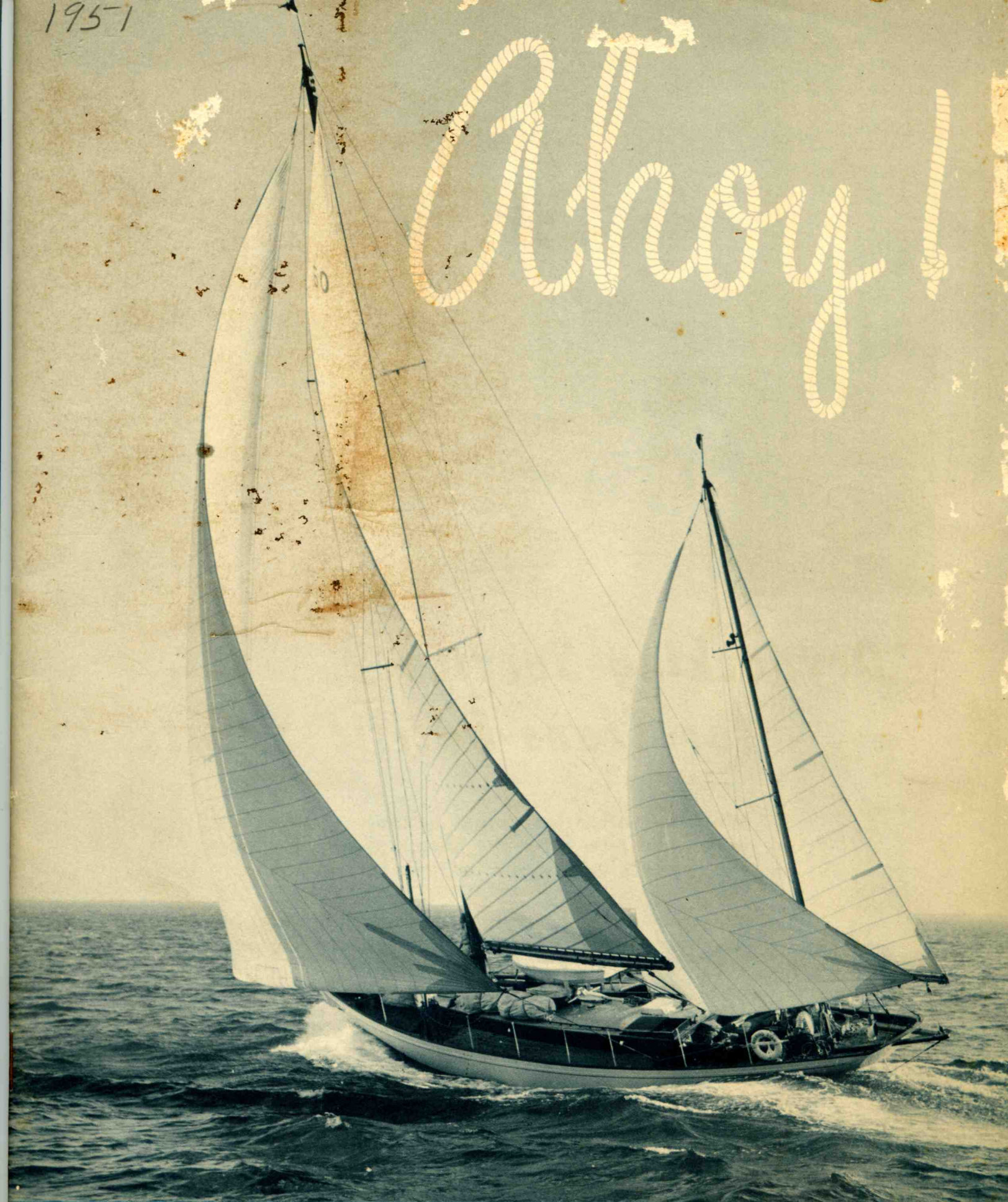


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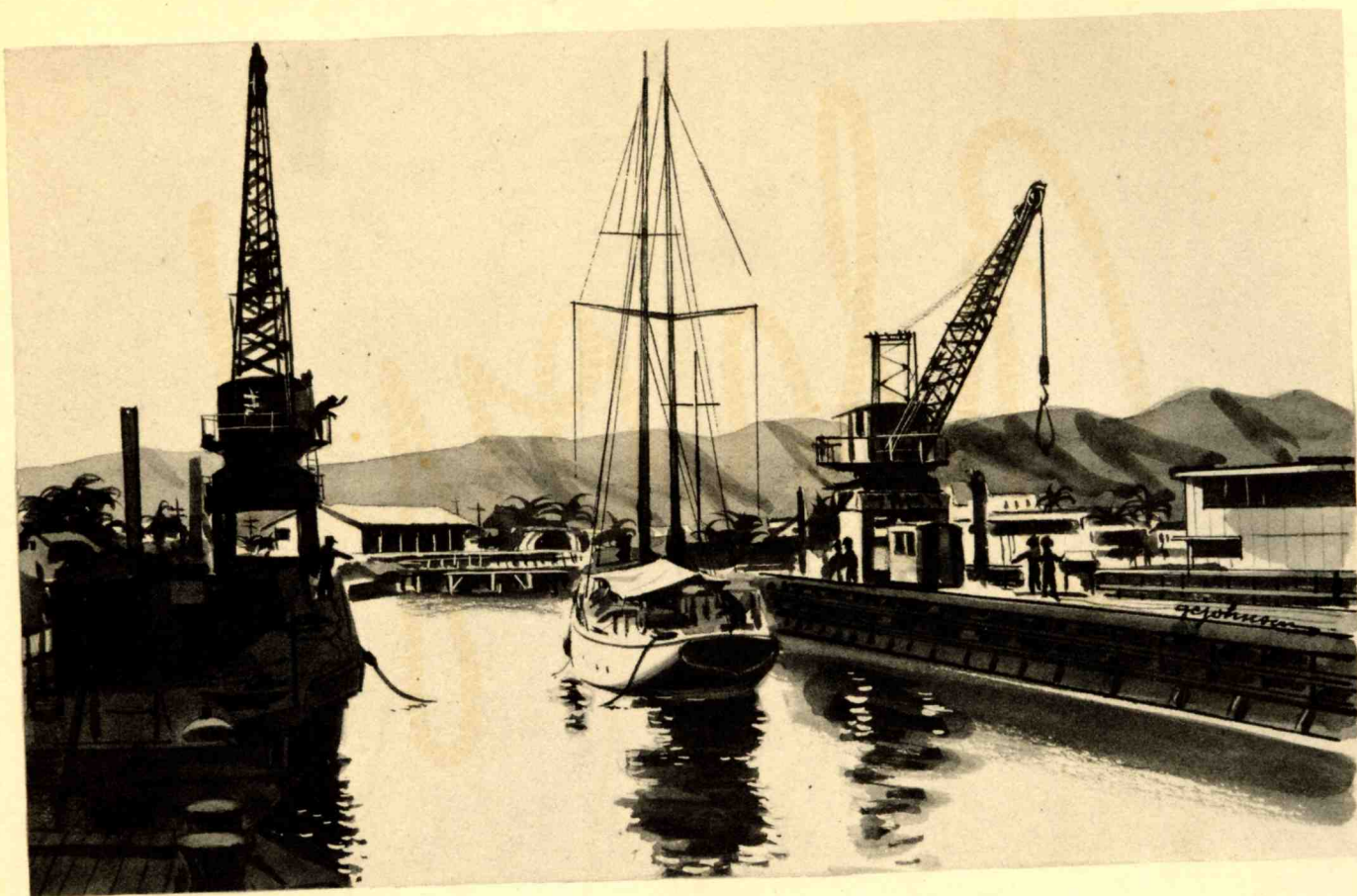
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Edited by the Souvenir Program Committee, Honolulu Race Committee; printed by the Publications Division, Honolulu Star-Bulletin.

Volume 2

17TH TRANSPACIFIC RACE

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July, 1951

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This year again brings to the people of Hawaii the pleasure and excitement of another Honolulu Race of the Transpacific Yacht Club.

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The people of Hawaii welcome our Corinthian guests of the 1951 Honolulu Race. We are happy to have the honor of meeting and helping those who are preserving a great tradition and a great sporting event.

Each individual skipper or crew who sails the 2000-mile race, whether he enjoys it or not, whether he tries to kick the cleats off the deck with his bare feet or knock the varnish off the spars with his hard head, or whether he fails to hold her on her course when at the wheel, as he steps ashore at Pier 2 he can pat himself on the back and say, "My boy, you are now a sailor."

To each of you then, the people of Hawaii extend their hearty welcome. We hope your stay will be a most pleasant one and that you will return, early and often.

It is impossible to name the hundreds of people in the Islands who have devoted much time and effort to running the local end of the race. To them my most sincere thanks and gratitude.

Mahalo Nui, Aloha nui loa kakou,

Pete Wilson

General Chairman.



