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MYSTIC, CONNECTICUT 06355

WING & WING

Volume XLIV, Number 3 - Fall/Winter 2008

The Official Newsletter of the American Schooner Association

ASA Award Presented at Port Townsend

Sam Hoyt



Rear Commodore Sam Hoyt presents the 2008 ASA Award to Ted Pike, standing in for Stan Cummings and Kaci Cronkhite, leaders of the Northwest Maritime Center and Wooden Boat Foundations. *Photo: Jeanette Hoyt.*

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Port Townsend, WA -- The occasion of the 32nd annual Wooden Boat Festival was the magnificent setting for the presentation of the American Schooner Association Award for 2008. The award went to the Northwest Maritime Center and Wooden Boat Foundation, the hosts of the Festival and the hub of maritime heritage on the west coast.

Rear Commodore Sam Hoyt made the presentation to Ted Pike who represented

the recipients as Stan Cummings, executive director of the Northwest Maritime Center, and Kaci Cronkhite, managing director of the Wooden Boat Festival, were occupied elsewhere on the busy festival grounds. A more formal presentation was made by Ted and Kaci at the next Center Board of Directors meeting.

An ASA Rendezvous Award was also presented to Robert d'Arcy and the schooner **Martha**. Robert and his wife, Holly Kays, were celebrating the schooner's 100th birthday and the completion of what was a 13-year rebuilding of the vessel in Port Townsend. **Martha** is the second largest George Crowninshield schooner still sailing. The largest, **Adventure**, owned and sailed by the Sound Experience organization, also resides in Port Townsend. Perhaps in celebration of the rebuilding, **Martha** was the winner of the Festival's annual schooner race, over Sugar Flanagan and Leslie MacNeish's **Alcyone**.

The Festival itself was a rousing success, according to Kaci Cronkhite, and is certainly the largest maritime event on the west coast and, possibly, in the country. This year, attendance was up six percent over last year's record for the three days, the number of exhibitors increased and participating vessels numbered well over 200, including 15 schooners and one brig. The docks at Point Hudson, which accommodated most of the vessels except the largest, were quite a colorful sight and the young (and excellent) harbormaster crew did a terrific job getting everyone in and out safely.

ASA Award (continued from page 1)

Saturday's schooner race, sailed between Port Townsend and Whidbey Island at the junction of the Straits of Juan de Fuca and Puget Sound, with Mount Rainier and Baker and the Olympic Mountains as a beautiful backdrop, brought beautiful weather but light airs. This put the larger vessels **Adventuress**, **Lady Washington** and **Zodiac** at a distinct disadvantage but didn't seem to bother **Martha** or **Alcyone**. The former, flying a monster gollywobbler, and the latter, flying

her square raffee, were well ahead of the rest of the fleet as they ran back to the southeast. Other schooners participating included: **Blue Star**, **Forbes & Cameron**, **Leslie Jean**, Mallory Todd, **Mecca**, **Merrie Ellen**, **Mona C**, **Nevermore**, **Raga**, **Seagoin** and **Toadstool**. Also, from Vancouver, the schooner **Maryke Violet**, which we raced against in Nova Scotia when she was called the **William Moir**.

The Maritime Center is in the process of a formidable expansion with construction underway on a new Maritime Heritage and Resource Building

as well as the Chandler Maritime Education Building, both right on the water at the edge of Point Hudson. Completion of this project will ensure that the Center remains the focus point for the maritime heritage in the west. And it will add to the town of Port Townsend's reputation as a hub of maritime activity. The town attracts sailors from the Seattle area as well as from Vancouver and other ports in British Columbia and is the finish for the annual Cape Renaud International Schooner Race through the San Juan Islands every July.

Zeb-Schooner Life, written and directed by Gordon Massingham, Detrick Lawrence Productions, Edgartown, MA...A Review:

It's not often that someone makes a film, much less a well-documented history, about someone associated with schooners or the schooners themselves. After all, the prospective audience may be limited. That this film is being considered for airing on PBS indicates that it is something special.

Based on Polly Burroughs' 1972 *Zeb-A Celebrated Schooner Life*, The Chatham Press, it basically recounts the life of Zebulon Tilton who, based in Vineyard Haven, sailed the coasting schooner Alice S. Wentworth for some 40 years from Maine to New York. Zeb Tilton is realistically portrayed as quite a character, but also as a hard-working individual and one of the ablest schooner captains ever. His exploits in the handling of the Alice S. Wentworth, without engine or yawl boat, are literally amazing.

