



CCA Down East Cruise Cruise Bulletin Two April 12, 2024

Hello Down East Cruise participants. The Down East Cruise Committee is very excited by the headway we are making for a great Cruise. We hope you are looking forward to it as much as we are. Welcome to Cruise Bulletin 2!

1. Down East Cruise Fleet

As of April 11, 32 boats have paid their first deposits for the Cruise and the total crew size is currently estimated to be 99 people. These totals do not include the potential Arabella participants.

At its April 11 meeting the Cruise Committee decided to set a maximum Fleet size of 35 boats. After 35 boats have joined the Fleet, a waiting list will be established. The Committee very reluctantly set a maximum size for the Fleet size but did so in recognition of both the limited anchorage space available between Schoodic Point and Roque as well as the limited moorings and anchorage space in St. Andrews.

2. Moorings and Dock Space Reservations

Don't forget to reserve mooring or dock space at Lyman Morse in Camden. Lyman Morse will be holding all dock space and moorings for CCA boats until May 1. Please see Cruise Bulletin 1 on the Cruise website for the details on using DOCKWA to make your reservations. As of April 12, twelve boats have reserved moorings or dockage at Lyman Morse.

Ernest Hamilton is in conversation with the St. Andrews Wharfinger and the Saint Andrews Yacht Club (SAYC) to obtain moorings and anchorage space in St. Andrews. Please do not contact the Wharfinger or the SAYC on your own at this time regarding mooring reservations. As soon as Ernest completes his discussions with the Wharfinger and SAYC, we will provide details on the St. Andrews reservation process.

3. Cell Phone Coverage East of Schoodic Point

Cell coverage is getting better and better along the Maine coast as well as in Passamaquoddy Bay. However, it is not uncommon for many US cell plans to roam to Canadian carriers as they approach and then enter Passamaquoddy Bay. It is recommended that you check with your cell plan to determine their approach for roaming charges with Canadian carriers. Last September we found that our T-Mobile plan frequently roamed with Canadian carriers starting just west of Campobello. Fortunately these roaming charges were covered by our plan.



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4. Boat Towing and Non-Emergency Assistance

There are very limited commercial resources for boat towing and non-emergency assistance along the eastern sections of our Cruise route. The Cruise Book will be detailing these resources as we get closer to the Cruise date. As we have begun this research we have learned that neither Sea Tow nor Tow Boat US have any service locations east of Penobscot Bay and they rely on independent contractors to serve their customers. We have further been advised by two independent contractors that when they have been contracted in the past by Sea Tow and Tow Boat US to serve eastern regions of our Cruise route, the Sea Tow and Tow Boat US maximum allowances have been exceeded, especially for Tow Boat US. We recommend that if you plan to have either Sea Tow or Tow Boat US coverage that you check the details of your plan for the eastern areas of the Cruise route.

5. Boats and Crew List

Attached is the most recent Boat and Crew List. We are asking for your help on three items:

1. Please check for accuracy
2. Given the probable need for email and/or text messaging during the Cruise, please add cell numbers and email addresses as known.
3. In order to have an accurate total people count for our events please provide/confirm your best guess as to your total eventual crew size including the Captain and principal crew member

You can make your changes directly in the attached Excel spreadsheet and return the spreadsheet to rtblock1@gmail.com or you can just make the changes in the email text itself. Thank you very much for your help.

6. Medical Personnel

Jeff Wisch, M.D. and Eric Pierce, M.D. are both joining the Cruise and a Medical and Emergency Procedures document is being developed for the Cruise Book. They have asked that we identify all other members of our Cruise who have health related expertise. Please pass along this specific expertise and contact information to rtblock1@gmail.com



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7. Navigational Planning Tips

Another reminder that our Cruise route will have areas of limited internet access particularly east of Schoodic Point. As you begin to plan and prepare for the Cruise, please consider downloading the relevant sections of the CCA Online Cruising Guide to Maine so you will have anchorage information available when internet access is limited. Instructions for downloading relevant sections of the Guide are located at this link [Downloading Cruising Guide Information](#) . In addition, The CCA Online Cruising Guide has just published an article by CCA member Howard Coon entitled [Suggestions for a Maine Cruise](#) . This couldn't be more perfect timing for our Cruise!

A second resource is "*A Cruising Guide to the Maine Coast*" by Hank and Jan Taft & Curtis Rindlaub. Unfortunately this comprehensive guide is now out of print. Although some of the land-based information is out of date, the anchorage information is still very useful. Any available edition of this volume will be helpful. Borrow it from a friend or buy it used from Amazon, either way you'll be glad to have it aboard. This guide also has coverage for Passamaquoddy Bay. It is a classic resource.

The Down East Cruise Book will also be providing specific navigational information for our route, but we thought you might want to start your planning early.

