



# *36th Annual Great Chesapeake Bay Schooner Race*





# The 36<sup>th</sup> Annual Great Chesapeake Bay Schooner Race

GCBSR is delighted to welcome back our fleet of schooners—and a few spirited non-schooners—for this year's race! Some of these vessels have been with us nearly every year since the race began, while others are making their debut in 2025. A special welcome to our newest participants: *Dauntless*, *Lady Hawk*, *Luna*, *Resilient*, and *Ulysses* (formerly *Antonina*). And a special welcome back to *Bonny Rover* and *Lady Maryland*, both after a long hiatus from racing!

Our fleet is as diverse as it is impressive. Some vessels are recently built, while others proudly carry more than a century of history. They are crafted from fiberglass, steel, or traditional wooden plank-on-frame—and they come to the Bay with different stories, crews, and traditions. Some will charge down the Bay under full sail, others join us in spirit, but every one of them shares a common bond: a deep love for the Chesapeake, an admiration for traditional sailing craft, and a spirit of camaraderie that makes this race so special.

## SCHOONERS



### A.J. MEERWALD

Homeport: Bivalve, NJ  
Sparred Length: 115ft  
Captain: Fern Hoffmann

*A.J. Meerwald* has raced many times in the Great Chesapeake Bay Schooner Race. Built in 1928 as a Delaware Bay Oyster Schooner in Dorchester, NJ, she sailed as an oyster schooner, a fire boat during WWII, a clam boat and is now a fully restored floating classroom, educating school children and adults alike on the human impact on NJ's aquatic environment. Her home port is Bivalve, NJ at the historic oyster shipping sheds now known as the Bayshore Center at Bivalve, the Oyster Capital of the World!



### 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, and has participated in the great Chesapeake Bay Schooner race for 23 years. A John Cherubini design, *Adventurer* has been through two major remodels, one in 1999, and a second in 2020. The floor plan was altered to give the boat a more open feel. She now sports a new engine and Integrel electrical system based on 48v lithium batteries that make having a generator unnecessary. She even sports an electric, telescoping salon table!

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. Huzzah!



### **BONNY ROVER**

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 Spinet 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.



### **BRILLIANT**

Homeport: Mystic, CT

Sparred Length: 74ft

Captain: Sarah Armour

The Brilliant educational sailing program introduces teens and adults to life aboard a classic schooner while sailing the New England coast. On programs ranging from 2-day trips to 10-day voyages, teenagers and adults become full participants in the sailing of Brilliant: steering the vessel, raising the sails, standing watch and learning navigation. Participants are not passengers but are instead crew aboard our wooden schooner. As one of the oldest sail education program in the country, Brilliant has taught teamwork, leadership, stewardship, and traditional seamanship for over 60 years to more than 10,000 teenagers and adults. She has been described by WoodenBoat magazine as one of the 100 most beautiful classic boats in existence.



### **DAUNTLESS**

Homeport: Deale, MD

Sparred Length: 75ft

Captain: Alex Cooney

Dauntless, originally Javalina Queen was built in Baltimore in 1989 by the sculptor Art Benson for him and his family. Never finished and left to rust, she was abandoned at a marina where she was being used as a garbage barge. It wasn't until she began to sink in 2023 that the marina finally decided she had to go. In the beginning of 2024 she was rescued by us and brought back to her former glory.





### **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 participated in the Great Chesapeake Bay Schooner Race 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.



### **LADY HAWK**

Homeport: Portsmouth, VA

Sparred Length: 45ft

Captain: Steve Nelson

Merritt Walter designed the Block Island Rover, a pinkey schooner. She is 37' lod 45' loa with a 5' draft. The hull was built in Florida in 1981 then shipped to New Jersey to a cabinet maker to be finished. He suffered an accident and, after ten years, sold her. The new owner brought her to the upper bay where after thirty more years she was still unfinished. Two years ago, during the GCBSR, I purchased her on Craigslist, sight unseen. Now after making spars and sails she can finally join the fleet



### **LADY MARYLAND**

Homeport: Baltimore, MD

Sparred Length: 104ft

Captain: Laura "LP" Page

Lady Maryland, a 104-foot replica of a Chesapeake Bay Pungy schooner, was designed by Thomas Gilmer and built in Baltimore by Peter Boudreau in 1986. Pungy schooners sailed the Bay in the 1800s and were famous for their speed with perishable cargo. Lady Maryland is painted in the traditional pink and green of the Pungy schooners. She is part of the Living Classrooms Foundation and offers educational programs for more than 7000 students each 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.



