



# The 34<sup>th</sup> Annual Great Chesapeake Bay Schooner Race



# THE 34TH ANNUAL GREAT CHESAPEAKE BAY SCHOONER RACE

GCBSR is very pleased to welcome the schooners (and a few non-schooners) back for the race this year! Some of the schooners have competed nearly every year since the race was founded, others are new this year. Welcome to the *Denis Sullivan*! N-Class also sees some new blood in *Genevieve*, *Grace*, and *Tipsy*. Some are nearly new, others are over 100 years old; some are made of modern fiberglass construction, others are steel or traditional wooden plank-on-frame construction. Some race down the Bay and others race in spirit only. What they all have in common is an appreciation for the Chesapeake Bay, a love of traditional sailing vessels, and a strong sense of camaraderie.

## SCHOONERS



### **ADVENTURER (56)**

Homeport: Annapolis, MD

Sparred Length: 56ft

Captain: Duncan Hood

*Adventurer* is a 1984 fore & aft staysail schooner manufactured by Cherubini Yachts in Riverside New Jersey. She has been through two full refits; one by Art Birney in 1997 and one by Duncan Hood in 2021. When not marauding the East Coast, she berths in Annapolis at Port Annapolis Marina.



### **BONNY ROVER** (not racing this year)

Homeport: Norfolk, VA

Sparred Length: 64ft

Captain: Mark & Ray Haywood

*Bonny Rover* was the winner of the first two Great Chesapeake Bay Schooner Races. *Bonny Rover* will be docked in Norfolk at Freemason Harbor. *Bonny Rover* is a ferro-cement update of a design of an eighteenth-century revenue cutter. The design was also used for cargo vessels. Originally her designer/builder's primary residence, she is a part-time home for Ray and Mark, her second owners. They have completely rebuilt her and added quite a few personal touches that one might not expect to see on a boat. She is a frequent participant in Hampton Roads nautical events, often with a crew of kilted bagpipers and drummers.





**CELEBRATION** (not racing this year)  
 Homeport: Middle River, MD  
 Sparred Length: 39.5ft  
 Captain: Paul Schaub

*Celebration* is hull number 17 in the Ted Brewer-designed Lazy Jack 32 series of fiberglass production schooners. Built in 1977 by the Ted Hermann Boat Shop in Long Island, NY, she was originally sold to John Kendall in Media, Pennsylvania, as a sail-away kit boat. In the GCBSR she took third in her class in 1999, placed third in 2002 in a fleet of 15 that endured high winds for 12 hours, and in 2004 she placed third. She changed hands in 2007 but is still located on the Chesapeake Bay.



**DENIS SULLIVAN**  
 Homeport: Boston, MA  
 Sparred Length: 137ft  
 Captain: Christopher Flansburg

The *Denis Sullivan* is representative of a Great Lakes Cargo Schooner. She is the product of a community-wide effort with over 1,000 volunteers and professionals participating in her construction in Milwaukee, WI. Sailing out of Boston and the USVI, the vessel continues her original mission to provide experiential education opportunities to youth through World Ocean School.



**FAREWELL**  
 Homeport: Baltimore, MD  
 Sparred Length: 47ft  
 Captain: Linda Gunn

*Farewell* has been racing since 1994. The first few years were under captain Gale Browning. Her current captain, Linda Gunn, bought *Farewell* in 1998. *Farewell* usually does well in the race, although as both the boat and her captain have aged, they don't push as hard.



### **LIBERTATE**

Homeport: Annapolis, MD

Sparred Length: 54ft

Captain: Peter Carroll

*Libertate* will be racing in her seventeenth GCBSR this year. She is a Gazelle, designed by Tom Colvin and built by James "Fred" McConnell in Parry Sound, Ontario, in 1980. She has a steel hull and is "junk-rigged," but has a Marconi jib. After the death of her original owner, she did not sail for almost 20 years. Peter acquired her eighteen years ago, and she took third in class C in 2007, third in class B in 2017, second in class B in 2019, and a first in class B in 2018! When not racing, *Libertate* makes her home in the West Basin at the Pax River NAS.