But the film is much more than a story of a man's life. There is a fascinating treatment of the growth and history of whaling in the northeast with credit given to the Wampanoag

natives of the Vineyard and Nantucket for drawing the attention of Europeans to whales as a food source, which later grew into a huge and profitable business. And it is a history of commercial sailing vessels in Nantucket Sound as well, with the harbor master at Gay Head reporting an astounding 26,000 vessels passing Gay Head in a single year. And there are capsule portraits of the inhabitants as represented by the many generations of the Tilton family.

Most fascinating to this viewer, and, presumably to readers of this publication, the film is an amazingly complete history of schooners, from their early use as revenue cutters and privateers, to the coasting schooners, the fishing schooners and, finally, to yachts. The pictures, many of which appeared in the Burroughs book, are excellent but, even better are the many film clips which were obtained from marine museums, historical archives and, probably, personal collections.

And there are appearances and opinions expressed by a number of very familiar schooner people, at least to those from the northeast: Matt Stackpole, former owner of Mya and director of the Martha's Vineyard Museum, now with Mystic

Seaport Museum; Captain Bob Douglas, owner of Shenandoah and Alabama; Captain Doug Lee, builder and owner, with Linda Lee, of Heritage, and the top rigger in the country, Myles Thurlow.

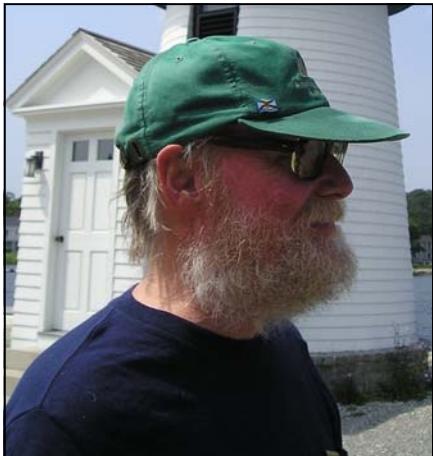
Perhaps inadvertently, the film is a tribute (and a great promotional piece) for Gannon and Benjamin Marine Railway. Both Nat Benjamin and Ross Gannon have prominent roles as observers of sailing and the Vineyard life, and their largest creation, Juno, also has a prominent role.

There is some terrific footage of schooners sailing in the Moffett cup race (I thought I saw Malabar II at a distance) and, in addition to Juno, When & If also gets a nice mention and picture. Many people played a part and Jim Lobdell was one of those thanked in the credits.

In short, "Zeb" is a film that should be in every schooner lover's DVD library. It sells for \$24.95 and is available by phone at (508) 627-8844 or by email to richardc@efilmgroup.com. You can learn more about the film at www.zebtilton.com.

Sam Hoyt

Dogwatch by Sam Hoyt



Dogwatch

What a summer. Despite a number of storms, all the major events went off successfully and with very large fleets, which seem to be growing each year, especially with greater participation by the larger schooners.

Gloucester Schooner Festival...

Despite the unsettling news of the impending retirement of Mike Costello as exec of the Cape Ann Chamber of Commerce, after a mere 30 years in that position and with his office in close proximity to the Cape Ann Brewery, the event was a rousing success. This may have been due to the 30 knot breeze on race day which certainly helped the big schooners. And with the presence of **Bluenose II** and **Virginia** adding to the scene, they were truly an imposing sight.

Gloucester also saw the return to US waters of Bob Fitzgerald and **Talisman** who have resided in Europe for so many years. And Bob returned with flying colors as he handily won the small class on race day as well as the ASA rendezvous award. Second in that class went to Bruce Davies and Sandy Atwood in

Estrela, which also happened to be the only vessel at the event to fly an ASA burgee. (C'mon Tom, Al and Mark!!!) **Estrela** also is headed south for the winter. And it was great to see the Crocker schooner **Bald Eagle** get a third in class, beating **Green Dragon**, on which we were privileged to sail, albeit hanging on by our teeth. Paul Cole and Judith Nast, over the last few years, have literally brought **Bald Eagle** back to life.

