

## **Interview Log**

**Interviewee:** Gary Jobson

**Tape #:** 151

**Interviewer:** Ceres Bainbridge  
Kelly Feltault

**# of Tapes:** 1

**Date:** February 20, 2001

**# of Sides:** 2

**Location:** Annapolis, Maryland

**Topic:** Recreation on the Bay/Charter Fishing Project  
Sailboat Racing on the Chesapeake Bay

**Corresponding Photography Log #:**

**Comments:**

**BEGIN SIDE A**

K.F.: All right, let me just have you say your name.

G.J.: Gary Jobson.

K.F.: All right. And where were you born, Gary?

G.J.: I was born in Hackensack, New Jersey, and grew up on Barnegat Bay.

K.F.: Oh, okay. I know that area.

G.J.: Barnegat Bay is kind of a mini Chesapeake Bay. It's a little bit tidal, but it's a little bit brackish, and when the glaciers melted, it became - it went from being a little bit of a river to a bay, and the Chesapeake Bay is just a giant Barnegat Bay, so it was a good warm-up for moving down here.

K.F.: Okay. And when did you move down here?

G.J.: Well full-time, I moved to the Chesapeake in 1977. But my first recollection of being around the Chesapeake Bay, Annapolis and St. Michaels was when I was about 12 years old. My uncle, Horace Wimple (phonetic), and Aunt, Babs and Horace Wimple, had a farm here in St. Michaels. Heatherington's Delight on Heatherington Cove. So I can remember coming down here and spending time. And their son, Chris Wimple, went to the Naval Academy, Class of '64. So he remembered being around Annapolis. And then in the 60's, I also came down and raced Penguins. Penguins were a very popular boat, which I think one is featured over at the museum, prominently displayed as it should be. And sailed in a whole variety of places on the Chesapeake Bay. So I knew when I was a teenager that this region was for me. It was Barnegat Bay amplified by a thousand.

K.F.: Okay. And where did you learn how to sail?

G.J.: Well I learned to sail on Barnegat Bay, sailing small boats like Sneakboxes and Scows, and dinghies like Penguins and Prams. And then after high school, I went to the state university, New York Maritime College, and made racing a real priority in my life. In four years of college, I did 2,000 races, 500 per year, which is pretty unique. And I was an All American, three years in college, sailed over the year twice and run seven or eight collegiate national championships. And through all of that, that inspired me to become a full time coach on sailing. When I was in high school, I gave sailing lessons in the summer at the Tom's River Yacht Club, and was inspired to become a public speaker and kept defining what it took to win sailboat races and how to teach people to sail. And so I ended up at the U. S. Merchant Marine Academy as a sailing coach. And through the collegiate racing and coaching at King's Point, I started to get a little name for myself, and I got the attention of Ted Turner. And Ted Turner asked me to come sail with him in the America's Cup as his tactician. And so that elevated me again on the racing front. Meanwhile, as a coach and in training, I wrote the book on how to teach sailing for U. S. Sailing Association, which was USYRU at the time, United States Yacht Racing Union. Their name changed. I became doing clinics. I joined the Olympic committee. I was invited on that because of all my training expertise, and I came up with some ideas that have never been done for our Olympic team in the U.S. before. Recruiting, training, coaching. Never been done before in Olympic competition, and that paid off quite a bit. Along the way, I started writing a lot. I wrote for my high school newspaper. I was editor of my college newspaper. And I just tabulated this. I have an article. You should get it. It's in the March issue of *Sailing World* magazine. And I talked about the year

1967, 16, 17 years old., and all the people and events that got me going full time into sailing. It all came together when I was 16 to 17. And during that time is when I started trying to define things and write. And I did a little tabulation after I got done with the article based on all the logs, and notes, and calendars, and schedules and races that I've done. I have raced in 4,300 races; I've spent 3,400 days on the water; I have written 958 articles; I've done 702 TV shows; I've published 12 books; and I've given 1,352 lectures between 1967 and the end of the year 2000, all of it recorded. So I guess you could say that I have developed into a promoter of the sport of sailing.

K.F.: Well let me back up here, and -

G.J.: Okay. That's a long-winded overview. I just kept rolling along.

K.F.: My first thought when you said you did 500 races per year is like that's way more than days in the year. So how do you manage to do -

G.J.: Well in collegiate sailing, you'll have 8 or 10 races on a Saturday. And then you do another 8 or so on Sunday. And then during the week, we practiced four and five days a week. So I was literally sailing six and seven days a week. And if you add up the days, I would say in high school, I was probably on the water an average of 160 days per year. On the water. And in college, I was on the water about 240 days per year. And then post college, I was averaging about 160 to 200 days on the water every year to tabulate those numbers. And a lot of regattas you go to you have more than one race in a day. So that's why I have more races than days on the water.

K.F.: Right.

G.J.: Plus I've done a lot of cruising and adventure stuff too. And then you're not racing at all.

K.F.: Right. Okay. Well let's go back to when you were starting to learn how to sail, and who really coached you?

G.J.: My father got me going with sailing. He's the one that got me out there, and got up early on Saturday morning, and I think I was just a kid around the yacht club. They probably actually didn't like it that much, but it's what you did in the summertime. At the age of 12, I decided to take it a little bit more seriously and try. I didn't make the basketball team, and I wasn't about to go out for football, so I started sailing quite a bit from the age of 12 to 16, and did something unique at that time. I sailed all year long. People just didn't do that. Going to frostbite regattas, coming here to Chesapeake, up the Long Island Sound, up and down the Jersey coast. And by the time I was 16, that was the critical year. All the seeds were sewed to really get into it and try and make something special out of it. So how do you support yourself? Hence the teaching, the writing, the coaching.