### **LIBERTÉ** (not racing this year)

Homeport: Annapolis, MD

Sparred Length: 77ft

Captain: Chris Tietje

*Liberté* a three-masted staysail schooner with 1750-square-feet of sail, is 74 feet long and has an 18.5-foot beam. She was custom built to Chris and Jane's specifications to serve as an excursion schooner, offering educational and historic presentations, sunset cruises, theme parties, and other functions for up to 49 guests. Her crew is knowledgeable about the area's environment, and her cargo is the history, lore and traditions of the era.



### **LIGHT REIGN** (not racing this year)

Homeport: Oxford, MD

Sparred Length: 56ft

Captain: Mike Lawrence

*Light Reign* is the last of 8 Cherubini 48 staysail schooners designed by John Cherubini and built at Cherubini Yachts in Delran, NJ, in 1999/2000. Formerly known as *Amazing Grace*, she is a fast and comfortable boat to sail and has done very well in the Great Chesapeake Bay Schooner Race in the past. She was recently acquired by Cameron MacTavish and hopes to race in future years.





**LION of BALTIMORE** (not racing this year)

Homeport: Baltimore, MD

Sparred Length: 12.5ft

Captain: Steven Lampredi

*Lion of Baltimore* is a one-quarter-scale sailing model of a "Chesapeake Bay Pilot Boat Schooner" the type of vessel that made the fame of Fell's Point shipyards in the late 1700s and contributed to the notoriety of Baltimore in the War of 1812.

History of the original *Lion*: On Aug 24, 1814, "*Lion of Baltimore*"... "a fine schooner" was spotted by the *HMS Menelaus* crew patrolling the Chesapeake Bay. Barges from the warship pursued the schooner. With no other means of escape, *Lion* sailed into Bodkin's Creek and the crew was forced to abandon ship at Hancock's farm, taking their sails with them. The British barge crew burned *Lion* taking only a rowboat away as a prize.



**NORFOLK REBEL**

Homeport: Norfolk, VA

Sparred Length: 59ft

Captain: Steve Briggs

The Tugantine *Norfolk Rebel*, designed and built as a Sail Assisted Tug Boat by the GCBSR founder Capt. Lane Briggs will be racing for the GCBSR to help fulfill our Mission of Racing to Save the Bay. The *Norfolk Rebel* was built to be a multipurpose vessel (Towing-Salvaging-Fishing). She is 60'LOA-Beam 15'-Draft 6' She has participated in Tall Ship Festivals. In 1984 she "Circumnavigated Virginia".

Today, *Norfolk Rebel* is retired from commercial work. But she continues to participate in Tall Ship Festivals and promote the the Great Chesapeake Bay Schooner Race.



**NORTH WIND**

Homeport: Gloucester City, NJ

Sparred Length: 75ft

Captain: Scott Hughes

The *North Wind* schooner is a Treworgy 75-foot steel schooner, built in 1996 and operated by Gloucester City Sail, Inc, a NJ nonprofit organization. The *North Wind*'s primary purpose is to offer area youth with maritime learning opportunities. The *North Wind* servers as a school-ship, allowing students from local schools and organization to have the opportunity to learn about the maritime work, presenting them a pathway for future educational and job opportunities. This program is funded by public- and charter-sails out of our homeport. The *North Wind* schooner is the flagship for Gloucester City, NJ, located across the Delaware River from Philadelphia. More information is at <http://www.northwindsail.org>.



**ONDINE** (not racing this year)  
 Homeport: New Smyrna Beach, FL  
 Sparred Length: 50ft  
 Captain: Nancy Greene

*Ondine* is here only for the fun and experience. She is a slow boat from China (well, really from Toronto), steel hull, junk rigged. If we make it up there, she comes with a chicken (yes, one that lays eggs)!



