

THE WATERLINE

KOLLEGEWIDGWOK YACHT CLUB Blue Hill, Maine

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July 2008

COMMODORE'S CORNER

“First Solo”

Over the coming weeks quite a few Blue Hill kids will experience their first solo at the tiller of a sailboat. Admittedly this may not seem like as big a feat in an Optimist as it seemed to our generation when the floorboards under our feet were those of a much larger and ungainly Brutal Beast! (Truth in boat labeling was more common back then.) Nevertheless it got me thinking about a story my father, now 94, tells about my mother's first solo about 84 or 85 years ago.

Jean Coggan, as she was then, lived on Peter's Point in what became the John Peter's Inn. In those days there was no yacht club in the harbor and the Parker Point Association had one of the few docks. On her side of the inner harbor, the access in and out of one's sailboat was off a ladder attached to the granite wharf where the Clements now have their dock.

My grandfather, Linus, a Boston lawyer, owned a succession of increasingly larger sailing yachts, and along with a number of his Blue Hill contemporaries was a member of the Cruising Club of America. There was no question in his mind that his children would learn to sail at an early age.

Out off Sand Island one day after an appropriate number of teaching sessions in the Brutal Beast, my grandfather said to my mother, "Jean, steer for the wharf ladder." Her landing must have given him confidence, because when the boat lost headway he stepped out of the cockpit onto the ladder. With his other foot he pushed the boat off and out onto the other tack. He climbed the ladder up onto the wharf and headed up the hill for the house, never looking back.

She survived her first solo. When she turned 18 he gave her an Atlantic named *Madcap*, acquired from the Portland fleet. She joined a group of exceptional women Atlantic skippers of her day, Alida Camp, Lucy Rumbough, Martha Nicholas, Delight Weston, Eleanor Morse and others. They won state and national championships for KYC.

Today the Optimist is more child-sized; most Optie students sail alone; the instructors in the whaler are only a few yards away. But still, the first time managing a sailboat alone is a big step. Among the kids who take that step this summer I'm confident most will find a lifetime of enjoyment in sailing, and some will be our future champions. *HPB Jr*

M.E.R.I. MAKOS

Starting with this issue “The Waterline” introduces a new feature: Notes and comments from M.E.R.I. having relevance to the yachting world. The next issue will have information on environmentally friendly cleaners. TWL

Between April and October, you may have noticed a group of people dangling equipment from the KYC dock. In fact, they are MERI researchers collecting samples for water quality analysis and red tide organisms. The DataSonde is our principal monitoring

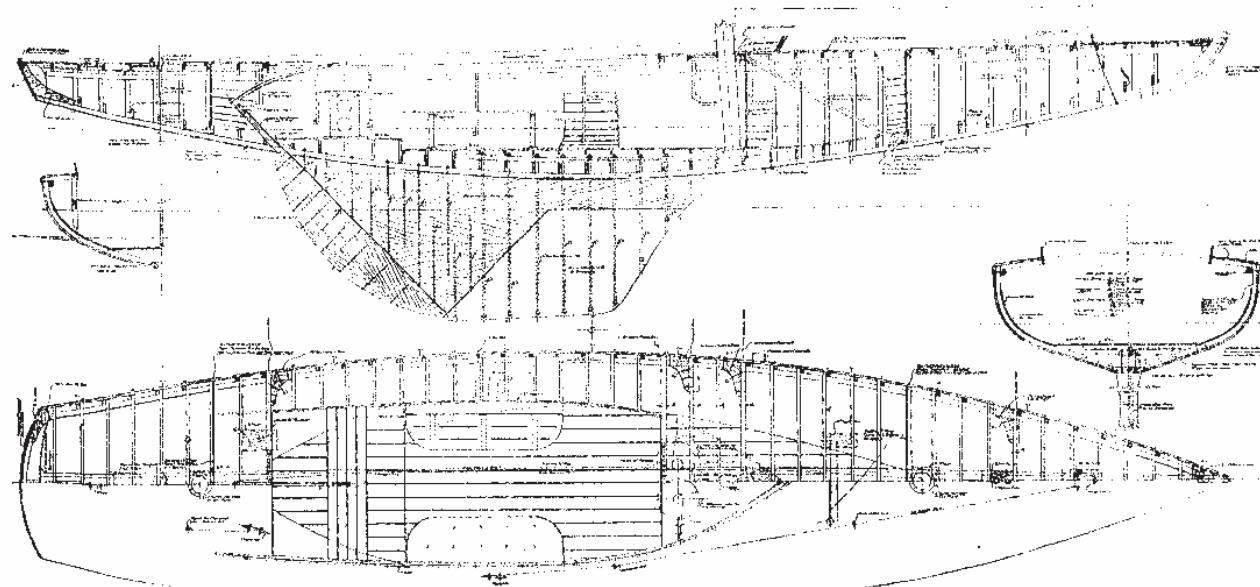


“Red tide at night...” Phytoplankton sampling at KYC to check for *Alexandrium spp*

