

THE GREAT CHESAPEAKE BAY SCHOONER RACE

Official Preview Program

22nd Annual Race
October 12-16, 2011
Baltimore to Portsmouth
39 Participating Schooners

Race Program Produced by
SpinSheet 

Hits The Spot

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The Great Chesapeake Bay Schooner RaceTM



THE GREAT CHESAPEAKE BAY SCHOONER RACE.....

Racing to Save the Bay

October 2011

The 2011 race is the 22nd annual "Race to Save the Bay."

Our funds have significantly helped to bring the educational programs of the Chesapeake Bay Foundation to the youth of the region. *Chesapeake Bay Magazine*, newspapers and television programs continue to report on the steady improvements in sub-aquatic vegetation and blue crab population growth, decreased pollution and continuing restoration efforts. Not only is the health of the Bay improving, but there is scientific proof that sailing on the Chesapeake, especially in the GCBSR, is excellent for your mental health! Even volunteering and participating in the land events at either end is good for your soul and well-being.

I want to thank each and every one of you who has had a hand in making this the premier schooner event in the USA, possibly in the world! The friends I've made over the last 22 years are some of the best folks around, most of whom I would never have met but for the vision of Captain Lane Briggs. He is still missed on a daily basis by so many people whom he touched either directly or indirectly. More and more, I run across schooner people who never met him, but have been drawn into the schooner cult secondarily. His legend lives on in the numbers of folks who carry on the traditions of the race.

The times, they are (always) a-changin'. We originally raced to Norfolk, but circumstances forced us to move the southern end of the race to Portsmouth, which has been an outstanding host to us for a number of years now. Now we are leaving Fells Point in Baltimore and relocating to Canton, right next door downstream. The Baltimore folks have worked long and hard to assure that the new venue will satisfy all of our needs. Canton is right next door to Fells Point, so we can maintain our excellent relationship with all the merchants who have been such staunch supporters for the last 20 years.

Last year we introduced GPS capabilities which allowed anyone to follow the race online. We hope to expand that electronic witchcraft this year and have even more people following the activities of the race in real time.

We are all looking forward to gathering again, seeing old friends and meeting new ones, and enjoying a great sail down the Chesapeake to earn stories to tell our grandchildren. I hope to see you at both ends of the race.

I wish all the schooners and crews a safe and happy event with fair winds and a beam reach,

A.L. Roper

President

Great Chesapeake Bay Schooner Race

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David Junkins
Vice President

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Founder and President

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Portsmouth, VA 23707
Phone: (757)593-5858
virginia@schoonerrace.org

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P.O. Box 38154
Baltimore, MD 21231
Phone: (443)324-0768
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Visit us on the Web at www.schoonerrace.org

The Great Chesapeake Bay Schooner Race, Inc., is a non-profit organization under IRS 501 (c) (3)

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On The Cover: Schooner *Russamee* and *Pride of Baltimore II* at the start of the 2010 Great Chesapeake Bay Schooner Race.
 Photo by Sara Proctor/*SpinSheet*

Right: Schooner *Summerwind* and *Russamee*
 Photo by Sara Proctor/*SpinSheet*



In Memoriam Captain Lane Briggs

Founder,
 The Great Chesapeake Bay Schooner Race



Captain Lane Briggs,
 Founder of the Great Chesapeake Bay Schooner Race,
 Captain of the Tugantine *Norfolk Rebel*

As we celebrate the 22nd annual Great Chesapeake Bay Schooner Race, we remember our founder, Captain Lane Briggs (1932-2005). Lane was a charismatic person who brought people of all ages and dispositions together. While born of modest circumstances, Lane rose to the status of father, captain, business founder, creative spirit and friend to all who knew him. His vision for waterfront development in Norfolk spawned the downtown waterfront renaissance that is a model for other jurisdictions. His commitment to youth drove him to offer shelter, work and guidance to the many young people he befriended. While the Great Chesapeake Bay Schooner Race originated as a personal challenge between Lane's "Tugantine" *Norfolk Rebel* and the *Pride of Baltimore II*, it was his commitment to the maritime heritage of the Chesapeake and his love of schooner-rigged sailboats that drove the event. As almost 40 schooners participate in the 2011 race, it is important that we remember the legacy that Captain Lane Briggs bestowed on all of us. We "Race to Save the Bay" but know that it is all about the captains, crews, volunteers

and sponsors who gather on the Chesapeake each year to carry on this mission because of Lane.

Lane, we thank you.



Norfolk Rebel at the start of the 2005 race.

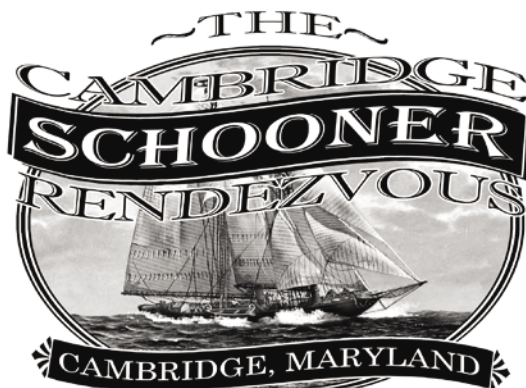
SPONSORING CLUBS

Broad Bay Sailing Association (BBSA) was formed in 1958 by sailors looking for informal racing on Linkhorn Bay and Broad Bay (Virginia Beach) in various types of small boats. They built or purchased a few Penguins and Comets along with some Hampton One Designs. Their emphasis was on Sunday afternoon racing, monthly meetings in members' homes and frequent cookouts. Gradually, members moved up to larger vessels - 25-footers which could get under the bridges and out to the Chesapeake. The club hosted large regattas for many classes. They now sponsor two different weekly regattas during the summer in two locations, in addition to several major annual races like this one. The Broad Bay Juniors have grown into a large and very active youth group with rigorous training and their own Sunfish fleet. Best of all, BBSA contributes its expertise to the Great Chesapeake Bay Schooner Race to assist with race management, handicapping, classing and results, and many members serve as volunteers on the ops team. Visit the BBSA's Web site at broadbaysailing.org.