**PRIDE OF BALTIMORE II**  
 Homeport: Baltimore, MD  
 Sparred Length: 157ft  
 Captain: Jeff Crosby

*Pride of Baltimore II* is a historically evocative reproduction of a War of 1812-era privateer. Capturing public imagination through unique worldwide voyages of discovery, *Pride II* honors Maryland seafarers of all eras and, wherever she sails, shares the innovation, entrepreneurial spirit, and patriotism that forged and continues to define Maryland's maritime identity.



**QUINTESSENCE** (not racing this year)  
 Homeport: Bayville, NJ  
 Sparred Length: 45ft  
 Captain: Ed Phillips

*Quintessence's* hull is a duplicate of an early 20th century Friendship sloop, *Dictator*. Her hull was built in fiberglass by Jarvis Newman from a mold Newman developed during the restoration of the original *Dictator*. Mack Pettrigrow built out her hull to a Bob Wallstrom design. While Newman's other hulls were built out as sloops, *Quintessence* was rigged as a schooner. She combines the legendary grace and seakeeping ability of a Friendship sloop with the versatility of a schooner rig designed by Ralph Stanley. She is a truly unique vessel! Currently sailing out of deRouville's Boat Shop in Bayville, NJ, she is a regular sight on Tom's River, Barnegat Bay and the waters from Long Island Sound to the Chesapeake Bay.





### SEA HAWK

Homeport: Portsmouth, VA

Sparred Length: 56.5ft

Captain: Steve Nelson

*Sea Hawk* is a Thomas Colvin Gazelle 42 built in 1986 by Barnes in Florida. She has slightly rounded chines and appears to be built light based on her draft. She was a live aboard in Alaska then made her way to the Great Lakes where she was purchased by Captain George Wall. Captain Wall sailed *Irena* in Newport RI and participated in the Fisherman's Cup. In December 2017 she was renamed *Sea Hawk* by her new owner Laura Nelson and won first place in C class in 2018 which was her first race captained by Steve Nelson. This is the fifth year that she has competed in this event and hopes to be able to do many more.



### SHANTY

Homeport: Norfolk, VA

Sparred Length: 50ft

Captain: Scott Rogers

*Shanty* has been in the Schooner race since 2005. A Merrit Walters design, she has a steel hull and deck. Launched in 1984 in Panama City Florida, she has spent a little time in the Caribbean ,the Bahama's and of course many years in the Chesapeake Bay.



### SULTANA

Homeport: Chestertown, MD

Sparred Length: 97ft

Captain: Forrest Richards

An exact replica of a Marblehead topsail schooner, *Sultana*, originally designed and built in 1767 to be used by the British Royal Navy to enforce the notorious tea taxes in the years preceding the American Revolution. This makes *Sultana* the oldest design to race in the GCBSR. The current *Sultana* was designed by Benford Design Group and built by John Swain in Chestertown of white oak framed with osage orange, and launched in 2001. More than 8000 students of all ages take part annually in an educational experience encompassing sailing the Chesapeake and exploring the life of an 18th-century sailor during classroom outreach programs. 2023 will be *Sultana's* 22nd Schooner Race.



**SUMMER WIND** (not racing this year)

Homeport: Baltimore, MD

Sparred Length: 48

Captain: Tom Kirwan

The *Summer Wind* is a 48-foot, junk-rigged, steel-hulled Colvin Gazelle owned and operated by American Sailing Tours in Baltimore. She sails up to five times daily, doing 90-minute sailing tours in Baltimore Harbor, as well as private charters to the Chesapeake Bay. *Summer Wind* is the only schooner with its own seafaring radio station at SummerWindRadio.com.



**TOM BOMBADIL** (not racing this year)

Homeport: Pasadena, MD

Sparred Length: 68ft

Captain: John Flanigan

*Tom Bombadil's* 2022 crew kept their eye on the party in Norfolk while drifting down the Bay and held on in the howling winds at the finish to win class A on corrected time. This schooner was built by Dennis Schrieber to plans by Murray Watts found at Mystic Seaport.