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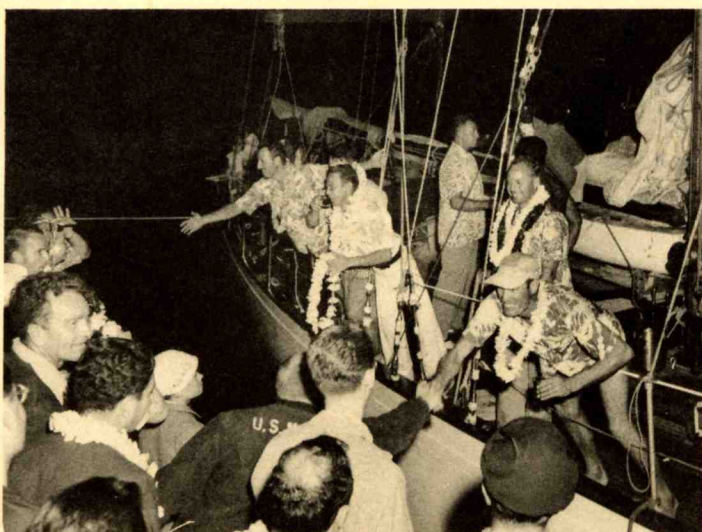
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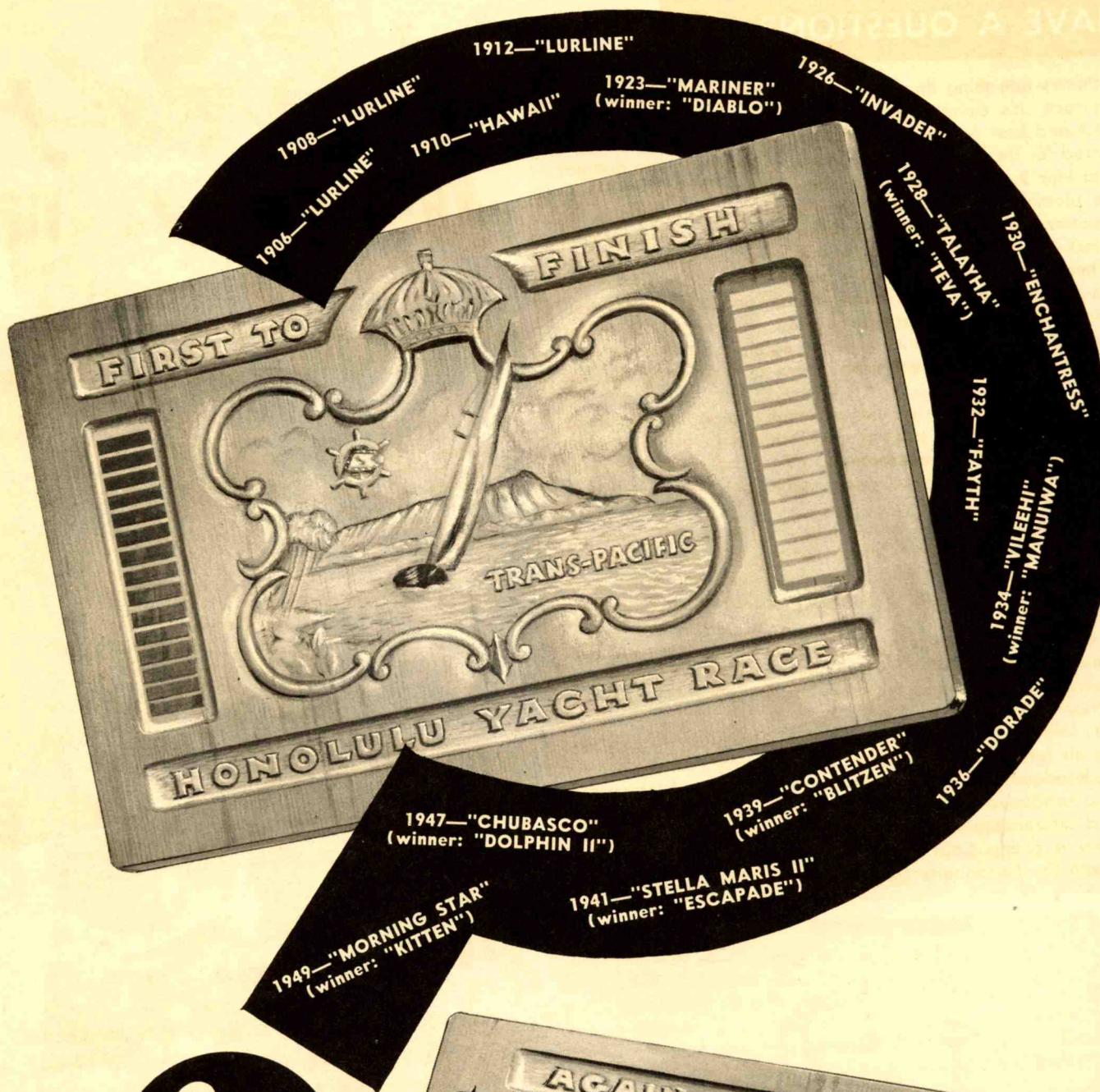
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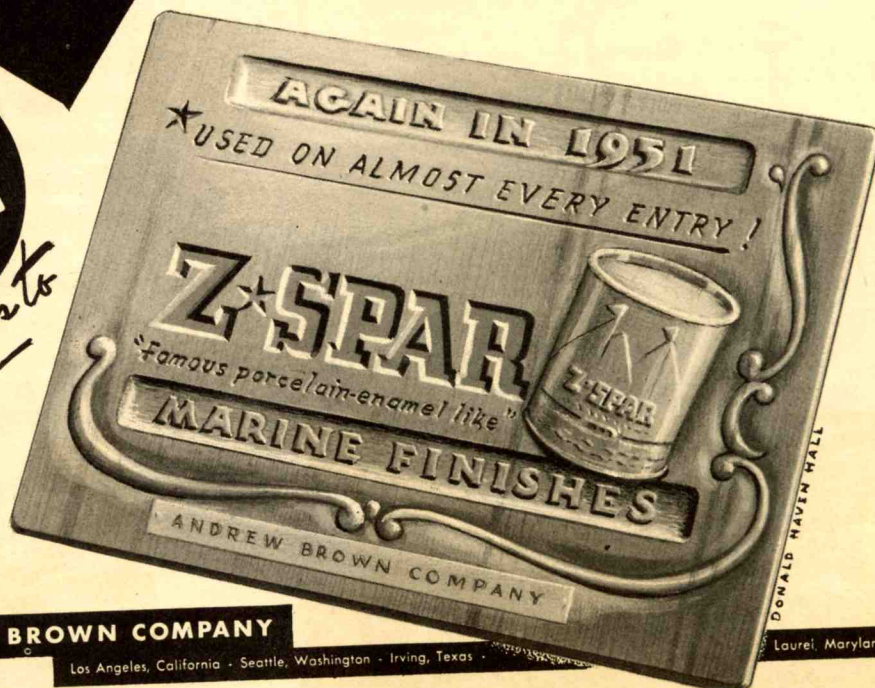
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HAVE A QUESTION?

If there's one thing there is plenty of during this Trans-Pacific yacht race, it's up-to-date, on-the-spot race information. The biggest and best equipped information and plotting center ever prepared for the biennial sailing classic is housed in two quonset huts at Pier 2, mooring area for the visiting yachts.

The plotting center is set up in one of the quonsets and the information center in the other. Both are manned as nearly around the clock as possible. The plotting center is the nerve center of race headquarters here. It's the place where positions of the yachts are continually figured and weather and like data interesting to the officials of the race is compiled. The information center is operated for the convenience of the public as well as for race participants and local yachtsmen active in sponsoring the big race.

Pacific army headquarters has donated a huge mercator map of the Pacific area for posting outside the information center. On this, plus a navy contributed 6 x 9-foot illustrated bulletin board showing the positions of the yachts, onlookers may chart the progress of the race.

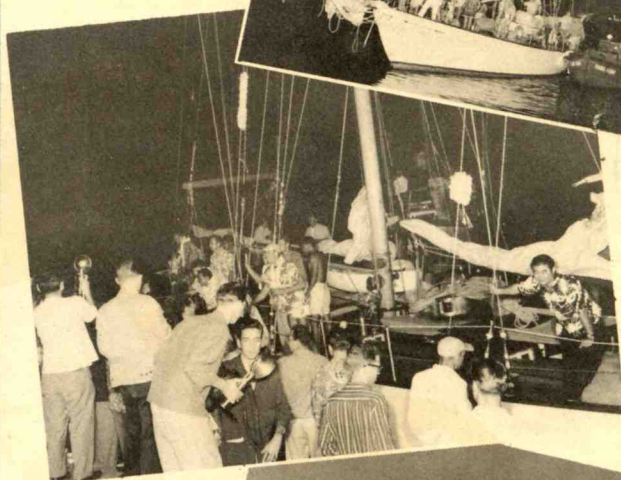
Another source of race information are the patrol planes of the Hawaiian Sea Frontier. Whenever the HSF has a training mission heading east of Oahu, the men aboard the plane hunt down yachts within the radius of their patrol and check on their progress and condition.

The information center is manned daytimes by yacht race officials and at nights by Honolulu Junior Chamber of Commerce volunteers, their wives and others willing to help. The JayCees sell refreshments at the center.

