak at midnight. With the excitement over for now, I climbed down and stepped onto the rocks.

The entirety of the hull was exposed. I made my way over the rocks and into the crater where the rudder and prop aperture were accessible. In a moment, I saw the reason why the engine had stopped at the worst moment; one of the long genoa sheets was wrapped around the

prop. It was knotted into a tight ball that kept a death grip on the shaft.

Seeing this, I realized that, even if I had managed to make a perfect mooring, I would have had to hire a diver to untangle this Gordian knot that held my boat. Feeling even worse than ever, I pulled and struggled until I finally unwound the whole mess.

After the boat was refloated, we made sure there were no leaks from the stuffing box or seacocks. The engine ran just fine. But when I attempted to maneuver, a serious problem became obvious. The rudder was stuck, and the tiller wouldn't budge. The damage was done. While lying on the rocks, the bronze heel fitting at the base of the rudder had been pushed upwards, jamming the rudder and preventing any movement.

Later, after conversing with the owner – who had been patient and understanding throughout the ordeal – it was agreed that the long-suffering sloop would be towed to a nearby boatyard to be hauled and fixed. The owner, despite having the burdensome task of dealing with the insurance company and the negotiations with the tow company, kindly insisted that I finish the rest of the charter after the boat was repaired.

That, we did, and there were no more incidents. The sad facts of the grounding made logical, rational sense when I thought about it late at night, in the quiet of the boatyard. One thing had led to another to form a fateful chain of events. I failed to secure the boathook, and it was lost overboard. I didn't see the long jibsheet trailing in the water, and it killed the engine at the worst possible moment. I chose to attempt to find a mooring at the dangerous, leeward end of the harbor, with no room for error. And I sure did want those fried clams.

Larry and his wife Pam sail the southern New England coast on their 1982 Nonsuch 36 Cracker Jack out of Noank, Conn. He naively expects all sailing seasons to be trouble-free and will proceed swimmingly. Larry has been sailing all his life – first on a Penguin, then a Thistle, then a vast array of one-design racers, a Pearson Ensign, and now cruising boats – all in a futile attempt to escape from the myriad annoyances of life, great and small.

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Celebrating 96 Years

Hurricane season

In this column, I share stories from the Isles of Shoals and beyond. Some six miles south-southeast of the mouth of the Piscataqua River, this amazing place is host to a variety of interesting vessels, wildlife and people – a rest stop on the East Coast maritime highway.

I love the fact that our newest old boat is named *Hurricane*. After months of careful nursing and a lot of hard work, she is finally behaving like a graceful old lady should: no more mechanical drama, no bad fuel, no spurting garboard seams, no electrical shorts – just a dignified, old New England boat dependably steaming down the river with her cargo, turning heads as she goes. As Neil Young said it, “You are like a hurricane: There’s calm in your eyes.”

I admit to a fascination with the terrible in nature – with things like avalanches, rogue waves, rattlesnakes, sharks and big storms. My interest in hurricanes began early. I recall a September afternoon in 1969, when the sky over Marblehead was a strange, yellow overcast. I worked with my father to haul our Boston Whaler in advance of the approaching Hurricane Gerda. Dad was a Navy veteran, having experienced Pacific typhoons on the destroyer escort USS *Lovelace* during the war. He knew from experience that the odd sky indicated severe weather on the way.

If you would be further intrigued by the dark magic of hurricanes, study, as I did early in my early nautical self-education, the storm section in the “Eldridge Tide and Pilot Book.” There is a chart showing the path of notable hurricanes and information on precautions, the dangerous right semi-circle, the navigable left semi-circle, ways to tell the location of the eye by the wind direction at your location, and where to sail once you do. It is both fascinating and chilling.

This afternoon, we took a group of high school stu-

dents from High Mowing Waldorf School in Wilton, N.H., out to the Shoals in the *Hurricane*, over a placid Bigelow Bight. The sea was flat-calm all day, and temperatures were in the sunny low 80s. The faithful gray seal colony on Duck Island and nearby Mingo Rock presented their usual amazing display. White-sided dolphins were visible from the high deck. The students enjoyed a lovely cruise in the presence of history, tradition and great natural beauty. All of this took place in the heart of hurricane season.

In Texas and Florida, residents were still reeling from the damage wrought by hurricanes Harvey and Irma. The extent of misery and property damage in those areas is painful to contemplate.

My brother and his family live in Houston. He sent me a photo last week of his sons piloting a remote-controlled boat across the two feet of water in his family room. Across town, my mother’s home was completely destroyed when five feet of water inundated her neighborhood. And they are among the lucky ones.

In the midst of the storm, I called to see how they were all doing. My brother sent a photo of his house surrounded by a lake where his driveway and front yard should have been. After his car disappeared beneath the flood late that night, he texted back in his typically understated way: “Water is powerful.”

While such weather is rare on our coast, New England is statistically overdue for a major hurricane. History proves it. The impact of the legendary Hurricane of 1938 is still visible to the informed eye in the hills and mountains of central New England. That storm, in the days before weather radar and satellite imagery, arrived with little warning during a period of fine late-summer weather, leaving people no time to prepare.

In 1954, the year before I was born, Category 3 Hurricane Carol hit our local coast with southerly winds

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strong enough to destroy Frisbee's Wharf at Kittery Point. Carol was followed 10 days later by the Category 2 Hurricane Edna.

Into the 1960s, weather data was still collected mostly from strategically-placed observers. I remember watching the legendary Boston weatherman, Don Kent, reporting updates on barometric pressure, wind gusts and wave heights from the Nantucket Lightship as Hurricane Donna approached in 1960.

During the 1985 Hurricane Gloria, New England experienced the worst widespread damage since 1954. I had my first cruising sailboat, the 26-foot cutter we called *Finner*, on a mooring in the cove off the rebuilt Frisbee's Wharf. I remember driving over the interstate bridge to see how she was faring as the eye passed over and the sun came out.

By the time I reached Kittery Point, the clouds had returned and the winds were again raging, with gusts to 65 knots, but still not hurricane-strength. Out in the Cove, *Finner* was tacking back and forth on her mooring, sailing hard by the force of the wind on her hull alone.

It took two hands on the rail at the edge of the pier to keep from being blown across the parking lot.

In 1991, the edge of Category 2 Hurricane Bob grazed the coast. We were out of state, visiting family, when it

passed through. Returning home the next day, I drove through a darkened Kittery Point, past downed power lines, to see about our sloop *Hopestill*. There was no moon, and it was difficult to see across the harbor. The quiet voice of Frank Frisbee came out of the darkness behind me. "She's OK," he said. "The worst wind was northwest, and the waves never built up."

In 2005, the remnants of an October hurricane decayed into a violent nor'easter that lashed the Maine coast. Wind gusts over 60 turned the nearly empty harbor white. I had returned to town on the bus to retrieve my truck after

having shuttled *Aloft* back down south to be hauled out in the nick of time. I remember walking along an empty rain- and wind-whipped Main Street with great diffi-

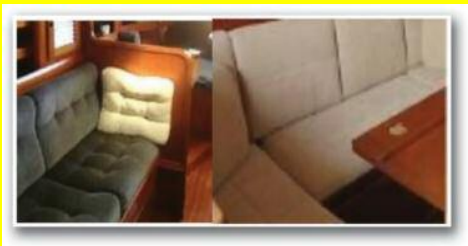
Giant granite blocks on the breakwater were being joggled about by the waves. Water seethed through gaps in the granite and into the harbor, creating great heaps of lingering foam as the sun set.

HURRICANE, continued on Page 67

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Photo by Bob Nash

This year's Chowder Cup featured more than a snootful of wind, resulting in lively racing conditions.

Friendship Chowder Cup: Mayhem and fun

By Nina M. Scott
For Points East

Last year at the Friendship Chowder Cup race, in Friendship, Maine, we had a snootful of wind. This year, it was worse. Saturday, Aug. 5, was foggy and windless, so the race was wisely postponed to Sunday.

That morning, a nor'wester started screaming early. My husband Jim and I went out with a reefed main and a small jib before the start and were blown over by a gust, making steering difficult. We decided not to race for the first time in over 25 years, and we were not alone. Participation in all classes was much reduced. Of the 10 boats that started in Class C, only

three finished.

Chip Putnam was the first finisher in Class A aboard *Bel Canto*, a J/124. A mano a mano battle took place in Class A between *Turtle* and *Traveler*, which finished 2nd and 3rd, consecutively. After the race, I approached *Turtle* skipper Dave Gleason. "You stole *Traveler's* wind," I said.

"That's a harsh term, Nina."

"OK, you blanketed him," I countered.

"Actually I was trying to run him onto the rocks at Long Island," Dave said cheerfully.

Class B first-to-finish honors went to Chuck Thomp-

CHOWDER, continued on Page 54

Rough going in Ida Lewis Distance Race

The weather started out gloomy, and then got downright nasty for the 13th edition of the Ida Lewis Distance Race, which started Friday, Aug. 18 off Fort Adams State Park in Newport, R.I. A forecast calling for storms to pass over the racecourse during the night convinced seven of the original 40 entrants to drop out prior to the start for six classes (IRC, PHRF Spinnaker A, PHRF Spinnaker B, PHRF Cruising Spinnaker, Doublehanded and Multihull).

Of the remaining 33 teams, an additional 10 were forced to retire due to damaged equipment or other problems incurred during multiple squalls that left memorable impressions and their calling cards of driv-



Photo courtesy Ida Lewis Distance Race

Vamoose, a J/120 that placed 2nd overall in PHRF Spinnaker A, reels in **Direwolf**, an X-Yacht IMX 45. Conditions in the race were "downright nasty."

IDA LEWIS, continued on Page 55

Lionheart defeats Hanuman in J-Class World Championships

On the same Newport, R.I., waters where the legendary *Ranger* cleaned up 4-0 in 1937, the last time ever that the mighty J Class raced for the America's Cup, the first J Class World Champions are *Lionheart*, the owner-driven, Dutch-flagged, modern-day *Ranger* descendent. Displaying solid consistency across all seven races sailed by the six-boat inaugural World Championship fleet, *Lionheart* won the world title by three clear points when they crossed the finish line 2nd on the final day, behind nearest rivals *Hanuman*.

Low-risk strategies employed on a fast, well-travelled J Class yacht that's sailed by a close-knit crew, prevailed. They finished no worse than 3rd and only won one race, but they eclipsed the highly fancied *Hanuman*, which only returned to J Class racing this season after a three-year hiatus.

The shiny, black hulled *Lionheart*, JH1, was built 75 years after the original design was made as part of a family of designs by Starling Burgess and Olin Stephens for *Ranger*, the so-called Super J that dominated in Newport. Over recent years the Palma, Mallorca-based *Lionheart* has probably sailed at more



Photo by Onne van der Wal

For a week six majestic J-Class yachts (**Lionheart** and **Topaz** above) graced the shoreline in and around Newport, R.I.

regattas than her rivals, J Class and otherwise, in the pursuit of improvement. Dutch ocean-racing specialist Bouwe Bekking, a frequent Volvo Ocean Race participant, was one of the afterguard aboard *Lionheart*.

Hanuman, the U.S.-flagged team skippered and steered by Newport's Kenny Read, won three races

J-CLASS, continued on Page 55

Stone Horse Builder's Cup won by David Neumeyer's *Metaphor*

Sailing *Metaphor* out of Wareham, Mass., David Neumeyer won the 2017 Stone Horse Builder's Cup, which took place on Aug. 12 in Padanaram, Mass. Second went to Dave Kane's *Able* from Newport R.I., followed closely, in 3rd, by Minneapolis, Minn., native, Phil McGlave, who sails his Stone Horse, *Blue Jay*, out of Westport, Mass. Finishing just out of the money was *Patience*, with newcomer Rob Pirozzi of Mattapoisett Mass., at the helm. "Also-rans" were *Butterfly* and *Windfall* skippered by, respectively, Vern Tisdale of Mattapoisett, Mass., and Tom Kenney of South Dartmouth, Mass.

The race, delayed by one hour due to the threat of thunderstorms, was beset by fluky winds out of the east-southeast and the course was ultimately shortened to two legs because of the light air. The wind went light and fluky right at the starting gun, leaving boats in irons on the starting line and resulting in a few, slow-motion, near collisions.

Able, *Blue Jay* and *Patience* stayed on the same tack for the first half of the race, with *Able* taking a slight

lead. *Metaphor* tacked to the south in search of wind and moved into 1st towards the end of the first leg. *Butterfly* and *Windfall* fell off to the south in hopes of better wind but became stranded well to leeward of the mark and unable to recover on the shortened course.

With the fleet struggling to make progress in the unsettled conditions, the race committee shortened the first leg, and reconfigured the second, and now final, leg of the race. *Metaphor* extended its lead after turning on the first mark, with *Able* and *Blue Jay* settling into 2nd and 3rd for the final leg. There was some great light air sailing by all the boats that finished in the money and by Rob Pirozzi's aptly named *Patience*, but David Neumeyer's risky decision to take *Metaphor* south and away from the fleet made the difference.

The Stone Horse Builder's Cup is a one-design race limited to the 23' Stone Horse designed by S.S. Crocker and built by Edey & Duff, formerly of Aucoot Cove, Mattapoisett, Mass. Edey & Duff built 151 Stone Horses between 1969 and 1996.



Photo by Tom Kenney

Light-air tactics were much in evidence in this year's Stone Horse Builder's Cup, which was shortened twice.



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MS HARBORFEST 2017 RESULTS

Rank Boat Name Owner/Skipper Boat Design

Racing Division 1

1	Scapa	Raber, Ryan	Imx 40 4
2	Apparition	Colburn, Kenneth	Swan 42 O
3	Tamarack	Emanuel, Geoff & Kellogg, Bob	Farr 43
4	Kaos II	Smithwick, Scott	Farr 30
5	Family Wagon	Hallett, Richard	Hallett 33
6	Bushido	Quincannon, Patrick	J/105
7	Akai	Nolan, John	J/46
8	Mariner	MMA	J/44
9	Intangible	Bauchinger, W. & L.	J/105
10	Quixotic	Biermann, Joshua	Mumm 36

Racing Division 2

1	Second Chance	Jones, Joyce D. N. & Smith, Jeff	J/24
2	Emily Jayne	Joyce, Chris	J/27
3	Twilight Zone	Greenwell, Jim	J/80
4	Jester	Sommers, Tracy	SB20
5	Boy Toy	Carville, Al & Greg	J/70

Cruising Division 1

1	Cadre	Leighton, Frederick	Ericson 36
2	Decoy	Daigle, Bob & Maggie	C&C 35-1
3	Defiant	Smith, Wayne C.	C&C 99
4	Enterprise	Weinstein, Neal	Ericson 38
5	Too Elusive	Watson Jr., Arthur K	Ocean 80
6	Honalee	Robinson, Doug	Sabre 34-2
7	Cherubin	Duggan, Bill	Ericson 34-2

Cruising Division 2

1	Imagine	Rice, Randy	Pearson 34
2	Leola	Hallett, Jay	Pearson 10M
3	Kokomo	Hill, William	Catalina 34
4	Kristina	DeMichael, Christie	Pearson 34
5	Sallie	Larlick, Ed	Caliber 35

Cruising Division 3

1	Fiddler's Green	Cullum, James	Pearson Commander
2	Charles P	Barnes, Peter	Morgan 24/25
3	Icy Wind	Medjanis, Ben	O Day 25 Fk
4	Requiem	Simmons, Kate	Pearson Triton
5	Rose	Wood, Jeff	Ensign
6	Anie O'Dea	Babbitt, Bill	Catalina 310
7	Surefire	Biegel, Tom	Tanzer 22 Fk
8	Got Sales	Beaudette, Mike	Sabre 28-3
9	Polaris	Smith, Lauryn	Catalina 25 TM
10	Seaweed	Butterfield, Stephen	O'Day 30

Etchells

1	Ca\$h Money	Lalumiere, Matt
2	Black Sheep	Lalumiere, Todd
3	Fortitude	Conners, W
4	Girl Talk	Yahr, Jennifer
5	DSports	Yale, Skip

Rank Boat Name Owner/Skipper Boat Design

Classics

1	Sea Glass	Leddy, Paul	Pearson / Rhodes 41
2	Grenade	Fugelso, Sky	Pearson Triton
3	Elixir	Schroder, Soren	Bristol
4	Adagio	Burrows, Tom	Bristol 39

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Castine Classic Yacht Race won by Bouzaid's 38-foot Luders 24 Leaf

Leaf, a 38-foot Luders 24 sloop sailed by Chris Bouzaid, led the fleet in the 18th Annual Castine Classic Yacht Race to Camden sponsored by the Castine Yacht Club in Castine, Maine. The Castine event kicked off three days of classic boat racing, culminating in the Eggemoggin Reach Regatta, and this summer celebrated the famed designs of Aage Nielsen. Seventeen Nielsen yachts built between 1955 and 1969 were on public exhibition in Castine.

Under clear skies and a brisk southwest breeze, the 36-boat fleet set sail in four classes from the Castine harbor bell on a 19.6-mile course ending off Curtis Island in Camden. Sailing in Classic B class, *Leaf* beat by almost four minutes *Palawan*, a 47-foot



Photo by Tom Jackson

Several of the Aage Nielsen Celebration boats at Castine's town dock.

Sparkman & Stephens yawl sailed by Scott Gazelle. *Otter*, a 41-foot Concordia skippered by Robert Keefer, took 3rd. The Classic A class featured five 45-foot New York 32s, designed by Sparkman & Stephens and built in 1936. New York 32 *Siren*, sailed by Peter Cassidy, took 1st, followed by NY 32 *Vitesse*, skippered by Matthew Schoman. The 55-foot S&S yawl *Santana*, sailed by Connor Wallace, took 3rd.

The Classic C fleet was led by *Pride*, a 32-foot Buzzards Bay 25 sailed by JB Turner, followed by *Jolle*, a 36-foot Winslow yawl skippered by Charles Haines, and *Abigail*, a 39-foot Alden ketch sailed by Jesse Terry.

In the Spirit of Tradition class, *Isobel*, the 68-foot Stephens Waring sloop sailed by Richard Schotte, took 1st, followed by *Pleione*, a 48-foot Taylor 8 Meter sloop sailed by Bruce Dyson. *Vortex*, a 52.5-foot Reimers sloop skippered by Steve White, took 3rd.

At the award ceremony at WoodenBoat School following the Eggemoggin Reach Regatta, Brooke Parish of Castine presented the Ames Cup to *Leaf* as overall winner of the Castine Classic Yacht Race.

Siren won the Sparkman & Stephens trophy awarded to the S&S boat with the lowest corrected time. The Phalarope trophy, awarded to the top Concordia yacht – in memory of Thomas G. Ashton Sr. of Castine – was presented to *Otter*. The Mitch Gibbons-Neff trophy, presented in memory of the late head of S&S, was awarded to *Siren* as top New York 32 in the Penobscot Bay series. FMI: www.castineclassic.com

HOSPICE REGATTA OF MAINE RESULTS

NORTHEAST HARBOR FLEET

IODs:

1. Sean Beaulieu
2. John Roberts
3. John Henry
4. Com. Steve Madeira
5. Nicholas Schoeder

Cruising Class

1. Henry Brauer
2. Ken Weg
3. Tom Rolfes
4. Hal Kroeger

SOUTHWEST HARBOR FLEET

Luders:

- 1 Bill Smith
- 2 Ned Johnston
- 3 Wells Bacon
- 4 Connor Ratcliff
- 5 Jim Fernald

JUNIOR RACE RESULTS

420s:

1. Liam Higgins & Sophie Trammel
2. Jamie Slater & Giancarlo Farcai
3. Davis Block & Davson Hastings

Optis:

1. Riley Donahue
2. Jay Henry
3. Aiden Fitz

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Mark your calendar for July 13th & 14th, 2018

Newport Bermuda seminar is in October

The Bermuda Race Organizing Committee (BROC) has named Safe Harbor Marinas as the Official Boat Preparation Resource for the 2018 Newport Bermuda Race. The Safe Harbor Offshore Boat Preparation Seminar will be held Saturday, Oct. 21 at the Brewer Pilots Point Marina North Yard clubhouse in Westbrook, Conn. Speakers will include Rives Potts, owner-skipper of the 2010 and 2012 St. David's Lighthouse Trophy winner *Carina*, and Newport Bermuda Race Chief Inspector James Phyfe.

The team of Safe Harbor experts will discuss the elements of the most commonly used offshore safety standards, including the US Safety Equipment Requirements (US SERs).

Using images and demonstrations, presenters will discuss the intent behind each requirement and straightforward methods of compliance that won't break the bank. New for the 2018 race is the addition of multihull vessels, which will also be addressed in the seminar.

While particular emphasis will be placed on the requirements for the 2018 Newport Bermuda Race, common provisions of all offshore racing requirements will be discussed and ample time will be allowed for questions and answers. Topics will include hull construction and stability, rigging and sail selection (including storm sails), safety and emergency equipment, training and Safety at Sea credentials, and navigation and communications devices.

The cost of \$149 per boat entitles all crewmembers to attend. For more information on the seminar and to register, please visit www.byy.com/boatseminar. For questions, contact Lynn Oliver at loliver@shmarinas.com.

Input from offshore sailors sought

Several of North America's premier offshore race organizers and yacht clubs have teamed together to create a survey to learn what is most important to the ocean cruiser or racer.

This survey is being implemented by an independent market research company, Performance Research, and is in no way affiliated with sales of any kind.

The results will be completely anonymous and used to help improve how race organizers and clubs can better serve sailors for the future of the sport.

The results from this research will be shared with various clubs, organizations and events supporting offshore racing and cruising, as well as US SAILING in order to better understand you and your interactions with these types of organizations.


To participate in the survey:

<http://www.surveygizmo.com/s3/3662270/CCA-Offshore-Sailors>. For questions: Bill@performanceresearch.com.


