



Boston Station 2006 down east cruise



THE CRUISING CLUB OF AMERICA

BOSTON STATION

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July, 2006

Dear Members and Guests:

It is with eager anticipation I welcome you to the beautiful and ruggedly unspoiled coast of Maine. You will sail along rocky pine-studded islands where seals bask on rock ledges, and osprey, eagles, gulls and terns catch the wind above and vie for the fish below.

The Cruise mood is relaxed and informal, with the first party in Southwest Harbor at my home, and the final party in Billings Cove on Deer Island as guests of Bob and Joan Roy. The cruise will take us as far east as Roque Island where we will gather for a chowder lunch on the beautiful crescent white sand beach. This island has been owned by the Gardner family for two hundred years, and we owe them a great deal of thanks for the privilege of using the beautiful site. Early the next morning before leaving Roque, there will be a man overboard demonstration, arranged by Ron Trossbach. Here is the opportunity for all participants to observe retrieval procedure, on a motorboat as well as a sailboat.

The days between the three scheduled events give wonderful opportunity to explore islands, passages and coves between Deer Island and Roque. Many of the islands have trails to walk; the numerous unspoiled anchorages are each tempting to try—Drop the hook for a lunch stop one place, and again somewhere else for the night. On a few islands one can nibble sun-warmed berries, or try to get close to the seals while quietly rowing a dinghy.

The enthusiastic committee has worked hard to ensure this cruise to be relaxing great fun. We are especially grateful to Bill Cook, Max Fletcher, Susannah Homer, Garry and Leslie Schneider, George Hartmann, Steve Taylor, Bob Zinn, Bob and Joan Roy, Jim Harvie, Sib Reppert, and Walter Wales, GMP Post Captain.

I look forward to seeing you all on July 23!

Sincerely,

Nancy McKelvy



THE CRUISING CLUB OF AMERICA
BOSTON STATION

2006 DOWN EAST CRUISE

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Chairman
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Dear Fellow Cruisers:

Mine has been a fairly easy assignment (so far, at least!), thanks to some really outstanding efforts from several of our committee members. Susi Homer has handled the lion's share of the shore arrangements, including caterers, rentals and transportation. Her familiarity with businesses in the area helped a lot, but this still has required an extraordinary amount of time and effort. Leslie Schneider wrote and edited the cruise booklet, with charts supplied by Steve Taylor, and Garry Schneider coordinated with Susi on many of the logistical details. Max Fletcher has had the delicate task of managing the entries, and of keeping the accounting straight, and George Hartmann flew his small plane over the area more than once to check out several possible venues.

All three of our shore events are on private property, and we are all most grateful to the generosity of our hosts: Rear Commodore Nancy McKelvy, the Roque Island trustees, and Bob and Joan Roy.

We have not held a Boston Station cruise in many years, and, given the appeal of the Maine coast, it is not surprising that we are now fully subscribed. Also, I estimate that at least half of the Club's entire fleet is based within 48 hours' sail from Maine, so, with convenience added to beauty, it's tough to beat.

I look forward to seeing you in Southwest Harbor.

Sincerely.

Bill Cook

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Cruise Essentials

Please note: All information in this Booklet is believed to be correct. However, your Cruise Committee can assume no responsibility or liability for its use. Chartlets are for information only and are not to be used for navigation. Images are courtesy of www.MapTech.com using ChartNavigatorPro, by permission. In composing this booklet we have used many of the Maine coastal guide books including Taft, as well as previous CCA cruise books.

Communications

VHF: Communication by VHF should be adequate everywhere. Members of the cruise committee will monitor **72** VHF every morning from 0800-0830. Cruise announcements, if any, will be broadcast daily at 0815.

CELL PHONES: While cell phone coverage is generally acceptable in the Mount Desert area, expect that the coverage may be spotty as one travels east. Unfortunately the presence of a cell tower does not necessarily mean that your provider will have an antenna on that tower! We do not understand the vagaries of the cell phone world. As the Coasties point out, "If you are in trouble, call on channel sixteen first". The State of Maine's Public Advocate monitors reports of dead zones on the "I Can't Hear You Now" map: www.megis.state.me.us/website/wireless_dz/viewer.htm If you rely on cell phone coverage, check the coverage map for your provider. Major carriers in Maine include Verizon, Cingular, US Cellular and Unicel, but none of them cover all of the state on all of the towers. Unicel coverage does not extend east.

INTERNET: Free WiFi locations are shown on the website: www.wififreespot.com. Currently there is one listed for the cruise area: The Mouse Pad of SWHarbor, internet cafe, 19 Clark Pt. Rd., 207-669-4113. Local libraries frequently have internet access.

Weather and Weather Forecasts

NOAA weather broadcasts are available on VHF channel WX2 and WX3. Some may receive Canadian forecasts further east.

Maine weather: To quote from the CCA's 1988 summer cruise notes prepared by Jim Harvie and Peter Willauer:

"Maine summer weather is a gamble but one with the odds heavily in your favor.....The usual pattern starts with a calm morning, a gentle southwesterly air before noon, sometimes breezing up to 15 knots in the afternoon, and dying out rather suddenly before sunset. Offshore, the breeze is likely to air along all night, usually working somewhat to the westward. After several days of this, the wind may work into the south, bringing warm, damp air from the Bermuda High over the cold coastal water. The air will feel damp, sneakers and socks once wet with salt water will be soggy, you can see your breath in the late afternoon, and the fog will likely shut down before night.

“Fog is not a catastrophe. If the sky is light overhead, it will likely burn off before noon and will scale up to the leeward of large islands and in the thoroughfares. Short runs for loud buoys or bold shores will take you a long way a little at a time.However, if you find it dark overhead, the rigging dripping and the decks wet, a brisk south or southeast breeze packing the stuff in ever thicker and the nearest shore but a ghost of spruce trees, plan to spend the day clamming, visiting with your neighbors, exploring ashore or reading good books. Fog has been known to last for many days on the coast, but this is unusual....

“Occasionally we get a smoky sou’wester, a hazy afternoon, usually in advance of a cold front, when the wind builds up to 20 to 25 knots, stirs up a malevolent chop and holds on into the evening. It will probably end with a shower in the night and a brisk northwester the next day. These are the days we wait for all winter – bright, cool, with every tree on every island brilliant in the sun and with great green puffs rushing offshore. We find a reef in the mainsail comfortable.

“When you must head back to the westward, if you are lucky you will get a dry easterly, a cloudless east or southeast breeze that will blow you clear to Cape Ann, even though it may cloud up and rain before night....

“The tide runs harder as you go east and in general runs east on the flood and west on the ebb in the passages. Bass Harbor Bar is the outstanding exception....Watch the lobster traps for indications of the direction of the current. Guess at its velocity and divide by 2. Most people overestimate it.....”

Fog: The lighthouse at Petit Manan averages 250 hours of fog a month during July and August. CCA member Ron Trossbach prepared a note on navigating in the fog during one of his Maine cruises which we have included in the reference section.

Tides: The further east one goes towards the Bay of Fundy, the greater the range of tide. Expect tide ranges of 9 ft. to over 13 ft. in the cruise area.

Trash and Pump-Out

Pump-out facilities are very limited in eastern Maine, especially east of Mount Desert Island. Plan ahead. The Maine Department of Environmental Protection has a website which includes pump-out station listings with a map, updated 2006, included with this booklet. Please also consider that most small town landings in Maine may have only a single trash receptacle and are not equipped to handle the waste from a fleet of sailboats. Please be considerate visitors.

Crew travel

Major airports in Maine include Portland (PWM) and Bangor (BGR). Colgan Air, operating as US Airways Express (www.colganair.com; www.usairways.com) also serves Bar Harbor/Trenton in Hancock County (BHB) and Rockland in Knox County (RKD). There are regularly scheduled flights from Boston into Bar Harbor, and car rental is available at the airport. Machias airport (MVM), further east, has charter air service available www.airlineexpo.com. Since summer is a busy time of the year in the area, planning ahead helps.

Supplies/Repairs

East of Mount Desert Island supplies can be limited, although Jonesport has a True Value Hardware and IGA grocery store. Wine and beer are generally available at grocery stores; liquor is now available at designated state agency stores. In Southwest Harbor there is the Liquor Locker on Seal Cove Rd.; further east in Jonesport liquor may be available at a gasoline station. Fuel is generally available in most communities, but lobster boats generally draw less water than sailboats and floats may be crowded during certain times of the day.

Spare repair parts are generally available on MDI, which has a number of boat manufacturers and support facilities; repair parts may be less available east. Downeast ingenuity has served many a sailor well. Maine is fortunate to have a number of major yards with CCA affiliations, including Hinckley's in Southwest Harbor, and Tom Morris's service yard in Bass Harbor. Both yards are capable of haul out and repair. Farnham Butler's son runs a yard in Somes Sound. Further west, one can seek service at yards affiliated with CCA members: Steve White's Brooklin Boat Yard; Cabot Lyman's Lyman & Morse yard in Thomaston (Stephen Tofield also works there); and Phin Sprague's Portland Yacht Services. Other yards worth noting: Billing's Marine in Stonington; Wayfarer Marine in Camden; Goudy & Stevens in E. Boothbay; Handy's in Falmouth Foreside. CCA sailmaker's include Merle Hallett, Hallett Sails located at Handy's in Falmouth, and Win Fowler at Maine Sailing Partners in Yarmouth with an affiliation in Southwest Harbor.

Local Knowledge

Personal Flotation Requirements: Maine laws require that children 10 years of age and under must WEAR a Type I, II or III PFD while on board all watercraft. This is more stringent than USCG requirements, and reflects the colder local water temperatures. The 2006 laws and rules for the State of Maine may be found at: www.mefishwildlife.com. All vessels must carry one PFD per person, and this will be enforced for dinghies. The Maine Marine Patrol mans small craft which operate in harbors doing safety and registration checks. The fines are not insubstantial.

Lobster Gear: Many a sailboat and powerboat has snagged lobster gear that is abundant in Maine waters. The traps are frequently near navigational aids, which also are frequently near the ledges that create ideal hiding places for crustacea. The universal requirements include no floating line at the surface. "All buoys must be attached to the buoy lines with a weak link having a breaking strength no greater than 600 pounds OR all buoy lines must be made entirely of sinking and/or neutrally buoyant line, OR all ground lines must be made entirely of sinking and/or neutrally buoyant line." Increasingly lobstermen are using sinking lines. Frequently one will see a buoy, colors specific to the

owner, and perhaps a smaller float or toggle, which is set closer to the trap. Try hard not to go between the toggle and the trap, especially if there is a current running that will keep the line between them taut and near the surface. Watching the gear is a useful indication of the local current. Lobstermen prefer to haul at low tide and so they set their gear in water that is deep enough for them to navigate at the lowest Springs. In general, at half tide or better if you are in among a bunch of lobster trap buoys, you are probably not going to run aground on a sand bar; however, you might manage to find an isolated shallow rock.

Lobster traps may be set in groups of four or more traps to one float. A lost trap will cost a lobsterman about \$70, and losing a string of six will pretty well dent the week's profit. Efforts to avoid them are encouraged. However, it is also well to be prepared to remove line from a fouled propeller. A wet suit will be required and all but the most protected waters will make a dive without a hood, booties and gloves something that you will wish to avoid. Sometimes lines can be freed with a good boathook. Salvage the connection to the trap if at all possible.

There are those who feel that line cutters such as "Spurs" will allow them to traverse areas of lobster gear without fear of lasting entanglement. They are right some of the time and wrong much of the time. The cutters do not always work to clear the line. Others say that cutters should not be used at all as they cause unnecessary losses to the fishermen. Still others say that if the fishermen are going to put their gear in the channels then it's fair to mount the cutters. This discussion is best continued with a glass of rum as moderator.

Shellfish: The state of Maine allows limited harvesting of shellfish for personal use, but be aware that there are towns in the state which require a recreational license for the digging of clams, etc. Please also note that red tide warnings are no longer broadcast on the VHF weather channels. For further information on contacting the Department of Marine Resources, see comments under medical emergencies.