Capt. John T. Goss, active in island yachting circles and on duty as air force patrol officer with the navy's service force, Pacific, headquarters at Pearl Harbor, is chairman of the race's Honolulu headquarters committee. The latter administers the plotting and information centers as one of its main responsibilities. The navy is giving Capt. Goss leave through July so he may coordinate the headquarters operation.



Is my friend on this boat? When will the first boat arrive? Can I go aboard one of the yachts? Your questions will be answered at the Information Center.





SCHEDULE

Friday, July 20
 Saturday, July 21
 Monday, July 23
 Thursday, July 26
 Saturday & Sunday, July 28-29

For more complete information, last-minute changes and

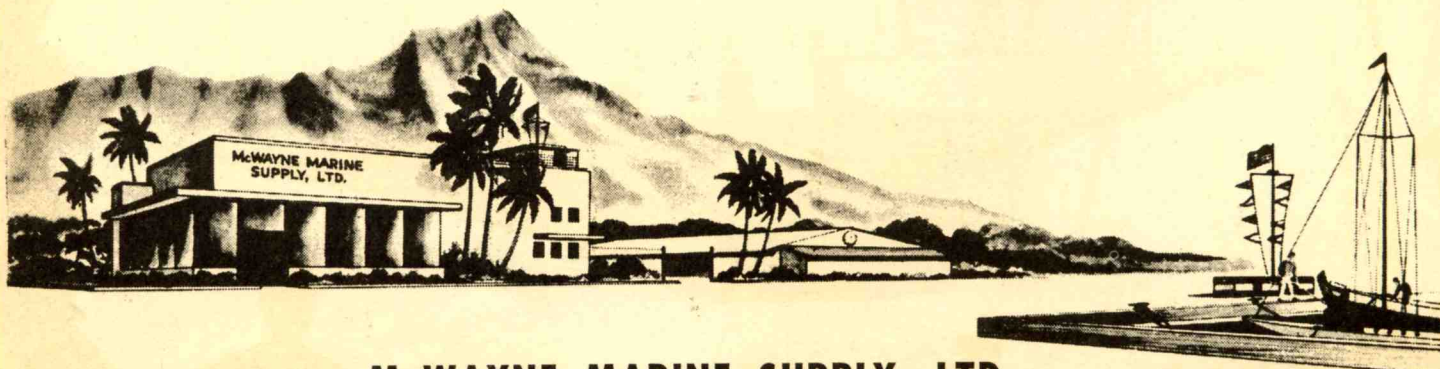
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ons, consult the Information Center, Honolulu Race Headquarters, Pier 2

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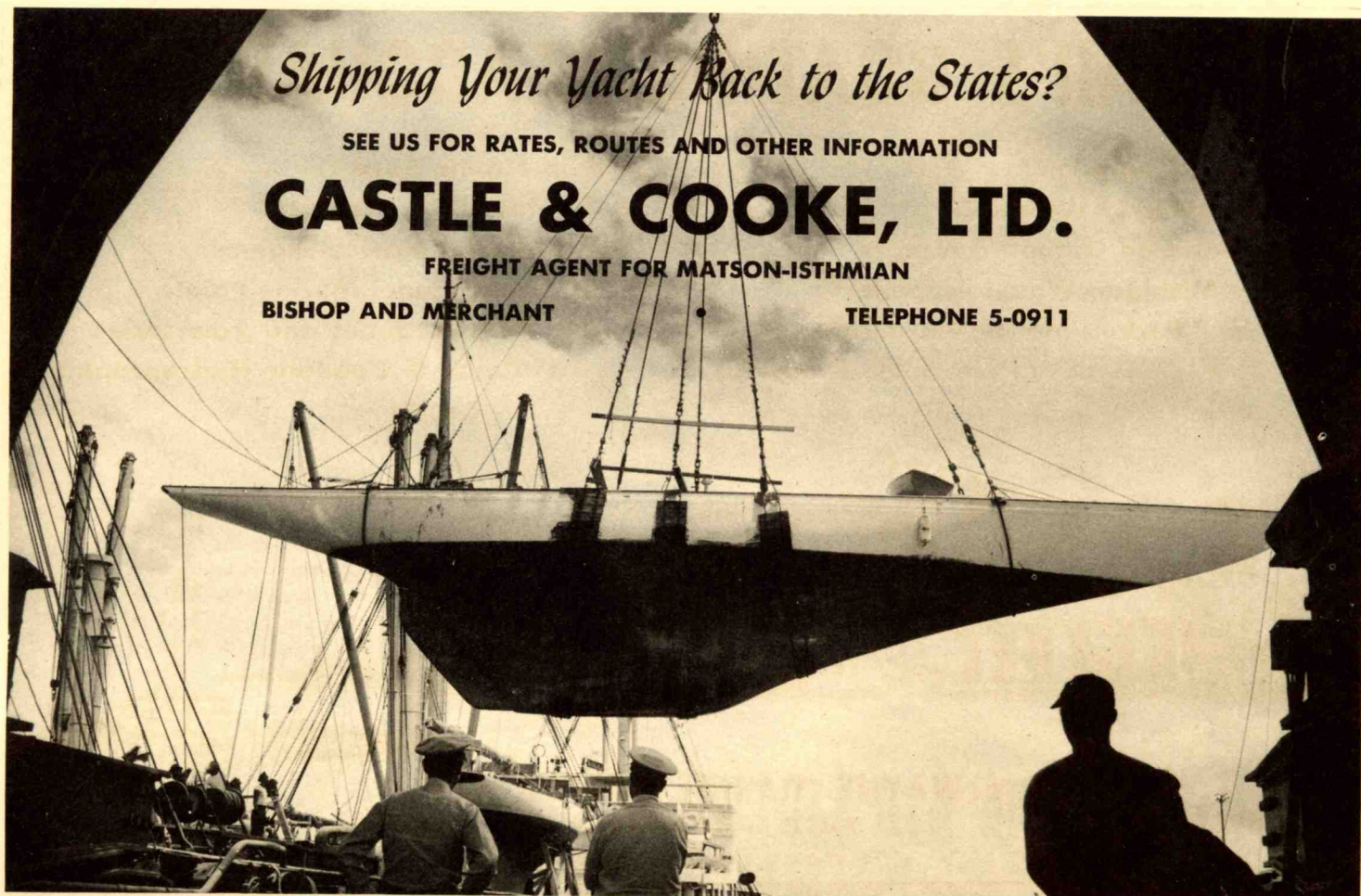
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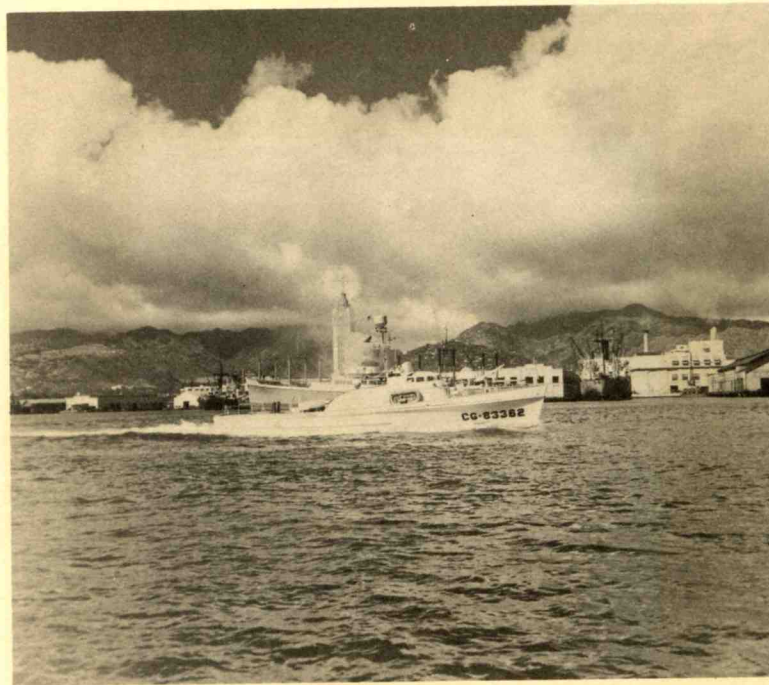
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KOKUA FROM THE

Ever since the first Trans-Pacific yacht race was run in 1906, the U. S. Coast Guard has played a quiet but important part in making the event the great success it is.

The obvious services offered by the Guard are those which help make the famed race safe. During this year's run, for example, the planes and ships of the 14th Coast Guard District (headquarters at Pier 4, Honolulu) and the 11th District (headquarters in Long Beach, California) are ready at any time to go to the aid of yachts overdue or in distress.

In addition, the Federal Communications Commission, in cooperation with the Coast Guard, is allowing yachts to make use of Coast Guard radio frequencies along the Trans-Pacific race route. This means that yachts which have made prior arrangements with the FCC can contact the Coast Guard weather ship at Station Fox half way between San Francisco and the islands. This will give the race participants a halved radio range to worry about in case of trouble.