device – a sophisticated instrument which records key quality parameters - temperature, depth, salinity, pH, dissolved oxygen, turbidity, conductivity and chlorophyll.

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THE ATLANTIC EDITION



Inboard profile, deck plan and midship section of the Atlantic Coast one-design boat.

The Atlantic Coast One-Design Class

A NEW one-design class which gives every indication of becoming decidedly popular is the new Atlantic Coast One-Design Class, one of which has already been built and tried out on Long Island Sound. The design is from the board of Burgess & Morgan, Ltd., the principal dimensions being as follows: l.o.a. 30'; l.w.l. 21'6"; beam, 6'6"; draft, 4'9"; sail area, 378 sq. ft.

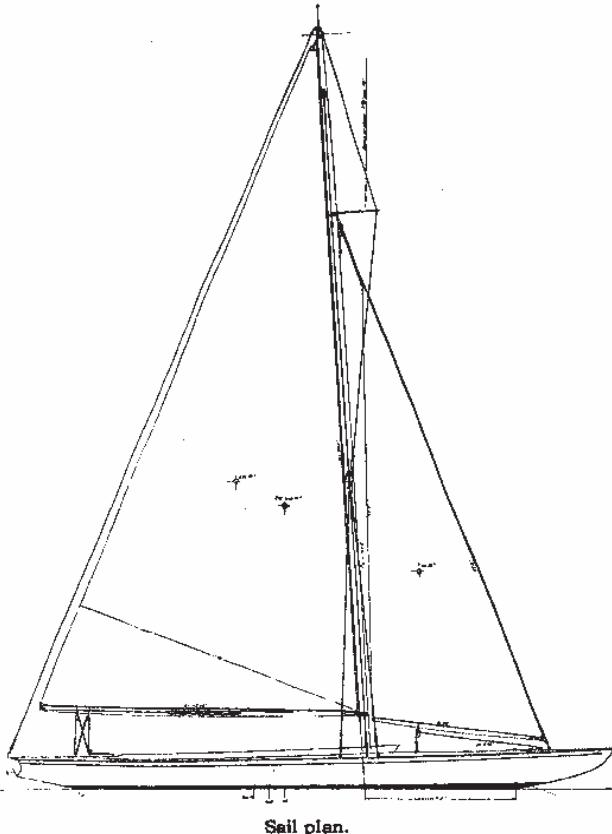
The idea of the designers was to establish, at moderate cost, a class of modern one-design racing craft in as many sailing centers as possible. That the boats have struck the popular fancy is shown by the fact that some 35 boats have already been ordered, to be built abroad, principally by members of the Cedarhurst, Pequot, and Greenwich Beach Yacht Clubs, with a number of other clubs about ready to join the movement.

The plans show a half-decked boat of low freeboard, moderate beam and draft, and small sail area. The overhangs are short and water line long, while the sections indicate a boat of rather light displacement. The keel is short, making for quick and sure maneuvering. Those who

have handled the little craft say that she is a pleasure to sail under all conditions, and that she has a fine turn of speed in a breeze of wind.

The mast will be a built-up, hollow stick, rigging is of airplane steel wire, while bronze winches are fitted for main sheet and halliards. The permanent backstay obviates the necessity for runners. The whole boat will be built and equipped in the best manner, the hull being built with oak frames and cedar planking, finished bright, and mahogany trim.

Those who take pleasure in sailing a craft which is light and delicate on the helm, and lively to handle, should appreciate this craft, which was designed with the idea of getting away from the heavy displacement boats now being developed under both the Universal and International rules of measurement. With fleets of these boats scattered along the coast, intersectional racing should flourish, as well as races against Triangles, Sound Interclubs and Class S' boats, the latter three classes being close to the Atlantic Coast boats in both size and speed.



Sail plan.

