

COMMODORE'S COCKPIT

By Jerry Homer,
Commodore, Maine HSA



The days are sunny and dry and the nights in Maine have already turned cool. It won't be long until we'll be winding down another sailing season, thinking about putting the boat to bed for the winter, and contemplating which "winter jobs" to give first priority.

I hope you enjoyed your summer sailing. We had 18 families participate in some way in the 2007 Casco Bay flotilla and rendezvous. And I know about several trips that individual members took over the summer.

We're approaching annual meeting time. Save the November 10th date on your calendar. It is time to do a little reflection, evaluation and planning for next year's activities. We tried this year to plan a shorter flotilla cruise, closer to home, in order to appeal to some who had not participated in previous flotillas -- especially in the previous two years when we took longer, 2-week cruises to Penobscot Bay. I would say that we were unsuccessful in attracting newcomers. The folks who participated were the same folks we have seen involved in earlier cruises. Which begs the question: What do you want from the club and what sailing activities will appeal to you? We skipped an educational seminar this year. Perhaps it is time to resurrect that activity. What subject would you like to learn more about? Please give these issues your thought and pass your suggestions along to any of your officers. We will be sitting down early in October to begin to put together an activity plan for 2008. We want your ideas and suggestions.

The club is blessed with a dedicated corps of officers and committee chairmen. Paul Akers, our past secretary, continues to do yeoman's work as the editor and publisher of this newsletter. He needs you to help by sending him articles that you have written on any subject you think might interest your fellow sailors. Pictures are also welcome. Pictures are also welcomed by our webmaster, Alan Kraning. Since taking over responsibility for the website Alan has revamped most of the site and continues to strive to make the website accessible, useful and full of new material. Again, please send your ideas and suggestions for links to Alan. Clayton Hintz, our Fleet Captain, and Donna Schlachman, our Vice Commodore, stepped into the breach and put together all of the final details for the Casco Bay flotilla cruise and the rendezvous dinner. Mark Millham along with Peter and Jana Stoupas had worked to develop the preliminary activity plan for the year. Your Immediate Past Commodore, Peter Poulin, in addition to being a house builder extraordinaire, is working to attract new members and expand our membership base. Please help him by giving him names, boat names, etc. of any prospective new members your might identify in your travels around the docks and bays of Maine,

New Hampshire and Massachusetts (even Rhode Island). Of course, Chuck Wayne and Sue Hitchcox labor somewhat more behind the scenes to insure that our finances and business records are kept in order and, in general, to help keep things working smoothly. Thanks and a hearty salute to these folks who make your club go.

I heard writer Colin Woodard speak at the Boothbay Boat Builder's Festival. Many people say that Maine is a unique place. Woodard, in his book, *The Lobster Coast*, tries to identify what it is historically, economically, geographically and culturally that sets Maine apart and makes it unique.

I continue to be enthralled with the history that surrounds us here in the Midcoast area. I recently learned a little about the schooner, *Adventress*, built here in East Boothbay by Rice Brothers in 1913. It continues in service as a youth training vessel on the west coast. It is just one of probably thousands of vessels built and launched in the little cove just down the river from here. There are few places in the world that continue to be able to assemble the craftsmen necessary to build and restore boats and ships of that sort, particularly wooden vessels in the old tradition, but also new high-tech tugboats and luxury yachts of more modern design. It was recently announced that the Ocean Training Program is moving its base of operations to Boothbay Harbor and will be bringing their three tall ships to be home-ported here. The first to arrive, *The Spirit of Baltimore*, was welcomed last week. The Boothbay Harbor Shipyard, which completed the restoration of the H.M.S. *Bounty*, will be building a new sail boat of the long-line fishing schooner style to compete in a series of races against a new version of the famous Canadian schooner *Bluenose*. Maine is a fun place to be and to "mess about in boats".

While at the Rockland boat show I had the opportunity to speak to Stan Russell of Russell's Marine and John Hanson, publisher of *Maine Boats, Homes and Harbors* magazine, and to thank them for their continuing sponsorship of the club. I also stopped by Hamilton Marine Supply. Please patronize our sponsors when you have the opportunity and let them know we appreciate their support.