### **LUNA**

Homeport: Charleston, SC

Sparred Length: 50ft

Captain: Briggs Monteith

Luna was designed by Dick Carter as a 50' world cruising sailboat. She sports a unique eponymous rig design, having no mainsail, focusing on efficient staysails. She was circumnavigated in the mid-eighties, and except for a couple of years when she was undergoing a large refit, she spent twenty years exploring the West Indies.





### **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. *North Wind* finished 1st in B class in the 2023 Great Chesapeake Bay Schooner Race.



### **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.



### **RESILIENT**

Homeport: Chestertown, MD

Sparred Length: 57ft

Captain: Michael Price

Resilient is a Gaff-Rigged Auxiliary Schooner, designed by John G. Alden, Design, No.987. Length on Deck is 47'-1", WL 38'-4", Beam 13'-3" and Draft 5'-3". She was designed in 1963, home built near Chicago and launched in 1998. She is Cold molded (epoxy) mahogany plank on oak frames. Below the waterline she is glassed with double bias E-glass and epoxy. I am the fourth owner. When I got her she was halfway through a major refit in Ft. Lauderdale, out of the water for over 5 years. I worked on her through 2024 and launched her in September and brought her north to the Chesapeake.



### **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.



### **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!



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

Homeport: Belle Haven, VA

Sparred Length: 56ft

Captain: Roger Nobel

*Ulysses* is hull #4 of 8 Cherubini 48's originally made, and she was launched in 1986. Her first owner kept her until the early 2000's, when she was bought by Vince Archetto. He kept her until he sold her to me in the fall of 2024. She has a split cabin with two coach roofs, and a backstayless rig. With no inner foresail, she flies a large Genoa, main staysail and main when under plain sail, with a fisherman staysail. Under her former name, *Antonina*, she took 2nd in his class A in 2009, and line honors in the Atlantic Cup race from Tortola to Bermuda in the 2010s. She was featured in Cruising World's 2002 calendar - if anyone has a copy, I'd dearly love to have it!





## **VIRGINIA**

Homeport: Norfolk, VA

Sparred Length: 122ft

Captain: Michael Fiorentino

Launched in 2004, *Virginia* is a 122-foot wooden gaff topsail knockabout, designed by Peter Boudreau and built by Tri-Coastal Marine in Norfolk. She is a replica of the last sailing pilot schooner on the Chesapeake Bay. *Virginia* placed second in her class in 2005 and, in 2017, won her class while setting the current race record of 11 hours, 1 minute, 41 seconds.

Her purpose is to support Nauticus' mission as:

- A floating classroom providing children with hands-on STEM education
- A classic tall ship offering impactful maritime experiences to youth, volunteers, and the public
- A sailing vessel that shares access to maritime resources and anchors a leading maritime discovery center



## **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

*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.



### **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 Columbia 31 sloop designed by Charley Morgan and built in Portsmouth, VA in 1966. Her hull and deck are fiberglass, her spars are aluminum, and everything else - from lockers and hatches to bulkheads and berths - is wood. For the last 12 years, we've been her stewards. We sail *Grace* to see the world, spread kindness, share the wonder of sailing with others, and encourage learning. We've restored and maintain her as a reminder that beauty and functionality can go hand-in-hand, and that hands-on work is incredibly rewarding. If you'd like to learn more about our journey, visit Suzanne's blog [sailinggracefully.com](http://sailinggracefully.com).



### **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 bug-eye. *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.





### **RENDEZVOUS II**

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.



