

SUMMARY OF FORMER TRANSPACIFIC RACES

HONOLULU RACE OF 1906

Course: San Pedro Light to Diamond Head Light, 2225 nautical miles.

Time Allowance: One-half hour for each foot of overall length.

Start: June 11, noon.

Yacht	Owner	Elapsed D:H:M:S	Allowance H:M:S	Corrected D:H:M:S
Lurline	H.H. Sinclair	12:09:59	12:00	11:21:59
Anemone	Charles L. Tutt	14:03:17	Scratch	14:03:17
La Paloma	C.W. MacFarlane	15:14:20	21:30	14:16:50

HONOLULU RACE OF 1908

Course: San Pedro Light to Diamond Head Light, 2225 nautical miles.

Time Allowance: One-half hour for each foot of overall length.

Start: July 4, noon.

Yacht	Owner	Elapsed D:H:M:S	Allowance H:M:S	Corrected D:H:M:S
Lurline	H.H. Sinclair	13:21:31	Scratch	13:21:31
Gwendolyn II	L./D. Johnson	14:21:38	18:30	14:03:08
Lady Maud	Wilber Kyle	15:01:07	9:00	14:16:07
Hawaii	Syndicate	15:03:23	8:00	14:19:23

HONOLULU RACE OF 1910

Course: San Pedro Light to Diamond Head Light, 2225 nautical miles.

Time Allowance: One-half hour for each foot of overall length.

Start: July 10, noon.

Yacht	Owner	Elapsed D:H:M:S	Allowance H:M:S	Corrected D:H:M:S
Hawaii	Syndicate	14:03:23	Scratch	14:03:23
Sweetheart	R.C.P. Smith	14:21:10	1:15	14:19:55
Mollilou	E.B. Smith	15:07:05	7:00	15:00:05

HONOLULU RACE OF 1912

Course: San Pedro Light to Diamond Head Light, 2225 nautical miles.

Time Allowance: Not known.

Start: June 16, 1:00 p.m.

Yacht	Owner	Elapsed D:H:M:S	Allowance H:M:S	Corrected D:H:M:S
Lurline	A.E. Davis	13:17:03	00:07:49	13:16:55:11
Hawaii	Wilber Kyle	14:20:02	8:23:45	14:11:38:15
Seafarer	L.A. Morris	14:15:40	Scratch	14:15:40:00
Nattose	G.P. Ashe	17:05:04	10:38:45	16:18:25:15

HONOLULU RACE OF 1923

Course: Santa Barbara to Diamond Head Light, 2145 nautical miles.

Time Allowance: $R = \frac{1/2 (LOA + LWL) + \sqrt{SA}}{2}$

Start: July 21st, 12:30 p.m.

Yacht	Owner	Elapsed D:H:M:S	Allowance H:M:S	Corrected D:H:M:S
Diablo	A. R. Pedder	13:05:14	42:47:03	11:10:26:57
Mariner	L.A. Morris	11:14:46	Scratch	11:14:46:00
Viking IV	Dr. Albert Soiland	15:22:58	59:23:08	13:11:34:52
Spindrift	Eugene Overton	16:00:30	17:49:49	15:06:40:11

TAHITI RACE OF 1925

Course: San Francisco to Papeete, Tahiti, 3687 nautical miles, making it the longest yacht race ever sailed.

Start: June 10, noon.

Yacht	Owner	Elapsed D:H:M:S	Allowance H:M:S	Corrected D:H:M:S
Mariner	L.A. Morris	20:11:45:00		
Idalia	Dr. E.R. Parker	27:21:14:00		
Shawnee	Mark Fontana	28:09:29:00		
Eloise	John C. Piver	29:19:11:00		

HONOLULU RACE OF 1926

Course: San Pedro Light to Diamond Head Light, 2225 nautical miles.

Time Allowance: $R = \frac{1/2 (LOA + LWL) + \sqrt{SA}}{2}$

Start: June 12, noon.

Yacht	Owner	Elapsed D:H:M:S	Allowance H:M:S	Corrected D:H:M:S
Invader	Don M. Lee	12:02:48:03	Scratch	12:02:48:03
Poinsettia	Walter W. Home	12:16:57:00	12:54:40	12:04:02:20
Teva	C.W. Stose	15:03:21:08	68:57:45	12:06:23:23
Mariner	John Barrymore	14:08:00:14	11:57:34	13:20:02:40
Jubilo	J.T. Dickson	21:06:05:00	117:44:00	16:08:21:00
Mollilou	M. Hesselberger	D.N.F.		

HONOLULU RACE OF 1928

Course: Balboa, California to Diamond Head Light, 2242 nautical miles. Universal Rule. Start: June 3, noon.

Yacht	Owner	Elapsed D:H:M:S	Allowance H:M:S	Corrected D:H:M:S
Teva	C.W. Stose	15:21:51:11	86:37:33	12:07:13:38
Mollilou	M. Hesselberger	17:13:45:27	113:46:35*	12:19:58:51
Aafje	Robert E. Millsap	16:16:35:00	85:24:45	13:03:10:15
Pandora	H.W. Rohl	15:13:17:00	56:59:44	13:04:17:16
Talayha	L. Lippman	13:04:58:30	56:59:44	13:04:58:30
Wetona	C.L. Reynolds	17:13:03:00	63:00:45	14:22:02:15

* "Mollilou" received 23 hours over figured allowance for late start.

HONOLULU RACE OF 1930

Course: San Pedro Light to Diamond Head Light, 2225 nautical miles.

$$\text{Time Allowance: } R = \frac{1/2 (\text{LOA} + \text{LWL}) + \sqrt{SA}}{2}$$

Start: July 4, noon.

Yacht	Owner	Elapsed D:H:M:S	Allowance H:M:S	Corrected D:H:M:S
Enchantress	Morgan Adams	12:13:22:52	Scratch	12:13:22:52
Contender	W.W. Home	13:02:09:58	12:06:06	12:14:03:52
Talayha	L. Lippman	D.N.F.		
Mollilou	Dr. Floyd Swift	D.N.F.		

HONOLULU RACE OF 1932

Course: Santa Barbara to Diamond Head Light, 2145 nautical miles.

$$\text{Time Allowance: } R = \frac{45 \frac{1}{2} (\text{LOA} + \text{LWL}) + \sqrt{SA}}{2}$$

Start: August 20, 11:00 a.m.

Yacht	Owner	Elapsed D:H:M:S	Allowance H:M:S	Corrected D:H:M:S
Fayth	Wm. S. McNutt	14:14:33:00	30:01:33	12:07:31:27
Mollilou	Dr. Floyd Swift	15:02:58:00	Scratch	14:02:58:00

HONOLULU RACE OF 1934

Course: San Pedro Light to Diamond Head Light, 2225 nautical miles.

$$\text{Time Allowance: } R = \frac{45 \frac{1}{2} (\text{LOA} + \text{LWL}) + \sqrt{SA}}{2}$$

Start: July 4, noon.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place Fleet Class	
<i>Class A – Over 60 ft.</i>					
Manuiwa	Harold Dillingham	13:12:30:51	12:09:29:56	1	A-1
Vileehi	H.T. Horton	13:03:42:26	12:22:56:09	4	A-2
Fandango	C.E. Hoffman	14:19:14:07	14:19:14:07	10	A-3
<i>Class B – 40 ft. to 60 ft. inclusive</i>					
Burrapeg	W.E. Candy	15:08:47:48	12:19:23:56	2	B-1
Monsoon	D.H. Radcliffe	15:12:27:15	12:21:42:55	3	B-2
Dolphin	F. Hundhammer	15:16:18:38	13:08:53:44	5	B-3
Altair	William Manger	16:05:46:27	13:18:59:50	6	B-4
Viva	S.I. Miller	17:13:35:00	15:03:39:33	11	B-5
Scaramouche	William Tompkins	19:13:18:12	16:13:02:25	12	B-6
<i>Class C – Under 40 ft.</i>					
Queequeg	B.M. Varney	17:13:14:00	13:20:25:07	7	C-1
Naitamba	R.K. Smith	18:11:25:20	14:13:38:18	8	C-2
Common Sense III	Honolulu Ad Club	18:11:10:22	14:17:08:26	9	C-3

HONOLULU RACE OF 1936

Course: Santa Monica Light to Diamond Head Light, 2210 nautical miles.

Time Allowance: $R = \frac{45}{2} \frac{(LOA + LWL) + \sqrt{SA}}{2}$

Start: July 4, noon.

Yacht	Owner	Elapsed	Corrected	Place	
<i>Class A</i>		D:H:M:S	D:H:M:S	Fleet	Class
Navigator	G.H. Singer, Jr.	15:03:30:37	14:15:48:07	15	A-1
Sartartia*	Buck Jones	14:23:31:29	14:23:31:29	16	A-2
<i>Class B</i>					
Dorade*	James Flood	13:07:20:04	11:03:29:44	1	B-1
Santana*	W.L. Stewart, Jr.	13:16:09:02	11:17:32:26	2	B-2
Manuiwa	H.G. Dillingham	13:18:40:49	12:06:22:45	3	B-3
Zoe H*	R. K. Person	13:19:05:02	12:08:08:19	4	B-4
Circe	Ray Cooke	13:07:33:59	12:10:01:21	5	B-5
Adore	Lee Tracy	14:19:54:11	13:01:53:21	7	B-6
Paisano	Tom Reed III	14:15:06:55	13:01:58:46	8	B-7
Marilen	Harry B. Alien	14:19:24:05	13:05:25:52	9	B-8
Bali	L.G. Monroe	18:02:17:10	16:15:20:27	18	B-9
Destiny	Preston Sturges	18:12:49:37	17:02:25:08	19	B-10
California	J. Polkinghorne	19:05:54:54	17:10:06:11	20	B-11
Gloria	William Blackford	20:04:00:45	18:04:07:35	21	B-12
<i>Class C</i>					
Flying Cloud*	J./J. McNabb	15:12:46:32	12:17:38:03	6	C-1
Brilliant	Walter Franz	16:01:18:56	13:08:36:15	10	C-2
Altair	John P. Blinn	16:05:46:17	13:11:02:28	11	C-3
Minerva*	F.N. Blagen	16:04:21:31	13:14:46:14	12	C-4
White Cloud	R.R. Pratsch	17:00:41:01	13:20:52:41	13	C-5
Naitamba*	R.K. Smith	18:07:41:34	14:14:01:11	14	C-6
Lady Jo*	S.M. Emmes	18:15:10:25	15:02:42:36	17	C-7
Dolphin	F. Hundhammer	D.N.F.			

* Denotes that yacht has no propeller allowance.

HONOLULU RACE OF 1939

Course: From Treasure Island, San Francisco Bay to Diamond Head Light, 2085 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4, 3:00 p.m.

Yacht	Owner	Elapsed	Corrected	Place	
<i>Class A – Over 60 Rating</i>		D:H:M:S	D:H:M:S	Fleet	Class
Fandango	E.W. Pauley	14:10:47:57	13:02:17:05	10	A-1
Seaweed	Cyril R. Tobin	15:10:40:27	14:04:18:31	17	A-2
Contender	Richard R. Loynes	14:07:50:00	14:07:50:00	18	A-3
Geoanna	O.K. Washburn	16:12:06:34	16:01:12:35	25	A-4

Class B — Rating from 40 to 60, inclusive

Zoe H.	Ray K. Person	14:16:06:46	12:02:02:37	4	B-1
Chubasco	W.L. Stewart, Jr.	14:11:07:52	12:06:25:59	5	B-2
Odyssey	H.G. Steele	14:22:52:31	12:12:09:55	7	B-3
Dorade	James Flood	15:15:15:24	12:23:52:58	9	B-4
Circe	Ray Cooke	15:21:53:42	13:14:21:11	13	B-5
Stella Maris II	Dr. A.A. Steele	16:10:27:51	13:17:59:29	14	B-6
Nam Sang	Oscar Johnson and H.O. Martinsen	16:06:20:14	14:02:00:03	16	B-7
Adore	Lee Tracy	18:14:08:35	15:19:51:27	23	B-8

Class C – Less than 40 Rating

Blitzen	R.J. Reynolds	14:10:47:06	11:09:58:41	1	C-1
Jorie	Harold Judson	14:23:48:16	11:17:26:15	2	C-2
Brilliant	A.L. Marsten	15:01:36:32	11:21:08:50	3	C-3
Pajara	Theodore Stephens	15:18:17:09	12:08:31:50	6	C-4
Water Witch	Leon F. deFremery	16:06:02:04	12:15:47:47	8	C-5
Kia Ora	Percy W. Yeend	18:06:07:54	13:11:13:40	11	C-6
Gullmar	J.G. Johanson	17:00:26:46	13:11:25:28	12	C-7
No Name	C.S. Benson	17:05:23:48	13:21:21:42	15	C-8
Kanawha	N.R. Dawley	18:10:35:09	14:09:21:19	19	C-9
Panglima	Dr. L.W. Hosford	19:09:44:44	14:22:34:15	20	C-10
Lana Loa	B. Laswell	19:21:36:50	15:07:31:16	21	C-11
Lady Joe	Samuel Emmes	20:02:42:21	15:10:54:13	22	C-12
Magic Carpet	F.T. Kent	20:19:48:03	15:21:40:27	24	C-13
Viking Childe	William Merry	23:23:55:04	18:11:22:34	26	C-14

HONOLULU RACE OF 1941

Course: San Pedro Light to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4, noon.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place
Escapade	D.W. Elliott	13:22:40:22	12:21:45:32	1
Pajara	D./G. Griffith	13:23:21:30	13:00:37:12	2
Jorie	B. Gifford	13:21:22:58	13:02:58:38	3
Stella Maris II	Dr. A. Steele	13:21:03:55	13:21:03:55	4
Magic Carpet	F. Kent	16:12:48:40	13:23:35:12	5
White Cloud	R. Pratsch	16:18:48:00	14:04:44:28	6
Indifferent	F. Hunie	16:15:29:00	14:09:12:43	7

**WAR CONDITIONS MADE IT IMPOSSIBLE
TO HOLD RACES IN 1943 AND 1945**

HONOLULU RACE OF 1947

Course: San Pedro ("2A" buoy) to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4, noon.

Yacht	Owner	Elapsed	Corrected	Place	
<i>Class A – Over 50 Rating</i>		D:H:M:S	D:H:M:S	Fleet	Class
Chubasco (52.5)	W.L. Stewart, Jr.	12:15:51:18	11:04:24:12	3	A-1
Westward (55.8)	Robert S. Miller	12:19:42:39.6	11:13:47:27.6	5	A-2
Dragoon (51.1)	H.B. Grandin	14:03:25:56	12:13:27:54	14	A-3
Gallant (54.3)	H.B. Wyeth, Jr.	14:18:18:00	13:09:55:12	19	A-4
Patolita (68.9)	Charles Deere Wiman	14:00:05:47.4	13:12:02:39.4	20	A-5
Morning Star (80.5)	Richard S. Rheem	13:12:16:46.4	13:12:16:46.4	21	A-6
Southwind (58.6)	George Bent	18:10:37:58.5	17:09:01:58.4	32	A-7
<i>Class B – Rating from 40 to 50, inclusive</i>					
Dolphin II (45.5)	Frank Morgan	13:02:11:41	11:01:04:40	1	B-1
Fairweather (49.9)	Fred J. Allen	12:19:30:10	11:03:18:16	2	B-2
White Cloud (49.8)	Frank Kent	13:00:58:59	11:08:35:57	4	B-3
Skylark (40.0)	Donald B. Ayers	14:15:10:41.2	12:00:52:41.2	11	B-4
Stella Maris II (42.0)	A.A. Steele, M.D.	15:03:11:00.6	12:17:58:56.6	15	B-5
Zoe H. (43.2)	A.K. Barbee	17:23:44:36.8	15:17:24:58.8	27	B-6
Rival III (42.6)*	Raymond B. White	19:08:55:40	17:01:11:07	31	B-7
<i>Class C – Less than 40 Rating</i>					
Suomi (37.3)	I. Arvid Johnson	14:13:49:48.4	11:16:01:59.4	6	C-1
Lady Jo (31.9)	Louis Abrams	15:08:53:12.5	11:17:18:29.5	7	C-2
Resolute (23.1)	Ed Fabian	17:03:48:18.7	11:18:49:45.7	8	C-3
Romni (36.5)	Brooks Gifford	14:19:19:36.4	11:19:09:00.4	9	C-4
Magic Carpet (26.7)	C.E. Cook	16:15:05:08.1	11:23:33:49.1	10	C-5
Pacific Childe (22.3)	George E. Burnell	17:18:59:30.2	12:03:09:42.2	12	C-6
Lucky Star (32.2)	H. B. Hobson	15:19:22:39.4	12:04:54:19.4	13	C-7
Teton (24.1)	P. O. VanDegrift	17:21:43:21	12:18:34:07	16	C-8
Anacapa (34.0)	I. E. Voerge	16:05:17:04.4		17	C-9
Sea Biscuit (21.3)	Lee I. Gale	19:04:15:17	13:07:47:21	18	C-10
Tasco (37.0)	Thomas A. Short	16:19:44:06.7	13:21:02:53.7	22	C-11
Amorita (36.9)	Walter Franz	17:03:21:45	14:04:22:44	23	C-12
Selene (36.5)	Edward H. Witte	17:06:58:53.6	14:06:48:17.6	24	C-13
Medley (24.9)	Dean Harrel	20:03:32:45.4	15:04:47:56.4	25	C-14
Gitana (26.0)	R. S. Danforth	20:07:52:59.6	15:14:51:31.6	26	C-15
Atorrante (37.6)	J. A. Gurley	19:06:02:22	16:09:06:50	28	C-16
Brilliant (39.3)	E. Gould and P. Rayburn	19:09:22:59	16:17:29:41	29	C-17
Four Winds (29.2)	Carl M. Heintz	21:03:19:12.9	17:01:03:19.9	30	C-18
Lucia II (29.3)**	Jose de la Vega	18:05:13:45.6	14:03:23:27.6		
Emerald (34.4)***	Walter Skow	D.N.F.			

* Returned to mainland and made second start July 8, 1947.

** Disqualified. Elected to finish with use of motor.

***Returned to mainland and withdrew from race.

HONOLULU RACE OF 1949

Course: San Pedro ("2A" buoy) to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4, noon.

Yacht	Owner	Elapsed	Corrected	Place	
<i>Class A – Over 45 Rating</i>		D:H:M:S	D:H:M:S	Fleet	Class
Flying Cloud (49.3)	Jay A. Quealy, Jr.	11:13:14:30.5	9:18:10:10.5	3	A-1
Gallant (53.0)	H.B. Wyeth, Jr.	11:08:18:14.5	9:19:59:35.5	6	A-2
Patolita (68.9)	Charles D. Wiman	10:21:09:18	10:07:22:20	11	A-3
Morning Star (Scr.)	Richard S. Rheem	10:10:13:09.5	10:10:13:09.5	12	A-4
Fair Weather (48.6)	Fred J. Allen	12:08:00:36	10:11:34:41	13	A-5
Traveler (48.7)	John H. Gardner	12:17:03:35	10:20:49:09	15	A-6
Flyaway (51.6)	Harry Read	12:22:00:41	11:07:13:42	18	A-7
Windward*	Cyril Tobin	D.N.F.			

Class B — Rating from 35 to 45, inclusive

Kitten (36.9)	Fred W. Lyon	12:11:07:40.5	9:10:24:49.5	1	B-1
Yo Ho Ho (41.9)	Lloyd D. Rees	12:06:13:23	9:19:02:39	4	B-2
Tasco (37.1)	Thomas A. Short	12:22:59:36.4	9:22:52:21.4	8	B-3
Zodiac (40.0)	A.B. Cleveland	12:17:59:39.7	10:01:57:49.7	9	B-4
White Heather (42.1)	James B. Turner	12:17:32:44.6	10:06:51:40.6	10	B-5
Westward Ho (43.7)	Jack/Bill Helsell	12:18:37:48.8	10:11:44:48.8	14	B-6
Kurrewa III (37.6)	Frank and John Livingston	13:18:24:32.7	10:20:55:01	16	B-7

Class C – Less than 35 Rating

Sea Witch (20.8)	Alex M. McCormick	15:13:55:44	9:12:16:18	2	C-1
Lanokoa (30.3)	Joe Rosenberg, Jr.	13:18:57:23	9:19:29:07	5	C-2
Java Head (32.5)	Frank E. Bilek	13:11:44:27	9:19:29:07	7	C-3
Lady Jo (29.9)	Louis Abrams	14:22:44:06	10:21:39:03	17	C-4
Kia-Ora (27.1)	Percy W. Yeend	15:22:46:32	11:09:23:31	19	C-5
Resolute (24.0)	Ed Fabian	16:15:21:48	11:09:55:10	20	C-6
Land Fall (32.6)	W.F. Holcomb	15:18:51:00	12:04:05:59	21	C-7
Teton (23.5)	Paul Van DeGrit	17:19:00:04	12:11:40:05	22	C-8
Success (29.2)	D. Reginald Gustavson	21:11:30:36	15:21:30:53	23	C-9

*Started but was dismantled and returned to San Pedro.

HONOLULU RACE OF 1951

Course: San Pedro ("2A" buoy) to Diamond Head Light, 2250 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4, noon, Pacific Daylight Time.

Yacht	Owner	Elapsed	Corrected	Place	
<i>Class A – Over 45 Rating</i>		D:H:M:S	D:H:M:S	Fleet	Class
Fairweather (47.5)	Fred J. Allen	11:13:09:32	9:16:14:41	10	A-1
Morning Star (80.5)	Richard S. Rheem	10:16:44:33	10:16:44:33	19	A-2
Dragoon (53.6)	Henry B. Grandin	12:06:31:43	10:20:58:28	20	A-3
L'Apache (56.5)	Phyllis B. Brunson	12:11:40:33	11:06:52:06	25	A-4
Gracie (48.5)	E. Edison Kennell, Jr.	17:23:13:00	16:21:37:00	26	A-5

Class B – Rating 30 to 45, inclusive

Chiriqui (39.7)	Tucker McClure	11:12:46:54	8:21:41:48	3	B-1
Java Head (30.1)	Elmer R. Peterson	13:02:32:36	9:04:00:20	5	B-2
Skylark (40.3)	Donald B. Ayres	11:17:34:46	9:04:04:58	6	B-3
Gossip (37.3)	Dr. R. Phillip Smith	12:07:19:22	9:09:31:33	7	B-4
Evening Star (43.8)	Walter Trepte	11:20:08:29	9:15:13:02	8	B-5
Kitten (39.6)	Frederick W. Lyon	12:16:34:43	9:17:35:42	11	B-6
Tasco (36.3)	Thomas A. Short	12:19:04:54	9:18:17:36	13	B-7
Minerva (32.7)	Val Jelton	13:08:18:59	9:19:39:18	14	B-8
Golden Bird (32.5)	R.W. Decker	13:10:21:19	9:20:58:37	16	B-9
Jada (42.5)	Isabelle Belyea	12:20:51:44	10:12:52:43	18	B-10
Electra (33.0)	Robert Cryster	14:10:06:04	10:22:29:48	22	B-11

Class C – Less than 30 Rating

Sea Witch (20.4)	A.L. McCormick	14:14:46:56	8:12:00:01	1	C-1
Staghound (27.3)	Ira P. Fulmor	13:03:13:52	8:16:31:26	2	C-2
Eventide (25.5)	Stephen M. Newmark	13:21:24:21	9:01:49:24	4	C-3
Revenge (27.8)	Cranston Paschall	13:23:41:25	9:15:17:18	9	C-4
Janie (25.5)	Donald A. Schafer	14:13:21:20	9:17:46:23	12	C-5
Coaster (28.3)	Mrs. Stephen Royce	14:00:24:51	9:18:15:21	13	C-6
Solveig (28.9)	Magnus Halvorsen	14:17:10:11	10:13:37:55	17	C-7
Moana (23.0)	William D. Vogel	16:06:29:35	10:20:55:04	21	C-8
Teton (23.4)	Patrick D. Watson	16:05:57:24	10:22:46:01	23	C-9
Typee (21.5)	Richard A. Dole	16:19:49:37	11:00:42:09	24	C-10
Nootka (23.8)	William Lacy		Returned to San Pedro, withdrew from race.		

HONOLULU RACE OF 1953

Course: San Pedro (“2A” buoy) to Diamond Head Light, 2250 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4, noon, Pacific Daylight Time.

Yacht	Owner	Elapsed	Corrected	Place	Fleet Class
Class A – Over 60 Rating					
		D:H:M:S	D:H:M:S		
Chubasco (48.8)	W.L. Stewart, Jr.	12:18:34:24.5	11:07:12:48.5	2	A-1
Goodwill (113.0)	R.E. Larabee	11:02:17:24	11:09:28:48	3	A-2
Morning Star (75.4)	Richard S. Rheem	12:01:00:47	11:17:27:11	6	A-3
Adios (46.8)	Carl D.F. Jensen	13:22:22:54	12:07:16:54	9	A-4
L'Apache (54.5)	Max H. Wyman	14:00:27:20	12:21:54:20	17	A-5
Queen Mab (60.0)	L. Pringle/S. Hackley	13:23:30:20	13:03:16:32	20	A-6
Nam Sang (53.0)	Donald W. Spiers	15:15:44:18	13:11:07:06	23	A-7
Fair Weather (49.0)	Fred J. Allen	14:22:11:29.5	13:11:09:05.5	24	A-8
Dragoon (55.0)	W.B. Holmes RCN	15:22:58:20	14:21:04:20	27	A-9

Class B – Rating from 35 to 45, inclusive

Chiriqui (42.5)	Tucker McClure	13:16:33:39	11:16:04:51	4	B-1
Attorante (36.4)	Lewis J. Whitney, Jr.	14:10:41:43.5	11:17:00:55.5	5	B-2
Altamar (36.3)	Kenneth H. Davis	14:13:37:27	11:19:38:39	7	B-3
Tasco (36.2)	Thomas A. Short	15:02:16:15	12:07:43:51	10	B-4
Yo Ho Ho (41.2)	Lloyd D. Rees	14:18:23:13.5	12:15:41:13.5	14	B-5
Dirigio II (41.7)	J.W. Crawford, Jr.	14:22:21:10.5	12:16:52:22.5	15	B-6

Class B – Rating from 35 to 45, inclusive (continued)

Dorado(43.6)	J.F.Eddy	14:22:39:36.5	13:00:45:00.5	18	B-7
Silhouette II (40.9)	Spencer L. Murfey, Jr.	15:09:40:01	13:05:12:25	21	B-8
Jada (44.8)	George Sturgis	15:04:46:02	13:09:26:14	22	B-9
Landfall II (36.7)	W.F. Holcomb	19:01:50:51.5	16:08:55:39.5	31	B-10

Class C – Less than 35 Rating

Staghound (27.0)	Ira P. Fulmor	15:11:01:25	10:23:42:49	1	C-1
Mistress (27.5)	Walter S. Johnson, Jr.	16:06:59:57	11:22:20:21	8	C-2
Holganza (25.1)	Donald J. Lawrie	17:07:12:13.5	12:08:57:13.5	11	C-3
Westward Ho (27.4)	Willard R. Bell	16:18:53:26	12:09:40:50	12	C-4
Primavera (26.6)	Paul Hurst	17:01:54:08.5	12:12:34:20.5	13	C-5
Moonbeam (28.0)	Orin Thorkildsen	17:00:20:05.5	12:18:25:29.5	16	C-6
Coquette (32.4)	H.M. Brandstad	16:11:10:59	13:02:32:35	19	C-7
Faith (25.5)	A.E. Deimel	19:04:25:53.5	14:08:43:53.5	25	C-8
Allure (33.6)	William G. Lacey	17:16:42:26.5	14:12:59:14.5	2	C-9
Peer Gynt (34.3)	Gordon Morrison	18:20:44:15	15:19:37:03	28	C-10
South Wind (29.0)	Edwin R. Gallasch	20:01:22:23.5	16:00:02:35.5	29	C-11
Marmaduke (30.1)	W.E. Short	19:21:51:09.5	16:02:28:57.5	30	C-12
Bluejack (34.5)	Irvin H. Baltzer	21:13:16:55	18:12:50:31	32	C-13

TAHITI RACE OF 1953

Course: Honolulu to Papeete, Tahiti, 2381 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: Approximately on time allowance as follows:

Mistress: July 29, 10:00 a.m., Pacific Daylight Time.

Silhouette & Chiriqui: July 31, 10:00 a.m., Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place
Mistress (26.7)	Walter Johnson	23:01:32:00	20:22:22:54	1
Silhouette (39.7)	Spencer Murfey, Jr.	21:01:16:00	20:23:51:29	2
Chiriqui (40.2)*	Tucker McClure	22:23:07:00	22:23:07:00	3

**Put in at Bora Bora for sail repair, resumed race, finished under sail, all without any use of power.*

HONOLULU RACE OF 1955

Course: San Pedro ("2A" buoy) to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union subject to certain limitations plus the Transpacific Yacht Club's Table of Allowances.

Start: July 4, noon, Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place	Fleet Class
Class A – Over 50 Rating					
Constellation (55.1)	Frank Hooykass	10:04:56:32	9:03:10:20	2	A-1
Morning Star (78.7)	Richard S. Rheem	9:15:05:10	9:09:30:22	8	A-2
Baruna(55.9)	James Michael	10:15:20:08	9:14:44:08	17	A-3
Novia del Mar (64.0)	John P. Scripps	10:06:52:03	9:14:52:03	19	A-4
Celebes (50.0)	J.H. Hedden	11:03:01:03	9:17:43:03	23	A-5
Escapade (59.0)	James Y. Camp	10:16:58:17	9:19:52:17	25	A-6

Class A – Over 50 Rating (continued)

Diamond Head (53.7)	Max H. Wyman	11:00:46:26	9:21:26:02	27	A-7
Ramona (90.1)	William A. Pomeroy	10:10:46:58	10:10:49:22	37	A-8
Queen Mab (60.3)	R.L. Pringle	11:09:11:13	10:13:31:01	39	A-9
Seedrift (57.7)	Lyman H. Farwell	11:12:55:42	10:14:22:06	40	A-10
Circe (54.2)	Ray W. Cooke	15:02:24:12	13:22:30:12	48	A-11

Class B – Rating from 40.7 to 49.4, inclusive

Kawamee (42.8)	W.W. Valentine	11:10:06:13	9:09:25:25	7	B-1
Jada(45.1)	George R. Sturgis	11:04:10:04	9:09:34:40	9	B-2
Skylark (40.7)	Dean Brown	11:16:24:21	9:11:25:33	11	B-3
Quest (49.2)	Howard F. Murphy	10:22:11:09	9:11:31:33	12	B-4
Odyssey (46.7)	Grace C. Steele	11:03:03:17	9:11:45:17	13	B-5
Marie Amelie (43.7)	Gabriel Giannini	11:10:06:17	9:15:52:29	14	B-6
Marilen (44.0)	Dennis Jordan	11:14:12:50	9:17:12:50	20	B-7
Nordlys (49.1)	W.S. Johnson, Jr.	11:04:04:49	9:17:15:01	21	B-8
Nam Sang (49.4)	Louis Statham	11:03:49:24	9:17:30:12	22	B-9
Mai Tai (48.8)	John S. Griffith	11:05:37:00	9:18:26:12	24	B-10
Fair Weather (47.4)	Fred J. Allen	11:11:08:41	9:21:35:05	28	B-11
Diablo(46.9)	Frank S. Wade	11:22:37:27	10:07:43:27	36	B-12
Kirawan (41.5)	C.P. Paschall	12:16:01:04	10:13:07:04	38	B-13

Class C – Rating from 33.0 to 40.3, inclusive

Nalu II (35.2)	Peter Grant	12:01:58:32	9:04:04:43	3	C-1
Kialoa (37.0)	Clum & Gilmore	12:06:25:21	9:14:37:21	16	C-2
Water Witch (36.5)	Edwin B. Fuld	12:11:35:39	9:21:42:51	29	C-3
Eleuthera (33.4)	Earl Schenck, Jr.	13:02:44:33	9:22:08:33	30	C-4
Bagatelle (36.)	Wilford Zinsmeyer	12:18:34:54	9:23:20:54	31	C-5
Typee (34.7)	Bill Haas	12:23:37:38	9:23:56:50	32	C-6
Tasco II (38.5)	Thomas A. Short	12:12:38:15	10:01:32:15	33	C-7
Flying Cloud (33.5)	E.G. Corkett	13:07:16:31	10:03:04:31	34	C-8
Ariel (39.4)	A.L. McCormick	12:15:32:05	10:06:03:17	35	C-9
Cynjo (34.9)	G.A. Alles	14:06:42:15	11:07:40:39	41	C-10
Altair(35.8)	E.C.Lambert	14:05:12:20	11:09:45:20	42	C-11
Sea Shell (33.0)	A.A. Edmunds	15:12:52:06	12:05:24:30	46	C-12
Trident (40.3)	George A. Robinson	16:04:55:19	13:22:54:07	49	C-13
Gullmar (36.3)	J.G. Johanson	Returned to San Pedro, withdrew from race.			