For the first time in 12 years, the **Thomas E. Lannon**, even without a burgee, won its class and congratulations to Tom and Kay Ellis, and the entire family, I presume, for that victory. **Appledore II** took second and **Adventurer**, also *sans* burgee, was third. **Virginia** was an easy winner in the large class with **American Eagle** second and **Alabama** third. **Bluenose II** did not race but might have been hard-pressed to win had she.

Notable among the exhibitors at the Gloucester Festival were the efilms group from Martha's Vineyard, which was showcasing its new film **Zeb-Schooner Life** (see review elsewhere in this issue) and the Whale and Dolphin Conservation Society which was distributing a wonderful poster chart of the Stellwagen Banks on behalf of the Stellwagen Bank National Marine Sanctuary. We need bigger walls here to hold all the good stuff.

Meanwhile, up in Shelburne, Nova Scotia, Alex Rhinelander and Catherine McKinnon were taking all the honors on **Comet II** at the Nova Scotia Schooner Association race week. No doubt with considerable tactical help from daughter Eliza. There was

sad news from Nova Scotia though with the passing of longtime NSSA member and past commodore Eddie Murphy at the age of 87. Eddie, who sailed **Hebridee II** for many years and brought her to the two ASA-NSSA rendezvous in Gloucester, won his last NSSA championship at the age of 85. He will be missed.

Provincetown Schooner Regatta...Things may have ended in Gloucester but they merely continued elsewhere, first with the Fishermen's Cup Gloucester to Provincetown Race and then with the P-town regatta. In the former event, Division A honors went to **Roseway** with second to the **Lettie G. Howard** and third to **Alabama**. Division B saw **Appledore II** winning with **Hindu** second and **Adventurer** third.

With a hurricane bearing down on the Cape, things didn't look that good for the big regatta race. But we learned that the weather cleared for the race, came in again and then cleared again for the awards ceremony. The Rose Dorothea Cup for big schooners was taken by **Lettie G. Howard** from South Street Seaport under the command of Denise Meagher with **Alabama**, skippered by Ian Ridgeway, in second. The John Bennett Cup was won by **Perception** with **Hindu** taking second.

Zeb Tilton Trophy...A new award made its debut on Martha's Vineyard as Detrick Lawrence Productions, producer of the Zeb Tilton movie, donated the Zeb Tilton Trophy for the annual Pat West gaffriggers race. Perhaps appropriately, it was won by the Nat Benjamin-designed and Gannon and Benjamin-built

Is a Schooner Right for You?

By Becky Coffield

“As American as apple pie?” Do we thank Johnny Appleseed for this simile? Why not, instead, “American as a schooner!”

Is a schooner right for you? A what? you may be asking. A SCHOONER? One of those old timer boats?

Despite the fact that the schooner is the only American designed and built sailing vessel, most people are woefully ignorant of its attributes and vital contribution to American history. Notwithstanding the popularity of ketches and yawls, most people never consider a two-masted schooner to be an option when they select a boat. And there are as many types of schooners as there are, well...types of apples.

The schooner was originally used for smuggling – that could be an attractive feature for a few! Built for smuggling goods from the West Indies, the schooner was designed to be fast to elude the British gunboats, small enough to get into hidden coves the large British ships couldn’t begin to enter, and manageable by very few men.

The original two-masters were called the “Virginia Model.” According to Neale Haley in *The Schooner Era*, “The fore-and-aft rig made it easy to sail close to the wind. The draft was shallow so the men could avoid shoals and mud flats in the out-of-the-way places where they did their unloading” (p.28). It didn’t take the British long to recognize the great sailing qualities of the American schooner, and they bought many, including the notorious Halifax, famed for “...the devastation she brought the nation of her birth” during the Revolutionary War. (p. 28).

Schooners soon became the workhorse of the country, hauling coal, lumber, rocks and even lime. More masts were added, until eventually the seven-masted Thomas W. Lawson appeared. Although the vessel’s hull was plenty deep for cargo, its draft was so great there were only a few harbors accessible for the ship.

Schooners plied the rocky coast of the eastern seaboard from the time of the Civil War to the 1920’s. These “...were some of the finest years for sail. They were the last years in which a wind vessel could earn its way on the sea. Those are the years America should remember with pride” (p. 19). Eventually the steam engine driven ships took control of the country’s shipping trade, but during its heyday, “The schooner forged a heritage for a nation, kept alive the tradition of the sea” (p. 15).

