

Tell-Tale

official publication of the Northport Yacht Club

Commodore's Corner

I am really glad to be writing the spring 2008 Commodore's Corner because it means that the winter of 2007 – 2008 is finally over. This one seemed long to me, and I know it was long for those who stay in Maine all winter. The record setting snowfall taxed everyone's resources. I hope your winter seemed short wherever you spent it. Bayside season is just around the corner now.

The board is pleased with the job done so far by Choppah Construction on the improvements to the clubhouse. We hope to get the new deck stairs, new bench seats and some other items completed long before July.

Jim Kelly, the hardest working man in merchandising, has secured for us the exclusive rights to the commercial use of a new work by John Schmidtburger. He created, just for the club, a beautiful painting of a section of Park Row. We plan to make it available on postcards, T shirts and apparel and embroidered on hats. Contact Jim Kelly for more information. If you don't know John, the artist can usually be found in August somewhere around the Bayside waterfront with his easel; he can also be found year-round in some very good galleries. Our thanks go to John for the generous donation of this work of art.

A hearty "Thank You" goes out to Ed, Pam and Candace Williams for their donation of the family's Daysailer to the club. I expect Gordon Fuller will turn that quickly into cash, which will be put towards the NYC Sailing Program which Ed also generously supports with his time.

Speaking of support, if anyone has any extra bottom paint or boat cleaning and waxing supplies please get them to Gordon Fuller who will see that they get some use in our spring fleet commissioning.

We have decided to turn our big boat fun race on July 4 into a fund raising event for the Northport Food Pantry this year. At the Post Race Social we will, as usual, accept donations to the money jars for the free burgers, dogs, beer and soda; however, all donations for the day will be turned over to the Food Pantry. Before the race the skippers will be allowed to "buy" PHRF adjustment points with a donation to the Food Pantry, in order to improve their place in the corrected race finish standings. A special prize (TBD) will go to the charity points adjusted race winner.

There are two NYC Cruises this year on the Bayside calendar. The first is the Solstice weekend cruise, this will be a two night, "stay close", cruise. We have also scheduled a cruise to leave Monday morning August 11, for at least four days to somewhere on the Mid-coast. At a minimum this fleet will consist of Skedaddle and Banshee and Jim Coughlin's new boat, we hope for more boats.

Because it is finally Spring, it is time to make our annual appeal for more activism in the club. We always need volunteers for the spring work on the fleet and clubhouse, and for all NYC events, including Thursday evening cookouts and the weekend post race Socials. So please come down and help out.

Did you know?

Bayside is not the only community that benefits from Sally Trenholm's generosity. Sally received the Maine Handicap Skiing 110% Award this year. This is given annually to distinguish a volunteer who has gone beyond the call of duty in volunteer service to Maine Handicap Skiing. The MHS Skiathon event at Sunday River, is the largest one-day fund raiser in the state of Maine. This year's event raised over \$300,000 for one of the biggest handicap ski programs in country. Sally has served for 24 years as volunteer, advisor, head of the Skiathon committee board of directors, and president of the Board of Directors. This program provides free ski lessons, adaptive equipment, clothing, and lift tickets to physically challenged children and adults from all over the world. It is the largest handicapped ski program in the country that is available at no charge to its students. We salute her efforts in this worthy cause.

Also:

- Anne Metcalf is on track to be the Salutatorian for her graduating class at Morse high school in Bath. She also had a good year in the swimming pool, qualifying for the U. S. nationals in her event for the second time. Anne is a finalist in the National Merit Scholarship Program.
- Stephen Wright will be attending Bates college next fall and has just been awarded the Hobey Baker 2008 Character Award in Recognition of Exemplary Character and Sportsmanship. This award is presented to the player on a Westwood (MA) high school team who best exemplifies sportsmanship and character through integrity, coachability, selflessness, and citizenship. He has also qualified as a National Merit Scholarship Program finalist.
- Brendan Cassidy (age 15) is an active member of the Northport Volunteer Fire Department, and is also active in the Fire Department at home in Georgia!