A HISTORY OF THE ATLANTIC CLASS

The birth of the Atlantic occurred in the summer of 1928. W. Starling Burgess, who would later design *Ranger* and two other J Boats that defended the America's Cup, sailed from yacht club to yacht club on Long Island Sound in a 30-foot prototype he called the Atlantic Coast One Design. Burgess' creation was intended to promote a class of fast boats that were identical for racing and could be day sailed as well. Eighty orders for the boat were taken that first summer, and the wooden hulls were built in production-line style at the German shipbuilding firm of Abeking and Rasmussen.

In March, 1929, the new owners gathered excitedly at New York's Harvard Club to formalize a class association. They voted to change the name of the boat from "Atlantic Coast One Design" to, simply, "Atlantic". Pequot YC in Southport, CT, whose members had purchased the first 20 Atlantics, offered to hold the first national championship that summer, and there was even a report that Cuba was planning to order four boats and hold a midwinter championship the next year. The class was off!

The new boats, shipped to the states on the decks of freighters, had been very well built, and the first summer of racing was a success. Remarked Everett B. Morris, the noted columnist of the New York Herald Tribune, "Theoretically, the Atlantics are planked with mahogany on oak ribs, but the more active these boats become, the stronger grows the belief that they are constructed of rubber." Twenty more boats were ordered that fall, and the class's first generation was built to its goal of 100 boats by the summer of 1930.

Atlantic racing flourished during the thirties and forties with the participation of such distinguished sailors

as Bob Bavier, Clifford Mallory, Bus and Bob Mosbacher, Corny Shields, George Hinman, Briggs Cunningham and the Dellenbaugh and Perry families. But by the early fifties, the boats were beginning to show their age. Fifteen of the original hundred had been lost in storms, and many of the rest required a good deal of bailing while racing. Something had to be done.

At the 25th annual Atlantic meeting in the fall of 1953, 12-Meter skipper Cunningham offered to put up \$5,000 to help the class build a mold and a demonstration fiberglass boat. The Cape Cod Shipbuilding Company used *Rumour*, No. 27, to make a plug and attached the original keel, rudder, spars and hardware to a new fiberglass hull. Author John Hersey bought the revamped *Rumour* and raced her during the 1954 season to see how she compared with the wooden boats. The class wanted to be sure that the older boats would remain competitive. Hersey later wrote, "With her hull so close to the original design, the glass boat sails well in all weather...she takes chop in a seaway particularly well, without pounding, seeming to put a shoulder in and push through." The second generation of Atlantics was born, and the class became one of the first to convert to glass.

During all this time, no new Atlantics were built. The rumor mill had it that the design plans were destroyed when Abeking and Rasmussen was bombed during World War II.

It wasn't until 1962 that a boat with a sail number greater than 100 finally appeared. No. 101 was the first of a third generation of Atlantics that came out of a new mold that included the keel. Forty-nine new boats have been built in the years since then, and the class has adopted a number of modifications to keep the boat modern

and competitive. A new spinnaker design, with higher shoulders and greater area, appeared in 1965; aluminum spars were permitted in 1969; the jib became a deck-sweeper in 1973; in 1984 adjustable backstays were allowed. Each change has been made with careful attention to the strict one-design principles that have characterized the class since its inception.

The Atlantic Class Championship Series, held each year since 1929 and consisting of six races in three days, brings from 20 to 30 boats together. This Series determines not only the individual winner, but, in recent years, the outcome of the strong Cedar Point YC (Westport, CT) - Niantic Bay YC (Niantic, CT) rivalry. These two clubs which have the most competitive fleets of Atlantics anywhere battle every year for the title.

The Championship series is a reunion, with many members of the class having originally met that way several decades earlier and renewed their acquaintances every year since. One of the joys of the Atlantic is that older sailors can race competitively. In fact, their experience usually makes them most formidable competitors. 2008 will be no exception as 15 time National Champion Norm Peck Jr of Niantic, age 79, and 10 time Champion George Reichhelm of Cedar Point, age 72?, and 3 time Champion John Foster of Cedar Point, age 81, are making plans to transport their boats to Maine. This will be just the second time in its 80 history that the Nationals will be held out of Long Island Sound and the first time ever in Maine.

Over the 80 years a jewelry store of sterling silver trophies have been awarded for various outstanding accomplishments including the right to be called 'National Champion'.

