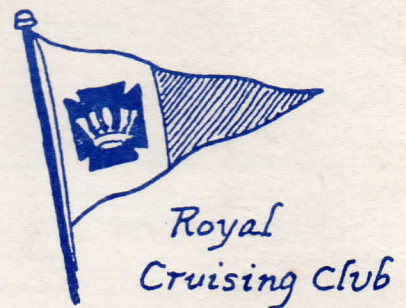


CRUISING CLUB OF AMERICA



SEXDECENNIAL CRUISE

Penobscot Bay ~ Englishman Bay	
Saturday - July 10	Southwest Harbor
Monday - July 12	Islesboro
Saturday - July 17	Roque Island
Wednesday - July 21	Benjamin River
Friday - July 23	Bass Harbor
Saturday - July 24	Disband

WELCOME TO OUR SEXDECENNIAL CRUISE

It is a pleasure to welcome our overseas friends and all members of the CCA from far and near to Maine's famous cruising country.

Your Committee hopes that on days when no formal parties are organized, many informal get-togethers will take place in the numerous lovely anchorages to be found on this section of the coast.

This brochure contains suggestions for harbors and routes and your Committee is ready to assist in any way it can.

If fenders are rigged, please take this as an invitation to come alongside.

CHARLES L. ILL, COMMODORE
CRUISING CLUB OF AMERICA

CRUISE COMMITTEE

G. Abbott, Jr.	ADAGIO	J. C. Kiley, Jr.	SNOW STAR
R. M. Ayer	PREMISE	E. B. Knowlton	HONOR BRIGHT
S. L. Batchelder	SERENE	P. McN. Lindsay	
A. C. Bemis	CIRRUS	C. B. Porter	ROARIN' BESSIE
D. B. Bickford	THE HAWK	J. H. Ross	OWL III
R. M. Burnes	ADELE	H. B. Simson	KITTIWAKE
G.H.A. Clowes, Jr., MD	ALACRITY	T. S. Walker	WIZARD
R. A. Dow	HERON	P. S. Weld	ROGUE WAVE
R. F. Duncan	EASTWARD	L. W. White	WITCHERY
A. Goodyear	MERMAID	S. C. Winslow	WIND SOUND
R. H. Hallowell	ASTARTE	*	
J. Harvie	MADRIGAL		
R. L. Hinckley	NIGHT TRAIN	B. Dalton	- ICC
R. W. Homer	CHARITY	J. H. Guinness	- ICC
E. H. Kendrick	COGNAC	A. G. Taggart	- ICC
R. J. Kerry	WARBONNET	E. Bourne	- RCC

Rear Commodore (Boston Station) R. F. Perkins, Chairman, GOLDENEYE

HONORARY MEMBERS

Commodore Peter J. Bunting	ICC
Commodore Jonathan Trafford	RCC
Commodore John W. Mill	CCC
Admiral William Walsh	RCYC

Cruising Notes on Eastern Maine - Roger F. Duncan

For 1500 miles the continent of North America meets the Atlantic Ocean in uncompromising beach, interrupted only occasionally by inlets, bays, and rivers. In eastern Maine, however, the continent reaches out long arms of spruce and granite to the Atlantic and the Atlantic flows far up into the continent in deep bays and rivers, bays sprinkled and dotted with islands. Some, like Mt. Desert and Deer Isle, are connected to the mainland by bridges and are scarcely different from it. Others are big enough to support substantial populations and still others are uninhabited, thickly grown up with spruce, or bare and grassy, or merely ledge washed over by the rising tide. Here are quiet coves and snug harbors.

We will be cruising the best of this coast between Penobscot Bay and Roque Island. A few general observations may be useful.

Beyond a clock and compass, no other navigational instrument is vital; but a depth finder and a log are very helpful. Many yachts now carry radar and Loran-C, reassuring aids in thick weather.

Tides generally run east on the flood and west on the ebb except across Bass Harbor Bar, at the southeast entrance to Blue Hill Bay and at the eastern end of Eggemoggin Reach. In the bays the flood tide usually sets northerly up the bay and the ebb sets southerly. One quarter knot is about the right allowance to make west of Mt. Desert, but at new and full moon it will not be enough. Consult the nearest lobster buoy for up-to-the-minute advice on direction and velocity of tide. East of Mt. Desert the tide runs

much harder and is less predictable. There is little to be gained by beating against it. Time your day's run so that wind or tide is with you.

Fog is likely to shut down at night whenever the wind is well to the south or southeast. If you can see your breath in the afternoon, fog is almost certain by night. However, it will often burn off by mid-morning, especially west of Mt. Desert. If you must run in the fog, run for bells and whistles, for bold shores, or for the lee sides of islands where there will generally be a window in the fog. There is quite likely to be a scale-up in the passages, and fog is rare in Eggemoggin Reach.

Supplies - Most coastal towns have grocery stores at which ordinary supplies may be replenished. However, as there will be an unusually large number of yachts on the coast, some stores may not have just what you want. We will alert storekeepers in Camden, North Haven, Vinalhaven, Castine, Bucks Harbor, Stonington, Southwest Harbor, Northeast Harbor, and Jonesport of our presence so you should be able to stock up at these ports. Boothbay Harbor is also a good place to provision before the first rendezvous.