Class D – Rating from 25 to 32.3, inclusive

Staghound (28.7)	Ira P. Fulmor	12:23:09:07	8:21:07:05	1	D-1
Debit (27.8)	Theodore Stephens	13:11:08:05	9:04:15:17	4	D-2
Altura(29.2)	Hugh J. Jacks	13:05:20:28	9:05:54:05	5	D-3
Esprit (28.7)	Joel B. Cox	13:09:42:04	9:07:40:52	6	D-4
Pari Too (29.0)	R.H. Elliott, Jr.	13:11:46:54	9:11:22:54	10	D-5
Sea Queen (25.3)	Fred F. Harris	14:09:58:10	9:13:06:34	15	D-6
Solveig IV (32.1)	M./T. Halvorsen	13:00:02:21	9:14:46:07	18	D-7
Bali I (27.8)	Jack G. Helm	14:03:02:21	9:20:09:33	26	D-8
Lia Fail (26.2)	Ernest L. Saari	16:02:31:01	11:10:50:13	43	D-9
Bali II (30.9)	C.F. Robie	15:05:30:19	11:14:08:07	44	D-10
Sea Belle (27.9)	E.L. Doheny	16:02:10:21	11:19:49:57	45	D-11
Southwind (32.3)	E.R. Gallasch	17:06:53:44	13:21:45:20	47	D-12
Sea Mist (25.0)	Elmer Hitchcock	20:03:32:07	15:04:56:07	50	D-13
Bonnie Doone (32.0)	Gene Wells	Returned to San Pedro, withdrew from race			

TAHITI RACE OF 1956

Course: San Pedro to Papeete, Tahiti, 3571 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: June 16, 1:00 p.m., Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place
Jada(42.8)	William Sturgis	21:03:47:04	19:01:34:56	1
Quest (46.0)	Howard Murphy	21:12:49:54	19:21:52:41	2
Novia del Mar (59.7)	John P. Scripps	21:01:01:08	21:01:01:08	3
Celebes (50.0)	J.H. Hedden	22:19:45:00	21:19:14:56	4
Viveka (63.0)	Robert D. Fraser	26:08:15:00	26:02:14:55	5

HONOLULU RACE OF 1957

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union subject to certain limitations plus the Transpacific Yacht Club Table of Allowances.

Start: July 4, noon, Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place	Fleet Class
<i>Class A – Over 48 Rating</i>					
Nam Sang (51.9)	Louis Stathan	11:20:43:19	11:05:09:43	3	A-1
Orient (48.6)	T.I. Mosely	12:02:44:25	11:06:21:37	4	A-2
Barlovento (70.1)	Frank Hooykaas	11:13:02:44	11:13:02:44	7	A-3
Constellation (55.1)	Maxfield Smith	12:08:07:56	11:20:45:08	12	A-4
Novia del Mar (63.9)	John P. Scripps	12:07:52:38	12:04:24:26	18	A-5
Queen Mab (60.3)	Brunson/Pringle	12:20:27:00	12:14:23:24	26	A-6
Sea Drift (57.7)	Lyman H. Farwell	14:04:29:02	13:20:05:02	30	A-7
<i>Class B – Rating from 38 to 48, inclusive</i>					
Legend (43.5)	Charles Ullman	12:07:47:46	11:00:41:46	1	B-1
Jada (45.1)	George R. Sturgis	12:12:51:29	11:09:09:29	5	B-2
Volunteer (41.0)	John S. Broome	13:01:14:03	11:12:20:03	6	B-3
Criterion (45.8)	Ira P. Fulmor	12:17:20:35	11:15:02:35	8	B-4
Kirawan (41.1)	C.P. Paschall	13:05:36:36	11:16:57:36	10	B-5
Ondine (38.3)	S.A. Long	13:15:47:13	11:19:27:25	11	B-6
Diablo (47.4)	Frank S. Wade	13:07:18:40	12:08:10:16	22	B-7
Silhouette II (41.1)	Edwin L. Munsey	14:08:31:05	12:19:52:05	28	B-8
Gkroote Beer (38.0)	Robert F. Johnson	17:18:51:11	15:21:39:11	31	B-9
<i>Class C – Rating from 30 to 38, inclusive</i>					
Nalu (34.9)	Peter Grant	13:10:37:29	11:03:40:29	2	C-1
Bagatelle (35.7)	Wilford Zinsmeyer	14:04:48:45	12:00:27:09	15	C-2
Kialoa (36.2)	John B. Kilroy	14:06:02:07	12:03:16:31	17	C-3
Tasco II (35.6)	Thomas A. Short	14:09:36:43	12:04:55:55	20	C-4
Squall (36.5)	A.C. Martin, Jr.	14:11:13:58	12:09:25:58	24	C-5
Water Witch (37.6)	Edwin B. Fuld	14:12:07:05	12:13:43:05	25	C-6
Yankee Doodle (33.9)	E.W. KeKoning	15:01:07:07	12:14:39:31	27	C-7
Nanaimo (34.1)	William P. Palmer	15:12:49:42	13:03:04:42	29	C-8
Quascilla(31.4)	Martha S. Baker	18:20:13:29	16:00:35:05	32	C-9

Class D — Less than 30 Rating

Altura(29.0)	Hugh J. Jacks	14:21:31:37	11:15:49:37	9	D-1
Esprit (29.0)	Frank N. Rothwell	15:03:14:44	11:21:32:44	13	D-2
Mistress (27.3)	Dix K. Brow	15:12:00:15	11:22:08:39	14	D-3
Pari Too (28.7)	Roy H. Elliott, Jr.	15:08:18:49	12:01:10:25	16	D-4
Ellen (28.8)	Ralph Montali	15:12:35:18	12:04:29:18	19	D-5
Kochab(29.6)	Dr. John Evans	15:10:57:56	12:07:40:44	21	D-6
YComo (29.0)	Gould Eddy	15:13:56:06	12:08:14:06	23	D-7
Sea Song II (26.2)	William B. Watling	*Disqualified			
Beruth (29.3)	Bert F. Holland	*Disqualified			

**Finished under power*

HONOLULU RACE OF 1959

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union subject to certain limitations plus the Transpacific Yacht Club's Table of Allowances.

Start: July 4, noon, Pacific Daylight Time.

Yacht	Owner	Elapsed	Corrected	Place	
<i>Class A – Over 52.9 Rating</i>		D:H:M:S	D:H:M:S	Fleet	Class
Constellation (56.1)	Sally Blair Ames	10:23:00:48	9:17:33:12	10	A-1
Kamalii (55.4)	E.L. Doheny III	11:04:23:46	9:21:52:34	13	A-2
Escapade (59.4)	Baldwin M. Baldwin	11:05:38:02	10:04:48:50	18	A-3
Novia del Mar (65.8)	John P. Scripps	11:07:21:33	10:13:34:09	24	A-4
Goodwill (123.1)	Ralph Larrabee	10:12:16:15	11:00:22:15	31	A-5
Seadrift (60.9)	Lyman H. Farwell	12:03:18:32	11:04:14:56	34	A-6
Queen Mab (62.3)	Robert L. Pringle	12:04:07:43	11:06:36:31	36	A-7
<i>Class B – Rating from 40 to 52.9, inclusive</i>					
Chubasco (52.2)	Arnold Haskell	10:20:18:15	9:08:14:39	2	B-2
Maruffa (51.7)	John Graham	11:02:50:23	9:13:56:23	6	B-2
Nam Sang (51.4)	Bob Robbs, Jr.	11:06:07:28	9:16:36:16	8	B-3
Jada (45.7)	George R. Sturgis	11:20:23:21	9:19:35:57	11	B-4
Criterion (50.0)	Ira P. Fulmor	11:12:15:06	9:20:09:06	12	B-5
Good News (51.2)	John H. Hedden	11:17:50:29.5	10:03:58:53.5	17	B-6
Skylark (40.9)	Don E. Davidson	12:20:04:58	10:07:58:10	21	B-7
Marilen (44.9)	E. Howard Gee	12:14:17:41	10:11:45:53	22	B-8
Robon (45.9)	Robert H. Grant	12:14:16:08	10:13:59:56	26	B-9
Diablo(51.7)	Franks. Wade	12:16:56:32	11:04:00:08	33	B-10
Pavena	G.M.C. Mayne	14:02:37:08	11:23:19:08	38	B-11
Zia (50.4)	Robert F. Johnson	14:02:36:00	12:11:09:00	39	B-12
<i>Class C – Rating from 32 to 39.9, inclusive</i>					
Nalu II (33.4)	Peter Grant	12:16:09:39	9:05:50:27	1	C-1
Kialoa (36.1)	John B. Kilroy	12:14:12:32	9:12:42:32	5	C-2
Patronilla (32.9)	William F. Forrest	13:11:09:39	9:23:17:27	14	C-3
Hasty (34.9)	Duane Vergeer	13:18:54:28	10:13:43:04	25	C-4
Tasco II (37.9)	Thomas A. Short	13:13:08:25	10:17:04:13	28	C-5
Friendship (33.7)	Robert H. Rollins	14:02:56:02	10:17:47:02	29	C-6
Maramel (36.0)	Howard Hartly	14:04:31:09	11:02:46:45	32	C-7

Class C – Rating from 32 to 39.9, inclusive (continued)

Brigadoon (38.0)	James H. Mills, Jr.	14:02:03:35	11:06:11:23	35	C-8
Corahleen (38.3)	Stanley Bishoprick	No reported record			
Cloud Nine (37.1)	William Burnett	*D.N.F.			

Class D – Rating from 25 to 31.9, inclusive

Debit (26.8)	Theodore Stephens	14:00:17:11	9:11:05:11	3	D-1
Echo (28.0)	Glen S. Harman, M.D.	13:19:19:42	9:11:46:42	4	D-2
No Huhu (28.6)	Frank N. Rothwell	13:21:13:52	9:15:50:28	7	D-3
Sayonara (29.0)	Fred M. Dodd	13:19:58:55	9:16:54:07	9	D-4
Guy (25.9)	Pier Talenti	14:17:32:20	10:00:00:32	15	D-5
Anitra V (30.8)	Trygve/Magnus Halvorsen	13:22:24:57	10:02:20:09	16	D-6
Westward Ho (28.4)	Willard R. Bell	14:11:29:11	10:05:28:35	19	D-7
Tiare (31.0)	John P. Waldorf	14:02:34:53	10:07:34:47	20	D-8
Sumiki II (31.2)	William R. Negaard	14:07:19:09	10:12:47:57	23	D-9
Ebbtide (31.3)	Eben H. Carruthers	14:10:59:16	10:16:39:28	27	D-10
Suzy Q. (30.0)	Walter H. Robinson	14:22:48:43	10:23:46:19	30	D-11
Janie (31.7)	Donald A. Schafer	14:23:15:10	11:06:48:46	37	D-12

TAHITI RACE OF 1961

Course: Course: San Pedro to Papeete, Tahiti, 3571 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: June 18, 12:00 p.m., Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place	
Athene (47.6)	James Wilhite	19:13:30:02	17:03:09:34	1	
Good News (46.8)	John Hedden	19:23:21:17	17:10:40:15	2	
Novia del Mar (62.1)	John Scripps	18:20:57:43	17:23:45:54	3	
Morning Star (75.9)	Fuller Calloway	18:18:23:32	18:17:43:14	4	
Alert (43.9)	Dorothy Radcliffe	22:11:07:36	19:12:05:30	5	
Mariachi (29.5)	J. Roy Taylor	Finished about 10 July			
Farina (27.4)	C.E. Johnson	Finished about 10 July			

HONOLULU RACE OF 1961

Course: San Pedro to Diamond Head Light, 2250 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4, noon, Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place	Fleet Class
Class A – Over 60 Rating					
Nam Sang (51.6)	A.B. Robbs, Jr.	10:16:46:25	9:15:23:01	1	A-1
Chubasco (48.2)	Arnold D. Haskell	11:04:17:55	9:20:32:19	4	A-2
Ticonderoga (62.9)	William L. Britain	10:11:15:04.5	10:02:10:52.5	9	A-3
Corsaro II (54.4)	A. Straulino	11:02:42:05	10:06:10:53	13	A-4
Criterion (50.0)	Charles Remsen	11:10:35:04	10:06:20:04	14	A-5
Sirius II (72.4)	Howard F. Ahmanson	10:10:38:35	10:10:38:35	18	A-6
Escapade (60.1)	Baldwin M. Baldwin	11:00:00:08.8	10:11:46:57	21	A-7
Kamalii (56.8)	E.L. Doheny	11:06:10:00	10:13:34:00	23	A-8

Class A – Over 60 Rating (continued)

Diamond Head (51.8)	Henry L. Kotkins	11:16:05:06	10:15:06:54	26	A-9
Troubadour (50.6)	Philip D. Graham	11:20:10:54	10:17:03:06	29	A-10
Pursuit (69.1)	Ronald MacAnnan	11:02:24:57.5	10:23:28:33.5	33	A-11
Zia (50.1)	Robert F. Johnson	12:05:29:55	11:01:20:55	35	A-12
Queen Mab (62.5)	Robert L. Pringle	11:13:59:35	11:06:27:47	36	A-13

Class B

Ichiban (39.5)	George R. Sturgis	11:21:11:43	9:17:06:55	2	B-1
Ondine (41.4)	S.A. Long	11:18:14:13	9:19:17:49	3	B-2
Roland Von Bremen (40.4)	Herald E. Williams	12:01:48:39	10:00:17:27	6	B-3
Sea Fever (42.1)	Robert C. Coe/ Robert C. Philbrick	11:21:50:58	10:00:28:46	7	B-4
Vixen (44.3)	Gordon M. Curtis, Jr.	11:18:42:52	10:02:36:16	10	B-5
Santana (43.0)	Wallace H. Nickell	12:06:17:17	10:11:16:05	19	B-6
Whirlwind II (44.4)	Stuart K. Babcock	12:06:22:07	10:12:32:19	22	B-7
Odyssey (43.9)	Grace O. Steele	12:12:15:53	10:19:19:29	30	B-8
Tenderfoot II (41.3)	R.F. Campbell	13:22:12:59	11:22:54:23	38	B-9

Class C

Nalu II (32.8)	Peter Grant	13:01:37:02	10:00:50:14	8	C-1
Kialoa (36.1)	John B. Kilroy	12:17:31:15	10:03:44:27	11	C-2
Patronilla (33.1)	William F. Forest	13:06:40:50	10:06:56:26	15	C-3
Hasty (34.9)	Duane Vergeer	13:07:53:01	10:14:14:37	24	C-4
Starlight (33.2)	Walter F. Hoffman	13:14:15:45	10:14:51:45	25	C-5
Mary Bower (37.8)	Kenneth J. McRae	12:23:57:41	10:15:13:53	27	C-6
Rascal (33.7)	William H. Wilson	13:11:08:54	10:15:36:30	28	C-7
Chrysopyle (32.9)	Dean Morrison	13:20:23:25	10:20:11:25	31	C-8
Stella Maris (34.1)	Ashley J. Smith	15:18:28:00	12:22:08:48	39	C-9
Peer Gynt (37.2)	Gordon M. Morrison	16:15:17:10	14:04:53:46	40	C-10

Class D

Vamonos (28.3)	Bob Taylor	13:16:38:51	10:00:04:03	5	D-1
Tyboon (30.1)	Les/Don Harlander	13:15:35:36	10:04:53:00	12	D-2
No Hu Hu (27.9)	Frank N. Rothwell	14:03:25:34	10:07:03:22	16	D-3
Rough & Ready (28.9)	Arnold M. Cowan	13:17:52:48	10:07:50:24	17	D-4
Nomad (28.2)	D. Rodney Lee	14:06:21:03	10:11:35:36	20	D-5
Medley (26.6)	Dean Harrel	15:00:25:07	10:22:01:07	32	D-6
Viaje (29.6)	Darrel S. Sedgwick	14:13:24:17	11:00:33:53	34	D-7
Coquette (29.4)	Winston B. Oster, Sr.	15:11:30:29	11:21:50:17	37	D-8
Juego(27.4)	Phillip R. Johnson	18:16:26:33	14:17:42:45	41	D-9

In the interest of trans-ocean sailing, the Transpacific Yacht Club acknowledges and appreciates the participation of the square-rigged Japanese training ships in the 1961 Transpacific Race:

NIPPON MARU – Elapsed time	17:11:05:00
KAIWO MARU – Elapsed time	18:22:44:01

HONOLULU RACE OF 1963

Course: San Pedro to Diamond Head Light, 2250 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4, noon, Pacific Daylight Time.

Yacht	Owner	Elapsed	Corrected	Place	
<i>Class A – Over 60 Rating</i>		D:H:M:S	D:H:M:S	Fleet	Class
Orient (46.9)	Tim Moseley	12:09:49:34	11:07:45:46	17	A-1
Ticonderoga (58.1)	Robert Johnson	11:16:46:33	11:10:21:15	19	A-2
Audacious (56.4)	Baldwin M. Baldwin	11:23:45:18	11:14:43:09	21	A-3
Astor (53.2)	Peter Warner	12:12:15:20	11:21:59:34	24	A-4
Kamalii (56.4)	E.L. Doheny	12:07:24:05	11:22:24:31	25	A-5
Queen Mab (60.4)	Larry Pringle	12:14:17:31	12:11:08:01	28	A-6
Novia del Mar (62.6)	John P. Scripps	12:18:56:29	12:18:56:29	29	A-7
Class B					
Legend (40.6)	Charles Ullman	12:14:07:02	10:21:21:45	10	B-1
Ichiban (39.4)	George Sturgis	12:19:28:46	10:23:33:15	12	B-2
Khamsin (39.6)	Joseph Shell	13:00:25:50	11:04:59:37	16	B-3
Copperhead (37.7)	R.A. Garrison	13:09:32:35	11:08:59:35	18	B-4
Tenderfoot II (44.4)	R.F. Campbell	13:04:14:15	11:20:43:38	23	B-5
Awahnee (37.4)	R.L. Griffith	15:17:43:50	13:16:17:10	31	B-6
Four Winds (40.5)	John S. Bacon	15:12:40:20	13:19:33:33	32	B-7
Class C					
Mistress (33.4)	Aldo Alessio	13:06:43:35	10:16:17:03	4	C-1
Nalu II (30.3)	Peter Grant	13:22:17:18	10:20:31:46	7	C-2
Patronilla (32.4)	William Forrest	13:14:43:28	10:20:46:18	8	C-3
Annie Too (33.2)	E.L. Rixford	13:11:55:47	10:21:00:20	9	C-4
Starlight (31.3)	Walter Hoffman	13:21:16:23	10:23:17:48	11	C-5
Rascal (34.7)	William Wilson	13:10:38:16	11:00:48:18	13	C-6
Isobar (32.6)	Les/Don Harlander	13:18:56:06	11:01:59:45	14	C-7
Fjord III (35.3)	George Lapin	14:00:50:46	11:16:52:30	22	C-8
Contessa III (31.0)	Shintaro Ishihara	15:09:01:39	12:10:00:24	26	C-9
Class D					
Islander (26.6)	Earl Corkett	13:23:56:00	10:05:57:47	1	D-1
Tiare (26.9)	Marvyn Carton	13:22:41:58	10:06:24:59	2	D-2
Spirit (28.1)	George Kiskaddon	13:22:56:07	10:11:54:43	3	D-3
Koematu (25.9)	Robert Alexander	14:15:27:17	10:17:54:43	5	D-4
Jo Too (27.7)	Frank Shelly	14:07:54:25	10:19:01:46	6	D-5
Mamie (28.9)	Milton Smith	14:09:45:31	11:02:04:22	15	D-6
Jo Del V (26.3)	Roger Reed	15:07:06:51	11:11:46:40	20	D-7
Tyboon (26.4)	Harry Steward	16:05:50:31	12:10:57:02	27	D-8
Solveig (27.2)	Kramer Rohfleisch	17:05:38:48	13:14:24:29	30	D-9

TAHITI RACE OF 1964

Course: San Pedro to Papeete, Tahiti, 3571 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: June 20, 1:30 p.m., Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place
Rascal (34.7)	William Wilson	20:13:50:05	16:16:54:35	1
Ticonderoga (61.9)	Robert Johnson	17:07:57:55	17:06:26:16	2
Kirawan (39.6)	Grant Hoag	20:11:30:03	17:14:02:03	3
Diablo(47.8)	Frank Wade	19:15:02:40	17:23:50:00	4
Mistral (28.1)	Bud Desenberg	24:08:25:05	18:20:31:48	5
Orion (42.5)	John Tinkler	21:20:15:47	19:10:20:03	6
Novia del Mar (62.6)	John Scripps	18:08:24:40	18:08:26:40	Disq.

THE STORY OF THE 1965 TRANSPACIFIC YACHT RACE

A recapitulation of the Transpacific Yacht Race must be a multiplicity of stories. Each class sailed an entirely different race, because of the variation in the wind conditions related to the position of the boats.

The noon start on July 4, 1965, was made in light air with haze that lifted rapidly just prior to the starting gun. A light westerly brought the yachts to the west end of Catalina. Reaching off toward San Nicholas Island the winds increased until finally by midnight the velocity was in excess of 18 knots. From this point there was a wide separation of the fleet; some staying close to the rhumb line and others sagging off to the south for speed.

About the third day the leading Class A boats ran into the southeast storm which had been reported at our weather briefing. They experienced winds in excess of 50 miles an hour, according to reports. There were many sails lost and broken Spinnaker poles in this melee. The confused sea, created by the Southeast storm, combined with the normal Northwesterly swells, made the sailing sloppy and difficult.

Those boats, which sailed a southerly course, ran into some aspects of this storm in all classes, while those boats that sailed the northerly course up near the rhumb line, experienced moderate airs with no gusts in excess of 25 knots. The storm passed North and West on a curved slant arising somewhere below the Cape of San Lucas and dissipated itself into the Trades, behind the Pacific High, ahead of and above the A boats, about the fourth day.

Those boats that passed the Southerly course, experienced winds of sufficient strength to blow out spinnakers, and in many instances break spars.

Those boats without spade rudders, found surfing in the big seas to be difficult and the boats were hard to control. There were five masts lost in the fleet, none of these boats had spade rudders.

The boats in the Northern group near the rhumb line essentially sailed the entire race with a 1.5 ounce spinnaker and experienced no gear failure.

After eight hundred miles out, the scoot down the big seas in the Trades made an exciting but uneventful sail to a comparatively tame Molokai Channel and finish at Diamond Head.

HONOLULU RACE OF 1965

Course: San Pedro to Diamond Head Light, 2250 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4, noon, Pacific Daylight Time.

Yacht Class A	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place Fleet Class	
Kialoa II (59.0)	Jim Kilroy	9:19:14:45	9:04:21:02	4	A-1
Ticonderoga (63.0)	Bob Johnson	9:13:51:02	9:04:34:02	5	A-2
Audacious (54.0)	Baldwin M. Baldwin	10:03:48:54	9:05:02:01	7	A-3
Stormvogel (63.9)	Cornelius Bruynzeel	9:13:56:50	9:05:51:02	8	A-4
Nam Sang (49.6)	John Thompson	10:13:12:21	9:06:29:41	11	A-5
Orient (46.9)	Peter Davis	11:02:35:56	9:14:32:29	23	A-6
Corsaro II (51.8)	Italian Navy	10:19:38:49	9:17:03:07	29	A-7
Kamalii (53.8)	Larry Doheny	10:17:13:1	9:18:05:56	31	A-8
Serena (70.6)	Kenneth W. DeMeuse	9:19:20:53	9:19:20:53	35	A-9
Novia del Mar (65.8)	John Scripps	10:11:04:25	10:05:17:41	43	A-10
White Cloud (47.0)	David O'Brien Barclay	11:19:13:37	10:07:22:25	36	A-11
Queen Mab (60.3)	Larry Pringle	11:10:18:13	10:21:16:33	50	A-12
Te Matai (48.2)	John W. McIntire	13:13:59:27	12:04:29:54	54	A-13

Class B

Rascal (35.3)	William H. Wilson	11:21:45:42	9:04:03:00	3	B-1
Westward (38.9)	Willard Bell	11:13:19:22	9:06:09:41	10	B-2
Irish Mist (36.0)	John L. Holleran	11:23:25:09	9:07:44:50	15	B-3
Leslie Kae (35.8)	Walter H. East	12:00:49:03	9:08:35:21	16	B-4
Santana (40.5)	Wally Nickell	11:18:13:00	9:15:15:29	25	B-5
Dare (40.1)	Walter Beck	11:20:35:19	9:16:34:01	28	B-6
Turmaline (36.4)	Jack Paschall, Jr.	12:07:45:52	9:17:26:23	30	B-7
King Don (36.2)	Don Walters	12:19:05:24	10:04:09:34	42	B-8
La Belle Vie (42.3)	R.W. Paulin	12:06:22:13	Disqualified		
Gabrielle II (36.3)	P.R. Sandwell	13:07:38:11	10:16:54:58	47	B-9
Shalom (38.6)	Robert Hanan	13:01:06:32	10:17:00:29	48	B-10
Akamai (35.1)	R.D. Alexander	13:22:45:31	11:04:20:10	51	B-11

Class C

Psyche (31.7)	Don Salisbury	12:05:06:48	8:22:44:30	1	C-1
Hanalei (31.6)	Hays McLellan	12:10:04:44	9:03:29:13	2	C-2
Tangent (31.5)	Don Gumpertz	12:11:52:28	9:05:01:00	6	C-3
Chrysopyle (30.9)	Dean Morrison	12:16:33:24	9:07:03:13	13	C-4
Blue Marlin (31.2)	Mrs. Carol McCune	12:15:44:22	9:07:40:22	14	C-5
Moccasin (31.5)	C.T. McElroy	12:16:14:22	9:09:16:14	17	C-6
Tilt o' the Kilt (31.9)	D. Bruce Adam	12:18:12:50	9:12:42:13	22	C-7
Nalu II (33.5)	Peter Grant	12:14:58:06	9:15:06:25	24	C-8
Mavourneen (31.3)	C.W. Robinette	12:23:26:27	9:15:49:22	26	C-9
Talisman (33.7)	Robert N. Williams	12:18:02:23	9:18:53:43	32	C-10
Isobar (30.6)	Les/Don Harlander	13:04:39:47	9:18:09:09	33	C-11
Conquistador (32.0)	Howard S. Cole Jr.	13:01:59:31	9:20:04:25	36	C-12
Hasty (31.9)	Duane Vergeer	13:03:05:24	9:21:39:14	38	C-13
Glory (29.7)	Frank Simpson II	13:16:56:22	10:02:42:32	39	C-14
Contessa III (31.4)	Shintaro Ishihara	14:04:12:09	10:20:42:07	49	C-15

Class D

Misty (28.2)	Ed Spaulding	13:02:37:04	9:06:04:57	9	D-1
Zephyrus III (28.3)	Bob McNeil	13:03:02:46	9:06:40:40	12	D-2
Mamie (28.8)	Milton B. Smith	13:04:29:03	9:10:37:52	18	D-3
Tyboon (26.8)	Harry P. Steward	13:14:17:22	9:11:16:15	19	D-4
Rani (28.2)	Roy H. Elliott, Jr.	13:09:10:07	9:12:11:18	20	D-5
Wind Song (28.4)	Jacob J. Markham	13:08:20:28	9:12:41:45	21	D-6
Tiare (27.2)	George W. Drucker	13:21:59:55	9:15:56:43	27	D-7
Yuletide (26.8)	George P. Yule	13:22:05:38	9:19:01:33	34	D-8
Elusive II (28.7)	Milt W. Stratford	13:15:21:19	9:21:11:58	37	D-9
Jo Too (27.7)	Frank Shelly	14:01:32:49	10:02:47:56	40	D-10
Escudero (25.8)	Richard Valdes	14:11:03:17	10:03:02:09	41	D-11
Mistress II (26.5)	G.H. Freyermuth	14:09:54:34	10:05:26:18	44	D-12
Bellwether (27.8)	Thomas F. Pickard	14:03:46:15	10:05:34:24	45	D-13
Nyon (28.1)	Derek G. Simpson	15:06:34:42	11:09:25:08	52	D-14
Chita II (25.5)	Yoshimasa Niwa	16:04:01:03	11:18:39:27	53	D-15

THE STORY OF THE 1967 TRANSPACIFIC YACHT RACE

A light southerly breeze greeted the participants in the Los Angeles to Honolulu Yacht Race on July 4, 1967. Through a gray haze, the fleet maneuvered for starting positions at an artificial line set west of the Point Fermin buoy off San Pedro.

A starboard start for most yachts left them little more than underway, pointing well below the Isthmus of Catalina.

Immediately following the start, SIMOON, WESTWARD and SERENA flopped to the port tack, and went up the coast toward the Santa Barbara Islands.

The fleet sailing the conventional course around the west end of the Island arrived there on the port tack, and much to their surprise found the course on the port tack from the west end of the Island closer to the rhumb line than the usual starboard tack beat.

The boats who set chutes and reached towards the islands off of Santa Barbara found little wind the first twenty-four hours, and eventually passed about the level of Santa Rosa Island. During the second night, a moderate northwesterly breeze arose which moved them out on course towards Honolulu. SIMOON reported 18 knots of wind at midnight the second night, and Westward received this same wind about 3 o'clock in the morning. SIMOON was further north than Westward.

The fleet, which had elected to follow the conventional course, reached San Nicholas Island on the 5th of July, and for the most part, remained there in a flat calm with much haze until late in the afternoon or early evening of July 6. Few sailors have had such a prolonged and frustrating examination of this desolate rock under becalmed conditions for 24 consecutive hours.

The westerly breeze arose late the night of the 6th of July for most of the fleet, and about the 7th they had passed far enough west to consider chutes. Several of the boats who felt that the wind was picking up north elected to stay on headsails and travel north to join the group which had gone up to the Santa Barbara Islands from the start. This, in most instances, proved to be an advantageous move.

The winds throughout the entire race were light. KIALOA specifically stated they never did have enough wind. On the night of the 13th of July a storm from Baja crossed the path of the fleet with winds to 18 to 20 knots. Gusts may have been heavier than that in some places.

Damage to the entire fleet was minimal except for SALACIA, who lost her mast when she dipped her spinnaker pole. RAMPAGE lost her rudder and SIMOON bent her mizzen mast.

SALACIA was able to continue the race under jury rig and finish. It was necessary for the Coast Guard to tow RAMPAGE to the finish line without her rudder. SIMOON finished but the damage to the mizzen mast precluded the use of her mizzen staysail and mizzen spinnaker. Tragedy struck the yacht BLUEBELL in mid-ocean when her skipper developed symptoms of a perforating stomach ulcer. He was transferred to a Naval vessel and eventually arrived in San Diego and was hospitalized. Subsequent to this hospitalization and after returning home, he succumbed to his illness. The yacht BLUEBELL continued the race "sans skipper." A second injury aboard the same yacht occurred when a backstay let go, striking one of the crew members about the head lacerating his scalp and cheek. He continued with the ship, however. Aboard BABBA THREE the owner and skipper, Bill Nevin, was thrown across the yacht with such force that he broke his ribs. He was transferred to a Coast Guard cutter, and the yacht finished without him. The uneventful and mild run to a finish, approximately 11 to 14 days later, was in marked contrast to some of the previous races where the winds have been heavier. Some of the larger boats arrived at Molokai Channel with moderate to heavy winds, but traversed the famous slot without incident. Others, which arrived about the 12th to 14th day, experienced very moderate winds in the Channel.

HONOLULU RACE OF 1967

Course: San Pedro to Diamond Head Light, 2250 nautical miles.

Handicap Rule: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4, noon, Pacific Daylight Time.