The Cat: During your cruise you may observe the high speed ferry, "The Cat" (www.catferry.com) which connects Yarmouth, Nova Scotia with Bar Harbor and Portland, Maine. The ferry is very visible on radar and is scheduled to depart Bar Harbor M, Tu, Th 0800 and 1600 and on Wed. 0800. It leaves from Yarmouth at 1300 on MTuTh, 2045 MTu; 16:30 W; and Sun. 21:45 with a crossing time of less than 3 hours. Securite' calls accompany its passage in the Frenchman Bay area. This year it will also be leaving from Yarmouth for Portland Friday, Sat and Sun at 0900 returning from Portland Maine 14:30 with a cruise time less than 6 hours. If your radar shows a really large target that is moving way too fast for a boat, the radar is not broken: it has just found you the Cat! The promotional literature claims 50 knots, which is moving along for a 320' vessel. The captain is responsive to calls from vessels in conditions of limited visibility. As the Cat has a schedule to keep, it tends to move through fog more rapidly than some consider wise. Or maybe their visibility is better from way up there on that bridge, maybe. A good radar reflector is suggested gear for Maine waters.

Seabird nesting islands in Maine are closed to visitors by State and Federal laws during the nesting season of Spring to late Summer. Please respect all nesting seabird sites.

These islands are posted with a sign of a bird in flight on a black and purple background. A copy of the sign is included in the inserts for this booklet. The U.S. Fish & Wildlife Refuge on Petit Manan is well known to birders.

The Maine Island Trail Association (MITA) works together with the State of Maine and various conservation organizations to promote low impact use of public and private islands. Some of the Maine islands in private hands are open only to MITA members. Within the Cruise area are several islands owned by the Nature Conservancy and a few owned by the State of Maine. The Public Lands are shown on the MITA map enclosed with a pamphlet on Fragile Islands. Included in this packet is additional information about MITA.

The Nature Conservancy in Maine has allowed us to copy information on their Great Wass preserve and their leaflet Island Use Code, which lists the islands owned by this conservation organization. East of Schoodic The Nature Conservancy has preserves in the Great Wass area including Mistake Island and Great Wass. The Washington County islands include Stone, Upper Birch Island, Flint & Shipstern Islands, East Plummer Island, Salt Island as well as a few islands in the Cobscook Bay area. In the Frenchman's Bay area TNC preserves are located on Turtle, Long Porcupine and Dram Island. Please respect the Conservancy's policy limiting the size of groups at any time to 12 individuals.

Flag Etiquette

Cruise participants are reminded that we will be observing flag etiquette as outlined in the *CCA Yearbook*. Morning colors will be made at 0800, and evening colors will be struck at sundown.

Event Information Chartlet

Along with information about the cruise events in this book, you will find a few chartlets to serve as a guide to locating services and gatherings ashore. No doubt you've read this disclaimer before: *These chartlets are not intended to be used for navigation.*

Other events of interest in Maine

Aug.1,2,3 Sweet Chariot Music Festival, Swans Island www.sweetchariotfestival.com

2006 IYRS Classic Yacht Cruise in Maine: Starts Saturday July 29 in Southwest Harbor, then heads to Blue Hill, and is in Stonington on July 31. August 2 the group is in Castine, with a race from Castine to Camden on August 3, and a race from Camden to Brooklin on August 4. August 5 is the Eggemoggin Reach Regatta. The cruise ends August 7 in Boothbay. Info: www.iyrs.com

August 2: Castine Yacht Club in conjunction with Sparkman & Stephens hosts a celebration of the 70th birthday of the NY 32s. 1300 Harbor racing of NY32s and Six

Meters; 1600 Symposium with Olin Stephens as speaker; 1800 Cocktail reception; 1930 dinner cost TBD

Info: www.castineyachtclub.org

August 3: 7th Annual Castine to Camden Regatta

August 4: Annual Camden Classic Yacht Regatta

August 5: 21st Annual Eggemoggin Reach Regatta sponsored by Brooklin Boat and WoodenBoat.

Info: www.erregatta.com

August 6-12 Downeast Race Week

Combines the Nevin Cup Races traditionally hosted by KYC and the August Cruise Races of the Northeast fleet.

Info: www.downeastraceweek.com

August 2-6 59th Annual Maine Lobster Festival, Rockland, Maine

Info: www.maine lobster festival.com

August 8 GMP Summer Gam SW Harbor 1600-1830

Dick, Rocky & Susi Homer will host an informal gathering on their lawn in Connor's Cove, 44 17.12N 68 18.87W in conjunction with the Down East Race Week layday. RSVP by July 31st to Susi Homer.

Event Tips

Registration and Name Tags

Cruise booklets and name tags will be distributed at the cruise registration desk at Nancy McKelvy's in Southwest Harbor. Your name tag will serve as your event ticket. You may register on Sunday July 23rd between 9:30 and 11:00. Please note that the McKelvy dock is not available for dinghy landing during the Sunday period after 12:00. Launch service will be provided.

Cruise Book Updates

Any changes to scheduled activities which are not included as inserted updates will be announced via VHF channel 72 during the 0815 broadcast.

Dress

Please plan on appropriate casual attire at the events. Air temperatures may warm up during the day, but cool off considerably in the evening, on the water and in inclement weather.

Rafting

Rafting is allowed in event harbors to a maximum of three boats, weather permitting. Fenders over the side signal a welcome to incoming CCA boats. There are limited moorings in Southwest Harbor. We have five Hinckley moorings reserved for Saturday and Sunday nights which may only accommodate two boats at a time. Anchoring will be required at most other locations.

Young Sailors

Children are welcome at all shoreside events during the cruise. Please note the Maine PFD requirements for children 10 and under when on the water.

Charts and Cruising Guides

Charts

13312	80,000	Jan. 1,2003	Frenchman & Blue Hill Bays
13313	40,000	July 1,2004	Approaches to Blue Hill Bay
13315	20,000	Mar.2, 2002	Deer Isle Thorofare & Casco Passage
13316	40,000	May 1,2004	Blue Hill Bay
13318	40,000	Aug.1,2002	Frenchman Bay & Mount Desert Island
13321	10,000	Mar.1,2003	Southwest Harbor & Approaches
13322	10,000	Feb 16,2002	Winter Harbor
13323	10,000	Sep 1, 2004	Bar Harbor
13324	40,000	Nov 1,2003	Tibbett Narrows to Schoodic Island
13325	80,000	Aug.1,2004	Quoddy Narrows to Petit Manan Island
13326	40,000	Apr.1,2004	Machias Bay to Tibbett Narrows

Print on demand charts are available at West Marine stores in the State of Maine – Southwest Harbor and Portland. Hamilton Marine in Searsport will order and drop ship print-on-demand charts. Armchair Sailor and Landfall Navigation both offer this service. Conventional charts are priced at \$19.25.

Maptech Region 2 Chartkit: Block Island to the Canadian Border, 12 ed with CD \$105.

Electronic Charts are available for this area by Garmin, C-Map, Navionics, Maptech and Nobeltec. Check plotter type and software for requirements.

Coast Pilot

Eastport, ME to Cape Cod, MA 2006 - \$26.00

Cruising Guides

A Cruising Guide to the Maine Coast, 4th Edition (2002) – Taft & Rindlaub \$42.95

Highly recommended as one of the best guides.

See also: www.coastguides.com for excerpts and updates

Cruising Guide to Maine, Vol. II – S. Johnson \$34.95

Vol II covers Rockport to Eastport; Vol I Kittery to Rockport

The Cruising Guide to the New England Coast, 12th Edition – Robert C. Duncan, W.

Wallace Fenn, and Paul W. Fenn \$49.95

The Coast of New England – Stan Patey \$49.95

Embasssy Guide to the New England Coast – Maptech - \$39.95

Northern Waterway Guide 2006 \$39.95

Guide to New England Marinas – Bar Harbor, ME to Block Island, RI - \$24.95

Tides

2006 Reed's Nautical Almanac – East Coast \$31.95

2006 Eldridge Tide & Pilot Book - \$12.95

Books of Interest

Islands of the Mid-Maine Coast

Vol. I Penobscot Bay (Revised 1997) List \$35 paper

Charles B. McLane and Carol Evarts McLane

Vol. II: Mount Desert to Machias Bay –

Charles B. McLane List: \$45

For those who cruise further in Maine there are also these volumes by C.B.McLane

Blue Hill Bay (originally part of Vol. I) \$26.25 paper and a volume entitled:

Vol. III Muscongus Bay & Monhegan Island List \$29.95 paper

Vol. IV Pemaquid Point to the Kennebec River (March 1995) List \$35 paper

This series focuses on the social and economic history of Maine islands.

Islands in Time – Philip W. Conkling – 2nd edition 1999 paper List 19.99

Focus on geology, ecology, ecosystems – natural history by the founder of Maine's Island Institute.

Lighthouses of Maine - Bill Caldwell

A quick look and a bit of history

Mount Desert Island: Somesville, Southwest Harbor, and Northeast Harbor

Earle G. Shettleworth Jr. & Lydia B. Vandenburg paper 2001 – 18.99 List

Acadia: Mount Desert Island & Acadia National Park

James Kaiser May 2005 paperback \$22.99 List

Mount Desert: The early French visits – Charles Savage – 1973 republished a couple years ago, available at Port in a Storm, Somesville.

Acadia: The Story behind the Scenery – Robert Rothe, 1979 republished 2002

Port in a Storm also recommends books by Samuel Eliot Morison and Gunnar Hansen for more Mount Desert history.

Coastal Maine: A Maritime History

Roger F. Duncan et. al. 2002 paperback

Medical and Emergency Contacts

Afloat

VHF channel 16, or on single sideband, 4125 kHz. (2182 kHz *may* be monitored, but is no longer required to be under new GMDSS standards). Hail: “Coast Guard Group Southwest Harbor” or “Coast Guard Group Jonesport”, and/or call “Pan-Pan” or “Mayday”.

This year the CG in Maine has consolidated its command and safety offices as the new USCG Sector Northern New England, based at 259 High St., So. Portland, ME 04106-0007. Telephone numbers for the local Coast Guard Stations are:

So. Portland	207-767-0303 SAR (Northern Headquarters for Maine)
or	800-410-9549 24 hr. emergency response.
Boothbay Harbor	207-633-2643
Rockland	207-596-6667; Emergency 596-6666
Southwest Harbor	207-244-4270 Station; 244-5517 All Business
Jonesport	207-497-2200; Emergency 497-5700
Eastport	207-853-2845

Offshore vessels requiring medical evacuation by helicopter may expect that Sector Northern New England will make the calls. District 1 Command Center 1-800-848-3942 ext. 8555; 1-617-223-8555

Ashore

If an emergency occurs while ashore or berthed in a slip, call 911. Calls made by cell phone will not provide location information at this time. The MDI area has paid ambulance staff available, but many ambulances in the eastern part of the state are staffed by volunteers. Serious emergencies may be transported to EMMC by Lifeflight of Maine, based in Bangor.

The following hospitals are in the area:

Eastern Maine Medical Center, Bangor, Maine	207-973-7000; 973-8000
Maine Coast Memorial Hospital, Ellsworth, Maine	1-888-645-8829; 207-664-5311
Physicians' Referral Service	1-207-667-8095
Mount Desert Island Hospital, Bar Harbor, Maine	1-207-288-5081
Down East Community Hospital, Machias, Maine	1-207-255-3356
Blue Hill Memorial Hospital, Blue Hill, Maine	1-207-374-2836

Further west, hospitals are located in Belfast, Rockport, Damariscotta, Boothbay, Brunswick and Portland.

Southwest Harbor has two clinics. The Southwest Harbor Medical Center on 45 Herrick Rd. is affiliated with Maine Coast Memorial Hospital in Ellsworth. It is open Monday through Friday 8-5 and has 3 doctors and a family nurse practitioner on staff with one on call after hours. There are limited x-ray facilities and lab. Tel: 207-244-5513. The Community Health Center at 9 Village Green Way is affiliated with the Mount Desert

Island Hospital with Dr. Kuffler as chief of staff and two PAs. It also has x-ray and lab facilities. Hours are MTuW 8-5:30 and ThF 8-5 Tel: 207-244-5630. Appointments are recommended at both, although emergency care is provided if needed. Southwest Harbor has local ambulance service (207-244-5030).

The Arnold Memorial Medical Center in Jonesport has 5 providers, with a recording after hours that provides the contact for on-call coverage. 1-207-497-5614. This center is a family practice center with x-ray and lab facilities. Patients needing further care are usually transported to Machias, a 20 min. trip by locally based Moosabec Ambulance. The medical center is about 3 miles from the Coast Guard station at 70 Snare Creek Lane, which is off Rte. 187 north of West Jonesport.