Gasoline is available in almost every harbor used by lobstermen and at high water there is usually enough water to come alongside the wharf. Diesel oil is a little less common but is certainly available at the ports mentioned above.

Wine and beer are carried in most grocery stores. Hard liquor is available in State liquor stores at Camden, Northeast Harbor, Southwest Harbor, Bar Harbor and possibly at other places, too.

Marine supplies are carried in stores and boat yards at Cam-

den, Stonington, and Southwest Harbor as well as at some other places.

Repairs - Major repairs to hull, spars, or engine can be carried out at Wayfarer Marine in Camden, Billings Brothers yard at Moose Island just west of Stonington, and at Southwest Harbor. Minor repairs can be made at many small yards along the coast. Consult the Cruising Guide to the New England Coast, 1979 Edition, hereinafter The Guide. Competent sailmakers are Henry Bohndell at Camden and Donald Hale at Sargentville on Eggemoggin Reach near the bridge.

Weather - In July, weather patterns move steadily across the continent, and seldom does bad weather settle in for long. You may encounter a smoky sou'wester with a brassy sky, visibility of only two or three miles, and a southwest wind of about 25 knots. This can raise a steep chop in open bays, especially on an ebb tide. It is often followed by a cold front bringing in a clear, brisk northwester. If the glass is low and rising slowly, this may last for two days and blow up to 35 knots in the puffs; but usually it blows no more than 20 knots and fades in the afternoon, giving way to the usual southerly. The weather predictions are likely to overestimate the force of the wind.

We may possibly be threatened by a West Indian hurricane in July. Pay little attention to predictions until the storm passes Hatteras on a course north of northeast. Then seek a snug anchorage.

Anchorage - Harbors capable of sheltering the whole fleet are few, but there are many attractive places for smaller numbers.

These are described in detail in The Guide. Well worth considering in foggy weather is Castine, Eggemoggin Reach, Blue Hill and Frenchman Bays. The islands around Isle au Haut and Swan's Island are delightful in clear weather, and the Matinicus group is interesting although difficult for strangers in limited visibility. East of Mt. Desert lie Winter Harbor, Prospect Harbor, Cape Split, and the Cow Yard, none of them really snug in southerly weather. Sawyer's Cove, east of the bridge at Jonesport, is well protected and a good source of supplies. The Mudhole, which can be entered only at half tide or better, is bottle tight.

Mail may be addressed to any post office and marked "General Delivery. Hold for yacht _____ until called for."

Most towns have an outdoor pay telephone booth available at all hours near the landing.

Defend against mosquitoes.

Pass lobster buoys to leeward or down the tide and avoid crossing between a buoy and the toggle, usually a bottle, which supports the line, and frequently lurks underwater. It is a good idea to leave at least one row of lobster buoys between you and the shore.

Display a radar reflector in thick weather.

For a quiet night, pick a harbor protected from the usual southerly roll.

For further information, consult The Guide, come aboard EASTWARD, or ask any member of the CCA who has cruised this coast before. We are delighted to have you with us and are eager to share the coast with you.

Charts - The government charts are excellent. Cruising Information Center suggests the following:

NUAA Number

13325	Quoddy to Petit Manan
13312	Frenchman & Blue Hill Bay
13302	Penobscot Bay & Approaches
13326	Machias Bay to Tibbet Narrows
13324	Tibbet Narrows to Schoodic Is.
13318	Frenchman Bay and Mt. Desert Is.
13316	Blue Hill Bay - Blue Hill Harbor
13313	Approaches to Blue Hill Bay
13305	Penobscot Bay - Carver's Harbor
13309	Penobscot River - Belfast Harbor
13303	Approaches to Penobscot Bay
13315	Deer Island and Casco Passage
13321	Southwest Harbor
13308	Fox Island Thorofare

Eldridge's Tide and Pilot Book and The Guide provide valuable detailed information. Because many of the numbers on buoys have been recently changed, charts should be supplemented by the 1982 Light List, which lists every aid to navigation as of January 1. These publications are available at many nautical supply stores and can be ordered by mail or telephone from The Hammond Map Store, 10 East 41st St., New York, N. Y. 10017; Boxell's Chandlery, Long Wharf, Boston, Mass. 02110; Hub Nautical Supply Co., 200 High St., Boston, Mass. 02110; or Chase, Leavitt & Co., 10 Dana St., Portland, Me. 04112. Many of us use the BBA Chart Kit. This is "Region #2 Block Island to Canadian Border." This and other charts and publications will also be available at Tina Hinckley's "Hanging Locker" near the wharf at Southwest Harbor.

Kindly regard all charts reproduced herein as for orientation purposes only.