Fells Point Yacht Club (FPYC) had its inception in 1979 at the Whistling Oyster Restaurant. By 1980 it was established as an active force in the Fells Point community. In addition to providing organization and hospitality for the Great Chesapeake Bay Schooner Race fleet every October, including the All Hands Party, its members are active in a variety of Baltimore's maritime and other community events. The FPYC produces the annual Baltimore Parade of Lighted Boats and provides hospitality for Sail Baltimore's visiting ships. FPYC's original mission has been faithfully respected: camaraderie, love of boating, education and hospitality. Visit the FPYC's Web site at fpyc.net.

Portsmouth Boat Club (PBC) was first established in 1905, and for many years enjoyed a fine reputation as a leading boating organization. However, two World Wars and an aging membership took their toll. But, in 1991, the club was reborn, and it has continued to grow and prosper. PBC members help host the Great Chesapeake Bay Schooner Race every year, staying up all night to roast the pigs. As with the TPYC and FPYC, club members take pride in their habit of planning cruises for power and sail vessels together - the love of boating is their common thread. Today, the club sponsors events such as the Barnacle Regatta, Merrimac Memorial Regatta, Mile Marker Zero Rendezvous, Cock Island Race, Barnacle Cup and the Little Bay Challenge. Meetings are open to all and are held the first Tuesday of every month in their newly renovated clubhouse at 20 Elm Avenue, Portsmouth. Come see just how much fun this club knows how to have. Visit the PBC's Web site at portsmouthboatclub.org.

Town Point Yacht Club (TPYC), modeled after its sister club, the Fells Point Yacht Club, was founded in Norfolk in 1991 by the late Captain Lane Briggs, primarily to cosponsor the Great Chesapeake Bay Schooner Race. In keeping with Captain Briggs' unique personality, TPYC is not your ordinary club. For starters, TPYC has no clubhouse facility, and a large proportion of members do not own boats. What TPYC does have is a group of members with a keen interest in boating, the waterways, the environment and the maritime heritage of Norfolk and the entire Hampton Roads area. The club is also committed to vessel hospitality. Tall ships calling on Hampton Roads are traditionally greeted by a TPYC member with a welcome basket and perhaps an invitation to attend an evening of sea chanties at Rebel Marina. These baskets contain a pineapple, an international symbol of hospitality among mariners, and the symbol of TPYC and its official burgee. Meetings are held the fourth Tuesday of every month at Mo & O'Malley's Irish Pub, Granby Street, Norfolk. Visit the TPYC's Web site at townpointyachtclub.com.



October 22 & 23, 2011

10 am - 5 pm

At Long Wharf Park on the Mighty Choptank

Mystic Whaler, Lady Maryland, Martha White, Heron, Celebration, Jacob Jones, Prom Queen, Watershed, Elf, Isa Lei, Odyssey, Skipjack Nathan of Dorchester

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Joan and Howdy Bailey	Fells Point Yacht Club	Portsmouth Boat Club	<i>SpinSheet</i> Magazine
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Foresail

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Jib

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Dennis and Catherine Henderson	Bear and Brenda Stankovich
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Waves

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<i>Cuchulain</i>	Nacho Mama's
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We sincerely apologize if any sponsors were inadvertently omitted from this list.

TO OUR VOLUNTEERS**WITHOUT WHOM THERE WOULD BE NO RACE...THANK YOU!**

Lisa Adams	John Callahan	Mark Faulstick	Lee Klima	Rodney and Beth Paice	Zollie and Nansi Simpson
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		Dave and Ann Junkins	Rick and Terrie Olson		
		Ken Kaye			

We sincerely apologize if any volunteers were inadvertently omitted from this list.

MARYLAND AND VIRGINIA EVENTS

Baltimore, Maryland

Tuesday, October 11

1700 Sail Around the Square is a fundraiser hosted by businesses on Canton's O'Donnell Square. Sailors and landlubbers alike are invited to enjoy a night of adventures on the high seas (a poker run) and tall tales of the seas (sea chanteys at select bars), and to experience the briny deep (come eat and drink) with a walking tour of historic Canton. Participate in the poker run for just \$5/person!

Wednesday, October 12

Schooners may be viewed dockside in Canton at the Baltimore Marine Centers at Lighthouse Point on Wednesday until 1600 (4:00 PM). Some may be open for tours.

0900 Expeditionary Learning Experience aboard selected schooners. Students from neighborhood schools and home schoolers will board a few racing schooners for a special learning opportunity. Students will tour the schooners and connect to past and present life aboard a working vessel.

1300 Captains' Meeting near the tiki bar at Bo Brooks.

1400 All Hands Briefing and Safety Meeting near the tiki bar at Bo Brooks. This informal gathering is a chance for captains and crews to get together.

1700 Parade of Sail is an opportunity for all of the beautiful schooners in the race to show off in Baltimore. The public is invited to view the schooners from the Canton, Fells Point and Inner Harbor shorelines.

1900 All Hands Party (invitation only) at Bo Brooks for captains, crew, sponsors and volunteers.

Thursday, October 13

0730 Skippers' Meeting near the tiki bar at Bo Brooks is mandatory for all captains.

0830 Cast-off for the Start. The distance from the Baltimore docking area to the Chesapeake Bay Bridge at Annapolis and the starting line area to its south is about 21 NM. Spectator vessels are reminded to please allow ample room for the vessels to maneuver safely.

1330 Start of the 22nd Great Chesapeake Bay Schooner Race. The first warning gun will be fired just south of the Chesapeake Bay Bridge.

Track the schooners online as they race down the Bay in real time! Go to www.schoonerrace.org during the week of the race for the link.

**The full schedule of events
is available at
www.schoonerrace.org**

Portsmouth, Virginia

Friday, October 14

2000 Friday Night Rendezvous at Roger Brown's in Olde Towne Portsmouth (316 High Street) for early arrivals.

Saturday, October 15

Schooners may be viewed dockside in Portsmouth on Saturday. Some may be open for tours.

0900 Expeditionary Learning Experience aboard selected schooners. Students from neighborhood schools board a few racing schooners for a special learning opportunity. Students tour the schooners and connect to past and present life aboard a working vessel.

1000 Deadline for Calling in Finish Time.

1300 Pig & Oyster Roast (invitation only) at North Landing Park. The race results will be announced, and awards will be presented.