K.F.: Okay. And I have this little question here. Why - so many people like to sail, but they do it, you know, for pleasure. Why -

G.J.: (Laughter.) As I get older, I'm actually enjoying the day sailing and the cruising as much as the racing, but - well the racing is, it's competition. You get to measure yourself against other people, and you get to measure yourself against yourself. And the great thing about racing is you're only as good as your next race. So you just keep trying to do better. And sometimes you win, and sometimes you lose. And I have a philosophy that if you work hard at the sport, you could probably win a ratio of one out of seven races, something like that. So it gives you great satisfaction when you achieve your goal. And

when you fall sort, you're inspired to do well. And I learned early on that thanks to racing, some great benefits came my way. One, you get to go to cool places that you probably wouldn't get to go to; two, you meet unbelievably interesting people. And the more interesting people you know, the more opportunities you have later. So I would nurture that. So the places you go, the people you meet. And then the key was to do a variety of sailing. So I can look back at my career and say well I really wasn't a specialist at any single area. A lot of sailors are one dimensional. They sail a Star. That's it. Whether I sail a Pram or a Laser or a Maxi Boat, or a 12-Meter, or across oceans, or do day races, it's all in me. I can do the whole gamut. So I have very good versatility, which allowed me to meet all cross sections of life and get all around. I've sailed in every continent, including Antarctica, all of them. And so it's kind of unique. Planned out. I think about, you know, what do I do next? This summer, I'm going to the Arctic. I've done Antarctica; I've done Cape Horn, now I want to do the Arctic. I haven't been to the north, or not that far up north as I'm going to go this year.

K.F.: Uh-huh (Affirmative). Okay. And, you know, you said 1967 was the year that events really got you going. What events would these be?

G.J.: Several key events in 1967. That year, I decided I needed a second sport, and I didn't make the basketball team, and I wasn't going out for football, and cross country's boring. So somebody suggested why don't you try wrestling. Well I was tall and thing, and wrestlers are generally short and bulky and strong. But I went out for the wrestling team, and the most extraordinary things happened. I found that sailing and wrestling were analogous. Analogous because in wrestling, you get matched up against somebody your own size. It is a gentleman's type sport. There's a referee watching what you do. There's an honor code. It's very tactical. Sailing's very tactical. Single-handed sailing, it's you, the boat against every, you know, the other boat. Wrestling, it's you and the other person you're wrestling. You're either going to win or you're going to lose. There's no two ways about it. So it's like match racing. And in wrestling, to get good at it, you focus on drills, and you do a lot of repetition. You do things over, and over, and over. And I took that wrestling experience, even though I wasn't that great at it, and said I wonder if I could apply this to sailing. Hence, the drills. Nobody ever did drills in sailing before. I was the first to do it. How much coaching helped me in wrestling. I did that in sailing. Nobody had that. The Olympics. So I used my wrestling knowledge, and I had some, after the first year, I started to win a couple matches. And my second year, I actually made the varsity team. I was wrestling. I had some wins. But the same time, I'll never forget, our team was undefeated. We went against our arch rival. They were undefeated. Hometown crowd, 3,000 people showed up for a high school wrestling match. Two undefeated teams. And I'm one of the starters, and I got up against the state champion, and got pinned. Do you know how lonely it is to walk off a match in your hometown after getting pinned by a state champion. The guy's name was Chip Savage. But it really helped me later handle some pretty big defeats in sailing. In wrestling - in wrestling, if you lose, you get off the mat and you try again. And that helped me a lot. Another key moment is during, I don't know, I was jumping around and trying to flail my arms around, and the coach stopped the whole practice, 100 wrestlers, let's watch this. All right, Jobson. Okay, if you want to go for an arm, you just very deliberately go for the arm. And that moment in front of everybody really changed me because now I just

realized you make your moves deliberate, and thought out, you just go - you don't jump around. You just go get it. And in sailing, it helped me out quite a bit. So wrestling helped me out a lot.

The second thing is I got a job teaching sailing at the Tom's River Yacht Club. Very cool. God, I'm going to be an assistant junior instructor. I'm 16, I'm turning 17, I got this job. But I had a real problem. This is a big one. I was so nervous speaking in front of people, I'd almost go to the bathroom I was so nervous. God, I had the shakes, and I couldn't get my words out and was scared to death. So I seeked out some help. My father said, look, the key to speaking is intense preparation. You get all your notes, everything you want to say down, and you'll be fine. Somebody else told me, a friend of my mother who's a guidance counselor at a high school, you got to be enthusiastic. If you're enthusiastic, it overcomes being nervous. And then somebody else I noticed was always telling us nifty little stories to make a point. So the combination of preparation, enthusiasm, and using stories to make a point got me over my nervousness, and my speaking career was launched at that time. And then I found as I was doing all these notes and everything, that I might as well make articles out of it. So the writing started at that time. Then I had some crews - I used to sail with a friend of mine, John Martin, who's now a lawyer up in New York. I was yelling at him, we yelled a lot. And he finally said to me one time, you know, if you yell at me again, I'm going to punch you in the nose. And I started barking, he turned around and clocked me a good one. I'll never forget that. I never yelled at him again. And I also, that year, I started sailing with a girlfriend. Now this was a little bit of a different dimension for me because my buddy John and I, you know, we'd just go back and forth. But with my girlfriend, her name was Wendy, I had to behave a little bit better. And she traveled with me all up and down the East Coast, and we sailed in a regatta up in Long Island. And we had five races, and we fouled out of two races. We got disqualified in two races. And she says, driving back, I just got my driver's license, why do you try so hard to win races when you're going to foul out? Why don't we just go for a good average? We'll probably do better. That attitude really helped me, because I won the championship that summer on Barnegat Bay. We never won a single race. I just kept going for a good average. And in collegiate sailing, the key to doing well is getting a good average, not winning races. `Cause when you win races, you take chances, and you win three, and you get disqualified or you're last place, or your over the line. Just go for the good average. And that philosophy really stuck with me. So that was kind of funny. Some girl that's 16 helped me with something that's lived with me and served me pretty damn well for a long period of time. So anyway, those are - oh, I'll tell you one other event.