Suggested Navigational Publications:

A Cruising Guide to the New England Coast, 1979 edition, Roger F. Duncan and John P. Ware

Eldridge's Tide & Pilot Book, 1982

United States Coast Pilot No. 1, Atlantic Coast: Eastport to Cape Cod

For General Reading:

A Field Guide to the Birds, Roger Tory Peterson

A Birder's Guide to the Birds of Maine, Elizabeth and Jan Pier-son, Down East Books, Camden, Maine

Islands in Time, Philip Conkling, Down East Books, Camden, Maine

A Sierra Club Naturalist's Guide - The North Atlantic Coast, Cape Cod to Newfoundland, Michael and Deborah Berrill

A Field Guide to the Whales and Seals of the Gulf of Maine by Steven Katona, David Richardson and Robin Hazard

A Guide to Wild Flowers of the Northeast, Roger Tory Peterson

Flags - Charter boats fly flag of country of vessel's documen-
tation. Undocumented vessels are not so bound and may fly char-
terer's national flag; otherwise, observe normal flag etiquette.
The appropriate courtesy flag will be appreciated.

Insurance - If planning the Saint John River trip, be sure to
check with your insurer.

Trash and Garbage - Please bag and retain all trash and gar-
bage. Collection points will be announced and facilities provided.
Our shoreside friends along the cruise route would appreciate strict
compliance.

Weather Information - Weather information is available continuously by VHF channels in Portland and Ellsworth. A well-trained foot corn helps. See Eldridge P. 247 for commercial radio weather reports.

Communications - All vessels equipped with VHF radio should monitor Channel 16. Channel 16 is a calling and distress frequency and should not be used for any other purpose. After making contact on Channel 16, yachts should shift to Channel 68, 70 or 72 for substantive messages. The above are the only channels authorized for routine non-commercial ship to ship messages. Due to overload potential, messages should be brief.

The Federal Communications Commission, which maintains a monitoring station at Belfast, Maine, is very insistent that yachts observe the requirement of identifying themselves by call sign at the beginning and the end of every transmission. Notification of impending announcements will be given on Channel 16, following which the announcement will be made on Channel 70 (156.525 MHz - Simplex)

Cruise officers will try to limit announcements of general interest to 0800, 1230 and 1700.

Yachts may be patched to the mainland telephone service by calling Camden Marine Operator on Channel 26 or Channel 84. Camden, Maine (Coastal Communications, Inc.) has advised that it expects to have Southwest Harbor Marine Operator, on Channel 28, back in operation in 1982. Due to the location of the Camden Marine transmitting antenna, at the top of the Camden Hills, that station may be reachable even when a closer station cannot be raised. Cruise participants who may wish to use these telephone facilities

should write to Coastal Communications, Inc., P. O. Box 508, Camden, Maine 04843, furnishing the name of the vessel, its call sign and the billing address. This will avoid the use of credit card information on the air. Coastal Communications have also indicated that, if they are furnished crew lists, incoming emergency calls may be facilitated.

Emergency Radio Assistance - Yachts requiring assistance beyond what can be provided by other yachts may contact the Outward Bound School, Hurricane Island, on Channel 16, or, if they are in a position to do so, one of the Hurricane Island motor vessels directly. The United States Coast Guard Group Southwest Harbor may also be reached on Channel 16 (in the Roque Island area, call USCG Jonesport). Any vessel requesting assistance from the Coast Guard can expect to be boarded and inspected.

The Communications Committee may be able to assist cruise participants who have urgent communications requirements when other facilities are not available.

The Communications Committee: E. H. Kendrick, COGNAC; R. J. Kerry, WARBONNET; J. C. Kiley, SNOW STAR.

Advisers or Guides - Your committee will welcome requests for suggestions for ports between rendezvous and urges those interested to contact members of the committee or CCA members familiar with local waters, particularly members of the Gulf of Maine Post. In addition, we will have a CCA boat in selected harbors which will be identified by a CCA burgee at the starboard spreader or, on

request, by radio. In the last section of this brochure, which will be delivered to you at Southwest Harbor Cruise Information Desk, you will see suggestions for routes between rendezvous. For more detail, consult The Guide.

Shore Travel - See enclosure prepared by Raymond & Whitcomb, 31 School Street, Boston, Mass. 02108, telephone 617/227-3000, under aegis of Nick Winslow.

Medical Assistance - At each of the major rendezvous ALACRITY (George H. A. Clowes, Jr., M. D., CCA Fleet Surgeon,) will be present. He will be glad to assist any member of the crew from any vessel in the fleet who has a medical problem. In addition, as soon as available, a list of vessels with medical personnel aboard will be compiled for use by the skippers.

For your convenience the following list of hospitals has been compiled:

Maine Medical Center	22 Bramhall Portland	207-871-0111
Penobscot Bay Medical Center	Glen Cove Rockland/Rockport	" 594-9511
Eastern Maine Medical Center	489 State St. Bangor	" 947-3711
Blue Hill Memorial Hospital	Water St. Blue Hill	" 374-2836
Mount Desert Island Hospital	Wayman Lane Bar Harbor	" 288-5081
DownEast Community Hospital	Upper Court St. Machias	" 255-3356

If you should elect to go directly to a hospital, it is recommended that a call be made first by radio or shore phone to alert the hospital emergency department and to determine the best means

of taking the patient to the hospital: ambulance, helicopter, boat, taxi, etc.