Norman Peck Jr

The Atlantic fleet made its debut in Blue Hill Bay in 1933, when Fred Camp and his half-brother Ridgely Bullock purchased A-71 and A-72 and brought them in as deck cargo on the yacht *Guinevere*. The boats' appeal was immediate and by the late Thirties as many as eleven Atlantics were racing. The hotly competitive, strong willed skippers and their spirited protests that often followed each race became Club legend. Unfortunately, local demographics could not always support such a large class and the Club Atlantic fleet went through a number of partial eclipses after World War II.

The Kollegewidgwok fleet was slow to change when the Association permitted glass hulls. It wasn't until 1958 when A-58, a fresh convert to glass, sailed to Blue Hill from Saugatuck, CT, whence she was converted. Save for a 9 hour grounding in Watch Hill, the trip was uneventful, but



Relish, looking tasty for the 2008 season

Lucero's crew had an exciting moment after she rounded Pemaquid Point in a fresh breeze. She "surfed" down the steep seas and attained speeds that neither skipper nor crew had experienced in an Atlantic. It took thirteen sailing days to make the passage but the skipper chose his weather carefully and she sailed up Blue Hill Bay August 1st, 31 days after departing Saugatuck.¹ August 1958 may have been a windier month than usual and because she could be pressed harder than her wooden counterpart, *Lucero* won the August Series handily. Yet despite her performance, about four years elapsed before the fleet got its second glass

¹ For an account of the passage, read "*Lucero's Log*" on the Club website "www.kollegewidgwokyc.org"

Atlantic: a *Madcap* converted. As it became apparent that the wooden fleet could not compete effectively against the glass boats, more skippers converted their Atlantics. In 1962, when the Atlantic Class Association approved an expansion of the fleet beyond the original one hundred, the Holbrooks ordered the first of the third generation: A-101, *Sparhawk*.

Many of the original Blue Hill Atlantic skippers are gone, having been replaced by a cadre of young, aggressive, high tech skippers, a consequence



Lucero, Kollegewidgwok's first glass convert

of a 21st Century Atlantic Renaissance when the Class went high tech. There are presently 19 boats in the fleet, one of which is the first of a fourth generation of Atlantics: Steve White's cold molded conversion of the badly deteriorated A-6 *Carolina*, re-named *Silverfish*. *TWL*

MERI Rpt, continued from page 1

MERI now routinely monitors water quality at KYC and 39 other freshwater and marine sites in Blue Hill. When MERI initiated the *Blue Hill Bay Watershed Monitoring Project* in 2004 there was no information to go on, but supported by the local community, we are now finding answers to some pressing questions. Is the watershed in good shape? Are the beaches safe for swimming? Should we eat the local shellfish?

BACTERIA UPDATE: Researchers also bring back water samples to the MERI Center Marine Lab to test for the presence of bacteria. Bacteria sources are usually traceable to faulty septic systems and boats pumping their sewage overboard, however, the good news is that so far the waters around KYC continue to be bacteria-free and this season MERI has yet to detect any health-threatening *Enterococcus* bacte-



Silverfish, the first of the fourth generation

GENEROUS TO A FONT

An aeronautical engineer by training, Starling Burgess also collaborated with Buckminster Fuller in designing the three wheel automobile *Dymaxion* in 1933. A less known fact is he designed the Times New Roman typeface. *TWL*

Members Elected at the June 30th 2007 Council Meeting

Member

Angela Absher

Scott Milliken

Daniel & Kimberly Parrott

Proposer

Teke Wiggin

Roger Shepley

S. Craige Williamson

Seconders

Pamela Siewers

Fred Heilner

Gina Lewis

Lucy Benjamin

Teke Wiggin

Meredith Eley

SALTY NOTES FROM ALL OVER

OUR REQUEST FOR PUMP OUT BOAT NAMES has caused the creative juices in our members to flow and happily most of their ideas are fit to print in a family friendly yacht club newsletter. Libbie Cluett suggests *Cap'n Clean*; Jeannie Becton's idea is *Little Dipper*; Patrick Wilmerding and Dave Danielson think we should call it *Relief*. Terry Britton is pushing for *Pour la Mer(de)*. Terry's submission may not make it to the final cut but it deserves recognition because it is like a children's book in that it can be read at several levels. "Merde," as we all know, is also colloquial French for "good luck." Others, who refuse to be identified, have submitted these entries: *Sweetwater*, *Clearwater*, *Sweet Pea*, *Waste Not*, *Flushing Meadow*, *Splash*, *Convenient Truth*, *Royal Flush*, *Effluent* and *Number Three*. So do keep those cards and letters coming in, folks! You have until July 12th, the day of the christening, to submit.