I'm looking forward to seeing you at the lobster bake on Little Snow Island on September 8th and then at the annual meeting. Enjoy what is left of the sailing season.

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Maine Hunter Sailing Establishes a New Sales Office Relationship

By Peter Poulin,
Chairperson, Membership Committee



Hunter Marine has announced that **Advantage Yacht Sales (AYS)** will now represent them as a full-time dealer in the Northern New England region. They already have several Hunter yachts in inventory. AYS is the successor to Seacoast Marine and is owned by Jack Wasson and Douglyss "Doug" Giuliani. Seacoast Marine, owned by Don Peacock, will continue to operate primarily as a commissioning company based, for now, out of the high-visibility U.S. Route 1 Seabrook location. The Newburyport waterfront location will continue to operate as a sales office and trial/demo base. AYS will also maintain a sales office at the Seabrook location. "We will have a new focus on Hunter yachts and Albin Cruising boats as these two lines are the only new boat lines we will carry," says Jack Wasson of AYS. The company will also broker used boats. Many Maine HSA members will recognize Jack Wasson as one of the salespeople on the staff at Seacoast Marine. Jack, who worked for a major Boston marketing firm prior to joining Seacoast Marine, has been selling Hunter sailboats for over 8 years and understands the product and the customer. "The industry overall is in a slump. Powerboat sales are down across the board and sailboat sales are generally flat. The shining star is Hunter Marine. They have seen double-digit growth over the last year. We are really excited about their product line and its reception in the marketplace," says Jack.

The new company recognizes the need for better communication and follow-through. "We know this has been an issue with some of the members of the Maine Hunter Sailing Association" says Giuliani. Doug's responsibility in the new company will be primarily operations and finance. He holds an MBA degree from Babson College, has 13 years experience in the software industry, is addicted to sailing, and is a base operator in the Boston to Portsmouth, NH area for *Sailtime*, an international boat fractional ownership company featuring Hunter yachts. "We are setting up new systems to make sure that customer service needs and concerns remain the focus of our efforts, even after the customer has taken delivery. We know we have work to do in this area," says Doug.

While Don Peacock and his staff will handle on-site commissioning of new boats, AYS plans to have different yard personnel for out-of-yard service. "Our goal is to eventually have some kind of "road warrior" who will be able service our customers at their boat locations," says Jack. In the meantime,

Cont'd Next Column



Jack Wasson and Douglyss Giuliani of AYS.

they have set up relationships with well known and experienced marine technicians, to subcontract their existing service work.

AYS wants to be involved with the Maine Hunter Sailing Association. They have agreed to promote membership of the club to new boat owners and to purchase their memberships for them. They have also offered to assist the club to locate other Hunter sailboat owners through their extensive databases. Ultimately, they recognize that the new company's performance with club members is the key to building a new relationship.



The new AYS Sales Office in Seabrook, NH

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NEW eMAIL ADDRESSES

By Paul Akers



Please look at the last page of this newsletter for new email addresses to use to contact Maine HSA Officials. The new addresses are being made available by our online support software and utilized in order to eliminate web "scrapers" from grabbing and using the personal email addresses for SPAMming and to maintain the necessary privacy of these people.

The Experience of Boating - A Lost Friend

By Mark Millham



As I've gained more and more experience in boating it has occurred to me how many things have moved in and out of my life. Friends who I owe a lot of fun times and laughter have moved out of boating to explore new and exciting hobbies, and their boats have changed hands to breathe life into other's dreams - dreams of far away places and long forgotten chests of treasure lying hidden around the next island's beach head.

Boats and sailors build a relationship together. The swearing at a repair, and cursing while upside down in the bilge chasing some lost part or leak. The rhythm of the boat under sail and the nuance of her heel instill not only confidence, but an understanding that goes beyond consciousness and thought. It becomes part of your soul. You battle the elements together in bad weather, a team that needs no direction. The two act as one with unsaid confidence that you will get through this battle and sail off for another adventure.

Some Kinda Wonderful helped me through a war. My thoughts were with her as she was readied for the water. Missiles launched at my base and people being shot on the roads did not scare me as much as the thought of her being launched without me. The photos of her sitting proudly with the love of my good friends giving her a shiny coat of wax and bottom paint kept my faith that I would somehow get through it all, and we would be together to explore another harbor.