2100 Sailors' Evening and Sea Chantey Sing-along at North Landing Park.

Sunday, October 17

0800 Captain's Meeting and Breakfast at Roger Brown's. Schooner captains and crews meet to discuss the race results, share some sea stories, and say a fond farewell to volunteers, sponsors and fellow sailors. This event is not open to the public.

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A BRIEF HISTORY

Schooner racing on the Chesapeake Bay is rooted in the trade rivalry between Baltimore, at the northern end of the Bay, and Portsmouth/Norfolk, VA, 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 other 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 the *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 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 21 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 150 – with vessels from as far away as the United Kingdom – have enjoyed the fall race on the Bay. The 2007 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, 18 minutes and 53 seconds, beating the previous record of 12:57:51 set by *Imagine...!* in the 2005 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 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!"

To date, \$147,624 has been donated to the Chesapeake Bay Foundation for youth education efforts – for every \$50 raised, one young person can spend a day on the Bay learning how the decisions he or she makes can affect the quality of the Chesapeake Bay, the United States' largest inland estuary. We welcome your support through tax-deductible donations to the Great Chesapeake Bay Schooner Race, 3001 High Street, Portsmouth, VA 23707. Donations may also be made online at www.schoonerrace.org.



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EDUCATION OUTREACH

The Great Chesapeake Bay Schooner Race Education Program brings young people living near the Bay on board the 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 to 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.

The educational program is conducted at both ends of the Bay. First, students from Baltimore meet the schooners before the race. After the schooners race down the Bay, they welcome students in Portsmouth. All of the students tour select schooners and learn about the Chesapeake Bay, ecology and maritime history. Many of the schooners have well developed programs and professional educators, making these vessels very effective learning platforms.

Although all of the participating sailing vessels are classified as schooners, their

form, function, and design is diverse. *Sultana* is a replica of an 18th century Marblehead topsail schooner that served for four years as the smallest schooner ever in the British Royal Navy, used to enforce the notorious tea taxes in the years preceding the American Revolution. A Delaware Bay oyster schooner launched in 1928, *A.J. Meerwald* was designed to meet the needs of the local oyster fishery. She also served as a fireboat during World War II, protecting the waterfront of Philadelphia and Camden. A Chesapeake Bay pungy schooner, replicated in *Lady Maryland*, was designed to be a fast 18th century 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.

In Baltimore, the students combine a visit to the Frederick Douglass-Isaac Myers Maritime Park as part of their field trip to

the schooners at the Canton waterfront. In Portsmouth, the students visit some maritime exhibits along the Elizabeth River. 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 sleeps 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. Many thanks to the schooners for contributing to this program. Raising the awareness and understanding of the Chesapeake Bay ecology and history will enable these students to keep these schooners sailing on the Bay for generations to come.

In addition to the hands-on educational program, the mission of the race is further strengthened by annual donations – \$147,624 to date – to the Chesapeake Bay Foundation to support its environmental education programs for children.

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THE CHESAPEAKE BAY FOUNDATION (CBF)

thanks the
volunteers, captains, and crews
of the
*Great Chesapeake Bay
Schooner Race*
for supporting CBF's
Environmental Education Program.

Join Us!



CHESAPEAKE BAY FOUNDATION
Saving a National Treasure

cbf.org

PARTICIPATING SCHOONERS

A. J. MEERWALD **Class AA**

Rated Length: 54.84 • Sec/Mi: 115.32

Former Name: *Clyde A. Phillips*

Home Port: Bivalve, NJ

Owner: Bayshore Discovery Project

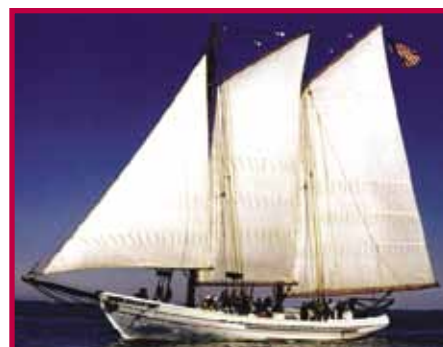
Captain: Bill Mylett

Web: www.bayshorediscovery.org

Previous Races: 1999-2002, 2007-2010

A.J. Meerwald is a Delaware Bay oyster schooner, a distinct vessel that evolved to meet the needs of the local oyster fishery. Launched in 1928, she was built of "oak on oak" and

designed to be a gaff-rigged oyster dredge. During WWII she was outfitted as a fireboat (with most of her sailing rig being removed). After the war she returned to oystering and, when disease nearly wiped out the oyster industry, she became a clam dredge working in the Atlantic Ocean. She was donated to the Bayshore Discovery Project in 1988, where she was rebuilt and started her new career taking thousands of students and the public out for educational programs under sail. She is listed on the National Register of Historic Places and is New Jersey's official tall ship.



ADVENTURE **Class C**

Rated Length: 23.73 • Sec/Mi: 267.01

Former Name: *Pharaohs*

Home Port: Shady Side, MD

Owners-Captains: Dick & Leigh Woodling

Previous Races: 2001-2003, 2005-2010

Adventure is a gaff-rigged, steel schooner designed by Dudley Dix as one of the Hout

Bay class boats. She was built in 1988 by Brian Alcock, and purchased by Dick and Leigh Woodling from Charly Holmes in 2009. They sailed their first GCBSR that year, but *Adventure* had already sailed many of the other races, once taking first in her class. Dick and Leigh are looking forward to one day making this wonderful vessel their home.



ADVENTURER (56) **Class A**

Rated Length: 38.85 • Sec/Mi: 170.18

Former Name: *Blue Max*

Home Port: Annapolis, MD

Owner-Captain: Art Birney

Previous Races: 1999-2010

Adventurer is a 1984 Cherubini 56 staysail schooner which was rebuilt in 1999. Owned and sailed by Captain Art Birney, member of the GCBSR Board of Directors, she has

been a successful performer. *Adventurer* took line honors at Thimble Shoal and won the Perpetual Trophy in the 2000 race. In 2005, she placed third in her class; in 2006, first; in 2008, second; and in 2010, once again came in first. William Baker, president of the Chesapeake Bay Foundation, has consistently crewed on *Adventurer*.