Drew Freides wins Melges 20 Nationals

Drew Freides' *Pacific Yankee*, with crew Morgan Reeser and Charlie Smythe, won the 2017 Melges 20 US National Championship, held Aug. 17 to 20 in Newport, R.I. In doing so, he held off the charge by 2014 and 2015 Class World Champ John Kilroy and his team of Paul Goodison and Jeff Reynolds. In the final race of the event, Kilroy showed that an 8th-place finish earlier in the day was a fluke by grabbing his fourth bullet of the series, cementing a 2nd-place finish overall. Jason Michas and his team of Stu McNay, Alec Anderson and Elisabeth Whitener posted a 4-5 on the final day to finish 3rd overall. The fleet returns to Newport for the 2017 World Championship on Oct. 4-7

Class	Boat	Owner	Type	Place
A	Fiesta	R. Ledwith	C&C 40-2	1
A	Cats Paw	B. Minson	Lindenberg 28	2
A	J'ai Tu	J. Turner	J/35	3
A	Joie de Vivre	J. Kelly	J/105	4
A	Flyer	E. Ekberg	Beneteau	5
A	Avalon	K. Bradley	Frers 33	6
A	OneUp	B. Blum	J/88	7
B	Mush	G. Fitch	Etchells	1
B	Prom Dress	P. Woodworth	Etchells 22	2
B	Havoc	P. Spaulding	J/24	3
B	Sea Jab	A. Hodsdon	Sabre 362 WK	4
B	Migis Magic	H. Jesse	J/32	5
B	Gusto	C. D'Amato	Sabre 36CB	6
B	Epilogue	A. Humphreys	J/24	7
Cruising	Althea	T. & D. Higbee	Pearson 30	1
Cruising	Anjo	B. Kennedy	Alberg 30	2
Cruising	Euphoria	R. Parker	Nonsuch 30	3
Cruising	Image	G. Neville	Ericson 32-2	4
Wooden	Dreadnought	J. Weber	Custom	1
Wooden	Mystery	B. Keenan/J. Wiegleb	CH 31	2
Wooden	Lynnette	M. Cook	Custom 47	3
Wooden	Gosling	J. Blodgett	Ostkust	5



Penobscot PHRF
Presented by Front Street Shipyard
July 15-16, 2017



Results

CHOWDER, continued from Page 48

son aboard *Triple Lindy*, a Colgate 26. *Tootie*, which came in 2nd in Class B, is the original Joel-White-designed wooden prototype for the famous Bridges Point 24. Owner Joe MacIrvine found her on the internet. "I wanted a boat that was authentically Maine, beautiful and easy to sail," he said. He got it, plus speed. Sam Cady took 3rd place in Class B aboard *Scoon*, his 25-foot Cape Dory.

First to finish in Class C was Guy Polyblank, a Brit who sailed to the U.S. in the '90s and now lives in Rockland. He had no idea what the Chowder Cup Race was all about before entering *Woodwind*, his GP 14 dinghy. We assured him we welcomed all comers and hope to see him again in the future. Second went to Joanna Souers on a 17-foot O'Day Daysailer. First-time skipper Annabel Arm-

strong sailed her grandfather's Friendship catboat, *Rattle Ya Dags*, to a 3rd-place finish in Class C. "I was in control most of the time," she said.

"Last Boat In" honors went to the Zeitlin family, who decided to fly a spinnaker "to come in looking good." When its sheet gave way, their Rhodes nearly capsized, inundating everyone with green water. They were glad to get home. At the post-race supper, we celebrated Caroline and Bill Zuber's 50 years of ownership of their 115-year-old Friendship sloop *Gladiator*.

David Kapp designed the handsome T-shirt. Race organizers Bill Shaughnessy and Charlie Witherell, as well as head hostess Elaine Shaughnessy, got deserved applause. Irv Lash's raffled half-hull model went to Ken Dunipace, which somewhat made up for his also being unable to race. Please join us at next year's Friendship Chowder Cup, on Aug. 4.



Photo by Bob Nash

Up, up, UP! David and Goliath, in different classes, battle in this August's Chowder Cup.

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IDA LEWIS, continued from Page 49

ing rain and winds gusting 40+ knots.

“It was biblical,” said Brian Cunha (Newport), who, aboard *Irie 2*, a Ker 55, took overall honors in PHRF division and won his 11-boat PHRF Class A with a crew comprised primarily of local sailors. “It was just one cell after another, and it was raining so hard you couldn’t have your face to the wind, because it hurt so much. We were waiting for Noah’s Ark to come floating by.”

The two PHRF Spinnaker classes and the IRC class sailed a 150-mile course that took them to Buzzards Bay Tower, past Block Island to a government mark off Montauk Point, back to Buzzards Bay Tower and then back to Block Island before heading home. The first storm hit on the first stretch to Buzzards Bay Tower, making for a long, wet – yet exhilarating – night of competition.

The first to finish the race was the modified Volvo 70 *Warrior* (formerly *Camper*), co-skippered by Stephen Murray, Sr. and Stephen Murray, Jr. of Metairie, La. Finishing at 12:41 a.m. on Saturday, *Warrior* not only took line honors but also topped IRC Class, which started with 10 boats and finished with seven.

Second to cross the line after *Warrior* was Hendrikus Wisker’s (Round Hill, Va.) Swan 55 *Haerlem*, in Cruising Spinnaker class, at 4:37 a.m. The team, along with three others in its class, sailed a shorter 107-mile course

Perhaps most impressive was the performance by



Photo courtesy Ida Lewis Distance Race

Vento Solare, a J/109 sailed by Bill Kneller, eventually placed 4th in PHRF Spinnaker B.


Young American Yacht Club’s Junior Big Boat Team aboard *Young American*, which persevered with three others teams in Spinnaker B to finish the race and take the top trophy for its first-place finish as well as the Ardent H. Kits van Heyningen Trophy for the race’s Youth Challenge.

Arthur Santry’s (Oyster Bay, N.Y.) Kerr 50 Temptation-Oakcliff, which finished sixth in IRC, took home the William Tuthill Collegiate Trophy. FMI: www.ilcy.org.

J-CLASS, continued from Page 49


from seven, but their aggregate for 2nd place overall was too heavily ballasted by a 5th place on Thursday (the result of a penalty) and their 6th on Friday. Their penalty proved costly, just as one also did in Bermuda where they then missed out to *Lionheart* for the America’s Cup J Class Regatta title.

Lionheart also won the Terry Kohler Trophy, as the 2017 J Class season champions, a new trophy that aggregates the results of the St. Barth’s Bucket, the America’s Cup J Class Regatta and this first-ever J Class World Championship. *Hanuman*, winners in St. Barths in the spring, finished runners-up in Newport and in the season championship. Appropriately, *Ranger* completed the World Championship podium. They had a close match with the newer *Topaz*, both vying for 3rd. FMI: www.jclassyachts.com.



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Less about the voyage; more about the man

A Man for All Oceans

By Stan Grayson, Tilbury House Publishers and New Bedford Whaling Museum 2017, 399 pp. \$29.95.

Joshua Slocum was a rock star in – and after – his time. Since 1900, his book has never been out of publication, and there have been at least 25 separate editions of “Sailing Alone Around the World,” in which he recounts his three-year circumnavigation in an engineless sailboat. He is every sailor’s hero – independent, highly skilled, brave beyond belief, tough, enigmatic, and resourceful.

Now we have yet another Slocum book, but this one less about what he did than who he was and why his story resonated. In “A Man for All Oceans,” Stan Grayson drills deep into the fascinating life of the Nova Scotia native whose fame came late in a life filled with adventure, grief, poverty, failure,

and daring feats of seamanship in the short age of the great clipper ships.

We also get a fascinating glimpse into the turn-of-the-century *Zeitgeist*, which Grayson recreates in the spirit of historic novelist E. L. Doctorow. Slocum wasn’t

just a hero of fellow sailors. In fact, there wasn’t much of a recreational boating crowd at the time to admire him. He was a hero of Americans who were attracted to his spirit of adventure and his work ethic. And he was a skilled storyteller with some amazing stories to tell of distant shores and then unfamiliar cultures.

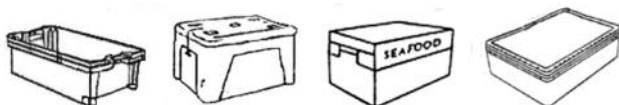
Today, his followers are mostly sailors who understand the dangers and challenges he faced in a small boat at sea. If not in his personal and financial life, at sea he always seemed to be able to dig deeper into his well of skill and creativity to rescue himself and his crew and family.

He was a crazy-good sailor. Grayson



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recounts an incident in Hong Kong when Slocum – piloting the bark *Amethyst*, his wife Virginia at his side – shows off to a British admiral, three British warships, and a merchant at anchor. His son, Ben Aymar, recalled the incident.

“Father just cleared the H.M.S by inches – then skillfully cleared the merchant ship by a few inches – passed on to the vacancy and with ‘down helm’ swung into the wind and the ‘let go the anchor’ order was given.” Slocum apologized to the admiral for a breach of etiquette, to which the admiral responded, “Any man who can sail a ship under full sail through a passageway too dangerous to contemplate need not apologize to the entire British Navy.”

Reading “Sailing Alone Around the World” – and the earlier and in some ways more incredible “Voyage of the *Liberdade*” – one doesn’t get a sense of the skill and experience that Slocum brought to this voyage. He was a naturally talented seaman, but – by this point in his life, having shipped out at age 17 – he had easily amassed a lifetime of experience at sea. He had earned the admiral’s admiration.

By 1900, Slocum had advanced from seaman to captain, sailed big ships all over the globe, supervised the building of a steamship, become a ship owner, and, after that ship was wrecked, designed and built his own cruising canoe to get himself and his family home. By the time it occurred to him to

rebuild the rotting *Spray*, he had massive experience at sea.

In fact, the circumnavigation was something of an afterthought rather than a life’s ambition. At that stage of his life, he had gone from revered clipper captain who “had walked the quarter deck wearing kid gloves and a stovepipe hat” to a fisherman who couldn’t make a profit on a pollock.

“He was discouraged and felt [a need for] a vacation. Why not start off and go round the world in the *Spray*,” biographer Clifton Johnson wrote. “He was sure he would find it enjoyable. It would be easier than selling fish anyhow.”

His voyage and subsequent book would make Slocum a very famous man, a sought-after lecturer, and a featured attraction at the 1900 Buffalo Exposition, where, after an overland trip, *Spray* was moored in a small pond. Only 10 years later, he and *Spray* would be lost at sea in a mystery that has yet to be solved.

For those who care to experience the full spectrum of Slocum’s turbulent life, Grayson’s book is a must-read, offering historical context for the amazing voyage recounted in “Sailing Alone Around the World.”

Co-founder of Points East, Sandy Marsters is also the magazine’s former editor, and he crafts PE’s reviews when he’s not sailing in the Caribbean.

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Photo by David Buckman

There's a lot more to coasting than sailing, as a foggy day in the Mud Hole proved.

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Cruise of the Leight, Part seven: Cruise of the Leight, Part 6: I had imagined my summer of cruising as a "sailabout" of sorts, sharing qualities of the aboriginal Australians' walkabouts. I was seeking the peace of wild places, mysteries of nature, depths of solitude, and the incomprehensible energy of the sea. I wanted to lie in the sun, drink wine, read, write, muse on things – and do nothing at all.

Making the most of a cruise is a challenge for a singlehander of my low order. Playing the weather – current and future – my mood, tides, currents and especially time, is critical, for coasting is more art than sport and enhanced by an organic approach.

Sole occupant of the Mud Hole, sail covers on, there was a pregnant hush to the scene, but for foggy dew drops plashing on the cabin-top. I wished Leigh was along, but she had an actual job, and couldn't take the summer off and go muddling along the coast like a latter-day Thoreau.

It takes a while to meld into a proper coasting mode, and design days with confidence. Phone off, radio silenced and GPS screen dark, the stillness seemed to have a certain depth to it. The usual clutter of thoughts rat-

tling about my mind came to focus on the cry of the Mistake Island foghorn a few miles to the east. Its wavering plea seemed the essence of loneliness, like a child crying in the dark. Approaching this hard-bitten coast in a dungeon of fog still seems a chancy business, even with a GPS, and the comfort of the little eel rut was precious.

Rowing the dinghy ashore, and taking to the Mud Hole Trail, I found it shimmering with millions of liquid garden globes cast about the canopy of spruce and hemlock like Christmas lights. The footing on the sodden path was eerily quiet. I felt like a stealthy interloper until a red squirrel scolded me annoyingly when I stopped to adjust my backpack. I spoke soothingly, but it wanted me gone, though I told him that we human beans weren't an altogether bad lot.

The granite swells along the east shore of Great Wass Island made for easy walking as it described colossal arcs, and melted into shingle beaches and bilious brine pools of the sort in which life may have arose. Gatherings of wild iris spread their orchid-like blossoms, and tiny blue harebells nestled in cracks in the rocks.

There was a certain ancientness to the scene that made me feel a long way from home. I photographed a few dandelion-like flowers I didn't know the proper name of, which spoke to my pitiful knowledge of such things.

Stopping to scan a wash of smooth beach stones, I added a rose-tinted, comma-shaped jewel to my pocket, and skipped a flat rock "sevensie" across smooth water.

Coming upon a bold, ice-cream scoop of a headland, I clambered up to a grassy throne where I had lunch and held court, the curve of horizon and vault of sky impossibly beyond comprehension. Gulls glided by at eye level, their sinuous wings undulating gently as they arced through the air with extraordinary grace, nattering among themselves like disgruntled radio talk-show callers. Terns on scimitar wings, were the F-16s of sky and sea, cutting impossible curves, hovering nervously, and diving to feed. Seals were curious, but kept their distance, and I wondered what drove the ants that crossed nearby rocks so purposefully.

There was a particular awareness to my mood. Time

was not pressing. I talked to eagles, sketched rather badly, but it was art of a crude sort. I lazed about, saw a cloud that looked like a horse, and took a nap, which was interrupted by a many-legged insect traversing my nose. I grew into the quiet, and felt less an outsider. How could time be better spent than that?

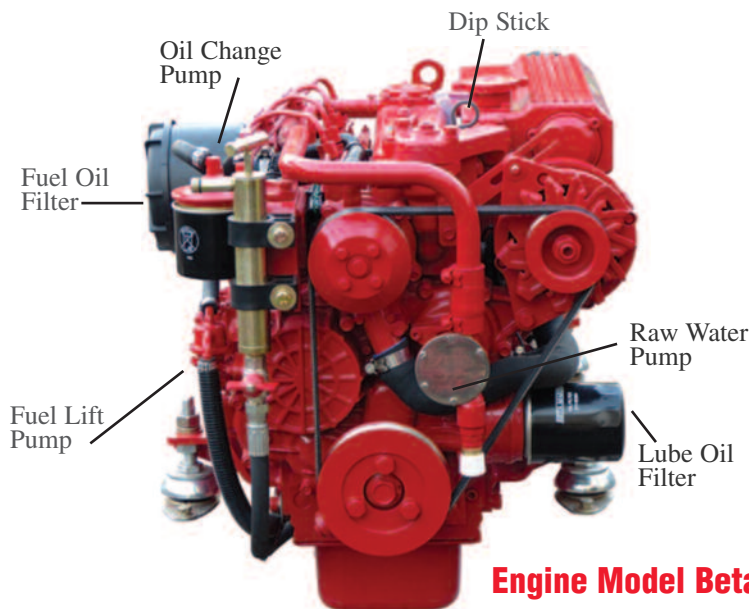
Back aboard, I took a nap, hoping another cruiser would sail in. I had a taste for society. But the tide fell, and the door was shut. Plans and ambitions are good things, but so is letting time describe its own course. There's more to coasting than sailing.

David Buckman's book, "Bucking the Tide," is about muddling along the New England and Maritime coast in an actual wreck of a \$400 sloop. It's \$19, including shipping. Send your mailing address to buckingthetide@gmail.com.

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New England fishing reports

Rhode Island

Off Rhody, the best fishing is yet to come

By Elisa Cahill
For Points East

October kicks off the fall migration in these waters, and the great news is that, after a great summer of catching fish, the best is still yet to come. Anglers finished the summer strong with **summer flounder** (fluke) fishing. Fred Tomkiewicz, of Charlestown, R.I., loaded up some of the best **black seabass** and fluke catches in September, fishing outside the Charlestown Breachway in 30 to 35 feet of water. The fluke fishing remained steady at the Wind Mills and the East Grounds, which will continue to offer anglers their best chance this month – if the weather holds and the fish hang around a bit longer.

Remember that the seabass fishery is closed Oct. 1 through Oct. 21. Seabass fishing will hopefully be at its prime come Oct. 22 when the season reopens and anglers can finally keep seven fish per person,



Photo courtesy Snug Harbor Marina

Check out what 5-year-old Gabriel Simpson caught while fluking at the Nebraska Shoal: a nice bonito while jigging a bucktail.

per day, in Rhode Island waters. In addition, the **scup** limit remains at 45 per person until Oct. 31. and then decreases to 30 fish per fish-

R.I., continued on Page 65



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Maine

Where did all the bluefish go this summer?

By Capt. Don Sayward
For Points East

Now's the time to head for the tree-stand or take your boat out to stretch a line. But keep a keen eye on the forecast, and pick your days carefully, as weather becomes a major factor. Frosty mornings mean slippery decks, so use more caution this month than you usually do while on the water.

As far as the inshore fishing goes, this is our last hur-

rah in Maine. Early in the fall, **stripers** will still be easy to find. Bait of choice is live mackerel, and, if you come across blitzing fish, toss top water lures into the fray. There's nothing like big linesiders crashing poppers. As of this writing, I've yet to see a **bluefish** this entire season, which is downright strange and a bit disappointing.

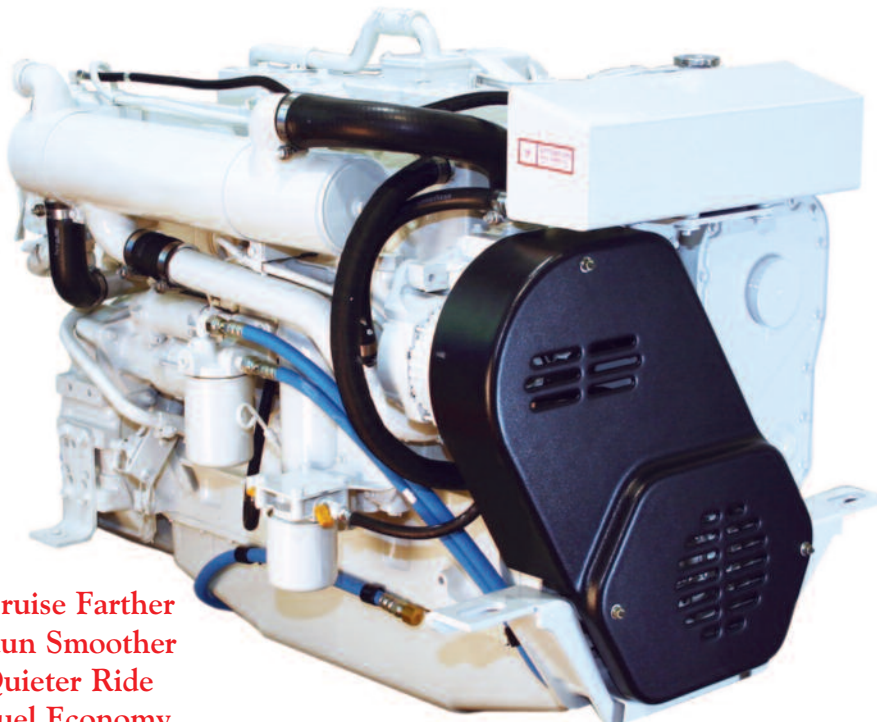
The good news is that more than a few times I've been

MAINE, continued on Page 66



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Western Long Island Sound

Fast fall action with stripers, blues and albies

By **Richard DeMarte**
For Points East

With summer behind us, these next few months of boating and fishing seem all the sweeter, knowing our tackle and boats will soon be tucked away for another winter. But, for now, our focus is intensified by the vast array of fish we will encounter: from stripers and bluefish to fluke, porgies, seabass and albies.

Stripers and **bluefish** are moving and eating like machines as they fatten up for their long migrations ahead. With most harbors now filled with adult bunker, the massive schools are like the ringing of the dinner bell to any stripers and blues in the area. Some massive blitzes will occur that will have reels screaming and fishermen smiling ear-to-ear.

Early mornings are always a best bet, but often the

Harrison McCandless hooked several stripers in the 15- to 20-pound range off Greenwich, Conn., on chunks and live-lined bunker.



Photo by Richard DeMarte



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bait stays in and around the harbors all day long, so setting up with chunks or live-lined bait inside the harbors until an hour or two after first light, then moving just outside jetties and break-walls for the rest of the day will increase your odds for hook-ups.

The **seabass** and **porgie** bite has reached a fever pitch, with a solid mix of monsters in the mix. If you're looking for nonstop action, now is the time, and your biggest worry is being sure to bring along enough bait so you don't run out. Sandworms, peanut bunker, clams and mussels are all being savored by these not-picky fish.

Albacore will make a good showing this fall, as they did last year. Look for birds diving on spearing and other small baitfish running from these football sized tuna. Take a mix of colors and sizes of Deadly Dick lures, or small flies, and be ready to gun-and-run and as you chase fast-moving schools. Have fun and good luck.

Highliner Richard DeMarte is a graduate of Binghamton University, where he majored in Biology, with a minor in Environmental Studies, and he now works for Regeneron Pharmaceuticals. His fishing, boating, photograph and environmental activities and outdoor writing continue full-steam ahead, so count on more articles and forecasts in upcoming issues of Points East. Contact him at richard@nyctfishing.com, and visit his website at www.nyctfishing.com

R.I., continued from Page 62

erman per day from Nov. 1 until Dec. 31. As the month progresses, East Grounds will become the top hotspot for these tasty critters.

Striper fishing along the south shore will be improving this month as the water cools. The insane amount of bait this season will hopefully provide for a bountiful fall fishery. The Southwest Ledge and North Rip, along with the southeast corner of Block Island are top fall grounds.

Tautog fishing limits will also increase on Oct. 15, when anglers will be allowed a six-fish-per-person-per-day bag limit, with a maximum of 10 fish per vessel per day. River Ledge, Scarborough and Seal Ledge are all great locations to do battle with these feisty whitechins during the month of October.