In April of this year, I broke my team. I left *Some Kinda Wonderful* to battle the weather by herself. The waves were fierce and the wind blew strong. As I lay in my shore-side bed during the Patriot day storm I thought of her. Would she know what to do without me? Would her spirit carry her through the battle?

The winds grew steadily and the waves bashed Portland harbor. Around the bend in view of the open ocean, the waves broke 30 feet over Spring Point light, yet *Some Kinda Wonderful* remained steady, waiting for my return. Her confidence that I would be there when she needed me kept her keel even through the night.

I visited with her early the next morning. She confidently held her ground against the 6 foot rollers ravaging the marina. Her lines were strained, but holding, and the winds couldn't get the best of her that morning. She rolled in close to the dock as if asking me to join her. She wanted me near to battle the waves and wind, as we had done on other occasions. I let her down. I walked down to her and gave her a steady eye, knowing she would make it, waiting

patiently for my return as she has done so many times before. Judy and I left that morning to go to work. I felt sure the worst was over.

A few hours later I received a call from the marina. I had broken *Some Kinda Wonderful's* heart. I walked away from her after her tireless efforts through the night. Her strength weakened, and saddened by my departure, she lost her will. Nature must have seen it's opportunity and blew an 80 knot gust straight into the marina. The dock to which she was tied let go and *Some Kinda Wonderful* lost her way. She went down in less than 15 minutes, with nothing anyone could do for her without risking their lives.

I sat for a few short minutes, realizing my betrayal, then left for the marina. My heart wailed as I saw just part of her mast above the water. Her jib shredded. The boat next to her sitting on top of her, pinned her to the bottom. In her weakened state from the night before, she didn't have the will to bring herself up for air, and drowned in the murky waters of Portland Harbor. *Some Kinda Wonderful* would not inspire any more dreams.

Five days of effort brought her to the surface. A hole the size of a trash can in her side and an interior full of mud. I couldn't bear the thought. And after everyone left her for the day, I cried next to her, saying my good-byes. And to forgive me for not being there for her. She didn't answer. The rhythm and nuance we had was gone. Her spirit had left her and all that remained was a broken hulk of a boat that once gave me so much joy.

She was hauled out of the water and awaited transport to a salvage yard in Massachusetts. Judy and I took what we could from her. It was bitter and painful to strip her of all that we had made of her, like ripping your heart from your own chest. As we finished and walked towards our car, I stopped and turned once again to her. "Take one more look at her Judy, for you will never see her again." Both of us had tears in our eyes as we pulled out of the yard. Our adventure with *Some Kinda Wonderful* was over.

Ed. Mark and Judy Millham use to own Some Kinda Wonderful, a H356, until she was lost in a storm, at her slip, in April 2007. They are now the proud owners of a H45. Mark is the former Fleet Captain of the Maine HSA.

In the next edition of Waterways, read what Mark and Judy Millham have done to get a replacement for Some Kinda Wonderful.



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COMMONSENSE CRUISING

DINGHY DILIGENCE

Submitted by Paul Akers

On arriving at a popular anchorage and marina in Western Fiji, a couple went ashore for the first time and heard a story that, sadly, they had heard before. Another couple returning to their boat after an evening ashore was hit by a local boat moving very fast through the anchorage. The local boat didn't see them in the dark, and the couple was hospitalized.

If your dinghy doesn't have running lights, always carry a powerful flashlight with you whenever you're operating in low-light conditions in a harbor or anchorage. If you are by yourself, consider bringing a head-lamp so you can keep your hands free. If you are cruising in an unfamiliar area, you might take a handheld VHF radio (assuming someone will be listening) with you. If circumstances warrant, you might even take some handheld flares.

Another couple was poking around a pass in their dinghy in Fiji when their outboard quit. They started to drift out to sea, and, to make matters worse, they'd left the oars on the mothership. Fortunately, another cruiser noticed them and went to their rescue. But one couple who tried to row out to their anchored boat in Western Australia in 25 knots of offshore wind wasn't so lucky. They were reported missing after three days and were never found.

Ed. Please keep these stories in mind the next time you take your dink ashore for whatever reason.