Yacht	Owner	Elapsed	Corrected	Place	
Class A		D:H:M:S	D:H:M:S	Fleet	Class
Audacious (59.6)	Al Cassel	12:06:15:16	9:14:21:35	27	A-1
Kialoa II (63.4)	John B. Kilroy	12:03:18:46	9:16:38:04	32	A-2
Stormvogel (76.0)	Cornelius Bruynzeel	11:14:10:56	9:18:02:49	33	A-3
Orient (51.4)	Peter Davis	13:04:31:32	9:23:14:38	42	A-4
Whistle Wing (58.4)	Hastings Harcourt	12:19:01:01	10:01:14:59	46	A-5
Legend (52.2)	Phil Campbell	13:05:28:16	10:01:51:07	47	A-6
Serena (77.3)	Kenneth W. DeMeuse	11:22:33:44	10:03:42:00	49	A-7
Driver (53.8)	Philip Graham	13:12:30:11	10:11:27:41	57	A-8
Kamalii (57.0)	E.L. Doheny	13:08:37:49	10:12:49:24	59	A-9
Novia del Mar (68.3)	John P. Scripps	12:22:24:37	10:17:51:03	61	A-10
Te Matai (54.6)	John W. McIntire	13:19:21:49	10:19:37:33	63	A-11
Queen Mab (65.3)	Larry Pringle	13:07:21:44	10:23:10:51	66	A-12
Rampage (59.7)	James Jones	Disqualified			
Class B					
Simoon (36.8)	Stanwood Williams/ John Hall	13:11:42:50	8:20:35:15	2	B-1
Irish Mist (38.0)	Jack P. Holleran	13:14:40:45	9:03:03:26	6	B-2
Flare (38.6)	Arnold Feuerstein	13:17:52:36	9:08:01:42	13	B-3
Westward (43.8)	Willard Bell/ Henry H. Wheeler, Jr.	13:05:05:22	9:08:21:01	14	B-4
Contigo (39.5)	Von Stumm	13:19:43:07	9:12:16:51	21	B-5

Class B (continued)

Jubilation (42.9)	Harry P. Steward	13:11:28:29	9:12:39:09	22	B-6
Aranji (38.4)	Henry H. Wheeler, Jr.	13:23:27:51	9:12:55:03	23	B-7
Alpha (39.6)	Theodore Stephens	13:21:22:01	9:14:09:22	26	B-8
Nimble (40.2)	Duane Vergeer	13:21:02:18	9:15:16:32	28	B-9
Jacarol II (41.5)	Jack K. Hamilton	13:18:43:32	9:16:29:30	30	B-10
Malaquena II (43.5)	Wm. M. Ravenscroft	13:13:52:39	9:16:31:57	31	B-11
Spirit (46.6)	Norman R. McCarvill	13:09:52:49	9:19:12:37	35	B-12
Ichiban (44.3)	Rudolph Krueger	13:14:59:35	9:19:29:02	36	B-13
Chiriqui (47.4)	Jacob D. Wood	13:11:45:46	9:22:51:15	41	B-14
Sumatra (43.8)	Albert C. Martin	13:20:44:01	10:00:02:15	44	B-15
Ranger (39.2)	Warren C.T. Wong	14:12:50:42	10:04:30:40	51	B-16
Kanaka Bug II (39.0)	Charles S. Offer	14:15:15:21	10:06:27:30	54	B-17
Rowena (38.1)	Donald G. Dalziel	14:18:29:32	10:07:04:05	55	B-18
Sea Urchin (39.2)	Gordon S. Lacy	14:18:37:11	10:10:26:47	56	B-19
Mystic Isle (38.1)	Bud R. Lowrie	14:23:59:01	10:12:45:26	58	B-20
Starling III (39.9)	Norman P. Ream	14:19:28:02	10:13:11:51	60	B-21
Privateer (44.7)	David W. Alien	14:14:14:24	10:19:28:21	62	B-22
Salacia (41.3)	Thomas C. Corkett	15:00:30:00	10:21:38:31	65	B-23
Blue Bell (39.1)	Morgan M. Pattison, Jr.	16:09:17:23	12:00:54:30	69	B-24

Class C

Holiday Too (35.8)	Robert M.Allan III	13:13:53:50	8:19:46:46	1	C-1
Priate II (36.0)	Merritt H. Adamson	13:18:35:20	9:01:05:21	4	C-2
Madrugador (35.6)	Wm. H. Alien, Jr.	13:20:22:14	9:01:39:12	5	C-3
Vamoose (35.0)	R.E. Turner III	13:23:06:22	9:06:39:03	8	C-4
Bellwether II (36.0)	Thomas Pickard	14:00:29:10	9:06:51:46	9	C-5
Argonaut (36.1)	Mort Andron	14:00:12:02	9:06:56:53	10	C-6
Bat (34.1)	William M. Samuels	14:08:28:15	9:08:51:31	11	C-7
Ahsante (35.8)	Lou Comyns	14:03:08:46	9:08:53:55	16	C-8
Happy Warrior (35.6)	Michael Rogerson	14:04:50:23	9:10:01:47	18	C-9
Blue Martin (34.8)	Maxfield Smith	14:08:36:42	9:11:26:26	19	C-10
Mocassin (35.7)	C.T. McElroy	14:07:50:55	9:13:28:39	24	C-11
Tilt o' the Kilt (35.6)	D. Bruce Adam	14:08:36:23	9:13:59:17	25	C-12
Celebrity (36.0)	Richard Catlin	14:09:34:43	9:15:55:28	29	C-13
Seabird III (35.5)	William C. Birdsey, Sr.	14:13:30:07	9:19:11:33	34	C-14
Enchantress (35.9)	Alien Kelly	14:15:09:59	9:21:12:11	38	C-15
Chinook (36.2)	Dr. Wm. G. Durnin	14:19:26:13	10:02:27:45	48	C-16

Class D

Intrepid (32.0)	Barry A. Berkus	14:07:32:23	9:00:39:11	3	D-1
Whimsey II (31.7)	Hugh Rogers	14:14:15:00	9:06:28:24	7	D-2
La Atraveda II (31.9)	Ralph Ross	14:14:32:17	9:07:14:36	11	D-3
Tiare (28.8)	Geo. W. Drucker, Jr.	15:03:11:03	9:07:22:48	12	D-4
Chrysopyle (32.2)	Dean Morrison	14:16:15:08	9:09:59:23	17	D-5
Misty (30.6)	E.H. Spaulding	15:00:10:53	9:11:55:25	20	D-6
Punahele (30.5)	Robert T. Evju	15:09:34:00	9:20:45:32	37	D-7

Class D (continued)

Van Diemen (28.9)	Nick Alexander	15:17:00:25	9:21:30:20	39	D-8
Carib II (30.7)	Ed Feo	15:09:42:52	9:21:55:58	40	D-9
Mele Makani (31.2)	Cy Gillette	15:09:47:17	9:23:51:38	43	D-10
Severn (33.6)	Francis A. Sooy, M.D.	15:02:24:23	10:00:51:31	45	D-11
Gambit (31.8)	Robert C. Oldham	15:11:52:47	10:04:17:18	50	D-12
Babba II (31.2)	William S. Nevin	15:15:06:25	10:04:54:49	52	D-13
Horizon (31.5)	John M. Wilson	15:14:30:43	10:05:45:53	53	D-14
Sigame (32.2)	Sid Renkow	16:02:14:56	10:19:59:11	64	D-15
Tranquilla (26.6)	Robert L. Ross	17:05:51:36	11:00:12:37	67	D-16
Diabatical II (32.4)	Miss Marcia L. Campbell	16:05:59:55	11:00:27:55	68	D-17
Bandido (31.2)	Lew M. Warden, Jr.	D.N.F.			

TAHITI RACE OF 1968

Course: San Pedro to Papeete, Tahiti, 3571 nautical miles

Handicap Rule: Ocean Racing Rule of CCA

Start: June 15, noon, Pacific Daylight Time

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place
Aranji (39.2)	Henry H. Wheeler	20:12:27:24	13:13:00:24	1
Salacia (41.5)	Thomas Corkett	20:13:57:19	14:00:27:16	2
Rapture (39.9)	Fuller Calloway III	21:16:19:50	14:20:09:14	3
Chiriqui (47.4)	Jacob D. Wood	21:00:11:52	15:07:55:28	4
Misty (31.9)	Ed Spaulding	23:20:35:25	15:08:06:39	5
Star Dancer (32.8)	J.D. Starkweather, Jr.	Disqualified		

THE STORY OF THE 1969 TRANSPACIFIC YACHT RACE

Again the light breezes greeted the assembled Fleet for the race from Los Angeles to Honolulu on July 4, 1969. The light winds at the start persisted throughout the day and until the Fleet was just beyond the west end of Catalina. The time of the arrival of the "Big Wind" varied with the rapidity with which the individual yachts crossed the Channel. Early in the evening of the first night a strong westerly greeted the Fleet, which buried rails, smashed gear, tore sails and even partially destroyed some of the yachts.

Thrashing with lee rails awash was a trying experience for many of the crews. Seasick, wet, cold, attempting to cook while "standing on the ear," and banging into big seas, was not the delightful experience which followed after the run in the Trades was established. This close reaching and hard driving into northerly winds of strong velocity continued for several days longer than the usual close reach.

Somewhere between the fourth and sixth day, depending upon the size of the vessel, the traditional run with full chutes, strong winds and big seas, started the group downhill to the "Islands of Endless Summer." For the most part the race was characterized this year with the prolonged reach, no light airs and an extremely rapid sail for the yachts who were able to complete the race without major damage.

HONOLULU RACE OF 1969

Course: San Pedro to Diamond Head Light, 2250 nautical miles

Handicap Rule: Ocean Racing Rule of CCA

Start: July 4, 1300 hours, Pacific Daylight Time

Yacht Class A	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place Fleet Class
Concerto (47.2)	John J. Hall	10:16:10:22	7:02:48:47	6 A-1
Rascal (49.1)	William H. Wilson	10:12:30:38	7:02:59:21	7 A-2
Sumatra (43.9)	Albert Martin	11:00:40:07	7:04:16:32	10 A-3
Blackfin (75.0)	Kenneth De Meuse	9:10:21:00	7:13:11:42	25 A-4
Baruna (56.3)	John McIntire	10:10:47:26	7:13:51:10	29 A-5
Dare (45.1)	Walter Beck	11:09:18:59	7:15:27:49	32 A-6
Mir (63.0)	George W. O'Brien	10:03:47:35	7:16:39:05	35 A-7
Windward (81.5) Passage*	Robert E. Johnson	9:11:24:59	7:20:33:33	45 A-8
Whirlwind II (50.7)	Michael K. Lewin	11:04:48:47	7:22:24:01	48 A-9
Pursuit (68.9)	Ronald MacAnnan	10:08:31:02	8:04:39:44	55 A-10
Kamalii (59.6)	E.L. Doheny	10:21:12:29	8:04:19:33	56 A-11
Queen Mab (65.3)	Robert L. Pringle	10:21:31:02	8:13:21:36	59 A-12
Chirqui (48.1)	Jacob D. Wood	12:05:21:28	8:17:50:46	60 A-13
Novia del Mar (70.0)	John P. Scripps	10:22:41:23	8:19:44:59	61 A-14
Class B				
Salacia (41.5)	Thomas C. Corkett	11:05:24:44	7:03:15:09	8 B-1
Mystic (42.6)	Marvyn Carton	11:07:34:26	7:07:56:10	13 B-2
Nimble (39.4)	William Nickerson	11:15:34:14	7:07:59:49	14 B-3
Moccasin (38.9)	C.T. McElroy	11:15:43:45	7:09:44:24	18 B-4
Simoon (38.5)	John R. Nobel	11:21:43:19	7:11:40:56	21 B-5
Jubilation (42.7)	Harry P. Steward	11:12:00:38	7:12:39:47	23 B-6
Cygnus (38.6)	E.E. Chipman	12:02:11:44	7:16:22:42	34 B-7
Amorita (39.2)	Henry S. Grandin, Jr.	12:01:22:25	7:17:05:43	37 B-8
Ya Turko (39.2)	George Antarr	12:01:45:25	7:17:30:12	38 B-9
Marionette (40.0)	William H. Lindlow	12:00:34:16	7:17:39:53	39 B-10
Westerly (38.5)	Ernest C. Wilson, Jr.	12:04:28:34	7:18:17:39	40 B-11
Xanthippe (38.5)	Alan B. Simpkins	12:04:39:15	7:18:35:00	41 B-12
Intermezzo (39.3)	Stan Williams	12:02:54:55	7:18:59:21	43 B-13
Chita III (40.6)	Y. Niwa	12:02:11:21	7:21:41:58	47 B-14
Ranger (38.5)	Warren C.T. Wong	12:08:36:11	7:22:31:56	49 B-15
Starling III (39.4)	Norman P. Ream, Jr.	12:07:00:06	7:23:12:42	51 B-16
Loco Viente II (39.1)	James Seals	12:10:55:53	8:02:27:41	52 B-17
Rowena (39.0)	Donald Dalziel	12:11:48:06	8:02:55:26	53 B-18
Blanquita (38.5)	Robert E. Amos	12:20:00:39	8:09:53:04	57 B-19
Da Kine (40.3)	Harry Guest	13:10:22:42	9:05:01:46	62 B-20
Yellowbird (39.1)	Frank Druding	Withdrawn. Returned to San Pedro		

* assessed 2 hour penalty as a result of protest by ESPRIT.

Class C

Argonaut (35.3)	Mortimer Andron	11:16:35:23	6:20:44:07	1	C-1
Quasar (35.0)	Arthur T. Biehl	11:17:53:24	6:21:16:09	2	C-2
Vivant (35.7)	Mort Haskell	11:18:04:55	6:23:35:14	3	C-3
Curioso (35.4)	Charlie Brown	11:21:17:59	7:01:58:59	4	C-4
Numse II (35.2)	Maury Smith	12:02:29:09	7:06:36:02	11	C-5
Tilt o' the Kilt (36.0)	P. Bruce Adams	12:01:47:44	7:08:21:28	15	C-6
Montgomery Street (35.8)	James Denning	12:03:02:11	7:08:49:11	16	C-7
Esperance (35.7)	Jack Linkletter	12:03:22:47	7:09:04:13	17	C-8
Tangent (36.4)	Sam Holland	12:02:43:38	7:10:25:13	19	C-9
Ahsante (35.7)	Lou Comyns	12:05:03:33	7:10:39:25	20	C-10
Typee (35.9)	Llewellyn Bixby, Jr.	12:07:12:08	7:13:21:45	26	C-11
Hawaiiana (36.1)	Jay R. Moore	12:06:57:34	7:13:44:16	28	C-12
Americana (35.9)	James G. Moore	12:08:50:11	7:15:07:13	31	C-13
Van-O-Van (35.5)	L.P. Van Slyke	12:11:00:39	7:15:51:17	33	C-14
Dakar (35.5)	W.V. Goodley	12:11:53:52	7:16:57:51	36	C-15
Anuenue (34.8)	John P. Milligan	13:00:22:03	8:03:07:43	54	C-16
Ana Marie II (36.4)	Al Schoellerman	Broken bowsprit. Returned to San Pedro.			
Valarie (35.0)	Robert C. Oldham	Dismasted. Returned to San Pedro.			
Celebrity (36.4)	Richard Catlin	Withdrawn. Returned to San Pedro.			
Finesse II (36.2)	W.G. Andrews	Withdrawn. Returned to San Pedro.			

Class D

Esprit (31.5)	Geo.W. Phillips, Jr.	12:11:36:04	7:02:41:58	5	D-1
Intrepid II (34.7)	Barry Berkus	12:01:56:47	7:04:15:00	9	D-2
Pleiades (31.9)	Richard Smyth	12:14:40:42	7:07:25:15	12	D-3
Mamie (32.2)	Milton Smith	12:18:48:52	7:12:26:26	22	D-4
Ano Nuevo (31.5)	Rolfe C. Croker	12:21:43:13	7:12:46:53	24	D-5
L'Allegro (31.1)	Roderic B. Park	13:00:02:15	7:13:26:17	27	D-6
Aventura (29.2)	L.H. Price, Jr.	13:08:05:16	7:13:54:33	30	D-7
Scotch Mist (31.7)	Dan O'Brien	13:03:08:55	7:18:57:50	42	D-8
Heteara (28.7)	Joe DeMeter	13:15:44:16	7:19:19:40	44	D-9
Nepenthe (32.0)	Albert M. Alien	13:03:40:50	7:20:49:51	46	D-10
Destiny II (34.3)	John P. Hooten	13:21:51:51	7:23:01:06	50	D-11
Mahia (34.0)	Sandy Greenberg	14:12:58:52	8:12:53:34	58	D-12
Valkyrie II (29.6)	Reed A. Christensen	14:20:39:45	9:04:04:42	63	D-13
Maestro (33.0)	D.L.Armstrong	14:20:59:45	9:17:42:22	69	D-14
Pericus (34.3)	J.H. Wyman	Dismasted. Returned to San Pedro.			
Roughneck II (31.2)	Nathaniel Sceva	Lost rudder. Returned to San Pedro.			
Quest (31.7)	Thomas B. Levine	Lost rudder. Towed to Honolulu.			

TAHITI RACE OF 1970

Course: Los Angeles to Papeete, Tahiti, 3571 nautical miles.

Handicap Rule: Ocean Racing Rule of CCA.

Start: June 15, noon, Pacific Daylight Time.

Yacht	Owner	Elapsed		Place	
		D:H:M:S	D:H:M:S	Fleet	Class
Widgeon (40.8)	Norm Bacon	19:11:04:20	15:18:52:42	1	A-1
Jubilation (38.3)	Harry Steward	20:04:57:10	16:02:00:58	2	B-1
Aries (44.3)	Russ Ward	19:06:28:54	16:03:47:53	3	A-2
Misty (28.7)	Swegh Hamren	23:01:36:44	16:17:17:21	4	B-2
Spirit (28.9)	George Kiskaddon	23:01:35:53	16:18:19:00	5	B-3
Quasar (31.3)	Art Biehl	22:15:24:45	16:23:58:20	6	B-4
Pen Duick III (50.3)	Eric Tabarly	19:09:30:35	17:02:50:37	7	A-3
Numse II (32.3)	Maurry Smith	22:15:08:36	17:05:08:56	8	B-5
Mir(58.8)	George O'Brien	18:13:11:43	17:05:09:55	9	A-4
Simoon (36.4)	John Noble	21:17:53:45	17:06:10:14	10	B-6
Blackfin (67.0)	Ken DeMeuse	18:12:16:43	17:21:54:19	11	A-5
Vision (38.9)	Milt Starford	22:02:47:37	18:02:29:44	12	B-7
Tangent (33.5)	Sam Holland	23:10:44:08	18:07:54:11	13	B-8
Narragansett (50.5)	Alain Gliksman/ Alain Colas	21:11:29:30	19:05:29:25	14	A-6

THE STORY OF THE 1971 TRANSPACIFIC YACHT RACE

The past three Transpacific Yacht Races have been dominated by the small easily surfed Cal 40's. 1971 turned out differently, at least partially because of unusual weather conditions, leading to victory by the Class A yachts. WINDWARD PASSAGE first-to-finish was also first overall and first in class. In addition she set a new elapsed time record of nine days, nine hours, six minutes and forty-eight seconds. Typically light winds at the start off Point Fermin pushed the fleet around the west end of Catalina after the 1:00 afternoon start. As the fleet sailed on beyond the Island, lumpy seas developed with stronger winds that hauled slightly. By July 7th the seas had subsided, but the winds had dropped to a maximum of 15 knots, now from the northwest. The breeze dropped to the 8-10 knot range on July 8 and 9, but shifting to a more favorable northeast source.

Hurricane Denise became a factor beginning July 10th. Winds in the fleet increased slightly and seas became steeper. However, only two days later the storm had progressed west resulting in light winds for the fleet. This in effect allowed the Class A boats to finish leaving the smaller craft to sea in doldrums. WINDWARD PASSAGE led the fleet almost the entire race. GREYBEARD, after trouble at the start, was first around Catalina and BUCCANEER reported ahead for a day, but Robert M. Johnson's crew managed to pull ahead by July 6. The 1969 winner ARGONAUT, skippered by John Andron, dominated the smaller boats again but the light winds resulting from the westward movement of Denise ensured victory to the Class A yachts.

HONOLULU RACE OF 1971

Course: Los Angeles to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing Rule of IOR.

Start: July 4, 1300 hours, Pacific Daylight Time.

Yacht Class A	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place	Fleet Class
Windward Passage (71.7)	Robert Mark Johnson	9:09:06:48	9:05:34:22	1	A-1
Blackfin (69.9)	Kenneth W. DeMeuse	9:17:17:49	9:11:49:05	2	A-2
Warrior (45.4)	Al Cassel	11:08:29:34	9:16:26:54	3	A-3
Ondine (73.1)	S.A. Long	9:17:58:17	9:15:56:17	4	A-4
Buccaneer (68.5)	T.E. Clark	10:00:34:54	9:17:22:29	5	A-5
Kialoa II (62.7)	John B. Kilroy	10:08:02:32	9:17:31:53	6	A-6
Rascal (46.2)	William H. Wilson	11:13:28:48	9:19:10:54	7	A-7
Min Sette (52.7)	Joe Pollock, Jr.	11:01:42:50	9:20:00:13	8	A-8
Nalu IV (41.8)	Frank Rice	12:01:49:20	9:21:32:13	9	A-9
Dorothy 0 (44.8)	Dr. R.F. Beauchamp	11:21:55:50	10:00:35:05	14	A-10
Aries (44.3)	W. Russ Ward	12:04:15:58	10:05:43:45	22	A-11
Stormy (44.9)	C. Bruynzeel	12:04:51:20	10:07:47:56	27	A-12
Baruna (53.8)	John W. McIntire	11:19:57:34	10:16:06:15	37	A-13
Kamalii (53.6)	E.L. Doheny	12:06:18:04	11:02:06:24	53	A-14
Greybeard (69.3)	L.H. Killam	Withdrew	D.N.F.		

Class B

Encore (34.7)	Dick Blatterman/ Bill Lawhorn	12:23:06:23	9:22:43:38	11	B-1
Loco Viente II (36.2)	Dr. Jim Seals	13:10:54:14	10:15:06:38	33	B-2
Fickle Duck (33.8)	George R. Schmidt	13:18:46:20	10:15:19:54	35	B-3
Ya Turko (37.7)	George Antarr	13:06:57:25	10:15:39:18	36	B-4
Blue Norther (33.6)	William W. Sullivan	14:00:05:05	10:19:49:30	42	B-5
Vision (38.9)	Milton W. Stratford	13:09:41:45	10:21:41:33	44	B-6
Sundowner (36.3)	Ronald Swanson	13:17:13:34	10:21:51:40	45	B-7
Guinevere (35.1)	Fred/Connie Smales	13:21:59:33	10:22:48:38	46	B-8
Flame (34.3)	G.R. Ramage, Jr.	14:02:07:00	11:00:09:20	50	B-9
Xanthippe (35.4)	Alan B. Simpkins	14:03:33:25	11:05:16:06	55	B-10
Pacifica (34.9)	Edward B. Isett	14:05:50:57	11:05:59:24	56	B-11
Nimble (36.4)	William A. Nickerson	14:18:02:32	11:22:47:56	63	B-12
Konisea V (33.0)	James W. Cranston	15:14:54:34	12:08:35:52	64	B-13
Rowena (36.5)	Donald B. Dalziel	16:14:33:00	13:19:38:27	68	B-14

Class C

Argonaut (31.0)	Jon Andron	13:11:38:02	9:22:03:07	10	C-1
Ariana (31.1)	George O. Thorson	13:11:30:40	10:04:39:10	12	C-2
Totis Viribus (31.6)	Richard Evanson	13:11:53:35	10:00:24:33	13	C-3
Quasar (32.1)	Arthur T. Biehl	13:11:57:58	10:02:24:58	17	C-4
Blue Streak (32.4)	Gary L. Myers	13:11:00:54	10:02:44:26	18	C-5
Mamie (32.1)	Milt Smith	13:12:13:55	10:02:51:56	19	C-6
Chinook (31.4)	Shawn Durnin	13:16:42:12	10:03:39:10	20	C-7
Vivant (31.5)	Bill Polly/ Tom Pickard	13:17:27:21	10:05:33:25	21	C-8

Class C (continued)

Moon Day (31.1)	Ed Lorence	13:20:32:45	10:07:09:25	23	C-9
Duello (31.8)	Thomas F. O'Brien	13:17:41:19	10:07:15:07	24	C-10
Satin Doll (31.2)	Tom Bush	14:02:46:09	10:13:43:36	31	C-11
Esperance (31.7)	Bruce Crabtree	14:01:41:00	10:14:52:28	32	C-12
Sayula (31.5)	Ramon Carin	14:03:12:02	10:15:33:58	34	C-13
Alice (32.5)	Paul F. Loveridge	14:01:29:09	10:17:34:19	38	C-14
Shibui (31.5)	Charles Kober	14:06:03:53	10:18:09:57	39	C-15
Flying Cloud (32.4)	Gordon Armstrong	14:02:49:15	10:18:34:57	40	C-16
Lynla (31.4)	Jackson E. Scott	14:11:08:13	10:22:53:48	47	C-17
Nanimar (31.4)	Dick Plavan	14:11:18:19	10:23:06:11	49	C-18
Montgomery Street (31.8)	Henry B. Grandin	14:10:45:59	11:00:10:52	51	C-19
Kolohe (31.3)	E.G. Lambert	15:03:53:13	11:15:29:40	61	C-20
Sangvind (32.4)	James A. Craig	15:02:28:02	11:18:02:53	62	C-21

Class D

Dakar (31.0)	Dr. Wm. V. Goodley	13:14:55:13	10:01:06:22	15	D-1
L'Allegro (27.5)	Roderic B. Park	14:06:26:48	10:02:07:02	16	D-2
Pleiades (27.5)	Dr. Richard Smith	14:11:57:10	10:07:34:37	25	D-3
Intrepid II (30.9)	Barry A. Berkus	13:21:33:59	10:07:42:48	26	D-4
Defiant (28.1)	James Jessue	14:12:42:08	10:11:06:08	28	D-5
Sigame (27.5)	Sid Renkow	14:15:21:33	10:11:07:20	29	D-6
Yellow Jacket (30.8)	Terrel E. Green	14:02:31:16	10:12:16:46	30	D-7
Amante (29.3)	D.W. Barber	14:16:08:54	10:19:47:46	41	D-8
Valerie (30.8)	Robert C. Oldham	14:11:32:15	10:20:56:39	43	D-9
Nepenthe (29.4)	Albert H. Allen	14:18:50:53	10:22:57:25	48	D-10
Sandpiper (29.2)	James DeWitt	14:21:50:29	11:00:54:06	52	D-11
Bevika (29.2)	Dick Bockius	14:23:28:41	11:02:34:40	54	D-12
Espirit (29.5)	George W. Phillips, Jr.	15:03:22:13	11:07:41:16	57	D-13
Blue Orpheus (30.1)	Richard Johnson	15:03:38:51	11:10:28:07	58	D-14
Flying Cloud (30.3)	Edwin W. DeKoning	15:03:13:19	11:10:48:27	59	D-15
Aventura (29.6)	L.H. Price, Jr.	15:19:30:31	11:15:24:36	60	D-16
Woodwynd (28.8)	Paul F. Jacobs	16:13:36:22	12:14:46:47	65	D-17
Bold Host (28.9)	Dick Williams	16:13:30:24	12:15:09:19	66	D-18
Leprechaun (29.8)	Whitney A. Collins	16:09:37:20	12:15:13:18	67	D-19

TAHITI RACE OF 1972

Course: Los Angeles to Papeete Tahiti, 3571 nautical miles.

Rule: IOR Mark 111.

Start: June 15, 1300 hours, Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place
Pen Duick (44.0)	Eric Tabarly	21:11:25:35	18:17:19:03	1
Aries (44.0)	William R. Ward	21:12:28:30	18:18:04:10	2
Concerto (44.1)	Irving Loube	21:15:45:26	18:21:36:31	3
Siete (44.9)	William L. Stewart	21:23:35:20	19:08:34:54	4
Min Sette (52.0)	J. Pollock, Jr.	21:03:02:12	10:10:33:36	5
Greybeard (69.7)	L.J. Killan	20:00:11:28	20:00:11:28	6
Inisfail* (32.0)	Gary Horder	27:16:19:54	22:15:29:00	7

*Penalties assessed for missing roll calls.

THE STORY OF THE 1973 TRANSPACIFIC YACHT RACE

The 1973 running of the great Transpacific Yacht Club race from Los Angeles to Honolulu will be remembered for what old salts agree was the most exciting elapsed time finish since the races started in 1906.

RAGTIME, a 62-foot sloop with six co-skippers aboard, nosed out record-holder WINDWARD PASSAGE by a mere 4 minutes and 31 seconds at the Diamond Head finish line.

The “nosed out” phrase applies because Mark Johnson’s 73-foot ketch WINDWARD PASSAGE had been the front-runner in daily reports virtually from the excellent start by 60 yachts at Point Fermin, mid-day on July 4. Her position in relation to Class A challenger BLACKFIN made news until RAGTIME took over the lead on July 13. RAGTIME lengthened the lead, then barely hung onto it dramatically for first-to-finish honors.

Meanwhile, the overall first place competition, to be decided on corrected time, most-ly narrowed down to Class D boats.

First place had changed hands many times in the race, but it was the boldly named CHUTZPAH, which grabbed the lead and held on in the final days, which counted. She crossed the line early on July 17, just behind ARIANA, but with a corrected time of 8 days, 21 hours, 21 minutes and 50 seconds — good enough to push ARIANA into second overall.

Although no records were broken, the 27th running of the 2,225 mile granddaddy of all blue water races had excitement and colorful galore.

It even had a boat sink, but it happened after EAGLE had crossed the finish line. The 33-foot sloop, skippered by Larry K. Shorett of Seattle, made a midnight finish, but struck a reef and sank off Waikiki Beach. All hands were safe.

The only other major mishaps were reported by DEFIANT, a 36-foot sloop who lost a rudder and had to withdraw, but nevertheless continued on toward Honolulu, and VICARIOUS, a Cal 33, who stayed in the race despite a broken mast.

No injuries were reported, but one boat did lose its hi-fi set to flames. There were bad jokes about hot music.

Because WINDWARD PASSAGE set a new course record of 9 days, 9 hours, 6 minutes and 48 seconds in the 1971 race — and also won overall handicap honors, which is unusual for a big Class A boat — much attention was directed her way. And toward Ken DeMeuse’s former record holder, the 75-foot sloop BLACKFIN, which again trailed WINDWARD PASSAGE across the line.

The difference this time was that the first time entry, RAGTIME, flying the burgee of the Long Beach Yacht Club, was ahead of both of them. Of controversial design and bearing handicap ratings to show for it, RAGTIME was an acknowledged first-to-finish threat. But she certainly showed a dramatic flair in arriving first! The owner-skipper syndicate which entered her includes Bill Dalessi, Barney Flam, Dr. Mort Haskell, Stan Miller, Chuck Kober and Jack Queen. Her elapsed time was 10 days, 14 hours and 40 seconds.

CHUTZPAH is a local yacht which made good. Owner-skipper was Stuart M. Cowan, who flew the colors of the Waikiki Yacht Club. Pre-race critiques noted that CHUTZPAH’s design made her a threat for corrected time honors, but in a field of 60 boats, including so many proven championship contenders, her name was not stressed as a favorite. CHUTZPAH also was first in Class D.

Charles B. Boothe, Commodore of the sponsoring Transpacific Yacht Club, expressed his thanks to the scores of committee chairmen and members and participants who made the 1973 “Aloha” race to Honolulu a success. Race Chairman for the biennial event was Charles W. Smith.

“It was a fine race with a large and representative fleet of topnotch contenders,” said Commodore Boothe.

Although analysis of sailing strategy and wind conditions will go on for months, the race apparently was run without any major periods of doldrums — and without bad storms or hurricane threats, as in the 1971 race when Hurricane Denise hovered near the course for a period.

Virtually all Class A entries crossed the finish line (elapsed time) ahead of the smaller boats, which was not unexpected. WARRIOR, Al Cassel's 50-foot cutter from the Bahia Corinthian Yacht Club, Newport Beach, was first in Class A by corrected time. However, most of the big boats placed well down in the overall (corrected time) list. Class B winner was IMPROBABLE, which also placed third in fleet. Class C winner was BLUE STREAK.

HONOLULU RACE OF 1973

Course: Los Angeles to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing Rule of IOR.

Start: July 4, 1300 hours, Pacific Daylight Time.

Yacht	Owner	Elapsed	Corrected	Place	
<i>Class A</i>		D:H:M:S	D:H:M:S	Fleet	Class
Warrior	A. Cassel	11:22:15:40	9:10:56:58	11	A-1
Ragtime	Ragtime Syndicate	10:14:00:40	9:12:15:24	16	A-2
Robon	R.H. Grant	11:12:14:23	9:14:15:20	21	A-3
Min Sette	J. Pollock Jr.	11:20:15:32	9:16:36:51	26	A-4
Windward Passage	R.M. Johnson	10:14:05:11	9:17:47:08	28	A-5
Lightning	T. Stephens	12:13:11:59	9:19:18:20	29	A-6
Siete	W.L. Stewart III	12:14:56:04	9:21:15:18	32	A-7
Blackfin	K. DeMeuse	10:22:41:05	9:21:51:54	34	A-8
Ondine	S.A. Long	11:04:19:20	10:02:06:04	39	A-9
Aries	R. Ward	13:02:17:53	10:07:15:06	46	A-10
Orient	J. Bennett	12:22:29:01	10:08:44:56	48	A-11
New World	G.C. Kiskaddon	11:09:30:19	10:08:49:55	49	A-12
Buccaneer	T.E. Clark	11:08:38:45	10:12:18:39	51	A-13
Alert	J.W. Dee	14:02:56:51	11:09:59:50	58	A-14
<i>Class B — Rating from 40 to 50, inclusive</i>					
Improbable	D.W. Alien	12:12:08:14	9:01:54:18	3	B-1
Panache	R.B. Park	12:14:06:03	9:08:41:33	8	B-2
Nalu IV	H.V. Kilpatrick	12:11:52:02	9:11:05:49	12	B-3
Sandering IV	Poole/Johnson	13:12:31:04	9:13:16:07	18	B-4
Starwagon	D. Elliott	13:18:37:27	9:20:10:16	30	B-5
Salacia	J. DeMeter	13:15:32:17	10:00:12:58	36	B-6
Silversword	J.R. Lambert	13:04:53:10	10:00:22:33	37	B-7
Nimble	W.A. Nickerson	13:18:37:34	10:01:19:16	38	B-8
Neferti	H. Segale	13:06:44:17	10:02:47:49	40	B-9
Robon III	R.G. Handley	13:22:43:13	10:03:41:38	43	B-10
Sea Fever	C.D.F. Jensen, Jr.	13:06:15:24	10:06:11:00	45	B-11
Mystic	M. Carton	13:14:03:46	10:08:12:37	47	B-12
Rowena	D.B. Dalziel	14:07:17:01	10:13:19:43	52	B-13
Nalu II	J.E. Walker	15:13:09:10	12:02:58:35	59	B-14

Class C — Less than 40 Rating

Blue Streak	G.L. Myers	13:09:15:34	9:07:09:35	6	C-1
Mistress II	R.P. Ettinger	13:13:30:23	9:10:22:54	10	C-2
Tenacity	R.C. Croker	13:18:38:13	9:11:44:11	13	C-3
Sirocco	T.L. Gettenberg	13:14:24:25	9:12:06:23	14	C-4
Olympian	P.G. Schmidt	13:18:47:43	9:12:11:43	15	C-5
Kolohe	T. Rhea	13:22:23:36	9:14:05:58	20	C-6
Montgomery Street	J. Denning	14:00:20:02	9:15:44:22	24	C-7
Mamie	M. Smith	13:17:56:32	9:15:47:07	25	C-8
Red Rooster	D.T. Pillsbury	13:23:46:29	9:16:58:07	27	C-9
Ahsante	L. Comyns	14:01:18:30	9:20:32:53	31	C-10
Victoria	D. Sawle	14:06:40:10	9:21:27:39	33	C-11
Spectre	S. Jordan	14:05:30:07	9:22:54:09	35	C-12
Panacea	M. Shenson	14:11:05:04	10:02:55:43	41	C-13
Flying Cloud	E. Felmar	14:11:42:30	10:05:57:20	44	C-14
Contessa III	Y. Ishihara	14:23:08:18	10:14:04:07	53	C-15
Jigtime	F.I. Cooper	14:22:36:22	10:14:28:53	54	C-16

Class D

Chutzpah	S. Cowan	13:13:36:53	8:21:21:50	1	D-1
Ariana	G.O. Thorson	13:12:06:53	9:00:29:45	2	D-2
Moon Day	G.A. Wolfard	13:17:12:26	9:05:10:57	4	D-3
Tinsley Light	H.B. Grandin, Jr.	13:18:56:08	9:06:27:51	5	D-4
L'Allegro	N. Alexander	14:07:48:06	9:07:52:13	7	D-5
Eagle	L.K. Shorett	14:10:47:07	9:09:57:32	9	D-6
Witchcraft	A.T. Biehl	14:01:34:54	9:13:08:54	17	D-7
Illusion	E.R.H. McDowell	13:23:23:47	9:13:37:21	19	D-8
Teachers Pet III	C.A. Derivas	14:16:05:51	9:15:03:35	22	D-9
Sigame	S. Renkow	14:16:19:09	9:15:28:05	23	D-10
Aikane	A.J. Beland	14:13:09:33	10:02:57:28	42	D-11
Bevika	R. Bockius	15:05:23:22	10:11:22:56	50	D-12
Meltemi	B. Jonas	15:04:55:14	10:15:06:55	55	D-13
Woodwynd	Baker/Jacobs	16:00:36:38	11:03:49:01	56	D-14
Vicarious	D.O. Jesberg	16:05:59:57	11:05:00:20	57	D-15

TAHITI RACE OF 1974

Course: Los Angeles to Papeete, Tahiti, 3571 nautical miles.