**UNFORGETTABLE** (not racing this year)

Homeport: Baltimore, MD

Sparred Length: 40ft

Captain: Tom Kirwan

*Unforgettable* is the 27th of 35 Ted Brewer Lazy Jack schooners built by Ted Hermann's Boat Shop in Seaford Harbor, NY on Long Island in 1979.

She carries a roller-furled jib, gaff-rigged foresail, small fisherman sail for light air, and a Marconi mainsail. The rig is supported with a bowsprit and bumpkin. She is the second boat in the fleet of American Sailing Tours in Baltimore doing public sails and private charters.





## **VIRGINIA**

Homeport: Norfolk, VA

Sparred Length: 122ft

Captain: Michael Fiorentino

Launched in 2004, *Virginia*, a wooden 122-foot gaff topsail knockabout, was designed by Peter Boudreau and built by Tri-Coastal Marine in Norfolk. She is a replica of the last sailing pilot schooner in use on the Chesapeake Bay. She is a living symbol of Virginia's historic maritime past and is used to promote educational and economic programs for the Commonwealth of Virginia. She placed second in her class in 2005 on corrected time. In 2017 she won her class, setting the current race record time of 11 hours, 1 minutes and 41 seconds.



## **WINDSONG**

Homeport: Norfolk, VA

Sparred Length: 47ft

Captain: Corey Roy

Schooner *Windsong* is a 47-foot Tancook Schooner designed by Ray Stevens of Nova Scotia. She was built by Guy H. Asbury between 1954 and 1960 in Yarmouth, Nova Scotia. Much of her life was spent in New York; both around Long Island, and on Lake Ontario. Throughout her life she has been named *Pleiades*, *Dream*, *John A. Noble*, *Chasseur*, and *Sara B.*

Schooner *Windsong* is now based out of Cape Charles, Virginia, and has competed in two prior years of the GCBSR. She won Class C and the special Perseverance Award in 2021, with a DNF in 2022.



## **WOODWIND**

Homeport: Annapolis, MD

Sparred Length: 74ft

Captain: Ken & Jen Kaye

Schooner *Woodwind* is celebrating 30 years! Designed by John Scarano and built by the Scarano Boat Building Company, *Woodwind* is a fast and easy to sail staysail schooner built for taking guests sailing on the Chesapeake Bay up to four times a day. *Woodwind* has an identical sistership, *Woodwind II*, which is best known for her appearance in the movie "Wedding Crashers". Only *Woodwind* has sailed in the Schooner Race every year, and takes four paying crewing members on the race down the Bay.

## CLASS N - NON-SCHOONERS



### **BENNU**

Homeport: Eastport, MD

Sparred Length: 44ft

Captain: Julianne Fettus

Bennu is a 1980 Cherubini 44 Ketch, designed by John Cherubini in the early 1970's and built in Delran NJ. She is a smaller sistership to the other Cherubini Schooner entries and is honored to be included in the new non-schooner invitational class. I acquired after spending 2019 crewing for the previous owner Douglas Wilson getting her ready for the 2020 Annapolis to Bermuda Race. Prior to that she spent 25 years traveling the world, including completing a circumnavigation, so she was a well-traveled boat. The past few seasons we continued to put miles under her keel competing in the Annapolis to Newport Race, cruising around New England and Cape Cod, and enjoying her home waters of the Chesapeake Bay from Turkey Point down to Hampton.