Hopefully the weather will hold and afford us with some shots at canyon fishing, too. West Atlantis, Veatch and Hydrographers have been the canyons of choice, with anglers reporting great **tilefish** catches, along with **swords**, **mahi** and scattered **yellowfin**.

Elisa Cahill, a Point Judith Pond native, has managed the tackle shop at Wakefield, R.I.'s, Snug Harbor Marina (www.snugharbormarina.com) for more than 20 years and has spent her life fishing the waters of Block Island Sound.



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Photo by Capt. Don Sayward

Evan Anastas gave this big striper a huge hug before releasing it to fight again.

MAINE, continued from Page 63

spoiled by **tuna** while livelining pogies for stripers. Busting tuna in 15 feet of water and big bass ripping through the pogies makes for some exciting fishing. One of the advantages of being on the water this fall is that you'll have most of the coastline to yourself. Labor Day has come and gone, and many boats have left for the season, so take advantage of this solitude and experience some awesome action.

Last but not least, if you're able to travel a bit, you might consider keeping an eye on Long Sands Beach, in York, which is always a hotspot late in the season. If you

head there, your best bet is to use a slider rig baited up with a clam, sandworm or mackerel chunk. Also, work the surf on the south end of the beach with a plug.

As fishing this year winds down, always remember to pack away your gear clean, exercise diligence in winterizing your boat, and pray for an easy winter, too. We'll all be back on the water in no time. Have a great winter!

Capt. Don Sayward runs a charterboat, Don's First Light, out of Wells Harbor, Maine, specializing in fly-fishing and light-tackle angling for stripers and blues. Visit Don's First Light on Facebook to see what he's catching. Or check him out at www.donsfirstlight.com.

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culty. From Rockland, I headed northwest toward Sugarloaf. High up on the grade over the Belgrade Lakes, the heavy rain turned to snow, leaving a record-breaking three feet in the mountains. Hurricane snow.

I was on Star Island in August 2011 with a small group of caretakers during Hurricane Irene, the last hurricane to impact our coast in a major way. The Shoals did not experience a direct hit, but wind gusts over 70 knots were recorded from this Category-1 event. Sixty feet up in the tower of the Oceanic Hotel the timbers groaned and the old building swayed from side to side. During the worst of it, our little group ventured out to the Smith Monument on the exposed ledges of the eastern shore. There 25-footers, carrying the full force of the Atlantic, sent spray over 100 feet to douse us on the high ground, where we stood bracing against the iron railings. We could see white water reaching the top of the lighthouse at White Island a mile or so away.

Aloft was alone in Gosport Harbor during Irene, moored by an extra-long pendant in the relatively flat water behind the breakwater. Since I had to be on the Island to keep watch, and since Pepperrell Cove is notoriously dangerous in a hurricane, I opted to leave the sloop at the Shoals, where I could keep an eye on her. Her sails and loose gear were stowed below, and she rode

out the gale through the afternoon within sight of the caretaker's cottage.

Giant granite blocks on the breakwater were being joggled about by the waves. Water seethed through gaps in the granite and into the harbor, creating great heaps of lingering foam as the sun set. At dawn I was relieved to see the boat still on the mooring and undamaged. The storm had passed by overnight, leaving a quiet harbor that resembled a snowfield, still covered with left over foam.

One of the fascinating truths about wind is that its force increases exponentially to increases in its speed. For example, a 126-mph wind produces twice the force as a 100-mph one. I have never seen the likes of a really strong hurricane, and I hope I never do.

Hurricane season lasts until November. As I write this, the prediction models are beginning to suggest that Hurricane José may produce significant impacts in Southern New England waters in a few days. Will we be ready for it? As it goes in the captivating Brandi Carlile song, "You can dance in a hurricane, but only if you're standing in the eye." And then only briefly.

Jack is a USCG 100-ton master and the facilities director at Star Island at the Isles of Shoals, where Aloft lives most of the summer. Formerly island manager, Jack now focuses on running freight boats and tours during the summer season and managing the waterfront.

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Underwater robot speeds ocean sampling

The world's first underwater vehicle designed specifically to collect both biological and chemical samples from the ocean water column successfully completed sea trials off the coast of New England this summer. The new autonomous underwater vehicle (AUV), named *Clio*, will help scientists better understand the inner workings of the ocean.

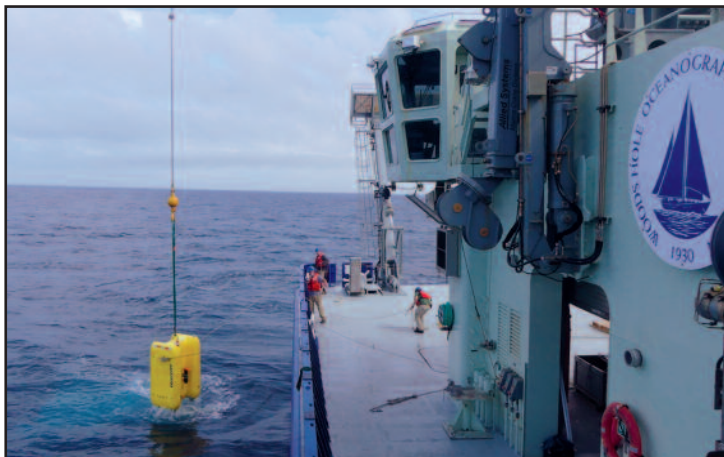


Photo by Mak Saito, Woods Hole Oceanographic Institution

The crew aboard the R/V Neil Armstrong help guide the autonomous underwater vehicle *Clio* into the water for testing.

Developed in an engineering collaboration between Woods Hole Oceanographic Institution (WHOI) and the University of Texas Rio Grande Valley (UTRGV) and in scientific collaboration with the University of Michigan at Ann Arbor, *Clio* will improve sampling efficiency and also reduce

the time and cost of broad biogeochemical surveys. The surveys are necessary to understand patterns and cycles of the marine food web and the role that the ocean plays in shaping Earth's climate.

"The long-term goal of *Clio* is to lower the barriers to completing a global survey of marine microbiology and biochemistry," says John "Chip" Breier, chief scientist of the sea trials and lead principal investigator of the project from UTRGV.

"Ultimately, the vehicle's capabilities will greatly expand the observational capacity of our oceanographic research fleet."

ROBOT, continued on Page 71

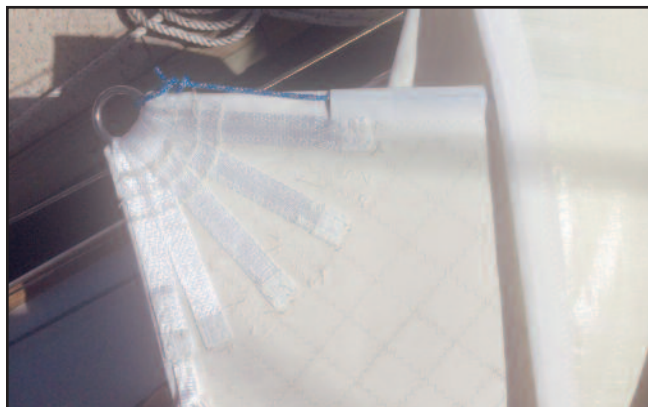


Photo courtesy North Sails

3Di sails have the properties of true composite structures, resisting strain and compressive forces in all directions.

North Sails unveils innovative sail cloth for cruising vessels

For over 60 years, woven polyester sailcloth has been the default choice for cruising sails because it produced structurally durable sails at a low cost. North Sails' 3Di NORDAC is a revolutionary sail technology, for small to medium-sized cruising boats,

SAIL CLOTH, continued on Page 70

Change at Robinhood Yacht Sales

Even the best cruise has to come to an end. After 27 terrific years, Dave Perry is retiring. Since 1990 Dave has been at the helm of Robinhood Yacht Sales and during that time has been an invaluable and much-loved member of the Robinhood family. His involvement with Cape Dory (which was based at Robinhood) goes back even further – he was national sales manager for the well-known and prolific production boat builder for 10 years. Dave was also a partner in Coastal Yachts. All told, he has over 50 years in the marine industry.



Robinhood Marine Center

Gordon Reed will now helm yacht sales.

Fortunately, taking over for Dave will be Gordon Reed. Gordon not only has impressive marine industry credentials, but a history at Robinhood, as well. He spent 10 years as service and then operations manager before working as a charter broker for Ed Hamilton and Co. and running his own marine-consulting business. He has been a project manager on major refits, a marine surveyor, and is a USCG-licensed captain.

Sail Newport opens new education and recreation center

In late August, Sail Newport, along with a slate of dignitaries, officials, and supporters, celebrated the opening of its new Mid-Park Marine Education and Recreation Center. Over 200 people joined Executive Director Brad Read for a ribbon-cutting ceremony.

The 8,500-square-foot LEED-compliant building – located in Fort Adams State Park – was conceived, designed, engineered and built with support and guidance from the State of Rhode Island and many construction and sustainability partners.

The growth and progress of Sail Newport, founded in 1983 after the loss of the America's Cup, prompted the organization's leaders to set a goal five years ago to expand their public access sailing programs and marine education. The new center was designed to facilitate more education with year-round classrooms and restrooms and an upgraded facility in order to offer more public sailing programs and more access to



Photo courtesy Sail Newport

The new, 8,500-square-foot building will facilitate more education with year-round classrooms, and more public sailing programs and access to the water.

the water for all ages.

Read notes that the first program to use the new center will be a 4th-grade learn-to-sail educational initiative with the Pell Elementary School, which starts on Sept. 18. The unique program will align with the public school's 4th-grade core curriculum in the areas of math, science, social studies and art. In addition to the on-the-water classroom of sailing instruction, the new

indoor classrooms will house students for the land-based curriculum portions.

Sail Newport also partnered with 11th Hour Racing for the design of the building to include sustainability at the heart of its sailing-center operation and green events and programs. A year ago, 11th Hour Racing granted \$1 million toward costs for the new center. FMI: www.sailnewport.org.

On versatile new J/121, less is more



Photo courtesy J/Boats

This isn't news to anyone in the racing game, but gathering crew – especially in this age of so many distractions – to campaign a proper keelboat can be difficult. J/Boats, the venerable producer of many racers and cruisers – and, most recently, the runaway hit J/70 – has designed a new boat with shorthanded crew in mind. Enter the J/121 (pronounced 1-2-1), a versatile 40-footer that's meant to be sailed with five crew or less. Race it inshore or off – the boat's meant to be fast in both venues, and stable, with hull shape providing inherent stability and cockpit-controlled water ballast (800 lbs.) acting as a bonus. Now imagine racing the boat in a "dream circuit" of events that tie into regional "classic" races that everyone aspires to sail their J/121 in. This is what the folks at J/Boats had in mind when creating the boat.

New marina/restaurant approved in Essex, Conn.

Essex Boat Works LLC, and Carlson Landing LLC, received a unanimous vote of approval on the proposed application for the Carlson Landing Project at the Essex Town Zoning Commission Meeting in late August. A.J. Shea Construction of Essex, Conn., which has been contracted for the Carlson Landing project, expects to break ground in the coming month upon the final written approval and as permitting allows. The 7,000-square-foot, two-story marina/office building and restaurant is the first eatery to be developed on the Essex waterfront in over 20 years. The restaurant, accessed by Main Street, in Essex, will feature waterfront dining.

Sabre introduces the 45 Salon Express

Over the last 115 years, the Sabre range of Salon Express motor yachts has reshaped the boating market. Unlike typical express cruisers that tend only to go out on those all-too-rare “perfect” days, owners of the Salon Express style can enjoy boating each and every day of the season tucked into the comfort and quiet of their yachts’ climate controlled interiors.



Photos courtesy Sabre Yachts

The Sabre 45 Salon Express is an all-new design offering two staterooms with two full heads and a salon that flows down two steps to a bright half-up galley. But her most unique space is the one located between the engine room and the guest stateroom. This space is reserved for the installation of optional accessories like

The Sabre 45 Salon Express is a traditional Downeast design (top) with an ultra-refined raised salon (right) that’s climate controlled.



heard of level of security and comfort. FMI: www.sabreyachts.com.

SAIL CLOTH, continued from Page 68

which transforms polyester fiber into seamless, one-piece sails that are uniquely strong, beautiful, and long-lasting.

Woven Dacron sailcloth fails to provide value to cruising sailors because the sails lose their shape long before structural integrity is compromised. 3Di NORDAC marries patented 3Di shape-holding technology with the toughness and affordability of polyester sails. 3Di NORDAC sails are smoother with a more permanent aerodynamic shape for greater control, speed, and comfort when cruising.

North Sails’ patented 3Di process spreads yarn fibers into individual filaments, pre-impregnated with thermoset resin, and laid into ultra thin tapes. The tapes are then thermoformed on North’s 3D adjustable molds in the sail’s unique shape. 3Di sails have the properties of true composite structures, resisting strain and compressive forces in all directions. FMI: www.northsails.com.

Maine Maritime Museum honors Maine boatbuilders

On Aug. 24, Maine Maritime Museum honored Maine boatbuilders with the 12th annual Mariners Award, given to an individual or organization that has made extraordinary contributions to Maine’s maritime heritage and significantly impacted the state’s culture and economy. The award was presented to industry association Maine Built Boats on behalf of all of the state’s boat builders. Jon Johansen, president of Maine Built Boats, accepted the award.

Around 150 guests, including community members, museum supporters, and boat builders, attended the celebration. Proceeds from ticket sales and live and silent auctions will support



the museum’s traditional skills programs, including the Discovery Boatbuilding program, which teaches wooden boatbuilding to students from local public schools.

“We present this award to highlight how important our maritime culture is to the state of Maine – and how this heritage has national significance,” said Amy Lent, the museum’s executive director. Previous Mariners Award recipients include Eimskip USA, William Haggett, the National Maritime Historical Society, and the employees of Bath Iron Works.

ROBOT, continued from Page 68

Currently, researchers gather these types of samples by using battery-operated pumps, lowered down to various ocean depths on a wire. The pumps suck seawater through a filter that also captures particles. When the pumps are back on deck, the heads containing the filters are removed and brought to a lab for analysis.

“The current sampling system works quite well,” says Mak Saito, a biogeochemist at WHOI and one of the principal investigators. “But in large survey programs where we are intensively sampling at many unique locations across major ocean basins, it will greatly improve efficiency to be able to move one operation off the ship’s wire and onto an AUV.”

Almost a decade before the development of *Clio*, Breier, then a scientist and engineer at WHOI, designed a SUPR (SUSPENDED PARTICULATE ROSETTE) sampler – a chemical and biological sampler shaped like a hockey puck that

could be used with remotely operated vehicles to collect samples from hydrothermal vents on the ocean floor. For this project, Breier adapted the state-of-the-art sampler to fit inside an AUV to enable it to sample at various depths in the water column.

Once lowered off a ship, the vertical-diving *Clio* propels itself to the bottom of the seafloor using a pair of thrusters and then stops at a series of pre-programmed depths during its ascent to filter water and collect samples.

The AUV, which is roughly the size of a large refrigerator, can dive to a maximum depth of 6,000 meters (3.7 miles) and operate underwater for 12 to 14 hours at a time. *Clio* then returns to the surface with stacks of filters representing hundreds of liters of seawater that oceanographers can use to measure the genetic and functional diversity of marine microorganisms, as well as nutrients that control their diversity. *Clio* will next undergo a year of science testing in Bermuda beginning in April 2018. For more information, please visit www.whoi.edu.



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Bar Harbor: Acadia Information Center, Bar Harbor Savings & Loan, Bar Harbor Yacht Club, College of the Atlantic, Lake and Sea Boatworks.

Bath: Kennebec Tavern & Marina, Maine Maritime Museum.

Belfast: Belfast Boatyard, Belfast Chamber of Commerce visitors' Center, Coastwise Realty, Front Street Shipyard, Harbormaster's office, Nautical Scribe Bookstore.

Biddeford: Biddeford Pool Y.C., Buffleheads, Rumery's Boatyard.

Blue Hill: Bar Harbor Bank, Blue Hill Books, Blue Hill Peninsula Chamber of Commerce, Compass Point Realty, EBS, Kollegewidgwok Y.C., Rackliffe Pottery.

Boothbay: Boothbay Mechanics, Boothbay Resort, Cottage Connection.

Boothbay Harbor: Boothbay Harbor Inn, Hodgdon Yacht Services, Brown's Motel, Cap'n Fish's Inn, Carousel Marina, Grover's Hardware, Hammonds, Municipal Office, Poole Bros. Hardware, Rocktide Inn, Sherman's Bookstore, Signal Point Marina, Tugboat Inn.

Bremen: Broad Cove Marine.

Brewer: B&D Marine, Port Harbor Marine.

Bristol: Hanley's Market.

Brooklin: Atlantic Boat Co., Brooklin Boat Yard, Brooklin General Store, Brooklin Inn, Center Harbor Sails, Eric Dow Boatbuilder, WoodenBoat School.

Brooksville: Bucks Harbor Market, Bucks Harbor Marine, Bucks Harbor Y.C., Seal Cove Boatyard.

Brunswick: Bamforth Automotive, Coastal Marine, New Meadows Marina, Paul's Marina.

Bucksport: Bookstacks, Bucksport Bay Area Chamber of Commerce, EBS Hardware.

Calais: Calais Book Shop, EBS Hardware.

Camden: Camden Chamber of Commerce, Camden Y.C., French & Brawn, Harbormaster, High Tide Motel, Lyman-Morse at Wayfarer, Owl & Turtle, PJ Willeys, Port Harbor Marine, Waterfront Restaurant.

Castine: Castine Realty, Castine Y.C., Maine Maritime Academy, Saltmeadow Properties, The Compass Rose Bookstore and Café.

Chebeague Island: Chebeague Island Boat Yard.

Cherryfield: EBS Hardware.

Columbia: Crossroads Ace Hardware.

Cundy's Harbor: Watson's General Store.

Damariscotta: Maine Coast Book Shop, Poole Bros. Hardware, Schooner Landing Restaurant.

East Boothbay: East Boothbay General Store, Lobsterman's Wharf Restaurant, Ocean Point Marina, Paul E. Luke Inc., Spar Shed Marina.

Eastport: East Motel, Eastport Chowder House, Moose Island Marine, The Boat School - Husson.

Eliot: Great Cove Boat Club, Independent Boat Haulers, Kittery Point Yacht Yard, Thompson Marine.

Ellsworth: Branch Pond Marine, EBS Hardware, Riverside Café.

Falmouth: Falmouth Ace Hardware, Hallett Canvas & Sails, Handy Boat Casco Bay, Portland Yacht Club, Town Landing Market.

Farmington: Irving's Restaurant, Reny's.

Freeport: Gritty McDuff's, True Value Hardware.

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Georgetown: Robinhood Marine.

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Hampden: Hamlin's Marina, McLaughlin Seafood, Waterfront Marine.

Hancock Pt.: Crocker House Country Inn.

Harpwell: Dolphin Restaurant, Finestkind Boatyard, Great Island Boat Yard.

Harrington: Tri-Town Marine.

Holden: McKay's RV.

Islesboro: Dark Harbor Boat Yard, Tarratine Club of Dark Harbor.

Jonesboro: Swamp Yankee BBQ.

Jonesport: Jonesport Shipyard.

Kennebunk: Landing Store, Seaside Motor Inn.

Kennebunkport: Arundel Yacht Club, Bradbury's Market, Chick's Marina, Kennebunkport Marina, Maine Yacht Sales, Yachtsman Lodge and Marina.

Kittery: Badger's Island Marina, Jackson's Hardware and Marine, Kittery Point Yacht Yard, Port Harbor Marine.

Lewiston: Al's Sports.

Livermore Falls: Lunch Pad Café.

Machias: EBS Hardware, Helen's Restaurant, Viking Lumber.

Milbridge: Viking Lumber.

Monhegan Is: Carina House.

Mount Desert: John Williams Boat Company

North Haven: JO Brown & Sons, North Haven Giftshop.

Northeast Harbor: F.T. Brown Co., Kimball Shop, Mt. Desert CoFC., McGraths, Morris Yachts, Northeast Harbor Fleet, Pine Tree Market.

Northport: Northport Marine Service, Northport Yacht Club.

Owls Head: Owls Head Transportation Museum.

Peak's Island: Hannigan's Island Market.

Penobscot: Northern Bay Market.

Port Clyde: Port Clyde General Store.

Portland: Becky's Restaurant, Casco Bay Ferry Terminal, Chase Leavitt, Custom Float Services, DiMillo's Marina, Gilbert's Chowder House, Gowen Marine, Gritty McDuff's, Hamilton Marine, Maine Yacht Center, Portland Yacht Services, Ports of Call, Sawyer & Whitten, Vessel Services Inc., West Marine.

Raymond: Jordan Bay Marina, Panther Run Marina.

Rockland: Back Cove Yachts, E.L.Spear, Eric Hopkins Gallery, Gemini Marine Canvas, Hamilton Marine, Harbormaster, Johanson Boatworks, Journey's End Marina, Knight Marine Service, Maine Lighthouse Museum, North End Shipyard Schooners, Ocean Pursuits, Pope Sails, Rockland Ferry, The Apprenticeshop.

Rockport: Bohndell Sails, Cottage Connection, Harbormaster, Market Basket, Rockport Boat Club.

Round Pond: Cabadetis Boat Club, King Row Market.

Saco: Lobster Claw Restaurant, Marston's Marina, Saco Bay Tackle, Saco Yacht Club.

Sargentville: Eggemoggin Country Store, El El Frijoles.

St. George: Harbormaster

Scarborough: Seal Harbor Y.C.

Seal Harbor: Seal Harbor Yacht Club

Searsport: Hamilton Marine.

South Bristol: Bittersweet Landing Boatyard, Coveside Marine, Gamage Shipyard, Osier's Wharf.

South Freeport: Brewer's South Freeport Marine, Casco Bay Yacht Exchange, DiMillo's South Freeport, Harraseeket Y.C., Strouts Point Wharf Co., Waterman Marine.

South Harpswell: Dolphin Marina, Finestkind Boatyard, Ship to Shore Store

South Portland: Aspasia Marina, Bluenose Yacht Sales, Centerboard Yacht Club, Port Harbor Marine, Reo Marine, Salt Water Grille, South Port Marine, Sunset Marina.