Time Allowance: IOR Mark III.

Start: June 15, 1300 hours, Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place
Sorcery (56.7)	J.D. Wood	18:11:14:32	18:11:14:32	1
Spirit 58 (42.9)	Robt. Eslinger O'Brien	20:00:19:25	18:16:26:10	2
Concerto (44.1)	Irv Loube	20:06:32:06	19:01:57:09	4
Obsession (42.0)	Dick Williams	21:02:15:31	19:15:48:58	6
Paragon (32.4)	Charles A. Jordan	21:13:41:50	18:16:48:43	3
Spirit 66 (45.8)	Robert Gosnell	21:22:07:59	20:22:12:54	8
Witchcraft (27.8)	Arthur T. Biehl	23:03:58:36	19:08:41:23	5
EOS (30.1)	Norton Smith	23:06:24:57	19:23:08:15	7
Rapture (34.9)	Paul Saarman	23:10:02:00	20:23:22:09	9

THE STORY OF THE 1975 TRANSPACIFIC YACHT RACE

The results of the race indicated that the Technical Committee did equate the yachts better than ever before, but still not enough to prevent CHUTZPAH from repeating her '73 performance and winning first overall by over four hours from MAMIE. Also, the handicap did not prevent RAGTIME from being the first yacht to finish, but did place her 52 overall.

RAGTIME finishing was a new thrill for me. We were out there in a powerboat to tow yachts to the yacht basin, and as long as RAGTIME had her sails up there was no way we could catch up. Seventeen knots in a big Star Boat crossing Diamond Head was a sight to remember.

We did notice there were many cases of where the position of the yacht on her handicap position at the start of the race compared favorably with her position of finish on overall. There is much interest in dropping the overall winners and establishing only class positions. So much for the continual striving to make this race interesting to all racing-cruising yachts, with everyone having an equal chance to pick up some hardware.

In every respect, this race was outstanding. The competitors were well experienced and there were no major mishaps. The weather could have been a little stronger in order to break the record. However, the yachts that took the southerly course did very well and finished well up in their class. I am certain that the stories told back at the yacht club will be most interesting.

Of considerable interest to the Committee each year is the award of the Stephen Newmark Seamanship Trophy. This year, SWIFTSURE not only won the trophy for her achievement in the rescue of the yacht ATTORANTE (not an entry), but at the Trophy Dinner, won a standing ovation from all of the yachtsmen and crew. This was probably the greatest award any skipper could receive — a tribute from fellow yachtsmen for competent handling of a rescue operation. Thanks, Nick Frazee.

We tried to meet every boat and let them know we were on the job. However, by the time the 46th boat finished, they had been coming in fast and furious...less than an hour apart...and many times, three at once. With no sleep for 36 hours, we finally decided to let the next commodore establish the record. It was good to be there and to hear first-hand of their experiences. All were happy to see their families and to receive the great welcome which is provided by the one and only Honolulu Committee. We cannot say enough about the wonderful service these people rendered. How they love to welcome the yachts!

The Trophy Dinner was another outstanding achievement. Governor Ariyoshi was present and presented the First Overall Trophy. Bud Thompson put the history of TransPac on the screen and drew a big applause.

Commodore Hays McLellan

HONOLULU RACE OF 1975

Course: Los Angeles to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing Rule of IOR.

Start: July 4, 1300 hours, Pacific Daylight Time.

Yacht	Owner	Elapsed	Corrected	Place	
Class A		D:H:M:S	D:H:M:S	Fleet	Class
Sunset Boulevard (45.4)	John Calley	11:05:10:38	8:12:31:44	16	A-1
Warrior (50.4)	L. Bruce Hedrick	11:00:57:08	8:18:24:35	27	A-2
Hawkeye (41.5)	David E. Cuckler	11:20:17:29	8:18:46:06	29	A-3

Class A (continued)

Aorangi (47.9)	Henry H. Wheeler, Jr.	11:09:41:29	9:22:15:51	39	A-4
Miyakodori III (42.1)	Juy N. Kukuyoshi	11:22:57:57	8:22:41:07	41	A-5
Natoma (44.6)	Donald Dalziel	11:22:00:52	9:03:42:09	48	A-6
Ragtime (78.7)	W.E. White/ W.G. Pasquini	9:23:54:51	9:06:56:20	52	A-7
Ondine (75.1)	S.A. Long	10:07:55:11	9:08:44:00	54	A-8
Siete (44.7)	William Stewart III	12:05:35:00	9:11:23:26	56	A-9
Sorcery (57.5)	Jacob D. Wood	11:08:01:12	9:13:30:43	58	A-10
Sumatra (42.9)	Albert C.Martin	12:13:46:39	9:15:33:02	59	A-11
Windward Passage (72.8)	Mark Johnson	10:15:50:04	9:16:52:33	60	A-12
Constellation (57.9)	Bruce Adam	11:14:22:33	9:20:23:38	63	A-13
Ballyhoo (68.0)	Jack Rooklyn	11:01:11:17	9:20:46:57	64	A-14
Serena (69.4)	Steven Bragg	11:15:44:56	10:13:00:48	65	A-15

Class B

Blue Streak (33.8)	James A. Lyman	12:06:44:30	8:06:34:04	5	B-1
Panache (39.6)	Roderic B. Park	11:15:21:39	8:08:48:08	8	B-2
Loco Viente III (39.8)	Jim Seals, M.D.	11:15:29:36	8:09:26:51	10	B-3
Primavera (34.9)	Jorge Dipp	12:09:15:16	8:12:44:49	17	B-4
Finesse (38.5)	Dean E. Stiles	11:23:05:40	8:13:26:58	20	B-5
Undine (36.2)	Norman L. Dawley	12:06:48:22	8:14:31:58	22	B-6
Shamrock (36.6)	Roy E. Disney	12:05:54:35	8:14:45:41	23	B-7
Nimble (36.2)	William A. Nickerson	12:07:36:08	8:15:22:08	24	B-8
Xanthippe (34.8)	Alan B. Simpkins	12:15:11:25	8:18:30:09	28	B-9
Improbable (41.1)	David W. Allen	11:23:33:16	8:19:08:26	30	B-10
Paragon (35.5)	Charles A. Jordan	12:14:18:49	8:19:37:18	32	B-11
Swiftsure (40.5)	Nicholas L.Frazee	12:06:43:54	8:20:17:41	33	B-12
Tasco II (34.6)	Owen Minney	12:18:30:48	8:20:59:26	36	B-13
Morgan's Point (34.0)	William W. Sullivan	12:22:35:49	8:23:10:49	43	B-14
Hilaria (36.3)	C.W. Sumrall/ M.B. Weaver	13:02:38:43	9:10:34:20	55	B-15
Aranji (39.8)	Robert C. McEligot	12:23:33:08	9:17:20:07	61	B-16
Topaz (39.7)	Earl L. Pitkin	13:02:20:31	9:19:56:37	62	B-17

Class C

Mamie	Milt Smith	12:06:37:37	8:03:10:17	2	C-1
Tinsley Light (31.5)	Henry Grandin, Jr.	12:13:32:14	8:05:12:16	4	C-2
Whisper (31.3)	Walt Brauch	12:15:51:37	8:06:39:55	6	C-3
Regardless (31.0)	Robert B. Cole	12:19:20:39	8:09:04:42	9	C-4
Dakar (31.2)	William V. Goodley	12:19:37:52	8:10:00:05	11	C-5
Terrorist (31.8)	Al Cassel	12:17:17:21	8:10:06:51	12	C-6
Intrepid II (31.5)	Richard B. Hoegh	12:20:40:38	8:12:19:21	15	C-7
Vivant	M. Haskell/				
Cangrejo (31.2)	B. Crabtree	12:22:56:51	8:13:18:13	19	C-8
Aikane(32.9)	Dr. Arthur J. Beland	12:17:44:00	8:14:30:01	21	C-9
Tenacity (32.0)	Rolfe Croker	12:24:52:24	8:18:17:08	26	C-10
Red Rooster (32.2)	Philip D. Rowe	13:02:29:20	8:20:43:02	35	C-11

Class C (continued)

Restless (32.8)	Robert S. Young	13:01:13:06	8:21:45:09	37	C-12
Enchantress II (32.3)	L.W. Taylor	13:03:28:10	8:22:09:53	38	C-13
Mistress III (31.0)	Richard Ettinger	13:09:10:16	8:22:55:54	42	C-14
Anona II (31.0)	Fred Leichtfuss	13:10:16:08	9:01:00:42	44	C-15
Dutchess (28.5)	Mike Hillman	13:12:04:18	9:03:38:31	47	C-16
Concubine (31.2)	R.E. Daniels, M.D.	13:13:11:55	9:03:42:50	50	C-17
Hasty (32.5)	Dennis D. Smith	13:10:16:35	9:06:38:49	51	C-18
Montgomery Street (31.5)	James Denning	13:16:21:43	9:08:05:39	53	C-19

Class D

Chutzpah (30.5)	Stuart M. Cowan	12:10:46:30	7:22:29:05	1	D-1
Silver Fox II (29.3)	Pat/Bob Kelleher	12:21:53:01	8:04:56:47	3	D-2
Vicarious (28.5)	D.O. Jesberg, M.D.	13:04:21:36	8:07:40:14	7	D-3
Conception (27.9)	Larry Bradley	13:11:26:44	8:12:04:34	13	D-4
Die Chita (30.5)	Jiro Soga	13:00:25:23	8:12:08:39	14	D-5
Celox (30.2)	Nick Alexander	13:02:33:50	8:12:56:45	18	D-6
Esprit (27.9)	George W. Phillips, Jr.	13:16:27:04	8:17:22:47	25	D-7
Centurion (30.3)	Larry Folsom	13:08:29:36	8:19:21:51	31	D-8
Defiant (27.9)	Larry W. Poulton	13:20:00:43	8:20:42:45	34	D-9
Red Baron II (27.8)	Bill Hartge	13:22:04:08	8:22:22:12	40	D-10
Dominator (28.0)	K.W. Miller	14:00:23:37	9:01:49:22	45	D-11
Blue Star (29.9)	Brian R. Carter	13:17:59:35	9:03:23:34	46	D-12
Vino Fempe-Del (29.3)	Dr. Yoshihiko Kobayashi	13:18:48:54	9:03:42:20	49	D-13
Enterprise (27.5)	Brooks Barnhill	14:12:30:17	9:11:33:30	57	D-14

**Includes credit for rescue.*

***Includes penalty for not reporting.*

THE STORY OF THE 1976 TAHITI RACE

The Wind Gods did not smile favorably on our racers this year, and as a result the first boat to finish took more than twenty-one days, and the last, over twenty-seven. The first slow period was within about 400 miles of the start and was so bad that one day the greatest distance traveled by any racer was only sixty miles, and this lasted for several days. Then there was another area below the equator that was as bad or worse. The race finally developed into two races, with NATOMA and BRAVURA having a boat-for-boat race and a fight for first-to-finish, and TINSLEY LIGHT and TENTATION having their own race and battling for third place. These two latter boats wound up sailing in totally different weather than the first two. If you can imagine it, the famous Trade Winds did stop blowing, so they had their own private dining match. TENTATION finally came in ahead of TINSLEY LIGHT and won third overall, with TINSLEY LIGHT as "Tail-end Charlie."

By the way, TENTATION is a Carter 37, owned and skippered by Jean-Francois Lussan, of Papeete, who shipped her to Los Angeles in order to participate in the race. BRAVURA, the overall winner, is Irving Loube's new Freers 48 that was launched only ten days before the starting gun. You all know Don Dalziel's NATOMA that won first-to-finish honors and Hank Grandin's TINSLEY LIGHT.

Commodore Peter Davis

TAHITI RACE OF 1976

Course: Los Angeles to Papeete Tahiti, 3571 nautical miles.

Handicap Rule: IOR Mark III.

Start: June 15, 1300 hours, Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place
Bravura	Irving Loube	21:08:36:10	20:15:56:27	1
Natoma	Don Dalziel	21:03:37:37	21:03:37:37	2
Tentation	Jean-Francois Lussan	26:11:17:05	23:19:49:02	3
Tinsley Light	Hank Grandin	27:19:39:43	25:08:54:35	4

THE STORY OF THE 1977 TRANSPACIFIC YACHT RACE

The 29th "Transpac" was a race of new records both glad and sad. The glad part was the new records that were set and the sad part was the record number of dismastings, all of which occurred on a single night.

Sixty-nine fine, highly competitive yachts started the race off Point Fermin on July 2. Thanks to Grant Baldwin, our Race Committee Chairman, who made this all possible. More records were broken than in any previous "Transpac": Bill Lee's MERLIN set a new elapsed-time record of 8 days 11 hrs. 1 min. 45 sec. Harry Moloschco's DRIFTER, Mark Johnson's WINDWARD PASSAGE, Jim Kilroy's KIALOA, and Bill White's and Bill Pasquini's RAGTIME all beat the old record of 9 days 9 hrs. 6 min. 48 sec. set by WINDWARD PASSAGE in 1971. A record of which we were not particularly proud was the fact that five yachts broke their masts in a single night on July 9th, namely: Larry Brugin's NALU IV, Bill Nickerson's NIMBLE, Chick Leson's INCREDIBLE, Richard Daniels' CONCUBINE and MISTRESS III, sailed by a team from UCI under the direction of Robert Koll. According to our best information, a new record for a single day's run of 306 miles was set by MERLIN.

According to our computer-nut and statistician, Tom Wilder, the boats went about 5% faster than usual, and this was made possible by consistent winds from start to finish. Except for the one night, the winds were not particularly excessive, according to most of the skippers but there was no time when the boats slowed down at all.

Our new handicap rule worked well in view of the fact that many of the boats finished within minutes, and even seconds, of each other on corrected time, and in several cases the difference between being in the money and out was a matter of seconds. We should all give a bow to George Griffith and his technical committee for coming up with a handicap rule that truly made it possible for like boats to race against each other on what I believe to be, in all or most cases, a very fair and equitable basis.

A look at the official results shows it was easy to see who the logical money winners were, with KIALOA in Division 1 and MERLIN in Division 2, taking home the majority of the hardware. The International Cup for First Foreign Yacht on corrected time was won by Hector Valarde, with BLUE STREAK, sailing for the Waikiki Yacht Club of Peru; the Harold Dillingham Memorial trophy for the First Hawaiian Yacht on corrected time was won by Peter Arapoff, with L'ALLEGRO, sailing for the Hawaii Yacht Club. On one particular day within a 24-hour period, some 26 boats finished and several finished almost simultaneously. This happened to be a day when an unusual surf was running, which would come in sets of 8 to 10 waves that would crest right across the entrance to Ali Wai, so there were periods of time when the boats would be held out until the surf would calm down and the groups would come in together, which compounded the mooring problems. In spite of this, everything went like clockwork.

The Awards Dinner at the Ilikai, arranged and supervised by Connie Smales and her crew, was outstanding as usual, with the complete race in profile on the walls, from the start at Point Fermin to the finish off Diamond Head. There were small buoys on each table and a big one flashing in the swimming pool. This dinner was attended by 1,587 people, some of whom became a bit overly enthusiastic. But in spite of that, all went extremely well, thanks to Connie's organization.

Dale Mogle, our General Chairman in Honolulu, and his wife, Jo, who was in charge of the information center, worked around the clock doing an outstanding job. Dale Mogle met every boat that came in, assisting and tying it up and welcoming the crews to Hawaii.

There were just too many dedicated people who did outstanding jobs to be able to name them all, so all I can do is to say to one and all who contributed, a sincere "thanks" from the officers, directors and members of Transpac.

Commodore Peter Davis

HONOLULU RACE OF 1977

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing Rule of IOR as modified by TPYC ULDB Formula.

Start: July 2, 1300 hours, Pacific Daylight Time.

Yacht	Owner	Elapsed	Corrected	Place	
<i>Class A</i>		D:H:M:S	D:H:M:S	Fleet	Class
Kialoa	Jim Kilroy	9:02:30:10	8:11:29:24	1	A-1
Windward Passage	Mark Johnson	9:01:23:36	8:15:28:46	2	A-2
Phantom	A. Delfino/C. Phifer	9:20:59:32	8:15:37:54	3	A-3
Sunset Blvd.	Barry Berkus	10:19:44:24	9:01:11:46	5	A-4
Sorcery	Jake Wood	10:04:06:38	9:01:57:12	6	A-5
Solution	Ben Mitchell	10:19:03:04	9:02:17:18	7	A-6
Bravura	Irving Loube	11:07:40:52	9:02:19:01	8	A-7
Lightning	Lawrence Carr	11:13:04:39	9:07:49:11	20	A-8
Natoma	Don Dalziel	11:06:51:14	9:08:04:16	21	A-9
Sumatra	Al Martin	11:09:36:42	9:09:27:03	25	A-10
Outrageous	Theodore Burns	11:06:42:10	9:09:50:49	26	A-11
Nalu IV*	Larry Burgin	12:00:06:36	10:00:40:14	42	A-12
Criterion	David H. Johnston	12:01:08:44	10:02:54:33	47	A-13
Typhoon	John Olsen	12:05:01:24	10:05:59:26	51	A-14
Mistress	R. Stettler/D. Kreidler	12:23:50:57	10:19:05:10	54	A-15
<i>Class B</i>					
Scaramouche	Robert Alexander	11:16:47:23	9:03:40:06	9	B-1
Tuia	Bob Gosnell	11:16:38:38	9:03:40:55	10	B-2
Undine	Norm Dawley	11:19:09:00	9:03:52:35	13	B-3
Shamrock	Roy Disney	11:17:41:19	9:06:35:41	17	B-4
Blue Streak	Hector Valarde	12:01:49:13	9:09:24:00	24	B-5
Maki IV	Milan Collich	12:04:49:25	9:10:34:48	28	B-6
Deception	David Meginnity	12:06:52:45	9:11:42:46	30	B-7
Silver Fox III	Robert Kelleher	12:05:19:25	9:12:10:23	32	B-8
Summerwind	Richard Meine	12:07:08:03	9:12:47:44	33	B-9
Bandido	Terry Lingensfelder	12:12:12:15	9:14:50:46	36	B-10
Gekko V	S. Namiki/E. Shimizu	12:10:33:51	9:14:58:49	37	B-11
Rubber Duck	Peter Webster	12:23:06:55	10:01:11:34	44	B-12

Class B (continued)

Gynmill	Maynard Smith	12:21:23:06	10:02:06:04	45	B-13
Nimble*	Bill Nickerson	13:07:46:02	10:18:05:19	53	B-14

Class C

Ariana	George Thorson	12:02:16:53	9:00:45:44	4	C-1
Mamie	Milt Smith	12:07:16:48	9:09:16:02	23	C-2
Racy	L.W. Taylor	12:10:21:04	9:09:51:15	27	C-3
Dutchess	Michael Hillman	12:12:12:37	9:11:00:47	29	C-4
Tenacity	Mike Abraham	12:10:28:37	9:11:46:48	31	C-5
Montgomery Street	James Denning	12:13:12:44	9:12:48:08	34	C-6
Sagacious	Charles May	12:15:34:54	9:15:49:09	38	C-7
Flying Cloud	Eugene Felmar	12:16:26:22	9:15:57:02	39	C-8
Sangvind	B. Walreth	12:23:30:40	10:01:10:27	43	C-9
Midnight Special	Verne McCullough	13:02:06:20	10:02:20:50	46	C-10
Incredible*	Chick Leson	13:01:40:23	10:03:17:42	48*	C-11
Macoibi V	Harold Aisley	13:03:18:31	10:03:22:43	49	C-12
Liza K	Kenneth Partlow	13:04:29:46	10:05:54:33	50	C-13
Concubine*	R. Daniels	13:12:42:55	10:14:45:24	52	C-14

Class D

Vivant	P. Rowe/S. Alexander	12:07:24:51	9:03:44:30	11	D-1
L'Allegro	Pete Arapoff	12:15:42:20	9:03:45:23	12	D-2
Cottontail	John Arens	12:09:56:57	9:04:15:49	14	D-3
Celox	Nick Alexander	12:12:06:33	9:05:54:49	15	D-4
Redhead	Charles Hope	12:09:52:55	9:06:07:13	16	D-5
Quadri	G. Gianandrea	12:19:42:53	9:07:26:27	18	D-6
Olympian	Peter Schmidt	12:09:32:48	9:07:39:19	19	D-7
Outward Bound	Jim Lenthall	12:14:08:09	9:08:33:24	22	D-8
Anona II	Fred Leichfuss	12:15:35:21	9:13:51:04	35	D-9
Defiant	Larry Poulton	13:08:43:33	9:19:29:18	40	D-10
Troublemaker	Smith/Hall/ Hargis/Mola	13:04:31:33	9:19:35:32	41	D-11
Mistress III*	Robert Koll	14:15:11:42	11:12:31:08	55	D-12
Tahuna	Ruel Cameron	15:04:07:00	11:17:03:13	56	D-13

Division 2

Merlin	Bill Lee	8:11:01:45	9:02:54:14	1	1
Sweet Okole	R. Peyton/G. Gillette	11:20:48:45	9:04:13:44	2	2
Drifter	H. Moloschco	8:11:19:26	9:07:19:28	3	3
Ragtime	W. Pasquini/W. White	8:19:21:21	9:08:53:11	4	4
Panache	R. Park	11:04:43:53	9:09:07:45	5	5
Loco Viente II	J. Seals	11:07:57:10	9:09:57:50	6	6
Tinsley Light	H. Grandin	12:10:09:14	9:11:11:19	7	7
Native Son	Native Son Synd.**	10:22:07:55	9:11:38:47	8	9
Free Spirit	R. Ettinger	12:04:09:34	9:16:46:25	9	9
Apparition	Roy Knight	12:05:23:09	9:19:56:25	10	10

*Dismasted

**G. Danebauer/D. Durgan/M. Duffield, Jr./R. Foxx/B. Humann/G. Johnson/C. Jordan/P. Wilson

THE STORY OF THE 1978 TAHITI RACE

The Eleventh Tahiti Race was sailed by four boats. The start was conducted from Harold Barneson's DRUMMUIR with winds of 8 to 10 knots which got the fleet around Catalina before the afternoon winds died. SORCERY took an early lead and seasawed with TUIA on corrected positions. SORCERY found the Inter-Tropical Convergence (the Doldrums) about the 8th day about 8° north latitude. She regained some speed after only half a day of slatting and took off again with a three-day lead on the rest. TUIA and WESTWARD were stuck there longer to do some tacking to find wind again. CELEBRATION really ground to a halt, but after two days, one just sitting, another on a side trip, she got going. Her corrected finish time compared well with the actual elapsed time of the scratch boat SORCERY. The Tahiti Committee, composed of members of the Yacht Club de Tahiti, was chaired by Patrick Bonnette and Christian Regaud was Finish Race Chairman.

The Trophy Presentation was held at the residence of the High Commissioner of French Polynesia, Paul Cousseran, who was in Paris, but his beautiful and charming wife hosted Transpac for cocktails at noon. The Race Communications were tremendously enhanced by Transpac's long-time friend, Ray Natua, our Tahiti radioman. Each morning, Ray would call us at the hotel and give us the daily positions received from Brian Carter aboard TUIA, so Handicapper Tom Wilder could compute the corrected times. Ray spent hours each day relaying reports, filling in on weather information and assisting in various arrangements. To our great sorrow, Ray Natua passed away suddenly later in the year.

Even though the Tahiti Race was sailed by a small fleet, we continue to show our burgee in dramatic ports.

Commodore Walter W. Hoffman

TAHITI RACE OF 1978

Course: San Pedro to Papeete, 3571 nautical miles.

Handicap Rule: IOR Mark IIIa (2678 nautical miles—75% Distance).

Start: June 10, 1:00 p.m., Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place
Sorcery	Jacob D. Wood	18:22:53:00	18:22:53:00	1
Tuia	Robert Gosnell	21:08:56:36	18:23:13:57	2
Westward	Willard Bell	21:12:39:40	19:12:27:07	3
Celebration	Neil Kelly	25:03:34:40	21:06:51:42	4

THE STORY OF THE 1979 TRANSPACIFIC YACHT RACE

The Thirtieth Honolulu Race set several new records, though not including speed! It had the largest fleet, probably the finest fleet, and the largest foreign entry list.

The start, west of Point Fermin, was in little wind, which quickly turned to a fresh north-west breeze and by morning roll call from USS PRAIRIE, record first-day runs were posted; some over 200 miles. Considering that the first day is only 19 hours, that's a record. Two boats, NIAD and TAHUNA dropped out off of Catalina with rigging failures.

After three fast days, the High expanded over the rhumb line and our fleet ground to a halt. Some of the fleet gambled and sailed into the High where they spent some wearisome days. A few fell off to the south and caught wind.

First-to-finish was DRIFTER, skippered by Harry C. Moloscho with an elapsed time of 11 days, 18 hrs., 1 min. and 4 sec.

Navy participation with the Escort during the first half of the Race was very gratifying. Coast Guard Communications Station Honolulu took over roll call after USS PRAIRIE went into port. The Navy Marine Corps MARS radio system forwarded the roll call and handicap reports both to the mainland and island stations. Though a slow Race, enthusiasm remained high and another record was broken — the Trophy Dinner was attended by 1,500 people. At the Dinner, the true spirit of international goodwill was exhibited between the crews of ARRIBA, MIYAKADORI, HMCS ORIOLE and others with toasts presented at each table. Just after the floor show of the dinner, Bill Nickerson's NIMBLE docked as "Tail-end Charlie." Outstanding in the memory of your Commodore, is the cooperation and involvement of so many members of Transpac as well as the Honolulu Committee, who make this Race successful and such a pleasure to both participate in and to administer.

Commodore Walter W. Hoffman

HONOLULU RACE OF 1979

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing Rule of IOR as modified by TPYC.

Start: June 30, 1300 hours, Pacific Daylight Time.

Yacht	Owner	Elapsed	Corrected	Place	
Class A		D:H:M:S	D:H:M:S	Fleet	Class
Jader	John Galanis, Charter	13:01:29:59	12:00:25:44	8	A-1
Drifter	Harry Moloschco	11:18:01:04	12:02:25:09	12	A-2
Natoma	Donald Dalziel	14:17:57:06	12:08:10:26	23	A-3
Ragtime	R. Daniels, M.D.	12:09:37:49	12:08:51:34	27	A-4
Swiftsure	Nicholas L. Frazee	14:14:59:57	12:14:25:00	41	A-5
Temerity	T.W. Kerr	15:01:46:04	12:20:22:52	54	A-6
Chasch Mer	E.R. Parker	13:23:19:14	12:21:33:59	56	A-7
Checkmate	Monte E. Livingstone	15:04:51:16	12:21:52:29	57	A-8
Sunset Boulevard	Barry Berkus	15:05:36:30	12:22:35:44	59	A-9
Macobi	Harold Aisley	15:06:53:10	12:22:54:43	60	A-10
Warrior	L.C. Hedrick	14:23:52:37	12:23:59:11	61	A-11
Sorcery	Jacob D. Wood	14:16:31:16	13:04:03:47	65	A-12
Cannibal	C.A. Derivas	15:10:28:55	13:05:45:17	67	A-13
Merlin	Al Cassel, Charter	13:01:20:17	13:07:13:55	69	A-14
Rapid Transit	Frank Y. Smith	15:00:50:08	13:07:38:03	70	A-15
Christine	Fred C. Preiss	13:11:02:06	13:07:47:47	71	A-16
Windward Passage	D. Riegler	14:02:04:32	13:08:00:19	72	A-17
Sumatra	A.C. Martin	15:17:58:03	13:08:00:37	73	A-18
H.M.C.S. Oriole	Canadian Armed Forces	15:10:28:04	14:03:45:00	75	A-19
Native Son	P. Wilson/M. Duffield, Jr.	D.N.F.			
Class B					
Arriba	Dennis Choate	14:11:40:54	11:14:42:51	1	B-1
Miyakodori III	Hiroshi Okazaki	14:12:53:38	11:18:44:55	2	B-2
High Roler	William F. Power	15:06:21:54	11:22:05:29	4	B-3
Zamazaa	Neville Price	14:08:59:39	11:22:16:06	5	B-4
Bravura	Irving Loube	14:20:35:44	12:04:40:54	14	B-5
Zig Zag	John M. Zinsmeyer	15:12:42:58	12:05:03:58	16	B-6
Tuia	Robert Gosnell	15:11:11:54	12:08:11:17	24	B-7

Class B (continued)

Uin-Na-Mara	Neville Crichton	15:19:11:06	12:11:00:23	31	B-8
Shamrock	Roy Disney	15:16:16:53	12:14:04:22	38	B-9
Whistle Wing V	Dan B. Secord	15:05:47:06	12:14:52:08	42	B-10
Aleta	Warren D. Hancock	15:15:55:42*	12:15:46:29	42	B-11
Kristen	Don Wilson, Jr.	15:05:12:18	12:17:02:53	46	B-12
Panache	Roderick B. Park	15:04:48:20	12:17:57:01	47	B-13
Russian Wood	Nick Alexander	16:03:59:59	12:18:33:36	48	B-14
Nero	A.F. Shanks	15:16:04:36	12:18:54:49	50	B-15
Andiamo	Thomas E. Harney III	16:03:14:34	13:02:16:54	62	B-16
Triumph	Edward B. Diethrich	15:20:30:11	13:02:55:18	63	B-17
Nalu IV	Larry Burgin	15:19:49:56	13:06:05:28	68	B-18
Sea Nymph	Raymond E. Wallace	17:03:09:11	13:22:30:50	74	B-19
Nimble	William A. Nickerson	17:13:02:34	14:09:57:31	76	B-20
Siete	W.H. Stewart III	Powered in.			
Naiad	W.J. Underwood, Jr.	Dismasted. Returned to San Pedro.			