OTHER SHORESIDE MATTERS: Next time you're down at the Club, take a look at some of the improvements, not the least of which is the flagpole. For the first time, perhaps since 1955, it was lowered to ground level for a complete makeover. It has been repainted and the old, unsightly lanterns bearing the Club colors that have not worked for a millennium have been removed and will be re-



Flagpole laid low for cosmetic improvements

placed by a set of lights that Manager Dave Danielson has fashioned that can be hoisted on their own halyards to the yards at night. The most welcome improvement is the new, state of the art, launching ramp. Made of grooved con-

OUR DEEP SEAS(ONED) PASSAGE MAKERS

DAN COIT, who departed the Club dock on June 4th for a passage to Bermuda and back, writes from the high seas, "We are 24 hours into the trip now, about 80 miles east of Cape Cod, and crossing the Georges Banks later this afternoon. The raw emotions of finally casting off from the dock in Blue Hill after 18 months of anticipation and preparation and the last few weeks of frenzied lists upon lists of last minute necessities has settled into the rhythm of life at sea. We pretty much all have our sea legs with help from scopolamine and relatively gentle weather. With 120/800 miles behind us there is a building sense of confidence that we may actually make it. After a very foggy calm sloppy start, with lots of motoring, we are now on a close reach in 10 knots of southwest breeze on course to Bermuda, with fair weather predicted for the next three days. One thing remains certain: change is a constant out here, so weather predictions are largely advisory. The fishing line just went over the side to see if we can find something fresh for dinner. More soon, but for now, back to navigation, and to maintaining and monitoring the innumerable ship's systems."

Days later comes the following missive: "We continue to barrel along to the south through the Sargasso sea towards our small mid-Atlantic target of Bermuda, with both sails filling to a gentle steady 12 kt westerly under cloudless skies on calm seas. The sun is hot, but under the influence of the Bermuda high, we don't expect any big change in the weather between now and our planned arrival in St Georges, probably sometime Friday night. If it is late, we will clear customs and bring the boat around to the RBYC on Saturday...

"The rhythm of our on board routines are now well established, as we come to the end of this semi-historic voyage. Night watches are

framed by wonderful sunsets and sunrises, with a bright half moon and a billion stars in between. The Starfinder tells us that the light we are seeing from the Big Dipper was actually emitted in the mid-1300's—amazing. It takes on a narrated tour of each evening's celestial highlights. In addition to many shooting stars, Peter and Blake have a confirmed UFO sighting, though they have provided no further detail about their close encounter. The ocean (at least the 12 mile diameter that we can see, is largely empty, with very few ship sightings.)

And then, on Friday the Thirteenth, comes the finale: "There is an absolute truth in sailing: If you utter the words or even think the thought that the weather will hold, it is guaranteed to change, and quickly. We finished the day yesterday with a really spectacular spinnaker run, then dinner of MRE's (Meals Ready to Eat), compliments of Peter. Just after the crew was bedded down for the 10-2 watch, the squall hit—short, intense, with thunder and lightning only yards away, and about 3 inches of rain in 15 minutes (very little wind). We motored through the night, and about 0500 this morning a building NE wind—15-20 knots, sprung up. It is now guiding us nicely downwind the last 30 miles; we hope to make landfall and maybe even clear customs by nightfall. A shower and a warm, dry stable bed all sound pretty good right now....It has been a spectacular sail. Now all we can hope for is that the prevailing southwesterlies fill in for the ride home."

SETH LEONARD has recently arrived in Fiji aboard his 38.5 ft sloop *Heretic*. *Heretic* left Maine at the end of October 2006, cruised down the U.S. east coast, through the Caribbean from the Bahamas to the Turks-and-Caicos, to Jamaica, and on to Panama. There has been 'tons' of fun. There have also been a few engine problems, and Seth has become very proficient at

Passage makers, continued from page 5

handling *Heretic* under sail even in very tight quarters. His father Dana sailed with Seth and Ellen Massey to the Galapagos in April '08. Seth and Ellen continued to the Marquesas, through French Polynesia and then to the Cook Islands. In Aitutaki, Cook Islands, Ellen departed to return to Yale. Liz Rountree, of KYC, flew out and accompanied Seth to New Zealand. Ellen flew down to New Zealand at every opportunity to share in the work and fun. She is now back aboard *Heretic* for the (northern) summer. *Heretic* departed New Zealand, arrived in Fiji, and will continue leisurely to Northern Australia. Once there, Seth plans to put *Heretic* 'on-the-hard' for six months while Ellen completes college. Seth and Ellen both plan to return