My father worked at a newspaper, so he had these passes that we could go to see the Jets play, and I'd go up with a reporter and watch the New York Jets play football. But the reporter had a pass to get into the locker room to do interviews with the players. And so I'd go into the locker room after the games, which you know, was pretty damn cool. Seventeen years old, you're in the locker room, and I'm meeting people like Joe Namath. And Joe Namath, Joe Namath always took the time, the four or five times I saw him, to talk with me. It really impressed me that he would actually sit and I'd ask hey, you know,

why were you throwing, or some question. And he'd explain it to me. And I wasn't even a journalist. And that just told me to always take the time to talk to people. And I've used Joe's example a lot in the America's Cup. And suddenly, you know, I'm a big cheese around the waterfront. And I would always take the time to talk to people. And because I did that, great things came to me. Great things. 1983, I'm on a boat. We've lost, we're out of it. ABC decides hey, let's cover the Cup, it looks like America's going to lose. Nightline shows up, Good Morning America shows up. And they're looking around for somebody to be their analyst, and they come to me because I'm always the one that they remembered took the extra two minutes to explain stuff to them when I didn't need to. Everybody else couldn't be bothered. So I became an analyst for ABC with Good Morning America and Nightline. And because of that experience, when ESPN decided to do the Cup a few years later, I got hired to do that. Now that wouldn't have happened if I hadn't been able to put my thoughts in some kind of order, and taking the time to talk to people. And all that came because I met Joe Namath and he took the time to talk to me. So anyway, those are the events - those are some events in 1967. How's that for an overview?

K.F.: Well, that's great, and I'm impressed that a 16 or 17-year old -

G.J.: You know, I have a sheet of paper -

K.F.: -- could be, you know, that aware.

G.J.: I have a sheet of paper that I framed up in my office that has every day I sailed, every race I sailed in, what the results were, who sailed with me, how many boats, what place I got, where I was, this whole one sheet of paper, 1967, 174 races, 162 days on the water. All there. I'm thinking my God, how many 16-year olds do that?

K.F.: Yeah, that's it. I mean, you know, I mean that sets you apart from the other 16 or 17 year olds, understanding, the drive and awareness.

G.J.: Well we haven't gotten to the Chesapeake Bay yet. So -

K.F.: Right. Well I wanted to ask you, you mentioned the gentleman's sport. And I'm wondering if you can elaborate on what that means to you. But then also, sort of in general, what it means to everybody within the sport.

G.J.: Well there's an honor in sailing. You have to - you're out in the water by yourselves, and you have to do things honorably, and you can't rely on - I mean in football, if you go out of bounds and the ref didn't see it, fine. But in sailing, if you go out of bounds, you've got to report it. And so a gentleman's sport, gentleman's a tough world in this politically-correct world. But you know what I mean, it's a Corinthian fair thing. I mean I'm sailing with, this is a race in England one time. And under the rules in big boats, you can't fly your spinnaker without your spinnaker pole. Now that's just a rule. They've wisely gotten rid of that rule. We're in the middle of nowhere off the Irish Coast. I'm with Dennis Connor, and one of the ends of the pole breaks, and we've got to take the pole up. The spinnaker's up. And Dennis Connor says, look it, if we can't fix that in one minute, we got to take the spinnaker down. I'm impressed. This guy - who would know whether we had the pole up or not? Nobody's out here in the middle of anywhere. We're going to sail a lot slower, and he's telling the crew, look it, if you get it fixed in a minute, fine. More than a minute, we're going to take the spinnaker down. Now that told me something. But Dennis Connor has a sense of fairness about him. Carl Vandime, who tragically died at the age of 35 as a full professor at Williams College, Carl

was a real hero; he's four years older than me on Barnegat Bay. He made our Olympic team. He sailed representing the United States in the Olympics in the - class in 1968. Do you know this guy hit a buoy in Acapulco at the Olympic Games and dropped out of the race. Nobody saw him hit the buoy. Just I hit the buoy, I've got to drop out. Now here I am, 34, 33 years later talking about. What a great show of sportsmanship that was. He didn't have to do it. Who would have either known. He just could've tapped the thing and kept going. But that's what he did. So, anyway, that's kind of what I mean by the Corinthianism in the sport. Somebody has trouble on the water, you go help them out. You drop out of the race, you go help them out. That's what you do.

K.F.: Okay. And you mentioned the tactical side of sailing.

G.J.: The tactical?

K.F.: Yeah. Every sport has its tactics. And I'm wondering if you can discuss with us some of the -

G.J.: Sailing is a thinking person's sport. It's like a chess game. For every move, there's another move, and I love racing against great people that have good ideas and do things you don't expect. You can do the expected, the unexpected. If it's expected, you can counteract moves. And so it becomes a game. And that's what I've spent my career doing tactics. Can you outsmart the other person? And it could be you're on a boat that's slower. You cannot get your boat going faster than the other boat. It's just the way the sail shape is or some - it's beyond your control. So what clever things can you think up to get your boat ahead of that boat? Victories come in very small ways. And so I have spent my career trying to define little tactical things. And unlike a lot of sailors, when they learn something, they make them big secrets, I write about it. I talk about it. Hey, how about this move? This is really cool. And I find that the game lifts up, and it comes back to you in great ways. People all the time are sending me e-mails. I got one just two days ago. You were my sailing instructor in town. I just never got around to thanking you, and I really appreciate some of the things you did. It's helped me out a lot. I'm on an aircraft carrier doing this piece for ESPN. Very cool, by the way, do a takeoff and a landing on an aircraft carrier, and get the - of course, their pilots are liking it 'cause ESPN is out there filming them. Anyway, we're doing something called night ops. Night operations are when you do takeoffs and landings at night. I'm on the back deck with the LSO, Landing Safety Officer. And then what you have is you have - pilots, when I'm flying, you guide me in. You're on the ship, and then we switch, and then you fly, and I guide you in. So the Landing Safety Officer is really cool. So I'm out there with the Landing Safety Officers as they're guiding these people in at night. Really heady stuff. This guy turns to me. He says you're Gary Jobson. I said yeah. He says you know I never thanked you, but you're the reason I went to the Naval Academy. Thank you for recruiting me, and I wouldn't be here today doing this if it hadn't been for you. Wow. Anyway, it came from sailing. That's a long way from tactics. Anyway, tactics are thinking, and the best way to get good tactically is to experiment and learn from others and not be afraid to lose. It's easy to get ahead in a race and maintain the lead. It's hard to be behind and work your way through the fleet. So you might say hey, he sailed the best race. He won. But, in fact, the person that sailed the best race might've been in 18<sup>th</sup> place and found a way tactically to get up to fourth. That's what I like to know. How do

you do that? So anyway, that's why I like tactics. Victories come in a lot of different ways.

