

NEWSLETTER

August 2004

Calendar of Events

- Sept 11 Leukemia Cup
- Sept 18 Single-Handed Race
- Oct 4 Monthly Board Meeting – 6:30pm
- Oct 16 First Hald of Annual Meeting
- Oct 23 Docks Out/Work Day 8:00 am



Come and join the KPYC Forum. Become an active part of the club without leaving the comfort of your home. Have a question for the Board of Directors? Ask away. Looking for some second hand gear or have some you need to find a home for? You can do it there. Need to keep up on Racing and Cruising information? Yep, it's there.

Registration is free and quite simple and you won't be Spam'd. Moreover, you can hide your identity and email address. The choice is yours and so is this forum. To get there go to KPYC.net and click on the New Forum link. Have questions, need assistance? No problem, simply contact the KPYC Forum Administrator, Mike Cherim, at 603 942-5595 in the evening or at 603 942-7999 during the work week. Or you may simply send an email to Mike at Publishing@GreenMethods.com.

Submissions to Newsletter:

Dunja Hein • 389 Lane Road
 Chester, NH 03036 • 603-483-5333
dhein@pccconnection.com

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Vice Commodore

Sue Reynolds 603-964-2168

Rear Commodore

Andy Keturakis 603-436-3275

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Sue Reynolds 603-964-2168

Ernie Arsenault 603-433-0972

Mike Cherim 603-942-5595

Thomas Tarbell 603-964-7810

Sheldon Haynie 603-770-6256

Andy Keturakis 603-436-3275

Jim Crowell 603-895-3895

Dave Bush 603-436-9721

Joe Wormhood 603-964-8419

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Sue Reynolds 603-964-2168

Jim Crowell 603-895-3895

Sailing School

John McCormack 603-661-3755

Social

Janet Sylvester 603 430 9294

Commodore's Message

Kittery Point Yacht Club as always is in the midst of change. We all should thank D. Frye for her efforts as Treasurer of the Club. She has worked earnestly and fervently. She's always been upbeat and positive, even when presented with challenges. We look forward to enjoying D's company at social functions. She's certainly earned her place as a valued member of the Club. THANK YOU D!

AND we certainly should welcome Doug Keith as our ambitious new Treasurer. The report that the Board of Directors' received on Monday, August 02nd was certainly impressive!

Sailing has always been a priority for the Club and Rear Commodore, Andy Keturakis has our racing activities well organized. In keeping with Andy's enthusiasm, everyone with a sailboat should try to participate in the Single Handed Race on Saturday, September 18th. As Andy says, "After all you don't even need to find a crew".

Mark your calendars! The 1st half of the Annual Meeting is set for Saturday, October 16th and docks out/workday is scheduled for the following Saturday, October 23rd.

As Commodore, it's my duty to remind all members that persons under the age of 18 are considered minors and they must be supervised at all times while on Club property. I know that I have kids myself who enjoy the Club and I understand that while we wish everyone to learn to enjoy boating and the Club, we also need to supervise our young and enthusiastic future members. We are obliged to do our best to keep the Club neat, orderly and an enjoyable place for members of all ages!

Hope for favoring summer winds and sun for the rest of the summer!

Keith

Kittery Point Yacht Club
 Box 373
 New Castle, NH 03854

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Hello to everyone at KPYC!

Adios is now in Baltimore 39 degrees 16 minutes North, 076 degrees 36 minutes West. We are at the Harbor View Marina downtown Baltimore. For those of you who know Ed and Karen Cogswell on Passages, Ed is the Marina manager at Harbor View. They kept their Island Packet 40 at the Wentworth for many years. Ed wants to say hello to everyone back in Portsmouth and asks that you stop in when passing thru Baltimore. We have been here 3 days catching up with Ed and Karen and several other liveboards here in Baltimore. We have also been killing a little time so that we can be up at the C & D Canal around June 7th to make the trip down the Delaware to Cape May. Since arriving in the Chesapeake we have been dealing with severe thunderstorms and the threat of tornados. When a thunderstorm comes thru down here it is something to behold. Yesterday we had torrential rains, thunder and lightning and winds to 48 kts. We are hoping for several days of stable weather to get to Cape May. We have visited many new spots and have really slowed down since entering the Chesapeake, visited some friends in St Micheals and seen a bit more of the Eastern Shore. I think it important to give you some details of our travels up the ICW negotiating the shoal areas that are creating problems for Northbound cruising vessels who transit the ICW from Florida to Norfolk. These shoal areas are mentioned on Skipper Bob's web sight and government publications. I'll give you our first hand information as we made our way North. ADIOS draws 5'-10 1/2" and all depths are given from the bottom of the keel.