Heretic in Rangiroa lagoon

to *Heretic* and sail on across the Indian Ocean in April '09. Read about the whole adventure and check out the photos on the web at: www.hereticsailing.com

GREG CARROLL, whose excellent web site address is on on-clearound.org, has sailed *Alpheratz* to Tahiti, where he plans to leave her while he returns to Blue Hill for several weeks this summer. As with *Heretic*, *Alpheratz* has not been without its own mechanical problems. When they were in the Nuku Hiva the refrigeration system gave out when the bracket holding the compressor for the refrigeration to the engine broke. Greg continues the story on the web site:

"I knew that we needed to get the

bracket off the engine and on closer inspection that meant removing it from the mount itself. A quick call to Maine Yacht Services and consultation with Neil Collins explained to us how to set up a block and tackle to hold the engine in space as we removed the bracket from the mount. Well, a few loosened nuts later and we realized that we also needed to remove the engine mount from the bed as it had been placed before the engine (with bracket) was lowered onto it during the installation 18 months ago. We finally got this large many angled piece of steel off the engine and out of the engine compartment. It wasn't pretty, but we did it. We then headed ashore to look for a welding shop. Our welder was Chris from South Africa and he could do it this afternoon. Pretty euphoric over this luck, we headed across the island in our rented car to see the valley of Taipivai (Typee). We returned just about the time that Chris was starting the project. He did a very thorough welding job and around 5 PM he dropped it off at the boat. We then began a project which took until 10 PM to finish. In the next five hours we learned (yet again) that what comes apart does not necessarily go back together with the same ease. The first time we fit the bracket we discovered now that it was in one piece rather than two, it was much more difficult to line up. Once we did have it lined up Jonathan announced that one of the footing bolts was sandwiched inside the now one-piece bracket; evidence that the mount was installed before the engine..... and we weren't really looking forward to removing the engine! We wrestled with the bracket again, got it out and sawed about a quarter of an inch off the bolt, just allowing it to slide into position. This done, we again monkeyed the bracket back into the engine compartment, lined it up, attached the compressor and began to nut and bolt it all back into place. This is about a half hour job. The only thing left was to line up the recalcitrant bolt we had just shortened. Though we

had made some marks as to where the bolt holes were in the engine bed, all bets were off once we had to shorten the forward bolt and it became a blind alignment. We tried and tried for about another half hour; we tried until finally I just said out loud what we both knew. The mount had to be removed again and the bolt holes lined up precisely before reinstalling. Another 45 minutes of removing and replacing brackets, nuts, bolts, and hinges and we got everything into place, tightened down and finished. We then got the compressor belt and when we went to replace it, we saw clearly that the weld had not



Alpheratz beating toward Old Orchard Beach

been exact and that there was no way we could stretch the belt over this misaligned compressor. It was a very difficult moment. At 10:30 we had our dinner of Progresso "New England Clam Chowder" and baguette. Comfort food for sure. The next morning we woke up determined to find a longer belt. The night before we had tried some of our other belts but they were too long. We still had our rented car so we traipsed through the couple of stores that carry fan belts and found nothing that would do. Also eating away in the back of my mind was the fact that even if we got the belt on, the compressor was still misaligned and it might or might not last to Papeete. Another call to MYS, hoping that they would have a

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Salty Notes, continued from Page 4

crete slabs to facilitate traction, its timing is exquisite, given that it will get a lot of traffic during the Atlantic Nationals in August TWL



Club Manager Kris Garcia and Stephen Ashcroft at the new entryway to the KSEA dock facilities