Tip: Split cotter pins can work through tape; clear silicone can be a better solution.

Speaking of sails, many are accidentally ripped when the fabric catches on a split cotter pin. Don't tape the pins because it has been found that a sharp pin can work its way through tape. Often quite quickly, instead, put a glob of clear silicone over every exposed pin; then with a wet finger, smooth the silicone over the pin ends. Once or twice a season check all the pins and put more silicone on any sharp ends that have become exposed.

Tip: Snapshackles are supposed to stay closed, but unless they are specifically designed to lock shut, they can open unexpectedly. If you aren't sure whether your snapshackles will stay closed, after all, the sudden opening of a spinnaker-halyard snapshackle can be very exciting, tape the shackle shut with electrical tape. When you want to open the shackle, cut the tape with a knife.

DON'T FORGET THE GROUP DISCOUNT From BoatUS ON MEMBERSHIP SIGN-UPS/RENEWALS

By Paul Akers

Please remember that if you are about to join BoatUS or even renew your annual membership, be aware that the MHSA has negotiated a 50% discount membership fee for its members. When you fill out your membership form, (whether it be a renewal of first-time membership) please fill in the Group Number that has been assigned to our Association. The discount will automatically be calculated at that time. By using this Group Number you will also keep our Group active in allowing the program to continue for us. The Group Number is available on the **Member's Only** link of the Maine HAS web site (www.mainehuntersailing.com). If you don't remember, drop any of the officer's an email requesting it.

SEAMANSHIP

DOUBLE CHECK

Submitted By Paul Akers

Before you get under way, even if it's just for an afternoon sail, be sure to look in the cuddy and forepeak on a small boat, check all the cabins on a larger boat, and inspect all deck lockers and lazarette spaces on any size boat. Make sure all the hatches are closed (unless you like sleeping in a wet sleeping bag) and that everything is properly secured. It's amazing how much gear can jiggle loose even if the motion of the boat on deck doesn't seem to be excessive. Is everything in the cockpit lockers securely stowed? Stray bits have been gumming up steering systems at least since the age of Columbus. And it's no fun being hit in the back by a book or coffee can when you're down below making peanut butter-and-jelly sandwiches for the crew.

As with other things in life; if you want. to be sure everything is in order, check (and double-check) everything yourself.

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GOT A TIP?

Got a tip, one of those hints that you do to save time or effort? Send it to Newsletter@mainehuntersailing.com and it may be included in the next MHSA newsletter. All contributions are welcome. Let's get the word out!

Digital Selective Calling

Submitted by: Jerry Homer



You may have noticed on the registration form for this year's Casco Bay flotilla we asked for information about your VHF radio and whether or not it is Digital Selective Calling or DSC-capable. If yes, we asked for your "MMSI" (Maritime Mobile Service Identity) number. Some

of you may be asking what is "Digital Selective Calling" and what is my "Maritime Mobile Security Identity" number?

Let's go back in history. Since the invention of the radio at the end of the 1800's, ships at sea have relied on Morse code for distress and safety communications. Some of you may have visited the Marconi museum on Cape Cod where trans-Atlantic radio communication was first demonstrated.

Most of us recreational boaters and coastal cruising sailors are familiar with VHF (very high frequency) voice radio and the designation of channel 16 as the "International Hailing and Distress" channel.

Recently, in the interest of privacy and perhaps in reaction to the large amount of traffic on the VHF working channels, more and more boaters are using cellular telephones for offshore communications. Even the Coast Guard is using cellular phones in some situations where privacy is needed.

But the Coast Guard continues to insist that, for a number of reasons, your VHF radio is the best communication device in an emergency. For one, newer low wattage cellular phones may have limited range off shore. For another, radio direction finding (RDF) is not possible if the distress call is coming by way of a cellular phone. Sadly, some distress calls on cell phones have been directed to the wrong search and rescue center resulting in loss of valuable response time. A distress call made over VHF channel 16 simultaneously notifies the closest Coast Guard station and other vessels in your vicinity about your distress.