No special medical precautions will be needed on this cruise in Maine. An ordinary first aid kit will suffice and should be available. CCA members will receive shortly by mail a list of drugs and supplies recommended for offshore racing and cruising which they may elect to have on board if desired.

Cruise Fine Arts Committee - The Cruise Fine Arts Committee will announce its plans at Southwest Harbor.

Hurricane Island - Outward Bound School: Dan Bickford (CCA) and Dick Preston (CCA), Trustees of Outward Bound, have arranged to take 75 people ashore on Hurricane Island for a tour and lunch on July 13 or 14. The tour will be on a first come, first served basis and the details will be available at the Southwest Harbor Information Desk.

The Saint John River Cruise - Those planning to continue to the Saint John River with the Boston Station Cruise should register at the Southwest Harbor Cruise Information Desk. See sheet herewith.

Southwest Harbor Cruise Information Desk - If arriving by water, look for the Committee boat identified by a large CCA burgee in starboard rigging and range alongside for anchoring and mooring suggestions. Thereafter go ashore to the Hinckley Boat Yard Wharf to register and obtain further information at the Cruise Information Desk. If arriving by land, check the Cruise Information Desk.

At the Cruise Information Desk, skippers will be asked to verify:

1. Name of yacht, LOA, hull color, rig and sail number.
2. VHF call sign and to advise which of the ship to ship VHF channels (68, 70, 72) they have.
3. Final correct crew list.
4. Parties you plan to attend and number of crew attending each.

The Cruise Information Desk will provide each skipper with an envelope containing brochures, meal tickets, name badges and information. Please check your tickets now. Kindly put your badge on and, for the general peace of mind of all, wear it on all occasions when identification might be appropriate and urge your crew to do likewise. The Cruise Information Desk will make every effort to provide intelligence concerning services, sailing directions and fleet procedures. We are delighted you are here!

Saturday, July 10 - Southwest Harbor

Executive Officer - Robert M. Ayer aboard PREMISE

Sunrise	0500
Sunset	1906
Tides	
High	0155
	1429
Low	0816
	2029

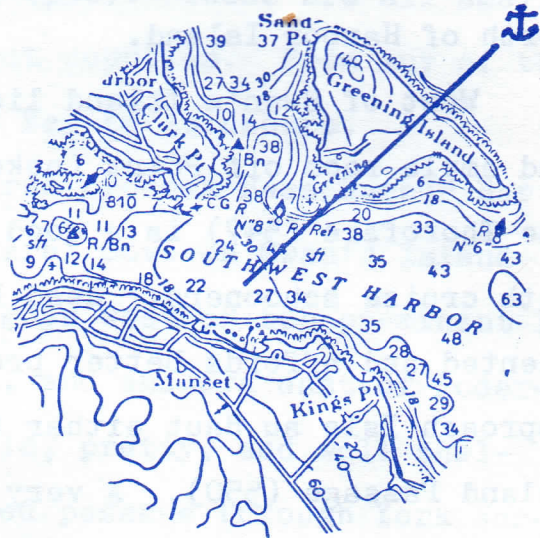


Chart #13318

The Guide P. 569

WHITE MEAL TICKET - NAME BADGE

Commodore Ill will host a Club Tie cocktail party and dinner at the Moorings Restaurant at the head of the Hinckley Yard Wharf. Admission to dinner will be by white ticket. Cocktails will begin at 1800 and dinner will be served at 1900. Launch service will be provided and we encourage you to use it to avoid undue dinghy confusion.

Suggested routes - Southwest Harbor to Islesboro.

Bound from Southwest Harbor toward Islesboro, the skipper has a choice of several interesting routes.

1. OUTSIDE An easy and pleasant sail in clear weather, this route gets one well to windward in the usual southerly. Beat down the Western Way, east of Gott's, Black, and Swan's Islands.

Frenchboro (561*) makes a pleasant stop, but the harbor is small and may be rocky. Burnt Coat Harbor (560) on Swan's Island can be reached through a narrow buoyed channel, much easier when one is there than it looks on the chart. There is plenty of room to anchor here, but the holding ground off the wharves is poor. Anchor north of Harbor Island.

West of Swan's Island lies Isle au Haut with good protection and ample room off Point Lookout behind Flake Island (544-551). The Thorofare (547) is a good anchorage but likely to be crowded with cruise schooners. Head Harbor (545) is wild and unfrequented and affords better protection than the chart suggests. Approach Isle au Haut either through Merchants Row or through Pell Island Passage (550). A very large cairn has been built on the wooded summit of Isle au Haut from which one can see from the Camden Hills to Mt. Desert -- if the cairn has grown as fast as the trees.