Southwest Harbor: Acadia Sails, Ellis Boats, Great Harbor Marina, Hamilton Marine, Hinckley Yacht Charters, MDI Community Sailing Center, Pettegrow's, Sawyer's Market, Southwest Harbor-Tremont CofC, West Marine, Wilbur Yachts.

Spruce Head: Spruce Head Marine.

Stonington: Billings Diesel & Marine, Fisherman's Friend, Inn on the Harbor, Island Fishing Gear & Auto Parts.

Sullivan: Flanders Bay Boats.

Sunset: Deer Isle Y.C.

Surry: Wesmac.

Swan's Island: The Island Market & Supply

Tenants Harbor: East Wind Inn, Pond House Gallery and Framing, Tenants Harbor Boat Yard, Tenants Harbor General Store.

Thomaston: Jeff's Marine, Lyman-Morse Boatbuilding, Slipway.

Turner: Pompodora's Italian Bistro.

Vinalhaven: Vinal's Newsstand, Vinalhaven Store.

Waldoboro: Stetson & Pinkham.

Wayne: Androscoggin Yacht Club, Wayne General Store.

Wells: Webhannet River Boat Yard.

West Boothbay Harbor: Blake's Boatyard.

West Southport: Hodgdon Yacht Services, Southport General Store.

Windham: Richardson's Boat Yard.

Winter Harbor: Winter Harbor 5 & 10.

Winterport: Winterport Marine.

Wiscasset: Market Place Café, Wiscasset Yacht Club.

Woolwich: BFC Marine, Scandia Yacht Sales, Shelter Institute.

Yarmouth: Bayview Rigging & Sails, East Coast Yacht Sales, Landing Boat Supply, Royal River Boatyard, Royal River Grillehouse, Yankee Marina & Boatyard, Yarmouth Boatyard.

York: Agamenticus Yacht Club, Stage Neck Inn, York Harbor Marine Service.

NEW HAMPSHIRE

Dover: Dover Marine.

Dover Point: Little Bay Marina.

East Rochester: Surfside Boats.

Gilford: Fay's Boat Yard, Winnipiesaukee Yacht Club.

Greenland: Sailmaking Support Systems.

Hampton: Hampton Harbor State Marina, Hampton River Boat Club.

New Castle: Kittery Point Yacht Club, Portsmouth Yacht Club, Wentworth-By-The-Sea Marina.

Newington: Great Bay Marine,

Portsmouth: Gundalow Company, New England Marine and Industrial, Portsmouth Discovery Center, Star Island, West Marine.

Seabrook: West Marine.

Tuftsboro: Tuftsboro General Store.

MASSACHUSETTS

Amesbury: Larry's Marina, Lowell's Boat Shop.

Barnstable: Coast Guard Heritage Museum at the Trayser, Millway

Marina.

Beverly: Al's Bait & Tackle, Bartlett Boat Service, Beverly Point Marina, Jubilee Yacht Club.

Boston: Black Rock Sailing School, Boston Harbor Islands Moorings, Boston Sailing Center, Boston Yacht Haven, Columbia Yacht Club, The Marina at Rowes Wharf, Waterboat Marina.

Bourne: Taylor's Point Marina

Braintree: West Marine.

Buzzards Bay: Dick's Marine, Onset Bay Marina.

Cataumet: Kingman Marine, Parker's Boat Yard.

Charlestown: Constitution Marina, Shipyard Quarters Marina.

Chatham: Chatham Boat Company, Ryders Cove Marina, Stage Harbor Marine.

Cohasset: Cohasset Y.C.

Cotuit: Peck's Boats.

Cuttyhunk: Cuttyhunk Town Marina.

Danvers: Danversport Yacht Club, Liberty Marina, West Marine.

Dedham: West Marine.

Dighton: Shaw's Boat Yard.

Dorchester: Port Norfolk Yacht Club, Savin Hill Yacht Club.

Duxbury: Bayside Marine.

East Boston: Boston Harbor Shipyard & Marina, Orient Heights Yacht Club.

East Dennis: Dennis Yacht Club, North Side Marina.

Edgartown: Edgartown Moorings, Harborside Inn.

Essex: Flying Dragon Antiques, Perkins Marine.

Fairhaven: Fairhaven Shipyard, West Marine.

Fall River: Marine Consignment and Supply

Falmouth: East Marine, Falmouth Ace Hardware, Falmouth Harbor Town Marina, Falmouth Marine, MacDougall's Cape Cod Marine Service, West Marine.

Gloucester: Beacon Marine Basin, Brown's Yacht Yard, Cape Ann's Marina Resort, Enos Marine, Three Lanterns Ship Supply.

Green Harbor: Green Harbor Bait & Tackle, Green Harbor Marina.

Harwich Port: Allen Harbor Marine Service, Cranberry Liquors, Saquatucket Municipal Marina.

Haverhill: Crescent Yacht Club.

Hingham: 3A Marine Sales, Eastern Yacht Sales, Hingham Shipyard Marinas, Hingham Yacht Club.

Hyannis: Hyannis Marina, West Marine.

Ipswich: Ipswich Bay Yacht Club.

Lynn: Lynn Yacht Club, Seaport Landing Marina, Volunteer Yacht Club.

Manchester: Manchester Marine, Manchester Yacht Club.

Marblehead: Boston Yacht Club, Corinthian Yacht Club, Eastern Yacht Club, Marblehead Yacht Club, The Forepeak, West Marine.

Marion: Barden's Boat Yard, Beverly Yacht Club, Burr Bros. Boats, Harding Sails, New Wave Yachts.

Marshfield: Marshfield Y.C.

Marston's Mills: Peck's Boats.

Mattapoisett: Mattapoisett Boatyard.

Nahant: Nahant Dory Club.

Nantucket: Glyns Marine, Nantucket Boat Basin, Town Pier Marina.

New Bedford: Bayline Boatyard and Transportation, C.E. Beckman, Cutty Hunk Launch, Hercules Fishing Gear, Lyndon's, Niemiec Marine, New Bedford Visitors Center, Pope's Island Marina, SK Marine Electronics, Skip's Marine.

Newburyport: Merri-Mar Yacht Basin, Newburyport Boat Basin, New-

buryport Harbor Marina, Newburyport Yacht Club, North End Boat Club, Riverside Café, The Boatworks, Windward Yacht Yard.

North Falmouth: Brewer Fiddler's Cove Marina.

North Weymouth: Tern Harbor Marina.

Northampton: Oxbow Marina

Oak Bluffs: Dockside Marketplace.

Onset: Point Independence Yacht Club.

Orleans: Nauset Marine.

Osterville: Crosby Yacht Yard, Oyster Harbors Marine Service.

Plymouth: Brewer's Plymouth Marine, Plymouth Yacht Club, West Marine.

Pocasset: Little Bay Boatworks

Provincetown: Harbormaster.

Quincy: Captain's Cove Marina, Marina Bay, Nonna's Kitchen, POSH, Scantum Yacht Club, Wollaston Yacht Club.

Revere: Point of Pines Yacht Club

Rockport: Sandy Bay Yacht Club.

Salem: Brewer's Hawthorne Cove Marina, Fred J. Dion Yacht Yard, H&H Propeller Shop, J&W Marine, Palmer's Cove Yacht Club, Pickering Wharf Marina, Salem Water Taxi, Winter Island Yacht Yard.

Salisbury: Bridge Marina, Cross Roads Bait & Tackle, Harbormaster, Riverfront Marine Sports, Withum Sailmakers.

Sandwich: Sandwich Marina, Sandwich Ship Supply.

Saugus: Fox Hill Yacht Club

Scituate: A to Z Boatworks, Cole Parkway Municipal Marina, Front Street Book Shop, J-Way Enterprises, Satuit Boat Club, Scituate Harbor Marina, Scituate Harbor Y.C.

Seekonk: E&B Marine, West Marine.

Somerset: Auclair's Market.

Somerville: Winter Hill Y.C.

South Dartmouth: Cape Yachts, Davis & Tripp Boatyard, Doyle Sails, New Bedford Y.C.

Southampton: The Package Store

Vineyard Haven: Eastern Yacht Sales, Owen Park Town Dock, Vineyard Haven Marina.

Watertown: Watertown Yacht Club.

Wareham: Zecco Marine.

Wellfleet: Bay Sails Marine, Town of Wellfleet Marina, Wellfleet Marine Corp.

West Barnstable: Northside Village Liquor Store.

West Dennis: Bass River Marina.

Westport: F.L. Tripp & Sons, Osprey Sea Kayak Adventures, Westport Marine, Westport Y.C.

Weymouth: Monahan's Marine, Tern Harbor Marina.

Winthrop: Adriana's Pastry & Café, Belle Isle Seafood, Cottage Park Y.C., Cove Convenience, Crystal Cove Marina, Pleasant Park Y.C., Ward Marine, Winthrop Harbormaster's Office, Winthrop Lodge of Elks, Winthrop Y.C., Woodside Ace Hardware.

Woburn: E&B Marine, West Marine.

Woods Hole: Woods Hole Marina.

Yarmouth: Arborvitae Woodworking.

RHODE ISLAND

Barrington: Barrington Y.C., Brewer Cove Haven Marina, Lavin's Marina, Stanley's Boat Yard, Striper Marina.

Block Island: Ballard's Inn, Block Island Marina, Champlin's, Payne's New Harbor Dock.

Bristol: All Paint, Bristol Bagel Works, Bristol Marine, Bristol Yacht

Club, Herreshoff Marine Museum, Jamestown Distributors, New England Yacht Partners, Quantum Thurston Sails, Superior Marine.

Central Falls: Twin City Marine.

Charlestown: Ocean House Marina.

Cranston: Rhode Island Yacht Club.

East Greenwich: Anderson's Ski & Dive Center, East Greenwich Yacht Club, Norton's Shipyard & Marina.

East Providence: East Providence Yacht Club.

Jamestown: Conanicut Marine Supply, Clark Boat Yard, Dutch Harbor Boatyard.

Middletown: West Marine

Narragansett: Buster Krabs, West Marine.

Newport: Casey's Marina, Goat Island Marina, IYRS, New York Yacht Club, Newport Harbor Hotel & Marina, Newport Maritime Center, Newport Nautical Supply, Newport Visitor Information Center, Newport Yacht Club, Old Port Marine Services, Sail Newport, Seamen's Church Institute, Team One, The Newport Shipyard, West Wind Marina.

North Kingstown: Allen Harbor Marina, Johnson's Boatyard, RI Mooring Services.

Portsmouth: Brewer Sakonnet Marina, East Passage Yachting Center, Eastern Yacht Sales, Hinckley Yacht Services, Ship's Store and Rigging.

Riverside: Bullock's Cove Marina.

Tiverton: Don's Marine, Life Raft & Survival Equipment, Ocean Options, Standish Boat Yard.

Wakefield: Point Jude Boats, Point Judith Marina, Point Judith Yacht Club, Point View Marina, Ram Point Marina, Silver Spring Marine, Snug Harbor Marine, Stone Cove Marina.

Warren: Country Club Laundry, Warren River Boatworks.

Warwick: Apponaug Harbor Marina, Bay Marina, Brewer Yacht Yard at Cowesett, Greenwich Bay Marina, Pettis Boat Yard, Ray's Bait Shop, Warwick Cove Marina, West Marine.

Westerly: Frank Hall Boat Yard.

Wickford: Brewer Wickford Cove Marina, Johnson's Boatyard, Marine Consignment of Wickford, Pleasant Street Wharf, Wickford Marina, Wickford Shipyard, Wickford Yacht Club.

CONNECTICUT

Branford: Branford River Marina, Branford Yacht Club, Brewer Bruce & Johnson's Marina, Dutch Wharf Boat Yard, Indian Neck Yacht Club, West Marine.

Chester: Castle Marina, Chester Point Marina, Chrisholm Marina, Hays Haven Marina, Middlesex Yacht Club.

Clinton: Cedar Island Marina, Connecticut Marine One, Harborside Marina, Port Clinton Marina, Riverside Basin Marina.

Cos Cob: Palmer Point Marina.

Darien: E&B Marine, Noroton Yacht Club.

Deep River: Brewer Deep River Marina.

East Haddam: Andrews Marina

East Norwalk: Rex Marine.

Essex: Brewer Dauntless Shipyard, Conn. River Marine Museum, Essex Corinthian Yacht Club, Essex Island Marina, Essex Yacht Club.

Fairfield: J. Russell Jinishian Gallery.

Farmington: Pattaconk Yacht Club.

Gales Ferry: Gales Ferry Marina.

Greenwich: Beacon Point Marine.

Groton: Pine Island Marina, Shennecossett Yacht Club, Thames View

Marina.

Guilford: Brown's Boat Yard, Guilford Boat Yard, Harbormaster.

Lyme: Cove Landing Marine.

Milford: Milford Boat Works, Milford Landing, Milford Yacht Club, Port Milford.

Mystic: Brewer Yacht Yard, Fort Rachel Marina, Gwenmor Marina, Mason Island Yacht Club, Mystic Knotwork, Mystic Point Marina, Mystic River Yacht Club, Mystic Seaport Museum Store, Mystic Shipyard, West Marine.

New Haven: City Point Yacht Club, Fairclough Sails, Oyster Point Marina.

New London: Crocker's Boatyard, Ferry Slip Dockominium Assoc., Helliier Yacht Sales, Thames Shipyard and Ferry, Thames Yacht Club, Thamesport Marina.

Niantic: Boats Inc., Harbor Hill Marina, Marine Consignment of Mystic, Port Niantic Marina, Three Belles Marina.

Noank: Brower's Cove Marina, Hood Sails, Noank Village Boatyard, Palmers Cove Marina, Ram Island Yacht Club, Spicer's.

Norwalk: Norwest Marine, Rex Marine, Total Marine, West Marine.

Norwich: The Marina at American Wharf.

Old Lyme: Old Lyme Marina.

Old Saybrook: Brewer's Ferry Point Marina, Harbor Hill Marina & Inn, Harbor One Marina, Island Cove Marina, Maritime Education Network, Oak Leaf Marina, Ocean Performance, Ragged Rock Marina, West Marine.

Pawcatuck: Connors & O'Brien Marina

Portland: J & S Marine Services, Yankee Boat Yard & Marina.

Riverside: Riverside Yacht Club.

Rowayton: All Seasons Marina, Wilson Cove Marina.

South Norwalk: Norwalk Yacht Club, Rex Marine Center, Surfside 3 Marina.

Stamford: Czescik Marina, Halloween Yacht Club, Landfall Navigation, Ponas Yacht Club, Stamford Landing Marina, Stamford Yacht Club, West Marine.

Stonington: Dodson Boat Yard, Wadawanuck Yacht Club, Stonington Harbor Yacht Club.

Stratford: Brewer Stratford Marina, Brown's Boat Works, West Marine.

Waterford: Defender Industries.

Westbrook: Atlantic Outboard, Bill's Seafood, Brewer Pilots Point Marina, Duck Island Yacht Club, Pier 76 Marina, Sound Boatworks.

West Haven: West Cove Marina.

Westport: Cedar Point Yacht Club.

NEW YORK

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FINAL PASSAGES/*they will be missed*

Bruce Sinclair de la Ronde, 56

North Kingstown, R.I.

Bruce passed away on Aug. 5, 2017 in his summer residence Metis-sur-Mer, Quebec. This kind, caring, peaceful soul had a great love of the sea, and he fulfilled this passion by working on a Tall Ship and commercial fishing boats, and working for the U.S. Navy.



While with the Navy, he received an award for meritorious civilian service for his contributions as a Trainer Information Assurance Manager at Surface Warfare Officers School Command, in Newport, R.I. The family would like to extend a heartfelt “merci” to the Metis community who welcomed him home, and his hospice team who provided such compassionate care to ensure he was comfortable in his final days.

George L. Allen, 95

Brooklin, Maine

The World War II Navy veteran died on Aug. 4, in the home where he was born. Over his lifetime, he wore many hats – sea captain, boatbuilder, woodsman and folk-art toymaker.



Allen was widely known as a shipwright who, with the help of Capt. Bill Brown and some friends, built the 50-foot pinky schooner *Summertime* in a field near his home using plans from the Smithsonian Institution. Like its historical predecessors, *Summertime* was built of locally cut and seasoned woods. He didn't get into schooning in the Maine windjammer fleet until the early 1960s, when Cy Cousins, owner of the East Blue Hill Boat Yard, where Allen worked, bought the *Stephen Taber*. Allen signed on as mate.

George loved to tell stories, and entertained audiences from tourists to strangers on the street. But his favorite audiences were at the kitchen table or around a stove in a workshop. His death has changed the character of the small seaside community his family has called home since at least 1763.

Meade Gougeon, 78

Bay City, Mich.

The sailing legend and industry innovator who pioneered the use of boatbuilding epoxies died from skin cancer Aug. 27.

The day before his death, the Great Lakes Multihull Regatta was held on the Saginaw Bay, near Gougeon's Killarney



Dave Roper's New Book is Out!

Rounding the Bend...The Life and Times of Big Red

What do heroes look like? Certainly not like Big Red, a washed-up 290 pound Vietnam vet and ex-Mississippi River towboat pilot haunted by his past. There's no 'S' on his huge chest, no cape on his back. He's certainly no hero.

Or is he? The answer is in his notebook. Penniless and cooped up in a Minnesota veterans home by the banks of the Mississippi, he's lost everything but his riotous wit. He won't speak of his past with anyone. Instead, he writes in his notebook and stares out toward the River, wishing to once again 'drive a tow through a bend on the Mighty Miss'.

Available at [Amazon.com](https://www.amazon.com)

Amazon reviewers give it 5 stars! Here's what a few had to say:

"New England folks as they are. as we love them, even 'us' from away. There is truth and affection for the sailing life and the good people who follow it."

"Wow! What a page turner! I can't put it down!"

"The lines of truth written, connections between generations exemplified and the love of being on the water, fresh or salt made this book a 'keeper'."



Beach home. Knowing that Gougeon was dying, race organizers moved buoy race markers closer to his home, giving him one last race to take in. Reclined in his chair, he felt the Saginaw Bay breeze across his face and spoke his final words: "The wind is coming up; tell the boys they can commence with the race."

While Mead logged a stellar sailboat racing career, including a North American championship at 58, he and his late brother Jan were best known worldwide for their home-baked epoxy, with which they built race-winning boats in the early 1960s. In 1969, the Gougeon brothers, including Joel Gougeon, went into business selling West System Epoxy.

Ron Ward, 96

Severna Park, Md.

Ron was well-known in the sailing/racing world, and held many awards for his contribution to the administration of the sport. He was past commodore of the Annapolis Yacht Club, the Potapuskut Sailing Association, and the Pasadena Sailing Association, and president of Chesapeake Bay Yacht Racing Association, as well as chairman of the U.S. Sailing Association's Judges Committee.

As an International Judge and Umpire, he officiated in major sailing events worldwide including four America's Cup Race Committees, and longtime chairman of



the Annapolis Yacht Club race committee. He contributed to the Chesapeake Region Accessible Boating (CRAB), helping to bring the freedom of sailing to persons with disabilities, recovering warriors and youth in at-risk communities.

Ron's greater contributions were as a research engineer for the U.S. Navy, specializing in sub-propulsion-system seals, retiring in 1977 as a department head at the Navy Ship R&D Center in Annapolis. His Navy civilian career was interrupted during World War II, during which he participated in the Normandy Invasion.

Barbara E. Plumb, 96

Warwick, R.I.

Barbara died Sept. 7. She lived most of her life in Edgewood, R.I.; the last four years in Warwick. An avid sailor and honorary life member of the Edgewood Yacht Club, she was a Beetle Cat Wet Hens Champion for six consecutive years. She was a member and former treasurer of the Edgewood Yacht Club Ladies Auxiliary.

She was an expert skier, and, for 35 years, a 5:30 a.m. daily Mermaid Swimmer at McDermott Pool in Warwick. She was life member and president of the Greater Providence Women's Bowling Association and a life member of the Women's International Bowling Congress. She is in the R.I. USBC Bowling Association Hall of Fame.



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October Tides

Bridgeport, Conn.

01	02:25 AM	0.84	L	08:36 AM	6.53	H	2:46 PM	0.99	L	8:55 PM	6.83	H
02	03:13 AM	0.56	L	09:23 AM	6.86	H	3:34 PM	0.66	L	9:42 PM	7.09	H
03	03:58 AM	0.28	L	10:07 AM	7.22	H	4:21 PM	0.30	L	10:27 PM	7.35	H
04	04:41 AM	0.02	L	10:49 AM	7.56	H	5:05 PM	-0.02	L	11:11 PM	7.56	H
05	05:23 AM	-0.18	L	11:30 AM	7.87	H	5:49 PM	-0.29	L	11:54 PM	7.69	H
06	06:05 AM	-0.30	L	12:12 PM	8.10	H	6:34 PM	-0.47	L			
07	12:39 AM	7.71	H	06:49 AM	-0.31	L	12:56 PM	8.22	H	7:21 PM	-0.53	L
08	01:26 AM	7.63	H	07:35 AM	-0.22	L	1:42 PM	8.22	H	8:11 PM	-0.46	L
09	02:15 AM	7.46	H	08:24 AM	-0.04	L	2:32 PM	8.09	H	9:04 PM	-0.29	L
10	03:09 AM	7.22	H	09:18 AM	0.19	L	3:27 PM	7.86	H	10:02 PM	-0.06	L
11	04:07 AM	6.99	H	10:17 AM	0.43	L	4:27 PM	7.59	H	11:04 PM	0.15	L
12	05:10 AM	6.83	H	11:22 AM	0.59	L	5:32 PM	7.36	H			
13	12:09 AM	0.26	L	06:15 AM	6.81	H	12:30 PM	0.61	L	6:40 PM	7.25	H
14	01:13 AM	0.25	L	07:20 AM	6.94	H	1:36 PM	0.49	L	7:45 PM	7.25	H
15	02:14 AM	0.15	L	08:20 AM	7.18	H	2:37 PM	0.27	L	8:45 PM	7.33	H
16	03:09 AM	0.01	L	09:15 AM	7.45	H	3:34 PM	0.03	L	9:40 PM	7.41	H
17	03:59 AM	-0.08	L	10:05 AM	7.68	H	4:25 PM	-0.16	L	10:30 PM	7.45	H
18	04:45 AM	-0.11	L	10:51 AM	7.83	H	5:11 PM	-0.27	L	11:15 PM	7.43	H
19	05:27 AM	-0.04	L	11:33 AM	7.88	H	5:55 PM	-0.28	L	11:58 PM	7.33	H
20	06:08 AM	0.10	L	12:14 PM	7.82	H	6:36 PM	-0.20	L			
21	12:40 AM	7.17	H	06:46 AM	0.29	L	12:53 PM	7.68	H	7:16 PM	-0.05	L
22	01:21 AM	6.96	H	07:25 AM	0.53	L	1:32 PM	7.47	H	7:56 PM	0.15	L
23	02:02 AM	6.74	H	08:05 AM	0.77	L	2:13 PM	7.22	H	8:38 PM	0.39	L
24	02:45 AM	6.51	H	08:47 AM	1.00	L	2:56 PM	6.94	H	9:21 PM	0.63	L
25	03:30 AM	6.30	H	09:33 AM	1.21	L	3:42 PM	6.67	H	10:09 PM	0.83	L
26	04:20 AM	6.15	H	10:24 AM	1.37	L	4:33 PM	6.45	H	11:00 PM	0.97	L
27	05:12 AM	6.08	H	11:19 AM	1.44	L	5:28 PM	6.32	H	11:54 PM	1.00	L
28	06:07 AM	6.13	H	12:17 PM	1.38	L	6:25 PM	6.32	H			
29	12:49 AM	0.92	L	07:02 AM	6.31	H	1:15 PM	1.18	L	7:22 PM	6.44	H
30	01:42 AM	0.72	L	07:54 AM	6.60	H	2:09 PM	0.86	L	8:15 PM	6.65	H
31	02:32 AM	0.46	L	08:43 AM	6.97	H	3:01 PM	0.46	L	9:06 PM	6.92	H

New London, Conn.