So, what are the advantages of a schooner rig? There are several according to Philip C. Bolger in *100 Small Rigs*. First, the largest sail is aft where it can be raised first and lowered last. Because of the design of the sail, it can be left up while anchored, even in moderate weather, and doesn’t cause the boat to want to take off. Then, because the sails get smaller as one goes forward, they are aerodynamically perfect. If the sails are set and sheeted right, each sail holds its shape and causes the air to flow smoothly from sail to sail. And be-

Is A Schooner Right For You

(Continued from Page 4)

cause the sails are generally smaller than other rigs of comparable size, they are easier to handle.

Sail combinations on a schooner are numerous, and the needs for each weather condition can easily be met. In heavy weather the rig can be snugged down and well-balanced, thus causing absolutely no strain on the hull. And the bottom line is, schooners under sail just look good.

As for the rigs, there's a multitude of choices. Bolger lists many, including the Baldheaded gaff rig; Gaff rig with main topsail and fisherman staysail; Jibheaded mainsail with gaff foresail and single jib with club; Jibheaded with boomless foresail; and Leg-o-mutton schooner yawl. Marconi rigging and gaff rigging are often used together also, with the Marconi sail being the main aft sail.

While schooners will not compete nowadays with the ultra light racing yachts, the 86 foot schooner Lurline won the Transpac three times, and the 120 foot Mariner held the Transpac record for 26 years, the longest time the record has ever been held.

Serving actively in four wars (Civil War, War of 1812, The Spanish American War and WWI) the schooner is a true American Veteran. Yet, as Haley sadly points out, "The schooner made more voyages, carried more cargoes, was used for more types of work, sailed for more years than any other vessel of America – and the schooner is the vessel America forgets" (p.15).

Once owned the schooner is truly beloved. It has a dashing, eye-catching allure, and it is often the center of attention in harbors. Traditionally, the schooner is sturdy and tough, plying the American coastline and seas of the world with assurance and character. The schooner, simply put, is an American heritage. If you are adventuresome, bold and daring, perhaps with a touch of nostalgia, a schooner may be right for you!

Becky Coffield

Becky Coffield is an award-winning freelance writer and the author of the award-winning *Life Was a Cabaret: A Tale of Two Fools, A Boat, and a Big-A** Ocean*; the award-winning suspense novel *Northern Escape*, and the newly released *You Can Conquer TMJ: Ideas and Recipes*.

Dogwatch (Continued from Page 3)

schooner **Juno**, skippered by Scott DiBiaso. **Juno** was first to finish, as they didn't have handicapping in Zeb's day, but Jim Lobdell's **Malabar II** took corrected time honors.

Great Chesapeake Bay Schooner Race...How do you follow an act like the Governor of Maryland proclaiming October to be Schooner Month in the State of Maryland? Quite simply by running the event like they've been doing for a while now, with great parties at both ends and a stimulating sail down the Bay to get from one to the other.

Wearing the yellow **Ernestina** t-shirt around Fells Point elicited a number of queries as to her status and we were able to respond favorably, based on the report by Paul Brawley at Gloucester, that she should be sailing



The A.J. Meerwald in Baltimore's Inner Harbor during the parade of sail. *Photo: Dogwatch.*

next year. And it also informed us of the weather situation at the Province-

town event, having been in Port Townsend when that took place.

This year, the parade of sail through Baltimore's Inner Harbor was a real parade, with all vessels in a line and no close calls. The cannonades were up to their usual caliber, though, and a very pretty appearance was made by Rick Carrion's beautiful cutter **Elf** towards the end of the parade. The highlight of the parade came after **Mystic Whaler** had docked when we were privileged to sign up eight-year-old Jack Snyder of Centreville, MD, as a junior ASA member.

One thing they've got to work on down there is getting some breeze for the start. They always seem to have plenty for the finish, but the start again this year was a near drifting match which produced some interesting conversations be-



Rick Carrion's cutter Elf put in an appearance at the parade of sail. *Photo: Dogwatch.*

Dogwatch (Continued from Page 6)



Amistad, Lady Maryland and Lettie G. Howard make a catamaran sandwich. *Photo: Dogwatch.*

tween vessels, without benefit of radio. While the fleet searched for wind all over the bay, **Pride of Baltimore II** and **Virginia** did their usual thing which was to sail away from everyone. Some of the smaller schooners, notably **Malabar II** and **Green Dragon**, were able to keep up pretty well, but most trailed pretty badly.