### **ROHIRRIM**

Home Port: Sue Creek, MD  
Sparred Length: 42ft  
Captain: Joshua Haufle

Built in 1930 *Rohirrim* is a John Adlen design #455. She is the only 455 ever built and launched. After a period of sitting out of the water for 3 years awaiting a new owner. Josh and Kat had purchased her in May of 2025 and finally after months of work she was launched by August and sailed down from Harborside Maine the same month. Our goal is to become a pivotal part of the community to help guide, educate, and inspire the next generations of antique yacht ownership and sailing. We wish to make *Rohirrim* a common sight on the bay!



### **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 *Tipsy*, so she will sail into the future.



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

**\$420,000!**



# 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.

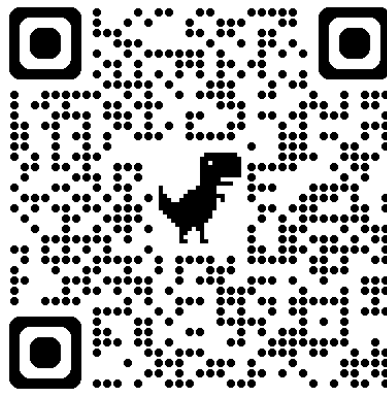
Touring the schooners is, of course, the highlight, as the students walk the decks of sailing ships and interact with the crew and captains. They see the bunks where the crew sleep and the galleys where chow is cooked. They get a feel of the layout of the main deck and sailing rig when they work together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



## SUPPORTING OUR COMMUNITY

Throughout its history the GCBSR has been actively supporting our community consistent with our mission. While known for our signature event, the GCBSR supports our community with our Virtual Race Fundraiser, the Education Grant program, and getting local students aboard schooners for Education Sails.



# 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. Total raised by the event is \$303,565 with \$187,352 supporting 21 other non-profits and \$116,213 going to the GCBSR.

## VESSELS SPONSORING AREA NON-PROFITS

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

## GCBSR VESSELS SUPPORT OUR 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.

Since launching its new grant awards program, GCBSR has awarded \$38,500 to 18 non-profit organizations. For details about the ways in which each of these organizations plans to use the funds, as well as application information for 2026 grants, please click on the QR code above.

## 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. Since launching this program in 2018 GCBSR has sponsored over 20 Education Sails with hundreds of students participating.

# 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+)

Affordable & Luxury Event Rentals\* • American Schooner Association  
Anchorage Marina • Cobb's Marina • Crofton Diving and Construction Co.\*  
Sherry & Preston Carraway • Thomas J Donan in memory of Admiral Nancy Donan & Capt.  
Lane Briggs • Friends of the Pagoda\* • Sherman Gifford • Ray and Mark Haywood  
The Jolly Dolphin • Peter R & Cynthia K Kellogg Foundation • Erle Marie Latimer  
Bill Mellen • John & Ruth Martin • Tugantine Norfolk Rebel in memory of Lane Briggs • Port  
Annapolis Marina • Portsmouth Boat Club\* • Precon Marine Inc. • Albert L. Roper • Scarano  
Boat Building • Town Point Yacht Club\*

## FORESAIL DONORS (\$600 - \$999)

Anderson & Wright Jewelry • Chesapeake Payment Systems\* • Dodd RV\* • Eastport Yacht  
Club Fine Tuned Maritime Services • Keith Jones & Martin Coffee • Bob Layton •  
Mid-Atlantic Chapter of the American Schooner Association • Kathleen Peterman Morriello •  
Nellie Crockett • Ocean View Diner\* • Rick and Carol Perkins • Schooner Quintessence •  
Sail Baltimore • Schooner Tom Bombadil • George & Betty Treiber

## JIB DONORS (\$300 - \$599)

Alice Mahan • Darlene Alexander • Jesse Briggs • Russ & Joyce Branton • Paul Carroll • Doyle  
Sails Virginia • Leslie Friedman • Michael Fiorentino • Freedom Flush • Fells Point Fun  
Festival • Greta I Gustavson • Norfolk Coffee & Tea Company • Caryn Rivett  
In Memory of S. D. Spaulding • Tanner's Creek Whalers • Schooner Woodwind • Fangling Zhu  
• Safe Harbor Zahnisers\*

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)*

2025 RACE FLEET BOOK

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