ICW m/m 844 to 840 Ponce Inlet: High water at this area is one hour after the slack high water at the Inlet. 4/25/04 high water was @ 12:40 pm. We crossed this area @ 11:30 am, we were 2 hours before slack high water. We had 2 feet under the keel in this area. Tides here range 2 and 1/2 feet. Pass this shoal area at high water.

m/m 792.7 Mantanzas Inlet High water is 15 minutes before St Augustine Inlet. Shallowest water we saw crossing this area @ 1/2 tide was 8 feet under the keel. The tide range is 2 and 1/2 feet. Favor the red side side of channel.

m/m 683.8 Jekyell Island. Crossed this shoal area 2 hours after low. Carried 6 feet under the keel. Tide range 7. 5 feet. No problem.

m/m 655.3 Little Mud River, staged to arrive here at high water. From G "193" to R "190" we had 5 1/2 feet under the keel the tide range here is 7.8 feet * This shoal area should only be crossed at 3/4 to high tide.

m/m 512.7 Ashepoo River, lowest we saw was 10 feet under keel, but at G "177" give a wide berth as it shallowed to 5 feet.

m/m 437 Mc Cellenville. Watch out for this area as we were running it @ low tide and from m/m 437 to 445 our depth sounder read 6" to 0. Stay in Center of channel from G "61"-G "69" Also at G "37"- G "33" favor red side of ICW. Never hit bottom, but held our breath the whole way. (There was a moon tide that day).

m/m 321.5 Lockwood Follys, At R "48 follow the new channel marks (4). Crossed this shoal area 1 1/2 hours before high tide and carried 2 feet under the keel. DO NOT CUT R "48" TO CLOSE!

m/m 293.7 Carolina Beach Inlet, Crossed this shoal are at low tide, but were told by locals that the shallow area was really not there. Carried 2 feet under the keel.

m/m 280.3 Mason Inlet. By the time we reached this shoal area it was within 2 hours of high water. Carried 3 feet under the keel.

m/m 245.8 New River. At R "72A" we had 1.5 feet under the keel for a very short section then plenty of water. Favor red side of channel. Tide range 3.5 feet.

m/m 233.5 Sanders Creek. Before this area, from Onslow Bridge on, it was very shallow and we touched in the middle of ICW at G "63". At Sanders Creek we hit again at G "55" DO NOT GET TOO CLOSE TO THE GREEN. STAY ABOUT 2/3 OF THE WIDTH OF THE CHANNEL FAVORING GREEN SIDE SLIGHTLY.

That's the good and bad news. One can only guess what 6 months will do to these areas. If they do not dredge, these shoal areas will not be passable even at high water. Look forward to seeing you this Summer at KPYC.

Steve and Paula
S/V Adios

Racing Report

The KPYC race season is well underway with two races held and two to go.

The John Paul Jones race got off to a foggy start with Tom Tarbell helming Edmund Tarbell's Breakaway and winning the racing class even though Edmund was crewing in the Newport to Bermuda race at the time. Mat Jones in Fianna dominated cruising class with a first place finish. The crew of Uproar III sported very sharp matching crew uniforms, taking home the best-dressed award.

The Whaleback Regatta was blessed with beautiful weather, sunny skies and south-to-southwest winds around 12 knots. The around the Isle of Shoals format was well received by all. Courses were set: round Appledore either way for racing and cruising class and short leeward windward courses for the J-24's. The cruising class ended neck and neck with Greg Smith's J-44 Indigo edging out Dean Howell's Farr 50 Pilothouse Tenho by 40 seconds after almost 12 miles for line honors. Lorn Violette in Osprey and Tim Stone in Kuivato were able to make up their time on the bigger boats finishing first and second respectively.