A couple of hours into the race, we on **Mystic Whaler** were treated to a sight right out of the 19th century: **Amistad**, **Lettie G. Howard** and **Lady Maryland** sailing close together down the bay. 19th century that is, until they converged upon one of the catamaran schooners in the race and made her a cat sandwich.

Then the breeze went into the north and picked up considerably and everyone went pretty much their own way, pretty fast. We must comment on the commercial traffic on the heavily traveled bay. Not only were all the commercial skippers very much aware of the schooners, but communication between them and the schooner fleet, for the most part, were safety-conscious and even cordial. The skipper of the tug Gulf Coast, for example, was heard to respond to a communication from a schooner asking what he should do to stay out of the tug's way. The response was, "You're racing and I'm just working, so do what you want." Later on that same skipper was heard complementing

another schooner on his "excellent stern light."

Most schooners were in Portsmouth by late afternoon Friday after a 1:30pm start off Annapolis on Thursday, so, another pretty fast race. Winners included **Pride of Baltimore II**, Jan Miles skipper, in class AA, Aram Neresian's **Heron** in class A, Daniel MacLeod's **Sally B** in, you guessed it, class B, and Jim Lobdell's **Malabar II** in class C. **Malabar II** also took The Great Chesapeake Bay Schooner Race Perpetual Trophy for best corrected time and the Howdy Bailey Buckle, awarded to a B or C Fleet schooner for line honors at Windmill Point. The Great Chesapeake Bay Schooner Race Clock, awarded for line honors at Thimble Shoals, went to **Pride of Baltimore II**.

The Michelob Chesapeake Bay Challenge Trophy used to be given in conjunction with the Harborfest race, which has been discontinued. But the trophy has been resurrected to honor a "traditional" schooner which demonstrates extraordinary sailing prowess or accomplishment during the Great Chesapeake Bay Schooner Race. Presentation of this award is at the sole discretion of the Race Committee and, to Jim Lobdell's increasing embarrassment, went this year to **Malabar II**.

There always seem to be a number of very deserving schooners for the ASA Rendezvous Award, particularly at this event. Excellent performances

Dogwatch (Continued from Page 7)



Lady Washington under sail off Port Townsend. *Photo: Dogwatch.*

were turned in by the **A. J. Meerwald** under the command of Jesse Briggs and Art Birney's **Adventurer 56**, which was second in class A by a mere three minutes. But there are other considerations in making this award than overall performance in one race. Ken and Ellen Kaye and Jennifer Brest always do pretty well in the race. This year **Woodwind** was sixth of 12 in Class A. But they have also thrown a rum punch party for the entire fleet on **Woodwind** after the pig roast. So this year their efforts and hospitality were recognized with the ASA Rendezvous Award for 2008 at the GCBSR...And you should have seen Commodore John Eginton parallel park **Mystic Whaler** in Portsmouth. Someone ashore asked him if he had bow thrusters...Once again it was a privi-

lege to be assigned to ASA member



Vessels tied up at Point Hudson made a colorful picture. That's Alcyone front left.

Photo: Dogwatch.

Scott McGinley's watch. One of the many former Whaler crewmembers who return for the GCBSR, he's now working tugs in New York.

News from elsewhere...It appears that Richard Hudson has changed his plans to sail from Madeira to the New York area, judging from a look at his blog. His route now appears to be taking Richard and his new schooner in the direction of Brasil. So much for plans...And Randy Peffer has yet another new book out, the first of a trilogy on the Civil War at sea. Titled *Southern Seahawk*, it is based on the "true story of Commander Rafael Semmes' rise to infamy..." It's available from Bleak House Books.