A message from the Secretary

I would like to take a moment to explain the system in place for paying annual dues. As part of this Tell-Tale newsletter you will find a yellow renewal form. Please return this form to Jean Coughlin by mail with a check payable to Northport Yacht Club. Instructions are on the form. By doing this in a timely manner you help me maintain the database. While late and new membership dues are always welcome, having the books updated early in the season makes keeping the database accurate. Checks and cash that are handed to me off mid-season risk getting lost in the shuffle, and it's easy for me to forget to update the database.

When the yellow form comes to me, I put a "Y" in a box in the computer program. This indicates you have paid. The software recognizes that "Y" and allows a mailing label to be generated. No form, no "Y", no mailing label, this will mean, no Tell-Tale.

With the membership standing at about 150, there is just no possible way I can keep all this in my head. So, please help me help you by sending the completed form to Jean Coughlin. If you realize you've misplace your form, we do our best to keep spares in the little mailbox outside the door to the yacht club. Also, you can request a form by emailing me at askghall@gwi.net and I can send you a .pdf form electronically or by snail mail.

Finally. The Kick Off Dinner will once again be enjoyed at the Lobster Pound Restaurant in Lincolnville Beach. Reservations are on a first come-first serve basis. Please give me an accurate head count and names of those in your party. This is all done on the pink form you mail to me. Please do not send money at this time. Payment is due when you arrive on Sunday afternoon at the restaurant. Finally, this is well attended event and we are limited to 85 seats. Only make a reservation through me if you intent to be there. If you are forced to cancel, please let me know. That allows me to accommodate people on the waiting list.

Thanks,

Art Hall
207-338-2460 Bayside
807-207-6003 cell

A Message from the Sailing Instructor

Hello Everyone!

My name is Garrett Lojek. I've been part of the Bayside community for 16 years, and my family has owned a house in the village since 1999. I have been involved with the Northport Yacht club since I was 9 years old—especially the sailing program. That's when I first stepped foot in a sailboat. Now, as a 22-year-old college sophomore, I consider myself a confident sailor. I give a lot of credit to our sailing program, which has developed some great sailors over the years.

During this summer, my right hand assistants with the sailing program will be Ed Williams and Stephen Wright. Jackie Facey will once again be providing administrative assistance and Gordon Fuller will be the Senior Yacht Club's BOD liason person. We'll also have at least four junior instructors ("JI's") – including Heather Easty, Annie Metcalf, and Danny Webster. At least one more JI will be hired before the start of the season. JI's-in-training from last season who have indicated that they plan to return to the program include Mariah Lojek, Dayna Kazilionis, Brandon Cassidy, Alli Webster and Rasha El Jourudi. These junior instructors are wonderful sailors and teachers. Through the years, I have watched them come up through the NYC program and fall in love with sailing. I know that they will do a great job as JIs this summer. I'm greatly looking forward to working with each of them.

I hope to see you all this summer, taking sailing lessons! We'll have tons of fun, and you can be sure that it will be a healthy and safe experience. Come join us at the Northport Yacht Club. If you are interested in signing up, to find more information on the NYC Sailing Program, please email me at Owebaby87@aol.com or call 617-953-8527 or starting in mid June, call me at 207-338-9004.

Garrett

NORTHPORT YACHT CLUB --DAYS GONE BY

By Bob Witherill

What follows is a continuation of the article that appeared in last autumn's issue of the Tell-Tale. Once again, find a comfortable chair (preferably a porch rocker with a view of the bay) and enjoy the history and memories of the Northport Yacht Club's past.

The 1970s and 1980s also saw a return to cruising in the club, and annual cruises brought out from six to ten boats. Frenchboro, Bucks Harbor, Pretty Marsh, Northeast, Perry Creek, and Seal Bay on Vinalhaven were all popular cruising harbors. Gradually schedules became more difficult to arrange and the cruising has diminished as a fleet activity. However, there is still a lot of cruising by individual boats, and chances are it will return.

So in a way the club has come full circle with sailboat racing being the dominant club activity. The West Bay Race with the Rockland Club as well as the Round the Island Race have taken racing in the club to a whole new level.

Other activities still continue, however. There is still a Boat Parade. The Junior Yacht Club continues to thrive complete with overnights at Warren Island. Activities for the youngsters on 4th of July are still a major part of the summer program.

Through the efforts of Gordon Fuller, Steve Trenholm, Dave Witherill, Ed Williams, Jim Facey, Bruce Smith, Art Hall and a number of dedicated sailing instructors, the sailing program has grown and prospered. It has taken a lot of work but it has been very successful. This group must think back with amazement when they realize that 90 to 120 youngsters were taught sailing for years by a single individual 30 years ago -- Walter Downs.