K.F.: Okay. Can you describe with us some of the tactics that you might lose, let's say, for different conditions?

G.J.: Well, tactically, in different conditions, if the wind is - the stronger the wind is the more conservative you need to sail so you don't break something. So you always have that element of how hard do you push a boat versus when do you throttle back and be conservative, and that's kind of a gutsy call. Tactically, you want to know what the score is versus other boats. It doesn't do you any good to cover 10 boats when there's only one boat in a fleet score wise that you need to do. Tactically, one of the things I like to know is which side of the course to go to. Do you go left? Do you go right? Do you go up the middle? Well you can actually forecast that about 90 percent of the time by just doing a few simple things. What I like to do is, before the start of a race, I'll test it out. I'll head off to one side of the course while another boat's going off the other side of the course just turning up. I'll tack when they tack and see which boat seems to gain, right or left, by actual experience. Go back down to the starting line. I'll stand up as high as I can so I have a greater height of eye, and I'll survey one section of the horizon at a time and just kind of mentally observe. More wind on the left than the right. Why? It looks a little darker on the water. Ripples are closer together, or the boats seem to be heeled over more. It just feels like more pressure coming from this side of the course. I like to use my sunglasses. Water colors contrast a little bit better when you wear sunglasses. And I'll take a stand, you know. A bad decision is better than no decision. I'll make my safe say. Okay, we are going to hit the left side of the course. I believe there's more wind. And then once you get racing, you analyze, am I gaining on the left here or am I losing? If you're gaining, keep going. If you're losing, have the courage to say hmmm, I made a mistake. Let's get to the right now, and make one dramatic move. The arm in wrestling. Let's go for it. This isn't working. We're out of here, go to the right side of the course. So I analyze things in advance. I'm a big believer in mental preparation. If you can prepare yourself mentally in advance, things are easier. Got a hard conversation come up with somebody. Think through every point, write it down, get it in your head, go through it. Becomes soothing when you go through it a little bit later. Light air is a real test of mental stamina because people don't like light air, it's boring. You know, when it's windy, things are crashing every - even if you're not doing well, you feel good being out there. But light air takes patience.

I'm sailing in a regatta in Annapolis a few years ago. It is the Laser Atlantic Coasts, and I'm kind of old for the Laser Atlantic Coasts. Everybody's in their 18 to 25 years old, and there I am, so I'm in my late 40's racing in this regatta. And not only am I older, but I'm heavier than most people, and there is very little wind. So to be 50 pounds heavier, to be not as agile, to be racing all these kids, maybe I should be back at the dock. And the first race out of 80 boats or so, I get about 70<sup>th</sup>. I go back down to the line, and I'm kind of upset, and I'm thinking maybe I should go in. Hold on a minute. This would make a kind of fun article. How about just for fun, let's see how I could do. What things can I do to get my boat higher in the class? Okay, go the side of the course nobody else is going to. Minimize your maneuvering. Sit further forward in the boat to get the stem out, that's an

experiment. Maybe that will reduce friction, it will be a little bit better. Get alongside the boats that are going fast and try and look at their sail trim. I got fifth in the next race. I ended up fifth in the regatta. Eighty boats. Some guy with gray hair is fifth out of 80 boats, a bunch of kids in heavy air. People couldn't believe it. But alls it was was a shift in attitude from, God, I stink and I shouldn't be out here to just for grins, what clever things can I do to get myself up there and not worry about the results? And if I end up 70<sup>x</sup>, who's watching anyway? So anyway, those are some heavy air, some light air tactics.

K.F.: Okay. Well I think part of what a lot of people are curious about, and nobody ever really sees, is what is life like on the boat during the race?

G.J.: Life on a boat during a race is magic. You're focused, you're concentrating, you're thinking, you're working together as a team. You and the team are special, and you can't say, gee, I wish I had this guy on the boat. You know, you're away from the dock now. There is no substitution. You've got to do the best with what you have at a particular moment. And the way to do that, and I'm, you know, usually in charge on boats, is to stand up before the race and declare our goal today is, whatever it might be, you declare it. Ask everybody, anybody have any good suggestions for us? Tell us before the race, not halfway through, we should've gone left, tell us now. Give everybody a specific job. You give them a reason to win, a specific job, that's what leadership's all about, and then you go out and execute, and just keep focused on doing as best as you possibly can. Get the boat going fast, keep the boat going the right way. One of the techniques I use is I like to forecast in advance what's going to happen verbally with my crew. We're going to go 10 more boat lengths, we're going to tack, you're going to see number 14 over there, they're going to tack a little bit to leeward, when you see their boat turning, we're going to put our bow down. I want a little bit more speed, so we're going to ease our sheets out so we have a little bit more speed. That'll make him tack earlier because he thinks we're on a low course, but in fact, we're going fast. When he makes a maneuver, we're going to have more speed. We'll come up, it'll force us to have clear wind. He won't be a problem. We're going to pass him doing that. That's what we're going to do, that's what is going to happen. The crew gets tremendous confidence when you forecast an event, what's going to happen. Now there's a lot of experience backing that up, but I keep verbalizing what's going to happen out there on the racecourse.

K.F.: Okay.

G.J.: I don't know if I answered all your questions, so fire away if I didn't.

K.F.: Oh, yeah. (Telephone ringing.) That never rings. (Laughter.)

G.J.: Wrong number. Okay, we're in a pause here.

(OFF THE RECORD.)

G.J.: Should we just leave it on tape or -

K.F.: Yes. It'll be transcribed.

G.J.: Okay.

K.F.: All right. So let's talk about some of your early races on the bay then and what those were like. And I did want to ask you, what's the difference between sailing on Barnegat Bay and Chesapeake Bay? Or any bay.