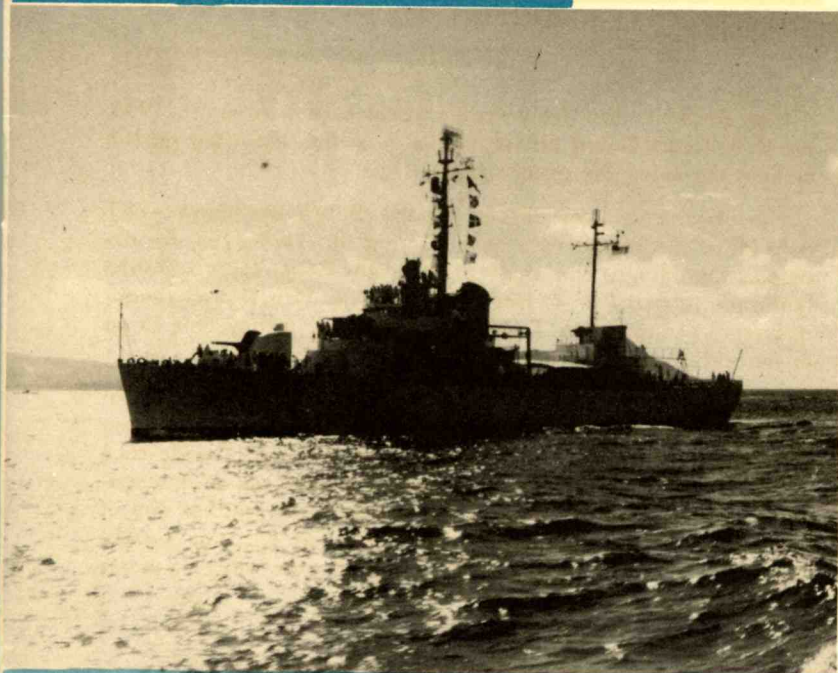


83-foot USCG Cutter

But some of the Trans-Pac contributions the Coast Guard makes but which the public generally does not know about include a patrol of the Diamond Head finish line area and the constructing of the mooring area so the visiting yachts will have a snug harbor when they finish their gruelling voyage. A 38-foot patrol boat plus the tug Yonaguska takes care of the finish line. They keep the line clear of spectator boats and help anyone who might have trouble making the finish. Once in Honolulu harbor, the race yachts will find a long, friendly row of mooring buoys along Pier 2, loaned and installed by the Coast Guard here.

Commander of the 14th CG district is Rear Adm. Louis E. Perkins. He, Capt. Chester Anderson and the men deserve a hearty hand for the work they have done and are doing for this year's Trans-Pac. As always, the U. S. Coast Guard is on duty.

COAST GUARD



USCG Cutter "Iroquois"



USCG Cutter "Winnebago"



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To all Yachts

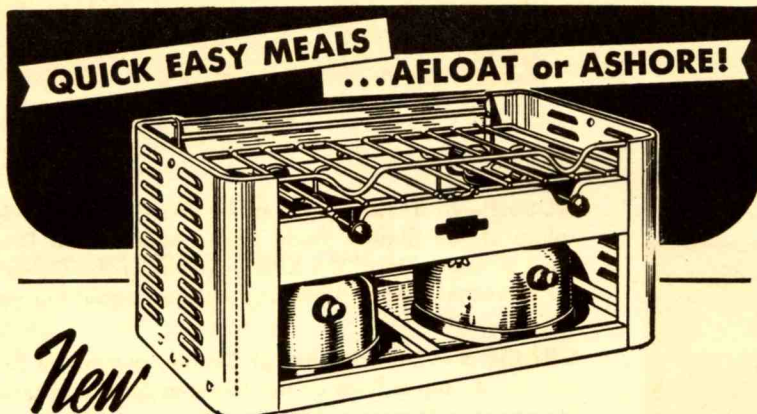
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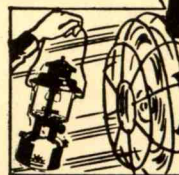
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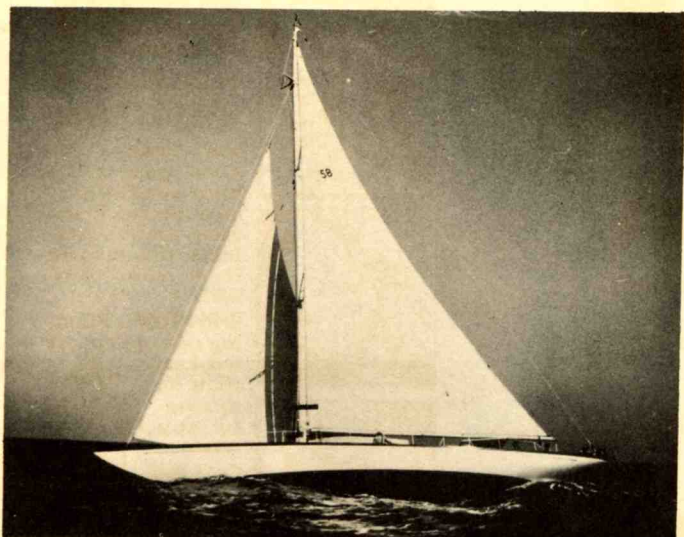
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1951 ENTRIES



L'Apache

CHIRIQUE—61-ft. ketch, owned by Tucker McClure of Los Angeles. No previous Transpac races.

COASTER—38-ft. schooner, owned by Stephen Royce of Honolulu. Built in Wiscasset, Maine, in 1935. No previous Transpacs. Skippered by Louis Abrams, veteran of two Pacific races. Mrs. Royce and their son Danny are making the trip.

DRAGON—60-ft. ketch, owned by H. B. Grandin of San Marino, Calif. She ran in the 1947 race and placed Class A third and Fleet 14th. The Dragon was built at Port Hawkesbury, Nova Scotia, in 1925.

ELECTRA—44-ft. yawl, owned by Robert Cryster of Los Angeles. A sister ship of the Golden Bird and expected to battle evenly with her all the way across. No previous Transpac participation.

EVENING STAR—54-ft. yawl, owned by Walter Trepte. Built by Herreshoff, Bristol, R. I.

EVENTIDE—38-ft. ketch, owned by Steve Newmark of Los Angeles. No previous Transpac races.

FAIRWEATHER—62-ft. yawl, owned by Fred Allen of San Diego. Another come-backer from the 1947 and 1949 races. In 1947 she took Class B second and Fleet second with a 12-day 19-hour passage.

GOLDEN BIRD—44-ft. yawl, owned by Adm. B. W. Decker of San Diego. Built at Yokusaka, Japan, after the war. No previous Transpacs. Expected to battle it out with her sister ship, Electra.

GOSSIP—46-ft. sloop, owned by Dr. Phil Smith. Sailing under colors of the Seattle Yacht Club. Built in San Diego in 1947. She's a sister ship of the Kitten, winner of the Governor's Trophy for corrected time in 1949 and entered again this year.

GRACIE S—97-ft schooner of Seattle, owned by E. Edison Kenel, Jr. As big a boat as the Morning Star, and possibly as fast. No previous Transpac record.

JADA—56-ft. schooner, owned by Isabelle Bellyea of Arcadia, Calif. One of the two wahine entries. Built at Stockton, Calif., in 1937. No previous Transpacs.

JANIE—40-ft. sloop, owned by Don A. Schafer of Portland, Ore. She was prevented by circumstances from entering the 1949 race.

JAVA HEAD—43-ft. cutter, owned by Elmer R. Peterson of San Francisco. Sailed the 1949 Transpac under Skipper Frank Bilek, taking Class C third and Fleet seventh on a 13-day 11-hour passage.

(Continued on Next Page)

Golden Bird





Gracie S

Skylark

1951 ENTRIES

KITTEN—46-ft. PCC sloop, of Los Angeles. The big winner in the B first and Fleet first with a time of 24 minutes and 49.5 seconds.

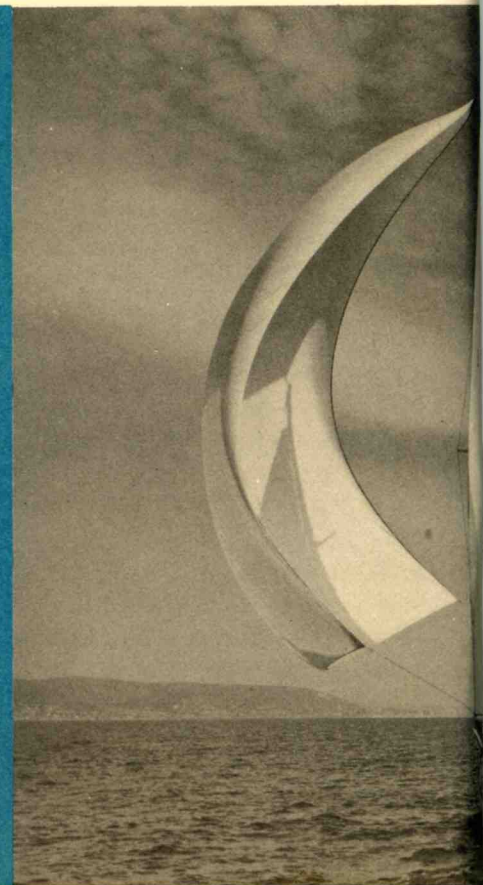
L'APACHE—72-ft. sloop, of wood. One of the two boats that should be very fast.

MINERVA—46-ft. ketch, of wood. Built in Calif., in 1934. No previous racing record.