Class C

Secret Love	Bradley Herman	15:05:48:07	11:19:00:17	3	C-1
Wings	Jim Wangenheim	15:09:15:35	11:23:50:08	7	C-2
Mondo	Geoffrey Eisenberg	15:18:08:06	12:01:45:09	10	C-3
Bandido	Terry Lingenfelder	15:21:34:47	12:05:26:25	17	C-4
Mamie	Milton B. Smith	15:21:26:52	12:05:52:45	19	C-5
Flamboyant	Barney Flam	15:23:35:44	12:08:06:11	22	C-6
Chaparral	Tom Thornton	16:04:52:21	12:08:39:17	25	C-7
Firebird	Robert S. Grant	16:05:16:50	12:09:45:09	29	C-8
Whisper	W.G. Branch	16:05:12:55	12:10:31:30	30	C-9
Sirroco	Michael L. Michel	16:06:11:58	12:11:22:35	32	C-10
Flying Cloud	Eugene Felmar	16:05:55:32	12:11:45:42	33	C-11
Nomi III	Y. Niwa	16:02:42:44	12:12:38:45	34	C-12
Redhead	Larry Maio	16:08:47:59	12:12:39:09	35	C-13
Victoria	Dave Sawle	16:08:04:38	12:12:54:55	37	C-14
Midnight Special	V. McCullough	16:07:46:17	12:14:18:17	40	C-15
Race Passage	John O. Merrill	16:02:56:48	12:15:52:09	44	C-16
Carrera	Y. Watanabe	16:08:21:08	12:16:03:35	45	C-17
Dakar	William Goodley	16:03:41:03	12:18:52:57	49	C-18
Tenacity	M.A. Abraham	16:12:28:05	12:19:37:51	52	C-19
Concubine	Terry Clapp	16:15:58:15	12:20:43:23	55	C-20
Williwaw	Charles Anderson	16:22:18:20	13:03:28:14	64	C-21

Class D

Brown Sugar	Ulf Werner	15:17:54:55	11:22:24:25	6	D-1
Bingo	Bert Gardner	16:03:39:43	12:00:33:57	9	D-2
Chutzpah	Stuart Cowan	16:02:37:13	12:02:16:49	11	D-3
Zeus	Paul J. Miller	16:06:13:03	12:04:06:41	13	D-4
Sweet Okole	Thorn W. Geitzer	15:22:52:14	12:04:43:58	15	D-5
Sceptre	Ralph Cohen	16:05:01:42	12:05:50:16	18	D-6
Regardless	Robert B. Cole	16:05:26:18	12:07:29:58	20	D-7
Bones IV	William S. Chapman	16:15:17:08	12:08:03:39	21	D-8

Class D (continued)

Cottontail	John Arens/R. Ettinger	16:09:48:01*	12:08:49:53	26	D-9
Tres Hermanas	Patricia Steele	16:05:21:42	12:09:30:01	28	D-10
Ruffian	Russell Johnson, Jr.	16:08:17:07	12:12:49:16	36	D-11
American Flyer	Fred Bieker	16:10:15:36	12:14:06:04	39	D-12
Tinsley Light	Henry Grandin	16:28:39:40	12:19:09:11	51	D-13
Troublemaker	Robert Hall	17:01:16:07	12:20:12:10	53	D-14
Quamichan	William Clark	17:05:59:42	12:22:21:38	58	D-15
Severn	Ryle A. Radke, Jr.	17:02:17:32	13:05:03:44	66	D-16
Tahuna	Ruel Cameron	D.N.F. Dismasted. Returned to San Pedro.			

**Indicates two hour penalty via protest.*

TAHITI RACE OF 1980 AND 1982

Although much initial interest was indicated for a 1980 and 1982 race from Los Angeles to Papeete, no entries materialized. With regret, the Board of Directors was forced to cancel the races.

THE STORY OF THE 1981 TRANSPACIFIC YACHT RACE

The 1981 race was one of the great ones. There were enough thrills, chills, and spills to satisfy everyone—steady winds all the way, two men overboard, a rescued crew from a broken up catamaran, a record-breaking passage attempt that failed by 46 seconds, four disabled rudders, two dismastings, and the longest boat-for-boat, head-to-head duel in Transpac history.

The start was scheduled for 1300 PDT Friday, July 3. In contrast to the normal pattern of Transpac starts, the westerly began to fill in early this year, and by race time it was blowing 12 to 15 knots; later in the afternoon, it increased to 18 knots.

A few minutes before the start, the 1981 race witnessed its first casualty. The J-36 GRYPHON, sailing up the line on the port tack, was passing under the 58 foot ketch, NATOMA, as she was coming down the line on the starboard tack. As the smaller boat hit the wind shadow of the larger, she righted suddenly, locked rigging with the ketch's mizzen mast and was dismasted.

The first night had hardly begun before things started happening. One of the catamarans in the six boat multi-hull fleet, which had started its own Honolulu Race that afternoon, broke up around 9:00 p.m. somewhere southeast of San Nicholas Island. The six crewmen were rescued by Willard Bell's WESTWARD, which had sighted a red flare close aboard. WESTWARD carried the crew the rest of the way to Honolulu under very crowded conditions, and thus were denied any chance of placing in the race in spite of a special time allowance. By Sunday night, three of the racing boats had dropped out: REGARDLESS with a rigging failure, RODEO DRIVE dismasted from backstay failure; and DRIFTER with rudder problems.

The night of July 9 was overcast and darker than the inside of your hat. At 2330, TRAVIESO, out of San Diego, was running before the Trades under spinnaker and main. The boat's partially bagged blooper lying on the foredeck appeared to be in danger of washing overboard. Joe Neale went forward to stow the sail, but before it could be secured it went over, carrying the lifeline stanchion with it—followed by Joe Neale. Bruce Nelson, the first man to come up on deck, released the life ring, then took a position beside the compass so he could maintain a reciprocal bearing on the strobe light on the man overboard pole. The life ring had dropped within 100 feet of Neale, so he was able to reach it in about two minutes. At 2355, 17 minutes after Neale had gone overboard, the relieved crew of the TRAVIESO fished him out of the water.

At roll call on July 10, MERLIN reported a new Transpac record daily run of 304 miles. This broke her old record of 302 miles which she had set in the 1977 race. The next big question was whether or not she would break her own record of 8:11:01. She had to average 11.45 knots to do it. On July 11, MERLIN charged through the search-lights at the finish line running down the swells at close to 20 knots, but she was just 46 seconds too short. Time of the finish was 9:02:31 p.m. HST. Her total elapsed time was 8:11:02:31.

At 10:54 Sunday morning, RAGTIME finished with a demonstration of how to sail down the Molokai Channel the hard way—no spinnaker, no main, no rudder; just twin headsails, wing and wing, on two spinnaker poles. The Santa Cruz 50 fleet began to come in early Monday morning led by HANA HO and SHANDU at 1:55 and 1:57 HST, respectively. OCTAVIA surprised a lot of folks by sneaking in from out of nowhere at 5:27. OAXACA finished at 6:40 and SECRET LOVE at 10:34. CHASCH MER came in at 12:47, trailed by NIGHT TRAIN at 16:02 that afternoon.

As a commentary on modern boat design, it is interesting to note the following. In 1923, the 107 foot Gloucesterman schooner, MARINER, set a Honolulu Race Record of 11:14:46:00, which stood for 26 years until four boats in the 1949 race bested her time. In the nine races between 1923 and 1949, 125 entries had failed to match MARINER's record. Now in 1981, 26 boats—approximately one-third of the fleet—had accomplished this feat. Furthermore, another six boats were to finish within an hour and 10 minutes of MARINER's time. The last of these, WESTWARD, with fourteen people aboard, came in at 1:55:30 Wednesday morning, for an elapsed time of 11:15:55:10.

SWEET OKOLE's performance was even more outstanding. Dean Treadway and his Bay Area crew were not only the first Class D boat to finish, but they had beaten all but two of the Class C boats into Diamond Head, as well as ten Class B's and one Class A. In the process, they were about to win first in Class D and First Overall. The 1981 race had been one of the fastest in history. The Pacific High had cooperated by maintaining a stable, favorable position throughout the race. The winds had been steady, but not too strong, ranging from 10 to 25, except for two temporary lulls on the mornings of July 13 and 14. The tradewind squalls had been frequent—about half of them containing rain—but the peak gusts rarely, if ever, exceeded 35 knots. Under these wind conditions, it is not surprising that the rhumb line course proved to be the best. In the final analysis, the 1981 race had to go down as one of the great ones, right alongside 1949, 1955, 1965, 1969 and 1977. The race had a lion's share of great boats, great crews and great sailing. Like a great round of golf, it left almost everyone eager to have at it again. The Lord willing, they'll get their chance in 1983.

—Excerpts from *Transpac History* by Jack Smock

HONOLULU RACE OF 1981

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing Rule of IOR as modified by TPYC.

Start: July 3, 1300 hours, Pacific Daylight Time.

Yacht <i>Class A</i>	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place Fleet Class
Zamazaa	Zamazaa Syndicate (Charter)	10:12:46:00	8:02:23:00	7 A-1
Merlin	Nicholas L. Frazee (Charter)	8:11:02:31	8:07:54:46	17 A-2
Christine	Fred C. Preiss	8:14:47:37	8:11:21:49	23 A-3

Class A (continued)

Shandu	Michael Braun	9:15:57:30	8:11:31:00	24	A-4
Hana Ho	Morrie Kirk	9:15:55:55	8:12:48:26	28	A-5
Macobi	H. Aisley/B. Aisley	10:22:34:37	8:14:38:18	31	A-6
Ragtime	D. Daniels/E. Hickman/ B. Tretter (Charter)	9:00:54:30	8:15:36:21	34	A-7
Octavia	Stewart Kett	9:19:27:30	8:15:46:07	37	A-8
Temerity	Theodore Kerr	10:21:10:08	8:16:41:37	38	A-9
Oaxaca	L. Burgin/J. Burgin/ R. Burgin	9:20:40:51	8:17:14:10	39	A-10
Natoma	Donald B. Dalziel	11:03:22:04	8:17:39:23	40	A-11
Checkmate	Monte Livingston	11:02:37:04	8:17:43:35	41	A-12
Aorangi	Tom Corkett (Charter)	10:19:40:12	8:18:09:55	42	A-13
Secret Love	Bradley Herman	10:00:34:32	8:19:40:21	47	A-14
Sunset Blvd.	Patrick Sullivan	11:07:28:09	9:00:31:26	53	A-15
Chasch Mer	Randy Parker	10:02:47:42	9:00:44:30	54	A-16
Night Train	Dr. Robt. Crum (Charter)	10:06:02:43	9:03:17:23	59	A-17
Primavera 3	Jorge Dipp Reyes	11:13:59:35	9:03:52:04	60	A-18
Winterhawk	H. Day/R. Metcalf	10:23:28:20	9:09:50:09	62	A-19
Native Son	Robert McBain	11:15:26:27	9:10:28:01	63	A-20
Criterion	Palos Verdes Synd. (Charter)	12:15:36:28	10:06:14:08	65	A-21
New World	Dr. Leonard C. King	11:09:49:21	10:15:34:39	67	A-22
Drifter	Harry Moloshco	D.N.F. Disabled rudder. Returned to San Pedro.			

Class B

Bravura 87	Irving Loube	11:00:55:18	7:22:11:20	3	B-1
Uin Na Mara III	Jim Barnhart	11:08:57:54	8:01:37:26	6	B-2
Brisa	Dennis Choate	11:02:34:06	8:04:41:42	13	B-3
Shamrock	Roy E. Disney	11:09:36:45	8:06:01:39	15	B-4
ZigZag	H. Gilbert Jones	11:15:50:36	8:08:17:33	19	B-5
Bravura 79	Fred Laffitte (Charter)	11:04:14:51	8:12:24:32	26	B-6
Travieso	R. Knoth/T. Lingenfelder T. Harper/M. Casinelli	11:17:02:52	8:12:39:36	27	B-7
Sea Rat	J. Keenan/N. Bushnell	11:18:38:53	8:12:58:44	29	B-8
Gerontius	W.W. Alexander	11:13:43:21	8:15:32:33	33	B-9
Westward	Willard Bell	11:15:55:30	8:15:45:28*	35	B-10
Warrior	Jan Cassel	11:20:52:06	8:18:40:21	45	B-11
Azahara	Allen Voda	11:20:43:55	8:19:47:42	48	B-12
Orange Peel	Stanley C. Elman	11:19:36:07	8:19:57:40	49	B-13
Tuia	Robert Gosnell	12:04:30:57	8:23:06:34	52	B-14
Aleta	Warren D. Hancock	12:04:27:19	9:03:01:41	57	B-15
Panache	Roderic B. Park	11:19:52:44	9:07:47:28	61	B-16
Sister Divine	M. Gayner/T. Delfmo	D.N.F. Lost rudder. Powered into Honolulu.			

Class C

Free Enterprise	Richard Ettinger	11:15:22:24	8:02:35:46	8	C-1
Moonshadow	Dr. Thomas N. Walinski	11:19:27:32	8:03:59:14	9	C-2
Sumark	Mark Spitz	11:18:25:45	8:04:04:19	10	C-3

Class C (continued)

Oz	Alvin Schultz	11:15:07:17	8:04:37:44	12	C-4
Libalia Too	Dr. Arthur Kamisugi	11:20:59:34	8:05:06:14	14	C-5
Driller	J. Barto/W. Stanley	11:20:17:53	8:08:43:25	20	C-6
Tomahawk	John E. Arens	12:01:36:03	8:09:53:25	21	C-7
Foxfire	Dennis B. Howarth	12:01:03:15	8:13:20:24	30	C-8
Scaramouche	Rolfe Croker	12:05:28:05	8:15:07:47	32	C-9
High Noon	Thomas E. Harney III	12:06:08:33	8:15:45:50	36	C-10
Cadenza	Carl Eichenlaub	12:09:59:55	8:18:34:08	44	C-11
America	Richard Mann	12:06:41:40	8:19:04:18	46	C-12
Pele	James Emmi	12:13:13:35	8:23:03:31	51	C-13
Sempre Subito	Robert Dinnerman	12:14:36:41	9:03:04:20	58	C-14
Delphis	M. Boxer/M. Michel	13:04:15:25	9:12:18:37	64	C-15
L'Affaire	Richard Davenport	D.S.Q.			
Gryphon	P. Erickson/D. Pino/ J. DeRemer	D.N.S.	Dismasted at start.		

Class D

Sweet Okole	Dean Treadway	11:15:49:11	7:21:44:48	1	D-1
Audacious	Dr. Michael T. Kennedy	11:20:20:10	7:21:54:18	2	D-2
Shenandoah	W.L. Palmer, Jr.	11:18:09:54	7:23:40:43	4	D-3
Jubilation	R. Brownell/G. Brownell	11:22:06:03	8:01:25:16	5	D-4
Red Shift	A. Goetz/A. Kahle	12:01:03:04	8:04:26:08	11	D-5
Country Boy	J. Schmidt/W. Stabley	12:07:33:37	8:06:26:54	16	D-6
Brown Sugar	B. Wehle/C. Brown/ B. Olson/J. Walton/ D. Heaslip (Charter)	12:06:19:08	8:08:14:20	18	D-7
Montgomery Street	Jim Denning	12:06:12:06	8:11:07:53	22	D-8
Sunburst	Dr. George Richardson	12:13:56:17	8:12:15:27	25	D-9
Medicine Man	Robert Lane	12:19:26:30	8:18:32:37	43	D-10
Racy	Robert W. Magoon	12:14:53:06	8:19:59:45	50	D-11
Petrouchka II	Betty Browner	13:03:15:11	9:00:48:47	55	D-12
Chaparral	Hans Vielhauer	12:21:01:11	9:00:54:11	56	D-13
Troublemaker	C. Wlson/G. Swiggett	14:17:48:17	10:12:51:48	66	D-14
Tahuna	Ruel Cameron	16:05:17:33	11:23:20:11	68	D-15
Rodeo Drive	Roger Chittum	D.N.F.	Dismasted. Returned to San Pedro.		
Regardless	S. Gebb/H. Trutner	D.N.F.	Damaged shroud. Returned to San Pedro.		

**Includes additional allowance of 7.80 hours for rescue of catamaran crew.*

THE STORY OF THE 1983 TRANSPACIFIC YACHT RACE

The fleet that came to the starting line for the 1983 race to Honolulu was an exceptional one. Of the 66 entries, 50 had been built in the last four and one-half years—half of these 50 in the last eighteen months. So it was a very new fleet and therefore a quite competitive one. In the end, though, as has happened so often in the past, the deciding factors prove to be choice of course and the weather.

During the final week before the race, the Pacific High presented a very discouraging picture. As late as Thursday evening, when the U.S. Weather Service representative gave his final report to the crews and skippers at the Instruction Dinner, he was apologizing for the prospective lack of wind and suggested that everyone take a hard look at the southern course.

By Saturday morning, July 2, prospects for wind in the Catalina Channel were still dismal, but there was one bright spot. A small craft advisory was posted for the outer waters from Point Conception to the Mexican border.

The start at 1300 PDT went off without incident, but it was 1750 before SAGA, the lead boat, rounded the West End—three hours behind the pace set in 1981.

From this point on, however, wind conditions for the race proved to be as favorable as anyone could wish. Unfortunately, most of the skippers, still psyched out by the pre-race forecast, fell off to the south after rounding Catalina. All this maneuver brought them was the disadvantage of sailing farther, but no faster. The few mavericks, led by BRAVURA, who refused to believe the weatherman, headed down the rhumb line. They were the ones that were going to collect most of the hardware.

Two boats, SAGA and NIGHT TRAIN, were knocked out of the race during the first 20 hours, but for the next several days the fleet encountered no problems. Then on Friday night, July 8, things began to happen. Four boats lost man-overboard gear. At 0300 Sunday, KATHMANDU was dismasted. Three more boats were going to be knocked out of competition during the final days of the race—one by dismasting, two with lost rudders. In addition, there were many other instances of bent spinnaker poles, broken booms and assorted gear failures.

Practically all these mishaps took place during the night. The Trade Winds this year were not extraordinarily strong, 18-25 knots. Neither were the seas exceptionally large. But there were an abnormal number of rain squalls, possibly because of El Niño, carrying winds of up to 40 knots at their center.

These weather conditions were quite manageable during the daylight hours. Nighttime was an entirely different matter. With no moon, and no starlight under the continually overcast skies, sailing the boats became extremely difficult. The darkness was so intense there was no way of knowing the squalls were coming until they hit and by that time it was too late to do anything but hang on. Many helmsmen developed vertigo and became disoriented. Some crews even put two men on the steering operation, one to watch the binnacle and call out compass headings, the other to watch the sails and steer.

Under the circumstances, it is not surprising that knockdowns and round-ups during the night became commonplace. Practically every boat suffered at least one and some had as many as five. Several others had round-downs as well. The crews on the ULDB's took a particular beating. In fact, some reached such a point of exhaustion they quit carrying spinnakers during the night.

LIBALIA TOO's crew, through all this, turned in a damage control and jury-rigging performance that not only won them second place in Class D but the Steve Newmark Seamanship Trophy as well.

In spite of some wild nights, the 1983 race was a fast race; not quite as fast as 1981, but fast enough. Forty five boats finished in less than 12 days, a time period that marked for many years the watershed between a fast passage and an average one. BRAVURA's elapsed time was only 47 minutes slower than her time in 1981 when she won First Place in Class B.

As noted above, the closer one stayed to the rhumb line the better one did. BRAVURA hardly strayed at all from this course. Based on the computer data from the daily position reports, she traveled only 2235 miles to cover the 2225 mile rhumb line course. CHARLEY, by contrast, logged 2302 nautical miles and her first-to-finish elapsed time was 15 hours slower than MERLIN's in 1981. Part of this differential could be accounted for in the slow start of the 1983 race. But a far larger part was the result of CHARLEY's longer course.

So the 1983 race proved once again that while the southern route to Diamond Head often pays off, the shortest distance between two points can also be the fastest.

Historian Jack W. Smock

HONOLULU RACE OF 1983

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing of IOR as modified by TPYC.

Start: July 2, 1300 hours, Pacific Daylight Time.,

Yacht	Owner	Elapsed	Corrected	Place	
Class A		D:H:M:S	D:H:M:S	Fleet	Class
Oaxaca	Leslie V. Leslie (Charter)	9:13:05:20	8:07:46:01	9	A-1
Whistlewind	Michael Choppin (Charter)	9:18:24:06	8:09:45:13	14	A-2
Samurai	Roy E. Disney (Charter)	9:14:03:27	8:10:05:15	16	A-3
Charley	Nolan K. Bushnell	9:01:53:48	8:11:34:01	23	A-4
Upbeat	Don B. Ayres, Jr.	9:15:46:21	8:11:57:26	25	A-5
Miss Magic	Richard C. Elliott	9:17:36:29	8:13:57:05	29	A-6
Octavia	Stewart B. Kett	9:18:06:40	8:13:57:26	30	A-7
Merlin	Steve Doty/Carl Godtferson/Bob Hall II/ Bob Hall III/Bob Hargis/ Mike Shanton/ Deming D. Smith/ Matt Smith/Clifford R. Wilson (Charter)	9:03:54:38	8:15:35:44	30	A-7
Earl of Mar	Richard Ertinger (Charter)	9:20:16:19	8:15:40:52	36	A-9
Ragtime	Ragtime Syndicate, (Charter)	9:14:45:04	8:18:54:03	45	A-10
Chasch Mer	E.R. Parker	9:22:27:15	8:19:54:18	47	A-11
Raider	Don Clothier/Bill Harris/ Don Holm/Nat Wilson (Charter)	10:04:53:27	9:00:45:59	52	A-12
Incantation	David Ratner	10:06:06:36	9:01:12:27	54	A-13
Kathmandu	John Landon	D.N.F. Dismasted. Powered and sailed into Honolulu.			
Saga	Doug Baker/Barry Berkus/ Dennis Choate/George Writer	Lost half rudder morning of July 3. Returned to Long Beach.			
Night Train	Dr. John R. White (Charter)	Lost shroud first night out. Returned to San Pedro.			
Class B					
Great Fun	Clay Bernard II	10:15:54:12	8:00:32:48	2	B-1
Tomahawk	John E. Arens	10:21:54:54	8:05:08:43	5	B-2
Jumpin' Jack Flash	G.A. Woodroffe & Partners	10:04:53:46 *	8:08:43:02	11	B-3
Revenge	Wayne Willenberg	10:23:14:58	8:09:27:42	12	B-4
Mimi B	William J. Wilson	10:19:53:55	8:10:33:53	18	B-6

Class B (continued)

Notorious	Scott D. Pine	10:21:08:17	8:09:43:03	13	B-5
Spellbound	Louis J. Fox	11:01:13:28	8:11:02:41	20	B-7
Prime Time	Robert E. Lund	11:01:14:14	8:11:26:09	22	B-8
Shaman	Roderic B. Park	10:22:15:34	8:11:47:10	24	B-9
Zamazaan	Zamazaan Syndicate (Charter)	11:00:41:56	8:12:52:41	27	B-10
Magic Touch	Wayne Colahan	11:00:00:50	8:14:50:01	32	B-11
Prima	Keith Simmons	11:07:06:17	8:16:43:18	39	B-12
Apple Pie	Dr. Lawrence M. Schecter	11:02:59:13	8:17:07:29	40	B-13
Skimmer	Robert A. Simpkins, Bill Simpkins (Charter)	11:06:19:48	8:17:08:28	41	B-14
Nalu V	Diane B. Green/ James Jessie	11:11:43:06	8:18:28:08	44	B-15
Outrageous	Doug Dreager/ Richard Linkmeyer	11:08:53:18	8:20:29:14	48	B-16
Aorangi	Walter W. Hoffman (Charter)	11:03:24:03	8:22:43:46	50	B-17
Pusillanimous III	Robert G. Alexander	11:23:16:58	9:10:11:40	58	B-18

**Includes 2 hour penalty for no IOR certificate aboard.*

Class C

Bravura	Irving Loube	11:01:42:19	7:22:55:15	1	C-1
Marishiten	Katsuhiko Takeda	11:14:21:53	8:09:55:52	15	C-2
Timber Wolf	Larry G. Atkins	11:16:44:12	8:10:43:04	19	C-3
Heat Wave	Richard D. Pennington	11:18:30:03	8:11:21:48	21	C-4
Uin Na Mara III	James R. Barnhart, Jr./ Richard Page	11:19:36:42	8:12:17:21	26	C-5
Immonette	R.F. Cottrell	11:20:48:53	8:12:59:15	28	C-6
Amante	Mel Richley	11:14:18:56	8:14:04:28	31	C-7
Annabelle Lee	California Maritime Academy (Charter)	11:14:20:56	8:14:56:36	33	C-8
Juice	Michael J. Elias	12:01:43:02	8:16:22:34	38	C-9
Free Run	Robert N. Miller IV	11:23:50:10	8:17:15:01	42	C-10
Elusive	Carl Eichenlaub (Charter)	11:16:29:04*	8:18:10:16	43	C-11
Supernova	Dr. Stephen M. Pauley	11:15:21:00	8:19:04:48	46	C-12
Dakar	William V. Goodley	12:11:00:55	9:05:50:17	53	C-13
Ariel	Univ. of California, Los Angeles Sailing Club (Charter)	12:13:41:22**	9:01:08:48	56	C-14
Russian Wood	Nick Alexander	13:05:29:16	9:19:11:05	61	C-15

Class D

Skysail	Robert S. Grant	12:01:13:20	8:03:01:24	3	D-1
Libalia Too	Dr. Arthur Kamasugi/ Libbie Kamasugi	11:19:19:20	8:03:26:00	4	D-2
Celerity	Dr. W.E. Ostermiller	11:18:21:15	8:06:06:14	6	D-3
Montgomery Street	James M. Denning	12:07:08:37	8:06:56:24	7	D-4

Class D (continued)

Winsome Gold	Vincent M. Berzins/ J. Seagrim/Lambert C. Thorn	12:00:16:50	8:07:26:31	8	D-5
Jest	Raymond K. Jarecki	11:23:24:08	8:08:30:17	10	D-6
Red Shift	Anne B. Kahle	12:07:17:05	8:10:19:16	17	D-7
Flasher	Laurie S. Timson	12:09:32:22	8:15:27:06	34	D-8
Lois Lane	B.J. Erkelens	12:09:27:53	8:15:55:43	37	D-9
Apollo V	Apollo V Racing	12:11:05:00	8:21:54:14	49	D-10
Johanne	Doug Simonson	12:14:19:34	9:00:29:58	51	D-11
Murphy's Law	Michael Campbell	13:05:52:50	9:05:07:25	55	D-12
Regardless	Sheldon A. Gebb	13:09:42:59	9:07:11:57	57	D-13
Sugarlips	Alan J. Brown	13:19:23:11	9:15:19:36	59	D-14
Wall Street Duck	James Robinson/ Christopher Corlett	13:09:56:46	9:15:51:16	60	D-15
Tinsley Light	Michael H. Grandin (Charter)	D.N.F.	Dismasted July 12. Powered into Honolulu.		
Pelican Express	William W. Crew		Disabled July 10. Towed by U.S. Coast Guard to Kahului.		

**Includes 10 minute penalty for failing to report one daily position.*

*** Includes 2 hour 18 minute credit for assisting Wall Street Duck.*

THE STORY OF THE 1985 TRANSPACIFIC YACHT RACE

From the starting line off Point Fermin, everyone knew that Transpac '85 was going to be different. A spinnaker start in a Southeasterly is not the norm. Neither was the expanded size of the Pacific High or reports of light winds along the tradewind route to Honolulu.

But the fleet of 64 boats reached out into the Pacific with hopes that the North Pacific weather pattern would work back to normal in a day or two. Instead, it got worse. The first five days of Transpac '85 were the slowest since the 1939 race.

The '85 Transpac fleet was extremely competitive — nearly two-thirds of the boats were less than two years old. Most noticeable were eight new ultra-light maxi raters: CITIUS, KATHMANDU, BLONDIE, DRUMBEAT, CHEETAH, PANDEMONIUM, PRIMA and SWIFTSURE III. Added with Transpac veterans MERLIN, RAG-TIME and SAGA, this made for a very hot 11-boat first-to-finish class.

Seven Santa Cruz 50's headed Class B, which also included two Santa Cruz 40's, two Nelson/Marek 55's, a Farr 55, a Davidson 52, a Barnett 52 and a few big IOR boats. But it was MAGIC, ex-SUNSET BLVD. (previous class winner), that won this impressive class. Designed by Eva Hollmann, MAGIC was skippered by James Hoskinson of Cal Yacht Club.

Class C was very mixed. Boats ranged from SIR ISAAC, a 49 foot schooner, to previous class winners ARRIBA and TOMAHAWK, three 40-foot ultra lights, five IOR boats, and three out-and-out cruising boats. At the bottom of the class were three new Express 37's. These untested boats put in a dazzling performance taking the top three spots with Kent Greenough's SECRET OF NIMH winning.

Class D again produced the top overall boats. MONTGOMERY STREET, a 20-year-old CAL 40 racing in her eighth Transpac — her seventh under owner James Denning, this time with son Dave Denning as skipper — won overall honors. The much-modified Richmond Yacht Club boat sailed the 2,225 mile course in 13 days, six and a half hours. Finishing two hours behind MONTGOMERY STREET for sec-

ond in Class D and second overall was Dean Treadway's Farr 36 SWEET OKOLE. TREADWAY and OKOLE were first overall in the 1981 race.

Most of the interest in the 1985 race, however, was riding with Class A. How fast were these new 70-raters? Could they break the record set by MERLIN in 1977 when she rated 90? The 33rd Transpac wasn't going to give us the answers. Four days out, the downwind flyers weren't a match for millions of Portuguese man-of-war that passed them by on a glassy sea. The maxi's had split up with four boats heading south and the rest hanging on the rhumb line. For a few days the rhumb line looked good. Then on the fifth day, the southern maxi's made 75 more miles than the northern ones. When the tradewind sailing finally began after six days of nursing zephyrs, the southern boats, led by Nick and Bob Frazee's Nelson/Marek 69 SWIFTSURE III, remained 75 miles closer to Honolulu for the rest of the race.

While the tradewinds were certainly welcome, they didn't blow hard enough to really break the big boats loose. And the few squalls that did appear were relatively windless — unlike the monsters of previous years.

With Keith Simmon's Nelson/Marek 68 PRIMA less than five miles astern, SWIFTSURE III passed the Diamond Head buoy just before dawn after 10 days, 19 hours, and 21 minutes of racing. SWIFTSURE's time was more than two days off MERLIN's eight day, 11 hour record set in 1977. So 1987 will have to be the year for true 70-rater surfing competition. Saved by the trades in the last half, Transpac '85 won't go down in history as the slowest race. It was, however, very competitive...and in a sense more difficult as yachts scratched for all the speed possible from the available winds. It was not the thriller everyone dreams of, but again...a race of pride and accomplishment.

HONOLULU RACE, 1985

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing of IOR as modified by TPYC.

Start: July 4, 1300 hours, Pacific Daylight Time.

Yacht Class A	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place	Fleet Class
Swiftsure III	Nicholas A. Frazee/ S. Robert Frazee	10:19:21:47	10:05:28:28	16	A-1
Prima	Keith Simmons	10:19:59:50	10:06:08:50	19	A-2
Saga	Doug Baker/ George Writer	10:20:40:12	10:06:48:12	21	A-3
Ragtime	Patrick Farrah	10:21:18:04	10:10:09:29	25	A-4
Blondie	Patrick Moniz Family	10:22:45:26	10:11:11:45	29	A-5
Pandemonium	William Packer, Jr./ Peter Wilson	11:02:01:38	10:12:26:02	32	A-6
Kathmandu	John Landon	11:01:08:33	10:13:40:53	34	A-7
Drumbeat	Don Ayres, Jr.	11:03:29:32	10:14:08:17	36	A-8
Dare	Roy E. Disney (Charter)	11:18:48:15	10:16:32:21	43	A-9
Cheetah	Dick Pennington/ Bud Tretter	11:08:50:06	10:19:16:09	48	A-10
Citius	PMEL/W.J. Wilson	11:08:39:19	10:21:29:10	50	A-11
Rampant II	Alan Tucker	11:19:47:47	10:23:21:28	52	A-12
Winterhawk	Harold E. Day	12:00:35:29	10:23:27:14	53	A-13
Momentum	Anthony Delfino/ Gerhard Aab	11:19:15:00	11:01:22:12	56	A-14

Class A (continued)

Merlin	In Primis Syndicate/ Skip Stevey (Charter)	11:12:10:47	11:01:32:21	57	A-15
Stuart Little	C. Dickie Williamson	12:05:58:59	11:05:32:21	59	A-16
Spirit of Queensland	C.J. Dorrough (Charter)	12:02:59:14	11:10:48:09	60	A-17

Class B

Magic	James R. Hoskins	12:12:23:48	10:04:02:02	14	B-1
Swiftsure	Simon Kleinman	12:06:12:04	10:05:05:57	15	B-2
The Shadow	Kirk/Dick Elliott	12:08:40:30	10:06:03:36	18	B-3
Climax	Frederic Laffite (Charter)	11:17:54:34	10:06:35:04	20	B-4
Strider	Blair Francis/ Bruce Brown (Charter)	11:19:43:50	10:10:27:18	26	B-5
Dr. Dan	Roderick Muir	12:11:46:46	10:12:28:23	33	B-6
Marishiten	Katsuhiko Takeda	12:00:56:35	10:14:39:54	37	B-7
Elusive	Ruben Vollmer	11:21:12:14	10:15:07:00	39	B-8
Magic Touch	Wayne Colahan	13:01:21:41	10:15:41:29	40	B-9
Chasch Mer	R.E. Parker	11:19:45:43	10:15:48:59	41	B-10
Apparition	Apparition Syndicate (Charter)	13:01:19:00	10:16:37:24	44	B-11
Racy II	Lucian W. Taylor	11:22:04:58	10:16:42:52	45	B-12
Hana Ho	Rolfe Croker	12:01:35:37	10:18:45:51	47	B-13
Allure	All Crew (Charter)	13:09:00:31	10:22:12:32	51	B-15
Whistle Wind	Michael J. Choppin (Charter)	12:08:20:52	11:00:10:54	54	B-16
Upbeat	Sherwood Tella (Charter)	12:04:37:57**	11:00:28:22	55	B-17
Incantation	David Ratner	12:08:37:00	11:02:30:46	58	B-18

Class C

Secret of Nimh	Kent C. Greenough	13:04:22:00	9:18:22:14	4	C-1
Blade Runner	Michael Shlens	13:04:33:54	9:19:24:55	5	C-2
GU	Reese Lane/ Randall Greenfield	13:05:23:00	9:21:29:08	7	C-3
Travieso	Ron Kuntz	13:06:45:52	10:02:45:23	12	C-4
Azahara	Colin McRae	13:06:48:19	10:03:02:15	13	C-5
Uin Na Mara	Jim Barnhart	13:12:50:33	10:05:23:36	17	C-6
Libalia Flash	Arthur/Libbie Kamasugi	13:06:42:37	10:08:50:54	24	C-7
Swift Strike	Thomas C. Blake	13:16:01:43	10:10:28:35	27	C-8
Notorious	Scott D. Pine	13:01:13:36	10:10:29:36	28	C-9
Tomahawk	John E. Arens	13:04:54:49	10:11:56:45	30	C-10
Blast Furnace	Michael J. Campbell (Charter)	13:07:08:31*	10:13:43:35	35	C-11
Arriba	Michael Gayner (Charter)	13:11:29:09	10:14:58:45	38	C-12
Lois Lane	B.J. Erkelens	13:13:16:03	10:16:14:38	42	C-13
Sir Isaac	F. Rodney Holt	13:07:40:31	10:17:45:19	46	C-14
Droits de L'Homme	Marvyn Carton	15:00:40:10	11:21:51:35	61	C-15
Ariel	Richard F. Rosic	15:19:01:45	12:11:4:52	62	C-16

Class D

Montgomery Street	James M. Denning	13:06:31:19	9:14:00:40	1	D-1
Sweet Okole	Dean Treadway	13:09:28:24	9:15:23:59	2	D-2
Encore	Richard C. Knoth	13:11:05:51	9:17:20:06	3	D-3
Cursor	Jeff Farwell	13:07:07:33	9:20:10:24	6	D-4
Super Sunbird	Tatsumitsu Yamasaki	13:13:33:50	9:22:11:35	8	D-5
Apollo V	Hugh Bennett	13:12:28:51	9:23:14:51	9	D-6
Prism	Jeanne/Michael Light	13:12:24:15	10:00:08:58	10	D-7
Medicine Man	Robert M. Lane	13:15:03:19	10:00:30:16	11	D-8
Rampage	Phillip Friedman	14:02:27:12	10:07:03:57	22	D-9
Wild Women	Walter Strycker/ Gary Gebhard	13:18:51:29	10:07:37:43	23	D-10
S.B.O.C.	Bruce Wallerstein	14:10:18:09	10:12:07:02	31	D-11
Defiance***	Michael R. Wathen	17:00:02:54	13:07:38:27	63	D-12
Conquest	Arthur M. Moreno/ Robert E. Perrin	D.N.F. Ruptured water tank and electrical problems July 9. Returned to Long Beach.			