In the fog, the passage across East Penobscot Bay to Vinalhaven is difficult for strangers as the tide runs hard, there are no bells or whistles, and the southern and eastern shores of Vinalhaven are spattered with half-tide rocks, ledges, and small islands, all exposed to offshore swells. Carvers Harbor (533) is an interesting modern Maine fishing town with grocery stores, fuel, a small boatyard and a ferry to Rockland, but the bottom is

*Numbers in parentheses refer to page numbers in the 1979 edition of A Cruising Guide to the New England Coast (The Guide), which offers more complete directions and descriptions than can be given here.

mushy mud interlaced with kelp. Lie alongside the town wharf, and for the night move to Hurricane Island (531) where the Outward Bound School maintains several moorings, Cedar Island (531), The Basin (530), Long Cove, or Crockett's Cove (530). These are all small, well protected, beautiful, and without supplies. From any of these anchorages, it is an easy run up the Bay to Islesboro.

2. THE MIDDLE ROUTE: This course crosses Bass Harbor Bar (566) and Blue Hill Bay (562). Mackerel Cove on Swan's Island (558) is large but very snug if one goes west of the prominent ledge, halfway between it and Roderick Head, and anchors east of Roderick Head. Buckle Harbor (559) is wild, pretty, and well sheltered. One can follow the well-marked passage through York Narrows (560) and across Jericho Bay even in the fog, but beware of the north-south set of the tide between Long Ledge and Mark Island. Otherwise the tide sets more or less along the course. There are many delightful coves and corners in Southeast Harbor (557). Webb Cove (554) behind Grog Island is large and on an ordinary summer night is a delightful anchorage. It gets uncomfortable in a heavy southerly and the inner cove, while perfectly protected, will accommodate only one or two visitors. Stonington (553) has grocery stores, fuel and marine supplies, and at Moose Island, about two miles west, a large and well-equipped boatyard; but the anchorage at Stonington is choppy in a southerly and tide-ridden. The islands of Merchants Row afford several small and attractive shelters.

Crossing East Penobscot Bay from Mark Island to Channel Rock bell in the fog is usually not difficult, for one is likely to find a scale-up under Calderwood's Neck -- not guaranteed. Carver Cove (528) affords a roomy, convenient, and quiet anchorage. Winter Harbor and Seal Bay (536-7) are large but are broken up into many little eel ruts, all wild and tricky enough to be uncrowded. North Haven (526) has a ferry to Rockland, a grocery store, and a small boatyard. Fuel is available and a mooring is a possibility. Although the anchorage is well protected, traffic through and across the Thorofare makes it a restless berth. After shopping, cross to Seal Cove (528) where there is ample room, good protection, and a modicum of peace and quiet. Perry Creek (528) is small and crowded.

If time serves, run up the northwest shore of North Haven to Pulpit Harbor (524), perfectly protected and one of Maine's loveliest. Anchor where you can see the sun set behind Pulpit Rock and the Camden Hills. From here or from North Haven, it is an easy run to Islesboro.

3. THE INSIDE PASSAGE: This route crosses Bass Harbor Bar and Blue Hill Bay (566, 562). At the bell north of Swan's Island it turns west through Casco Passage (560) and then northwesterly to Devil's Head and Eggemoggin Reach. The anchorages in the Reach are all small and likely to be crowded except for the Benjamin River (556) where the fleet will rendezvous on July 21; but one can anchor on an ordinary summer night almost anywhere under

the weather shore. The Reach is likely to be clear when it is thick outside. Bucks Harbor (521) at the west end of the Reach affords perfect shelter, a grocery store with a well-furnished wine locker, and a fuel wharf. Although it is a favorite with cruise schooners, there is usually swinging room in the eastern part of the harbor. Orcutt's Harbor and Seal Cove (519-21) are well protected, peaceful, and afford room for several yachts.

Those with historical interests might like to visit Castine (515) but should plan to anchor for the night across the Bagaduce River behind Hospital Island or in Smith Cove (518). If time serves, consider lovely anchorages north of Butter Island (524), at Barred Islands (523) or in Northwest Harbor on Deer Isle (554). Pulpit Harbor (524) on North Haven Island would make a delightful end to a long day, whence it would be an easy sail to Islesboro.

Camden (506), while west of Islesboro, is an excellent place at which to stock up on supplies and fuel; and buses from Boston stop here, close to the wharves. Wayfarer Marine is a large boatyard with a railway, and an excellent sailmaker is nearby.

Monday, July 12 - Islesboro

Executive Officer: Richard A. (Tony) Dow

Sunrise 0504

Sunset 1908

Tides

High 0336

1606

Low 0953

2214

Chart #13309, 13305

The Guide, P. 511-12



RED MEAL TICKET - NAME BADGE

To honor the officers and members of the visiting clubs, a Club Tie dinner will be served at the Islesboro Inn in Gilkey Harbor. Cocktails (cash bar) at 1700, dinner to follow. Please wear name badges.

Tony Dow writes: "The Islesboro Inn is a large residential structure situated on the west shore of the Island in Gilkey Harbor opposite Spruce Island and approximately 300 yards north of the 'Thrumcap,' distinguished by three long yellow awnings. The inn has a small float. Please use available launch service.

"The Dark Harbor Boat Yard located in Cradle Cove on Seven Hundred Acre Island has gas and diesel fuel, ice, and is equipped

to do engine and boat repairs. Although there is a grocery and meat store on Islesboro, it is located two miles north.

