

Nominee: Edgar L. Raymond, Jr.  
78 Rowayton Avenue  
Rowayton, CT 06853

"Sportsmanship" - Abiding by the rules of a contest and accepting victory or defeat graciously. A person known for the manner of his acceptance of the rules of the game." This is the essence of Ed Raymond.

Throughout his over 60 years of cruising and racing, Ed has exemplified the true meaning of sportsmanship. His achievements and successes are well documented, but the true nature of this man is best reflected by his conduct--whether winning or losing on the race course. He has always displayed a humble regard for his successes; and has insisted that, while winning is important, it is more important to win fairly and to observe both the racing rules and the rules of good conduct. As Chairman of the Off Soundings Protest Committee, he has been known to chide the over-zealous skippers from the podium if he felt they weren't observing the spirit of the rules.

Typical of Ed's love of the sport was the time he stopped a cruise to help out with an Adam's Cup elimination at Sachems Head. The committee of Allegra Mertz and Alexander Guest were presented with a prickly rules question concerning allocation of boats. He helped settle everything to the satisfaction of all, and a day later continued his cruise.

It is hard to substantiate the enormity of the man and why his very presence on the race course makes the event more special; so we'd like to highlight parts of his sailing career:

- 1923 - At age 14, he and a friend sailed his 12' catboat from Port Jeff to Coney Island--then tried to join the Coast Guard!
- 1931 - Started frostbiting at Rowayton. Raced the next 50 years every New Years Day at Manhasset.
- 1934 - Married Fay whose wedding present to him was a dinghy. They've been racing and cruising together ever since.
- 1935 - Acquired his now famous ketch "Chanteyman:. They have won over 200 trophies together. (The last couple of years with no crew under 60!)
- 1947 - First to win the Fall, the Winter, and the Spring series at Larchmont.

- 1958 - Co-helmsman with Arthur Knapp aboard "Weatherly"  
for the America's Cup trials.  
1986 - Winner of Division, Rowayton Wednesday Night Series  
at age 77

Some of his races include:

- 25 consecutive Stamford-Vineyard Races (1948 winner in smallest  
boat in history of race.)
  - 24 consecutive SORC series
  - 11 wins--Riverside-Stratford Shoal Race
  - 4 Buenos Aires-Rio Races
  - 10 Marblehead-Halifax races
  - 12 Bermuda races
  - 6 Chesapeake races
- Several Fastnet races, Nassau Cup, Havana, Baltic, Florida  
to Jamaica, and Chicago-Mackinac race. He has won so many  
Off Soundings races that he is one of only three who have  
the distinction of reaching the maximum handicap of 35%  
applied to consistent winners.

His sailing friends include the very famous and perhaps the never  
famous, but all have been enriched by their association with Ed.  
His contributions to our Club are many--from Commodore to Chairman  
of the Protest Committee. He has always shown that sportsmanship  
is the most important ingredient in any worthwhile endeavor.

during the Fastnet Race of 1957, when, at Simple's instigation, he being a boat pusher, had blown out two spinnakers in a useless desire to look like a racing boat. It was blowing 40 miles an hour; we could have gone downwind in that stuff just about as well if we had hung out a pair of his drawers; besides no one was around to photograph us. But he, caught up in the rapture of the sea, and never having paid a yard or sailmaker's bill for *Figaro*, called for another spinnaker—our last. I was horrified by the suggestion. I had already been fighting off qualms attendant to taking a dicey boat (she was dicey then) downwind under spinnaker in a howler with a big sea running; the bill for new sails kept jumping up before me with a ding for each like the white tabs in the display window of a cash register.

The incident took place during a blowy morning after we had rounded Fastnet Rock. The way up had been miserable. Continuous gales and half gales, the wind never dropping below 40 mph. We were on the wind the whole time. Meals had been difficult to prepare and our appetites were turned low. Now with our back to the wind and the boat modestly upright, we all crowded below to have breakfast. French toast, maple syrup, and coffee (Francis Chichester, our navigator, thought this a strange concoction, *fried bread and treacle*). Only Ed Raymond was left on deck. The seas behind us were enormous, and when we sank into the trough behind one of the rolling hills, the wind would be partially cut off and the spinnaker collapse.

