

# Our guests have spoken.



“The service and atmosphere, and quality of the food is top notch! LOVED the mussel appetizer!”



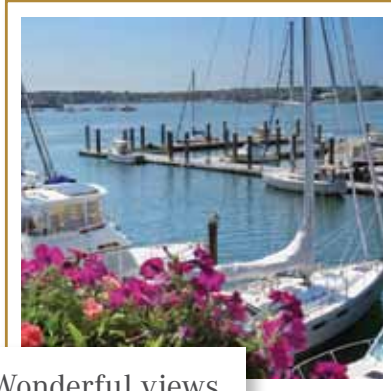
“Stuffed lobster is incredible!”



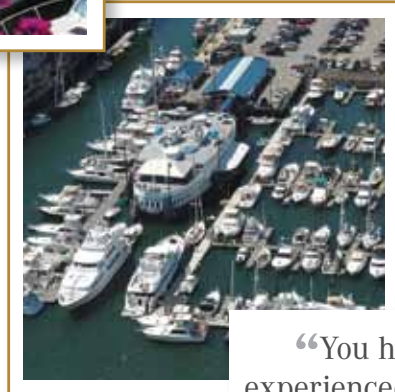
“The salmon is delicious!”



“Crab cakes were the best we ever had!”



“Wonderful views of the marina. Excellent food and atmosphere!”



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# Blast from the Past

The ambassador from Maine  
stuns the Puerto de Mahón.

BY COLIN W. SARGENT

**T**HE FOG SLOWLY clears. An impossibly tall sloop emerges from the mist. It can't be the J Class *Ranger*, adrift in time. She was scrapped in 1941. But here she is.

ISN'T THAT...

2018

**B**uilt in Skagen, Denmark, in 2003, the new *Ranger*, a full-scale replica of the 1937 America's Cup winner, glides across the yacht universe like a starlet on a runway. We don't see the new *Ranger* in Maine much because she's home-ported in Georgetown, Bahamas, with frequent voyages to glamor ports in the Mediterranean. As the summer of 2017 opened, she was racing in Bermuda with a crew from England, Scotland, and Ireland.

She's fast, maybe the fastest of the new class of J-sloops that people with 'roaring plenitude' are creating to tack into the past.

On first learning about the new *Ranger*, I felt a lump in my throat. If only co-designer Olin J. Stephens (1908-2008) could have lived to see his incredible inspiration rise again from the drawing boards. Imagine Stephens looking up at the doppelgänger of the super J that beat Thomas Sopwith's *Endeavour II* to win the Cup. Imagine the 180-foot mast, the 64-foot boom.

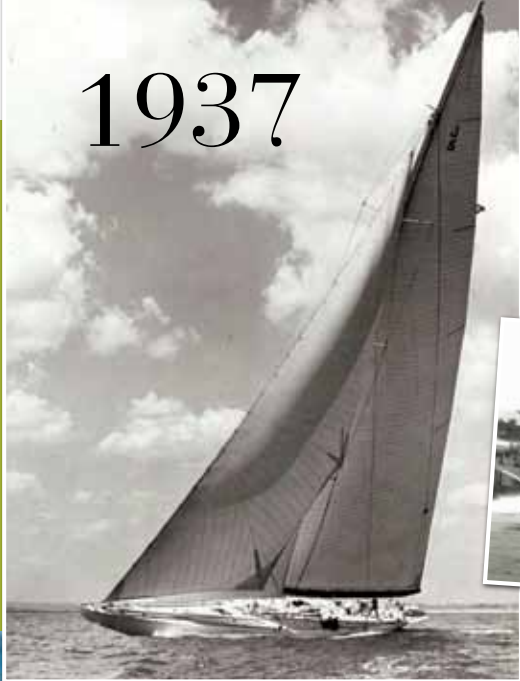
"He did see J5 [the new *Ranger*] during construction, and he visited her again once it was commissioned," says J5's manager, Dan Jackson. "Ours was the first new J-Class yacht to be built since the 1930s." Today, a J Class is built for around \$16.5 million. Though both the first and the more recent *Ranger* had steel hulls, the "carbon-fiber mast and rigging" are improvements, and the salon is a good deal more comfortable, with custom mahogany furniture from Sardinia.