The club has been one of my life time interests. I have served as Secretary, Commodore, Director, Chairman of the Race Committee, Chairman of the Cruise Committee, Chairman of the Program Committee, and Chairman of the 50th Anniversary Celebration. It has been especially satisfying to see others take up the interest and carry the club forward. Jean and I plan to continue to be part of the club.

I did not have breakfast at Daisys during the war period but I did a few years after the war. It consisted of hot or cold cereal, any style eggs, pancakes, home fries, donuts, bacon, sausages and other assorted goodies. Daisy served the meal herself at one big table family style, and hovered over everyone like a grandmother afraid everyone was not going to get enough to eat.

So Bucks Harbor made an ideal destination for the early Yacht Club cruises. Day sailors could go and people could either sleep under boom tents or at Herricks. When Marion Eaton found out about the cruises she sent some of her sailboats along equipped with peanut butter sandwiches. At one time Marion had a couple of Dark Harbor 12s.

Dick Lagner tells about going on one of the cruises and sleeping on the floor of the Bucks Harbor Yacht Club. Bea Knott also went on this cruise and Eleanor Fuller went as chaperone. A Dark

Harbor 12 does not have a cabin. The area inside the hull of a 12 is dark, damp, and smells of mildew so it would not have been a comfortable place to sleep. And yes, there were peanut butter sandwiches.

The period after World War II was an active one for the Yacht Club. There was a mix of racing and cruising on alternating week ends. More men coming back from the war meant more boats and an end to gas rationing meant available fuel to run them.

During this period, Jack Getchell was Fleet Captain. Jack's father ran a drug store in Belfast (Poor's Drug Store) and Jack was a music student in Boston. He had acquired a Dark Harbor 17 with a marconi rig. This boat was his pride and joy and he kept it in top shape. As Fleet Captain, Jack organized the cruises on the odd weekends when we were not racing. He went to the cottage of every boat owner and tried to sell the owner on going on the cruise. He was very successful as indicated by the fact that we often had 25 boats on the cruise. Some were one night cruises and some were two nights. One thing that Jack did that helped bring out the membership was to take orders for lobsters and clams. He would buy the shell fish and Norris Clements would take them in his power boat, "Clem's Folly".

Favorite destinations were Pond, Hog, Western, and Barred Islands in Eastern Penobscot Bay, and Smith Cove near Castine. A big fire would be built and the sea food would be cooked in a wash tub. Everyone ate ashore and there was a lot of good socializing. Unfortunately, Jack contracted bone cancer and died at a young age.

After World War II there was a goal of rebuilding the club house which was destroyed in the storm of 1945. They used the time honored New England baked bean supper as a vehicle to raise the money. I believe they put on suppers for four years and raised about \$1,600. Clyde Gray built the new club house in the spring of 1950 for \$1,800. Remember, dues were \$2 for boat owners and \$1 for a social membership at this time.

There was no deck and just a rough floor. The members had a "bee" and put down the present floor which I think is Canadian spruce. Since the idea of lockers was so popular when the club house was on the wharf, they were included in the new building. However, the lockers have never been used very much in the new location.

When the new club house was opened, Laura Scribner, a former secretary, cut the ribbon; refreshments were served even though it was 10 a.m. The Maine Sailing School conducted a flag raising ceremony with the students all in uniform. Clyde Enk was Commodore. He made a speech and the club was open for business!

One of Clyde Enk's projects was to have a boat parade. To my knowledge, he was the first commodore to sponsor one. He got all the Maine Sailing School Boats involved and they were really grand parades. Clyde was involved with the Power Squadron in Belfast and held boat inspections every year. Clyde and his wife Mary had no children and left an amount of money to the City of Belfast to establish a City Landing. There had been none up to that time. It wasn't very big but it was the start of what has become today's fine facility. Near the flag pole at the city landing is a granite

marker with a plaque commemorating the Enk's gift.

I was secretary during Clyde Enk's term as commodore. One of the things I did as secretary was to publish a mid winter newsletter. Ellie Lagner continued that idea and the current "Tell Tale" is an outgrowth of our efforts.