"The ferry to the mainland runs from Grindle Point, a 25 minute trip."

Suggested routes from Islesboro to Roque Island:

From Islesboro to Roque Island it would be interesting to take a different course from that sailed coming west. Should the weather serve, a visit to the Matinicus group (538-44) might be interesting to ornithologists and those who like offshore islands, but the harbors are small, the tides run hard, and a stranger might easily become confused in the fog.

If planning to stop at Mt. Desert, avoid overcrowded Northeast Harbor (573) except as a source of supply or for sightseeing. Somes Sound is well protected and dramatic (573). Anchorage may be found off Mt. Desert Yacht Yard at the head of the Sound or in Somes Harbor (573) if it is not too crowded. From Little Cranberry Island (576) one gets an extraordinary view of the mountains. The sail up Frenchman's Bay to Bar Harbor (577) gives a prospect of sea and mountains unlike anything else on the east coast. Although Bar Harbor is deep and is inclined to be a bit rolly, there are several free moorings and the harbor is seldom crowded. It is an excellent place to stock up and has bus and plane connections. The Bar Harbor Yacht Club northwest of Bar Island near Hull's Cove is a good anchorage in decent weather.

Winter Harbor (582) is deep and a southerly swell may make in, but it has a hospitable yacht club and there are pleasant walks

ashore. Inner Winter Harbor (583) is well protected but crowded with fishermen.

East of Schoodic, Prospect Harbor (589) is your best bet as both Bunker Harbor (585), Birch Harbor (566) and Corea (589) are crowded, shoal, and difficult for strangers. If you cross Petit Manan Bar, which is now marked by a bell on the western side (591), consider Trafton's Island (594), well protected except in a heavy northerly and, except for one cottage, usually quiet and deserted. Cape Split (595) is good shelter under most conditions. Anchor in Otter Cove to be out of the tide and traffic. You can carry 5 feet inside the moorings, but if it comes on to blow hard, be suspicious of the holding ground. There is no longer a store at Cape Split. If your mast will let you under the bridge at Jonesport (clearance at high water is 39 feet), Moosabec Reach (597) is a pleasant sail and likely to be clear when it is thick outside. At Jonesport (597) groceries and fuel are available east of the bridge and there is a laundromat and shower at Sawyer's Cove (598) which can serve one boat at a time but did not open in '81.

If you have to go outside, you can find shelter in the Mudhole (604), good at half tide or better and bottle tight. Anchorage in the cove outside is perfectly good on an ordinary night. Wass Island is now a wildlife refuge owned by the Nature Conservancy and is well worth exploration. Up the Main Channel Way is Mistake Island Harbor southwest of Knight Island and Mistake Island (604), very little used by yachts but with a pleasant offshore atmosphere. The weir mentioned in The Guide is gone. The Cowyard (603) is a picturesque anchorage and will almost certainly be popular with the fleet.

Instead of rounding Black Head, if the weather is clear, consider sailing through Eastern Bay. The scenery is striking, the water smooth, and the breeze usually fresh. Most of the fish weirs are gone and the navigation is intricate; but the charts are accurate and many prefer this course to slamming around off shore in light airs. The course through Eastern Bay may be an opportunity to see a large herd of seals of varied ages and colors close up. They will generally be found on the rock marked by the Day Beacon 2000 feet NW of Little Hardwood Island.

There are several harbors in the vicinity of Roque Island preferable to anchorage off the beach if the night promises to be at all rough. Shorey Cove north of Roque Island is good. The owners of Roque Island have requested that, if we use Shorey Cove, we anchor on the East side of the cove away from their dock and houses.

Saturday, July 17 Roque Island

Executive Officer: Alan C. Bemis aboard CIRRUS

Sunrise 0503
 Sunset 1900
 Tides
 High 0756
 2018
 Low 0148
 1404

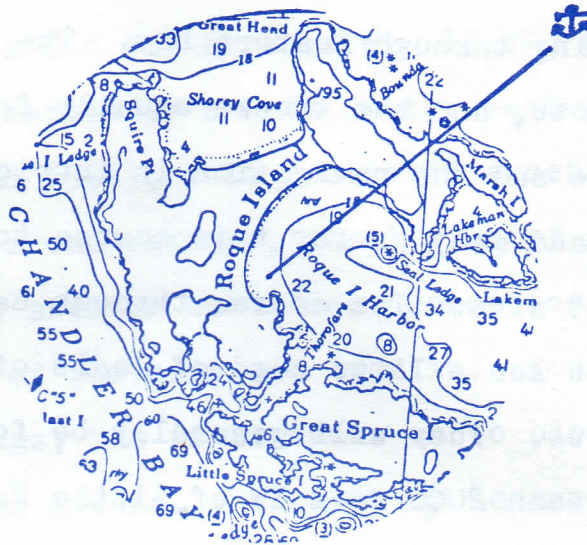


Chart #13326

The Guide, F. 605

YELLOW MEAL TICKET - NAME BADGE

At High Noon, - rain, fog, or sunshine, the Boston Station will stir with a salty oar múltiple tubs of RUM PUNCH GRISWOLD for all hands on the Great Beach. You'll be steered to the right spot by the fragrant steam from a huge DOWNEAST CLAMBAKE, - lobsters, clams, corn, potatoes, beer and lesser foods for the faint-hearted, if there should be any such. All this will be put together and served up by Louise and Rocky Rockwell and their fishermen friends, who know more about lobsters and clams than all the rest of us put together. It's a short row to the beach.