ADVENTURER (65) **Class B**

Rated Length: 35.66 • Sec/Mi: 185.37

Former Name: *Freja*

Home Port: Norwalk, CT

Owner-Captain: Mark Faulstick

Previous Races: 1995, 1998-2003, 2005-2007, 2009

Adventurer is a John Alden Malabar VI. With a traditional gaff fore and main, she has a main topsail on a jack-stay in sail inventory, and often sets it for light to

moderate wind sailing. Built and launched in Mystic, Connecticut, for Dr. Albert Whitney, she was commissioned in 1926, and continuously sailed and raced by six previous owners. Mark Faulstick, her current owner for more than 20 years, had her extensively rebuilt in 1992, and has been a participant in the GCBSR nearly every year since 1995, with five firsts, two seconds and one third in class B, and one overall in 2001.



AMERICA 2.0 **Class AA**

Rated Length: 60.81 • Sec/Mi: 100.62

Home Port: New York, NY

Owner: America 2.0 LLC

Captain: Andrew Neuhauser

Previous Races: 1995, 1998-2002

America 2.0 is a tribute to the original schooner *America*, having the same hull and rig profile. Built with heavy carbon spars, the rig is self-standing with only one headstay. The hull is

primarily wood. The framing is primarily wood with aluminum ring frames. The hull itself is split on a horizontal cross-section at the minus 2' waterline. From that point down the hull is aluminum. The ballast/aluminum hull and deadwood section are easily removed for inspection or just to work on the vessel. The bottom structure is connected to the main hull section with an O-ring approximately 90' long. She is a unique vessel, built incorporating many innovative ideas.



Note: This is a preliminary listing. Fleet and handicap ratings subject to change.

PARTICIPATING SCHOONERS CONTINUED

**ARTIST PROOF** **Class C**

Rated Length: 16.62 • Sec/Mi: 353.53
 Home Port: Barnegat Light, NJ
 Captain: Pete Hoeltje
 Web: bigpondboatworks.com
 Previous Races: 2010

Artist proof: "An original work, generally reserved or given as a gift from the artist." Conceived as a half-baked plan during the 2000 schooner race, this whole thing

**AVELINDA** **Class C**

Rated Length: 23.08 • Sec/Mi: 273.29
 Home Port: Wheeler Bay, ME
 Owner: Outward Bound Inc.
 Captain: Julia Cadeton
 Web: outwardbound.org
 Previous Races: None

Avelinda is an Outward Bound HI 30, an open, non-auxiliary (oar and sail power only) sharpie schooner, designed by Roger Martin and built in 2008 by Southeast Island Marine in Maine.

started as a challenge from one sailor to another (frighteningly familiar?!). Needless to say, if the weather cooperates... it looks like we're here! An adaptation of a Philip Bolgers light schooner, it felt fitting to honor him in style after his passing with a presence in support of the spirit of this event. At 30' and 3/4 ton, she carries 266 square feet of sail. Built as a gift for my dad and son to enjoy swashbuckling adventures on the Barnegat Bay together.

Outward Bound has used boats of this type since 1965 to teach seamanship, self reliance, service and teamwork. These boats have proven their mettle over 6 seasons of challenging expeditions, including a 2,500 mile run up the coast from their winter base in Key Largo, Florida, to their summer base in Wheeler Bay, Maine. She will head back to Florida after the GCBSR to continue Outward Bound's mission of character development and self-discovery through skill mastery in wilderness environments for teenagers, university students, adults and United States Vets.

**BONNY ROVER** **Class B**

Rated Length: 33.71 • Sec/Mi: 195.68
 Home Port: Norfolk, VA
 Owners-Captains: Mark & Ray Haywood
 Previous Races: 1990-1993, 1995-2010

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. *Bonny Rover* took first place in 1990 and 1991.

**BRILLIANT** **Class A**

Rated Length: 48.37 • Sec/Mi: 134.23
 Home Port: Mystic, CT
 Owner: Mystic Seaport Museum
 Captain: Denise Meagher
 Web: www.mysticseaport.org/brilliant
 Previous Races: 1993, 1994

The *Brilliant* educational sailing program introduces teens and adults to life aboard a classic schooner while sailing the New England coast. As the oldest sail education

program in the country, *Brilliant* has taught teamwork, leadership, stewardship, and traditional seamanship for over 55 years to more than 9,000 teenagers and adults. *Brilliant* is owned and operated by Mystic Seaport. Though traditional in operation and construction, *Brilliant* carries modern navigation and safety equipment. She has been described by *WoodenBoat* magazine as one of the 100 most beautiful classic boats in existence.

**CELEBRATION** **Class C**

Rated Length: 20.79 • Sec/Mi: 297.41
 Former Name: *Ann Elizabeth*
 Home Port: Middle River, MD
 Owner-Captain: Paul Schaub
 Previous Races: 1999-2010

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, she was originally sold to John Kendall in Media, Pennsylvania, as a sail-away kit boat. 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. Her current owner, Paul Schaub, is a long-time volunteer for the race.

Note: This is a preliminary listing. Fleet and handicap ratings subject to change.

CUCHULAIN Class C

Rated Length: 28.98 • Sec/Mi: 224.88
 Home Port: Pasadena, MD
 Owner-Captain: Bill Durkin
 Previous Races: 2002, 2006-2010

The 44-foot steel Ted Brewer-designed *Cuchulain*, pronounced “Coo-K-who-Lin,” was built by Captain Durkin in his father’s backyard in Silver Spring, Maryland. It took

Bill 10 years to build *Cuchulain* – building everything on her himself except the sails. She has only sailed the Chesapeake Bay, but Bill hopes to venture further someday. He says that “it is very tempting to head south after the race, but work gets in the way.” This is her seventh Great Chesapeake Bay Schooner Race.

**DOVE II Class B**

Rated Length: 31.82 • Sec/Mi: 206.58
 Former Names: *Time of Wonder*, *Daughter of Dove*
 Home Port: Northport, ME
 Owner-Captain: Michael Taber
 Previous Races: 2008-2010

Ted Brewer styled this 45’ schooner after *Dove*, a Nova Scotia schooner built for fishing about 1875, but put into service as a pilot schooner in Eastport, Maine. *Dove*

II’s hull is traditional clipper-style with a pinky stern. Changes from the original design include a finer bow entry, slightly less displacement and more sail. Originally launched at Rockport, Maine, in 1976, she recently completed a refit. The rig is traditional – wood shell blocks, deadeyes and belaying pins, with only 2 winches. She is a classic and unusual 19th-century-style yacht that will be sailing from Maine and the Maritimes to the Caribbean and beyond.