I kept the secretary job for two years until John Short came to our house and said they wanted me to be commodore. I had just had a feature article published in "Yachting" magazine and we had won the club racing trophy with our 14 foot Rhodes Bantam. Big Deal! Anyway we were flattered and said we would take the commodore job which meant giving up being secretary.

Fred Martin took over as secretary from me and kept the job for over 30 years! Fred was a Yacht Club institution. Although his boats were not large, he did more boating than anyone else. A chemistry professor at the University of Maine, he originally came down from Orono every weekend with an Old Town dinghy on a trailer. Parked in a field off the Bluff Road, the utility trailer was rigged so it would convert to sleeping quarters after launching the dinghy.

Fred's routine for the weekend was to sail to Marshall Cove and cook hot dogs or other simple meals. When he sailed back, he would come to my cottage on Griffin Street (yes, we owned a cottage on Griffin Street for eleven years and my wife has never forgiven me for selling it). Walter Downs would often stop in and we would talk boats and cruising far into the evening.

Fred and family could not sleep in the Old Town but he knew that Jean and I did in the Rhodes Bantam. So when we moved up to a 26 year old 24 foot cruising sailboat, Fred bought the Bantam from me. He proceeded to fix it up for cruising with far better facilities than we had. His two sons, Allen and David, alternated as his cruising companions.

As you can see, most of my memories revolve around people. But that is what Yacht Clubs are all about. Two of my favorites during the early period of the club were George Bryant and Don MacNaughton. Don worked for George as manager of one of George's jewelry stores. It came about because George was working for his father in Bryants Jewelry Store in Bangor. Then George's mother Ellie, bought another jewelry store (Roger's Store) so George could have his own store. A little later George's father retired and George went back to manage Bryant's store. Then he hired Don to manage the Rogers Store. So it was natural that they came to Bayside at the same time in 1937.

Both George and Don had the good sense to marry lovely women who loved boats. George's wife Ruth and Don's wife Naida were good friends and were both assets to the Yacht Club. While both George and Don loved to race they also loved to cruise. George had built several boats. In addition to the dinghy and Snipe, mentioned earlier, George built one of the first plywood cruising sailboats which he started just after World War II. He worked on it nights and weekends and Ruth saw very little of George and declared the boat her Rival and so it was named. George also built a Lightning Class sailboat and a Rhodes Bantam.

Don MacNaughton was sailing a Bar Harbor "A" boat which was really a slightly modified Dark Harbor 17. Both George and Don wanted larger boats and they added a third member to their group,

Oaksman Smiley, another Bangor businessman. These three went to a boat builder in Camden, by the name of Elmer Collemer. They selected a Ralph Winslow design called a "Foursum" . This was a 28 foot husky cutter that would cruise four in comfort and go just about anywhere. Elmer built the three hulls, with decks and cabins and the three men did the interiors and fitting out.

George took his (named "Windsong") to Nova Scotia, Newfoundland and Labrador. He stored his boat several years in that area in order to cruise more extensively in this remote region. George seemed to know no fear of cruising hazards. One time before the 28 footers were built , George and Oaksman were due to start on a cruise. They had relatively small boats and on the morning they were to start it was just pouring rain. George was all for leaving as Oaksman had not shown up. Ruth, however prevailed on him to call Oaksman who was in Bangor. "You're not going!" exclaimed Oaksman. "Of course" says George . "Hang on", I'll be right down" says Oaksman.

This story was told to me by George's father, Billy. George decided it would be a nice night to start a cruise on his 28 footer "Windsong", and left immediately. His father was aboard but I am not sure who the others were. I was not one. Now this was in the days before Loran and GPS. They headed for Pulpit Harbor, and at some point the fog shut down. They must have been on a compass course but with tide set their position must have been very questionable. As time ran out and no land could be seen there were several suggestions to give it up and go home. Not George, he went on some more and just then the fog scaled up a bit and there they were right in the channel between Pulpit Rock and the shore of North Haven!

Dumb luck? Perhaps, but there were many similar stories. Of course there were times when he went aground too.

Don MacNaughton asked my future wife Jean and me to crew for him on the "A" boat during Yacht Club races. We got to know Don and Naida well during these races and they became life long friends. Don was commodore when the club house was built and was always on hand for Yacht Club projects. Later, both Don and George decided that they wanted to live on their boats during the summer and so moved to Bucks Harbor.