G.J.: Or the Atlantic Ocean, or San Francisco, or Antarctica?

K.F.: Yeah, right.

G.J.: Well Barnegat Bay is extremely shallow, it's a small place, but it's a small microcosm of what the Chesapeake Bay is. Chesapeake Bay is a miracle. This little river that was heading down this area, but when the glaciers melted, and the oceans filled in, it filled in Chesapeake Bay. And now we have this giant estuary that is fed from New York State, I think Ohio and Pennsylvania and probably even New Jersey - well definitely New Jersey, and Virginia, and Maryland, and West Virginia. It's a magic, magic watershed. And for sailing, keep in mind the Chesapeake Bay was kind of a strategic port. It was military, it was commerce. That was the priority in Chesapeake Bay. Then it became a farm really. Clamming, or crabbing, lobster - not lobsters, but oysters and crabs. So it was for farming. It was for commerce, transporting stuff, and it was for Navies. And it's only in more recent years, the last 100 years, that it became a recreational place. As the country thrived, and the industrial revolution produced more leisure time for us, then we got into the recreation part. So my part of the bay has been a little bit in the Naval Reserve, a little bit in coaching and working, but mostly for recreation. And I'm going to tell you about two very cool races that I have done on this bay. What a shock, huh? (Laughter.) The first one is the Whitbread Round the World Race decided to come to the bay. This was a project that I worked on for a decade. I came up with the idea, sold it to them, and it all happened. It was great. And when the fleet came up the bay, they started from Fort Lauderdale, and they raced to Baltimore's Inner Harbor, Fort McHenry. Pretty simple, about a thousand mile course, or 870-mile course. But they got really blasted off Hatteras. And I had arranged to get on board one of the boats when it came through the Bay Bridge Tunnel. So as the sun was coming up, I got off in a dingy waiting for the boat that came through the Bay Bridge Tunnel, and 11 hours, 22 minutes later, we were in the Inner Harbor of Baltimore crossing the finish line at Fort McHenry. I have never been the length of the bay from one end to the other in daylight in my life. To do that under sail at a fairly high speed gives you the whole bay under sail in daylight.

Every other time I've gone up or down the bay, night is involved. And it gets you to see - now you can do this on a powerboat, but it's artificial. You're banging in waves, you're hearing an engine. When you do it under sail, it is no longer artificial because when you are sailing, you, the boat, the wind, the water, the waterfowl out there, all of you exist as one. It's magic. You're all part of the same environment. You're all - now I'm getting this little vision. I mean I'm sitting there in a boat, and I'm looking up the mainsail, and this bird flies overhead, and just as the bird flies overhead, a jet is going to BWI. And suddenly it dawns on me that the shape of the mainsail, and the shape of the bird's wing, and the shape of the wing on a plane are all kind of the same, and here we are on this sailboat soaring up the Chesapeake Bay. So you get the whole length. So you're going along, and okay, here's Tangier, and then there's Hooper's and, you know, the power plant, and Choptank River, and suddenly you're off Annapolis. And it was so intriguing because 70 miles from the finish, 70 miles, a powerboat comes up alongside, and the powerboat stays to leeward and behind us as we were sailing up the bay. Then another powerboat comes, and another powerboat comes. By the time we got to the Choptank, there's probably 50 boats following us. By the time we got to Annapolis, there were 200 boats following us. When we got into the Inner Harbor, it was unbelievable. And there was another boat alongside racing, it was just very cool to see the bay.

Second race. This is 1994, and we race - I had a schooner, Silver Heels. Silver Heels is a cool name. It's - I didn't name it. Boat was built in '63, but the waves coming off the stern are heels, waves, coming off the stern. And at night, the phosphorescence in the water is silver, Silver Heels. So the phosphorescence of night in the water. And this was a schooner race. And the miracle day we had, we started at 3:00 in the afternoon off Annapolis. We were in Baltimore's Inner Harbor. We motored down through the Bay Bridge. The wind comes up at 25 knots out of the northeast, 045. The course down Chesapeake Bay is 180. There is nothing better in a schooner than reaching down Chesapeake Bay in 25 knots. And we did that in my little schooner in 17 hours. How cool is that? Now this is a lot of night sailing. But it was in October, so you know, in October, it's dark about 5:30 in the afternoon. So, and we came up the next morning and the sun comes up about 7:30 in the morning. So it was light for two hours at the start, two hours at the finish and dark all the way. So here I have done this race on daylight from one end of the bay, and then essentially from one end of the bay under dark, and one in a high-tech Whitbread racing machine, and the other in a schooner. To understand how cool it is to be at day and night in Chesapeake Bay. So let me tell you some cool parts about it.

First of all, the Chesapeake Bay, we don't have giant mountains on either side of the bay, and we don't have that glamorous shoreline. But things change. You've got a deep trench, our old river that got filled in after the glaciers receded. So you can go from deep water with lots of current. It's tidal at the bottom, it's a little bit tidal, maybe only a foot or so up by Annapolis. And quite a bit of, two or three feet down at the bottom. You go from brackish water to very salty water. You get such different wave configurations at the top of the bay compared with the bottom of the bay. You have curiosity people taking a look at you at both ends of the bay. People are intrigued by nifty boats when they're going up and down. You see the traffic, the commercial traffic; you see the Naval traffic going up and down the bay. You don't really get a sense of the giant population living here when you're out in the bay. It looks pretty serene on the shoreline as you're going down, but there are pockets of reminders. Calvert Hills, the entrance to the Potomac, which is one of the toughest bodies of water in the world is that entrance to the Potomac River. Lobster - I mean crab, not lobster, crab traps all over the place, the fish nets, the familiar lighting going, the nifty system of buoyage, lateral system of buoyage that we have going down the bay that kind of keeps you honest. People that are out cruising, ships passing in the night, birds that are flying, geese that are going by. I mean this place is just alive. Every five minutes, something new happens when you go up and down the Chesapeake Bay. It doesn't get boring. So you want to just kind of observe this whole thing.

