



# The 35th Annual Great Chesapeake Bay Schooner Race



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GCBSR is very pleased to welcome back the schooners (and a few non-schooners) 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 new/returning after an absence N-Class participants: Prom Queen, Sea Hawk and Winsome. Some vessels 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**

Homeport: Annapolis, MD  
Sparred Length: 56ft  
Captain: Duncan Hood

*Adventurer* is a 1984, 48' on-deck/56' LOA Cherubini Schooner built in Riverside NJ. A John Cherubini design, she has been through two major remodels, one in 1999, and a second in 2020 when The floor plan was altered to give the boat a more open feel. She now sports a new engine and electrical system based on 48v Lithium batteries that make having a generator unnecessary. She even sports an electric, telescoping salon table. *Adventurer* has participated in the great Chesapeake Bay Schooner race for 21 years and the race always proves to be challenging and great fun. It's a pleasure for captain and crew to be returning this year. Thanks for everyone's help and support.



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

Homeport: Norfolk, VA  
Sparred Length: 64ft  
Captain: Robert Suhay

Bonny Rover is a 64-foot topsail schooner whose raked masts, long bowsprit and fore squaresail evoke the sleek privateers of the Baltimore Clipper pedigree that guarded the Chesapeake during the War of 1812. She was designed by Merritt Walter as part of his Rover family and built in 1971 in Norfolk. Walter called Bonny home for a time and local salts still recall the splendor of her grand salon, with its aft windows reminiscent of a French warship, a Franklin stove that warmed hands and a Spinnet piano that warmed hearts. Built in ferrocement, Bonny is no stranger to the GCBSR, and still carries the 1st Place plaques from the first two editions.

**FAREWELL**

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

*Farewell* has participated in the Great Chesapeake Bay Schooner Race since since 1993. 1993-1997 were with her previous Captain, Gale Browning. In 1998, *Farewell* competed with her current owner, Captain Linda Gunn. *Farewell* is usually very competitive, and hopefully will do well this year.

**LIBERTATE**

Homeport: Annapolis, MD  
Sparred Length: 54ft  
Captain: Peter Carroll

*Libertate* will be racing in her eighteenth 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

*Liberte* was designed by Dudley Dix and built by Howdy Bailey in 2001. She has been "entered" in every Schooner race since, though only attended the start. She is a U.S.C.G. certified 49-passenger vessel, doing charters in Annapolis in spring and fall, and running a full schedule of open sails in Falmouth, Mass. in the summer. She is now for sale as the owners are ready to retire.



### **LIGHT REIGN**

Homeport: Oxford, MD  
Sparred Length: 56ft  
Captain: Mike Lawrence

Light Reign will participate in her 4th GCBSR after an absence of 7 years. She was overall winner in 2014 and is looking forward to the race under new ownership. Light Reign is a Cherubini 48 built in 2000. She is a modern schooner with carbon spars, electric primary winches and mostly roller furling sails. She is painted dark blue with a bright red bottom and a white boot top. She has been sailed by the artist James Turrell for the past ten years. James sold her on the condition that she be maintained in the Bristol Fashion he has always insisted on to his good friend Jim Murren, who recently moved to Oxford. Light Reign is a sister to Adventurer of Annapolis, owned by Duncan Hood. These boats are a pure joy to sail.



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

Homeport: Baltimore, MD  
Sparred Length: 12.5ft  
Captain: Steven Lampredi

LION of Baltimore is a 1/4 scale representation of a Fell's Point built schooner. "A fine schooner the LION of Baltimore" was burned by British forces in Bodkin Creek in 1814.



### **NORFOLK REBEL**

Homeport: Norfolk, VA  
Sparred Length: 59ft  
Captain: Steve Briggs

"Tugantine" *Norfolk Rebel* is the world's first designed and built sail assisted tugboat. Built at Rebel Marina in Norfolk and launched in 1980, *Norfolk Rebel* is the idea of the late Capt. Lane Briggs (also the founder of The Great Chesapeake Bay Schooner Race). *Norfolk Rebel* has sailed all over the East Coast, Great Lakes, and Gulf of Mexico towing, fishing, and salvaging. *Norfolk Rebel* is sailing in the 35<sup>th</sup> Annual GCBSR to help Capt. Lane's love of Schooners and the Chesapeake Bay continue to support education and awareness of the Bay's History.



### **NORTH WIND**

Homeport: Gloucester City, NJ

Sparred Length: 75ft

Captain: Scott Hughes

The Schooner *North Wind* is a Treworgy 75-foot steel schooner, built in 1996, owned and operated by Gloucester City Sail, Inc, a NJ nonprofit organization. *North Wind's* primary purpose is to offer maritime learning opportunities to area youth. *North Wind* serves as a school-ship, allowing students from local schools and organizations the opportunity to do science, learn history, and work on the Schooner *North Wind* while sailing on the Delaware River. This program is funded by public and charter sails from our homeport in Gloucester City, NJ in the Delaware River across from Philadelphia.