Ed would shout, "She's breaking," and we would say, "What the hell, fill it."

Suddenly he called out more excitedly than ever, "She's gone." We rushed up to help, but he had stated the facts clearly. The whole center of the sail was gone. Only the tapes stood out boldly in the breeze, sort of limning the shape of the sail that was.

I asked Ed, our sailmaker, whether the dear departed was one of his.

ON THE Wind's Way  
By William Smith

1973 (G.P. Putnam  
N.Y.)

"Yep, I think so," said Ed, a laconic New Englander, who put his energy into his craft rather than into paragraphs.

"I haven't paid for it, have I?"

"Not yet."

"Well, I won't. That sail was made of inferior material."

Bobby interrupted these subtle negotiations with an impatient "Let's get another up." Ed Raymond, for natural reasons, supported him, but Francis Chichester, our quiet navigator, later to be knighted by the Queen as a famous lone voyager, came to my aid. I argued that it was our last chute and should be saved, for when the wind came light and behind and we would need it. Francis knew when to put out and when to lie low; besides he had a feather-edged stomach and had been heaving its contents at an alarming rate. But Simple kept making his obscene suggestion until I said, "You can put it up but not without a deposit."

All negotiations were stalemated until Francis, through a stroke of genius and by means of lightning calculation said, "Our course to the Scillys Islands requires that we sharpen up."

This made a spinnaker unnecessary and a confrontation was avoided. But the wind never did go light and we lost another relatively close one. I have remained "Parsimonious Pete" to Simple since that day, because I would not commit our final spinnaker.

In spite of his careless attitude toward my exchequer, Bobby is a refreshing member of our afterguard. He is a pragmatic boat pusher. He runs over with Caribbean folklore and sayings, a veritable Poor Richard of the subtropics. He is a great seaman, sail handler, and downwind helmsman in strong winds and big seas. (I've always thought this to be the real test of helmsmanship for the ocean sailor, rather than the ability to take a boat upwind.) He is an all-around sportsman and I, a designer, consider him the greatest designer I know. Who else could have designed such a life for himself? Racing, sailing, shooting, game fishing all around the world most of the year. He is able to take this time off because of his organizing



THE HISTORY OF THE  
RIVERSIDE YACHT CLUB

1888-1972

BY  
ANTHONY ANABLE



the beautiful frame of sennit, obviously the labor of a perfectionist and a master of the art of ornamental marlin spike seamanship. This, too, is the work of Russ Nall, who spent, he said, 300 or more hours on it during nights when he, an insomniac, was unable to sleep.

When he sailed away on his last voyage, the neighboring Indian Harbor Yacht Club, where he had many friends and admirers, flew the Riverside burgee at half staff in his honor. The Nall Trophy at Riverside was established in his honor, and the formula governing its award took into consideration a man's attendance record as well as his racing record, a principle to which Russ was strongly committed all his life.

**A MAN FOR EVERY TYPE OF BOAT AND SEA—EDGAR L. RAYMOND, JR.**

Over 200 pieces of silverware, won during half a century of racing here and abroad, distinguished Ed Raymond. Ed is a long-time member of the Riverside Yacht Club who hails from Rowayton and, probably by reason of his place of residence, has his major ties to the Norwalk Yacht Club of which, as has been noted previously, he is a recent Past Commodore.

He, like so many other dyed-in-the-wool amateur sailors, cannot, he says, remember when he started knocking about the harbors of Long Island Sound in small sailing skiffs and dinghies and generally "messing around in boats," as the lingo goes in the classic volume, *The Wind In The Willows*. However, it is a fairly well-educated guess that this must have been about 1915, when he was around seven years of age. This was fairly typical in those days among the salt water-addicted boys of the states bordering on Long Island Sound who grew up in small sailboats to become the top-flight racing skippers of a decade or so later.