### **GENEVIEVE**

Homeport: Baltimore, MD

Sparred Length: 33ft

Captain: Stacy Spaulding

Genevieve is a cold-molded Friendship Sloop built off lines drawn by Howard Chapelle. She was launched in Vista, California, in 1982, and has been berthed in Baltimore since 2017. Once ubiquitous along the coast of Maine, the iconic Friendship Sloop was used for lobstering and coastal trade from about 1880 to 1920. One Maine old-timer has described these boats as the "F-150s of the 1910s." When lobstermen turned to motors and modern equipment, many of Maine's seasonal residents acquired these sloops for summer adventures, thus beginning the Friendship Sloop's long association with "yachting."



### **GRACE**

Homeport: North East, MD

Sparred Length: 31ft

Captain: Robert (Dobbs) Fryberger

Grace is a 1966 Columbia 31, designed by Charley Morgan and lovingly rebuilt over the last ten years by her current owners. She has a fiberglass hull, wood interior, and aluminum spars supporting a Marconi sloop rig. While this is her first GCBSR, she has thousands of coastal miles under her keel. She won the Sippy Cup in 2017 and 2018 and participates occasionally in various Northern Bay races.





### **JOLLY DOLPHIN**

Homeport: Magothy River, MD

Sparred length: 64ft

Captain: Jack Zuraw

Jolly Dolphin is a wooden sailing vessel modeled on early Chesapeake Bay oyster dredgers. Referred to as a "three sail bateau," or "two-masted skipjack," it is a successor to the bugeye. Jolly Dolphin was built for a Delaware family for recreational use by James B. Richardson on LeCompte Creek, Maryland in 1958. From 1964 until 2007 she passed through the hands of a half dozen owners, and was abandoned ashore in 2004. Restored with the help of the Richardson Maritime Museum from 2007 to 2010, the privately owned and maintained Jolly Dolphin has provided traditional sailing experiences for community outreach. Over the years Jolly Dolphin's passengers have included middle school and high school STEM students, conservationists and Maryland history enthusiasts. She is currently berthed on the Magothy River.



### **RADIAN**

Homeport: Williamsburg, AV

Sparred Length: 44ft

Captain: Jack Stortz

RADIAN is a 44ft LOA, Bugeye ketch designed & built by Thomas Colvin in Mathews Virginia in 1964. RADIAN is 1/2in marine plywood on Douglas fir frames. The cabin is mahogany with teak trim. RADIAN has survived 7 nor'easters, 5 hurricanes & 3 tornadoes.



### **Tipsy**

Homeport: Middle River, MD

Sparred Length: 42ft

Captain: Kevin Irwin

My uncle, Bob Shipley and a friend, Johnny Kratcher purchased two identical Temple 38 hulls in 1964. Over the winter they finished them out to be two beautiful Finisterre-style yawls. Both boats cruised and raced extensively on the Chesapeake Bay, winning many races. Evelyn and I bought the boat and have been cruising with our family for many years. I am now completing a restoration on Topsy, so she will sail into the future.

# HISTORY



Schooner racing on the Chesapeake Bay is rooted in the trade rivalry between Baltimore, Maryland, at the northern end of the Bay, and Portsmouth/Norfolk, Virginia, at the southern end. The fastest sailing vessels delivered goods and people to their destinations and often garnered the best price for their cargo by beating slower schooners into port. Over the years, commercial schooner designs evolved for the bay's routes, taking into consideration shallow waters, local crops and regional needs, with speed being a primary concern to beat competitively loaded vessels into port. These schooners also played a critical role in our nation's early wars. While there are no cargo-hauling schooners now working the Bay, there are a considerable number of schooners still in use as cruising vessels and privately-owned boats.

In 1988, when the City of Baltimore launched her flagship modeled on those earlier vessels, Captain Lane Briggs of the Tugantine

Norfolk Rebel – the world's only sail-powered schooner-rigged tugboat – challenged Pride of Baltimore II to a race from Baltimore to Norfolk,

reviving an historic rivalry between schooners, captains and cities on the Bay. With the challenge accepted, the Great Chesapeake Bay Schooner Race (GCBSR) was born.

In 1990, a weekend in October was set aside for what had become an annual event, and yacht clubs at the northern and southern ends of the race volunteered to support the schooners and crews in their efforts.