I've raced in a lot of coves up and down the bay at different regattas over the years, and the funny thing is every yacht club seems to have just a little bit different personality. You know, you can kind of - Annapolis Yacht Club's kind of a metropolitan club and pretty intense about it compared with the Tred Avon that's a little bit more laid back, compared with the Fishing Bay which is kind of a good time place down there. Or you get down to

Hampton Roads where you kind of get a little bit higher power. The West River, Road River, there's so many personalities that exist along the Chesapeake Bay, and we're all connected by this magic piece of water. And then you've got the power boats, which are different than the sailboats, and the racing that's different than the cruising boats, and all these different marinas that you can hook into, and they all have their different personality, the college campuses that you get along; Hampton University, or Washington College up in Chestertown, or the Naval Academy. I mean this is really - Chesapeake College that's up the road here. I mean all these things kind of all exist on Chesapeake Bay, 180,000 or more registered boats on the bay. Every non-descript craft you've ever heard of. It's all here. It's cool. Weather changes frequently here. I mean if you don't like the weather, just wait about 20 minutes and something else will come along. You'll get the hard northerlies one day, and next day it's out of the south. Wind's out of the southeast, go on the eastern shore; if it's out of the southwest, go on the western shore. You know, St. Mary's College is another pretty cool place that's distinguished itself, I think, pretty well in the sport of sailing. Said well, we're not going to win at football, but let's win at sailing. And they do too.

K.F.: It's -

G.J.: Yeah, they won the collegiate nationals. Fifty-six hundred miles of shoreline on Chesapeake Bay, so you can spend your whole life going up and down the bay and never really see it all. Mouth of the Potomac is 35 miles wide, I believe. You go up the Aberdeen and it's three and a half miles wide. So you get a narrow place that's like a lake, or a really wide place. Everybody says the bay is shallow, but in fact, the average depth is 21 feet. So it's plenty of ships coming up and down, no problem, all the way from Norfolk up to Baltimore. Baltimore itself, boy, what an exciting place that is. Fells Point and the Inner Harbor. You know, cities all have this wonderful real estate on the water, and they kind of forget about it. New York City's forgotten about they have waterfront. It's dilapidated. Baltimore said, hey, let's maximize this. And every year, it gets just a little bit better. Same in Hampton, same in Norfolk. Annapolis. St. Michaels. Okay.

K.F.: Yeah. St. Michaels has waterfront property.

C.B.: Have you ever had any mishaps on the bay? I mean you seem like you're extremely successful. Is it true nothing ever goes wrong?

G.J.: Every sailor runs aground on the Chesapeake Bay. And it's easy to do. Thankfully, we have mud and sand and not rocks up in Maine, but I have found North America running around here on the bay a number of times. And I've been on boats that have had major breakdowns like masts going over the side. I've not been part of a major injury or boat sinking or major calamity out here on the bay. I have seen collisions and read about people being - losing their heads because they cut a ski line. I'm amazed that we have as few accidents as we do. People on the water have to think about safety more than they do. If it's cold out, where a life jacket. If it's 80 degrees out, maybe you don't need one. Don't go diving into a pile of sea nettles, that'll sting and take you a while to recover from that. It really bugs me with these high speed power boats zooming around uncontrolled, or these personal watercraft they call them, Ski Doos -

K.F.: Right.

G.J.: -- zipping in and out of a harbor. They don't realize that, A, they're dangerous; and B, they're annoying to people. We ought to think about how much of that kind of

thing do we allow. Certain places are here for skiing, other places are for kids sailing dinghies. So organization around the bay is really important. I think the Chesapeake Bay Foundation has done a pretty good job building awareness to the environment, and I think the bay, it's fair to say, is certainly cleaner in the year 2001 than say it was in 1960 when everything was just being polluted in the bay, and agricultural runoff is a big problem. But we're getting better. The bay is cleaning itself and we're doing better. We probably shouldn't take so many shellfish. My solution is just take a couple years off. Let's just not take any oysters for a year. So we don't have oysters for a year. But at least they'll start growing back.

K.F.: Well did it make a difference in the sailing when the bay got cleaner? I mean did that change at all?

G.J.: I think sailors help make the bay cleaner. I can remember the days people throw garbage over the side of the boats. You wouldn't even think about, you know, you bring your garbage back to shore. And you don't pump out the head all the time. Every little bit, every little bit makes just a little bit more. The bay's going to get deeper too. Global warming is with us, and the water is coming up. Things are going to change. And you would say, well, it's only up an inch. That's not much. But that inch, you know, you think of farmland. It's an inch going this way, and it creates more land, and more things are going to go in the water. We're going to have dramatic changes in the bay in the coming years. Kind of crowded. Things could be spaced out a little bit. It's also fun to go up and down the bay, which I've done many times in a plane at low altitude, or a helicopter. And you find everybody kind of clumps together, you know, there's a grove. There's a highway in Chesapeake Bay from Annapolis to St. Michaels. It's a grove, I think the water's actually lower 'cause there's groves in it, there's so many people. But you look at that and you say why don't you go from - why don't you just kind of go over to West River, or why don't you go to some other, look for places where other people aren't, so you know, we could manage where we sail a little bit better. Go where people aren't, 'cause there are so many good places to go.

C.B.: Is there a difference between Virginia and Maryland. You mentioned traveling up and down the bay. Different states are very different -

G.J.: Well Maryland and Virginia are different. Maryland, let's say, is a little bit more on the left side of the fence, and I think it's fair to say Virginia's a little bit more on the right side of the fence. And Virginia's got a little saltier water, and we've got a little bit more brackish water. But both are immensely proud of their heritage. Both have a fundamental, you know, the anchor, the foundations of this country, and you know, they're both important. I think overall, we get along with Virginia when it comes to the bay. We're fighting over the Wilson Bridge a little bit, trying to get that think built over the Potomac River. But it's kind of interesting that two states can be so different and alongside each other. And then the eastern shore is, again, different than the western shore. You know, I've heard, I don't know if this is true. You'd have to tell me, but that people that - in the lower peninsula, Delmarva, have the accent that was spoken in this country 200 years ago. It really hasn't changed.