Other Downeast medical centers include Gouldsboro's Eleanor Widener Dixon Memorial Clinic on Rte. 186 in West Gouldsboro 1-207-963-4066, Harrington's Family Health Center on Rte. 1, 1-207-483-4144; and the Milbridge Medical Center, S. School St. 1-207-546-2391. MedNow on High Street in Ellsworth (1-207-667-4655) is run by Dr. Jane Garfield, widow of CCA member Newell Garfield. The medical center on Swan's Island has periodic doctor visits. 1-207-526-4624. On Deer Isle: Island Family Medicine, affiliated with Blue Hill's hospital, is at 354 Airport Rd., Stonington (207-374-2311) open 8-4:30 with two doctors and a PA on staff. Memorial Ambulance serves this community and is dispatched by 911.

Boat Towing and Assistance

Once east of Mount Desert commercial assistance is limited. In the Mount Desert area the Harbormasters may direct assistance.

TowBoat US has a Maine office in Castine: 207-460-5866 (Bill Stevenson – cellular; his pager is 207-851-7850) Home office is 207-326-9090. TowBoat US has boats in Portland, Boothbay, Rockland, Castine and this year in Southwest Harbor. Area of operations is about 50 miles from each base. It is also known as Penboscot Bay Towing and owns a 53 foot tow vessel; another cell is 207-460-3165.

Down East Marine is 266-2841

Charlie's Marine Services is based in Rockland: 207-236-2340; cell 207-691-3483 or 691-8001.

PenBay Marine Services (Tony Fitch, son-in-law of CCA member Brad Willauer) is based in Rockland 207-462-7811 cellular; 596-6138. You may also see Tony aboard the maxi S/V Rabbit in Rockland or Burnt Coat.

Maine's Department of Marine Resources Information

The State of Maine's Department of Marine Resources monitors marine shellfish for Red tide/paralytic shellfish poisoning. Areas closed to the harvesting of shellfish due to red tide or to pollution are shown on the website: www.maine.gov/dmr.

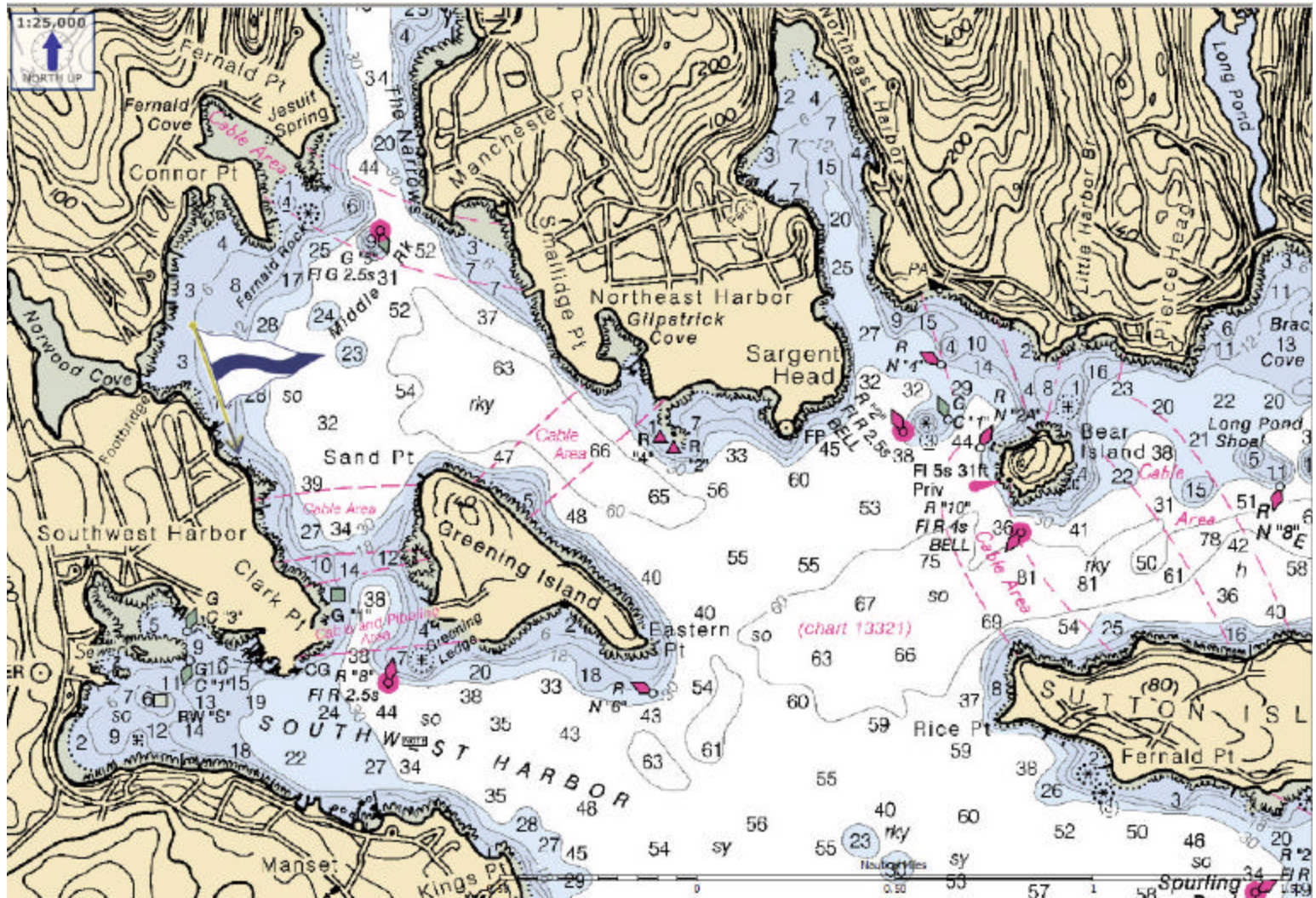
One can also call the DMR hotline: 1-800-232-4733 for recorded information. More detailed information is available through the DMR offices in Division I (NH to the western boarder of the St. George River) 207-633-9595 and Division II (Eastern St. George River to the Canadian border) 207-667-3323.

Please note that red tide alerts are no longer provided in NOAA weather broadcasts.

The disease is the result of a dinoflagellate that is red-brown in color, which concentrates in muscles, clams and scallops (mollusks) in cooler waters. The CDC includes crab and lobster in its discussion, but the DMR has not included crustacea in its advisories. Symptoms may appear in as little as 15 minutes following ingestion to 10 hours, although usually within 2 hours. Generally the symptoms are mild, and begin with numbness and tingling of the face, arms and legs. This may be followed by headache, dizziness, nausea and loss of muscular coordination. In severe cases, muscle paralysis and respiratory failure occur.

SOUTHWEST HARBOR

Image courtesy of www.MapTech.com using ChartNavigatorPro, by permission.



SOUTHWEST HARBOR

Chart 13321, 13318

JULY 23

TIDES: High 10:18 EDT 9.9 ft. Low 3:48 EDT 0.2 ft.
High 22:30 11.2 ft. 15:54 1.3 ft.

Nancy McKelvy – Host

Susi Homer – Event Captain

Sunrise: 05:11

Sunset: 20:08

Many a cruising sailor reaches the harbors of Mt. Desert Island and, finding so many interesting harbors, attractions, and things to do, never ventures further. This area is known for its boat builders, its fine sailing programs, and of course the vistas of Acadia National Park. Mt. Desert Island has active Chambers of Commerce – one in Southwest Harbor and one in Northeast Harbor that provide guides which describe most of the island. These guides are included in your packet along with a map of the area for hiking. Bar Harbor has a separate Chamber that offers a guide, which is not included.

Our cruise starts with a luncheon at the home of Rear Commodore Nancy McKelvy, on the western shore just north of Greening Island. Look for the CCA burgee displayed on the dock.

Entering the Harbor:

Approaching Southwest Harbor from the west, the passage of Western Way is well known to most sailors. It was rebuoied a few years ago: Gong 1 remains, as does daymark R2 on South Bunker Ledge, but the bell of Western Way and the former nun inside are now Bell 4. Ensure that you find C5 as you enter. N6 and Gong 8 are near Spurling Pt. N8 can be difficult to find among the moorings that have been added to the Southwest Harbor area. There is a green day mark G1 north of Clark's Point.

The McKelvy dock is near: 44 17.11N 68 18.88W. It is distinguished by a red-roofed pagoda on the land end, which will have the burgee flying. A large stone house with yellow stucco is visible, which will be our event location. There is a blue house to the south and a white house to the north.

Moorings/Anchorages:

Your committee urges boats to anchor outside the moorings off the McKelvy house during the CCA lunch event, since dinghies will not be allowed at the McKelvy dock during the lunch and the two launches will serve this area only. Additionally, the launches will serve the five Hinckley moorings which have been reserved for the CCA group near Greening's Island (\$35/night includes launch service and showers). Rafting is limited to no more than two boats on these moorings at \$55 for the pair.

The Town of Southwest Harbor also maintains a small number of moorings in the harbor itself, and the Hinckley Company has a large number of moorings south of our event location in the main harbor. The Claremont Hotel has a number of moorings south of our event location, which are reserved for hotel guests. Great Harbor Marina in the inner harbor of Southwest has dockage space for those in need and can accommodate a number of vessels.

Harbormaster for Southwest Harbor is Gene Thurston VHF Ch. 9 244-7913.

Coming by land:

Rte. 3 takes you to the island. Follow Route 102 through the towns of Town Hill and Somesville to Southwest Harbor. There is a single flashing light at the intersection with Clark Pt. Road. Turn left at the light onto Clark Point Rd. At the four way stop sign, there will be Ship Lane on

the right, Herrick on the left. Bear slightly left on High Road which rises to a hill. At the top of the hill there is a road to the right – Dirigo, and beyond that High Rd. turns into Kinfolk, with Norwood Rd. just to the left. Take the left onto Norwood Rd. and continue down hill. At the bottom of the hill there is a small parking area by some paddle tennis courts. Park vehicles there and walk down Schulyer Lane to the McKelvy home. There is a sign for Madara at Water's Edge, #19 to the left. Nancy's old big house with large porches is #20 (Tel: 207-244-7196) at the end of the lane. There is a smaller new house behind it #10 (Tel: 207-244-0165) which is winterized. Please respect the need to limit vehicle access at the McKelvy residence. Members should be aware that there is no long term parking available at this location.

Going ashore:

The McKelvy dock is restricted on Sunday afternoon to the launches that will be delivering members to the lunch. Launch service has been offered by CCA member Bob Hinckley. Hail **CCA Launch** on VHF **Ch. 72**

Vessels moored in the Southwest Harbor area may use the Great Harbor Marina dock for a \$5/day dinghy fee according to dockmaster Peabody. The dock there can accommodate 15 or so fairly easily. Susannah Homer has offered to run Spit Rat, the Homer's 24' Boston Whaler Outrage as a launch on Monday, and there may be another boat available to assist. Monday is a race day for the Northeast Harbor Fleet and there are sailing classes at the Community Sailing Center of Southwest Harbor. Both use Channels 72 and 73 extensively, so the CCA boats should use channel **74 Monday** for launch requests.

CCA EVENT INFO:

REGISTRATION 0930-1100 At Nancy McKelvy's house. Come ashore by dinghy (but be sure to clear the dock of all dinghies prior to lunch).

SUNDAY LUNCH at 1300 will be catered by County Fair Catering and will include grilled flank steak sandwiches with accompaniments, chicken with hummus and tabouli, and cookies. Beverages will include beer, wine, punch, lemonade, and rum. The McKelvy house has a single bathroom on the first floor by the rear door and three bathrooms upstairs which are available for those in need.

MONDAY JULY 24 TOUR OF MORRIS YACHT or JORDAN POND WALK

CCA member Tom Morris has kindly offered to host a tour of his expanded boatbuilding facilities, at the former Able Marine location at the Trenton airport. Oli's Trolley Service will pick up members up at the Manset Town Dock at 08:30, stop at Great Harbor Marina at 08:45 and bring members to Morris Yacht at 09:15 returning at 11:30 to pick up and return members to their point of origin at 12:00-12:15.

Oli's Trolley will return to the Manset Town Dock to pick up members who wish to walk the Jordan Pond trails at 09:45, stop at Great Harbor at 10:00 and leave members at the Acadia Park

trailhead 10:30. It will return to pick up members at the Jordan Pond House at 13:00 and deliver them at 13:30-13:45. .