8. Border Procedures Generally

The Down East Cruise involves crossing the border into Canada and back into the U.S. Before the Cruise, check that each of your crew has a valid passport. Canada, as is the case with many countries, requires that your passport's expiration date not be within six months of entry. In order to make border crossings as easy as possible and at the suggestion of border officials, we will be providing them a list of boat names and crew. If any of you have concerns about providing this information in advance please let us know.

a. Entering Canada

Checking in to Canada is generally an easy process. There are a number of Ports of Entry between Campobello and Saint Andrews. See list below. Simply call 1-888-Can-Pass (1-888-226-7277) from your boat at your chosen port of entry and answer the standard questions asked by the border official. These include the reason for your trip, passenger information, and goods to declare. After you are cleared in you are given a number which you must display in a conspicuous location such as a port or dodger



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window. Very occasionally the Canada Border Services Agency (CBSA) will request that you remain on your vessel for further examination. Only the Captain may leave the vessel until it has been cleared.

b. Ports of Entry: On Campobello there are three ports of entry; Head Harbour Wharf, North Road Wharf and Welshpool. On Deer Island there are four ports of entry; Stuart Town Wharf, Lord's Cove Wharf, Leonardville Wharf and Fairhaven Wharf. These Deer Island ports of entry may have depth issues for your boat. Please review accordingly. Saint Andrews is also a port of entry.

Our discussions with Canadian officials are not yet complete. They may provide us with special instructions for checking in as part of a cruise in company. If this is the case, we will update you in a subsequent Bulletin or in the Cruise Book.

To see a list of Canada's restricted and prohibited goods see this [link](#).

c. Re-Entering the United States

CBP ROAM

In 2018 U.S. Customs and Border Protection introduced the CBP ROAM App. This App replaces the Small Vessel Reporting System which you may have used previously. The App has made checking into the U.S. much simpler, since it allows boaters to present themselves face-to-face via video chat.

Download the free CBP ROAM App from the Apple App Store or Google Play. You will want to check that the App is up to date shortly before the Cruise. You must also purchase a border crossing decal from DTOPS (the Decal/Transponder Online Procurement System) at [DTOPS](#). In order to check into the U.S. you must have a decal which proves you have paid the annual user fee for entry. The fee is \$34.83 per calendar year for vessels over 30 feet. Vessels 30 feet and under don't require a decal.

Although boat information and details for all crew aboard may be pre-loaded into ROAM, your actual check in can be initiated only **AFTER ENTERING US WATERS**. Using your cell phone, submit your arrival request via CBP ROAM and you will receive a call back from CBP. The officer will ask a series of questions and, on occasion, take a "selfie" video tour of your vessel before granting you clearance. The information on your decal will be requested by the CBP ROAM form when checking in.

If any of your crew is from a visa waiver country they are admissible **if** they have been pre-approved through ESTA **and** they have been admitted at a port of entry in the US within 90 days via land border or



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by signatory carrier (commercial flight) **and** have not been to a contiguous country for more than 30 days. Possessing a B2 visa removes all doubt.

If you are unable to successfully check in using CBP ROAM you may have to report your arrival by phone at 1-207-532-2131 ext. 255 then report in person to a designated reporting location. If you are headed back to the U.S. from Passamaquoddy Bay your closest U.S. ports of entry will be Eastport and Lubec. If you are returning to the U.S. from Nova Scotia or another Canadian destination after the Cruise, your ports of entry are a bit further afield with Bar Harbor and Rockland/Belfast being your first options. Cutler is not a port of entry.

Be aware that the USDA prohibits a wide variety of agricultural products from entering the U.S. To learn about what products are forbidden, visit the USDA's [Information for International Travelers](#) .

Note that although cannabis and all of its derivatives are legal in both Maine and Canada, it is illegal to transport it across the border.

A somewhat less convenient option, at least initially, for U.S.-Canadian border crossings is the **NEXUS** program. NEXUS is a trusted traveler program which allows very quick check-ins for regular visitors. NEXUS, a joint US/Canadian program requires an application and an interview. The fee, \$50 for five years, is slated for a large increase in the near future. **EVERY MEMBER OF THE CREW** must be a NEXUS member in order for a boat to use this method to check in. If you and your entire crew qualify, this may be the way to go.

9. Cruise Merchandise

CCA Down East Cruise logo apparel is now available at the [Team One Store](#) on the CCA website. You can log in there to order Down East Cruise apparel. During a test order on April 5th we were given a five week delivery estimate. **ORDER YOUR GEAR NOW!**

10. EPIRB

In our discussions with the Maine Coast Guard sectors they have all emphasized that the most important piece of boat equipment to have in case of an emergency may be a properly registered and functioning EPIRB. There is still plenty of time before the sailing season to verify that your EPIRB's registration has not expired. Please make sure that your EPIRB registration is up to date.



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You will also want to make sure that your EPIRB's battery is still good. The instructions for this are usually found on the EPIRB itself. Battery replacement requires some lead time so check it early in the season.

11. Fleet Photo Book

Recent Club Cruises have found that a section in the Cruise Book containing photos of the Fleet boats and the Cruise participants has proven to be very popular. If you would like to have your boat and crew included, please begin thinking about your photo selections. We will be in touch soon about photo size and format.

10. Next Bulletin

We will be sending out our next Bulletin in mid May. If you have suggestions for other topics please contact either one of us.

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