K.F.: That's a myth.

G.J.: That's a myth?

K.F.: Uh-huh (Affirmative).

G.J.: Yeah. How do we know how George Washington spoke? Did they have an English accent, or did they speak like us?

K.F.: That's what I mean. (Laughter.)

G.J.: It would be nice to have a recording. I mean you listen to people that spoke in the 1950's on TV and radio, Roosevelt, they all kind of, I don't know, lockjaw accent or - but they definitely had a different accent then.

K.F.: Right.

G.J.: For awhile, our country was going on this up speak for awhile. You know, everybody saying - ending in a question. That seems to be dying off, thankfully.

K.F.: Yeah.

G.J.: I can't stand when kids use you know, or like.

K.F.: Like.

G.J.: Expunge the word like from your language, I tell teenagers. (Laughter.)

C.B.: So do you still coach today at all?

G.J.: Well I do coach, but in a different form. I coach companies on strategic planning and how to deal with our sport. I haven't done - I'd say that about 1993 I retired from coaching big time sailing. I just had had enough by that point at the age of 43. So my mission is to inform people about the sport and make people enthusiastic. I do it through the Internet, through TV shows. I had 55 shows on last year, by the way, a lot of TV shows. And through writing articles and doing lectures, I did 71 lectures last year. That tells you numbers about my overall career. Here's the year 2000, 38 Internet articles, 18 magazine articles, 15 newspaper articles, 71 lectures, 55 TV shows, 1 new book, 48 board meetings. That's the year 2000.

C.B.: Okay.

G.J.: Thirty-five days cruising, 11 regattas.

C.B.: What portion of those numbers, what percentage would represent anything with the Chesapeake Bay, about it or on it or to it or -

G.J.: Well quite a bit. I did some TV shows here. I got the Star World Championship on, and the Santa Maria Women's Match Race Championship on ESPN. Both stand-alone half hour shows. So I don't know how many people are getting sailing on the bay on national television, but I did that with two really good regattas. I'm on the Fells Committee at the Naval Academy, which we take very seriously and how to improve sailing with the U. S. Navy and the Naval Academy. Of my 70 lectures, probably 10 of them are clubs around the bay. So I'm promoting the sport up and down the bay. I spend an awful lot of time working on the Volvo Ocean Race. We are bringing them back here in 2002, which will be pretty magic. I write about the bay all the time, best I can. So quite a bit of my activity is based here. So is everybody like this when they're doing interviews?

K.F.: What do you mean?

G.J.: Kind of rattles on.

C.B.: That's the idea. We don't want to hear ourselves on the tape.

K.F.: Yeah.

G.J.: Okay.

K.F.: Can't put us in the exhibit so -

C.B.: Yeah. How about your kids? Do they sail?

G.J.: Three daughters; Ashley and Brook, twins -  
(END SIDE A.)

(BEGIN SIDE B.)

G.J.: -- Christy's at the - was it San Diego, Normandy Beach. They all have a knowledge of sailing, but none of them gravitated to it like I did. I don't know if I should've pushed harder or not, but they seem to do other things. They're real active, they do a lot of stuff But I took them cruising. I've done five one-month trips; two on the schooner, and one on a boat last summer in New England, and Nova Scotia and New Brunswick, so they've seen the adventure side of the sport. But they're quite grounded here in Annapolis.

K.F.: Yeah. Home. Well, let me look at these notes. Let me ask you what you think it takes to become a competitive sailor. I mean you told us what it took for you, but - and you've taught a lot of people. So -

G.J.: To become a champion sailor takes a deep-seated desire to excel. You've got to have somebody that wants to do it. Once somebody says I want to do better in sailing, they have to tell you that, then you can help them get a lot better. And so with young kids, you try and get that kernel, that little seed that says I want to do better. I tell kids don't worry about the result, worry about what you learn. Once you get somebody saying okay, I want to do better, then you can go into technique and fundamentals, and that's what I base my career on. Eleven of my books - 10 of my 12 books have been strictly on technique. One's a narrative and one's on the America's Cup, but 10 are on technique. And you just pick apart things. How does somebody tack a sailboat, where do they put their feet, how do they shift their hands, where are they looking, how do they handle the sails? Do they use their weight, the steering, the sail in combination to get more out of the boat? So I look at that and analyze that. Or placement of the boat on a racecourse. How to use blockers. You know, all the strategic type things. So once somebody says, yes, I want to do better, then you can help them do better. And if you had from zero to somebody's never been on a boat to 100 percent where somebody's won an Olympic gold medal, I think it's pretty easy to get somebody at the 80 percent level, where they have all the fundamentals and they're doing fine, and they can compete. To get to the next 80 to 95 percent takes a lot of work, and years, and hunger and setting goals. The last 5 percent, and a lot of sailors get to that 90, 95 percent, but that last little bit is all inner directed. Maybe a little luck, but it's something that you can't teach any longer, it's instinct. And that's what separates - you know, it's funny. The sailing ability of a Mark Reynolds versus somebody that got 60<sup>th</sup> in the Star World Championship is not that different. The guy that got 60<sup>th</sup> in the Star Worlds, halfway in the middle of the fleet, did pretty good, competitive, got the right boat, right equipment, tried hard, practiced, trained, got a good crew, got a - did everything as best they could. Mark Reynolds wins the World Championship and wins a gold medal. And if they sailed just the two of them alongside, to your eye, it would almost look even. So what gives somebody that little extra. Time in the boat, wanting to do it, a little bit of luck, all those things kind of put together make somebody better. So when you coach, first thing you should try and concentrate on is attitude, and then you get the right attitude, and technique follows.

C.B.: What's your favorite kind of boat to sail?

G.J.: People ask me all the time, what is my favorite boat to sail? To me, it's the variety of boats. I am as happy being in 25 knots of air in a maxi boat with 23 crew all maneuvering and doing well. It's magic to be in charge of somebody like that, calling the shots. At the same time, to be in a laser out in the surf by yourself, whether you're racing or just day sailing, it's magic because you exist as part of that boat. It's just a kind of an extension of your body. I like day sailing because you can do things that aren't restricted by racing. You get in tune with nature and you experiment. I like racing because you test yourself against other boats. How well can you do? Can you make a comeback, can you keep trying to do better? So it's the wide variety, and the different places. And the Chesapeake seems to have it all. And there is something here for everybody, every size boat.