MOANA—35-ft. ketch, of wood. Built in 1949. Transpac entry.

MORNING STAR—97-ft. sloop, of Los Angeles. A veteran of the all-time elapsed time race with a record of 9.5 seconds for the San Francisco to Los Angeles made in 1949. Will serve as a scratch boat for other competitors. Built in 1949.

Staghound



• • • (Continued from previous page)

owned by Frederick W. Lyon of Los Angeles. Won Class 1949 race, her first try. Won Class corrected time of 9 days 10 hours

owned by Phyllis B. Brunson of Hollywood. Entered by wahine owners. A big

owned by Vad Jelton. Built at Calpine, Transpac races.

owned by William D. Vogel of Los Angeles in Wilmington, Calif. No previous

owner, owned by Richard S. Rheem. Won the 1947 and 1949 races. Holds record of 10 day 10 hours 13 minutes for Diamond Head course. Record communications ship for the fleet. Boat, giving time allowances to all 27 at Lussinpicco, Italy.

(Continued)



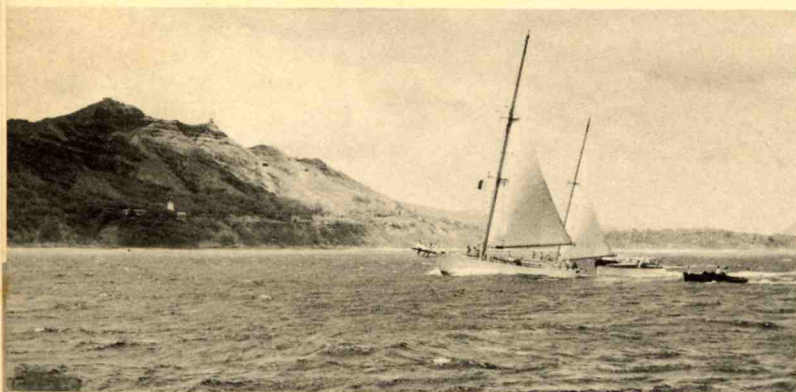
Sea Witch

Typee





Fairweather



Above: Dragoon

Below: Java Head



1951 ENTRIES . . . (Continued)

NOOTKA—48-ft. ketch, owned by William Lacey and William Lacey, Jr. Sailing under the colors of the Waikiki Yacht Club. No previous Transpacs.

RANGER—97-ft. schooner, owned by H. M. Fierrell. Another big one. Built in 1914 in Manitowoc, Wisc. No previous Transpac races.

REVENGE—48-ft. cutter, owned by Cranston Paschall of Medina, Wash. No previous Transpac participation.

SALVEIG—36-ft. sloop, owned by Magnus Halvorson of Killara, New South Wales, Australia. She's the second Aussie yacht to enter a Transpac race, the first being Frank and John Livingston's Kurrewa III of the 1949 race. Salveig is reported to have a fine record in the had-driving ocean races "down under." She's been shipped to the U. S. mainland for this race.

SEA WITCH—36-ft. ketch, owned by A. L. McCormick of San Francisco. The gallant little ship came within two hours of winning the all-time corrected time honors in the great 1949 race, and she will be just as fast this year. An old-fashioned cruising boat in appearance, the Sea Witch was a sentimental favorite of the dockbirds in 1949. Skipper McCormick can be counted on to get the best out of his boat this year. Took Class C first and Fleet second places in 1949, on a 15-day 14-hour passage corrected by handicap to 9 days 12 hours.

SKYLARK—53-ft. yawl, owned by Commodore Don Ayres of the Transpacific Yacht Club of Los Angeles. Flagship of the racing fleet and veteran of the 1947 race. In that race she had a 14-day 15-hour passage, taking Class B fourth and Fleet 11th. Built in 1937 at Wiscasset, Maine.

STAGHOUND—39-ft. ketch, owned by Ira P. Fulmore of Glendale, Calif. No previous Transpac races. Built in 1937 at Newport Beach, Calif.

TASCO—52-ft. yawl, owned by Thomas A. Short of San Francisco. Another double veteran of the 1947 and 1949 runnings. In 1947 she took Class C 11th and Fleet 22nd with a 16-day 19-hour run; in 1949 she earned Class B third and Fleet eighth with 12 days 22 hours.

TETON—35-ft. cutter, owned by Patrick Watson of Long Beach, Calif. Another two-time veteran, sailed by Dr. Paul Van de Grift in 1947, 1949 and again this year. In 1947 she took Class C eighth and Fleet 16th with a passage of 19 days 4 hours; in 1949 she was Class C eighth and Fleet 22nd on 17 days 19 hours.

TYPEE—34-ft. Seagoer yawl, owned by Dick Dole of Honolulu. Modeled after Harry Pidgeon's famous 'round-the-world cruiser, "Islander." Skipper Dole, 1950 season's champion of Hawaii Yacht Club, is an experienced racing man. This is Typee's first Transpac, but she has made several crossings between California and Hawaii. Built in Oakland, Calif., in 1939.

(Editor's Note: The above-list of official entries was correct at press time. Last-minute changes, if any, naturally could not be incorporated.)



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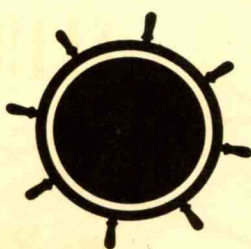
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WAIKIKI YACHT CLUB, Ala Moana Basin, Honolulu—Largest racing club in the Islands. Located in Ala Moana Park, on ewa side of yacht basin. Clubhouse has bar, dressing rooms, volleyball court. Large fleet of S-boats, PCs, 210s, Stars, 110s, Mercuries, Lightnings, El Toros, and other one-designs, plus auxiliary cruisers, ocean racers, power cruisers and sport fishers. Guest memberships for members of recognized yacht clubs.



Enthusiasm for the T-P Race? Lots of it!

Tired but happy is Jay Quealy of the Flying Cloud.



FIVE YACHT CLUBS

HAWAII YACHT CLUB, Ala Moana Basin, Honolulu—Largest membership of any yacht club in the Islands. Small clubhouse located on waikiki side of yacht basin. Few facilities available. Large mixed fleet of sail and power cruising boats. Guest memberships available to members of recognized yacht clubs.

KANEOHE YACHT CLUB, Kaneohe Bay, Oahu—Active windward side sailing group. Small but complete clubhouse with facilities on Kaneohe Bay. Mixed fleet of Lightnings, Mid-Pacifics, Sartons, and other small one-design types. Guest memberships available to members of recognized yacht clubs.

HILO YACHT CLUB, Hilo, Hawaii—Non-sailing recreational club on Big Island. Bar and dining room. No sailing fleet. Inquire from HYC secretary for guest regulations.



The Lady Jo is no more; cracked up since the '49 race.

Renny Brooks entertains visitors at the Basin.



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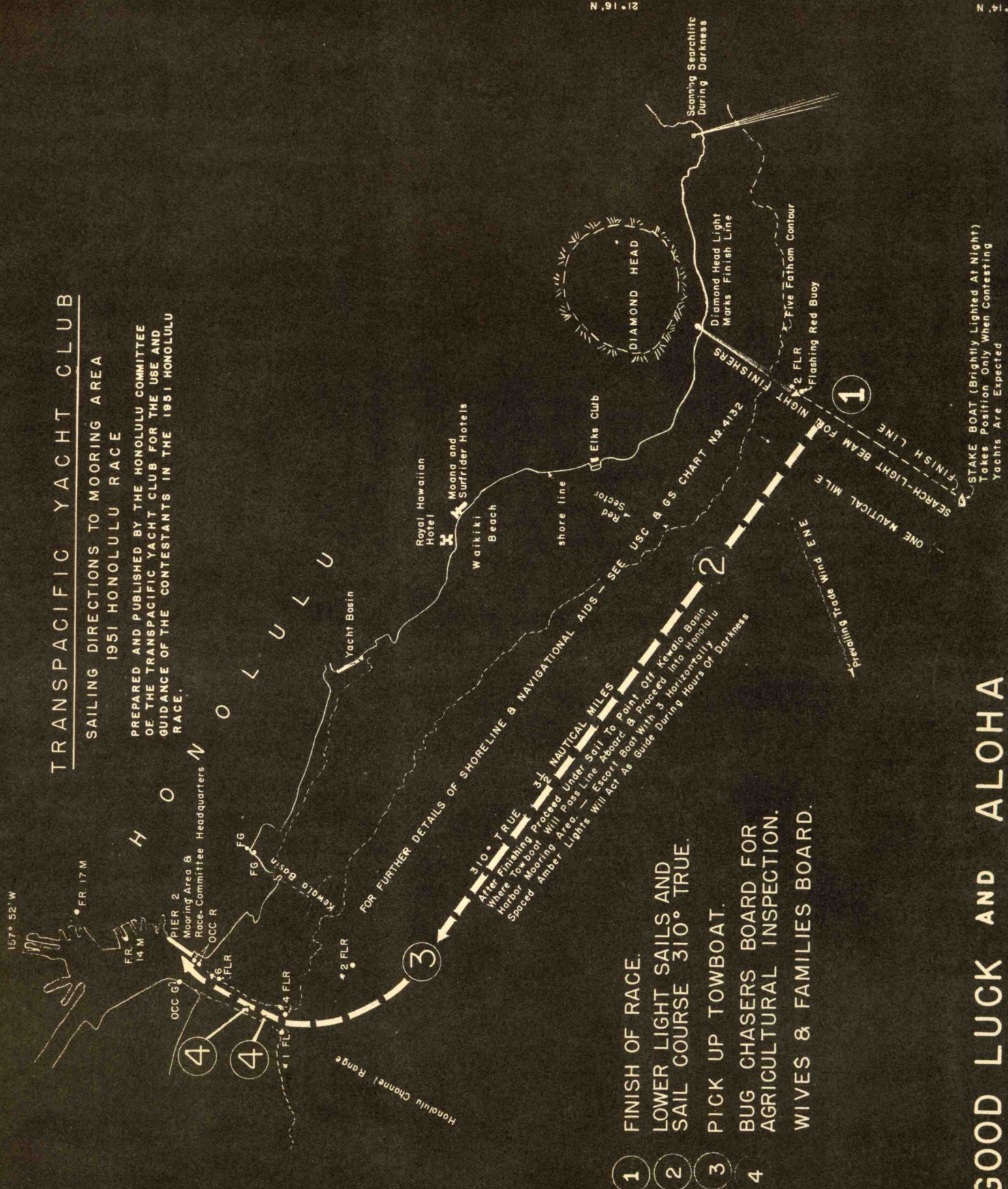
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If, perchance, you think that anyone with a pretty fair-sized yacht can enter the Transpacific Yacht Race, you've got another think coming.