01	12:50 AM	0.52	L	07:00 AM	2.58	H	1:07 PM	0.67	L	7:16 PM	2.86	H
02	01:34 AM	0.39	L	07:41 AM	2.74	H	1:54 PM	0.50	L	7:56 PM	2.95	H
03	02:17 AM	0.26	L	08:19 AM	2.91	H	2:39 PM	0.31	L	8:35 PM	3.03	H
04	02:58 AM	0.14	L	08:56 AM	3.08	H	3:24 PM	0.12	L	9:13 PM	3.07	H
05	03:39 AM	0.04	L	09:34 AM	3.23	H	4:09 PM	-0.04	L	9:54 PM	3.08	H
06	04:21 AM	-0.01	L	10:14 AM	3.37	H	4:56 PM	-0.15	L	10:37 PM	3.05	H
07	05:04 AM	-0.01	L	10:58 AM	3.46	H	5:44 PM	-0.18	L	11:24 PM	2.97	H
08	05:49 AM	0.04	L	11:46 AM	3.50	H	6:37 PM	-0.15	L			
09	12:14 AM	2.87	H	06:40 AM	0.14	L	12:38 PM	3.46	H	7:33 PM	-0.07	L
10	01:08 AM	2.75	H	07:37 AM	0.25	L	1:35 PM	3.37	H	8:33 PM	0.01	L
11	02:07 AM	2.64	H	08:40 AM	0.34	L	2:37 PM	3.24	H	9:35 PM	0.07	L
12	03:12 AM	2.58	H	09:45 AM	0.39	L	3:46 PM	3.12	H	10:35 PM	0.10	L
13	04:22 AM	2.59	H	10:50 AM	0.37	L	4:56 PM	3.04	H	11:34 PM	0.10	L
14	05:29 AM	2.69	H	11:53 AM	0.31	L	6:01 PM	3.02	H			
15	12:30 AM	0.07	L	06:28 AM	2.85	H	12:53 PM	0.23	L	6:56 PM	3.01	H
16	01:23 AM	0.05	L	07:18 AM	3.02	H	1:50 PM	0.13	L	7:44 PM	2.98	H
17	02:13 AM	0.04	L	08:04 AM	3.16	H	2:42 PM	0.04	L	8:28 PM	2.94	H
18	02:59 AM	0.05	L	08:46 AM	3.26	H	3:29 PM	-0.01	L	9:11 PM	2.88	H
19	03:42 AM	0.10	L	09:28 AM	3.31	H	4:13 PM	-0.02	L	9:53 PM	2.80	H
20	04:22 AM	0.19	L	10:10 AM	3.31	H	4:56 PM	0.02	L	10:36 PM	2.72	H
21	05:01 AM	0.30	L	10:53 AM	3.27	H	5:38 PM	0.10	L	11:21 PM	2.63	H
22	05:41 AM	0.44	L	11:38 AM	3.19	H	6:21 PM	0.20	L			
23	12:08 AM	2.54	H	06:23 AM	0.59	L	12:24 PM	3.06	H	7:07 PM	0.33	L
24	12:56 AM	2.44	H	07:09 AM	0.73	L	1:13 PM	2.92	H	7:56 PM	0.44	L
25	01:47 AM	2.36	H	08:01 AM	0.84	L	2:04 PM	2.77	H	8:47 PM	0.52	L
26	02:42 AM	2.30	H	08:57 AM	0.91	L	3:00 PM	2.64	H	9:40 PM	0.56	L
27	03:42 AM	2.28	H	09:55 AM	0.92	L	4:00 PM	2.57	H	10:31 PM	0.55	L
28	04:42 AM	2.33	H	10:50 AM	0.86	L	4:59 PM	2.56	H	11:20 PM	0.50	L
29	05:38 AM	2.44	H	11:42 AM	0.74	L	5:52 PM	2.60	H			
30	12:07 AM	0.41	L	06:25 AM	2.61	H	12:33 PM	0.58	L	6:39 PM	2.69	H
31	12:53 AM	0.31	L	07:07 AM	2.81	H	1:23 PM	0.36	L	7:21 PM	2.78	H

Newport, R.I.

01	04:51 AM	3.02	H	10:46 AM	0.63	L	5:17 PM	3.29	H	11:27 PM	0.47	L
02	05:43 AM	3.31	H	11:34 AM	0.39	L	6:06 PM	3.54	H			
03	12:02 AM	0.23	L	06:29 AM	3.65	H	12:17 PM	0.16	L	6:50 PM	3.80	H
04	12:37 AM	0.00	L	07:12 AM	3.99	H	12:59 PM	-0.04	L	7:33 PM	4.03	H
05	01:13 AM	-0.19	L	07:55 AM	4.29	H	1:43 PM	-0.18	L	8:16 PM	4.18	H
06	01:51 AM	-0.33	L	08:39 AM	4.51	H	2:28 PM	-0.26	L	9:02 PM	4.24	H
07	02:32 AM	-0.39	L	09:24 AM	4.62	H	3:14 PM	-0.25	L	9:50 PM	4.20	H
08	03:14 AM	-0.38	L	10:13 AM	4.62	H	4:00 PM	-0.15	L	10:41 PM	4.08	H
09	03:58 AM	-0.27	L	11:05 AM	4.52	H	4:47 PM	0.04	L	11:36 PM	3.92	H
10	04:44 AM	-0.08	L	12:01 PM	4.36	H	5:41 PM	0.28	L			
11	12:34 AM	3.77	H	05:35 AM	0.17	L	1:01 PM	4.19	H	7:00 PM	0.52	L
12	01:35 AM	3.69	H	06:38 AM	0.43	L	2:03 PM	4.04	H	8:12 PM	0.57	L
13	02:36 AM	3.66	H	07:43 AM	0.60	L	3:06 PM	3.93	H	9:20 PM	0.49	L
14	03:39 AM	3.72	H	08:57 AM	0.57	L	4:12 PM	3.89	H	10:30 PM	0.38	L
15	04:44 AM	3.86	H	10:06 AM	0.44	L	5:16 PM	3.93	H	11:53 PM	0.29	L
16	05:44 AM	4.08	H	11:54 AM	0.31	L	6:12 PM	4.01	H			
17	12:25 AM	0.22	L	06:37 AM	4.29	H	12:34 PM	0.20	L	7:01 PM	4.07	H
18	12:50 AM	0.16	L	07:24 AM	4.44	H	1:10 PM	0.13	L	7:46 PM	4.07	H
19	01:15 AM	0.10	L	08:08 AM	4.49	H	1:47 PM	0.09	L	8:28 PM	4.00	H
20	01:46 AM	0.07	L	08:50 AM	4.43	H	2:24 PM	0.09	L	9:09 PM	3.86	H
21	02:20 AM	0.08	L	09:30 AM	4.27	H	3:02 PM	0.12	L	9:49 PM	3.66	H
22	02:58 AM	0.14	L	10:10 AM	4.04	H	3:41 PM	0.20	L	10:30 PM	3.43	H
23	03:36 AM	0.24	L	10:49 AM	3.77	H	4:19 PM	0.34	L	11:12 PM	3.20	H
24	04:15 AM	0.38	L	11:31 AM	3.50	H	4:59 PM	0.51	L	11:56 PM	2.99	H
25	04:56 AM	0.55	L	12:14 PM	3.26	H	5:43 PM	0.69	L			
26	12:42 AM	2.84	H	05:41 AM	0.73	L	1:00 PM	3.09	H	6:36 PM	0.83	L
27	01:30 AM	2.77	H	06:36 AM	0.88	L	1:47 PM	2.99	H	7:47 PM	0.89	L
28	02:18 AM	2.78	H	07:47 AM	0.93	L	2:37 PM	2.97	H	8:03 PM	0.80	L
29	03:09 AM	2.87	H	09:07 AM	0.84	L	3:30 PM	3.03	H	9:58 PM	0.62	L
30	04:05 AM	3.07	H	10:14 AM	0.64	L	4:28 PM	3.18	H	10:41 PM	0.37	L
31	05:01 AM	3.37	H	11:06 AM	0.37	L	5:24 PM	3.40	H	11:19 PM	0.10	L

Boston, Mass.

01	02:15 AM	1.25	L	08:33 AM	8.68	H	2:32 PM	1.63	L	8:47 PM	9.47	H
02	03:05 AM	0.90	L	09:21 AM	9.10	H	3:22 PM	1.15	L	9:36 PM	9.83	H
03	03:51 AM	0.49	L	10:06 AM	9.60	H	4:10 PM	0.59	L	10:23 PM	10.20	H
04	04:36 AM	0.07	L	10:49 AM	10.12	H	4:56 PM	0.02	L	11:08 PM	10.54	H
05	05:19 AM	-0.29	L	11:30 AM	10.62	H	5:41 PM	-0.50	L	11:52 PM	10.79	H
06	06:02 AM	-0.56	L	12:12 PM	11.05	H	6:27 PM	-0.92	L			
07	12:37 AM	10.92	H	06:46 AM	-0.68	L	12:56 PM	11.36	H	7:13 PM	-1.18	L
08	01:24 AM	10.89	H	07:32 AM	-0.65	L	1:41 PM	11.51	H	8:02 PM	-1.25	L
09	02:13 AM	10.71	H	08:20 AM	-0.47	L	2:29 PM	11.49	H	8:53 PM	-1.13	L
10	03:05 AM	10.40	H	09:11 AM	-0.16	L	3:22 PM	11.29	H	9:47 PM	-0.86	L
11	04:02 AM	10.05	H	10:06 AM	0.21	L	4:18 PM	10.99	H	10:45 PM	-0.52	L
12	05:02 AM	9.72	H	11:05 AM	0.54	L	5:20 PM	10.67	H	11:47 PM	-0.21	L
13	06:06 AM	9.54	H	12:08 PM	0.75	L	6:25 PM	10.43	H			
14	12:50 AM	9.02	L	07:12 AM	9.55	H	1:13 PM	0.75	L	7:31 PM	10.32	H
15	01:53 AM	0.02	L	08:15 AM	9.74	H	2:16 PM	0.56	L	8:35 PM	10.34	H
16	02:53 AM	-0.05	L	09:13 AM	10.04	H	3:16 PM	0.26	L	9:35 PM	10.41	H
17	03:47 AM	-0.13	L	10:06 AM	10.34	H	4:11 PM	-0.05	L	10:28 PM	10.46	H
18</												

October Tides

Portland, Maine

01	02:12 AM	1.24	L	08:27 AM	8.24	H	2:26 PM	1.61	L	8:40 PM	9.00	H
02	03:01 AM	0.92	L	09:15 AM	8.64	H	3:15 PM	1.16	L	9:28 PM	9.36	H
03	03:44 AM	0.54	L	09:58 AM	9.12	H	4:00 PM	0.65	L	10:13 PM	9.73	H
04	04:25 AM	0.15	L	10:38 AM	9.63	H	4:43 PM	0.12	L	10:56 PM	10.07	H
05	05:05 AM	-0.20	L	11:17 AM	10.12	H	5:26 PM	-0.38	L	11:38 PM	10.33	H
06	05:46 AM	-0.46	L	11:58 AM	10.54	H	6:09 PM	-0.77	L			
07	12:22 AM	10.45	H	06:28 AM	-0.58	L	12:40 PM	10.85	H	6:55 PM	-1.01	L
08	01:08 AM	10.43	H	07:12 AM	-0.56	L	1:25 PM	11.00	H	7:43 PM	-1.08	L
09	01:57 AM	10.25	H	08:00 AM	-0.39	L	2:13 PM	10.97	H	8:35 PM	-0.98	L
10	02:50 AM	9.96	H	08:52 AM	-0.10	L	3:06 PM	10.79	H	9:31 PM	-0.73	L
11	03:48 AM	9.62	H	09:48 AM	0.25	L	4:05 PM	10.50	H	10:32 PM	-0.42	L
12	04:51 AM	9.32	H	10:51 AM	0.57	L	5:09 PM	10.19	H	11:37 PM	-0.14	L
13	05:58 AM	9.15	H	11:59 AM	0.76	L	6:17 PM	9.97	H			
14	12:46 AM	0.00	L	07:07 AM	9.18	H	1:09 PM	0.73	L	7:27 PM	9.90	H
15	01:52 AM	-0.01	L	08:12 AM	9.38	H	2:15 PM	0.51	L	8:33 PM	9.97	H
16	02:52 AM	-0.10	L	09:10 AM	9.69	H	3:16 PM	0.18	L	9:32 PM	10.08	H
17	03:46 AM	-0.21	L	10:02 AM	9.99	H	4:10 PM	-0.13	L	10:25 PM	10.15	H
18	04:35 AM	-0.24	L	10:49 AM	10.21	H	4:59 PM	-0.35	L	11:13 PM	10.13	H
19	05:19 AM	-0.17	L	11:32 AM	10.30	H	5:43 PM	-0.43	L	11:56 PM	9.99	H
20	05:59 AM	0.01	L	12:11 PM	10.27	H	6:25 PM	-0.38	L			
21	12:38 AM	9.76	H	06:38 AM	0.29	L	12:48 PM	10.13	H	7:05 PM	-0.21	L
22	01:18 AM	9.46	H	07:16 AM	0.61	L	1:25 PM	9.91	H	7:45 PM	0.04	L
23	01:57 AM	9.12	H	07:54 AM	0.96	L	2:03 PM	9.65	H	8:24 PM	0.34	L
24	02:39 AM	8.78	H	08:33 AM	1.30	L	2:43 PM	9.36	H	9:06 PM	0.65	L
25	03:22 AM	8.46	H	09:16 AM	1.62	L	3:26 PM	9.06	H	9:51 PM	0.95	L
26	04:09 AM	8.20	H	10:02 AM	1.88	L	4:14 PM	8.80	H	10:40 PM	1.20	L
27	04:59 AM	8.03	H	10:54 AM	2.04	L	5:06 PM	8.62	H	11:33 PM	1.34	L
28	05:53 AM	8.00	H	11:49 AM	2.06	L	6:02 PM	8.55	H			
29	12:27 AM	1.34	L	06:48 AM	8.14	H	12:47 PM	1.90	L	6:59 PM	8.63	H
30	01:21 AM	1.18	L	07:40 AM	8.46	H	1:43 PM	1.54	L	7:55 PM	8.87	H
31	02:12 AM	0.88	L	08:29 AM	8.93	H	2:36 PM	1.01	L	8:47 PM	9.22	H

Bar Harbor, Maine

01	01:52 AM	1.25	L	08:04 AM	9.55	H	2:10 PM	1.70	L	8:19 PM	10.36	H
02	02:41 AM	0.88	L	08:52 AM	10.03	H	2:58 PM	1.21	L	9:07 PM	10.80	H
03	03:25 AM	0.46	L	09:35 AM	10.59	H	3:43 PM	0.66	L	9:52 PM	11.25	H
04	04:07 AM	0.04	L	10:16 AM	11.18	H	4:26 PM	0.10	L	10:34 PM	11.66	H
05	04:48 AM	-0.30	L	10:56 AM	11.75	H	5:09 PM	-0.41	L	11:17 PM	11.97	H
06	05:29 AM	-0.54	L	11:37 AM	12.22	H	5:52 PM	-0.81	L			
07	12:01 AM	12.13	H	06:11 AM	-0.63	L	12:19 PM	12.55	H	6:37 PM	-1.05	L
08	12:46 AM	12.11	H	06:55 AM	-0.57	L	1:04 PM	12.69	H	7:25 PM	-1.11	L
09	01:35 AM	11.91	H	07:43 AM	-0.35	L	1:52 PM	12.62	H	8:16 PM	-0.99	L
10	02:27 AM	11.57	H	08:34 AM	-0.02	L	2:45 PM	12.36	H	9:12 PM	-0.72	L
11	03:24 AM	11.15	H	09:31 AM	0.36	L	3:43 PM	11.98	H	10:13 PM	-0.39	L
12	04:26 AM	10.76	H	10:35 AM	0.70	L	4:47 PM	11.60	H	11:18 PM	-0.12	L
13	05:33 AM	10.53	H	11:43 AM	0.88	L	5:56 PM	11.34	H			
14	12:26 AM	0.01	L	06:41 AM	10.53	H	12:52 PM	0.81	L	7:04 PM	11.28	H
15	01:31 AM	-0.03	L	07:46 AM	10.77	H	1:57 PM	0.53	L	8:09 PM	11.38	H
16	02:31 AM	-0.18	L	08:45 AM	11.12	H	2:57 PM	0.15	L	9:08 PM	11.55	H
17	03:26 AM	-0.33	L	09:37 AM	11.49	H	3:51 PM	-0.21	L	10:00 PM	11.68	H
18	04:15 AM	-0.38	L	10:24 AM	11.76	H	4:40 PM	-0.45	L	10:48 PM	11.70	H
19	05:00 AM	-0.30	L	11:08 AM	11.89	H	5:25 PM	-0.52	L	11:32 PM	11.58	H
20	05:42 AM	-0.09	L	11:48 AM	11.87	H	6:07 PM	-0.44	L			
21	12:14 AM	11.34	H	06:22 AM	0.24	L	12:27 PM	11.72	H	6:47 PM	-0.23	L
22	12:54 AM	11.01	H	07:00 AM	0.63	L	1:05 PM	11.47	H	7:27 PM	0.06	L
23	01:35 AM	10.63	H	07:39 AM	1.04	L	1:44 PM	11.14	H	8:07 PM	0.40	L
24	02:16 AM	10.23	H	08:19 AM	1.44	L	2:24 PM	10.79	H	8:49 PM	0.75	L
25	02:59 AM	9.85	H	09:02 AM	1.79	L	3:08 PM	10.42	H	9:34 PM	1.07	L
26	03:45 AM	9.53	H	09:48 AM	2.07	L	3:55 PM	10.10	H	10:22 PM	1.31	L
27	04:36 AM	9.30	H	10:40 AM	2.24	L	4:48 PM	9.87	H	11:15 PM	1.44	L
28	05:30 AM	9.24	H	11:35 AM	2.25	L	5:43 PM	9.79	H			
29	12:09 AM	1.41	L	06:25 AM	9.39	H	12:32 PM	2.05	L	6:40 PM	9.91	H
30	01:03 AM	1.20	L	07:18 AM	9.75	H	1:27 PM	1.64	L	7:35 PM	10.20	H
31	01:54 AM	0.86	L	08:08 AM	10.29	H	2:19 PM	1.05	L	8:27 PM	10.63	H

Corrections for other ports

Port	Reference	Time Corrections	Height Corrections
Maine/ New Hampshire			
Stonington	Bar Harbor	High +0 hr. 8 min., Low +0 hr. 6 min.,	High *0.91, Low *0.90
Rockland	Bar Harbor	High +0 hr. 9 min., Low +0 hr. 6 min.,	High *0.93, Low *1.03
Boothbay Harbor	Portland	High -0 hr. 6 min., Low -0 hr. 8 min.,	High *0.97, Low *0.97
Kennebunkport	Portland	High +0 hr. 7 min., Low +0 hr. 5 min.,	High *0.97, Low *1.00
Portsmouth	Portland	High +0 hr. 22 min., Low +0 hr. 17 min.,	High *0.86, Low *0.86
Massachusetts			
Gloucester	Boston	High +0 hr. 0 min., Low -0 hr. 4 min.,	High *0.93, Low *0.97
Plymouth	Boston	High +0 hr. 4 min., Low +0 hr. 18 min.,	High *1.03, Low *1.00
Scituate	Boston	High +0 hr. 3 min., Low -0 hr. 1 min.,	High *0.95, Low *1.03
Provincetown	Boston	High +0 hr. 16 min., Low +0 hr. 18 min.,	High *0.95, Low *0.95
Marion	Newport	High +0 hr. 10 min., Low +0 hr. 12 min.,	High *1.13, Low *1.29
Woods Hole	Newport	High +0 hr. 32 min., Low +2 hr. 21 min.,	High *0.40, Low *0.40
Rhode Island			
Westerly	New London	High -0 hr. 21 min., Low +0 hr. 3 min.,	High *1.02, Low *1.00
Point Judith	Newport	High -0 hr. 1 min., Low +0 hr. 32 min.,	High *0.87, Low *0.54
East Greenwich	Newport	High +0 hr. 13 min., Low +0 hr. 3 min.,	High *1.14, Low *1.14
Bristol	Newport	High +0 hr. 13 min., Low +0 hr. 0 min.,	High *1.16, Low *1.14
Connecticut			
Stamford	Bridgeport	High +0 hr. 3 min., Low +0 hr. 8 min.,	High *1.07, Low *1.08
New Haven	Bridgeport	High -0 hr. 4 min., Low -0 hr. 7 min.,	High *0.91, Low *0.96
Branford	Bridgeport	High -0 hr. 5 min., Low -0 hr. 13 min.,	High *0.87, Low *0.96
Saybrook Jetty	New London	High +1 hr. 11 min., Low +0 hr. 45 min.,	High *1.36, Low *1.35
Saybrook Point	New London	High +0 hr. 11 min., Low +0 hr. 53 min.,	High *1.24, Low *1.25
Mystic	Boston	High +0 hr. 1 min., Low +0 hr. 2 min.,	High *1.01, Low *0.97
Westport	Newport	High +0 hr. 9 min., Low +0 hr. 33 min.,	High *0.85, Low *0.85