For all this bounty, beauty, beach, and bundle of fun, we are forever in debt to the Gardner and Monks families, owners of the island, and to their resident farmer, Ken Rich. We hope that some of the owners' families and friends will join us for this joyful event. Joseph Peabody, an ancestor, acquired Roque

Island in 1814, and ever since, the family has enjoyed its natural beauty and, much of the time, its solitude.

There will be no solitude on the Great Beach July 17, 1982, and all of us must realize that 500 people can do irreparable damage to such a fragile environment. The whole island is a natural treasure, but we must confine our activities to the Beach and leave no litter anywhere. NO SMOKING except on the Beach close to the water. There are miles of lovely woods roads and paths, but for this occasion we have been asked to limit their use. We suggest that only those who have never before cruised the coast of Maine walk over the island beyond the beach, and we hope that those who do will ask permission first from a member of the Cruise Committee.

It is important for everyone to read carefully the six pages on Roque Island in The Guide (begins P. 605). There will be so many boats overnight on July 16 and 17 that rafting will help enormously. In Bunker and Patten Coves, the first boat in should moor as far in as possible with a stern line ashore and a bow anchor off. Others can then raft on the first. In Lakeman's, shoal draft boats should go as far up harbor as possible to leave room for the deep drafters. Willard Carver said, "You can go as far up harbor as you've a mind to with no fret. The bottom is just soft porridge mud and you'll never feel it." (Your anchor won't feel it much either in a breeze of wind.) Shorey Cove on the north side of the island should only be used in an emergency. The owners' houses, barns and docks and moorings are all on the west side of the Cove. If any visitors do anchor there, please anchor on the east side.

25 Wednesday, July 21

BENJAMIN RIVER

Executive Officer: Austin Goodyear aboard MERMAID

Sunrise 0510
Sunset 1900
Tides
High 1159
2415 (sic)
Low 0546
1759

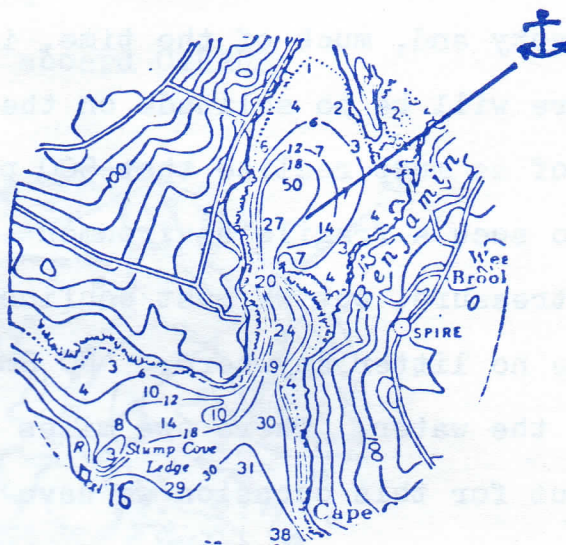


Chart #13316

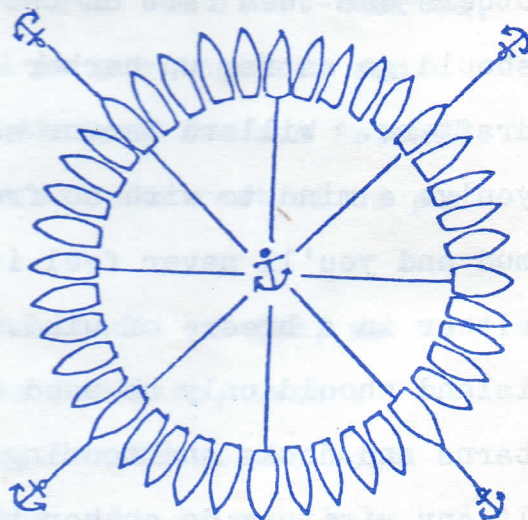
The Guide P. 556

NAME BADGE

The CCA Gulf of Maine Post will sponsor the Sunflower raft in the Benjamin River on July 21.

Austin Goodyear writes: "The Benjamin River is on the northerly shore of Eggemoggin Reach about 4-1/2 miles from either end. There have been CCA Sunflowers there at least twice in the past (1969 and 1979) - the earlier one being the larger with 62 vessels. For those inexperienced with Sunflowers, see diagram. This Sunflower may be the largest ever attempted.

"It is important to arrive no later than 1600 as it takes some time to position eight or ten large key yachts and then for the rest to maneuver into the circle. We should try to close the circle between 1700 and 1730 hours to allow sufficient time for the Cockpits Parade. The Cockpits Parade consists of walking from cockpit to cockpit having re-



*Sunflora Schematica
Beniamini*

freshments along the way with sufficient discretion to be able to circumnavigate the Sunflower without mishap. With 100 boats, that will be a 1000 foot circumference and probably 100 invitations to have one for the road."