The Schooner *North Wind* was voted "Best Boat Cruise" in the 2024 Philadelphia Inquirer "Philly Favorites" contest. *North Wind* finished 1st in B class in the 2023 Great Chesapeake Bay Schooner Race. More information is available at <https://www.northwindsail.org>.



### **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.



### **PROM QUEEN (not racing this year)**

Home Port:

Sparred Length:

Captain: Roger Worthington

*Prom Queen* had plans to once again be back for the Great Chesapeake Schooner Race but is now unable to make it. Designed by Dominique Presle, and built in 1977. She has an elegant aluminum hull, and her sister ship, *Grande Louis*, came third in the Whitbread round the world race. Her new gollywobbler will be ready for the next race.



**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 gaff rigged schooner 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 liveaboard in Alaska then made her way to the Great Lakes where she was sold to George Wall. Capt Wall sailed Irena in the Fisherman's Cup in the Cape. December 2017 she was sold to Laura and Steve Nelson and renamed Sea Hawk. She is a quick boat and won her first race in 2018.



**SULTANA**

Homeport: Chestertown, MD

Sparred Length: 97ft

Captain: Forrest Richards

The 1768 schooner SULTANA is the ultimate teaching platform for introducing students to the history and environment of the Chesapeake Bay. The modern vessel is a full-scale reproduction of a 97' topsail schooner that patrolled the mid-Atlantic enforcing the hated "Tea Taxes" for Britain's Royal Navy in the years preceding the American Revolution. Aboard this unique tall ship, students work with Sultana Education Foundation's (SEF) professional staff to trawl for fish and crabs, conduct tests to monitor water quality, and learn about maritime life in the 18th century. This will be SULTANA's 23<sup>rd</sup> schooner race.



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

Homeport: Baltimore, MD

Sparred Length: 48

Captain: Christine Green

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**

Homeport: Pasadena, MD

Sparred Length: 68ft

Captain: John Flanigan

The schooner *Tom Bombadil* was built by Dennis Schrieber to plans by Murray Watts found at Mystic Seaport. *Tom Bombadil* and crew are delighted to return to the race this year whether it be light winds or blustery!



**UNFORGETTABLE** (not racing this year)

Homeport: Baltimore, MD

Sparred Length: 40ft

Captain: Amanda Colianni

*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** (not racing this year)

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 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.

*Virginia's* purpose is to support Nauticus' mission by being:

- A floating classroom providing community children with hands-on education in Science, Technology, Engineering and Mathematics (STEM).
- A functioning example of classic tall ship design offering impactful maritime experiences to youth, community volunteers, and the public.
- A sailing vessel to share access to maritime resources and an important component of a leading maritime discovery center.



**WINDSONG**

Homeport: Cape Charles, 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 owned by Corey Roy and Bronwyn Comer, based out of Cape Charles, Virginia, offering sailing charters for up to 6 people on the waters of the Chesapeake Bay.



**WOODWIND**

Homeport: Annapolis, MD

Sparred Length: 74ft

Captain: Ken & Jen Kaye

Schooner *Woodwind* was built in 1993 and has competed in every Schooner Race since then (minus the COVID year). We are a family run business that specializes in public cruises, private events and team building cruises out of Annapolis, MD. We look forward to the Schooner Race every year to treat our crew and four paying passengers to life aboard during a race down the Bay. Our (almost) identical sistership, *Woodwind II*, has the reputation as the movie star as she was featured in the movie, "Wedding Crashers".



## CLASS N - NON-SCHOONERS



### **BENNU**

Homeport: Eastport, MD

Sparred Length: 44ft

Captain: Julianne Fettus

Non-Schooner Invitational Class *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 part of the Great Chesapeake Bay Schooner Race for the 4 years since the inaugural N class started in 2021. Over the past few seasons, *Bennu* has competed in the Annapolis to Newport Race, cruised around New England and Cape Cod, and in the Chesapeake Bay, from Havre de Grace down to Hampton.



### **GRACE**

Homeport: North East, MD

Sparred Length: 31ft

Captain: Robert (Dobbs) Fryberger

*Grace* is a 1966 Columbia 31 designed by Charley Morgan and built in Portsmouth, VA. She has a fiberglass hull, wood interior, and aluminum spars supporting a Marconi sloop rig. Representative of early production boats never intended to last 50 years, by 2013 *Grace* was falling apart. She came to her current owners with a history of maintenance deferred for the love of going sailing. Over the next 10 years, she underwent an extensive rebuild while also being sailed thousands of miles, by keeping a schedule of 6 months on the hard in North East, MD and 6 months cruising the Chesapeake Bay and East Coast. Look for *Grace* anywhere there are wooden boats, history, and natural beauty. You can read about our travels at [sailinggracefully4.wordpress.com](http://sailinggracefully4.wordpress.com). Last year was *Grace's* first GCBSR and she placed first in the "N" Fleet.