You may also be familiar with the Emergency Position Indicator Radio Beacon (EPIRB). Commercial vessels including commercial fishing vessels are now equipped with these devices. This special purpose radio transmitter can be activated manually or, hopefully, will activate itself automatically if the vessel sinks. The EPIRB will continue to broadcast for several days an emergency in progress message indicating the position (by latitude and longitude) of the originating beacon. These radio units are fairly expensive and few coastal cruising boats will be so equipped. By the way, if you are venturing far offshore, you can rent one of these units from the Boat/US store nearest you.

The development of EPIRBs was one response to the work of the International Maritime Organization in 1979 calling for a new system of improved maritime distress and safety communications and a global search and rescue plan.

Another outcome of that international initiative has been the development of Digital Selective Calling (DSC) capable VHF radios. Somewhat like an EPIRB, when the distress alert signal on a DSC radio is activated, the radio will transmit encoded information regarding the identity of the vessel which can be linked back to owner information through the Maritime Mobile Security Identification (MMSI) number, position of the vessel (if connected to a Global Positioning System), and (if entered) the nature of the distress. The radio will continue to transmit this information automatically until the transmission is answered by a DSC-equipped shore facility such as the U.S. Coast Guard or by another DSC-equipped vessel operating in the vicinity of the stricken vessel.

DSC also provides for a "private call" to be sent to another DSC-equipped vessel using a unique Maritime Mobile Security Identification (MMSI) number. Once the "private hail" is acknowledged, the VHF transmission is still "in the clear" and the exchange of messages is still open to anyone listening on the same channel.

You can get more information about maritime distress and safety systems from the U.S. Coast Guard's Navigation Center website:

<http://www.navcen.uscg.gov/marcomms/gmdss/default.htm> or: (be sure to include the ".htm" in the URL address).

On the BOAT/US website:

<http://www.boatus.com/mmsi/info.htm>

All, or nearly all, VHF radios of recent vintage will be DSC-capable. If you have a DSC-capable radio, you can obtain for free your own unique MMSI num-



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Maine Hunter Sailing Association's 6th Annual Casco Bay Flotilla Cruise July 14 - 21, 2007

By Jerry Homer



Eleven Hunter sailboats lay on moorings in the lee of Harbor Island at Sebasco Harbor Resort, Phippsburg, Maine, for a rendezvous marking the start of the Maine Hunter Sailing Association's annual flotilla cruise on Saturday, July 14, 2007. The group spent the next week exploring the sounds and bays of Casco Bay.

Stops included Snow Island, Quahog Bay; Cook's Lobster House, Merriconeag Sound; Brewer's Yacht Yard, South Freeport; Portland Yacht Club, Falmouth; Peaks Island; and Sunset Marina, South Portland. A rousing final rendezvous dinner at the Saltwater Grille in South Portland on Saturday, July 21st, was attended by 33 skippers and crew.

Organizers challenged cruisers with a daily trivia quiz and a week-long scavenger hunt. The whole time, cruisers enjoyed the full range of Maine's summer weather. And thanks to Hunter Marine Corporation and their vendors for providing useful mementos of the cruise. The club provided custom-embroidered wind shirts to each participant. Souvenirs included individual sport bottles of spring water, winch grease, magazine subscriptions, caps, T-shirts, and a couple of bags to carry the booty home. A Lewmar winch handle and several gift certificates were raffled off as door prizes at the final rendezvous dinner. Next on the club's schedule is the Maine Boats, Homes and Harbors Boat Show in Rockland, August 10-12, and then, on September 8th, a traditional Maine lobster bake at Little Snow Island.



Clayton Hintz and Helen Mazzone's Hunter 310, Bittersweet, sits on her anchor in the early morning quiet near Snow Island, Quahog Bay, Maine.



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Some Pictures from the 2007 Flotilla



Part of the Maine Hunter flotilla is rafted up on the dock at Cook's Lobster House, Bailey Island, Maine. The famous crib stone bridge connecting Orr's Island and Bailey Island is in the background.

COMMON WINTERIZING MISTAKES

Submitted By Paul Akers
From BOATWORKS Fall 2007

As the winter season approaches and we all must consider laying up our "babies", I'd like to offer this reminder should anyone decide to moor their boat for the winter.