The Leukemia cup is scheduled for Saturday September 11th with the Single Handed Race the following Saturday September 18th. I look forward to seeing you on the race course.

Andy Keturakis

Partial results, full results on www.kpyc.net

John Paul Jones Race: June 19

Race Class

1	Breakaway	Tom Tarbell
2	Ladyhawke	Sean Conner
3	Uproar III	Brian Harrington

Cruising Class

1	Fianna	Mat Jones
2	Lioness	Sheldon Haynie
3	Merrywing	Keith Bridge

Whaleback Regatta: July 17


1	Breakaway	Edmund Tarbell
2	Veladare	John Myles
3	Uproar III	Brian Harrington

Cruising Class

1	Osprey	Lorn Violette
2	Kuivato	Timothy Stone
3	Indigo	Greg Smith

J-24

1	IF	Tom Tarbell
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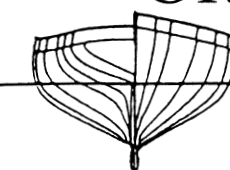


ERIC BALDWIN

588 Portsmouth Avenue, PO Box 606
Greenland, NH 03840-0606
603-431-6676 • Fax 603-431-6335

Hello to everyone at KPYC!

Adios is in Newport, R.I. We arrived here on 6/16 with the idea to watch the start of the Newport to Bermuda Race on th 18th. We had last left off back in Baltimore where we were spending a little time waiting out some severe weather and for the window to head down the Delaware around 6/7. On Thursday 6/3 we departed Baltimore with a change in plans. With deteriorating weather forecast for around the 7th, we decided to get up thru the C&D Canal asap and down the Delaware to Cape May rather than lose the preferred window and get caught on the top of Delaware Bay. By 3:00 pm with the help of favorable currents we entered the west end of the C&D and headed for the Salem River a couple of miles South and East as you exit the Canal. Because of Hurricane Isabel the channel has narrowed to 25 feet and just about impossible to get thru at low tide. This we found out later as we ended up aground right in the middle of the channel with the range lights just about on top of each other. Three hours later we floated off and thought better of proceeding any further up the river, instead we made a short trip South and anchored at Reedy Island at 9:00 pm covering 77 nm. The next morning the weather had started to deteriorate as it clouded over and winds clocked East and increased until they reached 25 knots. We took a bath most of the way and finally were at the Cape May Canal and the two 55 foot mhw bridges at 12:30. Since it was now an incoming tide I figured it to be just about 1/2 tide and we were able to get under the bridges rather than to really take a bath trying to go out and around Cape May itself. We went into the Canyon Club Marina as the forecast was for East winds 20 to 30 knots that night. We arrived at 1:30 covering 43.5 WET n/m. Since I had no desire to be anchored in Cape May on anchor watch it was a wise choice as it continued to



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blow 20/30 knots for the next three days. On Monday 6/7 we departed Cape May at 10:30 am with a 15 knot S/E breeze. To get to Sandy Hook at daylight the next morning it was necessary to sail no faster than 5 knots. We sailed most of the time, but found it necessary to slow down further so as not to get there in darkness. We had a very uneventful trip up with no surprises other than a Coast Guard helicopter on maneuvers making pass after pass over the area about 3:00 am with a spot light that was as bright as the sun! We got off Sandy Hook at 6:00 am, but the visibility soon dropped to about a mile entering New York Harbor. We made a bee line across the shipping lanes and hugged the east shore all the way up. We got to the beginning of the East River one hour after it had turned favorable for the transit. We were soon rocketing along at as much as 11.6 SOG. We picked up a mooring in Port Washington, Long Island at 12:30 covering about 145 n/m. After a couple of days there we headed up the Connecticut Shore with stops at Joshua, Creek, Mystic and Fishers Island before arriving here in Newport. The plan to watch the start of the Newport to Bermuda Race failed to happen for us as for the last three days the East winds have been keeping the visibility to zero. I was told you could not see both ends of the starting line. Cruising is a game of playing weather, currents and time. Since the next good window to get thru the Cape Cod Canal in not until June 23rd we will take a couple of days to get there. Hope the sailing has been good and weather more summer like than down here.

Steve and Paula-S/V Adios

STAY TUNED FOR LAST TRAVEL REPORT IN NEXT ISSUE!