**Includes 10 minute penalty for no position report.*

***Includes 30 minute penalty for no position report.*

****Dismasted, but finished last half of passage jury-rigged under sail.*

THE STORY OF THE 1987 TRANSPACIFIC YACHT RACE

Transpac '87 had all the classic elements: an extremely competitive 55-boat fleet, hard sailing the first few days, incredible mid-Pacific surfing, several new records set, a dramatic rescue, and close finishes. The only thing lacking was wind in the final days of the race.

After sorting out from an aggressive light-air start July 2, the fleet got around Catalina's west end in a building westerly that increased all night. By the first morning's roll call the boats were setting a blistering rail-down pace that increased over the next five days.

Major interest was on the Class A fleet which comprised of eleven ultra-light maxi sleds. Gunning for MERLIN's 1977 record, the 70-raters had an incredible race. They were soon ahead of MERLIN's 1977 track and, as the tradewinds increased into the 25-30 knot range halfway through the race, it seemed all of them would break the record. During this two days of heavy tradewind sailing, the maxis surfed at speeds up to 23 knots. They all shattered MERLIN's 1977 day's run record of 304 miles. Pat Farrah's BLONDIE created a new Transpac record by scoring three consecutive 300 mile days. The Santa Cruz 70 posted runs of 306, 323 and 300 miles. During this period of hard sailing, none of the boats suffered serious damage.

By the sixth day out, the Pacific High expanded and the strong trades gradually diminished. The maxis sailed the last 600 miles to Honolulu in 14-18 knot winds. And a few days later, the rest of the fleet struggled with less than 10 knots of breeze.

The first-to-finish race remained very close as the Class A fleet came within 400 miles of Diamond Head. Eight of the eleven maxi boats were still in contention for line honors, but as the wind made a persistent shift to the east, Donn Campion's MERLIN worked north for a perfect angle to Honolulu. A definite dark horse against 10 newer maxis, MERLIN worked some magic when she flew past Diamond Head first, just after 10 p.m. HST, July 10. The 10-year-old boat missed her own record by just 64 minutes and became the third boat in Transpac history to score three elapsed time victories.

Don Ayres' Nelson/Marek 68 DRUMBEAT was second to finish, an hour behind MERLIN, correcting out on the Bill Lee boat and winning Class A overall. The margin was close however. PANDEMONIUM, a Nelson/Marek 66 sailed by Bill Packer and Dennis Durgan, was third across the line 33 minutes behind DRUMBEAT. Since DRUMBEAT owed PANDEMONIUM 27 minutes on corrected time, Durgan and his crew missed winning Class A by just six minutes.

The rest of the Class A fleet finished within six hours. Three days later, when the last of the Class D boats failed to save their time on DRUMBEAT, Ayres was declared the overall winner of Transpac '87. Class A boats swept the first eight places overall. PANDEMONIUM missed first overall to DRUMBEAT by that same six-minute margin making for the closest overall win margin in Transpac history. Light winds at the finish and a shortened handicap distance allowed the Class A boats to win for the first time since the '75 race.

Class B was won by Charles Jacobson's Santa Cruz 50 ALLURE, which broke the previous Santa Cruz 50 race record by more than nine hours. Bill Twist's 47-foot IOR boat BLADE RUNNER won Class C despite an incredible mid-Pacific round-down that blew out three sails at once. Top boat in Class D was Rod Park's one tonner JAZZ. For a few days a serious contender for the overall prize, JAZZ's crew was let down by the wind 200 miles from the finish and ended up 10th overall behind the Class A boats and ALLURE.

Transpac '87 proved that MERLIN's 10-year-old record of 08:11:04:45 can easily be broken if conditions are right. And the race also reaffirmed what Transpac veterans never forget: when the tradewinds blow, the race to Honolulu is sailing's best.

— Brad Avery

Note: MERLIN's first-to-finish run was briefly threatened a day out of Honolulu when a crew member fell off the stern as the boat was surfing at 12 knots. After immediately rounding up and dropping the spinnaker, the man was recovered. MERLIN was squared away and back up to racing speed in 18 minutes. For their well-executed effort, MERLIN's crew was awarded the Steve Neumark Seamanship Trophy.

HONOLULU RACE OF 1987

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: Ocean Racing of IOR as modified by TPYC.

Start: July 2, 1300 hours, Pacific Daylight Time.

Yacht <i>Class A</i>	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place Fleet Class
Drumbeat	Don Ayres	8:13:10:15	8:00:56:41	1 A-1
Pandemonium	William Packer, Jr.	8:13:43:38	8:01:02:50	2 A-2
Merlin	Donn Champion	8:12:00:40	8:02:18:03	3 A-3
Pyewacket	Roy Disney	8:13:59:06	8:02:49:29	4 A-4
Prima68	Rod Muir	8:15:49:04	8:03:04:52	5 A-5
Blondie	Robert McNulty	8:13:51:18	8:03:04:54	6 A-6
Hotel California	John Wintersteen	8:13:53:30	8:03:23:06	7 A-7
Citius	Pacific Marine (SYN)	8:15:16:36	8:05:09:29	9 A-8
Cheetah	Richard Pennington	8:17:48:34	8:05:49:13	13 A-9
Ragtime	Patrick Farrah	8:17:57:16	8:07:55:20	18 A-10
Swiftsure III*	Douglas Simonson	8:21:00:32	8:07:55:21	19 A-11

Class B

Allure	Charles Jacobson	9:06:23:39	8:04:16:52	8	B-1
Mongoose	Paul Simonsen	9:13:27:39	8:08:34:38	20	B-2
Zamazaan	Jack Ford	10:08:42:20	8:08:41:35	21	B-3
Hana Ho	Rolfe Croker	9:13:39:10	8:09:02:15	22	B-4
Marishiten	Katsuhiko Takeda	9:19:05:36	8:09:40:50	23	B-5
Elusive 50	Reuben Vollmer	9:14:53:38	8:09:54:12	24	B-6
Tigris	J. P. Warmington	10:02:01:24	8:11:20:50	30	B-7
Chasch Mer	Randy Parker	9:19:43:26	8:17:46:54	36	B-8
Upbeat	Bill Boyd	9:20:22:18	8:18:34:18	37	B-9
The Shadow	Runstad/Kline	10:17:05:20	8:18:43:06	39	B-10
Swiftsure**	Simon Kleinman	10:16:25:00	8:18:43:07	40	B-11
Racy II	Lucian Taylor	10:00:26:41	8:18:48:44	41	B-12
Strider	Sherwood Tella	10:02:19:37	8:19:24:52	42	B-13
Gitana	Matt Lerner	10:20:28:48	8:20:16:40	44	B-14

Class C

Blade Runner 47	Bill Twist	10:20:53:41	8:05:26:40	11	C-1
Notorious	Scott Pine	10:15:55:13	8:05:41:4	12	C-2
Tomahawk	John Arens	10:17:45:44	8:06:03:51	15	C-3
Jano	Kahn/Campbell	11:08:37:53	8:06:54:35	16	C-4
Outrageous	Rick Linkmeyer	10:19:31:19	8:10:21:09	25	C-5
Eclipse	Crouch/Bannasch	11:13:43:24	8:11:57:32	31	C-6
Rocinante	Shinji Ohguchi	11:13:48:20	8:16:25:20	34	C-7
Black Sheep	Alastair Shanks	11:05:31:16	8:17:04:08	35	C-8
High Roler	John Fairbank	11:19:56:22	8:18:40:57	38	C-9
Travieso	Ron Kuntz	11:17:56:51	8:20:04:30	43	C-10
Prima 40	Fred Kirschner	11:07:03:40	8:20:52:03	45	C-11
Mystery	Fred Hibberd	11:20:21:29	8:21:04:36	46	C-12
Uin Na Mara	Richard Page	12:00:21:19	8:22:40:48	47	C-13
Sangvind	Joe Mello	11:16:50:27	9:05:29:18	49	C-14
Elusive 48	Gerald Bertram	12:00:04:23	9:06:47:11	50	C-15

Class D

Jazz	Roderick Park	11:16:30:32	8:05:18:12	10	D-1
Frequent Flyer	Ted Hall	11:11:02:14	8:05:53:59	14	D-2
White Knight	Phillip Friedman	11:19:00:23	8:07:26:24	17	D-3
Blade Runner 37	Mick Shlens	11:15:17:12	8:10:54:08	26	D-4
Morning Star	Lawrence Doane	11:15:33:50	8:11:03:25	27	D-5
One-Eyed Jack	James Svetich	11:16:32:22	8:11:06:54	28	D-6
Sweet Okole	Dean Treadway	11:22:46:53	8:11:16:08	29	D-7
Free Enterprise	Richard Ettinger	11:18:49:53	8:13:18:04	32	D-8
Montgomery Street	James Denning	12:00:12:54	8:15:27:51	33	D-9
Illusion	David Fell	12:06:15:28	9:02:06:54	48	D-10
Brenda	John R. Pulskamp	12:17:45:16	9:07:00:03	51	D-11
Wings	John Miller	12:16:57:24	9:07:09:21	52	D-12
Bandit	Lawrence Carr	12:20:52:19	9:12:32:14	53	D-13
Primo	Ron Carlson	13:11:05:17	10:05:21:44	54	D-14

*Includes Elapsed Time penalty of 41 min. 53 sec. for starting infraction.

**Includes Elapsed Time penalty of 3 hrs. 41 min. 10 sec. for starting infraction.

THE STORY OF THE 1989 TRANSPACIFIC YACHT RACE

Much of the finishing excitement occurred during the night-time hours, in the glare of the Diamond Head searchlight instead of under the warm Hawaiian sun. The first excitement was four "maxis" charging down the channel in their final sprint for first-to-finish, crossing the line within a span of less than thirty-seven minutes! The elapsed time intervals between yachts were: 17 minutes (between 1st and 2nd), 7 minutes (between 2nd and 3rd), and 13 minutes (between 3rd and 4th). The finishing order of those four was SILVER BULLET, BLONDIE, TAXI DANCER and MONGOOSE. Before dawn another four maxis were ready to party at Ala Wai. They were: CHANCE, DRUMBEAT, RAGTIME and EVOLUTION. This may make it sound like a maxi-dominated race; however, as has happened many times before in modern Transpac history, one of the smaller IOR classes saved her time and won the canoe. She was also a night time finisher, NOTORIOUS.

The third night time event off Diamond Head was a tragic one: Only a few hundred yards before the finish line, MEDICINE MAN, a Class C yacht which appeared to be in contention for 1st or 2nd overall on corrected time, went on the reef off Diamond Head. All six persons aboard were rescued, but did not escape injury. The next morning a tug was able to pull MEDICINE MAN off the reef and tow her to the repair yard at Ala Wai Yacht Basin.

A post-race event which made headlines was the loss of PANDEMONIUM's keel on the way back to San Francisco and the fortunate rescue of her delivery crew. About a year later her hull was sighted, drifting upside down toward Hawaii, but it has not so far been recovered.

Commodore Frank L. Mallory

HONOLULU RACE OF 1989

Yacht Class A	Owner	Elapsed D:H:M:S	Corrected D:H:M:S	Place Fleet Class	
Taxi Dancer	Mitchell Rouse	8:13:14:17	8:02:57:45	2	A-1
Silver Bullet	John DeLaura	8:12:50:35	8:03:30:31	3	A-2
Blondie	Pat Farrah	8:13:07:15	8:03:31:52	4	A-3
Mongoose	Paul Simonsen	8:13:27:21	8:03:53:49	5	A-4
Chance	Robert McNulty	8:14:46:18	8:05:11:50	6	A-5
Drumbeat	Don Ayres	8:16:37:11	8:07:04:25	9	A-6
Ragtime	Farrah/Elias	8:17:54:37	8:07:56:18	11	A-7
Evolution	Robert Doughty	8:18:34:00	8:09:09:23	14	A-8
Cheetah	Pennington/Wallerstein	8:21:32:49	8:09:35:42	15	A-9
Maverick	Les Crouch	8:20:39:08	8:09:42:32	17	A-10
Pyewacket	Roy Disney	8:20:46:50	8:10:08:01	18	A-11
Pandemonium	Donahue Wildman	8:22:00:50	8:10:16:12	19	A-12
Cheval	Harold Ward	9:00:13:12	8:11:27:17	21	A-13
Swiftsure III	George Folgner	9:00:39:14	8:12:21:30	23	A-14
Rocinante	Shinji Oguchi	9:03:48:36	8:12:29:01	24	A-15
Marishiten	Katsuhiko Takeda	9:01:17:50	8:14:31:26	28	A-16
Merlin	Stewart Kett	8:23:51:35	8:18:42:02	32	A-17
Grand Illusion	Ed McDowell	D.N.F. Broken boom.			
Citius	Curtis Spencer	D.N.S.			

Class B

Allure	Charles Jacobson	9:09:39:07	8:05:26:16	7	B-1
M-1	Darryl Iohnston	*9:13:30:32	8:07:41:52	10	B-2
Ralphie	Davis Pillsbury	9:14:32:46	8:08:38:03	13	B-3
Deception	Dave Maginnity	9:14:33:13	8:09:41:53	16	B-4
Strider	Bill Boyd	9:19:27:08	8:12:18:49	22	B-5
Hana Ho	Rolfe Croker	9:19:34:14	8:13:22:16	26	B-6
Octavia	Darrel Louis	9:19:37:24	8:13:48:33	27	B-7
Whistlewind	Walter Johnson	9:22:55:05	8:16:29:18	29	B-8
Climax	Mike Campbell	10:00:26:08	8:18:26:32	30	B-9
Acey Deucy	Richard Leute	10:01:14:25	8:21:39:41	33	B-10
Bombay Blaster**	Blaster Syndicate	11:07:05:07	10:01:01:08	35	B-11
Lear Jet	Samuel Pallin	D.N.F. Electrical problems.			

Class C

Notorious	Pine/Shaw	10:15:12:16	8:02:54:08	1	C-1
Flash	Libbie Kamisugi	10:23:30:13	8:05:26:55	8	C-2
Gerontius	Bill Alexander	11:05:58:13	8:08:31:16	12	C-3
Wave Runner	Lon Price	10:16:55:33	8:11:06:33	20	C-4
Charisma	Steve Popovich	11:04:38:41	8:13:10:31	25	C-5
Montgomery Street	James Denning	12:10:42:38	8:18:28:30	31	C-6
Ariel	Hugh McIntyre	12:07:26:42	9:03:23:30	34	C-7
Illusion	David Fell	D.N.F. Electrical problems.			
Medicine Man	Bob Lane	D.N.F. Hit reef off Diamond Head.			

IMS Class

Swans Island	Gib Black	11:17:40:39	9:20:06:51	1	
Outta Bounds	Charles Cook	10:04:35:21	10:04:35:21	2	
Delphis	Mike Michel	12:09:35:40	10:07:09:25	3	
Dandy	Stef Clarke	12:02:27:49	10:08:32:18	4	
Novia	John Webb	12:09:02:17	10:08:39:36	5	
World Headquarters	Robert L. Brown	11:20:56:04	10:15:07:44	6	
Jamboree	Richard Elliott	11:11:44:30	10:16:51:55	7	
Lianda	Anthony Gerber	11:18:27:48***	11:03:08:18	8	
Magic	Callahan/Keenan	13:00:34:02	11:12:14:37	9	

*2 hour penalty for failure to have certificate aboard.

**Finished with broken mast.

***20 minute penalty for failure to report.

THE STORY OF THE 1991 TRANSPACIFIC YACHT RACE

Transpac '91 had 42 yachts departing this year for the islands in the form of two separate starts on two different days. Eleven yachts started the race on June 27th in very light air and 31 yachts started the race of June 29th with a stiff westerly blowing at about 15 knots!

The reason behind the double start was to try and have all of the participants finish a little closer together in Hawaii.

There were 12 IMS Class Yachts and 28 IOR Class Yachts in total. As in the past couple of years, the larger and faster sleds in the form of both 50's and 70's created the larger classes. In all, there were 20 large sleds, and 11 fifty footers.

The weather for Transpac '91 was relatively light air, overcast with lots of rain the entire race. The average wind velocity was 10 to 15 knots with calm seas. Many of the competitors reported no wind for hours on end.

The Santa Cruz 70 CHANCE, owned by Robert McNulty, led the race in the IOR Division wire to wire. They started first, sailed to the West End of Catalina in two hours and one minute and finished first, 9 days, 21 hours, 59 minutes and 35 seconds after starting. The next boat to finish was SILVER BULLET, some two and a half hours later.

MERLIN, the Bill Lee designed 67 foot record holder for the race, was remeasured under the IMS rule for this year's race and was first-to-finish in their division with an elapsed time of 10 days, 5 hours, 18 minutes, and 8 seconds. RAGTIME was second to finish in the IMS division about an hour behind MERLIN.

WAVE RUNNER, the custom 48, ended up winning on corrected time to be first in IMS-A and first in IMS fleet.

KOTUKU was first in IMS-B and second in fleet.

Recapping the race, basically the boats that sailed the shortest course (closest to the rhumb line) would have more wind, sail less miles and should win the race! That is in essence what all of the class and overall winners did.

For CHANCE it was a great victory as they were able to hoist the broom to the mast-head signifying a clean sweep (first-to-finish, first-in-class A, first overall) which has only been done twice before in Transpac history! Once in 1936 by DORADE and once in 1971 by WINDWARD PASSAGE.

The Don Vaughn Memorial Trophy for the best crew member on the first-to-finish yacht went to Marshall "Duffy" Duffield.

In closing, a good time was had by all and most competitors are looking forward to Transpac 1993!

Dennis Durgan

HONOLULU RACE OF 1991

Yacht <i>Class A, IOR</i>	Owner	Elapsed H:M:S	Corrected H:M:S	Place Fleet Class	
Chance	Robert McNully	248:59:35	238:34:13	1	1
Silver Bullet	John DeLaura	251:20:29	241:10:02	2	2
Marishiten	Hirotsugu Hashiba	253:21:06	241:53:36	3	3
Pyewacket	Roy E. Disney	252:43:34	242:23:21	4	4
Maverick	Les Crouch	256:13:23	244:26:15	8	5
Mirage	Jim Ryley	254:51:27	244:45:27	10	6

Class A, IOR (continued)

Holua	Davis T. Pillsbury	255:36:28	245:19:07	12	7
Kathmandu	F. Kirschner/J. Jaconi	256:43:53	246:11:51	13	8
Blondie	Peter Tong	256:56:57	246:34:50	14	9
Evolution	Brack Duker	258:59:14	248:32:06	16	10
Grand Illusion	Ed McDowell	261:52:41	251:25:31	18	11
Hokulele	Richard Taubman	263:59:58	251:59:58	19	12
Cheval	Hal Ward	265:01:49	253:31:43	20	13
Taxi Dancer	Mitchell Rouse	265:37:12	254:06:33	21	14
Cheetah	D. Baker/D. Pennington	269:26:06	259:14:17	23	15
Olé	Antonio Elias	D.N.F.			
Starship I	Mike Halleran	D.N.F.			

Class B, IOR

Deception	Dave Meginnity	272:54:19	242:34:33	5	1
Heart of Gold	Sue Corenman	289:18:33	243:00:03	6	2
Medicine Man	Bob Lane	265:28:13	244:23:59	7	3
Ralphie	Lambert C. Thom	274:23:56	244:29:13	9	4
Harmony	Barbara Colville	276:50:52	245:12:43	11	5
Samurai	Warren Rosendale	274:35:43	248:01:28	15	6
Allure	Charles E. Jacobson	278:32:58	250:20:07	17	7
Strider	Peter Bennett	287:39:40	254:56:21	22	8

Class C, IOR

Solution	Fred Hibberd, Jr.	319:03:19	260:32:58	24	1
Jano	Robert M. Kahn	342:46:35	269:09:28	25	2
Montgomery Street	James Denning	382:27:43	294:09:00	26	3

Class A, IMS

Wave Runner	Kent Greenough	287:16:42	175:01:10	1	1
Climax	Michael Campbell	281:07:42	185:19:29	3	2
Merlin	Skip Stevely	256:18:08	186:47:19	5	3
Rocinante	Shinji Ouguchi	297:47:29	187:41:20	6	4
Joss	Richard/Camille Daniels	259:23:24	189:27:20	7	5
Ragtime	Mike Farrah	257:22:53	193:16:41	9	6

Class B, IMS

Kotuku	David Thomson	329:43:50	182:53:04	2	1
Windsurfer	Kevin Miller	311:06:07	186:20:57	4	2
Cygnets	Louis A. Freeman, M.D.	347:23:10	190:34:14	8	3
Ariel	Richard F. Rosic	341:07:28	194:39:12	10	4
Perestroika	Gib Black	346:34:36	200:12:12	11	5
Power Play	Peter B. Richards	329:03:01	201:18:52	12	6
Tak	Takashi Takamura	331:58:36	206:06:15	13	7
Out 'N About	Gordon Finlay	362:41:55	206:51:29	14	8

THE STORY OF THE 1993 TRANSPACIFIC YACHT RACE

The 37th running of the Transpacific Yacht Race was actually four races in one. Due to the large disparity of boat speeds within the fleet of 42, it was decided to stagger the start over a four day period to try to equalize the finishing dates. The results were mixed due to mother nature and the Pacific High playing a fickle hand with most entrants. Kenwood Corporation, again, sponsored the event.

The fleet had been opened up to a wide variety of yachts by including PHRF as well as IOR and IMS ratings. Ultimate results IOR 17 (13-70' sleds), PHRF 16 (including 9 sleds) and IMS 9.

The fleet included MORNING GLORY, an Ultra-Hi-Tech Reichel-Pugh 50 designed to IMS; a traditional Cal-40, ANTARA with an all-woman crew; and RAGE, a cold molded Wylie 70 of a radical rake.

The first start on June 30th at Point Fermin had light winds that pointed out the vast differences in yacht design. PATRIOT, an IOR 40' one-tonner, took a fast start with J-35s close on her heels while HMS ORIOLE, a 72 year old Canadian Naval vessel of 102' overall, could not start for nearly an hour. Once all entrants were on the course, the Pacific High remained to the far north resulting in rhumb line being the favored course. The faster vessels, led by SILVER BULLET, quickly overtook the slower boats with a good race for first-to-finish with MORNING GLORY, which had a 24 hour head start. Uncharacteristic of previous Transpacs, many vessels found the favored course a close reach under head sail. Even though light conditions prevailed, three vessels experienced breakdowns requiring withdrawal near the California Coast. The thirteen 70' sleds had an excellent race. SILVER BULLET won on first-to-finish at 9 days, 9 hours, 11 minutes, 17 seconds and corrected over ORIENT EXPRESS and VICTORIA. MORNING GLORY had an excellent boat-for-boat race with PERSUASION for IMS A and sweep of corrected times; but ended up finishing 1 hour 35 minutes after SILVER BULLET. RAGE corrected out over MERLIN for PHRF A while ORIOLE came back to first in PHRF C. Bob Lane with a new MEDICINE MAN captured IOR B, and JUMPIN' JACK FLASH took PHRF B over eight 50 footers, while "Tail-end Charlie" was VENDETTA of Wellington, New Zealand.

An emphasis on professional yachtspersons on major boats was in keeping with present trends, including Chris Dickson (VICTORIA), Dee Smith (MORNING GLORY), John Jourdane and Mark Rudiger (SILVER BULLET). Jeff Madrigali (SILVER BULLET) was the winner of the Don Vaughn Trophy.

HONOLULU RACE OF 1993

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: IMS-Performance Line Scoring/IOR-Standard IOR Rule/PHRF-Modified PHRS.

Start: June 30, 1300 hours, Pacific Daylight Time

July 1, 1300 hours, Pacific Daylight Time

July 2, 1300 hours, Pacific Daylight Time

July 3, 1300 hours, Pacific Daylight Time

Yacht	Owner	Elapsed	Corrected	Place	
<i>Class A, IOB</i>		D:H:M:S	D:H:M:S	Fleet	Class
Silver Bullet	John DeLaura	9:09:11:17	8:23:09:06	1	1
Orient Express	Peter Tong	9:12:37:44	9:02:14:30	2	2
Victoria	Michael Campbell	9:19:12:42	9:07:52:58	3	3
Mongoose	Joe Case	9:18:14:04	9:08:21:20	4	4
Pyewacket	Roy E. Disney	9:19:03:31	9:08:56:37	5	5

Class A, IOR (continued)

Alchemy	Richard/Mary Compton	9:20:40:48	9:09:17:20	6	6
Mirage	Jim Ryley	9:19:53:46	9:10:04:33	7	7
Taxi Dancer	Bruce Chandler	10:00:26:19	9:12:52:06	8	8
Kathmandu	Fred Kirschner	10:00:08:56	9:13:55:52	9	9
Holua	Blake Quinn	10:00:24:11	9:14:04:17	10	10
Grand Illusion	Ed McDowell	10:05:58:08	9:19:35:55	11	11
Gekko VIII	Eitaro Shimizu	11:04:57:11	10:17:06:08	13	12
Starship I	David Delo	D.N.F.			

Class B, IOR

Medicine Man	Bob Lane	10:22:00:51	10:01:07:23	12	1
Tomahawk	Dick Applegate	13:16:06:35	11:03:06:47	15	2

Class C, IOR

Patriot	Jerome Montgomery	14:07:55:05	10:20:04:58	14	1
Rodeo	Leonard King	14:18:27:56	11:03:58:17	16	2

Class A, IMS

Morning Glory	Hasso Plattner	10:10:47:01	6:22:18:53	1	1
Persuasion	Neil Barth	10:10:40:49	7:02:15:56	2	2

Class B, IMS

Warspite	Kevin Meechan	12:12:18:31	7:17:47:09	3	1
Flyer II	Ellian J. Perch	12:16:20:36	7:23:03:50	4	2
Perestroika	Gib Black	14:11:14:34	8:20:03:32	9	3

Class C, IMS

Urban Renewal	Les Vasconcellos, Jr.	14:12:44:50	8:12:19:22	5	1
Ariel	Richard Rosie	14:09:26:20	8:14:32:01	6	2
Antara	Bonnie Gibson	15:21:02:55	8:16:24:51	7	3
Vendetta	Bill Reid	16:07:01:42	8:18:47:09	8	4

Class A, PHRF

Rage	Steven Rander	10:00:44:59	8:17:20:34	2	1
Merlin	Donn Champion	10:09:31:41	8:17:57:33	3	2
Joss	Dick/Camille Daniels	12:01:54:32	10:00:50:45	10	3

Class B, PHRF

Jumpin' Jack Flash	Bruce Tabor	11:10:59:45	8:14:35:20	1	1
M-1	Bill Boyd	11:01:08:41	8:18:14:49	4	2
Gone with the Wind	Bill LeRoy	11:09:25:46	8:18:30:19	5	3
Oaxaca	Gene Twiner	11:09:26:07	8:18:57:44	6	4
Bombay Blaster	Dan Nowlan	11:11:37:06	8:19:12:55	7	5
Bay Wolf	Kirk/Jocelyn Wilson	11:10:38:31	8:20:20:41	8	6
Kingfish	John Kerslake	D.N.F.			
Harlequin	Barbara Colville	D.N.F.			

Class C, PHRF

HMCS Oriole	LCdr. M. Cooper	14:08:19:12	9:14:36:39	9	1
Destiny	H. James Schafer (Charter)	15:13:58:44	10:08:43:19	11	2
Koinonia	Doug Ament	14:15:43:19	10:10:22:52	12	3
Ecstasy	John Donahue	15:18:10:14	10:19:12:56	13	4
Air Stripper	Ralph Schmitt	15:23:34:10	11:18:13:43	14	5

THE STORY OF THE 1994 TAHITI RACE

The 1994 Tahiti Race may well go down in the record books as the World's Longest Match Race. While a dozen boats expressed early interest in the race, only SORCERY and KATHMANDU crossed the starting line in Los Angeles Harbor at 1310 on June 24, 1994. SORCERY, a Mull 82, was skippered by Jake Wood, a veteran of five Tahiti Races. KATHMANDU, a Santa Cruz 70, was skippered by Fred Kirschner, an avid ULDB-70 racer. The boats were closely matched in terms of official ratings but quite different in design, with SORCERY displacing about three times as much as KATHMANDU. Both skippers were highly motivated to beat the course record (17d.07h.57m.55s.) set by TICONDEROGA in 1964.

For the first few days SORCERY was about a mile ahead, each boat reeling off 260 mile days. On the second night out, SORCERY jibed South, while KATHMANDU stayed on starboard tack heading West. The boats separated by as much as 300 miles. There was better wind farther West, and KATHMANDU opened up a lead it never relinquished. For KATHMANDU, the race was mostly a headsail reach with #2 and #3 genoa, and the chute was used for only 72 hours. KATHMANDU blew out her mainsail three days before the finish and sailed without it for 24 hours while being repaired. KATHMANDU crossed the finish line off Pointe Venus on July 9 after 14d.21h.15m.26s. (time allowance was based on a formula developed by Tom Wilder and Olin Stephens), averaging 10 knots, and SORCERY on July 10 after 16d.0h.49m.12s., but not in time to save her time allowance of 14.1178. Although both boats beat "Big Ti's" record, KATHMANDU established a new course record taking 2d.10h. off Ti's record.

TAHITI RACE OF 1994

Course: Los Angeles to Papeete, Tahiti, 3571 nautical miles.

Handicap Rule: Wilder/Stephens.

Start: June 24, 1994, 1300 hours, Pacific Daylight Time.

Yacht	Owner	Elapsed D:H:M:S	Corrected	Fleet
Kathmandu	Fred Kirschner	14:21:15:26 or 357.2572 h	357.2572	1
Sorcery	Jake Wood	16:00:49:12 or 384.8200 h	370.7022	2

THE STORY OF THE 1995 TRANSPACIFIC YACHT RACE

The 1995 Transpac, as in the past, was sponsored by Kenwood Corporation. Hawaiian Airlines was the official airline. It was a traditional race to Honolulu with four innovative changes to respond to the yachting world. These included: deriving a Transpac Rating System from IMS data for all entrants; setting the upper limit equal to the new ILC-70 configuration; inviting certain monohull and multihull vessels as "Guests"; starting a double handed class; and allowing Category B commercially sponsored entrants. The resulting mix included the ILC-70 of Larry Ellison, SAYONARA; a Whitbread 60, Neil Barth's AMERICA's CHALLENGE; two "Turbo-sleds"; and two "multihulls" in the fleet of 38. Twenty-one yachts exceeded 60 feet in length.

The starts were again staggered over 6 days, including the multihulls. Winds were moderate along the coast, but there was a large area of 0-5 knot winds 300 miles out. Early starters hit this wall, and ended up recording very slow going (MOUNTAIN OYSTER 43 km, ANTARA 51 km). The Pacific High seemed nearly fixed, due north of Hawaii. The effect was to preserve MERLIN's elapsed time record, dictate light air

sailing for most entrants, and to create rationing of water and supplies for some. SOLUTION, a SC-40, elected to withdraw after 8 days.