Eastport, Maine

01	01:56 AM	1.96	L	08:05 AM	16.75	H	2:20 PM	2.43	L	8:26 PM	17.70	H
02	02:49 AM	1.32	L	08:55 AM	17.52	H	3:11 PM	1.60	L	9:16 PM	18.42	H
03	03:37 AM	0.55	L	09:42 AM	18.42	H	3:59 PM	0.65	L	10:02 PM	19.19	H
04	04:23 AM	-0.23	L	10:26 AM	19.35	H	4:45 PM	-0.30	L	10:46 PM	19.89	H
05	05:07 AM	-0.89	L	11:08 AM	20.20	H	5:29 PM	-1.13	L	11:30 PM	20.43	H
06	05:51 AM	-1.35	L	11:51 AM	20.88	H	6:14 PM	-1.75	L			
07	12:14 AM	20.73	H	06:35 AM	-1.56	L	12:34 PM	21.31	H	7:00 PM	-2.09	L
08	12:59 AM	20.75	H	07:20 AM	-1.48	L	1:19 PM	21.44	H	7:47 PM	-2.12	L
09	01:46 AM	20.48	H	08:08 AM	-1.14	L	2:07 PM	21.25	H	8:37 PM	-1.85	L
10	02:37 AM	19.97	H	08:59 AM	-0.58	L	2:59 PM	20.79	H	9:31 PM	-1.35	L
11	03:32 AM	19.31	H	09:54 AM	0.09	L	3:56 PM	20.15	H	10:28 PM	-0.74	L
12	04:31 AM	18.66	H	10:53 AM	0.70	L	4:57 PM	19.52	H	11:29 PM	-0.21	L
13	05:35 AM	18.22	H	11:57 AM	1.08	L	6:02 PM	19.09	H			
14	12:33 AM	0.08	L	06:41 AM	18.14	H	1:02 PM	1.09	L	7:08 PM	18.97	H
15	01:37 AM	0.06	L	07:45 AM	18.43	H	2:06 PM	0.74	L	8:11 PM	19.15	H
16	02:38 AM	-0.21	L	08:44 AM	18.97	H	3:06 PM	0.16	L	9:10 PM	19.48	H
17	03:34 AM	-0.54	L	09:38 AM	19.55	H	4:00 PM	-0.42	L	10:02 PM	19.77	H
18	04:24 AM	-0.78	L	10:26 AM	20.01	H	4:49 PM	-0.85	L	10:50 PM	19.90	H
19	05:10 AM	-0.80	L	11:11 AM	20.26	H	5:34 PM	-1.02	L	11:34 PM	19.82	H
20	05:53 AM	-0.59	L	11:52 AM	20.26	H	6:16 PM	-0.95	L			
21	12:16 AM	19.54	H	06:33 AM	-0.18	L	12:32 PM	20.04	H	6:56 PM	-0.65	L
22	12:56 AM	19.09	H	07:13 AM	0.38	L	1:12 PM	19.64	H	7:37 PM	-0.20	L
23	01:37 AM	18.54	H	07:53 AM	1.02	L	1:52 PM	19.12	H	8:17 PM	0.35	L
24	02:19 AM	17.93	H	08:34 AM	1.67	L	2:34 PM	18.53	H	9:00 PM	0.93	L
25	03:02 AM	17.33	H	09:17 AM	2.29	L	3:19 PM	17.93	H	9:45 PM	1.49	L
26	03:49 AM	16.80	H	10:04 AM	2.81	L	4:07 PM	17.40	H	10:33 PM	1.94	L
27	04:40 AM	16.43	H	10:54 AM	3.16	L	4:59 PM	17.03	H	11:25 PM	2.21	L
28	05:33 AM	16.31	H	11:48 AM	3.24	L	5:55 PM	16.91	H			
29	12:19 AM	2.21	L	06:29 AM	16.52	H	12:45 PM	2.98	L	6:51 PM	17.11	H
30	01:14 AM	1.90	L	07:23 AM	17.08	H	1:40 PM	2.35	L	7:46 PM	17.62	H
31	02:08 AM	1.32	L	08:15 AM	17.93	H	2:34 PM	1.44	L	8:38 PM	18.35	H

OCTOBER 2017 MOON PHASES

New Moon

First Quarter

November Tides

Bridgeport, Conn.

01	03:20 AM	0.18	L	09:29 AM	7.38	H	3:50 PM	0.03	L	9:55 PM	7.19	H
02	04:06 AM	-0.09	L	10:14 AM	7.78	H	4:37 PM	-0.36	L	10:42 PM	7.42	H
03	04:51 AM	-0.30	L	10:59 AM	8.13	H	5:25 PM	-0.68	L	11:29 PM	7.57	H
04	05:37 AM	-0.44	L	11:45 AM	8.36	H	6:13 PM	-0.87	L			
05	12:17 AM	7.62	H	05:24 AM	-0.47	L	11:32 AM	8.46	H	6:02 PM	-0.91	L
06	12:06 AM	7.57	H	06:13 AM	-0.40	L	12:21 PM	8.39	H	6:53 PM	-0.81	L
07	12:58 AM	7.43	H	07:05 AM	-0.23	L	1:14 PM	8.17	H	7:48 PM	-0.60	L
08	01:53 AM	7.24	H	08:02 AM	0.00	L	2:11 PM	7.85	H	8:46 PM	-0.34	L
09	02:52 AM	7.05	H	09:03 AM	0.24	L	3:12 PM	7.49	H	9:47 PM	-0.09	L
10	03:54 AM	6.92	H	10:09 AM	0.41	L	4:17 PM	7.18	H	10:50 PM	0.07	L
11	04:58 AM	6.91	H	11:16 AM	0.46	L	5:23 PM	6.97	H	11:52 PM	0.13	L
12	06:01 AM	7.01	H	12:21 PM	0.37	L	6:27 PM	6.89	H			
13	12:51 AM	0.12	L	07:00 AM	7.19	H	1:22 PM	0.20	L	7:27 PM	6.89	H
14	01:45 AM	0.08	L	07:54 AM	7.38	H	2:17 PM	0.00	L	8:21 PM	6.93	H
15	02:35 AM	0.06	L	08:43 AM	7.54	H	3:07 PM	-0.16	L	9:10 PM	6.95	H
16	03:20 AM	0.08	L	09:28 AM	7.62	H	3:52 PM	-0.25	L	9:55 PM	6.93	H
17	04:02 AM	0.15	L	10:09 AM	7.63	H	4:34 PM	-0.27	L	10:37 PM	6.88	H
18	04:41 AM	0.26	L	10:48 AM	7.56	H	5:13 PM	-0.23	L	11:17 PM	6.80	H
19	05:20 AM	0.39	L	11:27 AM	7.44	H	5:51 PM	-0.13	L	11:57 PM	6.68	H
20	05:58 AM	0.54	L	12:05 PM	7.27	H	6:29 PM	0.01	L			
21	12:36 AM	6.55	H	06:36 AM	0.69	L	12:44 PM	7.07	H	7:08 PM	0.18	L
22	01:17 AM	6.42	H	07:17 AM	0.84	L	1:25 PM	6.85	H	7:49 PM	0.35	L
23	01:59 AM	6.29	H	08:01 AM	0.99	L	2:08 PM	6.63	H	8:33 PM	0.50	L
24	02:45 AM	6.19	H	08:49 AM	1.11	L	2:55 PM	6.43	H	9:21 PM	0.61	L
25	03:33 AM	6.15	H	09:41 AM	1.16	L	3:47 PM	6.29	H	10:12 PM	0.66	L
26	04:25 AM	6.20	H	10:37 AM	1.11	L	4:42 PM	6.24	H	11:04 PM	0.62	L
27	05:18 AM	6.37	H	11:35 AM	0.93	L	5:39 PM	6.29	H	11:58 PM	0.50	L
28	06:11 AM	6.64	H	12:32 PM	0.62	L	6:36 PM	6.43	H			
29	12:51 AM	0.31	L	07:02 AM	7.00	H	1:27 PM	0.23	L	7:31 PM	6.65	H
30	01:42 AM	0.07	L	07:53 AM	7.42	H	2:20 PM	-0.21	L	8:24 PM	6.90	H

New London, Conn.

01	01:38 AM	0.18	L	07:45 AM	3.02	H	2:11 PM	0.13	L	8:01 PM	2.86	H
02	02:22 AM	0.06	L	08:23 AM	3.24	H	2:59 PM	-0.10	L	8:42 PM	2.91	H
03	03:06 AM	-0.05	L	09:02 AM	3.43	H	3:47 PM	-0.29	L	9:25 PM	2.94	H
04	03:51 AM	-0.12	L	09:45 AM	3.57	H	4:35 PM	-0.41	L	10:12 PM	2.92	H
05	03:37 AM	-0.14	L	09:32 AM	3.64	H	5:25 PM	-0.45	L	10:02 PM	2.87	H
06	04:26 AM	-0.11	L	10:24 AM	3.62	H	6:18 PM	-0.40	L	10:55 PM	2.80	H
07	05:20 AM	-0.01	L	11:19 AM	3.52	H	7:13 PM	-0.30	L	11:52 PM	2.72	H
08	06:19 AM	0.11	L	12:17 PM	3.36	H	8:13 PM	-0.19	L			
09	12:52 AM	2.65	H	07:23 AM	0.22	L	1:20 PM	3.16	H	8:13 PM	-0.09	L
10	01:57 AM	2.62	H	08:30 AM	0.28	L	2:26 PM	2.96	H	9:13 PM	-0.03	L
11	03:05 AM	2.64	H	09:36 AM	0.29	L	3:36 PM	2.81	H	10:11 PM	0.02	L
12	04:12 AM	2.73	H	10:39 AM	0.25	L	4:41 PM	2.71	H	11:06 PM	0.05	L
13	05:11 AM	2.86	H	11:39 AM	0.19	L	5:38 PM	2.65	H	11:59 PM	0.08	L
14	06:02 AM	2.99	H	12:36 PM	0.11	L	6:26 PM	2.61	H			
15	12:48 AM	0.11	L	06:46 AM	3.10	H	1:27 PM	0.04	L	7:10 PM	2.57	H
16	01:34 AM	0.15	L	07:26 AM	3.16	H	2:13 PM	-0.01	L	7:51 PM	2.53	H
17	02:16 AM	0.20	L	08:06 AM	3.19	H	2:55 PM	-0.04	L	8:32 PM	2.49	H
18	02:56 AM	0.26	L	08:47 AM	3.19	H	3:35 PM	-0.03	L	9:14 PM	2.46	H
19	03:34 AM	0.33	L	09:29 AM	3.14	H	4:14 PM	0.01	L	9:58 PM	2.43	H
20	04:13 AM	0.41	L	10:12 AM	3.06	H	4:54 PM	0.08	L	10:43 PM	2.39	H
21	04:53 AM	0.51	L	10:57 AM	2.95	H	5:35 PM	0.16	L	11:31 PM	2.35	H
22	05:36 AM	0.60	L	11:43 AM	2.82	H	6:20 PM	0.24	L			
23	12:19 AM	2.30	H	06:26 AM	0.69	L	12:30 PM	2.69	H	7:09 PM	0.31	L
24	01:10 AM	2.27	H	07:20 AM	0.75	L	1:20 PM	2.56	H	7:59 PM	0.35	L
25	02:04 AM	2.25	H	08:17 AM	0.76	L	2:13 PM	2.46	H	8:49 PM	0.35	L
26	03:00 AM	2.29	H	09:13 AM	0.70	L	3:09 PM	2.40	H	9:37 PM	0.32	L
27	03:55 AM	2.40	H	10:07 AM	0.58	L	4:05 PM	2.40	H	10:25 PM	0.26	L
28	04:44 AM	2.57	H	11:00 AM	0.40	L	4:57 PM	2.45	H	11:12 PM	0.18	L
29	05:29 AM	2.79	H	11:53 AM	0.18	L	5:44 PM	2.52	H			
30	12:00 AM	0.07	L	06:11 AM	3.04	H	12:45 PM	-0.07	L	6:29 PM	2.61	H

Newport, R.I.

01	05:53 AM	3.75	H	11:52 AM	0.09	L	6:16 PM	3.68	H	11:58 PM	-0.16	L
02	06:41 AM	4.15	H	12:37 PM	-0.15	L	7:04 PM	3.93	H			
03	12:37 AM	-0.38	L	07:28 AM	4.50	H	1:23 PM	-0.33	L	7:53 PM	4.12	H
04	01:20 AM	-0.53	L	08:15 AM	4.74	H	2:11 PM	-0.43	L	8:41 PM	4.22	H
05	01:05 AM	-0.59	L	08:04 AM	4.85	H	2:01 PM	-0.43	L	8:32 PM	4.21	H
06	01:52 AM	-0.55	L	08:54 AM	4.82	H	2:50 PM	-0.33	L	9:24 PM	4.13	H
07	02:40 AM	-0.42	L	09:48 AM	4.66	H	3:40 PM	-0.14	L	10:20 PM	3.99	H
08	03:30 AM	-0.19	L	10:45 AM	4.43	H	4:36 PM	0.11	L	11:19 PM	3.86	H
09	04:23 AM	0.10	L	11:45 AM	4.18	H	5:33 PM	0.34	L			
10	12:20 AM	3.77	H	05:28 AM	0.40	L	12:47 PM	3.96	H	7:51 PM	0.41	L
11	01:20 AM	3.73	H	07:14 AM	0.59	L	1:48 PM	3.77	H	8:57 PM	0.38	L
12	02:22 AM	3.74	H	09:06 AM	0.56	L	2:50 PM	3.63	H	9:47 PM	0.33	L
13	03:24 AM	3.82	H	10:06 AM	0.46	L	3:53 PM	3.57	H	10:26 PM	0.29	L
14	04:24 AM	3.95	H	10:50 AM	0.36	L	4:49 PM	3.58	H	10:53 PM	0.24	L
15	05:17 AM	4.08	H	11:25 AM	0.28	L	5:39 PM	3.60	H	11:14 PM	0.19	L
16	06:03 AM	4.18	H	11:56 AM	0.20	L	6:24 PM	3.62	H	11:40 PM	0.12	L
17	06:46 AM	4.21	H	12:28 PM	0.13	L	7:05 PM	3.59	H			
18	12:13 AM	0.06	L	07:26 AM	4.16	H	1:03 PM	0.08	L	7:45 PM	3.52	H
19	12:50 AM	0.04	L	08:04 AM	4.03	H	1:41 PM	0.06	L	8:23 PM	3.41	H
20	01:30 AM	0.06	L	08:41 AM	3.85	H	2:19 PM	0.09	L	9:02 PM	3.25	H
21	02:10 AM	0.13	L	09:18 AM	3.64	H	2:58 PM	0.17	L	9:41 PM	3.08	H
22	02:50 AM	0.23	L	09:56 AM	3.42	H	3:35 PM	0.29	L	10:22 PM	2.92	H
23	03:30 AM	0.37	L	10:36 AM	3.22	H	4:14 PM	0.42	L	11:06 PM	2.81	H
24	04:12 AM	0.52	L	11:20 AM	3.07	H	4:57 PM	0.53	L	11:53 PM	2.76	H
25	04:59 AM	0.66	L	12:07 PM	2.98	H	5:48 PM	0.59	L			
26	12:40 AM	2.80	H	05:59 AM	0.75	L	12:56 PM	2.95	H	6:49 PM	0.56	L
27	01:30 AM	2.92	H	07:14 AM	0.72	L	1:47 PM	2.98	H	7:50 PM	0.42	L
28	02:23 AM	3.12	H	08:31 AM	0.56	L	2:44 PM	3.06	H	8:45 PM	0.21	L
29	03:20 AM	3.40	H	09:35 AM	0.31	L	3:45 PM	3.23	H	9:34 PM	-0.05	L
30	04:19 AM	3.76	H	10:27 AM	0.02	L	4:45 PM	3.47	H	10:20 PM	-0.32	L

Boston, Mass.

01	03:12 AM	0.41	L	09:27 AM	9.99	H	3:38 PM	0.28	L	9:48 PM	10.08	H
02	03:59 AM	-0.01	L	10:12 AM	10.61	H	4:27 PM	-0.40	L	10:37 PM	10.45	H
03	04:46 AM	-0.40	L	10:57 AM	11.19	H	5:15 PM	-1.02	L	11:25 PM	10.74	H
04	05:32 AM	-0.68	L	11:42 AM	11.66	H	6:03 PM	-1.50	L			
05	12:14 AM	10.90	H	05:20 AM	-0.82	L	11:29 AM	11.96	H	5:52 PM	-1.77	L
06	12:04 AM	10.91	H	06:08 AM	-0.80	L	12:18 PM	12.05	H	6:43 PM	-1.80	L
07	12:55 AM	10.76	H	06:59 AM	-0.61	L	1:09 PM	11.91	H	7:35 PM	-1.61	L
08	01:50 AM	10.49	H	07:52 AM	-0.30	L	2:03 PM	11.58	H	8:30 PM	-1.24	L
09	02:47 AM	10.18	H	08:48 AM	0.09	L	3:02 PM	11.12	H	9:28 PM	-0.79	L
10	03:48 AM	9.89	H	09:48 AM	0.45	L	4:04 PM	10.64	H	10:28 PM	-0.36	L
11	04:51 AM	9.72	H	10:52 AM	0.69	L	5:09 PM	10.24	H	11:30 PM	-0.03	L
12	05:55 AM	9.71	H	11:57 AM	0.75	L	6:16 PM	9.97	H			
13	12:32 AM	0.17	L	06:57 AM	9.85	H	1:02 PM	0.62	L	7:20 PM	9.85	H
14	01:31 AM	0.26	L	07:54 AM	10.06	H	2:02 PM	0.38	L	8:18 PM	9.80	H
15	02:24 AM	0.30	L	08:45 AM	10.26	H	2:55 PM	0.13	L	9:11 PM	9.79	H
16	03:12 AM	0.35	L	09:30 AM	10.41	H	3:43 PM	-0.07	L	10:03 PM	9.75	H
17	03:55 AM	0.43	L	10:12 AM	10.49	H	4:27 PM	-0.19	L	10:41 PM	9.67	H
18	04:37 AM	0.54	L	10:51 AM	10.49	H	5:08 PM	-0.21	L	11:22 PM	9.56	H
19	05:16 AM	0.69	L	11:28 AM	10.42	H	5:47 PM	-0.15	L			
20	12:01 AM	9.41	H	05:56 AM	0.86	L	12:06 PM	10.29	H	6:27 PM		

November Tides

Portland, Maine

01	02:59 AM	0.50	L	09:15 AM	9.51	H	3:25 PM	0.38	L	9:37 PM	9.62	H
02	03:45 AM	0.08	L	10:00 AM	10.12	H	4:13 PM	-0.28	L	10:25 PM	10.00	H
03	04:30 AM	-0.29	L	10:43 AM	10.70	H	4:59 PM	-0.87	L	11:12 PM	10.30	H
04	05:15 AM	-0.57	L	11:28 AM	11.17	H	5:47 PM	-1.33	L			
05	12:00 AM	10.47	H	05:01 AM	-0.71	L	11:14 AM	11.46	H	5:35 PM	-1.58	L
06	11:50 PM	10.47	H									
07	05:49 AM	-0.68	L	12:02 PM	11.54	H	6:26 PM	-1.61	L			
07	12:42 AM	10.32	H	06:40 AM	-0.49	L	12:54 PM	11.39	H	7:20 PM	-1.42	L
08	01:37 AM	10.06	H	07:35 AM	-0.17	L	1:50 PM	11.07	H	8:17 PM	-1.08	L
09	02:36 AM	9.76	H	08:34 AM	0.19	L	2:50 PM	10.63	H	9:18 PM	-0.68	L
10	03:39 AM	9.50	H	09:39 AM	0.51	L	3:55 PM	10.18	H	10:23 PM	-0.30	L
11	04:46 AM	9.36	H	10:48 AM	0.70	L	5:04 PM	9.82	H	11:29 PM	-0.03	L
12	05:52 AM	9.38	H	11:57 AM	0.70	L	6:13 PM	9.61	H			
13	12:32 AM	0.11	L	06:54 AM	9.53	H	1:03 PM	0.52	L	7:18 PM	9.54	H
14	01:31 AM	0.16	L	07:51 AM	9.75	H	2:02 PM	0.26	L	8:16 PM	9.53	H
15	02:24 AM	0.19	L	08:42 AM	9.96	H	2:55 PM	-0.00	L	9:09 PM	9.54	H
16	03:12 AM	0.24	L	09:27 AM	10.10	H	3:43 PM	-0.19	L	9:55 PM	9.50	H
17	03:55 AM	0.34	L	10:08 AM	10.15	H	4:26 PM	-0.27	L	10:38 PM	9.40	H
18	04:35 AM	0.49	L	10:46 AM	10.12	H	5:06 PM	-0.25	L	11:18 PM	9.25	H
19	05:12 AM	0.69	L	11:22 AM	10.01	H	5:43 PM	-0.14	L	11:56 PM	9.06	H
20	05:48 AM	0.90	L	11:57 AM	9.86	H	6:20 PM	0.03	L			
21	12:33 AM	8.85	H	06:24 AM	1.12	L	12:33 PM	9.66	H	6:57 PM	0.24	L
22	01:11 AM	8.63	H	07:02 AM	1.34	L	1:11 PM	9.43	H	7:36 PM	0.47	L
23	01:51 AM	8.44	H	07:42 AM	1.54	L	1:52 PM	9.19	H	8:16 PM	0.69	L
24	02:34 AM	8.29	H	08:26 AM	1.71	L	2:37 PM	8.95	H	9:00 PM	0.88	L
25	03:20 AM	8.21	H	09:14 AM	1.81	L	3:25 PM	8.76	H	9:47 PM	0.99	L
26	04:09 AM	8.24	H	10:06 AM	1.80	L	4:17 PM	8.64	H	10:38 PM	1.02	L
27	05:00 AM	8.41	H	11:02 AM	1.65	L	5:13 PM	8.64	H	11:30 PM	0.93	L
28	05:52 AM	8.74	H	12:00 PM	1.30	L	6:10 PM	8.77	H			
29	12:24 AM	0.71	L	06:44 AM	9.22	H	12:57 PM	0.77	L	7:07 PM	9.03	H
30	01:16 AM	0.40	L	07:35 AM	9.81	H	1:52 PM	0.12	L	8:03 PM	9.39	H