Trolley cost: \$10 per person. Lunch not included. See www.jordanpond.com for information on the Jordan Pond House. Reservations will be made for those interested in eating at 11:45 with choices pre-selected in advance in order to accommodate our group. The menu choices will be posted at registration (Cost \$18-21 including non-alcoholic beverage.) Also look at the Acadia National Park website: www.nps.gov/acad/home.htm. There are a large number of island trails shown and a great deal of information regarding the park. Shuttle service may be available for late returning members; check the Island Explorer schedule. Advance sign-up is encouraged to gauge interest, and ensure adequate numbers of vehicles. There will be registration sheets for Monday's tour or walk available during the Sunday lunch.

Facilities/Things to see and do:

The Mount Desert area has a host of facilities and attractions. Please review the guides provided or look in advance at the websites for Southwest Harbor/Tremont and Northeast Harbor/Bar Harbor: www.acadiachamber.com, www.mountdesertchamber.org and www.acdiamagic.com. Hinckley's offers fuel, water, moorings, and vessel repairs. Your editors regularly fuel at Hinckley's because of the easy, well-fendered access and the pleasant and helpful dock crew. They also have a charter fleet of their own so we are sure that their fuel contains no water! Beal's Lobster Pier also has fuel and water. Delivery from grocery stores can usually be arranged. Services are also available in nearby Northeast Harbor.

Rental cars are available at the Hancock County Airport.

Dial 511 (or 866-282-7578) and say "Southwest Harbor" for shuttle schedules of the Island Explorer, propane-powered vehicles which provide services to promote a car-free vacation experience.

A sail up the fjord can be exhilarating, and Somes Sound has a nice harbor at the head.

The Mt. Desert Yacht Yard is near the head with a CCA mooring placed by E. Farnham Butler.

Alternative Anchorages:

Northeast Harbor is a beautiful harbor with moorings and facilities but has little or no space in which to anchor. The harbor off Isleford in the Cranberries is another stunning location not far from the beaten path with amazing views of the mountains. Here there is usually room to anchor and good protection from the prevailing SW winds. Isleford is an interesting community to explore, and there is a good eatery at the head of the pier.

Local Events: Live and Silent Auction – July 23 "A Midsummer's Tale of Island Arts", auction to benefit the Southwest Harbor Public Library. Call 207-244-3727. **MDI Historical Society – July 25** Somesville Museum's exhibit of early Island's history and historic gardens. Visitors may also see the 1780 Selectmen's building. The Sound Schoolhouse museum has changing exhibits and is open Tuesday through Saturday from 10 a.m. to 4 p.m. Call 207-276-9323

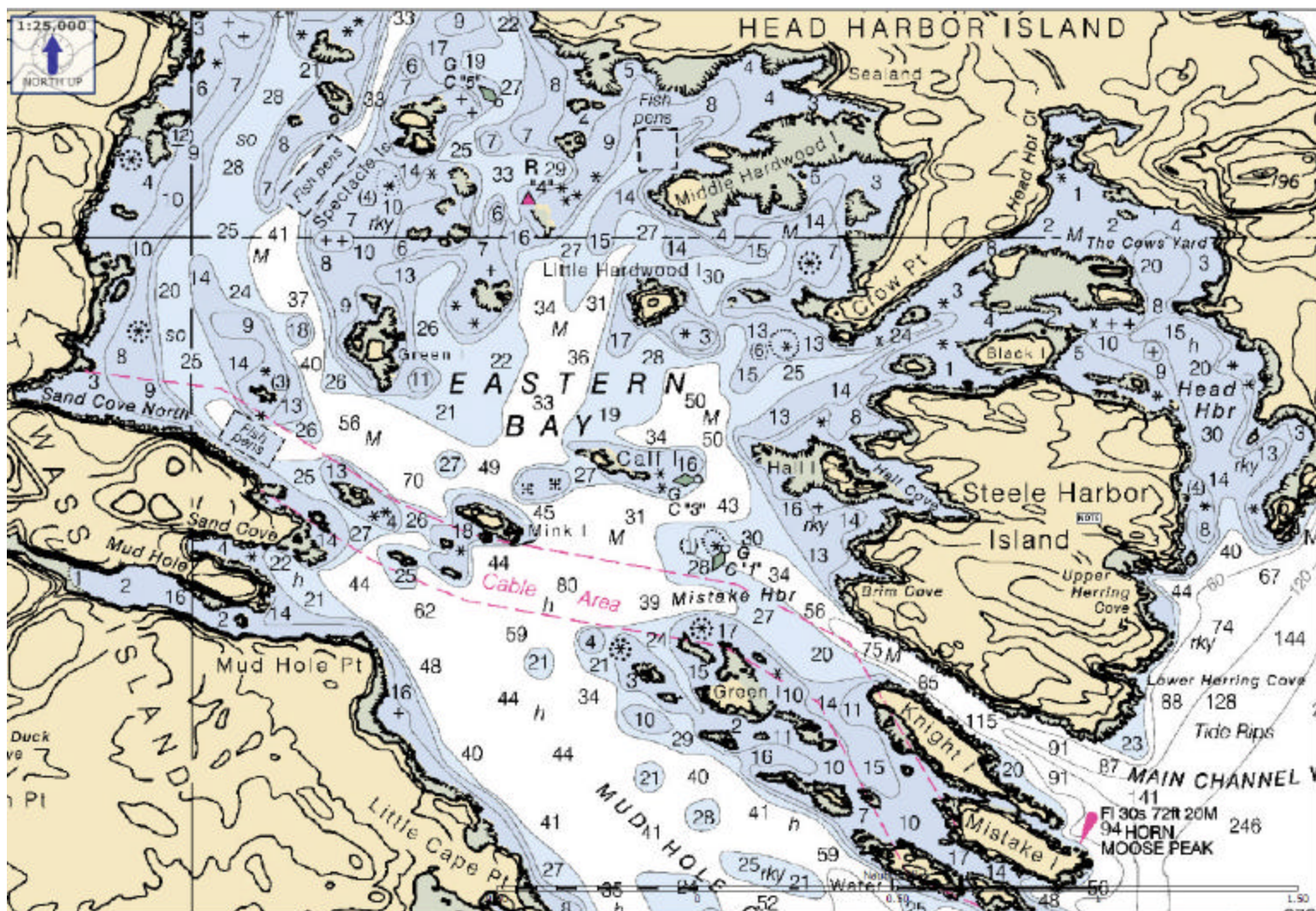


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GREAT WASS ISLAND

GREAT WASS ISLAND

JULY 26

Port Captain:
Steve Taylor

TIDES: High 00:06 12.6 ft. Low 06:24 11 ft.
High 12:30 11 ft. Low 18:30 1.3 ft.
Sunrise: 05:10 EDT
Sunset: 20:03 EDT

GREAT WASS AREA - MUD HOLE:
Chart 13326

The Mud Hole is a tiny well protected anchorage on the east coast of Great Wass Island. It is difficult to enter, but once inside you are in what Hank and Jan Taft call a “little fjord lined with granite, spruce and with the company of eagles, heron, and gulls”. It gives you access to The Nature Conservancy’s *Great Wass Island preserve* (See below) and some interesting trails through mossy forests, across granite ledges and out along the rocky shore of Eastern Bay.

“Approach through Mud Hole Channel, paralleling the line of islands and ledges south and west of Mistake Island. Black Ledges to port are usually breaking. Green Island is the first little island with trees to starboard. Mink Island is the second. Well before reaching Mink Island, bear westward and head in north of Mud Hole Point giving it a wide berth. Enter and leave the Mud Hole between half tide and high tide, preferably about 1 ½ to 2 hours before high, when there is enough water in the entrance channel but the ledges are still detectable. The ledges cover at about half tide” but they are visible by their dark color and rockweed for some time.

There is reported to be an old rotting weir along the south shore, which is not visible at high. There is a ledge mid-channel of the entrance, and the southern channel is favored. Lobster buoys give some indication of water depth; pass the second ledge extending from the north shore into the wider anchorage. The most recent report indicates that there may be aquaculture in Mud Hole itself, involving the raising of clam spat.

One can also approach from the east, paying close attention to the chart.

Anchorage:

Western Bay is filled with lobster pots and the lobstermen will discourage any entry.

The editors entered this area several years ago to visit friends with a house there and found anchoring difficult because of all the lobster gear in the water. We found the clearest spot we could, dropped the hook and before we had let out scope we were approached by two lobster boats who told us in no uncertain terms that we were fouling their traps and that this was no place to anchor. We pulled in our anchor and had indeed fouled two sets of traps with our CQR. We were able to free ourselves and motored slowly out to come in to the main channel.

Mud Hole: Given the number of boats in the area it may be wise to plan ahead, since space is limited.

Sand Cove: There is room for a couple boats right outside Mud Hole.

Sand Cove North: This area just around the corner has more room to anchor, and a softer bottom. Note the ledges and rocks shown on the charts, as well as the cable area. A salmon pen has been moved to the deeper water in the vicinity.

Things to do and see:

Your packet includes information on the *Nature Conservancy’s* preserve on Great Wass, which covers most of the southern portion of the island. Please read the guidance they provide beforehand. Hikers have been known to need assistance because they have

strayed from the path and become lost in this area. Bring the nourishment and the water you might need for an extended hike if you plan on using the trail system. One can also walk some distance along the shore of Cape Cove and Popplestone Cove, but be aware of the large rise and fall of the tide in tying a dinghy up and planning your return. Steve Taylor reports: *If you take your dinghy ashore to use the walking paths to Beals or elsewhere, be SURE to leave the dinghy where it will remain afloat or nearly so. The "Mud Hole" comes by its name honestly, and the mud will suck your seaboots off if you try to walk through it to re-launch the dinghy if you return on a falling tide!*

The Downeast Institute: Beal's Island Regional Shellfish Hatchery is located at 39 Wildflower Road, Beals Island 497-5769 (Brian Beal, Director), and offers tours of its facilities, near the Western Bay – Black Duck Cove. Interest will be solicited in advance and tour information made available earlier in the cruise. To get there take the road near the head of Sand Cove or Mud Hole and walk south. It is about a mile and a quarter from the Northern Sand Cove, and a bit more than three quarters from Mud Hole, depending on your landing site.

Watch the salmon jump in the salmon pens. There are salmon pens reportedly now located west/southwest of the Spectacle Islands in deeper water and in the vicinity of Sand Cove North. Pens shown on older charts near Head Harbor are no longer there.

Provisions:

The *Beals Harbormaster* is a lobsterman, Gene Smith, 497-5447 (P.O. Box 73, Beals, ME 04611), whose base is on the Beals side of Pig Gut. Gene can be hailed on VHF Channel 08, as "Taxman" (a retired teacher, he is also an accountant) "Gramp's Crew" (his 20 foot orange lobster boat), or "Beals Harbormaster". If in need of lobsters, he will be able to accommodate you, since his three sons also fish in the area, and he knows everyone in Town.

Reportedly there is a new Town landing in Beals just west of Pig Gut. In addition to Looks in Jonesport, one can obtain gas and diesel just west of the new landing. There is about 4 feet at low.

GREAT WASS AREA - MISTAKE ISLAND HARBOR

Chart 13326

"One of the most beautiful harbors in Maine is hidden among the ledges behind Mistake and Knight Islands....not the Mistake Harbour shown on chart."

Approaches:

Most boats enter through Main Channel Way, leaving *Moose Peak Light* to port and the sloping granite cliffs of Steele Harbor Is. to starboard. If you pass the lighthouse at high tide, you may see open water between Mistake and Knight – it would be a mistake to try

a shortcut. Continue past Knight Island turning to port around the end and southward back into the harbor. A line between the northern tip of Knight and Mistake crosses a tiny and dangerous ledge that should be left to port, with rockweed just barely visible at high tide. There may still be remnants of a short metal pipe. The ledge is just opposite a small green cottage on privately owned Knight Island. The larger ledge to the west is left to starboard and is visible at all tides.

Coming from Mud Hole or elsewhere in Eastern Bay, Mistake Is. Harbor is easily approached from the north. Pass south of can 1 marking a rock, then head for the northern end of Knight Is.

You may see the razor-billed auks in the area of the main channel and just offshore. These birds are fairly timid and quick to dive.