1. Fall is just about here and, much to our distress, laying up the boat is not far behind. A properly winterized boat today means a boat ready to launch come spring. According to insurance claims filed at Boat/US, here are some common mistakes and their consequences. For additional tips on winterizing your boat, visit www.boatus.com/seaworthy
2. Failure to drain the engine block can result in freeze-related block damage.
3. Failure to completely drain the water from the sea strainer can result in the remaining water's freezing and rupturing the water-tight seal.
4. Failure to close the sea cocks on boats left in the water can allow water into through-hulls usually positioned well above the waterline if snow on the deck forces the boat to sink down.
5. Clogged petcocks in the engine-cooling system can prevent water from fully draining.
6. Boats with open cockpits that are left in the water over the winter can be forced down by heavy accumulated snow.

Using a bimini cover as a winter cover can cause problems because it is not nearly as strong or impervious to winter weather as a proper cover. It may FALL DOWN!



A club member's Hunter 356 at peace with the world

MAINE HSA GROUP PLANS TO ATTEND NEWPORT BOAT SHOW

By Paul Akers



The Maine HSA is planning a evening dinner/pub-food get-together for **6:30pm, Saturday, September 15th** at Busker's Pub, The Authentic Irish Pub, (check it out at www.Buskerspub.com) on Thames St. in Newport, RI on the Saturday of **The Newport International Boat Show** (Be there early if you want to).

This is the 4th year that we have met as a group. We have plans with Busker's for the upstairs seating area - a private, cash-bar is also available there for us.

The boat show is a fun event with boating accessories and boat displays (power/sail, in/out of water) available to look at, dream about or purchase, if you so desire (and it HAS happened!). There are a multitude of accessories, at discounted prices, from which to choose. It is a fun event and crowded if the weather is nice. What could be better than a nice weekend in Newport at that time of year? Please reply to the editor of this newsletter if you will plan to attend. Or reply to the email that you received,. The address is on our web site (www.mainehuntersailing.com or newsletter@mainehuntersailing.com).

Accommodations will be your responsibility and there is a list of places to stay, as well as a URL of other Newport places to stay (in the area) in the email that was distributed to the membership in July/August. If you know anybody who is not on the email list, please let us know (please forward the email to them). If you care to bring some guests, then that is OK, also.

Be on the lookout for online, "cheap" tickets and let us know what you find out.. Tickets, online, direct from the boat show people may save you a few dollars! The boat show URL is: www.newportboatshow.com.



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DO YOU KNOW A HUNTER OWNER THAT WOULD LIKE TO JOIN OUR SAILING GROUP?

Do you know a person or family that would like to join our association? If you do, please refer them to us. The person could be either a Hunter owner or a non-boat owner. Have them visit our web site and look around. Let them read this newsletter. Registration and payment is simple and can be done entirely online. Have them take a look at our web site at www.mainehuntersailing.com for details.

TO ALL ASPIRING WRITERS/EDITORS: CONTRIBUTIONS ACCEPTED

Do any of you have a story to tell or want to share an interesting piece of information? **You don't have to be a member to contribute. Maybe you are a sponsor?** Have you found an interesting **article, announcement, fact** or an especially nice **port** to visit? Please share them with your membership. **But please give credit to the author, too.** Please forward any contributions (the literary type) to Newsletter@mainehuntersailing.com or to any of the officers listed on this back page of the newsletter.

You will notice the variety of articles contributed in this edition of **WATERWAYS**. I'd like to thank all of the contributors for making this newsletter what it is and look forward to publishing the next one with the same type if interesting information.

LINKS OF INTEREST

www.mainehuntersailing.com - Maine Hunter Sailing Assoc.
www.navcen.uscg.gov/pubs/LightLists.htm - USCG Light List
www.uscg.mil - United States Coast Guard
www.huntermarine.com - Hunter Marine Corp.
www.hunterowners.com - Unofficial Hunter Owner's web site.
www.boatus.com - The Boat Owners Association of the US.

Readers: If you see any item that needs correction, please send an email to the Editor at Newsletter@mainehuntersailing.com. We strive to keep all names, facts and spellings accurate, yet, confidential. Thank You.

WATERWAYS is a publication of the [Maine Hunter Sailing Association](http://www.mainehuntersailing.com). The views expressed by the authors are not necessarily the views of The Maine Hunter Sailing Association.

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