Passage Makers, continued from Page 6

nice easy solution, JL and I were beat! There wasn't one. We could either drink warm Perrier, and canned cheese for the next 19 days, or go directly to Papeete in 6 days and skip Rangiroa or try to fix it ourselves which meant removing the bracket and drilling out the mounting holes to allow us to realign the compressor. We are not mechanics, but we both hate warm Perrier and love Scuba diving so we decided to attempt a fix. We spent much of the rest of that day planning our surgery, drawing diagrams of bolts and holes and angles. Brian told us that enlarging the holes is called Wazzeling. I had it figured out that we could just remove the compressor bracket and not the entire front end which had gotten quite tiresome. I won my first game of euchre against the master and went to bed while visions of wazzeling dance in my head. Day three: Of course coffee was primary but we were soon at work removing the engine covers and getting right back into our familiar and uncomfortable positions. We certainly were better at this than we'd been the day before. We removed the lower bracket from the compressor and immediately knew that this wasn't going to work. There just wasn't enough material

in this steel hinge, to start wazzeling away at it. Reluctantly, with a straight edge, got the belt though with great familiarity, we over the pulley and tightened every-launched back into the removal of the thing down. It was mid afternoon, three port forward engine mount and days later. Neither of us wanted to start bracket. In actuality I wasn't too dis-tressed about this because I knew that the engine and turn on the compressor. I went into the cockpit, with both pieces removed we could do the engine box and this would hopefully avoid repeated installations and nothing happened. until we remembered to try to get it right. We set up our vise charged both drill batteries, grabbed the 3 in 1 oil and set about removing to try to get it right. We set bered that three days prior we had shut up our breaker on the panel. That being wazzeling. Well, we wazzled and we wazzled. The steel was hard and A minute or two later we could feel thick. We went through one battery cold pumping into the freezer. We had after another and made very, very slow progress, but progress we made. We we swore that we could hear the elec-wazzled from about 9 AM until 1 PM trons slowing down as our Perriers when our batteries wore out and re-fused to be recharged until they had regained their proper temperature. Against amazing odds, Alpheratz was cooled down...I know the feeling! whole again. and the Mate and I were Off we went for a fine lunch at a local French/Marquesan restaurant. We were both exhausted, with muscle aches, skinned knuckles, blisters. and now metal filing splinters in hands and feet were over our heads, way over. We knew that there was really only a minor chance that this would work. The compressor had just fit before all this and to find that location again was going to be pretty difficult. We headed back to the boat, re-measured our plates, found that we really had only two more areas to wazzel to give us maximum adjustment. I only wanted to re install this one more time so we made the slots bigger than we thought we would need. Jonathan found some large washers and we began to reinstall the beast. Wrestling it in and under and sideways had become a little quicker. Finding that friggin' blind bolt hole had not! But Jonathan persevered and got the bracket bolted and the compressor hinged back on. I had the advantageous angle and my first glance was reassuring. We had over-wazzled and there was still room for adjustment to tighten the belt.



Skipper Greg Carroll, post compressor installation

**KOLLEGEWIDGWOK YACHT CLUB
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The Waterline, p7½

KSEA Section

Vol 15, No. 2

KSEA is excited to begin Summer 2008. A huge thank you to everyone who was involved in the facilities upgrade. We love the landing at the top of the KSEA docks and the new launching ramp.

We have a wonderful staff for Summer 2008. We welcome Geoff Sheehan as our Head Instructor. Geoff is from Ireland, and is a close friend of Rob Ohle, our Head instructor from Summer 2007. We welcome back Frances Chase, Caroline Coit, Amy Dalrymple, Danny Moran, Lizzie Peabody and Frank Rodgers. Grace Becton will join us in August.

Our junior instructors are Stephen Janick, Tom Peabody and Parker Simon. Joanna Lidner will be teaching rowing class. All of our staff have participated in a United States Sailing Association Certification Program or a European equivalent.

We are pursuing our goal of supporting sailors who respect the environment. We continue this work through implementation of appropriate programming. Our students have the opportunity to increase their boat handling skills and sailing expertise in both competitive and non-competitive situations. We will continue to col-

laborate with MERI to increase our students' awareness and appreciation for our local marine environment.

New this year: A class for adult sailors will be held on Tuesday evenings from 5 to 7 pm for 7 weeks, starting on July 1st. This class is available to everyone over the age of 18 (members and non members, experienced and brand new sailors) and costs \$25 per evening. If you are interested in signing up for the series, please sign up on the website. If you are interested in dropping in on a weekly basis, please call to let us know that you will be coming. *ABA*

GIMME SHELTER!

We're still looking for space the week of August 18th to house visiting Atlantic crew. Anyone with a spare room, house or mansion to let or loan please inform Marcia Fenn ([e-mail:mbf4@verizon.net](mailto:mbf4@verizon.net)) or call Jennifer Cecil (207) 359-2542
TWL