Anchorage:

Anchor in 10 ft. at low off the northern end of Mistake Island, inside the ledge. Best protection is up in the corner between Mistake and Knight. Although this is a cable area on the chart, it is often used, and pretty well protected from ocean swells by the outlying ledges, although a strong southwesterly would blow in a surge. The anchorage is exposed to the north and northwest. Holding ground is good.

Things to do and see:

Row into the ways of the old boathouse at the northern end of Mistake.

A convenient boardwalk maintained by the CG leads to Moose Peak, automated in 1970. Most of Mistake Island was acquired by the Nature Conservancy from a grandson of the man who was lighthouse keeper from 1890 to 1910, with the remaining six acres still owned by the Coast Guard. Stay on the boardwalk or granite outcroppings to avoid damage to the delicate plants found here...mostly members of plant families notable for their ability to survive cold, moist, salty air and poor soil – blueberry, crowberry, leatherleaf, lambkill, Labrador tea. Raspberries, beachhead iris. Peat is underneath.

In this area you may frequently see seals on the ledges. A look along the shore of Head Harbor Island near Sealand will also reveal the remnants of an old stone pier, which served once to transport granite from the nearby quarry up the hill, once the Jonesport Granite Company. Read about the history of these islands in Charles McLane's volume.

Alternative Anchorages:

The Cow's Yard is easy to enter from outer Head Harbor, which is not a comfortable anchorage due to ocean swells. Proceed up the middle of Head Harbor towards the rock that forms the eastern entrance. A long shingled cottage is to the right. Enter halfway between the rock to starboard, visible at all tides, and the island to port. This area is big enough to hold a number of boats, but not as deep as shown on the chart. Do not go past the second island to port, except by dinghy. This is a favorite anchorage.

There is also room to anchor west of **Crow Pt.**. With C1 and C3 to port, identify the ledges off Hall Island and choose the area you wish, paying attention to the few rocks shown on the chart. There is often a boat moored in the northwestern cove of Steele Harbor Island.

There is also passage through the islands to Jonesport.. This is the best place in the area to pick up supplies, most of which are found east of the bridge in town. Note that the bridge height is 39 feet. The Coast Guard station is just west of the bridge. Moosabec Reach is busy, with lots of fishing traffic. The current floods eastward, ebbs westward.

JONESPORT:

Moorings/Anchorages:

One can anchor in the Sawyer Cove area east of Jonesport, although holding is not reported to be the best. Harbormaster for Jonesport is Russell Batson (207-497-5931) who monitors Channel 3 as well as Channel 16.

Going Ashore:

The Town Marina (launching and loading facility owned by the Town) has a boat launching ramp and two sets of floats where one can tie a dinghy at no charge. The floats have approximately 3 feet of water, and while it might be possible for a 40 ft. boat to tie up, the tide waits for no man. There is also a dumpster in this area for trash collection and a chemical toilet.

Provisions/Supplies:

The IGA is nearby to the east and there is also a True Value Hardware store. Liquor is available at the gas station in West Jonesport. Jonesport has banks (Union Trust, Bangor Savings Bank) and a post office. The medical clinic is located in West Jonesport (see medical information).

The Jonesport Shipyard has fresh water available, although tide is a consideration in coming alongside. It also reportedly has a Laundromat.

O W Look is reported to have gas, and diesel, as well as lobster.

Capt. Norton, supporter of US ownership of Machias Seal Island (claimed by Canada), offers trips to Machias Seal to see artic terns, puffins and razor billed auks.
Information: 497-5933.

There is a B&B: Harbor House on Sawyer Cove (497-5417) and a Restaurant on Rte. 187, Seafarer's Wife (497-2365).

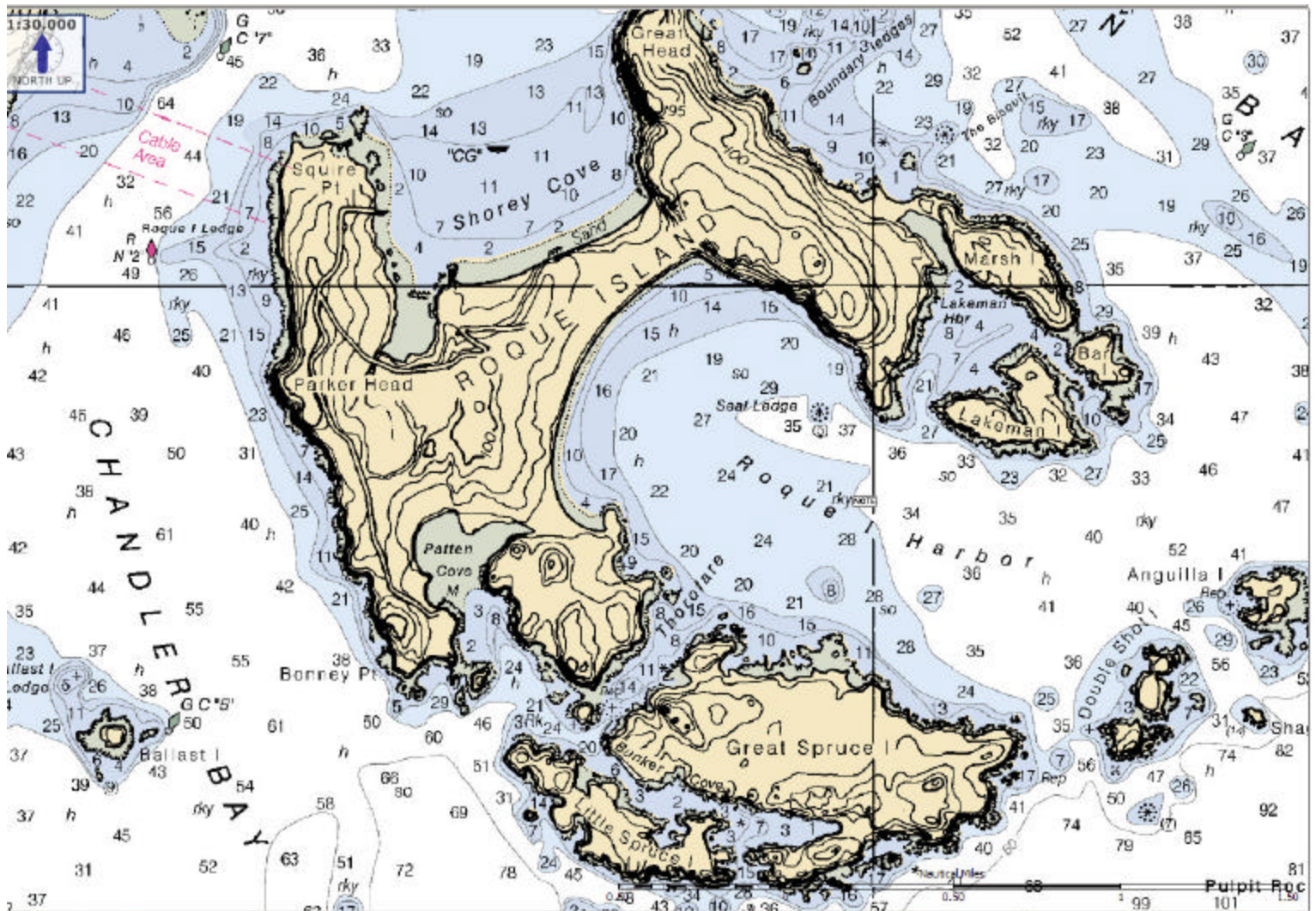


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ROQUE ISLAND

ROQUE ISLAND

Chart 13326

TIDES: Low 06:57 0.1 ft. High 13:00 12.0 ft.
Low 19:11 0.9 ft.

JULY 27

Sunrise: 05:11

Event Captain: Garry Schneider

Sunset 20:02

Roque has long been a Mecca for yachtsmen with its mile long sand beach, which is most unusual on the coast of Maine. If you have never visited Roque, once there you will understand why sailors return.

Entering the Harbor:

The Thorofare is a narrow crooked channel that approaches Roque from the West. There is reported to be a rock with 8 feet depth, but this fact is disputed by others.

Approach from the south through any of the passages through the islands: Great Spruce – Double Shot – Anguilla – Halifax. A rock reported at 7 feet between the first two is in dispute. Approaching from the east, north of Halifax Island, stay well north to clear the reported 5 foot spot.

Avoid *Seal Ledge*, visible about 2 hours before and after low tide on the eastern side of the harbor. There is also a rocky point at the southern end of the beach, which is visible at half tide. The *remains of an old weir* still exist in this Southern area, as members who have anchored here can attest. Taft's book shows the weir in a chartlet of the area.

Moorings: None available for our use.

Anchorage:

There is a slight swell that tends to make into the harbor and the anchorage can be rolly with an easterly or a storm offshore to the east. This is an area where a well set anchor is appreciated, since holding can be poor. The best anchorage is reported to be in the west northwest parts of the anchorage, where the bottom is softer.

Getting ashore:

Please observe signs posted by the owners and respect their privacy. The southern end of the beach is reserved for family. Respect the signs and only use the trails.

OUR EVENTS:**LUNCH 1300:**

The CCA picnic on the beach will be catered under the guidance of Susannah Homer. The lunch will include seafood chowder and corn chowder with several salads to choose from, brownies and cookies, and an assortment of beverages. There will be chicken quesadillas for younger crew members. Expect to see the famous keg as well.

JULY 28: 0800 PIW Recovery, Equipment Demonstration, Discussion**With Ron Trossbach**

CCA member Ron Trossbach, who is well known for his work on the Safety at Sea committees of US Sailing and the CCA's Bonnell Cove Foundation, will be our speaker for this event. Please plan to dinghy over to *Rising Wind* and tie onto lines which will run aft from the stern and forward from the bow thus offering a view of Ron's work starboard side amidships

Facilities: None

Provisions:

Jonesport is the closest town for supplies. See the discussion on Jonesport for the Great Wass area.

Things to see and do:

Sail around. Taft recommends a look at Little Kennebec Bay and the potential hurricane hole of Moose Snare Cove. Englishman and Chandler Bays are relatively open.

Should you continue east a bit, the Machias Bay and River offer interesting views of an older Maine. This area is still in the process of being discovered, although many of the locals fear that will change. The Cutler towers will loom in the distance, and Loran reception in the area will not be as accurate as elsewhere. The towers themselves, however, are most impressive, with two arrays of thirteen towers each – transmitting at ultra low frequencies for submarine communication – and having tower heights of close to 900 at the center. This system of communicating with huge power at a very low frequency was put into place in the 1950s and remains essentially unaltered to this day. The transmitters are so powerful that they require their own generating station with a small tank farm to feed the diesels. Cross Island was once a base of the Hurricane Island School which used the old Coast Guard Station east of the harbor. The harbor of Cutler is a frequent stop for vessels en route further east to Canadian waters.

Alternative anchorages:

Bunker Cove just east of the Thorofare where the Thorofare meets the gut between Great and Little Spruce offers a couple of boats shelter, and Patten Cove opposite Bunker has a couple of moorings in it, with unknown tackle, although the depths are not great. Lakeman Harbor provides good shelter, and is a good alternative should the beach anchorage be untenable.

On the northern side of Roque Island, Shorey Cove is also a good anchorage. The Monks and Gardner Clan own houses on the eastern shore of Squire Point and request some space. Anchor in the protection of Great Head slightly west off the sand beach.

Off the path:

A short distance from Roque on the northeastern side of Englishman's Bay is Roque Bluffs State Park. The Park offers hiking trails, a sand beach with a barrier inland pond, which offers swimming possibilities in relatively protected water (and by Maine standards warmer water). The Park is open Sunrise to Sunset with a user fee of \$3/person/day. The local number for information is 207-255-3475, which will reach Park Manager Larry Hunter. Charts show sufficient depth to anchor off the beach in a hard bottom (settled weather) and dinghy ashore. The area is relatively exposed and not suitable for an overnight anchorage. Reportedly the owners of Roque Island receive their supplies from Machias through Roque Bluffs.