**EDLYN ROSE Class B**

Rated Length: 36.43 • Sec/Mi: 181.51
 Home Port: Baltimore, MD
 Owner: John Parker
 Captain: Jay Irwin
 Previous Races: 2006-2009

Edlyn Rose was originally built in Maine from 1989-1994 as a small durable (1.5” deck and 1.5” fiberglass hull) cargo

carrying schooner for the Caribbean. She was later turned into a day boat (day charter) for Nantucket, Massachusetts. She is in the process of being built-out as a live-aboard by Kevin Irwin Boat Works. She is a 30-ton, 50-foot, modified Benford design with a pilot house and 1500 square feet of sail area. We welcome her back for her fifth Great Chesapeake Bay Schooner Race.

**FAREWELL Class C**

Rated Length: 26.43 • Sec/Mi: 243.81
 Home Port: Baltimore, MD
 Owner-Captain: Linda Gunn
 Previous Races: 1994-2010

Peter Van Dyne traded *Farewell*’s design with her builder in return for guitar lessons. Andy Merrill built her in his backyard in Annapolis, launched her in 1972, and lived

aboard 10 years. Then his son chartered her out of St. Michaels and raced her in local events, never placing less than second. In 1994 she was purchased by Gale Browning who had class C firsts in 1994, 1995 and 1996. In 1998, her corrected time at Thimble Shoal was a record for the Windmill fleet. Her current owner, Captain Linda Gunn, took a first in 2000; second in 2001, 2004, 2006 and 2007; and third in 2010.

**GOODWIND Class A**

Rated Length: 37.32 • Sec/Mi: 177.23
 Former Name: *Sea Interlude*
 Home Port: Pasadena, MD
 Owner-Captain: Greg Cantori
 Previous Races: 2003-2005, 2007-2009

Goodwind, a Freedom 39 pilothouse schooner, is a wonderful mix of the traditional schooner rig combined with

“ahead of its time” carbon fiber stay-less masts. In addition to two foresails and a mainsail, she can fly two additional staysails or spinnakers. Previously owned by the director of the New Jersey Philharmonic Orchestra, she was formerly known as *Sea Interlude*. In 2005, *Goodwind* took second in class C.



Note: This is a preliminary listing. Fleet and handicap ratings subject to change.

PARTICIPATING SCHOONERS CONTINUED



HERON **Class A**
 Rated Length: 36.54 • Sec/Mi: 180.97
 Former Name: *Intimate*
 Home Port: Solomons Island, MD
 Owner-Captain: Aram S. Nersesian
 Web: www.schoonerheron.com
 Previous Races: 1997, 2000-2010

Heron is a 60-foot aluminum custom “oneoff” staysail schooner built in France

in 1984. *Heron* has done well against her spirited competitors and friends. She enjoyed winning class A on corrected time and the Perpetual Trophy in 2001, and, after many seconds and thirds, she again won on corrected time in 2008. Aram says, “All the credit goes to my great, and crazy, crew.” Aram offers personalized daysail charters out of Solomons Island through Schooner Heron Charters.



JACOB JONES **Class C**
 Rated Length: 15.87 • Sec/Mi: 365.83
 Home Port: New Yarmouth, MD
 Owner-Captain: Kristofer Younger
 Web: www.schoonerjacobjones.com
 Previous Races: 2005-2010

Jacob Jones is a 31-foot Chuck Paine designed “downeast” topsail schooner.

Built in 1983 of fiberglass by Mark Marine in New Hampshire, she is named after a commodore in the early U.S. Navy, and sails out of Worton Creek on the Chesapeake Bay.



LADY MARYLAND **Class AA**
 Rated Length: 45.60 • Sec/Mi: 143.51
 Home Port: Baltimore, MD
 Owner: Living Classrooms Foundation
 Captain: Michael Fiorentino
 Web: www.livingclassrooms.org
 Previous Races: 1994-2010

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 schooner. She is part of the Living Classrooms Foundation and offers educational programs for more than 7000 students each year. She won class AA in 1997, 1999, 2002 and 2009; came in second in 2008; and placed third in 2006 and 2007.



LIBERTATE **Class C**
 Rated Length: 27.37 • Sec/Mi: 236.54
 Former Names: *Peripatetic*, *Silversmith II*
 Home Port: Annapolis, MD
 Owner-Captain: Peter L. Carroll
 Previous Races: 2006-2010

Libertate will be racing in her sixth Great Chesapeake Bay Schooner Race 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 six years ago, and says that he is “still discovering more things about her that deepen [his] love affair with her.” She took third in her class in 2007.



LIBERTÉ **Class A**
 Rated Length: 45.67 • Sec/Mi: 143.25
 Home Port: Annapolis, MD
 Owners: Chris & Jane Tietje
 Captain: Chris Tietje
 Web: www.theliberte.com
 Previous Races: 1998-2000, 2002-2010

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.

Note: This is a preliminary listing. Fleet and handicap ratings subject to change.

LIBERTY CLIPPER Class AA

Rated Length: 57.96 • Sec/Mi: 107.36
Former Name: *Kennebec, Mystic Clipper*
Home Port: Boston, MA
Owner-Captain: Andy Huntoun
Web: www.libertyfleet.com
Previous Races: 1995-1999, 2002-2010

Designed by Charles Witholtz and built of steel by Blount Marine Corporation of Warren, Rhode Island, *Liberty Clipper* is a gaff-rigged replica of the renowned

LYDIA GREEN Class B

Rated Length: 30.81 • Sec/Mi: 212.8
Former Name: *Izurde*
Home Port: Seal Cove, ME
Owners: Roger & Lydia Noble
Captain: Roger Noble
Previous Races: None

Lydia Green is a Cheoy Lee Clipper 42, designed by Bill Luders and built in 1972. The Nobles weren't actively looking for a

MISTRESS Class A

Rated Length: 46.23 • Sec/Mi: 141.32
Former Names: *Commodore*
Home Port: Key West, FL
Owner-Captain: Glenn McCormick
Web: www.mistresssailingexcursions.com
Previous Races: 1998-2002, 2004-2005, 2008-2009

Mistress, built in 1930, was designed by Sherman Hoyt and built for and raced by George Roosevelt, Teddy's nephew.