The die was cast for Ed on Independence Day, 1935, when he acquired the bare, unfinished hull and deck of what proved to be his famous 32-ft. ketch CHANTEYMAN. She has, ever since, been his only personal boat, except for a dinghy. Together, Ed and CHANTEYMAN, each having mastered the other's characteristics and sensibilities, have sailed together constantly, being separated only when Ed was skippering or crewing in other men's boats, racking up a fantastic record. Together they sailed in 25

consecutive Stamford-Vineyard Light Races, winning overall once, and winning three times in their class. Their almost incredible record of 11 wins in Riverside-Stratford Shoal Races has already been recounted under the heading of "Middle Distance Racing." In the spring and the fall series of races of the Off Soundings Club, CHANTEYMAN has the distinction of being one of only three boats to achieve that club's maximum handicap of 35 percent, applied to consistent winners and placers in order to give the others a better chance to garner some silverware in regattas during the succeeding years.

On the day after New Years Day, 1932, a small group of warm blooded but slightly demented yachtsmen, who perhaps should have known better, inaugurated, at the Manhasset Bay Yacht Club, a new and rugged sport that soon became known as "Frostbiting" and swept to practically all clubs along the Atlantic Seaboard. This initial contest between some wooden Dyer Dinghies from Rhode Island and an equal number of imported wooden Ratsey Dinghies from Cowes, Isle of Wight, was probably the only major Frostbite regatta that Edgar Raymond missed and the only one in which your author participated, which he did with the late "Herc" Atkins in an old fashioned Dyer Dhow.

Ed Raymond's impressive Long Island Sound dinghy record still stands as among the best: the first man ever to win the fall, winter and spring series, giving him, in 1947, the overall championship at Larchmont in Class B.O.; the championship four times between 1934 and 1940 of the now defunct North American Dinghy Championship, once in Class "A" and three times in Class "B"; and once, in the '50s, in another class, the Riverside Yacht Club's Men's Championship.

But it was in the blue water racing circuit that Ed reached his zenith and became one of the most consistent skippers and members of the crews of other men's ocean racing yachts. He has been on every Bermuda Race held since 1946, a formidable total of thirteen. He has competed in 24 consecutive winter series of races of the Southern Ocean Racing Club, ten Marblehead to Halifax Races and six races to the Chesapeake, starting either at Newport or New London and terminating at Annapo-

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Ed first "went foreign" in the celebrated yawl *CARINA* of Greenwich in 1956 and did it again in the sloop *SITZMARK* in 1966. In 1957 and 1959 he crewed in *FIGARO* in the Fastnet Races of those years, from Cowes on the Isle of Wight to the Fastnet Rock off Ireland and back. In four of the five long ocean races from Buenos Aires to Rio, he has been a participant, and, more recently, he has participated in another long ocean passage from Southern Florida to Montego Bay, Jamaica. Finally, to make his range of racing almost all-inclusive, Ed was a member of the afterguard and relief helmsman in *WEATHERLY* in the 1958 series for the selection of the American yacht to defend the famous America's Cup against that year's challenger from Great Britain.

Ed Raymond has been honored by his fellow yachtsmen by his election over the years as Commodore of the Storm Trysail Club, the Frostbite Yacht Club, the Offsoundings Club, and, more recently, the Norwalk Yacht Club. He was a member of the Membership Committee of the Cruising Club of America in the mid-1930's and of its Rules Committee ever since the early 1950's. Currently he holds the demanding position of Northeastern Area Officer for the administration of the International Ocean Racing Rule of the North American Yacht Racing Union, Offshore Racing Group. Recently he was aboard a yacht competing in the nation's great mid-continent fresh water racing classic, the Mackinac Race from Chicago to the Straits of Mackinac at the northern tip of the lower peninsula of Michigan.