Over the 30+ years of the Great Chesapeake Bay Schooner Race, there have been some incredible races with schooners going to the wire to win. Harsh weather conditions in some of the races have tested the mettle of the vessels, crews and captains. As many as 56 schooners have signed up for a single race, and more than 195 – with vessels from as far away as California, England and Australia – have enjoyed the fall race on the Bay. The 2017 race was the fastest race in this long series. With strong following winds, several schooners set new records for both elapsed and corrected time. The schooner Virginia set a new time to beat of 11 hours, 1 minutes and 41 seconds, beating the previous record that she set in the 2007 GCBSR.

With the growth of the event and the resulting focus on these vintage sailing craft, the organizers and sponsors elected soon after the start of the event to maximize the value of the race in very special ways. The race brings focus to the maritime traditions of schooners on the Chesapeake and brings attention to the environmental issues facing the Chesapeake. All net proceeds of the race are donated to support youth education and other efforts aimed at saving the Bay. This is why the Great Chesapeake Bay Schooner Race is proud to say that we are "Racing to Save the Bay!"



# ABOUT THE GCBSR

The Great Chesapeake Bay Schooner Race begins in Baltimore, Maryland, and ends 118 nautical miles down the Chesapeake Bay in Norfolk, Virginia. It is a fun race full of good camaraderie, tall tales, and lasting friendships. However, the GCBSR is not just a race, it is a fundraising event for a very good cause! The GCBSR is a 501(c)3 non-profit organization, founded to promote education and public awareness of the Chesapeake Bay's maritime heritage and encourage the preservation and improvement of the Chesapeake's natural resources.

Proceeds from the Great Chesapeake Bay Schooner Race support local non-profits in the two areas where we celebrate the race, Baltimore/Annapolis and Portsmouth/Norfolk. Local organizations are sought out whose mission aligns with ours. To date, more than \$172,628 has been donated to:

- Chesapeake Bay Foundation
- Oyster Recovery Project
- Portsmouth Riverkeepers
- Elizabeth River Project
- Sail Baltimore
- Newport News Maritime Museum
- Nauticus

and other like-minded organizations on and around the Bay. If you have a needy organization in mind, we'd love to hear your suggestion!

## EDUCATION

### WEDNESDAY AND SATURDAY OF RACE WEEK



The Great Chesapeake Bay Schooner Race (GCBSR) education program brings young people living near the Bay on board schooners for a unique and exciting experience.

The students enjoy hands-on lessons perpetuating the mission of the race: to promote public awareness of the Chesapeake Bay's maritime heritage and encourage the preservation and improvement of the Chesapeake's natural resources. We entrust these students to be

the stewards of the Chesapeake Bay and the schooner fleet for the next generation.

This is a hands-on program that is conducted at both ends of the Bay. On Wednesday, students from Baltimore meet the schooners before the race and get a chance to climb on board and

participate in activities on the vessel, talk with the captain and crew about their life on board and learn about schooner history both on the Chesapeake and around the world. This year for the first time the students will be able to spend a few hours sailing on a schooner – this is sometimes a life changing experience.

After the schooners race down the Bay, they are joined by students in Norfolk. All of the students tour some of the schooners and learn about the Chesapeake Bay, ecology and maritime history.

Many of the schooners have well developed programs with professional educators that make these vessels very effective learning platforms. Although all of the vessels racing in the GCBSR are classified as schooners, their forms, functions and designs are diverse. A Baltimore Clipper Privateer, an 18th-century sailing ship, was extremely versatile on the seas. She could engage enemy ships, seize their cargo, and cross an ocean all in one voyage. A Virginia Pilot Vessel was an early 20th-century sailing ship whose purpose was to send harbor pilots out to incoming ships as they entered the Chesapeake Bay. Her primary mission was to sail as fast as possible to get her pilots onboard the incoming vessels before any other ship could.