### **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.



**LILITH**

Homeport: Annapolis, MD  
Sparred Length: 34ft  
Captain: James Emery

Lilith is a cold-molded wood reproduction of the N.G. Herreshoff Buzzards Bay 25. She was built in 2001 by Damian McLaughlin in Falmouth, MA. The design adheres to the original except for the cold molded construction, marconi rig, extension of the counter by about 1 foot to accommodate a permanent backstay, and an engine. Only 5 Buzzards Bay 25's were built originally, but Brooklin Boat Yard, McLaughlin, and others started building replicas in the mid 1990s and since over 15 have been built. At least 4 are on Chesapeake Bay.



**RENDEZVOUS II** (not racing this year)

Home Port: Annapolis, MD  
Sparred Length: 43ft  
Captain: Bjorn Arp

*Rendezvous II* is a Philip Rhodes designed yawl that was built as a one-off in Annapolis between 1960 and 1967, at a time when fiberglass had just become known to boatbuilders. The boat was recently restored with an effort to preserve this unique piece of Annapolis maritime heritage.



**WINSOME**

Home Port:  
Sparred Length:  
Captain: Eric Wommack

*Winsome* will be racing in her first Great Chesapeake Bay Schooner Race this year. She is a Columbia 31 designed by Charlie Morgan and built in Portsmouth, Virginia in 1968. She's a sturdy built sloop having a solid FRP hull from the early days of fiberglass boatbuilding. A veteran Chesapeake racer, *Winsome* placed third in the 2017 Havre de Grace Yacht Club John Heffner, Jr. Memorial Invitational PHRF C class, and second in the 2021 St. Mary's College of Maryland Governor's Cup PHRF N class. She races throughout the summer in the Bohemia River Wednesday night series sponsored by the Elk River Yacht Club.



Photo by Shannon Hibberd

# FULFILLING OUR MISSION

The Great Chesapeake Bay Schooner Race works year-round to fulfill its mission  
to:

- Promote awareness of the Chesapeake Bay's heritage
  - Encourage preservation of the Bay's resources
- Support Chesapeake Bay education and clean-up efforts
  - Bring historic schooners to the Bay
  - Encourage schooner sailing and preservation

We do all this with a special eye toward the next generation.

To date, GCBSR's contribution to area non-profits aligned with this mission is over

**\$356,000!**

# OUR 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 35 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!"

# EDUCATION IN THE BAY RACE

## WEDNESDAY 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 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.



## THE BAY RACE

Throughout its history, the Bay Race has brought classic vessels and their crews together to share in friendly competition while the public enjoys the sight of these majestic vessels on the Chesapeake Bay. Prior to 2020, the Bay Race was the GCBSR's primary fundraising event, supporting Educational Sails and area organizations including:

- Living Classrooms Foundation
- Nauticus Foundation / Schooner Virginia
- Watermen's Museum
- Elizabeth River Project
- Magothy River Association
- Sultana Education Foundation
- Richardson Maritime Museum
- Downtown Sailing Center
- Maryland Science Center
- Blue Water Baltimore

# THE VIRTUAL RACE

The Virtual Race was born in 2020 as a way to continue supporting area non-profits despite having to take a COVID break from the Bay Race. This three-day fundraising event challenges participating vessels to raise money for the organizations they sponsor. Whichever boat raises the most money, wins! And of course, the real winners are the worthy organizations they support.

## VESSELS SPONSORING AREA NON-PROFITS

Each vessel in the Virtual Race sponsors an area non-profit whose mission aligns with the GCBSR. Please visit <https://gbsr.org/impact/> and follow the links to see the total amounts raised by each vessel and the organizations they sponsored for the last five years:

2020	2021	2022	2023	2024
\$66,928.89	\$35,284.38	\$38,883.33	\$35,199.18	\$55,038.30

## GCBSR VESSELS WITH A SPECIAL MISSION

The **Tugantine Norfolk Rebel** raises money to support the GCBSR, and specifically, to continue the challenging race that is now in its 35th year. While we celebrate the beauty of these vessels at the dock and underway, it is also a serious 119 nm overnight race with a proud history of Racing to Save the Bay.

The **Schooner Woodwind** raises money to support Education Sails for students on the Chesapeake Bay. Though many students live near the bay, this program gives most their first experience on the Bay. Whether working together to raise the sails or standing at the helm to steer the boat, students connect with the Chesapeake in a new and powerful way while forming memories that will last a lifetime.