Bar Harbor, Maine

01	02:42 AM	0.44	L	08:54 AM	10.96	H	3:08 PM	0.36	L	9:16 PM	11.12	H
02	03:28 AM	0.00	L	09:39 AM	11.66	H	3:55 PM	-0.34	L	10:04 PM	11.59	H
03	04:13 AM	-0.38	L	10:23 AM	12.32	H	4:42 PM	-0.96	L	10:50 PM	11.96	H
04	04:58 AM	-0.64	L	11:08 AM	12.85	H	5:28 PM	-1.43	L	11:38 PM	12.17	H
05	04:44 AM	-0.75	L	11:54 AM	13.17	H	6:17 PM	-1.68	L	12:27 PM	12.19	H
06	05:32 AM	-0.69	L	12:42 AM	13.24	H	7:07 PM	-1.69	L			
07	06:18 AM	12.02	H	01:30 AM	-0.46	L	12:33 PM	13.05	H	7:01 PM	-1.48	L
08	07:12 AM	11.71	H	02:18 AM	-0.12	L	1:29 PM	12.66	H	7:58 PM	-1.11	L
09	08:11 AM	11.33	H	03:08 AM	0.28	L	2:29 PM	12.15	H	8:59 PM	-0.68	L
10	09:14 AM	10.98	H	04:01 AM	0.61	L	3:33 PM	11.62	H	10:03 PM	-0.29	L
11	04:19 AM	10.77	H	05:01 AM	0.78	L	4:41 PM	11.22	H	11:08 PM	-0.03	L
12	05:26 AM	10.75	H	06:01 AM	0.74	L	5:49 PM	11.00	H			
13	12:12 AM	0.09	L	06:28 AM	10.91	H	12:43 PM	0.52	L	6:53 PM	10.95	H
14	01:11 AM	0.10	L	07:26 AM	11.17	H	1:42 PM	0.20	L	7:51 PM	10.99	H
15	02:04 AM	0.10	L	08:17 AM	11.44	H	2:35 PM	-0.09	L	8:43 PM	11.04	H
16	02:53 AM	0.13	L	09:03 AM	11.63	H	3:22 PM	-0.29	L	9:30 PM	11.03	H
17	03:37 AM	0.24	L	09:45 AM	11.71	H	4:06 PM	-0.36	L	10:13 PM	10.95	H
18	04:18 AM	0.43	L	10:24 AM	11.69	H	4:46 PM	-0.31	L	10:53 PM	10.80	H
19	04:56 AM	0.67	L	11:01 AM	11.58	H	5:25 PM	-0.16	L	11:32 PM	10.60	H
20	05:34 AM	0.94	L	11:38 AM	11.39	H	6:02 PM	0.06	L			
21	12:10 AM	10.36	H	06:11 AM	1.22	L	12:15 PM	11.15	H	6:39 PM	0.31	L
22	12:48 AM	10.12	H	06:48 AM	1.49	L	12:53 PM	10.88	H	7:18 PM	0.56	L
23	01:28 AM	9.88	H	07:28 AM	1.73	L	1:33 PM	10.59	H	7:59 PM	0.80	L
24	02:10 AM	9.69	H	08:12 AM	1.92	L	2:17 PM	10.31	H	8:43 PM	0.98	L
25	02:56 AM	9.57	H	08:59 AM	2.03	L	3:05 PM	10.09	H	9:30 PM	1.10	L
26	03:45 AM	9.56	H	09:51 AM	2.01	L	3:57 PM	9.95	H	10:20 PM	1.11	L
27	04:37 AM	9.72	H	10:46 AM	1.81	L	4:53 PM	9.95	H	11:13 PM	1.00	L
28	05:30 AM	10.06	H	11:43 AM	1.42	L	5:51 PM	10.12	H			
29	12:06 AM	0.76	L	06:23 AM	10.59	H	12:40 PM	0.83	L	6:47 PM	10.45	H
30	12:59 AM	0.41	L	07:14 AM	11.26	H	1:34 PM	0.11	L	7:42 PM	10.89	H

Corrections for other ports

Port	Reference	Time Corrections	Height Corrections
Maine/ New Hampshire			
Stonington	Bar Harbor	High +0 hr. 8 min., Low +0 hr. 6 min.,	High *0.91, Low *0.90
Rockland	Bar Harbor	High +0 hr. 9 min., Low +0 hr. 6 min.,	High *0.93, Low *1.03
Boothbay Harbor	Portland	High -0 hr. 6 min., Low -0 hr. 8 min.,	High *0.97, Low *0.97
Kennebunkport	Portland	High +0 hr. 7 min., Low +0 hr. 5 min.,	High *0.97, Low *1.00
Portsmouth	Portland	High +0 hr. 22 min., Low +0 hr. 17 min.,	High *0.86, Low *0.86
Massachusetts			
Gloucester	Boston	High +0 hr. 0 min., Low -0 hr. 4 min.,	High *0.93, Low *0.97
Plymouth	Boston	High +0 hr. 4 min., Low +0 hr. 18 min.,	High *1.03, Low *1.00
Scituate	Boston	High +0 hr. 3 min., Low -0 hr. 1 min.,	High *0.95, Low *1.03
Provincetown	Boston	High +0 hr. 16 min., Low +0 hr. 18 min.,	High *0.95, Low *0.95
Marion	Newport	High +0 hr. 10 min., Low +0 hr. 12 min.,	High *1.13, Low *1.29
Woods Hole	Newport	High +0 hr. 32 min., Low +2 hr. 21 min.,	High *0.40, Low *0.40
Rhode Island			
Westerly	New London	High -0 hr. 21 min., Low +0 hr. 3 min.,	High *1.02, Low *1.00
Point Judith	Newport	High -0 hr. 1 min., Low +0 hr. 32 min.,	High *0.87, Low *0.54
East Greenwich	Newport	High +0 hr. 13 min., Low +0 hr. 3 min.,	High *1.14, Low *1.14
Bristol	Newport	High +0 hr. 13 min., Low +0 hr. 0 min.,	High *1.16, Low *1.14
Connecticut			
Stamford	Bridgeport	High +0 hr. 3 min., Low +0 hr. 8 min.,	High *1.07, Low *1.08
New Haven	Bridgeport	High -0 hr. 4 min., Low -0 hr. 7 min.,	High *0.91, Low *0.96
Branford	Bridgeport	High -0 hr. 5 min., Low -0 hr. 13 min.,	High *0.87, Low *0.96
Saybrook Jetty	New London	High +1 hr. 11 min., Low +0 hr. 45 min.,	High *1.36, Low *1.35
Saybrook Point	New London	High +1 hr. 11 min., Low +0 hr. 53 min.,	High *1.24, Low *1.25
Mystic	Boston	High +0 hr. 1 min., Low +0 hr. 2 min.,	High *1.01, Low *0.97
Westport	Newport	High +0 hr. 9 min., Low +0 hr. 33 min.,	High *0.85, Low *0.85

Eastport, Maine

01	02:59 AM	0.56	L	09:04 AM	18.96	H	3:25 PM	0.34	L	9:27 PM	19.19	H
02	03:48 AM	-0.24	L	09:51 AM	20.03	H	4:14 PM	-0.77	L	10:15 PM	19.98	H
03	04:35 AM	-0.96	L	10:37 AM	21.00	H	5:02 PM	-1.74	L	11:02 PM	20.61	H
04	05:22 AM	-1.48	L	11:22 AM	21.75	H	5:49 PM	-2.46	L	11:49 PM	20.98	H
05	05:09 AM	-1.73	L	11:09 AM	22.18	H	6:38 PM	-2.83	L	11:37 PM	21.03	H
06	05:58 AM	-1.67	L	11:57 AM	22.22	H	7:27 PM	-2.82	L			
07	12:28 AM	20.77	H	06:48 AM	-1.32	L	12:48 PM	21.89	H	7:19 PM	-2.45	L
08	01:20 AM	20.25	H	07:41 AM	-0.75	L	1:41 PM	21.24	H	8:14 PM	-1.83	L
09	02:16 AM	19.60	H	08:38 AM	-0.07	L	2:39 PM	20.43	H	9:12 PM	-1.09	L
10	03:16 AM	18.97	H	09:38 AM	0.57	L	3:41 PM	19.61	H	10:12 PM	-0.41	L
11	04:19 AM	18.53	H	10:41 AM	0.99	L	4:45 PM	18.99	H	11:15 PM	0.07	L
12	05:24 AM	18.40	H	11:45 AM	1.09	L	5:50 PM	18.66	H			
13	12:17 AM	0.29	L	06:26 AM	18.59	H	12:48 PM	0.88	L	6:53 PM	18.63	H
14	01:16 AM	0.27	L	07:25 AM	18.97	H	1:47 PM	0.45	L	7:51 PM	18.77	H
15	02:11 AM	0.15	L	08:17 AM	19.40	H	2:41 PM	-0.01	L	8:43 PM	18.94	H
16	03:01 AM	0.07	L	09:04 AM	19.75	H	3:29 PM	-0.37	L	9:30 PM	19.04	H
17	03:46 AM	0.09	L	09:47 AM	19.94	H	4:12 PM	-0.56	L	10:13 PM	19.01	H
18	04:28 AM	0.24	L	10:28 AM	19.96	H	4:53 PM	-0.55	L	10:53 PM	18.86	H
19	05:08 AM	0.53	L	11:07 AM	19.81	H	5:32 PM	-0.38	L	11:32 PM	18.59	H
20	05:47 AM	0.90	L	11:45 AM	19.53	H	6:11 PM	-0.08	L			
21	12:12 AM	18.25	H	06:25 AM	1.32	L	12:25 PM	19.15	H	6:50 PM	0.29	L
22	12:52 AM	17.86	H	07:05 AM	1.76	L	1:05 PM	18.70	H	7:31 PM	0.71	L
23	01:33 AM	17.47	H	07:47 AM	2.18	L	1:47 PM	18.24	H	8:13 PM	1.12	L
24	02:17 AM	17.13	H	08:31 AM	2.54	L	2:32 PM	17.80	H	8:59 PM	1.47	L
25	03:04 AM	16.91	H	09:19 AM	2.78	L	3:21 PM	17.45	H	9:47 PM	1.71	L
26	03:54 AM	16.87	H	10:10 AM	2.83	L	4:13 PM	17.27	H	10:38 PM	1.78	L
27	04:46 AM	17.08	H	11:04 AM	2.60	L	5:08 PM	17.33	H	11:32 PM	1.61	L
28	05:40 AM	17.59	H	12:01 PM	2.06	L	6:04 PM	17.67	H			
29	12:27 AM	1.21	L	06:34 AM	18.38	H	12:57 PM	1.21	L	7:00 PM	18.26	H
30	01:21 AM	0.60	L	07:27 AM	19.37	H	1:51 PM	0.14	L	7:53 PM	19.02	H

NOVEMBER 2017 MOON PHASES

New Moon

First Quarter

Full Moon

Third Quarter



Nov. 18



Nov. 26



Photo by Bob White

While Seth Salzmann served as mate aboard *Timberwind* in Maine, he first saw *When and If*, and he promptly fell in love.

The serpentine path of *When and If*

In 1938, then Colonel George S. Patton and his wife, Beatrice, commissioned John G. Alden, N.A., to design a replacement for his 67-foot Alden-designed schooner *Arcturus*. *Arcturus*, built by the Harvey F. Gamage yard, in South Bristol, Maine, had been damaged in a storm off the southern coast of California.

The new vessel, *When and If*, was named for the future general's plans to cruise and perhaps circumnavigate – “*When* the war is over, *and If* I live through it.” The 43-ton, 65-foot (length on deck) schooner was built and commissioned in Wiscasset, Maine, at the yard of F. F. Pendleton. Designed with serious offshore work in mind, she was constructed of double-planked ma-

hogony on black-locust frames and a white-oak keel. Colonel Patton took delivery of the vessel in the fall of 1939, and kept her available for the next few summers before having her put away for the duration of the war. After surviving battles across North Africa, Italy, France and Germany (and General Patton was a general famous for leading from the front of the lines), he died in December 1945 from wounds received in a car crash in post-war Germany.

Purportedly, his will called for *When and If* to either be maintained for use by his family, donated for educational purposes, or taken out to sea and sunk. *When and If* remained with the family in New England

through the 1970s, and was then donated to The Landmark School on the North Shore of Massachusetts, not far from a family home in South Hamilton, Mass., where she was used as a training vessel.

During a gale in 1990, the vessel came free of her mooring and was wrecked on shore, thus fulfilling all three of the general's orders. Though she was declared a total loss for insurance purposes, her pieces were salvaged and removed by barge to the Gannon and Benjamin yard on Martha's Vineyard. In 1994, she was reborn and relaunched, and she has been sailing and cruising up and down the East Coast under a series of owners since.

When Seth Salzman was 13, his family moved to Key West, Fla., and he got his first job aboard the iconic schooner *Wolf*, working his way up to the position of mate by the age of 16. Hooked on sailing and schooners, he began working on other vessels, including an Atlantic crossing aboard Warwick Tompkins pilot schooner *Wanderbird* and a stint as mate aboard the windjammer *Timberwind* in Midcoast Maine. While aboard *Timberwind*, during the Eggemoggin Reach Regatta, he first saw *When and If* – and promptly fell in love. He would continue to cross paths with her over the coming years, deepening his feelings for the boat with each encounter.

When he was 19, Seth earned his Coast Guard license and, shortly after, assumed command of the *William H. Albury*, a sail-training vessel operating in the Bahamas. After a successful and educational season of teaching and learning, Seth was back in Key West, looking for the next thing to do, when some friends took him up to see a schooner in Marathon, Fla. Owner Doug Hazlitt needed a skipper for his recently rebuilt Alden schooner *Malabar X*. Seth took the job, a role he continued to fill off and on for the next five years, interspersed with work on about a dozen other vessels in a variety of locations.

Eventually, *Malabar X* was sold. The deal stipulated that Seth deliver the vessel to her new home in Barcelona, Spain, then work with the new owner and his crew for six months. While he enjoyed this assignment, helping owner and crew learn to sail and race the boat, he also was saddened to see a vessel important to our country's sailing heritage leave the U.S.

Over the next few years, Seth bought a boat of his own, a 50-foot ketch he named *Conch West*, but he continued running other people's boats. Meanwhile, Doug Hazlitt was searching for his next project, a boat that could replace *Malabar X*, and he would contact Seth and ask for his opinion about this boat or that. Seth would dutifully run down each boat's pluses and minuses, only to end each report with the observation, "but it is not *When and If*."

Events eventually conspired, as they tend to do, and Hazlitt purchased *When and If*, having her delivered

to Rockport, Maine, for the 2012 summer season. Seth met the boat there, got her into shape, and sailed her through the fall. He then delivered her to Cayuga Wooden Boatworks – with facilities at both ends of Lake Cayuga, in Ithaca and Cayuga, N.Y. – for a major overhaul.

While *When and If* was being rebuilt, Seth stayed involved with the project, but he also spent time running the recently restored William Fife schooner *Adventure* in and out of Antigua. He also built his own charter company, Sunset Sail Key West, acquiring *High Tide*, a 33 foot-Islamorada, Fla.- built sloop to join *Conch West*. Work on *When and If* dragged on, but finally she was back in the water, rigged, and ready to sail. In June 2015, an agreement was reached in which Seth would lease the vessel, with rights of first refusal in case of a sale, and operate her on his own.

That summer Seth and *When and If* participated in the Philadelphia Tall Ship Festival, followed by a busy season of chartering. After a winter of chartering and daysails in Key West, including a pair of trips to Cuba, it was off to the Great Lakes and a summer of Tall Ship events as far inland as Chicago and Duluth.

In the fall of 2016, Doug Hazlitt received an offer for *When and If* from a buyer who wanted to move her to France. Remembering his feelings around the sale of *Malabar X*, Seth exercised his rights and, in November that year, completed the purchase of the boat he had first fallen for more than 15 years earlier.

Last winter, *When and If* was back in Key West for another winter of charters, daysails, and a few extended trips. May found her in Charleston, S.C., for another Tall Ship celebration, followed by a trip to Bermuda to catch some America's Cup activity, then on to SailBoston this past June. Then it was off to the Canadian Maritimes for July and August, followed by a visit to Martha's Vineyard, where she was to be available for fall charters.

Future plans for *When and If* include more extended voyaging, and possibly a circumnavigation in conjunction with an educational group. Knowing how voyaging by sail has influenced his own life in so many positive ways, Seth sees vessels like *When and If* as tools for young people to see the world differently. Travel to new places is great in and of itself; but, as anyone who has done it can attest, arriving there on a boat you sailed yourself is life-changing. And changing lives is what Capt. Seth Salzman and his boat, *When and If*, aim to do.

Mainer Bob White – a former high school chemistry teacher, a writer, a licensed captain and a sailing instructor – recently completed a solo cruise with his Island Packet 37 Preamble to Key West, where he taught sailing and ran charters out of Key West Sailing Academy.

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17' O'Day Day Sailer I, 1971 \$500 or best offer. Centerboard. Includes trailer. Layed up - inside storage for 22 years. In Falmouth, MA. Call 617-529-3277 or email tomh@autogenomics.com



17' Herreshoff Buzzards Bay 14, 1977 This exceptional boat was built in 1977 at the Eastern Maine Tech boat building school in Lubec, Maine. She has mahogany planking on oak frames, bronze fasteners, 900 lbs. exterior lead ballast, varnished side and foredecks and a varnished cockpit. Good condition. Asking \$19,500. Call 207-497-

2701 or email
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22' Marshall, 1972 \$12,500. 207-633-0773 www.oceanpointmarina.com info@oceanpointmarina.com

23' Super Pelican San Francisco Super Pelican, fiberglass over plywood with top quality paint and fastener, \$7,500. Full listing and photos at our website. 207-497-2701 www.jonesportshipyard.com info@jonesportshipyard.com



25' Herreshoff Buzzards Bay 15 Gaffhead Sloop, 1993 Cedar plank on white oak frame. All paint, varnish ready for 2017. Includes trailer. \$49,000. Concordia Company, 508-999-1381 www.concordiaboats.com conco@concordiaboats.com



26' Formula Yachts Evelyn, 1979 Racer/cruiser with adjustable backstay, full spinnaker gear and large mainsail. For cruising she offers a comfortable cockpit, berths for a crew of six, and a galley with sink and ice box. Magma barbecue for cooking. Nissan Outboard 8hp 2012. Sail inventory includes main, tri radial 3/4oz and star cut 1.5oz spinnakers. Asking \$6,900.

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27' Catalina, 1975 Perfect day-sailer or weekender with family or friends. She has been well kept for her age and the owner has made many recent upgrades. \$4,500, Merri-Mar Yacht Basin, 978-465-3022 or 734-819-1183 (cell). www.merri-mar.com



28' Crocker Greenwich Bay Cutter, 1963 Lead keel, cedar planking, bronze fastened. Volvo diesel, electric windlass, radar, wood stove. Sleeps 3. Documented. 'Aquila' lovingly cared & sailed by current owners 22 years. \$7,500. 207-985-7412. Rich Gaito. captgaito@gmail.com



28' Alden Triangle, 1927 Try it a traditional period daysailing sloop with long overhangs, low profile, full keel with a skeg mounted rudder and tiller steering. \$19,500. Metinic Yacht Brokers 207-326-4411 www.sealcoveboatyard.com sealcoveboatyard@gmail.com



28' Herreshoff Rozinante, 1966 Classic 1966 fiberglass double-ended canoe yawl. Fresh sails, battened mainsail, new furling jib, new forestay with Hood roller furling and Jiffy reefing mainsail, and covers. Sail plan and rigging are exact to L. Francis Herreshoff specs. She is in good shape, sea worthy and on her mooring in Mid-Coast Maine - \$55,000. FMI visit Padebco.com/Brokerage or call Padebco Full Service Boatyard & Custom Boat Builder 207-529-5106 www.padebco.com/brokerage-service/info@padebco.com



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29' Vineyard Vixen 29, 1974 Vineyard Vixen 29, lovely double-ender, on Narragansett Bay. Hull #6 of 30. Engineless since 1998 - and a glorious sailing boat. \$13,500. 401-440-8493 www.boats.com/reviews/boats-we-love-vineyard-vixen-29/tim_murphy@cox.net



29' Island Packet Cutter, 1991 B&G Triton instruments, Yanmar 27hp diesel, autopilot, radar, chart plotter, dodger, bimini, windlass, cockpit cushions, davits, outboard engine hoist, plus many other "extras". 207-439-2118 bbowman294@myfairpoint.net

30' Shields Class Hull #105. Rebuilt in 1998. New deck, new spars and rigging, awlgrip, and teak rails. 2 sets of sails, cockpit cover \$15,000. Burr Bros. Yacht Sales 508-317-9536 www.burrbros.com boatsales@burrbros.com

30' Pearson 30, 1977 Rebuilt Atomic 4 fresh water cooled, genoa jib, furling, main, asymmetric spinnaker, lazy jacks. Wheel steer, dodger, VHF, upholstery updated, sleeps 5/6, radar. Good cruising boat, well maintained, stored inside at Mid-Coast Marine, Winterport, ME. rstover1@nycap.rr.com



30' Nimble 30, 1989 The Nimble 30 is a beautiful cold molded, natural finish mahogany hull with Hall Spars aluminum mast and boom. A Tom Norton design that was constructed by Brian Howell. She spent the first 20 years of her life as a little used daysailer until 2012, when she was upgraded to a modern Spirit of Tradition and PHRF racer/cruiser - now in "better than new" pristine condition. \$50,000. Located in Bristol, RI. Contact McMichael Yacht Brokers' Rick Fleig for a showing 401-743-6318 (Cell). www.mcmichaelyachtbrokers.com RickF@mcmyacht.com

30' Sea Sprite This is a very clean boat with a lot of updates over the last few years. The newest is a 740s Garmin chart plotter, roller fuller, it can be made into a cutter rig. Everything works, full keel, auto pilot, big dodger, deep cockpit. Sleeps 5. Get it before storage. Make offer, must sell. 207-667-5621 www.DShepardpaintings.com Barnacle2@myfairpoint.net



31' Newman Friendship Sloop, 1980 Fiberglass hull and deck. 2007 rebuild of West. 30hp diesel. Sleeps 4, encl. head, galley area w/brass sink w/hand pumps. Spruce spars, North sails, 2001. A beautiful, affordable classic at \$29,900. www.jarvisnewman.us info@jarvisnewman.us



31' Herreshoff Cat Ketch, 1981 Yanmar 15hp diesel, charming, spacious interior. First class condition. \$39,500. Gray & Gray Yachts. 207-363-7997 www.grayandgrayyachts.com



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33' Cape Dory, 1980 Recent engine, good sails, well found.