Quick story. I'm on a skipjack, 40 boats in the skipjack race. Chesapeake Appreciation Day. I engineer - I'm kind of the tactician. I engineer the start, and we win the start. We are in great shape, we were ahead of the whole fleet. Only problem is for every three feet our boat went forward, the other boats all went about six feet forward. We were so far in last place by the end of the thing, man, there was nothing we could do. It was bugging me. So I went to the captain. Captain, does it bother you that our boat is so slow compared to the rest of the fleet, we're in last place? And he says, son, the only thing that counts is how many oysters you pull out of the bay in these boats. It was perfect. Exactly right. You don't have to win the sailboat race. We just have to get oysters out of the bay here, and that's what we concentrate on. So I like the wide variety of boats, and I'm at home in all of them.

K.F.: Well, anything else you want to -

C.B.: I don't know. We hit some really good high points that I'm already imagining -

G.J.: Well I'd like to see the transcript when it's all done. I bet it -

C.B.: Sure.

K.F.: Well we'll send you a copy -

G.J.: -- be a lot of philosophy in there just kind of coming out of my head.

K.F.: We'll send you a copy of the transcript too with the tape.

C.B.: Yeah, we would be happy to do that. And I don't know, I think that's great. I have a question - and that is do you have a video of yourself sailing?

G.J.: Yeah, I have lots of video.

C.B.: Do you have any on the bay?

(OFF THE RECORD.)

G. J.: Yeah. We have some video. We use some video. I was just thinking how hard it is to get things built today on the bay. Waterfront property and, you know, there's environmental concerns and engineering concerns and regulatory issues and all this kind of stuff, and yet, how comfortable people that are on the bay are with landmarks. I'll give you an example. Back during World War II or so, they built all these towers off Annapolis to communicate with submarines. Well, our need for communicating via wires and submarines, you know, with satellites, you don't need to do that anymore. So here you have these towers that are, you know, oxidizing and falling apart. So the government says let's get rid of them. They're an eyesore. And there's a furor. Oh, you can't take the towers down. It wouldn't be Annapolis anymore. So they took all of them down but

three just to make people feel comfortable that the landmark is still there. Or the Bay Bridge. I'm sure in 1952 when that Bay Bridge opened, oh God, there goes the ferry. Boy, the bay's ecology, it's not going to be the same anymore. And yet, the Bay Bridge is kind of a soothing thing to have it there. People like it. It's kind of comforting to have. So it's kind of ironic that it's hard to get things built; but people like to come into Annapolis and see the steeple there of St. Mary's, or the capitol dome where you come into St. Michaels. And yup, there's the museum, or there's the Crab Claw, you know, it's kind of soothing to have these landmarks. And Chesapeake Bay does have its share of landmarks along the way. Maybe we should work a little bit harder on some of those things. Have a couple, you know, Bloody Points kind of tilted over. Makes you feel good. It's still there. And maybe we should have a few more of those things. I mean there's little kind of places to look at. Ah, there's a famous lighthouse.

K.F.: Well now one question about landmarks --

G.J.: Thomas Point Light's another one.

K.F.: -- naming and stuff, the watermen all have sort of their own names for some areas on the bay. How about sailors? You probably aren't going to find --

G.J.: Yeah, I think the watermen are probably a little more in tune with specific areas 'cause they're working and spending more time, and the racing sailor blasts by and doesn't think too much about his - have an article coming up in *Cruising World* called Cruising While Racing. Go racing, but while you're out there, take a moment to look around and enjoy the surroundings a little bit. You tend to forget that racing. So I don't - my sense is that the racing sailor wouldn't have some of those nifty little areas that the watermen talk about. Okay.

K.F.: Yeah. They all have nicknames for every little square inch of water out there.

C.B.: That's a good point. You racers aren't -

G.J.: We're blasting by.

C.B.: -- looking at the scenery, yeah.

K.F.: Yeah.

C.B.: You sort of go past it fast.

K.F.: Right.

C.B.: I was just intrigued and enjoyed listening. I don't have anymore questions, I don't think. Have you ever - out of curiosity, have you ever sailed a Chesapeake Log Canoe?

G.J.: No. It's on the list. I keep getting invited down the Tred Avon -

K.F.: John Valliant -

G.J.: I know, I know. He's talked to me. I've got to - I want to go film them. That would be a fun piece to do sometime. I've seen them, I've watched them, but I haven't done it myself

C.B.: Feeling nimble?

G.J.: Let's see. I have some video of my schooner, so maybe that would be helpful to you.

C.B.: That would be very good. It would be wonderful to have, just even a couple minutes. It doesn't have to be extensive, to put with your voice and your quotes.

G.J.: Well remember I did the schooner thing for Good Morning America over here?

C.B.: Yeah, yeah.

G.J.: With Joan London and Charlie Gibson, we talked about -

C.B.: Was that last summer?  
G.J.: It was 1994.  
C.B.: 1994.  
G.J.: Time's expired quick. But I could send you a copy of that.  
C.B.: That would be great. That would be great.  
G.J.: It's probably good. Get some nice footage in the St. Michaels and Annapolis connected, and geese flying overhead, and some big names, Joan and Charlie. So why don't I get you a copy of that.  
C.B.: Yeah, that would be way better than anything we produce here, most likely. That would be great.  
G.J.: So that'll have something for you.  
C.B.: Yeah. That would be great.  
G.J.: Okay. Well thanks for listening to me. It was kind of a good exercise.  
K.F.: Oh, thank you.  
G.J.: You did a very good job on your interviews, thank you. Good questions.  
K.F.: Well thank you.  
G.J.: You write it a little different.  
K.F.: Yeah, yeah. You know, we're not going for facts, we're going for experiences.  
G.J.: Well I look forward to seeing the transcript.  
(END OF INTERVIEW)