Once past the hole, the trades filled and grew to 20 knots, causing HATSU to lose her rig and withdraw. The Race coverage (now on internet) quickly focused on the first-to-finish battle with the Turbo-sleds of Hal Ward, CHEVAL, and Roy Disney, PYEWACKET, jousting with SAYONARA, and guest WINDQUEST of the DeVos family. Over eight days of close racing CHEVAL built a 70 mile lead, and her 24 hour run of 322 miles just missed BLONDIE's 1987 record of 323 miles. On the last jibe, 35 miles from the finish, a backstay broke and the mast followed into the sea. Avoiding the coast of Molokai (3/4 of a mile) the crew built a jury rig within 45 minutes and sailed the remaining distance at over 8 knots to finish in 9 days, 1 hour, 32 minutes to beat WINDQUEST by 1 hour, 22 minutes. MERLIN, in her 10th race, under charter to Dan Sinclair of Vancouver, B.C., became the first "International" yacht to correct out First Overall.

Nine standard 70' sleds had an extremely close covering contest. The first four, MIRAGE, EVOLUTION, ORIENT EXPRESS and MONGOOSE, finished within 53 minutes of each other. MIRAGE took the win.

Veteran JUMPIN' JACK FLASH took Division 3 over a fleet of ten 50' entries, while DADDABOAT took First in the reduced Division 4. AIR STRIPPER, a J-35, took First in Division 5 in 14 days, 6 hours, 46 minutes over ANTARA, a CAL-40, Ms. "Tail-end Charlie".

Mike Howard was awarded the Don Vaughn Trophy, and Mark Rudiger repeated as the Best Navigator. Crews included numerous internationally known sailors such as Paul Cayard, John Kolius, Ross MacDonald, Geoff Stagg, John Bertrand, Dave Scully, and Kimo Worthington.

Steve Fossett's LAKOTA, a 60' Trimaran, set a new record of 6 days, 16 hours, 7 minutes for invited guest multihulls, beating Bob Hanel's DOUBLE BULLET and showing the potential for future races.

Craig Brown, Historian

HONOLULU RACE OF 1995

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: IMS Rule as modified by TPYC.

Start: June 28, 1300 Pacific Daylight Time
 June 29, 1300 Pacific Daylight Time
 June 30, 1300 Pacific Daylight Time
 July 1, 1300, 1315 Pacific Daylight Time
 July 2, 1300, 1315 Pacific Daylight Time
 July 4, 1300 Pacific Daylight Time

Yacht	Owner	Elapsed	Corrected	Place	
<i>Division 1</i>		D:H:M:S	D:H:M:S	Fleet	Class
Merlin	Dan Sinclair (Charter)	9:06:39:59	8:22:41:48	1	1
Sayonara	Larry Ellison	9:04:07:29	9:00:31:14	2	2
Cheval '95	Hal Ward	9:01:32:20	9:01:54:36	3	3
Pyewacket	Roy E. Disney	9:06:09:31	9:04:34:43	4	4
Trader	Fred Detwiler	9:16:20:05	9:09:04:56	5	5

Division 2A

Mirage	Jim Ryley	10:08:50:46	9:14:21:02	6	1
Evolution	Brack Duker	10:09:09:04	9:14:35:36	7	2
Mongoose	Joe Case	10:09:43:55	9:14:59:11	8	3
Orient Express	Peter Tong	10:09:39:20	9:15:13:22	9	4
Swiftsure	Douglas Mongeon	10:13:57:46	9:19:13:02	11	5
Kathmandu	Fred Kirschner	10:15:45:14	9:20:45:30	12	6
Grand Illusion	James McDowell	10:16:51:39	9:22:06:55	13	7
Cheval '88	Stephen J. Popovich	10:19:52:35	10:00:52:51	14	8
Chance	Joseph Jaconi	11:01:01:39	10:06:24:25	17	9

Division 2B

Exile	J. Warwick Miller	10:11:57:48	9:16:32:24	10	1
Elliott Marine	Greg Elliott/Brian Peterson	10:15:22:47	10:01:45:11	15	2
Black Jack	John Townsend/Carl Nelson	11:17:51:12	11:01:24:16	25	3
Hatsu	Masanori Kusaka	Retired			

Division 3

Jumpin' Jack Flash	Bruce Tabor	12:06:19:41	10:05:57:21	16	1
Final Approach	D.J. Johnson	12:17:04:48	10:06:52:05	18	2
Morning Glory	Hasso Plattner	11:18:58:27	10:09:35:40	19	3
Climax	Alec Oberschmidt/ Jerry Montgomery	12:11:52:17	10:11:38:33	20	4
Pressure Cooker	Jeff Chandler	12:05:18:30	10:14:38:41	21	5
Bay Wolf	Kirk Wilson	12:15:50:13	10:15:52:38	22	6
Persuasion	John Garrison	12:11:19:40	10:20:48:47	23	7
Stealth Chicken	R. Carlton Seaver	12:14:13:33	10:23:59:48	24	8
Opua Li'i	Andrew Nickles	13:21:28:10	11:03:37:33	26	9
Mach I	Richard Mulvania	13:22:57:56	11:05:07:19	27	10

Division 4

Daddaboat	George Bailey/Susan Piper	15:14:08:22	12:10:22:01	30	1
Mountain Oyster	Frank Elliott	17:18:00:00	14:09:28:38	32	2
Solution	Fred Hibberd	Retired			

Division 5

Air Stripper	Ralph Schmitt	15:17:46:20	11:09:26:01	28	1
Irrational	Mark Brewer	15:19:18:34	11:11:15:44	29	2
Antara	Bonnie Gibson	17:18:09:45	12:11:39:22	31	3

Invited Guests – Monobulls

Windquest	Richard De Vos	9:02:39:40	9:02:39:40	1	1
America's Challenge	Neil M. Barth	10:04:34:03	10:04:34:03	2	2

Invited Guests – Multibulls

Lakota	Steve Fossett	6:16:07:16	6:16:07:16	1	1
Double Bullet	Robert D. Hanel	7:06:27:29	7:06:27:29	2	2

THE STORY OF THE 1997 TRANSPACIFIC YACHT RACE

The 39th Transpacific Yacht Race will forever be known as one of the Outstanding Races in Transpac history. The Race was again sponsored by the Kenwood Corporation, and attracted new, exciting entries, mirroring the latest developments of yachting technology including: ZEPHYRUS, a Reichel/Pugh 75'; MAGNITUDE, an Andrews 70' Turbo, and VICKI, an Andrews 70' Turbo. As it turned out the Race would ultimately be won, however, by repeating Transpac veterans, outstanding sailing, and excellent wind conditions.

Veteran record holder, MERLIN (sporting a canting keel), and refurbished RAGTIME were also part of the 38 entries for this race. Other noteworthy entries included: all woman crews on BAY WOLF and PEGASUS XIV; and SURVIVOR, an all-HIV positive crew, willing to challenge the sea. The Race was started over a 9 day, 4 start, span to accommodate the vast differences in vessel speeds. The monohull Starts were: June 28th Cruising Class from 35' to 52'; July 2nd, smaller Racing entries from 30' to 60'; July 5th, larger Racing entries from 60' to 75'. On July 7th, the multihull racers started and EXPLORER, having sailed directly from France without an engine, barely made it on time.

Early contestants started in light wind at Point Fermin, but the wind quickly built to a strong, steady 20 knots. This would be a good year – if it held. The early leader in the Cruising Class was Fred Frye's SALSIPUEDES, a Tayana 52. By the Second Start, all the entries were praying for the winds to hold and the Pacific High to stay north. Immediately, Bob Lane's MEDICINE MAN, a highly modified Andrews 56, started setting a record pace. SEA DANCER, SEAZ THE MOMENT, and 2 GUYS ON THE EDGE were forced to retire with varying problems. The third start, although slow, almost immediately followed with excellent winds. Unfortunately, three new Division I yachts, ZEPHYRUS, MAGNITUDE, and VICKI, all retired with mast failures within 48 hours. With a 3 day head start on the bigger monohulls, MEDICINE MAN, on record pace, would give the big boys a true greyhound to chase, turning in a 305 mile day.

Early leaders in the larger Division I class were the Turbos, Hal Ward's CHEVAL (1995 Barn Door Defender), VICTORIA, and PYEWACKET, and MIRAGE, TAXI DANCER, plus venerable KATHMANDU in the S/C 70, Division II. By the time the multihulls started two days later, it was apparent this would be a record breaker due in part to a tropical storm off Mexico. The multihulls led by Bruno Peyrone's EXPLORER, a huge 86' catamaran and Steve Fossett's LAKOTA, a Jeaneau 60', the defending Champion, began an epic battle to catch the fleet, while DOUBLE BULLET retired shortly when she lost the top portion of her mast.

In fact, SALSIPUEDES, the cruiser, and MEDICINE MAN, with their respective head starts, were also racing for "first place at the dock." On July 10th, MEDICINE MAN passed SALSIPUEDES less than 10 miles from the finish at Diamond Head and began the string of record-breaking finishes by bettering Merlin's 20-year old record of 8 days, 11 hours, 01 minutes, 46 seconds, by 4 1/2 hours. SALSIPUEDES would finish under 28 minutes later, winning the new Overton Perpetual Trophy for best Cruising Class Corrected Time Yacht.

However, everyone was still watching the record pace of the Turbos, led by VICTORIA's 337 mile record 24 hour run, LUNA BARBA at 319, MERLIN at 327, CHEVAL at 331, and PYEWACKET at 336. EXPLORER and LAKOTA each sailed the first half of the 2,225 mile distance in less than 3 days.

Indeed, the big cat, EXPLORER, would overhaul and pass the record-setting mono-

hulls to finish in 5 days, 9 hours, 18 minutes and 26 seconds, in record time winning the new Rudy Choy Trophy for best multihull elapsed time by averaging 17.2 knots, followed closely by LAKOTA.

No one waited more impatiently than Roy E. Disney, veteran of 11 consecutive Transpac Races, confined to a dock-side seat due to an auto collision injury, as his PYEWACKET, skippered by his son, Roy Pat, and navigated by Stan Honey, slid into the lead of the Turbo class. Ultimately, the new two day old monohull elapsed time record would be shattered by five more boats: MERLIN 8 days, 3 hours; LUNA BARBA 8 days, 1 hour; VICTORIA 7 days, 21 hours; CHEVAL 7 days, 20 hours; and best of all, averaging 12 knots, by Barn Door Trophy Winner PYEWACKET with a new Transpac Record of 7 days, 15 hours, 24 minutes, 40 seconds.

KATHMANDU, chartered by Jaconi, Hitchcock & Thompson, both arrived and corrected out 17 minutes ahead of MIRAGE in Division II. With all the records being set, another veteran, Jerry Montgomery, would have the final laugh. He chartered the ancient S/C 50, RALPHIE, and along with owner John Latiolait, won the King Kalakua Trophy, presented by the Governor of Hawaii with a 9 day, 5 hour run, correcting out (7 days, 00 hours, 15 minutes, 51 seconds) on the entire fleet as well as over MEDICINE MAN and STEALTH CHICKEN in Division III. PEGASUS XIV recorded the first placing in the final standings by an all-woman crew, taking second to ACEY DEUCY, in Division IV. Veteran RAGTIME, a Barn Door Trophy winner in 1973 finished her 11th Transpac with her best time ever. It should be noted in addition to Disney (in almost every way a participant) Avery, Durgin, Haines, Honey, Jourdane, Sinclair and Tretter, seven Directors of the Transpacific Yacht Club, were on board various racers and the three flag officers, Jones, Edgcomb and Martin were at all the starts and finishes.

In all, it was a magnificent race that set high new standards for the future.

H. Gilbert Jones, Commodore

HONOLULU RACE OF 1997

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: IMS Rule as modified by TPYC.

Start: June 28, 1300 Pacific Daylight Time

July 2, 1300 Pacific Daylight Time

July 5, 1300 Pacific Daylight Time

July 7, 1300 Pacific Daylight Time

Yacht	Owner	Elapsed	Corrected	Place	
<i>Division 1</i>		D:H:M:S	D:H:M:S	Fleet	Class
Pyewacket	Roy E. Disney	7:15:24:40*	7:15:22:22	5	1
Cheval '95	Hal Ward	7:20:23:05	7:19:56:39	8	2
Victoria	Mike Campbell	7:21:44:54	7:21:24:46	12	3
Luna Barba	Anthony Sessions	8:01:14:45	8:01:13:00	18	4
Merlin	Alliance Syndicate	8:03:25:03	8:03:23:54	20	5
Renegade	Dan Sinclair	8:15:50:29	8:13:42:04	21	6
Magnitude	Doug Baker	Retired			
Vicki	Al/Vicki Schultz	Retired			
Zephyrus	Bob McNeil/John Parrish	Retired			

**New elapsed time record*

Division 2

Kathmandu	Joe Jaconi/Dave Hitchcock/Ed Thompson	8:15:27:40	7:20:29:01	9	1
Mirage	Jim Ryley	8:15:44:44	7:20:46:05	10	2
Grand Illusion	James McDowell	8:16:24:20	7:21:25:41	13	3
Taxi Dancer	Don Hughes/Bob Richards	8:16:44:51	7:21:46:12	14	4
Cheval '88	Steve Popovich	8:17:21:54	7:21:49:33	15	5
Ragtime	Scott Zimmer	8:17:46:54	7:22:15:22	16	6
Orient Express	Peter Tong	8:18:35:01	7:23:36:22	17	7

Division 3

Ralphie	Jerry Montgomery/ John Latiolait	9:05:00:26	7:00:15:51	1	1
Medicine Man	Bob Lane	8:06:31:00	7:01:46:11	2	2
Stealth Chicken	Liz Hjorth	9:02:57:51	7:07:36:47	3	3
Persuasion	Steve Travis	9:02:35:17	7:11:13:36	4	4
Bay Wolf	Betty Sue Sherman	9:19:18:03	7:17:42:47	7	5
Survivor	Rob Hudson	10:06:27:01	8:03:16:51	19	6
Seven Seas III	Karl Schopp	11:22:53:15	10:13:18:33	23	7

Division 4

Acey Deucy	Richard K. Leute	10:18:43:28	7:15:35:10	6	1
Pegasus XIV	Linda Newland	11:17:46:33	7:21:07:19	11	2
Silver Girl	Christopher Stump	14:19:38:10	10:12:48:28	22	3
Two Guys on the Edge	Dan Doyle	Retired			

Cruising Class

Salsipuedes	Fred Frye	12:06:57:57	9:14:04:12	1	1
Surprise	Richard Sherlock	14:06:57:53	10:10:15:23	2	2
Inquisitor	John Black	14:07:29:21	10:16:20:36	3	3
La Ula Lani	George Killam	14:10:28:47	10:23:02:32	4	4
Endeavor III	Eleanor Clitheroe	15:06:36:52	12:02:35:37	5	5
Sea Dancer	Al Wheatman	Retired			
Seaz The Moment	Edward J. Soellner	Retired			

Multihull

Explorer	Bruno Peyron	5:09:18:26*	5:20:39:59	1	1
Lakota	Steve Fossett	6:00:30:46	6:11:46:06	2	2
Alguita	Charles Moore	13:20:14:40	13:08:30:05	3	3
Double Bullet	Robert D. Hanel	Retired			

*New elapsed time record

THE STORY OF THE 1999 TRANSPACIFIC YACHT RACE

With the Dow Jones Average hovering around 10,400 and with the memory of the record shattering '97 race fresh in peoples memory, one would have expected a great turnout for Transpac '99, but the sale of most of the sled fleet to the Great Lakes and the growing interest in one design inshore boats kept the fleet size down to 33 starters.

Using staggered starts, as has been the case since 1991, eight boats in the Cruising Division and two Double-Handed boats started on June 29, and eight 40 footers started on July 2. On July 3, Divisions I, II and III got underway in a light south-easterly that carried the fleet out on port tack to well beyond Catalina Island before the wind clocked and the fleet tacked to starboard with the majority of the July 3 starters leaving Santa Barbara Island and San Nicolas to port.

The July 4 roll call found most of the fleet sailing in 18-20 knots of wind with some of the July 3 starters reporting wind in the 25 knot range. At about 11:00 p.m. on Sunday, M PROJECT, a Division III entry, withdrew with rudder problems and headed back to the coast.

The only multihull in the race, DOUBLE BULLET, started on July 5 and for the second time in as many races failed to make it beyond the first day as she flipped over and was towed back to the mainland with her crew being rescued by a Coast Guard helicopter.

When the fleet clustered near the midway point, most of the boats were experiencing winds in the 20-25 knot range and reeling off big 24 hour runs. On July 7 the Division I Turbos reported day runs of from 325 to 330 miles, the 50 footers were in the 270-285 mile day range, the 40 footers made about 200 to 225 miles, and the cruising boats were moving well in the 160 to 190 mile range. Even the 30 foot double-handed entry, TWO GUYS ON THE EDGE, had a 200 plus mile day.

July 8 found a lightening of the wind, and PYEWACKET, who had trailed ZEPHYRUS IV up to this point in the race, moved ahead of the other turbos by taking a bite south, while ZEPHYRUS worked above the rhumb line. Among Division II sleds, GRAND ILLUSION, who had moved into first place overall on corrected time the previous day, continued to dominate. The Division III leader was GONE WITH THE WIND, a highly modified SC 50 from the Bay Area. Among the 40 footers, the battle was between GREAT SCOT and TOWER. The Cruising Division leader was HURRICANE with ESPRIT second in class.

The next couple of days saw good winds combined with squalls and very dark nights. There were great opportunities for gains by playing the favored gybe, and the boats that worked to the south seemed to fare better.

On the night of July 10 at 9:41:27 p.m. Hawaiian time, PYEWACKET crossed the finish line off Diamond Head Light for a new elapsed time record of 7 days, 11 hours, 41 minutes and 27 seconds, shaving 3 3/4 hours off the record she set in 1997. MAGNITUDE finished a little less than 2 hours later, also breaking the old record and ZEPHYRUS finished another 3 hours later. Along the way, MAGNITUDE broke the 24 hour run record with a new record of 353 nautical miles.

The winner of the Governor of Hawaii Trophy and the King Kalakaua Trophy for fastest overall corrected time was the Division II winner, the 13 year old Santa Cruz 70, GRAND ILLUSION, that finished shortly before 1:00 p.m. on July 11. GRAND ILLUSION sailed the last 150 miles with a large horizontal rip in the mainsail with the sail being held together only by the leech cord.

Among the other class winners were GONE WITH THE WIND (Division III), GREAT SCOT (Division IV), HURRICANE in the Cruising Class and TWO GUYS ON THE EDGE in the Double-Handed division. The last boat to finish, VAPOR, finished in 18 days, 8 hours after having been out of radio contact for virtually the whole race.

Written by Jerry Montgomery, J/C Commodore

HONOLULU RACE OF 1999

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: IMS Rule as modified by TPYC.

Start: June 29, 1300 Pacific Daylight Time

July 2, 1300 Pacific Daylight Time

July 3, 1300 Pacific Daylight Time

July 6, 1300 Pacific Daylight Time

Yacht	Owner	Elapsed	Corrected	Place	
		M:H:M:S	M:H:M:S	Fleet	Class
Division 1					
Pyewacket	Roy E. Disney	7:11:41:27	7:11:39:58	2	1
Magnitude	Doug Baker	7:13:37:07	7:13:36:07	3	2
Zephyrus IV	R. McNeil/J. Parrish	7:16:34:43	7:16:33:59	5	3
Front Runner	L. Grasso/C. Lyons	7:19:51:45	7:19:51:43	8	4
Pegasus	Philippe Kahn	7:20:51:20	7:20:50:20	11	5
Division 2					
Grand Illusion	James McDowell	8:02:52:27	7:08:40:10	1	1
Cheval	Steve Popovich	8:13:47:14	7:20:44:46	10	2
Velos	K. & B. Hestehave	9:13:31:03	7:22:55:12	13	3
Mongoose	Robert Saielli	8:16:58:37	7:23:09:01	15	4
Medicine Man	Robert M. Lane	8:15:24:12	8:00:29:07	16	5
Division 3					
Gone With The Wind	B. Leroy, J. Caseino	9:11:41:04	7:14:45:18	4	1
Stealth Chicken	Alamitos Bay Syndicate	9:08:46:14	7:19:06:20	7	2
Warpath	Fred Howe	9:11:37:40	7:19:56:46	9	3
M-Project	Manouch Moshayedi	Retired			
Division 4					
Great Scot	Tom Garnier	12:03:22:51	7:18:36:58	6	1
Tower	Don Clothier	10:16:48:47	7:22:55:15	14	2
Glama!	Seth Radow	11:04:45:55	8:07:29:10	17	3
Prime Time	Borkowski, Sherlock	11:12:21:57	8:11:43:31	18	4
Bolt	Craig Reynolds	12:20:28:13	8:19:29:37	19	5
Sweet Caroline	William Rawson	12:17:40:26	9:04:20:16	20	6
Uproarious	Robert Bussard	12:08:43:14	9:08:04:48	21	7
Apollo V	Ned Knight	13:08:09:37	9:16:00:54	22	8
Double-Handed					
Two Guys on The Edge	Dan Doyle	12:13:04:31	7:21:15:24	12	1
Vapor	Bill Boyd	18:08:16:40	12:22:32:19	23	2
Cruising					
Hurricane	Kim Stebbens	13:07:42:09	9:22:07:09	1	1
Esprit	Robert Pace	13:12:28:14	10:14:00:44	2	2
Willow Wind	Wendy Siegal	13:16:23:04	10:17:55:34	3	3
Tango	Howard Raphael	14:23:08:06	11:07:59:21	4	4
Pacifica	Douglas Jones	14:10:39:09	11:08:29:09	5	5
Endeavor III	R. Bell/E. Clitheroe	14:20:26:22	11:14:33:52	6	6
Goodnight Moon	Carlton Vanderbeek	14:02:24:23	12:00:20:38	7	7
Derivative	John Robt Misko	14:19:58:14	12:04:55:44	8	8
Multi-Hull					
Double Bullet	Bob Hanel	Retired			

THE STORY OF THE 2001 TRANSPACIFIC YACHT RACE

A battle of wits and wind found Philippe Kahn's PEGASUS claiming line honors in the 41st Transpacific Yacht Race in a three-boat duel with Roy E. Disney's record holder, PYEWACKET, and Bob McNulty's new Reichel/Pugh 73, CHANCE.

Because of light winds early on, PEGASUS, an R/P 75, didn't threaten PYEWACKET's record of 7 days, 11 hours, 41 minutes, 27 seconds set in 1999, but its time of 8 days, 2 hours, 34 minutes, 3 seconds was the 10th fastest on record and earned Kahn the Barn Door on only his second try. PYEWACKET, R/P 74, finished 63 minutes later, about an hour and a half ahead of CHANCE.

Other notable prize winners included Seth Radow's new Sydney 40, BULL, from Marina del Rey, first overall on corrected handicap time and first in Division IV; Wendy Siegal's 36-year old Cal 40, WILLOW WIND, in the Aloha Division, and Howard Gordon's Open 50, ÉTRANGER, San Luis Obispo, with a double-handed record of 10 days, 4 hours, 4 minutes, 1 second. PEGASUS, BULL, and ÉTRANGER were all built in Australia.

BULL, featuring an angry, smoke-snorting male bovine on the hull, was owed about 65 hours in handicap time by PEGASUS and beat the clock by 1 hour, 32 minutes, 8 seconds with a pre-dawn finish winning the King Kalakaua canoe trophy that recognizes the crew that theoretically sailed its boat nearest to its potential.

David Janes' new Transpac/Andrews 52, J-BIRD III, Newport Beach, beat all the larger boats straight up in Division II, although James McDowell's Santa Cruz 70 GRAND ILLUSION, Haiku, Hawaii, corrected out. Brent Vaughan's chartered Andrews 53 CANTATA won in Division III.

Altogether 11 boats – a third of the fleet – finished the same day. Those included RAGTIME, the 1973 and 1975 Barn Door winner under charter to Maui resident Trisha Steele and Owen Minney of Newport Beach. The sleek black wooden boat was sixth among eight boats in Division II and still shared the record for most Transpacs at 12 with another two-time winner, MERLIN – now a colorfully rebuilt MERLIN'S REATA – and Steele was the third generation of her family to do the race. Only the top three maxi-sleds finished faster than MERLIN'S REATA.

The smallest boat was Dan Doyle's Sonoma 30, sailing doublehanded with Bruce Burgess and making its third Transpac start but first finish with the owner aboard. TWO GUYS ON THE EDGE won the doublehanded division and the third overall in Division IV, which included one other doublehander, WATERCOLORS, and six fully crewed boats.

"It was too nice a trip," said Burgess. They never saw wind stronger than 17.6 knots until they found 25 knots in the Molokai Channel Thursday night—a common story in the Transpac.

As the last boat to finish, Michael Abraham's WATERCOLORS, a Sabre 402 sloop from Newport Beach, won the Tail End Charlie award, finishing the day after the awards dinner. Abraham sailed doublehanded with former college chum Phil Rowe. Each was 64. They finished 3 minutes, 32 seconds shy of 14 days.

The contest among PEGASUS, PYEWACKET and CHANCE was a classic. "We were within sight of each other for seven consecutive days," Disney said.

The most important thing PEGASUS' crew learned was that their boat was just enough faster than the older PYEWACKET so that the smart strategy was to say in the same breeze with their rivals. "Everywhere we went, they went too," said Robbie Haines, PYEWACKET's sailing manager.

One factor was the addition of a second daily roll call at dusk. Compared to 1999

when PYEWACKET slipped away from ZEPHYRUS during the 24-hour gap, there was less opportunity for stealth. The critical time came on the next-to-last day when the three boats sailed into a squall. PEGASUS and PYEWACKET went one way, CHANCE the other. CHANCE sailed into a wind hole from which it never recovered. PEGASUS and PYEWACKET jibed five times to stay in the pocket of breeze, but PEGASUS caught the key puff and was gone for good.

PEGASUS' Zan Drejes received the Don Vaughn award for the second consecutive race as the most valuable crew member on the fastest boat. His former employer was Disney. The crew also included Samuel Kahn, a.k.a. Shark, Kahn's 11-year-old son.

Written by Rich Roberts

HONOLULU RACE OF 2001

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: IMS Rule as modified by TPYC.

Starts: June 25, 1300 Pacific Daylight Time

June 30, 1300 Pacific Daylight Time

July 1, 1300 Pacific Daylight Time

Yacht	Owner/Skipper	Elapsed	Corrected	Place	
<i>Division 1</i>		D:H:M:S	D:H:M:S	Fleet	Class
Pegasus	Philippe Kahn	8:02:34:03	8:02:33:16	2	1
Pyewacket	Roy E. Disney	8:03:36:58	8:03:36:29	3	2
Chance	Robert McNulty	8:05:08:24	8:05:08:06	4	3
Merlin's Reata	Al Micallef	8:17:45:35	8:17:31:18	13	4
<i>Division 2</i>					
Grand Illusion	James McDowell	9:02:34:24	8:11:41:33	8	1
J-Bird III	David Janes	8:23:36:10	8:13:12:48	9	2
Taxi Dancer	Brian Mock	9:04:17:13	8:13:59:13	11	3
Yassou	J. & N. Demetriades	9:05:50:42	8:19:24:20	15	4
Medicine Man	Robert M. Lane	9:02:47:43	8:20:11:02	16	5
Ragtime	T. Steele/O. Minney	9:17:20:25	8:22:57:33	18	6
Mongoose	Robert Saielli	9:16:18:32	9:00:29:57	19	7
Etranger	H. Gordon/J. Crum	10:04:04:49	9:20:13:14	23	8
<i>Division 3</i>					
Cantata	Brent Vaughan	10:07:44:54	8:11:40:25	7	1
Firebird	Greg Sands	10:08:16:10	8:13:18:50	10	2
Bengal II	Yoshihiko Murase	9:16:20:56	8:16:08:12	12	3
Baronesa V	Shuichi Ogasawara	10:00:49:34	9:06:33:43	20	4
Rocket Science	Nguyen Le	10:01:26:49	9:06:50:19	21	5
<i>Division 4</i>					
Bull	Seth Radow	10:17:49:19	8:01:01:08	1	1
Sensation	Mike Thomas	11:01:07:05	8:05:40:13	5	2
Two Guys on The Edge	Dan Doyle	12:18:46:19	8:11:07:27	6	3
Ouch!	Ted Mayes	11:14:35:47	8:18:50:22	14	4
Uproarious	Robert Bussard	11:22:07:58	8:21:05:32	17	5
Mystere	Jorge Morales	13:22:33:02	9:20:36:06	24	6
Watercolors	Michael Abraham	13:23:56:28	10:01:45:31	26	7
Lawndart	Bill Allen	Retired			

Yacht	Owner/Skipper	Elapsed	Corrected	Place	
<i>Aloha A</i>		D:H:M:S	D:H:M:S	Fleet	Class
Willow Wind	Wendy Siegal	14:06:48:25	9:17:07:14	22	1
Shanakee II	Jim Warmington	11:15:51:38	9:23:05:39	25	2
Seda	Josef Sedivec	15:12:48:05	10:08:43:45	28	3
Sea Dancer	Alvin Wheatman	16:03:44:57	10:16:28:03	30	4
Bonaire	Gil Jones/TP Veterans	13:22:53:56	11:01:55:06	31	5
Gecko	Jim Fabrick	15:16:09:09	11:02:25:25	32	6
<i>Aloha B</i>					
Axapac	B. Ruff, T. Farola	13:23:55:26	10:06:22:57	27	1
Stardust	P. & P. Anderson	13:05:01:24	10:10:05:32	29	2

THE STORY OF THE 2003 TRANSPACIFIC YACHT RACE

Despite 57 boats—the most starters since 1985—Transpac 2003 was less a race for records than milestones. Software entrepreneur Philippe Kahn, sailing a turbocharged PEGASUS 77, collected his second consecutive Barn Door in a two-boat battle with Roy Disney's PYEWACKET, but again didn't have enough wind to threaten Disney's elapsed time record for a monohull set in 1999 (7 days, 11 hours, 41 minutes, 27 seconds). PEGASUS 77's ET was 7 days, 16 hours, 31 minutes, 17 seconds.

That left room in the spotlight for other ocean adventurers that made the 42nd Transpac a tale of diversity, nostalgia, perseverance and victories of the human spirit. The fleet included an all-time high of nine foreign entries, a clear sign of Transpac's global expansion in the 21st century and, along the way, PEGASUS 77, one of four entries listing Hawaiian home ports, did log a race record 24-hour run of 356 nautical miles, topping MAGNITUDE's 1999 record by three miles.

But there also were 10 Cal 40s—Transpac's first class ever for a single type of boat—celebrating their 40th anniversary, harking back to the 60s when they dominated three Transpacs on corrected handicap time. And, for media punch, no arrival at Waikiki rivaled the prime time finish of Challenged America's entry, the Tripp 40 B'QUEST, which had won the hearts of race followers. The first crew of disabled sailors in the race's 97-year history was met not only by reporters but by four local TV crews, just in time for the early evening news. One did a live remote telecast—a possible first for Transpac.

Urban Miyares, a blind Vietnam veteran who co-founded Challenged America in San Diego 12 years ago with Transpac as the ultimate goal, was a watch captain on B'QUEST. The crew also included paraplegics and a one-armed veteran. The only able-bodied crew member was skipper Joshua Ross.

Bill Turpin and his ALTA VITA crew from Santa Cruz, California, received the King Kalakaua Trophy for first overall, clocking the fourth fastest corrected handicap time ever, 7 days, 12 hours, 20 minutes, 29 seconds. Another Transpac 52, Karl Kwok's BEAU GESTE from Hong Kong, finished 48 minutes earlier but owed ALTA VITA time for a stronger downwind configuration favorable to Transpac. ALTA VITA's elapsed time for the 2,225 nautical miles was 8 days, 17 hours, 1 minute, 25 seconds. Key to ALTA VITA's success was Jay Crum, the navigator, sailing his 12th Transpac.

BEAU GESTE, second overall with Gavin Brady and other world-class New Zealanders among the crew, corrected only 66 minutes better than ILLUSION, the fastest of the Cal 40s. That class was organized by Wendy Siegal, owner of the 2001 Aloha winner WILLOW WIND. ILLUSION's owner and co-skippers, Stan and Sally Honey, and their veteran crew of Skip Allan and Jon Andron, received the first of several standing ovations at the awards dinner.

Honey was navigator for PYEWACKET's record runs in 1997 and 1999. "It's much more work than sailing on PYEWACKET," he said. "But I hope the message that gets communicated to the sailing community is that you can take a good old boat with a good old crew and be competitive in the race."

ILLUSION led the race on handicap time until the last two days when stronger winds favored the larger ultralight boats.

Roger Kuske's 62-foot cutter LADY BLEU II, an Aloha class boat from San Diego, was the first boat to finish because of its five-day head start, but Ross Pearlman's BETWEEN THE SHEETS, a Sun Odyssey 52.2 from California, was the overall and Aloha A winner on corrected time, with BARKING SPIDER winning Aloha B.

As a result of the staggered starts, the first boats to cross the finish line were the Division V and Aloha A boats. The first four finishers all blew up spinnakers coming down the Molokai Channel to the finish. The finish conditions for this group were a far cry from the light start when a southerly current and light breeze resulted in some boats taking 20 minutes to clear the start line.