"The last time she was in Maine was Summer 2017." As for when her next visit here will be: "Unknown due to [the] recent passing of the owner," who died at 75 on April 16, 2018.

**W**hich begs the question, who was the mysterious owner? Who'd have had the means to fall in love with a lost Maine yacht design to this degree? John Williams was nicknamed "The Apartment King" of Atlanta, according to his obituary. *The Atlanta Journal-Constitution* hailed him as a "visionary Atlanta developer who managed multi-billion dollar businesses in re-



# 1937



## Bounding Maine

It was a moment stopped in time when we asked Peter Lacey, Supervisor of Naval Architecture at Bath Iron Works, to interview legendary yacht designer Olin J. Stephens II—who helped design the famed racing sloop *Ranger*, built at BIW for Harold S. Vanderbilt. The original *Ranger*, designed by W. Starling Burgess and Stephens, swept the 1937 America's Cup Series in four races. From the interview:

**Peter Lacey:** I noticed that there was an aluminum strut on the *Ranger's* boom; was it used to bend the boom to an airfoil shape?



**Olin Stephens II:** That was the idea. It was kind of amusing because the *Enterprise*, the first Vanderbilt/Burgess boat, had what was called a Park Avenue boom which you probably are familiar with.

**Lacey:** Yes, like six-foot wide!

**Stephens:** Very wide. The idea was to get curvature into the foot of the sail, and the *Shamrock*, which *Enterprise* raced against, had a bending boom more or less like the *Ranger's*, and they would swap back from year to year—the English boat would have a bending boom and the American would have the Park Avenue boom, and then the next time they raced, it was liable to be the other. I don't know whether either one meant very much."

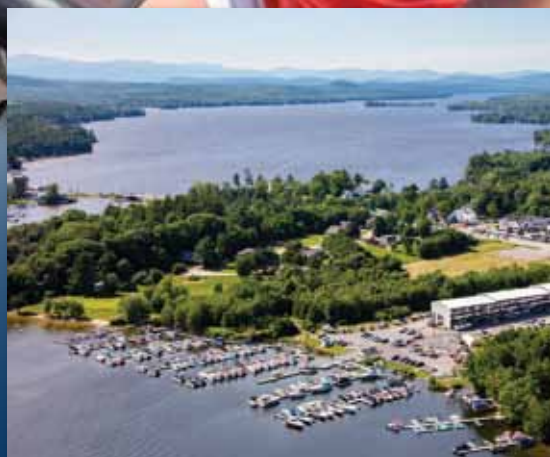


From left: Olin & Rod Stephens, Harold S. Vanderbilt, and W. Starling Burgess aboard *Ranger*.



FROM LEFT: COURTESY OF RANGER; FILE PHOTOS (2); SOUNDINGS ONLINE.COM; 15 RANGER COURTESY PHOTO

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## ISN'T THAT...

al estate” and a “minority owner of the Atlanta Falcons.”

What a jolt it would be if the new *Ranger* were bought and brought back here to Maine.

The original *Ranger* cost \$164,628.30 in 1937 (including one mast replacement). In 2016, the new *Ranger* was up for sale for \$7.9M, according to *Boat International*. Today, she's listed by Northrop & Johnson in Newport, Rhode Island, for \$6.9M—priced for a quick summer sale. “There are only nine of these in the world,” broker Ann Avery says of the J-Class sloops. “Here, suddenly, is a boat with a crew and plans, and they've all been canceled.” Prospective U.S. buyers will need to make the trip to Palma de Mallorca in Spain to have a look at this incredible looker. ■

For more information on the new *Ranger's* past races and events, visit the online story at [www.portlandmonthly.com/portmag/2018/07/blast-from-the-past-extras/](http://www.portlandmonthly.com/portmag/2018/07/blast-from-the-past-extras/).

# “A lake...is the earth's eye.”

Henry David Thoreau



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