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34' Sabre, 1978 The Sabre 34 is a lovely sailor with her contemporary proportions, high performance rig and exceptionally spacious layout. This classic performance cruiser is in ready to go condition. She's nicely equipped and very comfortable to sail, \$28,500. 207-244-7854 or email jwboatco.com billw@jwboatco.com

34' Seidelmann, 1984 Victory is a well equipped boat, suitable for afternoon sails or extended cruising. She is currently located in Mount Desert Island, Maine and can be seen by appointment, \$29,900. 207-244-7854 or email billw@jwboatco.com



34' J/34c, 1989 A terrific performance cruiser with everything you need including a cockpit designed for short-handed sailing, a double forward stateroom and shoal draft keel. This boat has been well kept and is fully equipped with a beautiful teak interior, a full complement of sails includes a spinnaker, auto helm and dodger. \$49,000. Located in Bridgeport, CT. Contact

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34' Cal Sloop, 1977 Rugged for single handling offshore. Sails include main with 3 reef points, genoa 140% on furler, and inner forestay for storm jib. Westerbeke W30 rebuilt in 1991; new shaft and coupling 2016. Ideal for sailing south this fall. Asking \$20,925. Contact Parker's Boat Yard at 508-563-9366 www.parkersboatyard.com/brokerage/current-listings/parkersboatyard@gmail.com

35' Wauquiez, 1984 \$69,500. 207-633-0773 www.oceanpointmarina.com info@oceanpointmarina.com



35' Hinckley Pilot 35, 1964 PORTOFINO, very good overall condition. Tiller sloop, 6-berth, 1988 Westerbeke. Cruising + racing optimized. \$59,000. South-

west Harbor, ME Hinckley YB 207-244-5531 www.hinckleyyachts.com



36' Sabre 36, 1988 Hull # 89, \$85,000. One owner, very good condition. Currently in service, Western Long Island Sound. Interested party, request specs: jaydubya@snet.net



36' Nautor Swan 36, 1969 Located in South Portland, Maine, "ETAIN" is a superbly-restored Swan 36. A classic Sparkman & Stevens design, definitely the best-preserved Swan in the older Swan community. Call William Shaw, Jr., listing broker, at New England Yacht Partners, 401-252-1231, Asking \$68,000. newenglandyachtpartners.com bill@neyacht.com

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37' Gulfstar 37, 1979 Are you underboated? Looking for that bigger boat? Our 1979 Gulfstar 37 has served us well, a trusted friend for a two-year cruise of the Keys and the Bahamas. We are now ready to downsize by eight or ten feet. A trade would work for us, your boat for our boat and we'll talk about the details. She's ready to cruise again, fully set up to live aboard. Or, make an offer in the high \$20s. Email for full info and pics. 1979gulfstar37@gmail.com



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38' Bristol Keel/CB, 1987 Ted Hood sloop. New fuel tank, hot water tank, and Simrad autopilot. Yanmar 4JH 44hp diesel, keel/centerboard. Asking \$75,000. YachtWorld ID: 2838597. Contact Parker's Boat Yard at 508-563-9366 www.parkersboatyard.com/brokerage/current-listings/parkersboatyard@gmail.com



39' Concordia Yawl, 1965 #100 of 103 built. Actively used and carefully maintained. One family boat, ready for offshore. Concordia Company. 508-999-1381.

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40' Sabre, 1997 A superior cruiser/racer, this fully equipped sloop with its' three cabin layout offers generous accommodations for its' 40' length. \$195,000. Burr Bros. Yacht Sales 508-317-9536 www.burrbros.com boatsales@burrbros.com

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40' Bristol Sloop, 1986 Well maintained. Large, comfortable cockpit. Hood Stowaway Mast furling for main, Harken furling for jib. Running rigging accessible from cockpit. New Miller canvas cover in 2016. Wester-

beke W46 diesel. Asking \$75,000. Yachtworld ID: 3061335 Contact Parker's Boat Yard at 508-563-9366 www.parkersboatyard.com/brokerage parkersboatyard@gmail.com


41' Hinckley Yawl, 1969 \$149,500. A complete refit-stunning. Call for details. Gray & Gray Yachts 207-363-7997. www.grayandgrayyachts.com

41' Morgan, 1989 O/I. Two owner boat, well maintained. Live aboard set up, many recent upgrades including new Harken Roller Furler, spring service is done and ready for the season, Yanmar 44hp. 59,995. Merri-Mar Yacht Basin, 978-465-3022 or 734-819-1183 (cell) www.merri-mar.com



42' Hinckley Sou'wester, 1985 BLUE RIDGE is very reasonably priced. Great running & sailing condition, Mahogany dinette interior. \$230,000. SOUTHWEST HARBOR, ME Hinckley YB 207-244-5531 www.hinckleyyachts.com

42' Beneteau, 2003 A spacious and well appointed cruising boat. Easily sailed with its Stack-pack main and furling jib. Electric windlass, AC, and refrigeration \$139,000. Burr Bros. Yacht Sales 508-317-9536 www.burrbros.com boatsales@burrbros.com



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42' Morris M-42, 2007 MIS-TRAL is a wonderful example of this popular design and arguably one of the nicest M42's ever built. She is extremely well equipped with almost all available options, including beautiful teak decks and a LeisureFurl boom. Located in Stonington, CT. \$525,000. Contact McMichael Yacht Brokers' Rick Fleig for a showing at 401-743-6318 or email www.mcmichaelyachtbrokers.com RickF@mcm yacht.com



43' Shannon, 1992 Keel/centerboard cutter. Very well equipped and always stored inside heated. Concordia Company, 508-999-1381 www.concordiaboats.com conco@concordiaboats.com



43' Hans Christian 43T Ketch, 1982 A lovely, rock solid, blue water cruiser in excellent condition. Harwood Ives designed, built in 1982. Comfortably sleeps seven. Many recent upgrades including sails, standing rigging, chainplates, Schaefer roller furler, upholstery, electrical

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(including house batteries), teak decks recaulked and much more. Surveyed this spring. In the water until October 9. For sale by owner, \$129,000. Please contact me for complete specifications and pictures. benrp57@yahoo.com



43' Herreshoff Fishers Island 31, 1930 Cirrus is a very special boat. Designed by Nathanael G. and Sidney DeWolff Herreshoff, she was built by Herreshoff Mfg Co. in 1930. She has stirred the soul of many during her 87 years, but none more deeply than Alan Bemis who bought her in 1935 and owned her for nearly 50 years. He gave her the signature "special red" topsides that she still carries to this day. He made improvements in the rig, making her faster and in 1954 engaged Joel White to make her a yawl. The yawl rig made her easier to handle, even single hand, and still she won races. \$89,000. Metinic Yacht Brokers 207-326-4411 www.sealcoveboatyard.com sealcoveboatyard@gmail.com

45' Sabre, 2003 This 45' performance cruiser is designed for a couple to sail. Full electronics, electric winches, well equipped and ready to go. \$369,000. Burr Bros. Yacht Sales 508-317-9536 www.burrbros.com boatsales@burrbros.com



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22' Sea Hunt "Navigator", 2001

Sea Hunt Navigator Bay Boat with 2010 DF150TX SUZUKI 4-Stroke. Includes 2013 Sea Hawk trailer, only \$19,900. Ryder's Cove Boatyard, North Chatham, Mass. www.ryderscoveboatyard.com rick@ryderscove.com

23' Cobalt 227, 2000

Fiberglass hull. Rated for an 11 person capacity. \$9,000. 207-633-0773 oceanpointmarina.com info@oceanpointmarina.com



24' Nidelv 24, 1987 Unique Norwegian-built fiberglass weekend cruising boat. Head, sink, Yanmar diesel, 200 hrs, Garmin GPS, winter cover. Excellent condition. South Freeport, Maine. \$24,900. www.yachtworld.com/thomasyacht cheehaak@gmail.com



24' Zodiac Medline III RIB,

2003 Mediterranean style RIB powered with twin 140hp Johnson 4-stroke outboards. Professionally maintained boat is full of amenities and comforts. Aft radar-arch, head, sink, stove and much more. Raymarine display with radar, GPS chartplotter, and sounder. Trailer included. http://www.bamforthmarine.com/2003_24_Zodiac_Medline_III.htm frontcounter@bamforthmarine.com

24' Bridges Pt., 1991 "Long Cabin" model. Westerbeke diesel, trailer, very clean, \$44,500. Call for details. Gray & Gray Yachts 207-363-7997 www.grayandgrayyachts.com



25' Sea Fox 257 CC, 2004 With twin 150hp Merc salt water series - less than 100 hours, 2013 Load Rite tandem trailer, full electronics. Well equipped for tournament fishing: battle station, down riggers, center rigger, out riggers, air horn etc. Too much to list. Vessel has been well maintained - Great fishing and cruising. \$64,000 207-633-2922 jackcogswell41@yahoo.com



25' Parker 2510 XLD, 2017 Powered by a reliable Yamaha F300UCA, this 25 foot walk-around has a fresh water system, cockpit combing pads, folding cockpit lounge seat, Garmin electronics package, and more. Contact Yarmouth Boat Yard for pricing, 207-846-9050 www.yarmouthboatyard.com

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25' Sea Fox 256 Voyager, 2016 Includes Yamaha twin F-150s, Garmin 7610 touchscreen GPS, anchor windlass, 3-bank battery charger, Infinity stereo system, marine head, Ultima hard top, dual batteries and more. Manager's Special Sale Price \$79,995. Yarmouth Boat Yard, 207-846-9050 www.yarmouthboatyard.com

25' Maritime Skiff Challenger, 2009 Cuddy cabin w/double berth, marine head w/holding tank. Pilot house has galley unit, helm & companion seating, stowage. 2 aft-facing cockpit seats, transom bench seating, stowage. 83 gallons/fuel, 225 Honda 4-stroke outboard, 20hp Honda 4-stroke auxiliary. Plotter/radar, sonar, weather, depth. Located in Maine, \$69,000. www.atlanticboat.com brokerage@atlanticboat.com

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rangertugs@wiyy.net



25' Bertram 25 MkII Flybridge, 1968 Stunning pocket yacht with Bertram pedigree and Ray Hunt design. Second owner has over \$30,000 invested to bring her to her fine and updated condition. She is a must-see. Owner moving up and she is ready for her new home. Call Ham Freeman, listing broker, at New England Yacht Partners 401-524-2403. Asking \$29,500.
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26' Regulator, 1996 Hull completely restored with all new electrical, hoses and accessories (like new). 2011 twin E.Tech 200hp (low hours). Great platform for reasonable cost. Located in Salem, MA 781-771-1053
FJDions@msn.com



27' Ranger Tugs R-27, 2018 Fully equipped and ready-to-cruise. The trailerable mini-yacht features 300 HP Yamaha outboard, Autopilot, Garmin 7612 Chartplotter with remote bow and stern thrusters, full galley, double lounge seat on bow, and

much more. Contact for details and pricing. Moose Landing Marina, 207-693-6264
www.mooselandingmarina.com



27' Eastern 27 Islander, 2018 To be built, there is still time to adjust options to meet your needs, this boat is roomy enough for day-tripping a large family or a comfortable week's cruising. V-berth converts to a settee with table or a spacious double bunk. Enclosed head with Vacu-flush toilet and a shower. Mid-deck galley aft of helm. Contact Yarmouth Boat Yard for details and pricing at 207-846-9050
www.yarmouthboatyard.com

27' Eastern Lobster-style, 2005 Popular Eastern 27 Lobster model with open sides and large cockpit. Navy blue hull, 275hp Bravo III Mercruiser I/O. Radar, chartplotter, Depth and speed via Raymarine C-80 network. \$49,500. Call Gordon Reed, 800-255-5206
www.robinhoodmarinecenter.com



27' Proline Walkaround 2000 Powered with twin Mercury 2-stroke 225 hp EFI outboards. Well maintained. \$29,900. Bamforth Marine, 207-729-3303
www.bamforthmarine.com/2000_27_Proline_Walkaround.htm
frontcounter@bamforthmarine.com

28' BHM FB Cruiser, 1987 Volvo 200 diesel, a rugged vessel,

"chevy truck" of boats. \$59,500. Please contact Annie Gray Yachts at 207-363-7997
grayandgrayyachts.com

28' Bertram 28' Flybridge Cruiser, 1972 Classic Sportfisher, repowered and Awl-gripped. \$49,000. 207-633-0773
www.oceanpointmarina.com
info@oceanpointmarina.com



28' Rich Downeast Lobster Boat, 1963 \$14,500. Metinic Yacht Brokers, 207-326-4411
www.sealcoveboatyard.com
sealcoveboatyard@gmail.com



29' Ranger Tugs R-29 Command Bridge, 2017 Powered by a 260hp Volvo inboard diesel, the R-29 CB is fuel efficient and offers exceptional maneuverability with standard stern and bow thrusters. This vessel can accommodate up to six adults on three separate berths, including the forward island berth with ensuite head. Contact us for pricing. Moose Landing Marina, 207-693-6264.
www.mooselandingmarina.com.

30' Lyman Morse Monhegan 30, 1997 Cummins with 500hrs. 22kt cruise. Hamilton waterjet,. Recent refit. Asking \$110,000. Contact John Morin 207-691-1637
www.lymanmorse.com/brokerage
jmorin@lymanmorse.com

31' Wilbur Dirigo New Yanmar, 20kts. Fresh water head. 12'

beam. Contact John Morin 207-691-1637
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31' Camano Troll 31, 2005 Two-owner boat in extremely clean condition. Well-maintained and ready to cruise the "Great Loop", if needed. Call Jim Torinese, listing broker, at New England Yacht Partners, 401-487-3606 to schedule a showing. Asking \$117,900.
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32' Sea Ray 32 Sedan Bridge, 2008 Designed with extended voyages in mind, this well-maintained boat has an open and airy cabin, two well-appointed staterooms and generous bridge seating. Cummins Diesel Power, Diesel Onan Generator, GPS, Chart Plotter, Bow Thruster, Radar and more. Priced at \$204,595. Yarmouth Boat Yard, 207-846-9050
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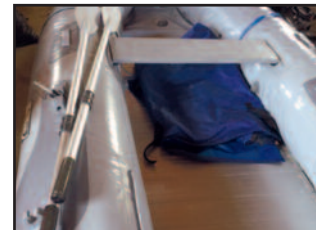


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Advertiser index

Atlantic Boats	3, 17	Manchester Marine	57, 77
Bamforth Marine	3	Marblehead Trading Company	77, 100
Bayview Rigging & Sails	11, 78	Maritime Solutions, Inc.	17
Beetle, Inc.	45	Marston's Marina	65, 71
Beta Dealers	61	Merri-Mar Yacht Basin	57, 59, 63, 87, 100
Big Red	76	Metinic Yacht Brokers	87
Boatwise	12	Midcoast Marine Electronics	62
Bohdell Sails	32	Milford Boat Works	71
Bowden Marine Service	17, 25	Millway Marina	3
Brewer Plymouth Marine	57, 63, 71, 100	Mirto Art	36
Brewer South Freeport Marine	9, 57, 71	Moose Landing Marina	17
Brewer Yacht Yards	79, 99	My Custom Chart	10
Brooklin Inn	41	Mystic Shipyard	100
Burr Brothers Boats	17, 43, 57, 100	Navtronics	62, 77
Camden Classics Cup	50	New England Boatworks	13, 57, 100
Capt. Jay Michaud Marine Surveys	92	New England Yacht Partners	18
Carousel Marina	71	New Meadows Marina	17
Chase, Leavitt & Co.	44, 93	Newburyport Harbor Marina	71
Chebeague Island Boat Yard	14	Niemiec Marine	57, 59, 63, 100
Cisco Brewers	66	Ocean Point Marina	86
Concordia Company	21	Ocean Pursuits	33
Connors & O'Brien Marina	36	Old Lyme Marina	57
CPT Autopilot	90	Oldport Marine	57
Crocker's Boatyard	57, 100	Padebco	54
Cummins Dealers	63	Parker's Boat Yard, Inc.	55
Dark Harbor Boat Yard	33	Paul E. Luke, Inc.	38
Delivery Passagemakers	93	Paul's Marina	71
Derecktor Robinhood	47, 57, 61, 77, 78, 86, 100	PE Luke	79
DiMillo's Old Port Marina	71	Pen Bay Marine	41
Don's First Light	65	Penobscot PHRF	53
Doug's Mobile Marine	90	Point Judith Marina	57, 100
Doyle Sailmakers	22	Pope Sails	19
Duchak Maritime Services	92	Port Niantic, Inc.	57, 63, 100
Eastern Dealers	36	Portland Yacht Services	100
Easy Bailer	78	Precision Marine and Motorsports	3
Fatty Knees	78	Quest Marine Services	95
Fred J. Dion Yacht Yard	46, 57, 63	RAE Storage Batteries	37
Front Street Shipyard	57	Raymarine Dealers	77
Furuno Dealers	62	Reo Marine	59
Gales Ferry Marina	3	Rockland Harbor Marine	3
Gemini Marine Canvas	33	Royal River Boatyard	25, 71, 100
Gray & Gray Yachts, Inc.	86	Ryder's Cove Boat Yard	3
Great Bay Marine	19, 57, 59, 61, 63, 71, 100	S.N. Smith & Son	79
Great Cove Boat Club	24	SailMaine	78
Great Water, Inc.	24	Sailmaking Support Systems	54
Gulf of Maine Boat Surveyors	91	Salty Boats of Maine	46
Hallett Canvas & Sails	15	Seacoast Maritime Charters	79, 91
Hamilton Marine	2, 51	Seal Cove Boatyard	41, 57
Hamlin's Marina	17	Skip's Marine, Inc.	58
Handy Boat	61, 100	Snug Harbor Marina	64
Hansen Marine Engineering	8, 29, 90, 100	Sound Marine Diesel	61
Harraseeket Lunch and Lobster Co.	37	South Port Marine	14, 57, 65
Helm Fabric Works	47	South Shore Boatworks	79
Herreshoff Marine Museum	79	Southern Maine Marine Services	12
Hinckley Yacht Services	57, 63	Sperry Sails	29
Hodgdon Yacht Services	3, 17, 57, 63, 100	Squeteague Sailmakers	78
Hospice Regatta	52	Suzuki dealers	3
J & W Marine, Inc.	36	Tenants Harbor Boat Yard	58
J-Way Enterprises	57	The Dip Net	67
J.R. Overseas	90	Theriault Marine Consulting	51
Jackson's Hardware & Marine	58	Tugboat Inn	67
Jeff's Marine	17	Valvict Dealers	71
John Williams Boat Company	39, 87	Volvo Dealers	59, 71
Jonesport Shipyard	8	Webhannet River Boat Yard	38, 64, 78
Journey's End Marina	32, 57, 63, 71	Wentworth-by-the-Sea Marina	71
Kennebunkport Marina	64	Westerbeke Dealers	100
Kent Thurston Marine Surveyor	95	Weymouth Yacht Rigging	44
Kingman Yacht Center	17, 57, 59, 62, 63, 77, 100	Whiting Marine	61, 100
Kittery Point Yacht Yard	21, 57, 100	Winter Island Yacht Yard	30, 57
Lake & Sea Boatworks	3	Winterport Boat Yard	45
Lock One Marina & Shipyard, LLC	61	Yamaha Dealers	17
Lyman-Morse at Wayfarer Marine	23, 57, 100	Yankee Marina & Boatyard	57
MacDougalls Cape Cod Marine	17, 57, 71	Yanmar Dealers	57
Maine Island Trail Association	79	Yarmouth Boatyard	17, 36
Maine Veterinary Medical Center	10	YMCA Auction	54
Maine Yacht Center	16, 71		



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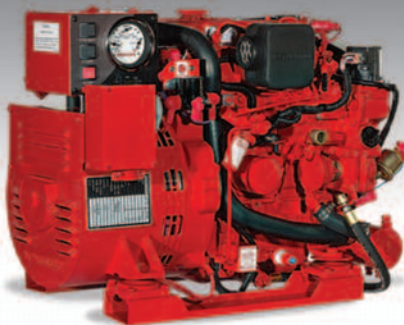
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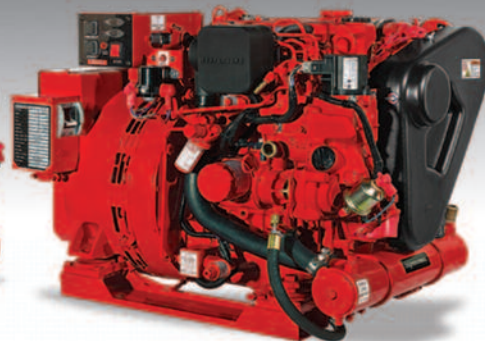
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