MYSTIC WHALER Class AA

Rated Length: 52.31 • Sec/Mi: 122.28
Home Port: New London, CT
Owner-Captain: John Eginton
Web: www.mysticwhaler.com
Previous Races: 2001-2010

Mystic Whaler is a tribute to the coastal trading schooners that plied New England's waters a century ago. Built in 1967 and rebuilt in 1993, she is stable and comfortable

NORFOLK REBEL Class C

Rated Length: 26.75 • Sec/Mi: 241.27
Home Port: Norfolk, VA
Owner-Captain: Steve Briggs
Web: www.tugantine.com
Previous Races: 1990-2010

The Tugantine *Norfolk Rebel* is a 59-foot steel sail-assisted workboat designed for towing and salvage. Built by Howdy Bailey Yacht Services and designed by Merritt Walter, her design was commissioned to use wind power.

Note: This is a preliminary listing. Fleet and handicap ratings subject to change.

Baltimore Clippers, made famous over a century ago for their speedy and safe rounding of Cape Horn on expeditions to the California Gold Rush. Completed in 1983, this 125-foot schooner is licensed to carry 115 passengers, which she does in Boston in the summer. She offers overnight windjammer cruises in the Bahamas in the winter from Nassau. She features a state of the art galley, modern accommodations for 28 guests and is the 2005 class AA champion.

boat, but knew they would someday find the *Lydia Green*. Spotting her on eBay in 2006, they fell in love at first sight. She has since taken them from Florida to the Chesapeake and Maine, from there to Texas and back, then on to Canada. Never having raced a schooner, the Nobles and their crew are looking forward to the Great Chesapeake Bay Schooner Race and to the fellowship of other schooner lovers.

She participated in numerous Bermuda/Newport Races and the Fastnet Race in England. Upon Roosevelt's death in the mid-60s, *Mistress* went to the New York Maritime Academy, then through a succession of owners. In 1987, Chris and Glenn McCormick bought her and began a complete 20-year restoration. Since then, she has traveled from Key West to Maine and also participated in the Classic Yacht Regatta in Antigua.

with many passenger amenities. In addition to chartering, *Mystic Whaler* is part of the Clearwater program's Classroom of the Waves, which provides educational sailing trips for students along the Hudson River. She measures 83 feet on deck, with an extreme length of 110 feet. Displacing 100 tons, she carries 3000 square feet of sail. *Mystic Whaler* placed second in 2004, and third in 2003 and 2005.

She sometimes works as an escort to tall ships, and participated in OpSail 2000 festivities. In 1984, she circumnavigated Virginia and was featured at the New Orleans World's Fair. Her first captain, Lane Briggs, the founder of the Great Chesapeake Bay Schooner Race, passed away in September 2005. Capt. Briggs worked tirelessly to promote this race while encouraging sail training and promoting the Harbor of Hospitality, Norfolk, Virginia. Today, his sons Steve and Jesse are carrying on with this tradition.



PARTICIPATING SCHOONERS CONTINUED

**PATRICIA DIVINE** **Class B**

Rated Length: 34.83 • Sec/Mi: 189.62
 Home Port: Annapolis, MD
 Owner-Captain: Helmut Hawkins
 Web: www.annapolisbaycharters.net
 Previous Races: 1990-2010

Patricia Divine offers luxury charters and sail training opportunities for up to 24 passengers. Her amenities include rare woods, tapestries, orientals and bronzes,

combined with contemporary electronics and accommodations. This steel 65-foot gaff-rigged schooner has participated in every race. In 1992, she completed the course under fore only after she suffered damage to her mainsail rig. In 1999, 2004 and 2005, *Patricia Divine* finished second in class B. It was written, “Oh *Patricia Divine* is a lady with class, and 14 antennae on each of her masts, and stainless steel winches, each modern device for to float down the Bay with martinis on ice.”

**PEANUT** **Class C**

Not yet rated
 Home Port: Port Monmouth, NJ
 Owner: Robert Pulsch
 Captain: William Carton
 Previous Races: 2010

The captain and crew of Peanut wish all the schooners a safe “Race Down the Bay”! Peanut — aptly named at only 20-feet long — was built by Robert Pulsch to teach his grandchildren how to sail the prettiest vessel of them all — a schooner!

**PROM QUEEN** **Class A**

Rated Length: 33.06 • Sec/Mi: 199.28
 Home Port: Cambridge, MD
 Owners: Roger & Paula Worthington
 Captain: Roger Worthington
 Previous Races: 2003-2010

Prom Queen, a 56-foot aluminum schooner designed by Dominique Presles and built in 1977 in France, is owned by Roger and Paula Worthington, who entered their first

race after bringing the schooner up from Florida. In Roger’s words, “Paula and I are indebted to *Prom Queen* for providing the opportunity to experience what it is like to be among the [GCBSR] volunteers and the captains and crews of these wonderful vessels and to participate in this event.” She placed third in 2005 and first in 2006. In 2008, she was moved to class A and placed third; won the class in 2009; and came in second in 2010.

**QUINTESSENCE** **Class C**

Rated Length: 20.38 • Sec/Mi: 302.07
 Home Port: Bayville, NJ
 Owner-Captain: Paul Gray
 Previous Races: 2007-2010

Quintessence’s hull is a duplicate of an early 20th century Friendship sloop, *Dictator*. Built in fiberglass by Jarvis Newman and Mack Pettigrew from a mold Newman developed during the restoration of the original *Dictator*, *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 Bayville, New Jersey, she is a regular sight on Tom’s River, Barnegat Bay and the waters from Long Island Sound to the Chesapeake Bay. Competing in class C, she placed first in 2007; sat out 2008 undergoing repairs and upgrades; took third in 2009; and first in 2010.