PERSON IN THE WATER (PIW) RECOVERY DISCUSSION & EQUIPMENT DEMONSTRATION

During the CCA Boston Station Down East Cruise

Sunday, 28 July at 0800 at Roque Island

For Coastal Cruisers / Skippers & Crew

Sail and Power Boats

Equipment Description

**Lifesling/Throw Ropes/MOM's/Life Rings/MOB Poles/Macho Straps
PFD's/Harnesses/Tethers/Jacklines**

Reboarding and Lifting Options

**Ladders/Blocks&Tackle/MOB-Up/Easy Lift/Booms&Vangs/Swim
Platforms**

Unconscious Victim

Victim Tips

What to do if you become the Person in the Water (PIW*)

On-The-Water

**Come by dinghy (bring your own coffee) and raft at anchor off the
Starboard Side of *RISING WIND***

Garry and Leslie Schneider's Mason 43

We will aim to complete this event in one hour.

PRESENTER

**Ron Trossbach will be our speaker. Ron serves on the Safety at Sea
Committees of US SAILING and The Cruising Club of America and is a
Moderator of Safety at Sea Seminars. He and his wife Kathy (with their
yellow lab UNCLE SAM) have cruised and raced their sail and power
boats over 20 years and 85,000 miles.**

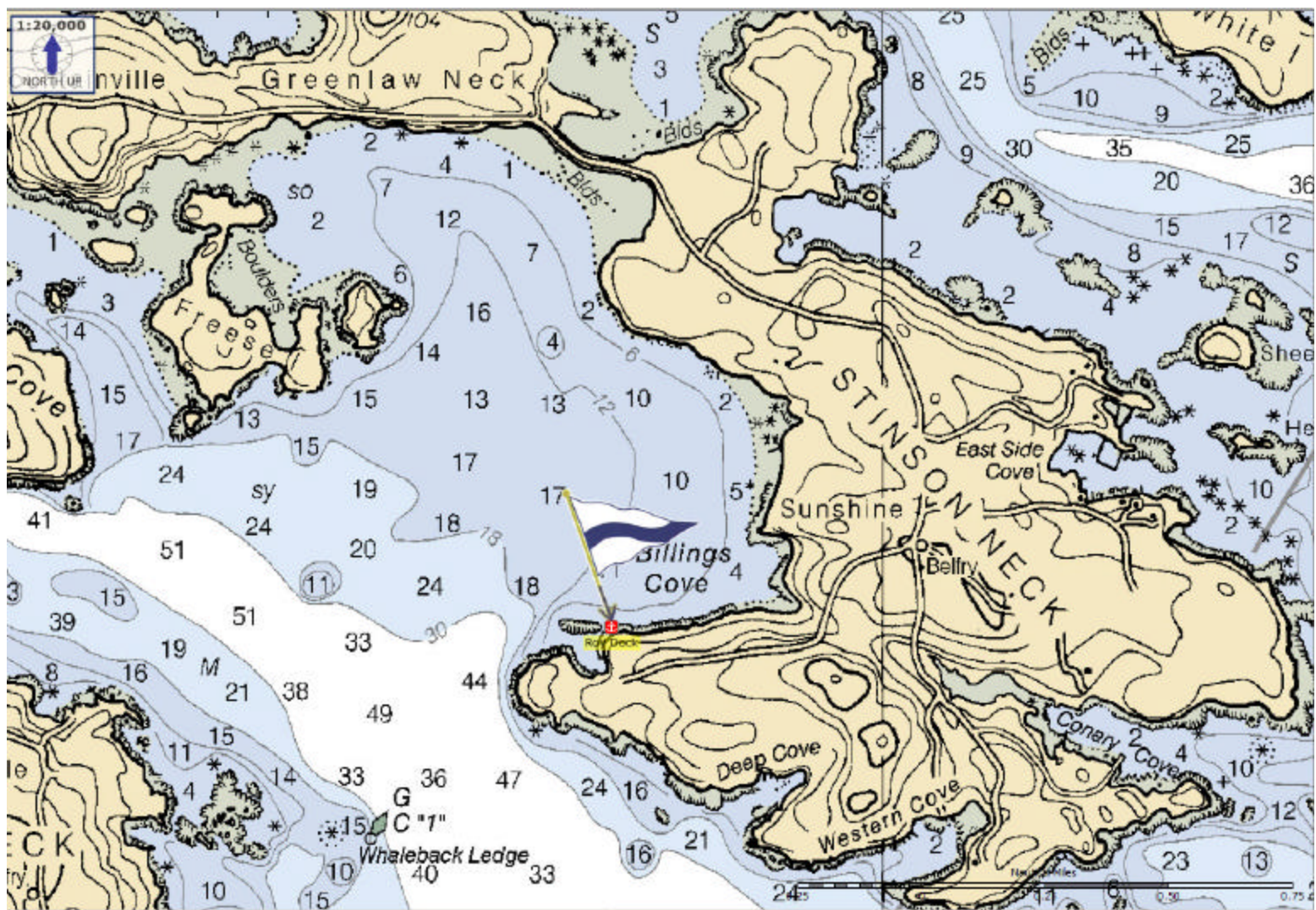


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BILLINGS COVE, DEER ISLE

BILLINGS COVE, DEER ISLE

Charts 13315, 13316

JULY 30

TIDES: High 02:33 EDT 9.4 ft. Low 8:56 EDT 0.9 ft.

High 15:00 9.2 ft. Low 21:15 1.4 ft.

Bob and Joan Roy – Hosts

Sunrise: 05:19

Sunset: 20:01

George Hartmann – Event Captain

Entering the Harbor:

Billings Cove is an easy to enter harbor. (Note that there is also a Billings Cove just east of the Deer Isle Bridge on Eggemoggin Reach, which is *not* our event location). Coming from the east, follow the buoys for the Deer Isle Thorofare until Lazygut Ledge N6. In fog one might bear to C1 at Whaleback Ledge, noting the RG mark on Boat Rock. Head towards Eaton Point staying well north to clear the sizable ledge shown on the chart. The Roy's dock is approximately 44 11.68N 68 35.75W, and the ledge is just west of the dock.

Moorings/Anchorages:

Bob Roy has two heavy moorings in front of his dock, 4500#s with 1 ½ chain. GPS coordinates are in the book. There is ample room to anchor in Billings Cove, which has a good bottom, and the anchorage is reasonably protected from prevailing southwesterly winds.

Getting ashore:

Since dock space is limited, it is anticipated that the cruise committee will locate a launch group to ferry members ashore, with radio communication on VHF #72 facilitating the transport.

Coming by Land:

Take Route 15 to Deer Isle. The Deer Isle bridge may have some construction work this summer, but is still considered safe. Pass over the Rte. 15 causeway to Little Deer Isle and continue through the village of Deer Isle. About a half mile past the village there is an Irving gas station on the right side, which alerts you to look on the left for Sunshine Road. There is Haystack School sign marking the turn. Follow Sunshine Rd. 5.2 miles. There is a sign for the Advent Christian Church on the left, which also has a distinctive lighthouse. Take a right opposite onto Eaton Point Rd. You will see a mailbox for 145 Eaton Point Rd. about where the road turns to gravel. Continue on for about a mile, up hill and down, until you come to the Roys' home # 145. There will be signs for parking, which will be tight. The Roys home phone number is 207-348-6127; cell phone is 207-460-6127.

CCA EVENT INFO:

Our hosts for the event are Bob and Joan Roy, who kindly offered their property as an alternative site when it appeared there was a conflict at Burnt Coat. They have been hosts to the Club in years past. A large tent will be set up near their garage to accommodate a potluck BBQ. Ice, cups, plates, flatware, service spoons, knives, cutting boards & platters will be provided. Grilling meats of chicken breast, hamburgers and hot dogs with all the fixings will be available as well as the usual beverages. We are requesting side dishes, salads, snacks, and desserts. The group is a compliment of 175

strong; please bring a dish large enough to feed eight, and everyone will enjoy. Expect to see a sign-up sheet earlier in the cruise for dishes or assistance. Time: 1300. Please be considerate of the Roy's septic system on island soil and use the portable facilities which will be available. Joan is a master gardener and has most unusual plantings to admire.

Local Facilities: none

Stonington is the closest source for provisioning. It has stores for food, hardware, marine supplies, and fuel (Billings Marine), and the Stonington fishermen's co-op. There are a number of restaurants in the town. Visit www.deerislemaine.com to view some of the local facilities. There are many nearby anchorages off the Deer Isle Thorofare, and the area has islands to enjoy in quantity. Billings Diesel and Marine Service on Moose Island, VHF 9 and 16, 367-2328, west of the town, offers moorings, dockage, fuel and a chandlery. It is a large well equipped yard should one need repairs. There are several markets and at least one hardware store in Stonington.

Things to see and do :

The Haystack Mountain School of Craft (www.haystack-mtn.org) nearby is renowned for its artists. Haystack is on the water at Western Cove a short distance away from the Roys. There is the possibility that some members might enjoy a tour of the facilities.

The Stonington Opera House (www.operahousearts.org) has regularly scheduled events. On July 28-29 there is the Sixth Annual Deer Isle Jazz Festival. August 3-6 Shakespeare in Stonington: As You Like It. Ticket information is available on the web.

Visit the Deer Isle Granite Museum in Stonington. The Crotch Island quarry is operational.

Alternative Anchorages:

Pickering Cove just northwest provides an alternative anchoring site for a limited number of vessels. A larger number can be accommodated in *Southeast Harbor* taking care to avoid the ledges near the entrance; staying north of the rocks in mid channel is recommended. There is a deep hole in Long Cove of 102 feet, best explored by dinghy. Use caution in navigating this area.

OTHER ANCHORAGES OF INTEREST

Consideration was given by the committee to additional harbors in the area that would offer the ability to anchor a sizeable fleet in comfort. The three listed below are but some of the harbors the coast of Maine offers in this area.

TRAFTON ISLAND

Chart: 13324 - 44 29.4N 67 49.8W

This has been a favorite spot for many sailors heading east, with an anchorage at the northern end of the island providing good protection from east to south and southwest. It is a frequent stop for boats headed east to Great Wass, Roque or further. Trafton has been privately owned by one family for decades, and the owner (Mrs. Ray) is in residence much of the summer. Ospreys are known to nest in the area.

Entering the Harbor:

As one heads north past Bois Bubert, the small steep Douglas Islands are easy to identify, and the abandoned lighthouse on the east coast of large Pond Island with Bell "1" east of the lighthouse. Run west of Western Reef, marked by a nun, and west of Tommy Island and along the eastern shore of Trafton Island. You will see the red daymark on Trafton Halftide Ledge half a mile to the north. Round the northern tip of Trafton and head back into the anchorage. One can also approach from the west side of Trafton. Watch out for the outlying ledge on the west side of the anchorage.

Anchor in 8-10 feet at low, eastward of the little wooded island and the outlying ledge (visible at all tides). The water shoals on a line that runs from the northern tip of the little island to another ledge 100 yds. eastward making out from the south shore. The chart shows rocky bottom but good mud has been reported northward of this line.

Facilities:

There are no facilities. The closest town is Milbridge, which has a public launch facility and dock. Milbridge is a small coastal town with a library, pharmacy, medical center, museum, and grocery and seafood store. The channel up the Narraguagas River is well buoyed but seldom used by larger vessels.

Things to see and do :

Nearby Shipstern and Flint Island to the east are owned by the Nature Conservancy, and in good weather one can anchor off Flint's northwestern tip, landing on the shingle beach on the northwest shore or the bight on the southern shore. Seals haul out on ledges off the north and east shores. Ensure your anchor is well set due to currents in Flint Island Narrows. Bald eagles nest on both of these islands, and landing may be restricted at certain times of the year when nesting eagles are visible. Exploring the interior is discouraged.

FLANDERS BAY

Chart: 13312, 13318

Flanders Bay is a large bay in the northeastern corner of Frenchman's Bay that is big enough to hold a number of boats. *Sorrento* close by is a lovely harbor but rarely has more than a few empty moorings and has increasingly little room to anchor. *Winter Harbor* is another busy harbor that is worth a visit. The Town of Winter Harbor has recently successfully faced challenges with the closure of the U.S. Navy facility.

Entering the Harbor:

One can approach from either side of Calf Island. From the eastern side locate C1 and favor that side, since there is no mark for the shoal with a 3 foot spot north of Stave Island, then head towards C3 at Half Tide ledge and C5 south of Ash Island to enter the inner portion of the bay. A longer route with deeper water involves heading west of Calf then southeast around Half Tide Ledge C3 and then northwest to C5 and the inner bay.

Anchorage: There is plenty of room at varying depths to provide reasonable protection in most winds. The bottom is mud with good holding in the northern part of the bay.