In the 1960s, gradually more of the sailboats got sold or moved away until Fred Martin and Walter Downs owned the only ones left. The age of the power boat had arrived. Water skiing was the latest craze and Bayside participated along with other boating communities. In fact water skiing became a hazard to the swimmers and a separate water skiing float was moored off the wharf to keep skiers and swimmers apart. Sailboat racing was dropped for lack of participants.

Social activities increased at the club with pot luck suppers and dances. The Junior Yacht Club was organized. It filled a real need as there was previously not much for the young people to do in the evening. Scavenger hunts, dances, car washes, bottle drives, overnight cruises were some of the activities started during this period.

During the 1960s there was a period when there was very little Yacht Club activity. Some of the same commodores served for several years as there was little interest by others to take the job. Some of those who held the club together during this period were Frank Pitman, Arthur Butters, Earle Clements, and Mike Trenholm.

In the late 1960s Walter Downs wanted an excuse to use his boat more. He realized that there was no opportunity for young people to learn to sail and saw an opportunity to combine his two goals by taking young people sailing in his Cabin Rocket. Actually he was continuing a tradition started by John Short back in the 1930s.

However, Walter took it a step further. Realizing that the young sailors needed their own boats to sail, he got Snelling Robinson to put up money for two Turnabouts if the club would buy one also. At this time this was the standard boat used to teach sailing in most Maine Yacht Clubs. They were made of plywood and were about the most economical boat to build and maintain.

Fiberglass Turnabouts were starting to be built and these were even more economical although they cost more to buy initially.

Walter organized a complete program for a sailing school. He had instructors whom he called Captains,. He set up ratings for students to chart their progress. There were rainy day programs in knot tying and safety, and as the students progressed, a program of racing. Gradually, Walter built the Turnabout Fleet to six with as many as 90 to 100 students taking lessons during the summer. Due to the fact that Walter donated his time free of charge, the price for lessons could be kept low and fees could be used to buy more boats.

Several of the present day racing members of the club such as Gordon Fuller and Steve Trenholm got their start through Walter's program. It was in recognition of Walter's unselfish efforts that we have the Walter Downs Trophy today. Of course the other major trophy recognizes John Short's original efforts to teach sailing also.

The 1970s saw a resurgence in sailing and racing. The Rhodes 19 was a popular boat and five or six were raced most weekends. Gordon Fuller realized that young sailors wanted to learn to use a jib as well as mainsail and so urged the club to shift to Daysailers as the primary boat of instruction. Recently the Sonar has been added for a senior boat for racing instruction.

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From Bay to Barge: A summer trip through inland France

Occasionally the Tell-Tale will include the adventures of NYC members. This issue shares the experience of barging through the canals of rural France. Last summer my daughter Katie and her husband Nakomis, who live across the bay on Islesboro, were invited to spend a week with good friends on such a trip. Dream a little....

It is hard to find a compelling reason to leave Penobscot Bay and Bayside amidst all the splendor of a mid-August afternoon. However, new horizons awaited and with some feeling of excitement I allowed myself to be hurtled over the Atlantic at ten miles a minute. I knew things were shaping up when we were served a fresh baguette, Camembert cheese, and a glass of wine before dinner on the plane.

After a little excitement in the baggage claim department, putting Katie's knowledge of French to the test, we were on our way to the train. France's high-speed train network (TGV) is a small engineering marvel. Traveling at over 175 miles per hour, the trip from Paris to Lyon, in the heart of France, took just two hours.

To "planes, trains, and automobiles", add "barging". Barging is the epitome of relaxation. As soon as we stumbled off the local train in Roanne, we were met by the smiling faces of Tom and Gayle Norton, our good friends from Islesboro, and Tom's daughter Shelly. Tom and Gayle's barge, *L'Escapade*, is a thing of beauty. It is an eighty-foot long converted Lux-Motor style barge that was built in 1919. On deck, every flat surface is either covered with pots of densely planted flowers or occupied by antique lounge chairs. The latter of which Katie quickly took a liking to. Below, *L'Escapade* exudes comfort and elegance: the perfect balance of antique and modern.