**RESOLUTE** **Class A**

Rated Length: 37.57 • Sec/Mi: 176.02
 Former Name: *Grey Fox*
 Home Port: Annapolis, MD
 Owner-Captain: John Slade
 Previous Races: 2000-2003, 2005-2010

Resolute is a Ron Holland and Gary Hoyt designed fiberglass Freedom 39 Pilothouse schooner. A sistership of *Saorsa* and

Goodwind (who placed second in 2005), she was built by Tillotson Pearson in Rhode Island in 1984. She is fast and has an unusually efficient cat rig. In 2005, she took first in class C, received line honors for first at Windmill Point, and was the winner of the Howdy Bailey Belt Buckle for Best Corrected Time at Windmill Point. In 2006, *Resolute* came in second.

Note: This is a preliminary listing. Fleet and handicap ratings subject to change.

SALLY B Class B

Rated Length: 33.83 • Sec/Mi: 195.02
 Home Port: Galesville, MD
 Owner-Captain: Daniel MacLeod
 Previous Races: 1997, 1999-2010

Sally B almost raced with us in 1997 but was sidelined with a blown engine at the last moment. In 1999, she placed fourth in her class; second in 2001; and third in 2003

and 2004. However, *Sally B* actually won class B in 2004 but did not receive an award due to a transcription error. Her owner accepted this graciously, and we thank him for that. In 2008, *Sally B* officially finished first in her class; came in third in 2009; then returned in 2010 to once again win her class. Her owner lives aboard this 65-foot steel J. Murray Watts design built in Norfolk by Spivey in 1970.

**SHANTY Class B**

Rated Length: 31.05 • Sec/Mi: 211.29
 Former Name: *Free Spirit*
 Home Port: Norfolk, VA
 Owner-Captain: Scott Rogers
 Previous Races: 2004-2010

Shanty, a steel 50-foot Merritt Walters Merry Rover design, was launched in 1995 in Panama City, Florida, by John Vinning. Purchased in 2002 by Scott Rogers, she was brought to Norfolk, Virginia, still her home port. This is *Shanty's* eighth appearance in the Great Chesapeake Bay Schooner Race.

**SPIRIT OF INDEPENDENCE Class B**

Rated Length: 38.14 • Sec/Mi: 173.37
 Home Port: Portsmouth, VA
 Owner-Captain: J.C. Waters
 Web: www.spiritofindependence.net
 Previous Races: 2008-2010

Spirit of Independence was designed by Charles Wittholz and built by Porte Des Voyageurs, Inc., a yard owned by owner J.C. Waters in Independence, Missouri. She is a two-masted gaff-headed schooner built

of steel. She is 61.5 feet long on deck, has a beam of 17 feet, draws 7 feet and carries 1744 square feet of sail. Below decks, she is extensively finished with walnut, teak, ash, babinga, jatoba and ebony. Below, there are four guest staterooms that can accommodate eight guests, a large saloon, crew cabin, captain's cabin and pilothouse. *Spirit of Independence* is certified as a sub-chapter T vessel and is engaged in the charter trade based out of Portsmouth, Virginia.

**SULTANA Class B**

Rated Length: 31.64 • Sec/Mi: 207.66
 Home Port: Chestertown, MD
 Owner: Sultana Projects Inc
 Captain: Tanya Banks-Christensen
 Web: www.sultanaprojects.org
 Previous Races: 2001-2010

A replica of a Marblehead topsail schooner, *Sultana* was 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. Designed by Benford Design Group and built by John Swain in Chestertown of white oak and framed with osage orange, she relaunched in the spring of 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.

**SUMMER WIND Class C**

Rated Length: 27.04 • Sec/Mi: 239.05
 Home Port: Philadelphia, PA
 Owner: American Sailing Tours
 Captain: Tom Kirwan
 Web: www.AmericanSailingTours.com
 Previous Races: None

Summer Wind is a 48-foot steel-hulled Colvin Gazelle owned and operated by American Sailing Tours in Philadelphia. She sails up to 6 times each day, doing

90-minute sailing tours on the Delaware River, as well as private charters to Cape May and the Chesapeake Bay. With lots of great music and some history you won't learn anywhere else, *Summer Wind* has quickly become a top attraction in Philadelphia. Our Sunset Sail was named the #1 Most Romantic Thing To Do in the city. Our Intern Program is a great way to learn about sailing because we sail a lot! Captain Tom Kirwan is also a volunteer crew with the tall ship *Kalmar Nyckel*.



Note: This is a preliminary listing. Fleet and handicap ratings subject to change.

PARTICIPATING SCHOONERS CONTINUED**SUSAN B MERRYMAN Class C**

Rated Length: 26.2 • Sec/Mi: 245.64
 Home Port: Havre de Grace, MD
 Owner-Captain: Peter Hegeman
 Previous Races: 1999-2004, 2009-2010

Peter's father, John Hegeman, built the *Susan B Merryman* in the loft of their barn between about 1973 and 1987. Peter helped him off and on during some of the earlier phases, and then more and more as she

neared completion. His father died in 1997, but Peter and his wife Pat have continued to sail her in the Chesapeake and, when they can, to Maine. Their furthest cruise so far has been to Grand Manan, in the Bay of Fundy. In 2003, Peter and Pat started a series of projects, including rebuilding her decks (teak over plywood, salvaging all the original teak) and reworking some of the interior cabin. They are glad to be racing again.

**TYRONE Class A**

Rated Length: Not Yet Rated
 Former Name: *William H. Thorndike*
 Home Port: Chatham, MA
 Owners: Matt and Cynthia Sutphin
 Captain: Matt Sutphin
 Previous Races: None

Tyrone was built in 1939 by the yard of Simms Brothers in Dorchester, Massachusetts. She is heavily built with handsome, traditional lines by Sam Crocker. She has proven her

capabilities and practicality as a liveaboard cruiser by several transatlantic crossings and cruises in southern waters. She is also a veteran of New England waters and has cruised on the West Coast and in Hawaii. In addition to her cruising capabilities, *Tyrone* has been the winner of the Billican Cup in San Francisco, as well as the "Most Photogenic" prize at the Antigua Classic Yacht Regatta out of a field of exceptionally lovely classic yachts.

**ULA G Class B**

Rated Length: 35.09 • Sec/Mi: 188.29
 Former Names: *Evaline*, *Elsie*
 Home Port: New Bern, NC
 Owner-Captain: Richard Smith
 Previous Races: None

Ula G (pronounced "eulogy") is a steel hull, George Sutton design. Built in 1988,

she is 46 feet on deck and 55 feet over all. She weighs in at 24 tons. The owner lives aboard full time, summering in New Bern, North Carolina, and wintering in the Keys and other southern islands.