Facilities: None

There is a town dock at Sorrento for those who wish to stretch their legs, but there are no facilities. There is a library in town. Winter Harbor has a hospitable yacht club, and some facilities. It has a busy lobster fleet.

BURNT COAT HARBOR, SWAN'S ISLAND

Entering the Harbor:

This is a protected large harbor and the center of the island's population, which is a fishing community. Lobster boats still leave at first light, but locally some aquaculture is also present in Toothacher Cove.

Approaches from the west: Approach through well marked Toothacher Bay. Red and white HI marks the fairway. Run down the middle of the entrance between green can 3 to port and wooded Harbor Island to starboard. The square white tower and white building of the lighthouse on Hackamock Head are conspicuous. Enter the harbor between red 4 off Harbor I and gong 5.

Approaches from the east: The back door is a little tickle between Stanley Point and Harbor Is. marked by two green cans left to port. From red gong 2 run inside Baker Islands and Harbor Island. Moored boats and the village are visible. Inner can 3 marks the southern end of a ledge to port, visible at midtide. Pass between this ledge and the two little wooded islands to starboard. Beyond note the ledges and the little island (Potato) to starboard. Those who have sailed this passage find it exhilarating.

Moorings/Anchorages:

The Harbormaster is Richard Jellison 526-4332; Assistant Harbormasters are Spencer Joyce 526-4416 and Jerry Michaud 526-4216

Swan's Island Boat Shop (Kevin & Debbie Staples) has 30 rental moorings (\$20/night). Reservations in advance can be taken at 526-4201. They can arrange lobster dinners on boats as well as take-out. They also carry ice, a limited supply of fresh fruits and vegetables, and have a small gift shop. Limited amounts of water are available.

There is usually room to anchor on the western side in 17 to 15 feet at low, good holding, mud.

Getting ashore:

The Boat Shop has a dinghy float, and one can also access the Fisherman's Coop and Kent's Wharf facilities.

Facilities:

The Town Office for Swan's Island, which includes the villages of Swan's Island, Minturn and Atlantic, is located in the old school, which also houses the Post Office. It offers internet service.

The Town Library, 451 Atlantic Road, also has internet access. Librarian is Candis Joyce, 526-4430, and the library is open: Tues, Thurs, Fri 1-4; Thurs 6-8, and Sat. 9-12. The website: www.swansisland.org provides a view of this community and the activities offered. A map from the website is included.

The Town has several churches, Advent Christian, Atlantic Baptist (11AM Sunday service), 1st Light Community Church and Church of God.

In Emergency the town has an ambulance and EMTs: 526-1154 from cell phones, or 911.

While there is a medical clinic, doctors are not on island. 526-4624

Check with Jerry Matthews regarding trash. The Boathouse and Coop may have facilities.

Atlantic Landromat is available: 526-4478

Provisions:

While the general store in Minturn is still rebuilding, islanders have helped each other with other sources for supplies. Claire Dziezyk of Claire's Kitchen has limited grocery supplies: 526-4425.

The Boatshop may have fresh fruits and vegetables.

Lobsters:

Swan's Island Fishermen's Coop (Kathy Clark, Mgr) 526-4327

Kent's Wharf (Dave & Cindy Niquette) 526-4186

Underwater Taxi (Leslie Ranquist) 526-4204

Dining:

Claire's Kitchen (pizzas plus) 526-4425

Island Bake Shoppe (Sheila Smith), Mackerel Cove 526-4153

Boathouse Take-out 526-4201

Underwater Taxi (Leslie & Rhonda Ranquist) 526-4204

Elegant Shack 526-1000

Fuel:

Kent's Wharf: 526-4186

Swan's Island Fisherman's Coop: 526-4327

Accommodations:

Harbor Watch Motel, Bike & Kayak (Colleen Hyland) – 526-4438

Appletree B&B, 526-4438

Jeannie's Place B&B: 526-4116

Things to see and do :

The Seaside Hall Museum is located ½ mile from the ferry landing on Mackerel Cove and serves as a museum of the island's past. A collection of their slides is viewable on the website. *The Swan's Island Lobster & Marine Museum* was established by Ted & Galen Turner and has a collection of antique gear, with a natural history museum adjacent to it, near the ferry dock in the Captain Henry Lee House.

The Hockamock Lighthouse grounds are open to visitors. The Swan's Island lighthouse committee is working to preserve and repair the keeper's house.

Take a walk...go past *the Carrying Place* to a beach on the Toothacher Bay side.

Quarry swim – dinghy eastward, passing inside Potato Island. Go beyond the old stone wharf and tie up at a public landing float, walk a short distance to quarry.

Bike and Kayak rentals are available at the Harbor Watch motel: 800-532-7928; 207-526-4563. See their website at: www.SwansIsland.com for information.

Look at the website for Swan's Island: www.swansisland.org .

If you are planning on being here, *the Sweet Chariot Music Festival* is to be held the week starting Sunday, July 30th – with traditional evening events August 1, 2, and 3 at the Oddfellows Hall, a short walk from the harbor. Expect the harbor to be full for this musical event, which brings schooners and people throughout Maine into the harbor. Info: www.sweetchariotfestival.com.

REFERENCES

Your committee hopes that you do not encounter fog during the cruise; however, should the weather not be as planned, Ron Trossbach has kindly offered the following advice:

NAVIGATING IN THE FOG

I originally wrote this paper in Maine while we were waiting for the FOG to lift enough to see our way out of a harbor. The 'research' was conducted over the summer of 2003 by talking to other cruising people about how they navigate along the coast in restricted visibility. It should be no surprise that everyone does it differently. What I wrote about was how we did it aboard our cutter MOONESHINE, not necessarily how you should do it on your boat. Since I wrote it we have 'matured' from sail to power so I have added a powerboat addendum after two seasons of cruising aboard SUNNESHINE our Sabreline 36 Fast Trawler.

BASICS. We only have two people aboard. Our sailboat has a Radar, VHF radio, GPS, Notebook Computer and an Autopilot. It is also equipped with a radar reflector, fog horn, and navigation lights. **It seems to be the goal of most electronics writers and designers that all navigation equipment should be visible and operable from the helm.** We haven't quite reached being able to operate everything from the helm, but we do have it mounted so that the helmsman can see it all and, with teamwork, we can change settings without the helmsman/skipper going below.

GPS WAYPOINT MANAGEMENT. We prefer to steer using GPS waypoints not computer chart program 'point and click' waypoints. It's our policy that our next navigation waypoint is always set into the GPS, even in fair weather. It is best if a series of waypoints (route) can be set in before getting underway. A record of waypoints helps make this chore easier. We write the waypoint Lat/Long on the paper charts, either in the margin or next to the diamond waypoint mark we put on the chart. We always chose waypoints on the safe side of navigation marks (buoys) and offset them for several reasons. We do not like to get too close to commonly used waypoints because other boats may also heading there. We have heard of incidents where people actually have hit their waypoints. We also have heard of boats circling the waypoint in a fog, something we don't want to interrupt! We number our GPS navigation waypoints (01, 02, etc.) and give names to destination and safe haven waypoints (Camden, Belfast, etc.). At the end of each day we delete the numbered waypoints from the GPS leaving only the named places for use another time. We transfer our GPS waypoints to our Computer Chart Program which then becomes a double check of their accuracy. If a waypoint is entered into the GPS incorrectly it is obvious when it appears in the wrong place on the displayed chart. The key to any waypoint system is that all people aboard must know how to use it.

CHART PROGRAM. We use a notebook computer powered by a small inverter connected to a 12 volt power supply and to the GPS. It sits on the Navigation table and is easily visible from the helm, not more than 10 feet away. Changes to this display are made with a mouse that may someday be extended to the cockpit with wire or a remote. We make sure all of this is up and working before we ever get underway. We display the same chart that we have plotted the waypoints on and we use the look ahead feature. This means that we are always seeing the 'little red ship' (actual GPS position) on the same chart that is at the helm station. Sometimes the raster chart on the computer is upside down in the look ahead mode but that does not bother us. In fact, we like this relative 'picture' because it is the same presentation that we see on our radar where our ship is in the middle and ship's head is up. The writers of navigation articles seem to want us to record our position in case the electronics fail but we

don't think that is realistic with everything else that we are doing. If all fails we always know the course we are steering will take us to a safe waypoint while we figure what our next move will be.

RADAR. We normally operate the radar on the 3 mile range scale until visibility closes in. Then we shift to the 1.5 mile scale. Our vessel is in the center and we look at a relative picture with ship's head pointed up towards the top of the screen. When we pick up a closing contact we place the EBL (electronic bearing line) on it and read the relative bearing and range (either by counting range rings or by shifting to the VRM (variable range marker). After several sweeps we are usually able to establish a bearing drift as long as we remain on a **CONSTANT COURSE**. At the same time we compare the radar picture with the chart plot display to see if our contact might be a navigation mark. If we do not have a bearing drift we change course early (normally to the right) until we clearly see relative motion towards a CPA (closest point of approach) on our beam. If the contact closes in to a half mile we follow it by shifting the radar scale to ½ then ¼ mile. If we can't visually see our closing contact and have not been able to identify it as a navigation mark we sound a **FOG SIGNAL** (one prolonged blast) and slow down until the situation resolves itself.

AUTOPILOT. We steer by autopilot 95% of the time, especially in restricted visibility. "Mike" (our autopilot) steers a **CONSTANT COURSE** better than we do because he is not distracted. This means that relative motion of contacts on our radar screen is not normally caused by an errant helmsman. This fact alone simplifies the radar tracking challenge more than any other feature we have on the boat. When we dodge a 'lobsta' or crab pot marker "Mike" remembers our course and returns to it with a flick of the switch. We do not connect the autopilot to the GPS or Chart Plotter and worry about those who do.

FOG SIGNALS. We have the fog signals written on the side of our air horn with a bold magic marker as a reminder for the person who uses it. We do not sound signals (every two minutes) while underway because maintaining the routine and the noise distracts us from our other chores. We do sound signals when we hear one close by and when we have a radar contact close enough to hear our horn. We have talked to other cruisers who have automatic fog signals (usually built into high end loud hailers). They tend to use this feature as long as it doesn't interfere with other tasks, like use of the VHF. A dedicated loud hailer with fog signals is something we are considering for a future purchase.

VHF RADIO. We listen to VHF Channels 16, 13 and 09 on scan. In fog, when we hear someone shift to another channel, we briefly follow since they almost always talk about the weather conditions in their location. We do not issue securite calls but we listen carefully to those that do. They mostly come from commercial or professionally driven (larger) boats. When we hear other sail or power boats give them they often forget to tell at least one important fact (like location or direction of movement). From this observation comes the lesson learned that all info should be written down before issuing a securite call. We have a remote VHF microphone and speaker at the helm. This has changed our cruising more than any single piece of equipment since computer charts came aboard. A secondary benefit of this new radio is that it has DSC (digital selective calling) which means it is connected to the GPS and can send an automatic distress/Mayday signal that includes our vessel position with the press of a button. Another benefit is that the radio display below decks gives us current GPS position which is a lot easier to use than shifting the GPS away from its waypoint function to read/plot current position on a chart or read it to someone on the radio.

RADAR REFLECTOR. Bigger and higher is better. Racing sailboats are required to have at least 6 square meter reflectivity on their reflectors. Other countries (like Canada) have laws that require 10 square meters on all boats. The only way to meet these guidelines is to have a **BIG** reflector and follow the instructions on how/where to mount it. It amazes me how many people have inadequate reflectors as well as how many do not display their reflectors properly. It is best to have a reflector permanently mounted. Ours (two Davis, one above the other) are up at all times.

“OUR WAY”. Several years ago I read an article in a local Maine publication that essentially said “We don’t go out in the fog. Why do you folks ‘from away’ go out in it?” This made a lot of sense. We don’t leave port when there is restricted visibility (less than ¼ mile). We stay until it clears. If it gets bad after we leave we consider going back into port or seeking an alternate safe haven and anchoring until it clears. This holier than thou attitude changes if we let schedules (like getting to the next party☺) dictate our movement. We try to anticipate rendezvous and games by arriving a day early, just for this reason. If we are sailing when fog closes in we turn the engine and navigation lights on and motor or motor sail slowly on a steady course towards our destination so that we can concentrate on safe navigation procedures.