Every single yacht in this race has undergone a very rigid inspection by the Race Committee. Before the starting gun was sounded each of the 25 skippers had complied, to the letter, with the safety requirements.

And if you don't think the requirements are tough, read these excerpts from the Transpacific Yacht Club manual:

"Yachts entering must be of a thoroughly seaworthy type, strongly built and rigged, properly ballasted, with enclosed cabins and watertight cockpits.

"No yacht with a water line length of less than 28 feet and no yacht having a ballast to displacement ratio in excess of 46 percent shall be eligible.

"Before any yacht over 25 years of age, but otherwise acceptable to the committee, or any yacht, regardless of age, designated for survey by the Committee, shall be considered for eligibility, a survey of such yacht must be made at the expense of the owner by a surveyor to be chosen by the Committee.

"No yacht will be allowed to start unless carrying complete cruising equipment consistent with the safe operation of the vessel which must include all the following: one anchor with adequate chain or cable; two compasses and suitable binnacle with light lead line; charts; and complete navigating appliances.

"A set of International Code flags and code book; 2 portable fire extinguishers accessibly located in different parts of the vessel; one properly approved life preserver for each member of the crew carried where readily accessible; stores sufficient for the crew for a period of four weeks; at least 20 gallons of water per man in suitable tanks or metal containers; these containers must be so divided that not more than two-thirds of the water supply is in one metal tank and at least one-third in another.

"These tanks shall not be connected in any way which would make it possible for one tank to spring a leak and drain both tanks; two large life rings, equipped with water lights, handy to helmsman; and either 12 rockets, 6 parachute flares of a Very pistol and cartridges.

"At least one small boat of normal rigid type must be carried. The small boat or boats, supplemented, if desired, by one or more life rafts or self-inflating rubber boats, must be capable of taking off the entire crew.

"Each yacht must be equipped with adequate wire life lines

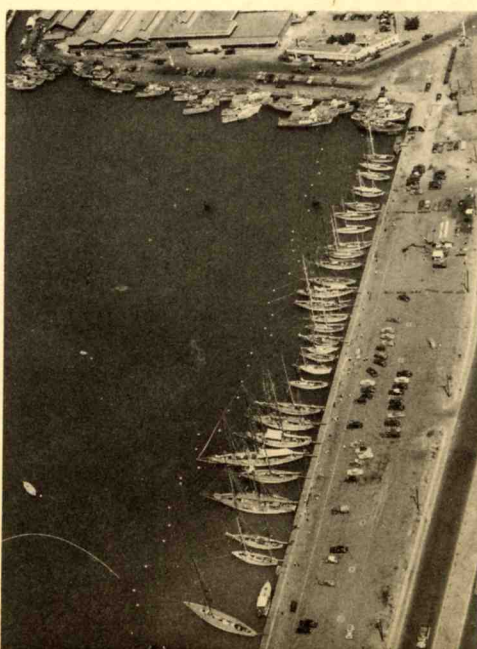
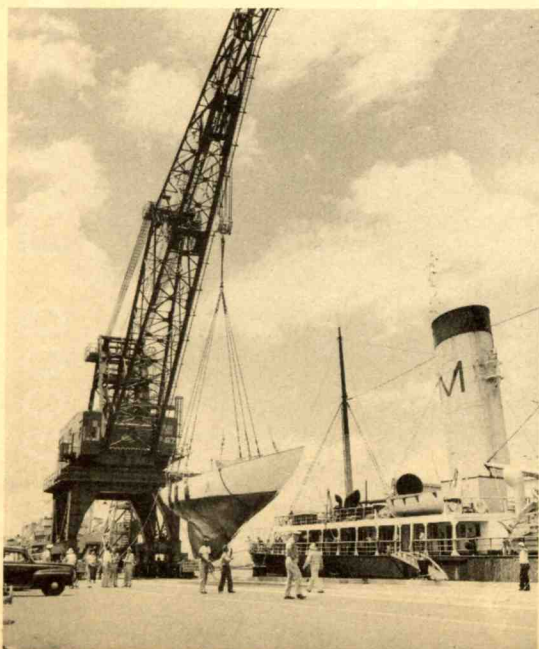


at least 22 inches above the deck extending from bow to stern and supported by metal stanchions, shrouds or davits spaced not over 7 feet apart.

"This equipment will be carefully inspected by the Committee prior to the race, and if it is inadequate in the opinion of the Committee, the entry may be disqualified.

"Water, a fishing kit and emergency rations similar to those used by the Navy in its aircraft life rafts, is strongly recommended for use in the life rafts. Two efficient bilge pumps shall be included in the yacht equipment; one of these bilge pumps a fixed pump and one shall be manually operated.

"It is also recommended that each yacht carry a two-way radio phone or at least a short wave SOS sending set; it is strongly advised that each yacht carry an adequate medical kit."



OFF FOR KAUAI!

About 6 o'clock the evening of July 27, many of the yachts of this year's Transpacific race will be lined up off Honolulu harbor waiting for the starting gun that will send them on their way in the 1951 Kauai run.

Held every year as one of the sportiest of Hawaii's open sea races, the Kauai event is run in conjunction with the Transpac race on the odd years so the many mainland yachts can swell the entry lists as well as increase the excitement and fun of the overnight dash.

Last year's winner was Harold Dillingham's scratch yacht *Manuiwa*. Elapsed time for the 60-foot staysail schooner was 11 hours, 33 minutes and 15 seconds. None of the other yachts that entered the rough crossing that year could catch the *Manuiwa*.

Winner in 1949, the last race to include Transpac entrants, was Lloyd Rees' 50-foot cutter *Yo Ho Ho*. Rees' yacht logged a corrected time of 11 hours, 14 minutes and 39 seconds. Elapsed time winner was Fred Allen's *Fairweather*.

Cooperating with the Kauai Yacht Club in sponsoring the 80-mile race is the Waikiki Yacht Club which handles the Oahu end of the contest. But top promoter of the colorful event is Charlie Fern, unofficial one-man Garden Island booster who is already busy as any land-locked (Kauai Yacht Club has no boats) sailor making preparations for the sixth running of the race.

Finish line is the Nawiliwili harbor light and by the time all the yachts have tied up in the harbor on Saturday, Kauaians will have their famed Kauai Yacht Race weekend celebration well underway. A big dinner dance that night and tours of the island



Scenic grandeur of the host island, Kauai.

the next day highlight the weekend stay. Most Honolulu crews bring their boats back Sunday afternoon and evening. But for the mainland yachtsmen who want to stay, Kauai's moorings at Nawiliwili are theirs for the asking.

Lt. Owen G. Fowler, Jr., of the 14th Naval District headquarters staff in Hawaii, is chairman of this year's race. Lt. Fowler is on active duty from his position as Matson's Waikiki passenger office manager.

Harold Dillingham's "*Manuiwa*" topped the field in 1950 with a time of 11:33:15.

In 1949, just after the T-P race, the *Yo Ho Ho* won the annual event sponsored by the Kauai Yacht Club.



IN THE WAKE

SUMMARY OF FORMER TRANSPACIFIC RACES

Honolulu Race of 1906

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

Time Allowance: Ocean Racing Rule of North American yacht
Start: June 11th, noon.

Yacht	Owner	Elapsed				Allowance				Corrected			
		D	H	M	S	H	M	S		D	H	M	S
Lurline	H. H. Sinclair.....	12	09	59		12	00			11	21	59	
Anemone	Chas. 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: Same as 1906.

Start: July 4th, noon.

Yacht	Owner	Elapsed				Allowance				Corrected			
		D	H	M	S	H	M	S		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: Same as 1906 and 1908.

Start: July 10th, noon.

Yacht	Owner	Elapsed				Allowance				Corrected			
		D	H	M	S	H	M	S		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	F. 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 16th, 1:00 P.M.