**WOODWIND Class A**

Rated Length: 47.88 • Sec/Mi: 135.8
 Home Port: Annapolis, MD
 Owner-Captain: Ken Kaye
 Web: www.schoonerwoodwind.com
 Previous Races: 1993-2010

Woodwind and *Woodwind II* are identical 74-foot wooden schooners that can accommodate up to 48 passengers each. These staysail rigged schooners offer varied sailing options – from 2-hour public

cruises departing historic, downtown Annapolis and sailing into the scenic Chesapeake Bay to private charters – and are based out of the Annapolis Marriott Waterfront Hotel. *Woodwind II* was featured in the movie "Wedding Crashers" as Christopher Walken's character's private sailing yacht. *Woodwind* won first over the finish, first in class A and first overall on corrected time in 2003 and 2004. She took first place again in 2007, third in 2006 and second in 2009.

Track the schooners online as they race down the Bay in real time! Go to www.schoonerrace.org during the week of the race for the link.

2011 RACE ENTRIES / RATINGS

Rig	Schooner	Captain	Rating	Sec. per Mile	2010 Place
Class AA Rated (Greater than or equal to 50 feet), Racing to Thimble Shoal Light, 127 NM					
Gaff	<i>A J Meerwald</i>	Bill Mylett	54.84	115.32	7
Gaff	<i>America 2.0</i>	Andrew Neuhauser	60.81	100.62	—
Gaff	<i>Lady Maryland</i>	Michael Fiorentino	45.6	143.51	4
Gaff	<i>Liberty Clipper</i>	Andy Huntoon	57.96	107.36	5
Gaff	<i>Mystic Whaler</i>	John Eginton	52.31	122.28	6
Class A Rated (40 feet to less than 50 feet), Racing to Thimble Shoal Light, 127 NM					
Marconi	<i>Adventurer (56)</i>	Art Birney	38.85	170.18	1
Marconi	<i>Brilliant</i>	Denise Meagher	48.37	134.23	—
Unstayed	<i>Goodwind</i>	Greg Cantori	37.32	177.23	—
Marconi	<i>Heron</i>	Aram S Nersesian	36.54	180.97	4
Marconi	<i>Liberté</i>	Chris Tietje	45.67	143.25	6
Marconi	<i>Mistress</i>	Glenn McCormick	46.23	141.32	—
Marconi	<i>Prom Queen</i>	Roger Worthington	33.06	199.28	2
Unstayed	<i>Resolute</i>	John Slade	37.57	176.02	5
Gaff	<i>Tyrone</i>	Matt Sutphin	Not Yet Rated		—
Marconi	<i>Woodwind</i>	Ken Kaye	47.88	135.8	3
Class B Rated (30 feet to less than 40 feet), Racing to Windmill Point Light, 80 NM					
Gaff	<i>Adventurer (65)</i>	Mark Faulstick	35.66	185.37	—
Gaff	<i>Bonny Rover</i>	Mark & Ray Haywood	33.71	195.68	DNS
Gaff	<i>Dove II</i>	Michael Taber	31.82	206.58	4
Marconi	<i>Edlyn Rose</i>	John Parker	36.43	181.51	—
Marconi	<i>Lydia Green</i>	Roger Noble	30.81	212.8	—
Gaff	<i>Patricia Divine</i>	Helmut Hawkins	34.83	189.62	DNS
Marconi	<i>Sally B</i>	Daniel MacLeod	33.83	195.02	1
Marconi	<i>Shanty</i>	Scott Rogers	31.05	211.29	6
Gaff	<i>Spirit of Independence</i>	J C Waters	38.14	173.37	5
Gaff	<i>Sultana</i>	Tanya Banks-Christensen	31.64	207.66	7
Marconi	<i>Ula G</i>	Richard Smith	35.09	188.29	—
Class C Rated (Less than 30 feet), Racing to Windmill Point Light, 80 NM					
Gaff	<i>Adventure</i>	Dick & Leigh Woodling	23.73	267.01	7
Gaff	<i>Artist Proof</i>	Pete Hoeltje	16.62	353.53	11
Marconi	<i>Avelinda</i>	Julia Cadeton	23.08	273.29	—
Marconi	<i>Celebration</i>	Paul Schaub	20.79	297.41	5
Gaff	<i>Cuchulain</i>	Bill Durkin	28.98	224.88	10
Gaff	<i>Farewell</i>	Linda Gunn	26.43	243.81	3
Gaff	<i>Jacob Jones</i>	Kristofer Younger	15.87	365.83	DNS
Junk	<i>Libertate</i>	Peter L Carroll	27.37	236.54	6
Gaff	<i>Norfolk Rebel</i>	Steve Briggs	26.75	241.27	8
Gaff	<i>Peanut</i>	William Carton	Not Rated		DNS
Gaff	<i>Quintessence</i>	Paul Gray	20.38	302.07	1
Gaff	<i>Summer Wind</i>	Tom Kirwan	27.04	239.05	—
Gaff	<i>Susan B Merryman</i>	Peter Hegeman	26.2	245.64	4

(— = Did not enter)

All ratings are tentative and subject to change at the race committee's discretion.

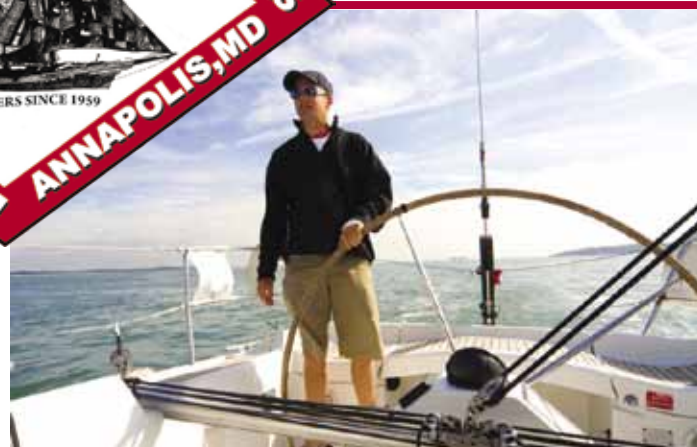
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42'11"	\$1,695.00