An 18th-century Chesapeake Bay Pungy Schooner was designed to be a fast-sailing cargo ship. Her lower freeboard made her cargo easy to quickly load and unload, which made her adept at carrying perishables such as seafood and produce. The differences in design of these and other schooners, although subtle to the untrained eye, become very much apparent as the students learn about the work schooners once accomplished on the Chesapeake Bay.

Touring the schooners is, of course, the highlight, as the students walk the decks of sailing ships and interact with the crew and captains. They see the bunks where the crew sleep and the galleys where chow is cooked. They get a feel of the layout of the main deck and sailing rig when they work together as crew to raise a sail.

The lessons learned and the lasting impressions made on these young minds can only be gained first-hand aboard these historic vessels. The GCBSR thanks the schooners who contribute to this program. Having a better understanding of the Chesapeake Bay ecology and history will enable these students to keep schooners sailing on the Bay for generations to come.





# OUR DONORS

GCBSR relies heavily on the selflessness and generosity of its many donors. The proceeds of the entry fees and the shirt sales for the race barely covers the cost of the race, even though the race is an entirely volunteer run effort. All the planning and preparations are time and effort donated by so many. Those organizations who have given of their time, resources and services in lieu of cash to make this race possible are indicated below by an asterisk after their name.

## MAINSAIL DONORS (\$1,000+)

Joanie Thayer & Howdy Bailey • Sherman Gifford & Glenn Ayers • Scott & Michele Ripley • Albert L. Roper • Town Point Yacht Club • Matthew Miller • Thomas J. Donan in memory of Admiral Nancy Donan & Capt. Lane Briggs • American Schooner Association • Polish Home Club • Friends of the Pagoda • Cobb's Marina • Anchorage Marina • Kate & Patrick Smith • Anderson & Wright Jewelry • Crofton Diving & Construction • Portsmouth Boat Club • Tugantine® Norfolk Rebel in memory of Lane Briggs

## FORESAIL DONORS (\$500 - \$999)

Melinda Ballard-Gregory • Preston & Sherry Carraway • Bob Layton • Bill Mellen • Bonny Rover • Affordable & Luxury Event Rentals • Chesapeake Payment Systems • Dodd's RV • Yorgo's Bageldashery • Eastport Yacht Club • Nellie Crockett • M&B Shipcanvas • Tom Bombadil • Summer Wind • Quintessence

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Rick and Carol Perkins • Beverly & Bill Ripley • Leslie Friedman • Greta Gustavson & Gary Naigle • Val & Chuck Boyles • Marc & Caryn West • Darlene Alexander & Paul Schaub • George & Betty Treiber • Nan Nawrocki • in memory of Alice Jeffers and Carolyn Gorry • Art Quarstrom • In Memory of S.D. Spaulding • Signature Canvas Makers • Mid-Atlantic Chapter of the American Schooner Association • Doyle Sails Virginia • GFL Environmental • Norfolk Coffee & Tea Company • Tanner's Creek Walers • Sail Baltimore

NB. All donors listed in no particular order.



## *Racing to Save the Bay*

### Sea Fever

I must go down to the seas again, to the lonely sea and the sky,  
And all I ask is a tall ship and a star to steer her by,  
And the wheel's kick and the wind's song and the white sail's shaking,  
And a grey mist on the sea's face, and a grey dawn breaking.

I must go down to the seas again, for the call of the running tide  
Is a wild call and a clear call that may not be denied;  
And all I ask is a windy day with the white clouds flying,  
And the flung spray and the blown spume, and the sea-gulls crying.

I must go down to the seas again, to the vagrant gypsy life,  
To the gull's way and the whale's way where the wind's like a whetted knife;  
And all I ask is a merry yarn from a laughing fellow-rover,  
And quiet sleep and a sweet dream when the long trick's over.

*-John Masefield (1878-1967)*

2023 RACE FLEET BOOK

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