*and our summer...*Brother Jack and I collected on our silent auction prize at the Oyster Bay Waterfront Center benefit, a five-hour sail on

Dogwatch (Continued from Page 8)

Woody Glenn's Herreshoff Fish Class sloop out of the Seawanhaka Corinthian YC. Great fun and a wonderful little boat...Just when you think you know a lot about the maritime heritage of your environs, you discover you know very little. Case in point: the Noble Maritime Collection at Snug Harbor on Staten Island. While it's touted as a tugboat museum, it's also a schooner museum featuring the art work of John Noble who also discovered one of the largest boneyards of ships just across the Kill Van Kull in New Jersey. Needless to say, we visited.

After making our appearance at the Port Townsend Wooden Boat Festival, a wonderful event, we spent three weeks in Alaska, an incredible place and, though much of it is landlocked, not unknown to schooner news. We had the pleasure of dinner with ASA member Phil Smith, formerly of Martha's Vineyard but now residing in Kenai, and his lady in Anchorage. Phil says he's heard of three schooners in Alaska and we subsequently found another, **Mycia**, in Sitka. Seems Phil saved a guy's life. The man was sailing a small boat on a lake past Phil's house and capsized. When he couldn't right the boat, Phil hopped in his skiff and fetched him. The guy gave him the boat. One more Alaska item: at the Chesapeake event, the schooner **Free Spirit** had, as its hailing port, Fairbanks, Alaska. Interesting as Fairbanks is about as landlocked as you can get.

Finally, Soundings reported a waterspout off the Seawanhaka Corin-

thian Yacht Club in Oyster Bay Harbor in August. Fortunately, no harm and no damage although a few scares. Gotta put those rocks back on the moon.

Dogwatch

Celebrate Annie's 20th



Saturday Nov. 1
6 - 10 PM

Back Room @ Whiskey Wind

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Launching of Annie 20 years ago. Annie was built by Arden Scott, who's seen saluting on the bow as her husband, Keith McCamey, christens the vessel. The picture was used recently as an invitation to Annie's 20th birthday party.

Photo: Jan Sterpantan.

Great Chesapeake Bay Schooner Race 2008

The following provides a short synopsis of the events and the race.

A record fifty-six schooners entered the 2008 Great Chesapeake Bay Schooner Race (GCBSR). A record number made it to the starting line and completed the nineteenth annual "Race To Save The Bay". Captain Lane Briggs (1932 - 2005), founder of the GCBSR, probably never envisioned a fleet which, if placed end-to-end, would stretch more than 4,500 feet -- almost one mile of sparred length!

GCBSR event activities began on Sunday, October 12th, with the annual "Dinghy FUNdraiser" race which was this year coordinated and sponsored by "One Eyed Mike's" restaurant -- a favorite Fells Point watering hole for schooner captains and crews. Schooners continued to arrive daily into Fells Point and many were docked in time to enjoy Tuesday's "Crooners and Schooners" concert sponsored by the schooner Martha White's own merry band of bluegrass musicians known as "Schooner Time". Schooner Time played before yielding the microphones to Annapolis music favorites "Them Eastport Oyster Boys" and Baltimore's own "Inishowen".

Wednesday, October 14th, saw several of the schooners hosting youth from Baltimore City in educa-

tional activities designed to both educate and entertain the students in topics ranging from singing chanties to knot tying to learning about on-board schooner life on the Chesapeake Bay. After the conclusion of youth education activities the schooners settled into opening activities and then cast off to participate in the annual Parade of Sail around Baltimore's Inner Harbor. The day's activities concluded with the All-Hands Party sponsored by the Fells Point Yacht Club at the Latin Palace club. The FPYC hosted more than 500 sailors, sponsors and volunteers at the event.

Race day started with a meeting of all captains to discuss weather, starting line placement and to share last minute news regarding commercial vessels expected to be active during the race. Schooners departed Fells Point at 0900 and proceeded to the starting line set just South of the Chesapeake Bay Bridge.

The GCBSR is the longest overnight sailing race conducted on the Chesapeake Bay. From the starting line to the Classes AA and A finish line is 127 nautical miles. Classes B and C race 80 nautical miles to Windmill Point.

All vessels then continue into Hampton Roads and the Elizabeth River to Olde Towne Portsmouth, Virginia. From the Fells Point departure to dockage at Portsmouth is approximately 163 miles.

Winds at the start were light and variable allowing for a lot of good natured banter between captains and up-close and personal schooner watching by a record spectator fleet. A special salute of thanks and a job well done is extended to the Coast Guard vessels who worked effectively to make the start safe and without incident to either schooner or spectator fleet.