The entrance to the Benjamin River is marked by Eggemoggin Reach channel nuns #14 and #16. The easterly shore of the Benjamin River, commencing with Cape Carter, has fewer perils than the westerly shore, but it is best to be in about the middle between the easterly and westerly shores when the westerly shore is abeam.

Austin Goodyear will mark the channel in from that point with red and black lobster pots (there are usually few other lobster pots in the river at that time of year). A bar, which is covered from half tide up, extends from the easterly shore and shows on the chart. Almost at the end of the bar is a rock which covers at about $3/4$ tide, and there will be a privately maintained beacon marking it. It should be given a 40 foot berth, as it is not at the very end of the bar. Once past that peril, you will meet few others. The harbor shoals (mud) towards the Goodyear dock and house which are on the easterly shore inside the bar. Goodyear's ketch, MERMAID, will be at her mooring and will be one of the key boats in the raft.

Goodyear will have a pick-up truck to receive trash at his dock on the day of the Sunflower and the morning after.

Supplies are not readily available in the Benjamin River.

Dave's Grocery is about a mile walk from the town dock on the westerly side of the Harbor. It does not carry ice. At Center Harbor, Brooklin, 2-1/2 miles down the Reach southeast of the River, there are two good stores - The Center Harbor Market and the Brooklin General Store, the latter carrying some provisions unusually fancy for Maine. Both stores carry ice. Center Harbor is small and crowded and no place to be in a strong north-wester.

In a thick fog the Benjamin River is not an easy place to enter. The best advice is to find either of the nuns mentioned above and lay a course in, proceeding cautiously with depth sounder.

The Benjamin River is a very good anchorage in all winds and the holding ground excellent. Even a 30 knot southerly results in only a somewhat bouncy chop. A Sunflower Raft is a pretty secure structure, as it geometrically suggests, but "locking it up" in winds in excess of 18 knots could become a troublesome affair. If conditions argue against the Raft, there is room for conventional anchoring. The code flag X will be flown from the starboard spreader of Goodyear's MERMAID to signal this change in plans.

It will be necessary for every fifth boat to have a 160 foot stern line to reach the mooring in the center of the flower and every eighth or tenth boat to have a bow anchor set to preserve the Sunflower's integrity and a serene night.

Friday, July 23 BASS HARBOR OR SOMES SOUND

Executive Officer: Robert L. Hinckley

Sunrise 0510

Sunset 1856

Tides

High 0100

1336

Low 0719

1936

Chart #13316

The Guide, P. 565



BLUE MEAL TICKET - NAME BADGE

The Sexdecennial Celebration Dinner, the final formal event of the cruise, will be a Club Tie pig roast held in or about The Dock Restaurant at Bass Harbor Marine. Cocktails 1800 (cash bar) will be followed by the pig roast at approximately 1900. A local string band will be on hand.

Bass Harbor Marine is located just west around the corner from Bass Harbor Bar. A large CCA burgee will be in evidence. Assuming calm conditions there are ten moorings that could hold three boats each and two floats that could hold an additional ten boats. Inside the harbor about a half mile distant there are six additional moorings and dock space for another eight boats. The harbor is open to the southern quadrant and any wind from there in excess of 8 knots begins to limit the number that can be handled safely. If the wind should blow southerly, the fleet can anchor in Southwest Harbor and be bused to Bass

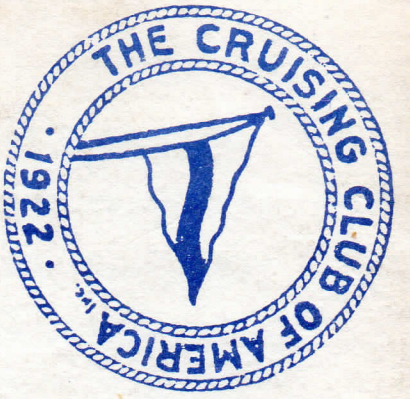
Harbor from Bob Hinckley's float. For those who wish to come by car, there is ample parking; but be sure you have registered ahead. Bass Harbor Marine monitors Ch. 9 and 16 VHF from 0800 to 1700. Launch service for the life of the party will be provided.

Saturday, July 24 SOUTHWEST HARBOR

Commodore Ill and your Cruise Committee trust all have happily survived and that visitors have become sufficiently addicted to join the Boston Station on its cruise to the Saint John River. See schedule and contact The Venerable Past Rear Commodore Samuel L. Batchelder in SERENE. To those who must voyage homeward, we wish fair breeze and tide, and we look forward to our next rendezvous. To those joining us for the Saint John River trip, a hearty welcome. Please refer to separate Cruise Information sheet.



the light can anchor in Southwest Harbor and be used to Bass



Saxdecennial Cruise In Company
with
Clyde Cruising Club
Irish Cruising Club
Royal Cork Yacht Club
Royal Cruising Club



Rooe Island