The outcome of the PEGASUS 77-PYEWACKET contest was determined early on, not by boat speed but by strategic differences of opinion keyed to PEGASUS 77's navigator, Mark Rudiger. The PYEWACKET crew was stunned by the second day's morning roll call and position report that showed PEGASUS 77 100 miles south of them. Then, when the shift they were expecting failed to produce a lively breeze, PYEWACKET had to eat its error and give up many miles to find better wind south. That's when PEGASUS 77 came slightly north to slide into a controlling position directly in front.

PEGASUS 77's Mike Mottl was chosen by his mates for the Don Vaughn Memorial Trophy as the most valuable crew member on the boat with the fastest elapsed time.

Other winners included Hawaii's own Dan Doyle and Bruce Burgess, TWO GUYS ON THE EDGE, the Leukemia & Lymphoma Society Gary Jobson Perpetual Trophy for first doublehanded on corrected time; Anthony Barran's ILC 40, TERA'S XL, Northridge, California, Fast 40s; Division III winner Tom Garnier's J/125, REINRAG2, Portland, Oregon, J/Boats (not including J/160s); Division IV winner Chris Busch's 1D35, WILD THING, San Diego, Pocket Rockets Award, and John MacLaurin's PENDRAGON 4, Marina del Rey, Fast 50s. In Division V, WIND DANCER, a Catalina 42 from Ventura, California, won its division and MAITRI won the three-boat J/160 class.

REINRAG2 recovered from mid-ocean repairs of a leaking rudder bearing to win Division III by three hours over Peter Johnson's J/160, MAITRI, of San Diego.

John Davis' PIPE DREAM, a Choate/Feo 37 in Aloha B from Seal Beach, California, received the Tailend Charlie Trophy as the last boat to finish.

Kim and Lou Ickler, who managed the race headquarters, were awarded the Claire Lang Memorial Trophy for volunteer service.

Written by Rich Roberts

HONOLULU RACE OF 2003

Course: San Pedro to Diamond Head Light, 2225 nautical miles.

Handicap Rule: IMS Rule as modified by TPYC.

Start: July 1, 1300 Pacific Daylight Time

July 4, 1300 Pacific Daylight Time

July 6, 1300 Pacific Daylight Time

Yacht	Owner	Elapsed	Corrected	Place	
<i>Division 1</i>		H:M:S	H:M:S	Fleet	Class
Pegasus 77	Philippe Kahn	184:31:17	184:31:17	4	1
Pyewacket	Roy E. Disney	188:48:55	188:48:55	7	2
<i>Division 2</i>					
Alta Vita	Bill Turpin	209:01:25	180:20:29	1	1
Beau Geste	Karl C. Kwok	208:13:49	183:56:42	2	2
Pendragon 4	John McLauren	224:26:10	187:42:05	5	3
Grand Illusion	E. McDowell, Sr./ J. McDowell	220:07:43	191:02:48	9	4
Icon	R. Robbins/J. Roser	219:58:43	197:34:40	15	5
Medicine Man	Bob Lane	207:42:47	198:13:00	17	6
Bengal II	Y. Murasey/Y. Ito	239:51:27	206:11:51*	32	7
Vicki	Al/Vicki Schultz	224:56:37	211:03:15	40	8
Helsal II	W. Rawson/N. Hay	249:21:09	212:32:21	41	9
Renegade	Dan Sinclair	D.N.F.			
<i>Division 3</i>					
Reinrag	U of RI/Tom Garnier	246:28:38	188:48:34	6	1
Maitri	Peter Johnson	251:37:08	191:46:39	10	2
Innocent Merriment	Myron C. Lyon	256:00:52	197:01:05	14	3
Jeito	Francisco Guzman	252:09:47	198:15:34	18	4
Pipe Dream IX	Scott Piper	269:32:35	206:36:57	35	5
Horizon	Jack Taylor	266:21:48	208:13:58	38	6
On Point	Nick Martin	276:44:43	220:49:38	49	7
Lucky Dog	Peter Putnam	D.N.F.			
The Cone of Silence	James/Jenny Neil	D.N.F.			
<i>Division 4</i>					
Wild Thing	Chris/Kara Busch	270:23:14	190:01:35*	8	1
Tabasco	John D. Wylie	276:16:43	195:54:33*	11	2
Terra's XL	Antony/Dan Barran	270:16:01	197:59:34	16	3
Paddy Wagon	R./J. Mainland	274:31:00	198:50:18	19	4
Krakatoa	Rod Skellet	292:59:42	200:06:47	20	5
Hot Tamale	Doug/Tom Jorgensen	285:57:34	200:13:06*	21	6
Swept Away	Louis Bianco	288:56:22	200:37:47	22	7
Cool Man Cool 2	Harrell Jones	289:11:34	201:33:42	24	8
Two Guys on the Edge	Dan Doyle	282:25:10	201:51:37*	25	9
Bolt	Craig Reynolds	292:04:08	206:15:09*	33	10
Lawndart	Bill Allan	292:02:45	206:16:11	34	11

Division 5

Wind Dancer	Dr. Paul K. Edwards	313:34:12	200:45:49	23	1
There and Back Again	Rice/Ureno/Rossbach	301:01:20	204:06:22	28	2
Masquerade	Tim Coker	318:19:31	209:34:42	39	3
BQuest	Challenged America	317:12:19	217:37:29	45	4

Cal 40

Illusion	Stan/Sally Honey	312:21:05	184:02:04	3	1
Ranger	Wilson Partridge	325:51:21	196:17:41	12	2
Seafire	John T. Harrison	325:39:49	196:19:30	13	3
Ralphie	J/T and E/D Pillsbury	327:01:10	202:15:34	26	4
Flying Cloud	D./S. Wilson	328:09:57	203:24:27*	27	5
California Girl	Don/Betty Lessley	328:28:36	205:15:07	29	6
Celebrity	Gerald Finnegan	334:03:33	205:27:59	30	7
John B	Greg Boyer	333:11:34	206:04:34	31	8
Willow Wind	Wendy Siegal	333:46:55	208:05:28	37	9
Redhead	Andrew Opple	346:09:56	219:06:54	48	10

Aloha A

Between the Sheets	Ross Pearlman	296:10:15	207:07:10	36	1
Echanted Lady	Andy Sibert	314:24:59	213:56:32	43	2
Incredible	Rick Gorman	302:29:40	214:00:16	44	3
Beautiful Day	William Boyd	303:00:28	218:40:16*	46	4
Axapac	Barry Ruff	316:18:33	218:56:51	47	5
Marla R	Jon Richards	307:41:25	222:35:25	50	6
Lady Bleu II	Roger/Brenda Kuske	289:54:15	228:13:40	51	7
Beach Music	K. Coryell/N. Weinberg	333:10:47	237:14:22*	53	8

Aloha B

Barking Spider	David Kory	342:57:58	213:24:03*	42	1
Sea Dancer	Al Wheatman	375:03:30	236:54:45	52	2
Pipe Dream	John Davis	377:32:39	259:31:26	54	3

THE STORY OF THE 2005 CENTENNIAL TRANSPACIFIC YACHT RACE

It was an impressive fleet of 75 boats that lined up for the start of the Centennial Transpac Race, the second largest fleet in the history of the race. The fleet ranged from all three existing MaxZ86's in the world and the 90-footer GENUINE RISK at the big boat end, down to the 31 foot THE CONE OF SILENCE and the Hobie 33 SOAP OPERA at the small end. In between was a very competitive fleet that included three TP52's, 14 Cal 40's and MERLIN and RAGTIME; both competing in their 13th Transpac race. A strong contingent of eight foreign boats were entered along with seven double-handed teams.

Of these 75 entries, only two boats failed to make it to Hawaii – PENDRAGON 4 and CALIFORNIA GIRL both encountered problems early in the race and made quick and uneventful returns to the mainland. Of the 73 boats that completed the course, they established new records for both the fastest and slowest passages. The MaxZ86 MORNING GLORY broke PYEWACKET's old record by over 19 hours with a new record of 6 days, 16 hours, 4 minutes, 11 seconds, which works out to an average speed of 13.9 knots over the course. Four other boats, PYEWACKET, GENUINE RISK, MAGNITUDE 80 and WINDQUEST also bettered the old record. At the other end of the speed spectrum, CAMILLE, being double-handed by Jim and

Ann Reid, took 22 days to finish the course, missing the awards dinner by 4 days.

Some of the boats that elicited human interest attention were the team of disabled sailors racing B'QUEST and the crew of the Cal 40 BUBULA that was composed of guys ranging from 66 to 72 years of age.

The first of the three staggered starts was for Division V, the Aloha Class boats, and the Cal 40's. Four to five knots of breeze greeted the starters and at 1:00 p.m. on July 11, 33 boats crossed the start line. The wind did not improve significantly over the afternoon and evening and by roll call next morning, the July 11 starters had made only 30-40 miles on the course. July 13's roll call found the boats having logged between 100 and 130 miles for the previous day, but by the July 14 roll call, the July 11 starters were into the breeze with some of the larger Aloha boats logging 200 plus mile days.

July 15 found the Division III and IV boats again being greeted by light winds at the start, but by roll call next morning, most of them had checked in with distances made good of 100 to 130 miles for their first 19 hours of racing, and by roll call of July 17 were well and truly on their way.

July 17 was the last of the staggered starts with 20 boats hitting the start line in 10 knots of breeze. It was a spectacular sight with those Division I and II boats hitting the line together accompanied by a large and enthusiastic spectator fleet. By July 19, the Cal 40 RALPHIE, who had worked to the south the previous two days, reported her position to be 50 miles closer to Hawaii than the next boat in the Cal 40 class, RADIANT, and she was to retain her lead over the rest of her class all the way to Diamond Head, finishing 10 hours ahead of the next two Cal 40's, PSYCHE and ILLUSION. While the smaller boats continued to battle it out, MORNING GLORY and PYEWACKET were changing places north and then south, but by day four of their race, MORNING GLORY had worked out to a 70 mile lead on PYEWACKET, and although PYEWACKET whittled that lead down over the rest of the course, MORNING GLORY held on to set a new record and to finish some two hours and 28 minutes ahead of PYEWACKET.

In the other Divisions there was also some great racing taking place. Of the four TP52's, they took 1st, 2nd, and 3rd overall, with ROSEBUD besting PEGASUS on corrected time although finishing 3 hours, 11 minutes behind PEGASUS. ROSEBUD's win marked a significant and rare double. Having also won the Bermuda race she became the first boat to win both the Bermuda Race and the Transpac since DORADE accomplished this double victory in 1936. TRADER corrected to third overall. It was also a good race for the 70 sleds, with CORUBA at 4th overall, and with SKYLARK 6th behind RALPHIE, that corrected out to 5th overall. In Divisions III and IV it was REINRAG2 again winning Division III, as she did in 2003, and TABASCO correcting out over the second place boat in its division, Division IV, by 16 hours.

In Division V and the Double-handed class, the Hobie 33 SOAP OPERA sailed by two first timers from Texas, won handily, and in Aloha A, BETWEEN THE SHEETS repeated her win from 2003 by beating the 68 year old yawl, ODYSSEY, by 8 minutes. In Aloha B, SO FAR, a Swan 48 from Chicago, comfortably corrected out over her competitor.

All and all, it was a pretty mild weather race, with several spotty areas of light winds. Everyone, however, was treated to some white knuckle sailing down the Molokai Channel to the finish, with several boats experiencing handling difficulties as they approached the finish line.

Just as this race marked the end of Transpac's first century of racing, it also marked the retirement of Roy Disney, who after 15 consecutive races, announced that he is retiring from racing. It also marked the retirement of Grant Baldwin as the voice of Transpac, having been aboard the communications vessel for every race since 1979.

Written by J/S Commodore Jerry Montgomery

HONOLULU RACE OF 2005

Course: San Pedro to Diamond Head Light, 2300 nautical miles

Handicap Rules: TPYC Rating

Starts: July 11, 1300 Pacific Daylight Time

July 15, 1300 Pacific Daylight Time

July 17, 1300 Pacific Daylight Time

Yacht	Owner	Elapsed	Corrected	Place	
<i>Division 1</i>		D:H:M:S	D:H:M:S	Fleet	Class
Morning Glory	Hasso Plattner	6:16:04:11	6:16:04:11	8	1
Magnitude 80	Doug Baker	7:03:02:57	6:17:17:59	10	2
Pyewacket	Roy E. Disney	6:18:32:25	6:18:32:25	12	3
Scout Spirit	Bill Turpin	8:05:29:53	6:21:08:18	15	4
Genuine Risk	Randall Pittman	6:22:02:35	6:22:02:12	16	5
Windquest	Doug DeVos	7:05:58:03	6:23:06:56	17	6
Beecom	Isao Mita	8:07:15:12	7:00:59:05	18	7
<i>Division 2</i>					
Rosebud	Roger Sturgeon	8:16:25:04	6:08:45:05	1	1
Pegasus 52	Philippe Kahn	8:13:14:13	6:09:24:44	2	2
Trader	Fred Detwiler	8:18:07:25	6:13:48:46	3	3
Coruba	Rob Fleming	9:00:23:25	6:14:30:48	4	4
Skylark	Douglas Ayres	8:20:02:07	6:15:43:14	6	5
Medicine Man	Robert M. Lane	8:13:49:45	6:15:49:47	7	6
Mongoose	Brad Thorson	9:02:36:13	6:16:57:36	9	7
Ragtime	Peterson/Richards/ Welsh	9:16:10:58	6:19:02:21	13	8
Bravehart	Charles Burnett	9:03:00:21	6:19:36:28	14	9
Merlin	Patricia Steele	8:23:26:33	7:05:32:30	27	10
Bengal 2	Yoshihiko Murase	10:08:54:39	7:16:47:24	49	11
Renegade	Dan Sinclair	9:09:45:26	7:17:41:40	50	12
Pendragon 4	John MacLaurin	Retired			
<i>Division 3</i>					
Reinrag2	Tom Garnier	10:22:36:40	7:04:21:31	24	1
The Cone of Silence	James Neill	10:19:10:30	7:07:33:51	32	2
Cipango	Bob Barton/Rob Barton	10:23:44:53	7:11:36:32	38	3
Bolt	Craig L. Reynolds	11:06:12:59	7:11:56:24	39	4
Artemis	Louis Bianco	11:07:52:00	7:12:53:31	40	5
Stealth Chicken	Timothy A. Beatty	10:23:10:44	7:14:18:32	42	6
Chasch Mer	Gib Black	11:14:07:51	7:14:36:31	43	7
Jeito	Francisco Guzman	11:11:15:53	7:21:05:11	55	8
Innocent Merriment	Myron C. Lyon	11:18:12:40	7:23:01:46	57	9
Blue	Kenneth Sears	11:21:14:42	8:00:11:25	59	10
Serena	David Kuettel	12:02:55:17	8:14:23:01	63	11
Barking Spider	David Kory	11:22:30:00	8:19:51:15	64	12
Dasher	Roger Groh	14:04:15:07	10:10:36:43	70	13

Yacht	Owner/Skipper	Elapsed	Corrected	Place	
<i>Division 4</i>		D:H:M:S	D:H:M:S	Fleet	Class
Tabasco	Alamitos Bay Syndicate	11:14:01:31	6:18:30:26	11	1
Two Guys on the Edge	Dan Doyle	12:05:08:17	7:10:13:44	35	2
Kahoots	Kerry Deaver/ Bob Williamson	12:14:38:11	7:15:13:43	44	3
Wild Impulse	Larry Barels	12:17:32:58	7:15:13:54	45	4
Sensation	Gary Fanger	12:10:46:00	7:15:34:32	46	5
Pursuit	Norman Dawley	12:17:02:10	7:15:38:06	47	6
Uproarious	Robert W. Bussard/ Mike Skillicorn	13:04:22:40	8:00:40:55	60	7
<i>Division 5</i>					
Soap Opera	Scott Self	13:01:10:45	7:03:14:02	22	1
Brown Sugar	Steve Brown	13:08:39:23	7:11:08:24	36	2
Super Gnat	Cliff Thompson	13:03:58:12	7:15:42:08	48	3
B'Quest	Challenged America	13:13:31:50	7:20:50:32	54	4
Showdown	Luna/Meade/McDonald	13:15:35:32	7:23:32:48	58	5
Diablo	Reed Bernhard	14:10:37:34	8:04:12:40	61	6
Iataia	Marcos Rodriquez	14:01:48:04	8:11:48:50	62	7
Jacare'	R. Blackman/J. Young	15:06:02:07	9:01:16:03	66	8
<i>CAL 40</i>					
Ralphie	Davis Pillsbury	13:12:59:05	6:15:21:51	5	1
Illusion	Sally Lindsay Honey	14:00:13:20	7:01:05:43	19	2
Psyche	Steve Calhoun	13:23:22:27	7:01:17:10	20	3
Seafire	John Harrison	14:03:03:11	7:02:49:36	21	4
Far Far	Don Grind	14:00:27:35	7:03:34:08	23	5
Shaman	Steve Waterloo	14:02:58:57	7:04:45:07	25	6
Callisto	James A. Eddy	14:02:28:58	7:05:44:11	28	7
Radiant	Fin Beven	14:03:19:25	7:07:10:05	31	8
Dancing Bear	Mark Schrader	14:06:00:35	7:08:58:40	33	9
Azure 40	Rodney Pimentel	14:09:13:09	7:11:22:49	37	10
Willow Wind	Wendy Siegal	14:11:57:10	7:13:28:39	41	11
Spectre	Leland Rogge	14:16:37:40	7:19:24:12	53	12
Bubala	Lloyd Sellinger	15:20:57:31	8:20:05:54	65	13
California Girl	Don Lessley	Retired			
<i>Aloha-A</i>					
Between The Sheets	Ross Pearlman	12:12:22:08	7:06:08:51	29	1
Odyssey	Audrey Steele Burnand/ Cecil Rossi	12:15:10:48	7:06:17:01	30	2
Plan B	David Johnson	12:18:52:51	7:09:45:32	34	3
Shanakee II	Jim Warmington	11:06:05:17	7:18:38:52	52	4
Madrina	Dick Simon	13:02:15:09	7:21:23:05	56	5
Charmed Life	Patricia Garfield	14:20:56:48	9:09:02:28	67	6
Incredible	Rick Gorman	13:08:36:11	9:09:21:47*	68	7
Enchilado	Cesar de Saracho	14:09:02:21	9:16:39:31	69	8

Yacht <i>Aloha B</i>	Owner/Skipper	Elapsed D:H:M:S	Corrected D:H:M:S	Place Fleet Class
So Far	Larry Hillman	13:08:18:09	7:04:49:15	26 1
Pipe Dream	John Davis	14:14:45:54	7:18:02:46	51 2
Azure 441	Samuel Beckey	16:17:27:36	10:23:09:37	71 3
Wind Dancer	Paul K. Edwards	14:01:52:48	11:02:02:34*	72 4
Camille	James B. Read	22:09:38:08	16:11:45:20	73 5

* NOTE: Corrected Time includes penalty(s) for failure to comply with one or more Sailing Instructions.

2005 TRANSPACIFIC YACHT RACE SAILING INSTRUCTIONS

The Transpac *Notice of Race* and the *Notice of Race Amendments* are integral parts of these *Sailing Instructions*. To avoid confusion, *the numbering of the paragraphs in the Sailing Instructions* continues from the *Notice of Race*.

25.0 NOTICES TO COMPETITORS

25.1. Notices to competitors published prior to May 27, 2005 will be mailed to all owners whose entries have been accepted. Notices to competitors published after May 27, 2005, will be posted on the official Notice Board located in the lower-floor hallway at the Long Beach Yacht Club, at the Los Angeles Yacht Club, and at the Race Committee headquarters in Honolulu. Notices will also be posted on the web site at www.transpacificyc.org.

26.0 CHANGES TO SAILING INSTRUCTIONS

26.1. Any change to the Sailing Instructions will be posted by 2000 hours (PDT) on the day before it will take effect.

27.0 SCHEDULE OF RACE STARTS

Date	Class	Warning Signal
Tue, July 11	Aloha Classes, Division 5, & Cal 40's	1255
Fri, July 15	Division 3 & 4	1255
Sun, July 17	Transpac Classics Ceremonial Start	1155
	Division 1 & 2	1255
	Transpac Classics (Fun Race)	1425

28.0 CLASS FLAGS

28.1 Class Flags will be:

Class	Flag
Aloha Class A	Numeral Pennant 8
Aloha Class B	Numeral Pennant 7
Cal 40 Class	Numeral Pennant 6
Division 5	Numeral Pennant 5
Division 4	Numeral Pennant 4
Division 3	Numeral Pennant 3
Division 2	Numeral Pennant 2
Division 1	Numeral Pennant 1

29.0 THE COURSE

29.1. The course will be from the starting line near Point Fermin, California to the finish line off Diamond Head, Hawaii, leaving the West End of Catalina Island to port.

30.0 THE START

- 30.1. The starting line will be located near Point Fermin at 33° 42.8'N, 118° 20.3'W.
- 30.2. The race will be started in accordance with RRS 26. (the warning signal will be given 5 minutes before the starting signal)
- 30.3. The starting line will be between a staff supporting an orange flag on the Race Committee boat on the starboard end of the line and the course side of an orange buoy on the port end. There may be limiting buoy to protect the Race Committee boat. No yacht shall sail between this limiting buoy and the Race Committee boat if so set.
- 30.4. The Race Committee boat will be on station from 1100 hours. Each boat shall pass close by the Race Committee boat and be visually identified prior to the warning signal. Boats may not check in by radio.
- 30.5. Upon entering the starting area each yacht shall guard VHF Channel 71 for transmissions from the Race Committee to the competitors and shall continue to do so until 10 minutes after starting.
- 30.6. Each yacht shall display both the Transpac pennant (contained in the skipper's package and issued at the skipper's meeting) and their class flag from the backstay during the start period and for at least 30 minutes after the boat's start and again at least 30 minutes prior to the boat's finish.
- 30.7. Should a special class as a group, elect to display a special class flag it in addition to the Transpac pennant and the class flag fly it may provided it has received prior approval from Transpac as to size and design. This special class flag shall fly during the times stated in 30.6
- 30.8. While racing, any boat that is on the course side at her starting signal and which does not return to the pre-start side of the line to properly start, shall be penalized four (4) hours of elapsed time.
- 30.9. Special Transpac Centennial Festivities for July 17th Start: One hour prior to the start, a ceremonial start for vintage Transpac yachts will be conducted South of the Transpac start area. These yachts will participate in a "fun race" starting 2 hours after the Transpac start.

31.0 POSTPONEMENT

- 31.1. Postponements will be signaled in accordance with RRS 27.3. The Race Committee will also attempt to notify boats on VHF Channel 71.

32.0 RECALLS

- 32.1. Recalls will be signaled in accordance with RRS 29. The Race Committee will also attempt to notify recalled boats on VHF Channel 71. Failure of the Race Committee to make the attempt to notify, failure of the competitor to hear the notification, or delay in notification or the sequence of such notification shall not constitute grounds for redress.

33.0 DAILY ROLL CALLS

- 33.1. Mandatory roll call for boats that have started will be taken twice each day by the Communications Vessel 'Alaska Eagle' beginning July 11 on one of the following frequencies:

Primary	4146.0 kHz (4A)
Secondary	8294.0 kHz (8A)

Assume primary frequency will be used unless otherwise directed. All yachts are requested to monitor VHF Channel 71 during roll call for relay of any positions or other information unable to be heard on SSB.

- 33.2. Morning roll call will commence at 0830 PDT. Give your 0800 PDT position. The Communications Vessel will be standing by for early check-ins at 0800 PDT.
- 33.3. Evening bed check roll call will commence at 1730 PDT on 4A. This check-in is also mandatory, but position reports are not required. Position reports may be given at the discretion of the skipper. The Communications Vessel will be standing by for early check-ins at 1715 PDT. At 1750, the Communications Vessel will shift to 8A and attempt to reach the yachts that did not respond on 4A.
- Any communications on the bed-check frequency, within the hour following the conclusion of bed-check, are considered to be fleet-wide public communications that is available to all competitors. Such communications are not considered to be “outside assistance” under the RRS and are not restricted by paragraphs 20.0 or 39 of the NOR and these Sailing Instructions. Furthermore, any weather, performance, position, or other informal communications in the hour after the conclusion of formal bed-check on the bed-check frequency, are not subject to 17.4 of the NOR. The intention of this clarification is to encourage Transpac’s traditional informal intra-fleet communications after bed-check. As always, please observe proper radio procedures.
- 33.4. Roll calls will be taken from the fleet roster in descending order. Each yacht will be called by name in order as listed on the roll call sheets in the packet. When called:
1. Reply with yacht name and call sign, i.e. “UNSINKABLE WYR 5248”.
 2. For morning roll call give 0800 PDT position in degrees and minutes: 4 digits for latitude, i.e., “TWO FOUR (pause) ONE FIVE.” 5 digits for longitude, i.e., “ONE THREE ZERO (pause) FOUR ONE.”
 3. If you have official traffic, add: “HAVE TRAFFIC”
 4. The Communications Vessel will acknowledge by repeating back: “UNSINKABLE TWO FOUR (pause) ONE FIVE, ONE THREE ZERO (pause) FOUR ONE.”
- 33.5. During morning roll call, the Communications Vessel may request weather from several yachts in each class. Every yacht shall be prepared at each morning roll call to report sea and sky conditions, wind direction (magnetic) and velocity (knots), and barometric pressure.
- 33.6. Any yacht failing to report or failing to report her position each day at each morning roll call or failing to report to evening bed check will be penalized thirty minutes of elapsed time for each infraction; however a yacht may not be penalized more than thirty minutes for any single day under this Section. This thirty minutes per day limitation does not apply to the additional penalties provided for in Section 35.7.
- 33.7. The Communications Vessel will broadcast fleet handicap standings back to the fleet as soon as possible after morning roll call on the roll call frequency. This should be about 15 minutes after completion of roll call, but may be adjusted to facilitate weather broadcasts.

34.0 NAVIGATION

- 34.1. Each navigator shall keep a clear legible plot and log of the yacht's track during the race. In addition, the navigator shall take a minimum of four celestial sights and plot four lines of position and present corresponding worksheets to the post race inspector immediately after finishing. The sights and lines of position can triangulate one position. Not more than two of the sights and plots may be local noon sights. The foregoing shall be attested to on the compliance affidavit by the skipper and navigator.

35.0 THE FINISH

- 35.1. The finish line is the seaward projection of a line bearing 203° magnetic from Diamond Head Lighthouse to the approximate area of a red flashing buoy R "2", three quarters of a mile offshore. The line must be crossed within one hundred (100) yards of the buoy, leaving it to starboard. The finish line may be illuminated by a searchlight at night.
- 35.2. When finishing between dusk and daylight, the mainsail number shall be illuminated before finishing and long enough afterward to aid in positive identification.
- 35.3. Mandatory 100 Mile Report: When 100 miles from the finish line, contact TRANSPAC DIAMOND HEAD on 4146.0 (4A) SSB and identify yourself. Transpac Diamond Head will take your position report and ETA at the finish line. (Use Hawaiian Standard Time). If unable to contact TRANSPAC DIAMOND HEAD, contact Communications Vessel Alaska Eagle on 4146.0.
- 35.4. Mandatory 25 Mile Report: When 25 miles from the finish line call TRANSPAC DIAMOND HEAD on 4146.0 SSB and update your ETA at the finish line. (Use Hawaiian Standard Time.) Any required assistance (tow, etc.) is to be reported at this time. After completing your 25 mile report, monitor marine VHF Channel 71 until instructed to shift to VHF Channel 68 after finishing.
- 35.5. Mandatory Makapuu Point Report: When Makapuu Light bears 345 Degrees Magnetic, call Transpac Diamond Head on VHF Channel 71 and report your updated ETA at the finish. Monitor Channel 71 through the finish line.
- 35.6. Any yacht failing to report at 100 miles, 25 miles, and Makapuu Point will be penalized thirty minutes of elapsed time for each infraction.
- 35.7. Finish at Diamond Head Buoy: Upon crossing the finish line (35.1) each yacht will record their finish time in the yacht's log and on the Race Affidavit. The Light House Committee will call you on Channel 71 to verify your order of finish and finish time.
- 35.8. After Your Finish: Switch to VHF Channel 68 after clearing with the Lighthouse. The Transpac Committee boat assigned to escort you to Ala Wai Harbor will contact you on Channel 68. Should you need any special assistance (need a tow) please notify the committee boat at this time.
- 35.9. Boats finishing after 1300 hours, Hawaiian Standard Time, July 31, 2005, shall take her own time and report it to the Race Committee.

36.0 PROTESTS AND REQUESTS FOR REDRESS

- 36.1. Protests for infringement of the Racing Rules or Sailing Instructions shall be reported by radio to the Race Committee aboard the Communications Vessel, indicating the name and sail number of the yacht protested and if the protested yacht has been notified of said protest. Upon acknowledgment of the protest report by the Race Committee, the protesting yacht may strike her protest flag until one hour before finishing. At the next morning roll call after receiving the protest report from the protesting yacht, the Communications Vessel shall advise the protested yacht of the pending protest. Such notification by the Communications Vessel shall not relieve the protesting yacht of its obligation under RRS 61.1(a) to inform the protested yacht at the first reasonable opportunity. One hour before finishing, the protesting yacht shall again display her protest flag conspicuously in the rigging and keep it flying until acknowledged by the Race Committee. This changes rule 61.1(a).
- 36.2. Protest forms are available from the Race Committee and Transpac Race headquarters in Honolulu. Protests shall be delivered there within eight (8) hours of the protesting yacht's finish.
- 36.3. Notices will be posted at the window of the Transpac Race headquarters to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at Transpac Race headquarters. The time will be posted.

37.0 SAFETY REGULATIONS

- 37.1. All competitors are urged to carefully review the US Sailing prescriptions to the ORC Special Regulations regarding offshore safety, including the use of Personal Equipment. Your attention is specifically drawn to the newly amended US Sailing prescription that now provides as follows: "US SAILING prescribes that the safety harness may be integrated with an inflatable personal floatation device (see 5.01) and recommends that such devices be employed whenever conditions warrant, and always in rough weather, on cold water, or at night, or under conditions of reduced visibility or when sailing short-handed. US SAILING prescribes that safety harnesses and PFD's shall be worn on Category 0 and 1 races from sun-down to sun up while on deck." (Emphasis added.) Skippers, navigators and watch captains will be required to certify compliance with this provision as a part of the skipper's certificate of compliance.
- 37.2. A boat that retires from the race shall notify the Race Committee as soon as possible, report such act by radio to the Communications Vessel or to the Coast Guard, requesting that notification of such retirement be relayed to the Transpac Race Headquarters in Honolulu. The owner or skipper shall notify the race committee as soon as possible upon arriving at their destination following retirement. The owner or skipper then must report the circumstances in writing to the Race Committee chairman no later than July 31, 2005.

38.0 EQUIPMENT AND MEASUREMENT CHECKS

- 38.1. A boat or equipment may be inspected at any time for compliance with the class rules, the Notice of Race and the Sailing Instructions.
- 38.2. Arrival inspection procedures will be covered in the skipper's packet.

39.0 COMMUNICATION RESTRICTION

- 39.1. Competitors may only utilize weather information that is routinely available to the general public without charge, and whose availability is publicly indexed. For example: Competitors may NOT arrange for routers or

meteorologists to provide them with advice, custom data, or compilations of public data during the race, no matter how that information is communicated. Competitors may receive regularly scheduled weather broadcasts or weather fax transmissions (e.g. from NOAA, USCG, WWV, NMC, KVM70, or from the Transpac Comms Vessel). Competitors may receive imagery from satellites (e.g. NOAA, APT satellites). Competitors may use any means to retrieve data from the Internet (e.g. from the web, from ftp sites, from email responders), provided that those data are intended for public use without charge, are routinely available throughout the year, and are publicly indexed (e.g. can be found via Google). Prior to their preparatory signal, there is no limitation on private services or any other source of data or consulting, except that a competitor that has started may not provide weather information to another competitor that has started, or to a competitor that has not yet started except through the information provided to or from the Transpac Communication Vessel. This amends RRS 41.

40.0 DISCLAIMER OF LIABILITY

- 40.1. The Transpacific Yacht Club bears no responsibility for accidents, damage or injuries to yachts or their personnel arising from any cause during the race.

FIRST AMENDMENT TO THE SAILING INSTRUCTIONS DATED MAY 12, 2005

Sections 33.1 is hereby amended to include a tertiary frequency for roll call purposes as follows:

- 33.1 Mandatory roll call for boats that have started will be taken twice each day by the Communications Vessel 'Alaska Eagle' beginning July 11 on one of the following frequencies:

Primary 4146.0 kHz (4A)
Secondary 8294.0 kHz (8A)
Tertiary 12353.0 kHz (12A)

Assume primary frequency will be used unless otherwise directed. All yachts are requested to monitor VHF Channel 71 during roll call for relay of any positions or other information unable to be heard on SSB.

June 9, 2005

APPENDIX A1

Point of Sail (%)	8 Knots	10 Knots	12 Knots	14 Knots	16 Knots	20 Knots
Beat	0.5	0.5	0.5	0.5	0.5	0.5
52	0.5	0.5	0.5	0.5	0.5	0.5
60	2	2	2	2	2	2
75	5	5	5	5	5	5
90	9	9	9	9	9	9
110	15	15	15	15	15	15
135	26	20	18	14	10	10
150	14	20	22	24	28	28
Optimum Run	28	28	28	30	30	30
Wind Weighting	5	10	13	25	32	15