We do not try to see through dodger plastic or glass windows during restricted visibility. I find that wearing polarized sunglasses helps me see better in fog. I keep a paper towel (Bounty) handy to frequently clean glasses that mist over in the really thick stuff.

Finally, US SAILING has a recommendation in their safety booklet that recommends wearing a PFD, harness and tether while sailing at night and in restricted visibility. This makes sense if you are working on deck since the remaining person might not be able to find you until the fog lifts if you fall overboard.

POWERBOAT ADDENDUM

We made the shift from sail to power after 20 years and 80,000 miles of cruising and racing in our beloved cutter MOONESHINE. I figure this has added 15 years to our boating life. We still are spending four to six months aboard while traveling 2-5000 miles a year. 2006 will be our 17th summer to Maine by boat. After two seasons we are enjoying the power of a well built trawler with many creature comforts we never dreamed we would have on a boat.

BASICS. We still have two people aboard. We moved a Dell Notebook Computer and our portable GPS to the trawler along with the small inverter that provides AC power to the computer. We hardwired a remote Dell monitor and mouse on the upper flybridge and added anti-glare hoods to both computer and monitor. These work as well as any daylight capable screens that we have seen, at a fraction of the cost. We find we are using the same basic procedures and techniques to navigate in the fog that we used on the sailboat, with only a few modifications.

GPS WAYPOINT MANAGEMENT. We still are using the same procedures that we did on the sailboat.

CHART PROGRAM. We shifted from Maptech to Nobeltec but we still prefer raster charts even though our new system has vector capability. A bonus here has been that all of NOAA’s 1000+ raster charts of the US waters can now be downloaded free. We have them all on the computer and on a CD that we purchased for \$40. The next stage is to use vector charts a bit more and to download them as they become available on the web. Nobeltec allows us to display both on a split screen which is helping us gain more confidence in the vector presentation. We are also adjusting to the fact that vector charts are not upside down when we are headed south!

RADAR. This has been our biggest change. SUNNESHINE had no radar when we bought her so we had our choice. This was not an easy task as the marketplace is a moving target with ever changing options and very little credible comparison of capabilities. After careful study our decision was to go with a 2 Kw Nobeltec digital radar which is compatible with our Admiral Navigation System. It not only is compatible, it is a fully integrated tracking and navigation system. We can overlay radar as well as aerial photos on the chart, all displayed on one computer screen and/or its monitor. We still have the traditional EBL and VRM tracking capability on the radar but we also have automatic tracking and CPA calculation (MARPA). After the next update we will be able to automatically display DSC positions of other capable vessels and MAYDAY callers and a small boat version of AIS that will identify and give us

course and speed information broadcast by merchant and other large vessels. All of this makes navigating in the fog more exact but it does not make it any easier. We still are looking for bearing drift on all surface contacts and find that we must be confident in our ability to operate the radar.

AUTOPILOT. We have a newer autopilot than we did on the sailboat but we use it the same way by having it steer the majority of the time so that contact bearing drift is caused by relative motion not helmsmen trying to stay on course. We still have not joined the autopilot to the navigation system and worry about those who have.

FOG SIGNALS. Unfortunately we have lost our capability to listen for faint fog signals because of the loud engine noises and our inability to open windows at the lower helm station. We now have a dedicated loud hailer with built in fog signals that run automatically, so we use it frequently. We also have a built in electric horn and keep a portable horn readily available at the lower helm.

VHF RADIO. We added a new VHF radio because we wanted the DSC, loud hailer, fog horn and intercom features that they now have built into them. We have not changed our procedure for listening to Ch 16, 13 and 9 on scan and following other transmissions for weather and contact information. One thing we are very cautious about is 'The Cat' Ferry in Maine waters. It proceeds at high speeds (30+ knots) between Bar Harbor and now Portland to Nova Scotia, even in restricted visibility. We follow their radio transmissions and listen with interest to boats in their path exchanging positions with them. If we ever find ourselves anywhere near their path we plan to do the same.

RADAR REFLECTOR. We have a single octahedral reflector permanently mounted as high as possible but I am studying some of the newer reflectors that use three Luneberg Lenses oriented for max reflectivity. Reports indicate that they are the best passive reflectors on the market and are worth the price.

"OUR WAY". We still have the same outlook operating the powerboat that we had in the sailboat. I have now learned to use windshield wipers and washers on the glass surrounding the lower helm station which we seem to favor over the fly bridge. Keeping clean windshields and frequently ducking outside to look & listen are important safety procedures, IMHO.

In summary, the powerboat is more comfortable and better equipped than the sailboat but it is only as good as our personal procedures and precautions in restricted visibility. It is still safer to stay in port or anchor out of the way in the fog.

COMMENTS, SUGGESTIONS AND A CONTINUED DIALOG ON THIS SUBJECT ARE INVITED TO rontrossbach@msn.com.

CCA 2006 MAINE CRUISE ROSTER

9 June 2006

CCA Members

Baker, Milt
Barker III, Dev
Beveridge, Franklin
Bliss, Zenas
Campbell Jr., Lee
Casner, Truman
Chambers, Jim
Chandler, Peter
Chanler, Bim
Cook, William
duPont, Dorothy
Field Jr., Russell
Foss, William
Gebow, William
Godshalk, Ernest
Gray, Samuel
Hamilton, Ernest
Harquail, Jr. DDS, Alan
Hartmann, George
Harvie, James
Hinckley, Robert
Holliday, Richard
Homer, Susi
Howland, Kin
Jenkins, Geoff
Keene, Henry
Kellett III, William
Langston, MD, Charles
Livingston, Stan
Marvin, George
McKelvy, Nancy
McHutchison, Jim
Merrill, Roger
Myles, Jack
Newman, Nick
Noyes, Brad
Page, Christopher
Page, David
Peer, Gerald
Perkins, Paul

Yachts

Bluewater
Hinckley charter
Wavelength
Raptor III
Concert
Astral
Sea Shanty
Lord George
Highlight
Resolution
Rhubarb
Quartette
Détente
Undine
Golden Eye
Clarion
Glooscap II
Janus
Isla
Madrigal
Night Train
Everbreeze

Neptune
Amaranth
Alida
Jura
Calypso
Manukai
Trumpeter
aboard *Resolution*
Wing Foot
Deneb
Airlia
Katrina
Tioga Too
Caroler
Keewaydin
Keloose
Fling

Pitney, James C.
Porter, Glen L.
Rae, Allan
Reppert, Sib
Ross, Peter
Rowland, Ned
Santy, Ross
Schneider, Gardiner
Schoettle, Karl
Sherbrooke, Ross
Smith, Jr., James C.
Stanley, Jim
Starke, MD, Charles L.
Starkey, Bill
Swan, Henry
Tarlov, Edward
Taylor, Steve
Towle, DDS, John F.
Treanor, John
Trossbach, Ronald
White, Harvey
Wick III, Philip

First Light
Portia
Evening Star
Catalyst
Tynaje
aboard Dulcinea
aboard Rising Wind
Rising Wind
Intuition
Dulcinea
Fadeaway
Capella IX
Dawnpiper
Indra
Neptune
Presto
Meridian
Sisyphus
Wiki Wiki
Sunneshine
White Caps
Lucayo

Maine Coast Pumpout Guide 2004

MOUNT DESERT AND DOWNEAST

Penobscot River

Devereux Marine Penobscot 326-4800 P
Mid-Coast Marine Winterport 223-4781 P
Winterport Marina Winterport 220-8885 P
Bangor City Landing Bangor 947-5251 P

Deer Isle

Billings Marine Stonington 367-2328 P

*Use Your Head . . .
Pump It Out!*

Morris Yachts Tremont 244-5509 M
Up Harbor Marina Tremont 667-1382 P
Up Harbor/Red Fern Pumpout Boat 667-1382 P

Southwest Harbor

Great Harbor Marina Southwest Hrbr. 244-0117 P
Hinckley Company Southwest Hrbe. 244-5572 P
Downeast Diesel Southwest Hbrb. 244-5145 P
Southwest Boat & Svce. Southwest Hrbr. 244-5525 P

Northeast Harbor

Clifton Dock Mount Desert 276-3752 P
Northeast Hrbr. Marina Mouht Desert 276-5737 P
Bar Harbor Whale Watch Bar Harbor 288-3322 P

Winter Harbor

Winter Harbor Marine Winter Harbor 963-7449 P
Town of Machiasport Machiasport 255-4516 P

Bar Harbor

Bass Harbor

Merchant's Landing St. George 594-7459 M **Machiasport/ Bucks Harbor**
Rockland City Landing Rockland 594-0312 P
Journey's End Marina Rockland 594-4444 P
Landings Marina Rockland 596-6573 P
Rockland Boatyard Rockland 594-1766 P

Rockport Harbor

Town of Camden Pumpout Boat 236-7969 P
Wayfarer Marine Camden 236-4378 P

Town of Camden Pumpout Boat 236-7969 P
Belfast Boatyard Belfast 338-5098 M
City of Belfast Belfast 338-3370 P

PENOBSCOT BAY

Spruce Head/Mussel Ridge Channel

Belfast Harbor

Camden Harbor

Rockland Harbor

DEP LW0275-A2004

Guide Key:

Waterbody

Facility Name Location Use Code

Use Code:

P = Public Max. Charge \$5

M = Members or Customers Only Cost Varies

MID-COAST

South Port Marine South Portland 799-8191 P
Spring Point Marina South Portland 767-3213 P
Sunset Marina South Portland 767-4729 P
Near East Marina South Portland 767-3010 P
Diamond Cove Marina Portland 766-5850 P
DiMillos Marina Portland 773-7632 P
Portland Yacht Services Portland 774-1067 P
Maine Yacht Harbor Portland 842-9000 P

Friends Of Casco Bay Pumpout Boat 776-0136 P

Handy Boat Falmouth 781-5110 P

Town of Falmouth Pumpout Boat 781-2300 P

Paul's Marina Brunswick 729-3067 P
Dolphin Marine Services Potts Harbor 833-6000 P
Royal River Boat Yard Yarmouth 846-9577 M
Yankee Marina Yarmouth 846-4326 M
Yarmouth Boat Yard Yarmouth 846-9050 M
Brewers Marine South Freeport 865-3181 P
Strouts Point Wharf South Freeport 865-3899 P
Sebasco Harbor Resort Phippsburg 389-1161 P
New Meadows Marina Brunswick 443-6277 P
Great Island Boatyard Harpswell 729-1639 P

Kennebec River

Richmond Landing Richmond 737-4305 P
Smithtown Marina Gardiner 582-3153 M
Foggy Bottom Marina Farmingdale 582-0075 P

Sheepscot River

Robinhood Marina Georgetown 371-2525 P
Boothbay Region Boat Southport 633-2790 P

Boothbay Harbor

Blakes Boatyard Boothbay Harbor 633-2729 M
Brown's Wharf Boothbay Harbor 633-8110 P
Carousel Marina Boothbay Harbor 633-2922 M

Signal Point Marina Boothbay Harbor 633-6920 P

Tugboat Marina Boothbay Harbor 633-4434 P

Boothbay Harbor Pumpout Boat 633-3617 P

Ocean Point Marina East Boothbay 633-0773 P

Coveside South Bristol 644-8282 P

Damariscotta River

Medomak River

Broad Cove Marine Waldoboro 529-5186 P

Lyman-Morse Boatyard Thomaston 354-6904 M

SOUTHERN COAST

Camp Ellis Fish Pier Saco 284-6641 P

Marstons Riverside Saco 283-3727 P

Great Cove Boat Club Eliot 439-8872 M

Dion's Yacht Yard, Inc. Kittery 439-9582 P

NH Pumpout Boat Portsmouth (603)436-0915 P*

Town of Wells Wells 646-5113 P

Chicks Marina Kennebunkport 967-2782 M

Yachtsman Marina Kennebunkport 967-2511 M

Kennebunkport Marina Kennebunkport 967-3411 M

New Meadows River

Piscataqua River

Wehannet River

Kennebunk River

Saco River

CASCO BAY

Portland Harbor

Casco Bay

Royal River

Harraseeket River

Quahog Bay

St. George River

If you find an inoperable pumpout system, or if a facility refuses to serve you, please contact the Maine Department of Environmental Protection at (207)287-7905.

Remember, the untreated sewage from one cruising boat pollutes as much as the treated discharge from a town of 10,000 people.

* Cost for the NH Pumpout Boat is \$10