Yacht	Owner	Elapsed				Allowance				Corrected			
		D	H	M	S	H	M	S		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
Searfarer	L. A. Norris.....	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: $R = \frac{1}{2}(LOA + LWL) + \sqrt{SA}$

Start: July 21st, 12:30 P.M.

Yacht	Owner	Elapsed				Allowance				Corrected			
		D	H	M	S	H	M	S		D	H	M	S
Diablo	A. R. Pedder.....	13	05	14		42	47	03		11	10	26	57
Mariner	L. A. Norris.....	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

(Continued on Next Page)



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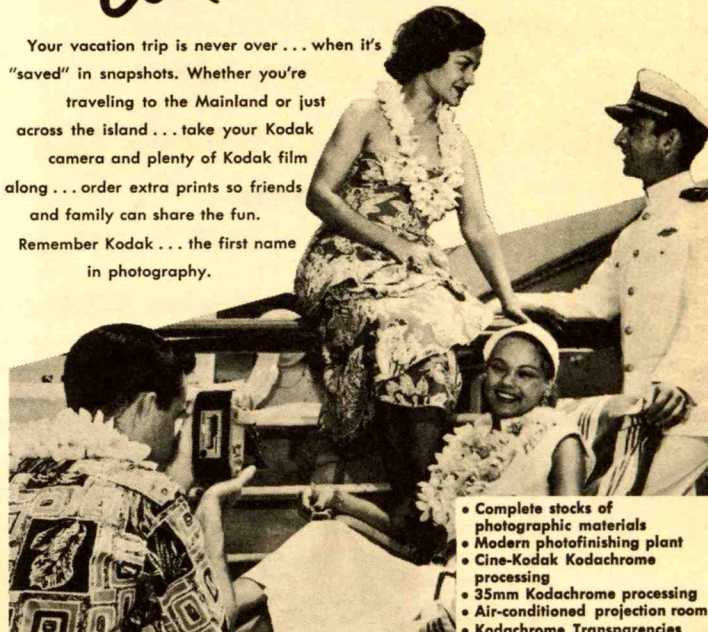
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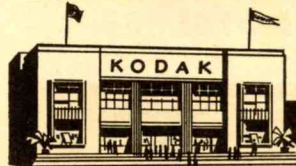
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IN THE WAKE (Continued)

Tahiti Race of 1925

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

Start: June 10th, noon.

Yacht	Owner	Elapsed				Allowance			Corrected			
		D	H	M	S	H	M	S	D	H	M	S
Mariner	L. A. Norris.....	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: Same as 1923.

Start: June 12th, noon.

Yacht	Owner	Elapsed				Allowance			Corrected			
		D	H	M	S	H	M	S	D	H	M	S
Invader	Don M. Lee	12	02	48	03	Scratch			12	02	48	03
Poinsettia	Walter W. Horne.....	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 (Cal.) Pier to Diamond Head Light. 2242 nautical miles.

Time Allowance: Universal Rule.

Start: June 3rd, noon.

Yacht	Owner	Elapsed				Allowance			Corrected			
		D	H	M	S	H	M	S	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	26	113	46	35	12	19	58	51
Aafje	Robt. 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	Scratch			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.												

*"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.

Time Allowance: Same as 1923 and 1926.

Start: July 4th, noon.

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

Honolulu Race of 1932

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

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

Start: August 20th, 11:00 A.M.

Yacht	Owner	Elapsed				Allowance			Corrected			
		D	H	M	S	H	M	S	D	H	M	S
Fayth	Wm. S. McNutt.....	13	14	33	00	30	01	33	12	07	31	27
Mollilou	Dr. Floyd Swift.....	14	02	58	00	Scratch			14	02	58	00

Honolulu Race of 1934

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

Time Allowance: Same as 1932.

Start: July 4th, noon.

Yacht	Owner	Elapsed				Corrected			Place	
		D	H	M	S	D	H	M	Fleet	Class
CLASS A, over 60 ft.										
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
CLASS B, 40 ft. to 60 ft. inclusive.					
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
CLASS C, under 40 ft.					
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: Same as 1932 and 1934.

Start: July 4th, noon.

Yacht	Owner	Elapsed				Corrected				Place	
		D	H	M	S	D	H	M	S	Fleet	Class
CLASS A											
Navigator	G. H. Singer, Jr.....	15	03	30	57	14	15	48	07	15	1
Sartartia*	Buck Jones.....	14	23	31	29	14	23	31	29	16	2
CLASS B											
Dorade*	James Flood.....	13	07	20	04	11	03	29	44	1	1
Santana*	W. L. Stewart, Jr.....	13	16	09	02	11	17	32	26	2	2
Manuwa	H. G. Dillingham.....	13	18	40	49	12	06	22	45	3	3
Zoe H*	R. K. Person.....	13	19	05	02	12	08	08	19	4	4
Circe	Ray Cooke.....	13	07	33	59	12	10	01	21	5	5
Adore	Lee Tracy.....	14	19	54	11	13	01	53	21	7	6
Paisano	Tom Reed III.....	14	15	06	55	13	01	58	46	8	7
Marilen	Harry B. Allen.....	14	19	24	05	13	05	25	52	9	8
Bali	L. G. Monroe.....	18	02	17	10	16	15	20	27	18	9
Destiny	Preston Sturges.....	18	12	49	37	17	02	55	08	19	10
California	J. Polkinghorne.....	19	05	54	54	17	10	06	11	20	11
Gloria	Wm. Blackford.....	20	04	00	45	18	04	07	35	21	12
CLASS C											
Flying Cloud*	J. & J. McNabb.....	15	12	46	32	12	17	38	03	6	1
Brilliant	Walter Franz.....	16	01	18	56	13	08	36	15	10	2
Altair	John . Blinn.....	16	05	46	17	13	11	02	28	11	3
Minerva*	F. N. Blagen.....	16	04	21	31	13	14	46	14	12	4
White Cloud	R. R. Pratsch.....	17	00	41	01	13	20	52	41	13	5
Naitamba*	R. K. Smith.....	18	07	41	34	14	14	01	11	14	6
Lady Jo*	S. M. Emmes.....	18	15	10	25	15	02	42	36	17	7
Dolphin	F. Hundhammer.....	D.N.F.									

NOTE: (*) 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.

Time Allowance: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4th, 3:00 P.M.

Yacht	Owner	Elapsed				Corrected				Place	
		D	H	M	S	D	H	M	S	Fleet	Class
CLASS, over 60 rating											
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	D. 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. deFremercy.....	16	06	02	04	12	15	47	47	8	C-5

Action photos..

OF THE TRANS-PAC YACHTS

Taken while crossing the finish line. Candid photos of the trophy awards and coverage of the events for the visiting yachtsmen.

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IN THE WAKE

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. Hasford.....	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 Child	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.

Time Allowance: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4th, noon.

Yacht	Owner	Elapsed				Corrected				Place
		D	H	M	S	D	H	M	S	
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.

Time Allowance: Ocean Racing Rule of North American Yacht Racing Union.

Start: July 4th, noon.

Yacht	Owner	Elapsed				Corrected				Place	
		D	H	M	S	D	H	M	S	Fleet	Class
CLASS A											
Chubasco	W. L. Stewart, Jr.....	12	15	51	18	11	04	24	12	3	A-1
Westward	Robert S. Miller.....	12	19	42	39.6	11	13	47	27.6	5	A-2
Draoon	H. B. Grandin.....	14	03	25	56	12	13	27	54	14	A-3
Gallant	H. B. Wyeth, Jr.....	14	18	18	00	13	09	55	12	19	A-4
Patolita	Chas. D. Wiman.....	14	00	05	47.4	13	12	02	39.4	20	A-5
Morning Star	Richard S. Rheem.....	13	12	16	46.4	13	12	16	46.4	21	A-6
Southwind	George Brent.....	18	10	37	58.4	17	09	01	58.4	32	A-7
CLASS B											
Dolphin II	Frank Morgan.....	13	02	11	41	11	01	04	40	1	B-1
Fairweather	Fred J. Allen.....	12	19	30	10	11	03	18	16	2	B-2
White Cloud	Frank Kent.....	13	00	58	59	11	08	35	57	4	B-3
Skylark	Donald B. Ayres.....	14	15	10	41.2	12	00	52	41.2	11	B-4
Stella Maris II	A. A. Steele, M.D.....	15	03	11	00.6	12	17	58	56.6	15	B-5
Zoe H	A. K. Barbee.....	17	23	44	36.8	15	17	24	58.8	27	B-6
Rival III	(a)Raymond White.....	19	08	55	40	17	01	11	07	31	B-7
CLASS C											
Suomi	J. Arvid Johnson.....	14	13	49	48.4	11	16	01	59.4	6	C-1
Lady Jo	Louis Abrams.....	15	08	53	12.5	11	17	18	29.5	7	C-2
Resolute	Ed. Fabian.....	17	03	48	18.7	11	18	49	45.7	8	C-3
Romni	Brooks Gifford.....	14	19	19	36.4	11	19	09	00.4	9	C-4
Magic Carpet	C. E. Cook.....	16	15	05	08.1	11	23	33	49.1	10	C-5
Pacific Child	George Burnell.....	17	18	59	30.2	12	03	09	42.2	12	C-6
Lucky Star	H. B. Hobson.....	15	19	22	39.4	12	04	54	19.4	13	C-7
Teton	P. D. VanDeGrift.....	17	21	43	21	12	18	34	07	16	C-8
Anacapa	J. E. Voerge.....	16	05	17	04.4	12	21	06	59.4	17	C-9
Sea Biscuit	Lee I. Gale.....	19	04	15	17	13	07	47	21	18	C-10
Tasco	Thomas A. Short.....	16	19	44	06.7	13	21	02	53.7	22	C-11
Amorita	Walter Franz.....	17	03	21	45	14	04	22	44	23	C-12
Selene	Edward H. Witte.....	17	06	58	53.6	14	06	48	17.6	24	C-13
Medley	Dean Harrel.....	20	03	32	45.4	15	04	47	56.4	25	C-14
Gitana	R. S. Danforth.....	20	07	52	59.6	15	14	51	31.6	26	C-15
Atorrante	J. A. Gurley.....	19	06	02	22	16	09	06	50	28	C-16
Brilliant	E. Gould & P. Rayburn.....	19	09	22	59	16	17	29	41	29	C-17
Four Winds	Carl M. Heintz.....	21	03	19	12.9	17	01	03	19.9	30	C-18