Classes AA and A vessels started first, followed by Classes B, C and Catamaran (yes, our second schooner-rigged catamaran).

The air filled in during the race and all schooners were successful in making the finish lines. Most were docked in Portsmouth by 1500 on Friday, October 17th -- just 26 hours after the start at the Bay Bridge. The only known notable damage was with the pilot schooner Virginia who suffered a broken mainsail gaff while jibing.

Saturday's activities in Portsmouth included hosting local school children on board several of the schooners for an expeditionary learning experience.

The kids learned of life on board sailing ships in colonial days and the need for teamwork when performing on-board activities such as raising sails.

The Awards Ceremony program featured the captains of all the schooners. The AA class award

GCBSR (continued from page 10)

winners from the race were Baltimore's **Pride of Baltimore II**

- first place, **Lady Maryland** - second place, and Bivalve, New Jersey's **A J Meerwald** placing third.

Class A awards went to **Heron** of Solomon's, Maryland - first, **Adventurer 56** from Annapolis, Maryland - second and Cambridge, Maryland's **Prom Queen** third.

Class B awards went to **Sally B** of Galesville, Maryland - first, **Mistress 58** from St. Augustine, Florida - second and **Dove II** from Ocracoke, North Carolina - third.

Catamaran class was won by South River, Maryland's Mouzzer.

Additional recognition was awarding The Great Chesapeake Bay Schooner Race Perpetual Trophy to **Malabar II** with James Lobdell at the helm for the best corrected time in Class C of 10 hours, 41 minutes, 45 second.

The GCBSR clock for line honors at Thimble Shoals went to Pride of Baltimore II, Captain Jan Miles, for fastest schooner in the race with an elapsed time of 16 hours, 36 minutes and 3 seconds.

Malabar II won the Howdy Bailey Belt Buckle award for Class B/C line honors at Windmill Point with an elapsed time of 14 hours, 14 min-

utes and 15 seconds.

Recognition of the great race sailed by Malabar II was the awarding to her of the Michelob Chesapeake Bay Challenge Trophy for recognition of outstanding performance by a "traditional" schooner. This award is at the discretion of the Race Committee -- not in recognition of speed or time, but for the vessel who sails at or above her numbers in a demonstration of seamanship and lasting traditional design parameters.

Class C winners were **Malabar II** - first, **Green Dragon** - second and **Windfall** - third.

A half-model of the tugantine **Norfolk Rebel** to recognize contributions to youth education by a vessel was awarded to the Lady Maryland captained by Rich Hilliman.

The GCBSR's highest personal recognition, the coveted "Black Dog" award, named in honor of Captain Lane Briggs' beloved black dog, Reb, was awarded to Captain Al Bezanzon of the Green Dragon. The Black Dog award is given to the captain who demonstrates the spirit of Captain Lane Briggs in supporting the race.

Race activities wound down with a captains' meeting and breakfast held at Roger Brown's restaurant on High Street in Olde Towne Portsmouth. Roger Brown continues to be one of the most stalwart support-

ers of the GCBSR.

Special recognition goes to the Portsmouth Boat Club, Town Point Yacht Club and Broad Bay Sailing Association for the tremendous work and hospitality their members contributed to the fleet docking in Portsmouth. Year after year these clubs' devoted members make the race experience in Portsmouth a memorable event.

While we look back at 2008 as a tremendous year of accomplishment and growth for the GCBSR, we look forward to 2009 which will be the 20th anniversary race for schooners who "Race To Save The Bay". To date, almost \$115,000.00 has been raised for on-the-water youth education activities hosted by the Chesapeake Bay Foundation. Our thanks to all the organizations, captains, crews, sponsors and volunteers who have made The Great Chesapeake Bay Schooner Race a success!

Dave Junkins (Chairman, Great Chesapeake Bay Schooner Race)

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www.HeritageMarineInsurance.com



A photograph of a large white sailboat deck. In the background, a blue sky with white clouds is visible. On the left side of the image, there is a graphic overlay containing text and a logo. The text reads: "WELCOME ALL", "SCHOONERS", and "207-774-1067 phin@portlandyacht.com". Below this text is a small rectangular logo for "PORTLAND YACHT SERVICES, INC." featuring a stylized ship silhouette.

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