The next morning, after sleeping off our travels, we were softly awoken by the aroma of fresh brewed coffee and chocolate croissants. A golden light filled the pilothouse and a soft thumping reverberated from the engine room as *L'Escapade's* big 195 hp (at 1100 rpm) DAF diesel slowly turned over. One and a half (maybe two) croissants later it was out with the dock lines and in with the bay leaf tree; the side decks were too narrow to accommodate a five-foot tall specimen tree and line handling operations essential to locking.

Locking is a surprisingly simple operation. Interestingly, all of the locks we transited in our ten day journey date back to the 1800's, a credit to their original engineers. The deepest lock we transited had a vertical drop of nearly 30 feet. Many of the locks are still manned by keepers living on-site in beautiful but rustic stone houses. Often they keep gardens and peddle their crops for a little extra income. We were fortunate to sample some of their produce, just one of the many gastronomic delights during our trip.



One of the greatest thrills we had was the local snail fête in Iguerande (*degustation d'escargot*). The snails were heavenly, cooked in their shells with a little basil and olive oil. We ate snails until they came out our ears and then followed them off with fresh chocolate covered orange rinds. All the while we kept finding the bottoms of 1.5 liter wine jugs, a labelless local rosé that I shall never forget. About the time the warm glowing feeling of eating and drinking just a little too much set in, we took to the bumper cars. It is impossible to fully explain the bumper car situation in words as they certainly were not your Bangor Fair bumper cars. First, the entire set up was done in a playboy bunny theme. Second, it was run by gypsies who would duck below the counter every time a camera flash would go off. The entire scene was a little unreal: hundreds of people, thousands of snails, wonderful wine by the jug, music, gypsies, and chocolate. What more could one want on a night out in rural France?

The greatest engineering marvel of our trip was the pont canal (canal bridge) in Digoin. The canal crosses nearly 60 feet above the Loire river in a 238 meter long, stone bridge, constructed in 1838. The effort put forth in creating Europe's inland waterway network is most remarkable. It is

extremely fortunate enough of it was preserved so that people can still experience barging today. In fact, many of France's canals still carry commercial cargo.

There are a number of ways to go barging in France, do it yourselves can rent and captain your own barge, much like bareboating in the islands. For those seeking a few more creature comforts, captained barges and luxury hotel barges are a wonderful way to put your feet up and relax. Rates vary greatly and it is advised to do your homework. Of course we cannot recommend Tom and Gayle enough to someone seeking a high end charter experience.

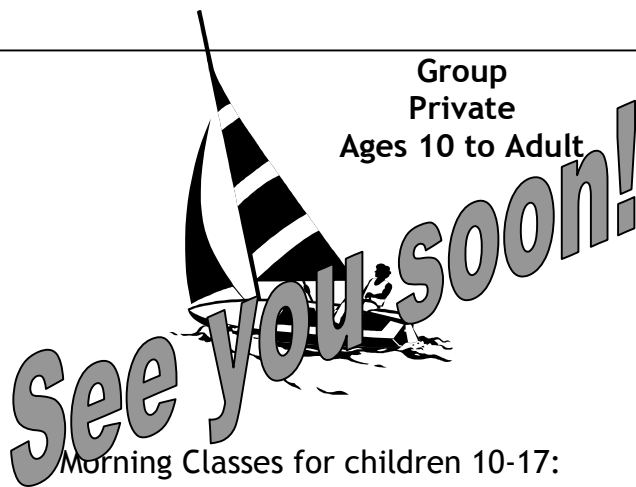
Sadly our time in France passed by all too quickly. We spent our last night in a sleepy little hotel on the left bank in Paris. It was a nice way to end our time in France, but our hearts were already stolen by the rural and rustic countryside we saw from the deck's of *L'Escapade*. From a church dating back to the eighth century, to a tomb from the second century, from grand chateaus to simple market squares, France by barge is a magical time machine. The slow thump of the DAF diesel is a world away from high-speed trains and jet planes. Like the moss on the canal banks and the mistletoe in the tree tops, the villages, sites, and panoramas that unfold along the canal have transcended time.



NORTHPORT YACHT CLUB
C/o Art Hall
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Woolwich, Maine
04579

PLACE
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Summer Sailing Lessons



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Ages 10 to Adult

Morning Classes for children 10-17:
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Private lessons all ages: June - September

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