(Continued from previous page)

Lucia II (b) Jose de la Vega..18 05 13 45.6 14 03 23 27.6 Dis-qualified
Emerald (c) G. Walter Show. Did not finish

(a) Returned to mainland and made second start July 8, 1947, 12:30 P.M.
(b) Elected to finish with use of motor.
(c) Returned to mainland and withdrew from race.

Honolulu Race of 1949

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

Time Allowance: Ocean Racing Rule of the North American Yacht Racing Union.

Start: July 4th, 1949, at noon.

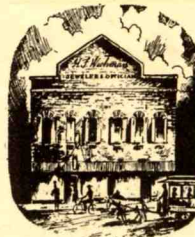
Yacht & Rating	Owner	Elapsed				Corrected				Place	
		D	H	M	S	D	H	M	S	Fl.	Cl.
Class A—Over 45 rating:											
Flying Cloud (49.3)	Jay Quealy.....	11	13	14	30.5	9	18	10	10.5	3	A-1
Gallant (53)	H. B. Wyeth.....	11	03	18	14.5	9	19	59	35.5	6	A-2
Patolita (68.9)	C. D. Wiman.....	10	21	09	18	10	07	22	20	11	A-3
Morning Star	R. S. Rheem.....	10	10	13	09.5	10	10	13	09.5	12	A-4
Fairweather (48.6)	Fred Allen.....	12	08	00	36	10	11	34	41	13	A-5
Traveler (48.7)	John 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.....	DNF				DNF					DNF

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 Rees.....	12	06	13	23	9	19	02	39	4	B-2
Tasco (37.1)	Thos. A. Short.....	12	22	59	36.4	9	22	52	21.4	8	B-3
Zodiac (40)	A. B. Cleveland.....	12	17	59	39.7	10	01	57	49.7	9	B-4
White Heather (42.1)	Jas. 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 & 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 McCormick.....	15	13	55	44	9	12	16	18	2	C-1
Lanakoa (30.3)	Joe Rosenberg.....	13	18	57	23	9	19	29	07	5	C-2
Java Head (32.5)	Frank Bilek.....	13	11	44	27	9	20	37	55	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 Yeend.....	15	22	46	32	11	09	23	31	19	C-5
Resolute (24)	Ed Fabian.....	15	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 De Grift.....	17	19	00	04	12	11	40	05	22	C-8
Success (29.2)	Reg. Gustaveson.....	21	11	30	36	15	21	30	53	23	C-9



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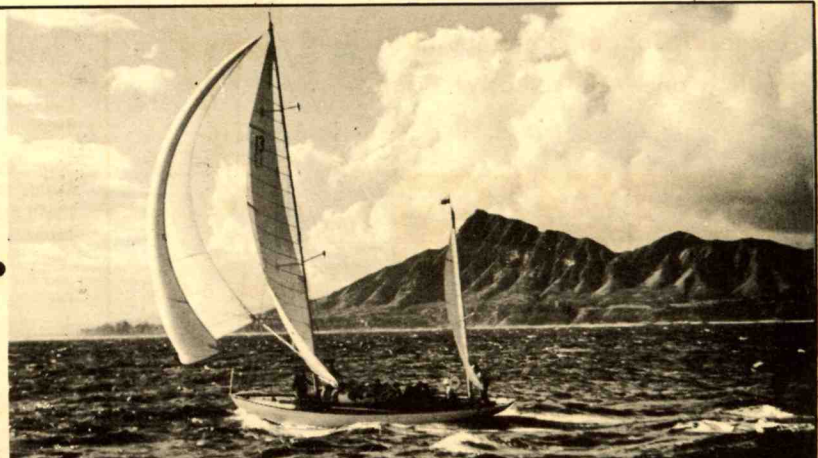
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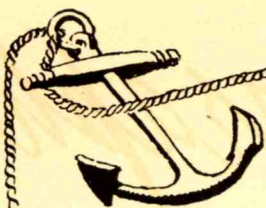
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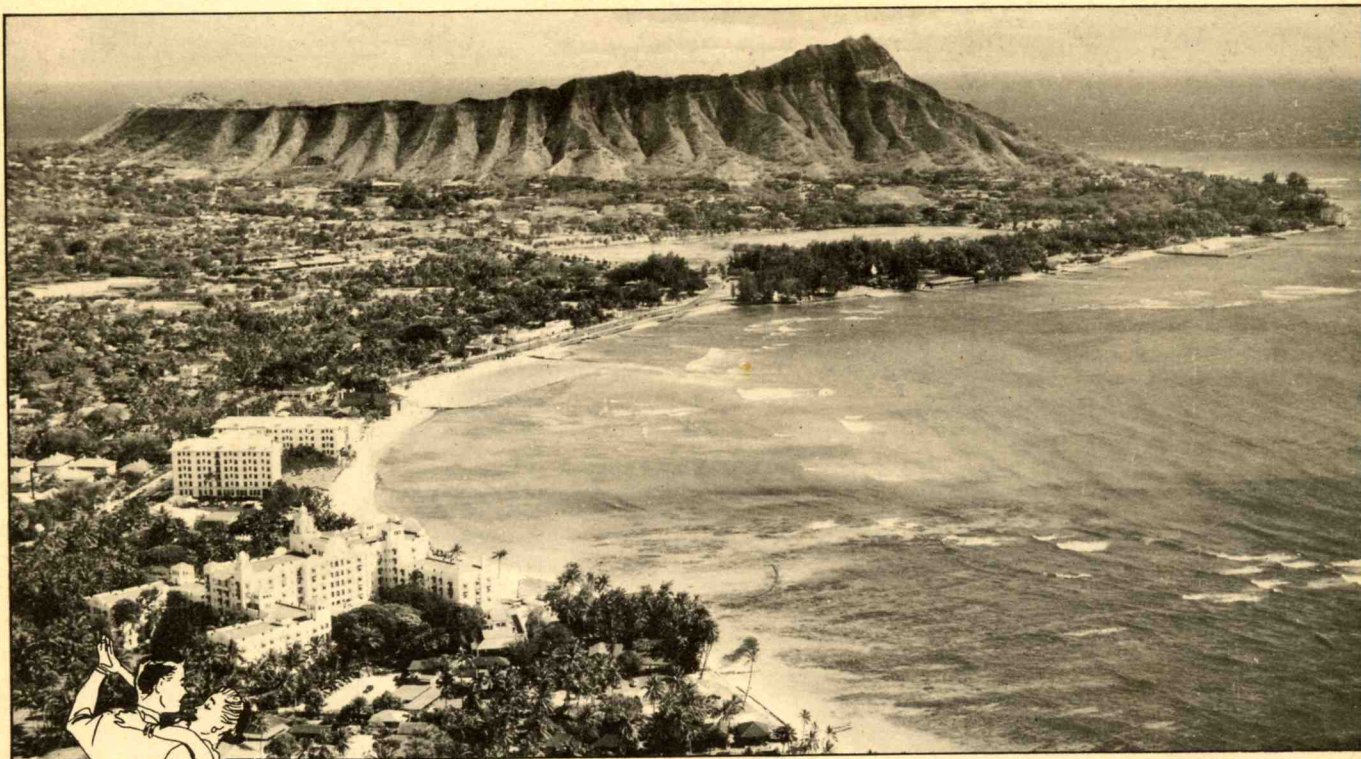
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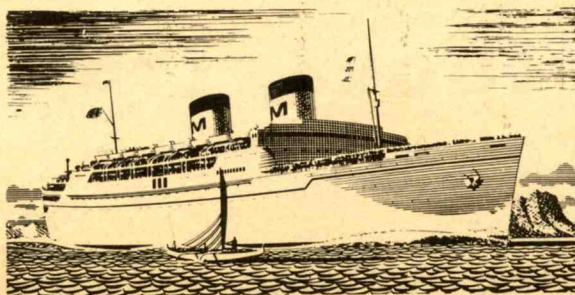
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