The **Schooner Adventurer** raises money for Educational Grants distributed annually to applicants whose activities best align with our mission. Grants may be used to support a wide range of non-profits, education activities with special consideration given to organizations that promote diversity, equity and inclusion in maritime activities and industry.



# EDUCATIONAL GRANTS

GCBSR awards educational grants to non-profit organizations in the Maryland/Virginia region of the Chesapeake Bay whose activities best align with our mission. Grants are funded through donations made in the name of the Schooner Adventurer during our Virtual Race and through the generous donations of GCBSR supporters throughout the year. This year, we are proud to support the programs of the organizations shown below, which benefit young, disadvantaged students in very significant and enduring ways, protect the water quality of the Bay, and promote a deeper understanding of, and connection with, the traditional maritime cultures they share.

- Alexandria Seaport Foundation, awarded \$3,000
- Chesapeake Region Accessible Boating (CRAB), awarded \$2,000
- EarthReports, Inc. (dba Patuxent Riverkeeper), awarded \$2500
- Tidewater Wooden Boat Workshop (TWBW), awarded \$2,500

For details about the ways in which each of these organizations plans to use the funds, as well as application information for 2025 grants, please visit <https://gcbsr.org/impact/grants/>

# EDUCATIONAL SAILS

Our educational programming brings young people living near the Bay aboard our schooners for a unique and exciting experience. Many of the schooners have well-developed programs with professional educators that make these vessels very effective learning platforms in STEM, ecology and history. Students enjoy hands-on lessons that promote awareness of the Chesapeake Bay's maritime heritage and encourage the preservation and improvement of the Chesapeake's natural resources.



# 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+)

Albert L. Roper • Anchorage Marina\* • Bill Mellen • Cobb's Marina • Cobb's Marina\* • Crofton Diving & Construction Co.\* • Friends of the Pagoda\* • John & Ruth Martin • Peter Kellogg • Polish Home Club\* • Portsmouth Boat Club\* • Precon Marine Inc. • Schooner Tom Bombadil • Scott & Michele Ripley • Sherman Gifford • Sherry & Preston Carraway • The Jolly Dolphin\* • Thomas J Donan in memory of Admiral Nancy Donan & Capt. Lane Briggs • Thomas Symborski & Sarah Ryan Hudson • Town Point Yacht Club • Tugantine® Norfolk Rebel in memory of Lane Briggs

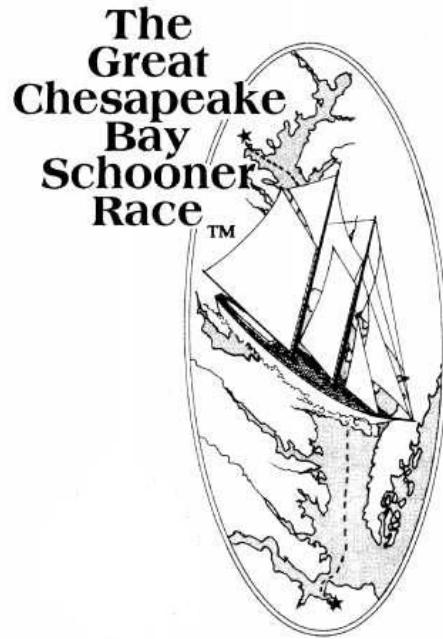
## FORESAIL DONORS (\$500 - \$999)

Affordable & Luxury Event Rentals\* • Anderson & Wright Jewelry\* • Bob Layton • Chesapeake Payment Systems\* • Dodd RV\* • Eastport Yacht Club\* • Fine Tuned Maritime Services • George & Betty Treiber • In Memory of Bill Beach • Keith Jones & Martin Coffee\* • L.R. & Margaret Haywood • Nellie Crockett\* • Quintessence • Rick & Carol Perkins • Sallie Marchello & Tom Morehouse • Scarano Boat Building • Witches Bikini LLC • Yorgo's Bageldashery\*

## JIB DONORS (\$250 - \$499)

Alice Mahan • Beverly & Bill Ripley • Caezery & Ewa Maciag • Caryn Rivett • Deborah Peretz • Doyle Sails Virginia\* • Hank & Stevie Griffin • In Memory of S. D. Spaulding • James Guynn • Jesse Briggs • Karla Smith • Latell Sailmakers • Leslie Friedman • Maggie & Tom Gunn • Mel Wyche • Michael Fiorentino\* • Mid-Atlantic Chapter of the American Schooner Association • Nan Nawrocki • Norfolk Coffee & Tea Company\* • Russ & Joyce Branton • Safe Harbor Zahnisers\* • Sail Baltimore\* • Shannon Talbot • Signature CanvasMakers • Summer Wind • Tanner's Creek Whalers\* • Unforgettable • William Tuttle

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)*