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# Aloha

## OFFICIAL SOUVENIR PROGRAM

### 19th TRANSPACIFIC RACE

JULY 1955

VOLUME 4

This Official Program was planned, printed and produced by the Commercial Printing Division of the HONOLULU STAR-BULLETIN. Edited by the Souvenir Program Committee, Honolulu Race Committee.



*The editors acknowledge with thanks the assistance of Sea Magazine which supplied a good many of the photographs used in this program.*

#### THE COVER

The GOODWILL, 161 foot schooner, crosses the finish line at Diamond Head as the first to finish in the 1953 race. The Transpac burgee flies over the scene. In the montage is a replica of the old Hawaiian war canoe which is duplicated and presented as the Governor's trophy to the winner. The Hawaiian flag completes the scene.

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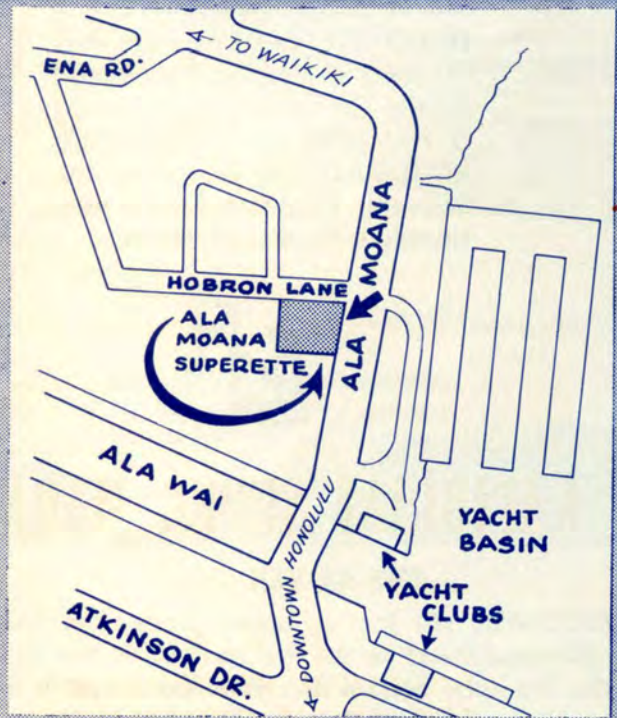
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**PETE WILSON**

# Aloha

The people of Hawaii and the Honolulu Committee once again welcome the blue-water sailors of the Honolulu Race of the Transpacific Yacht Club.

This year's race includes most of the finest racing yachts in the world. Never have so many potential winners participated in any one race.

All the excitement of this race is not confined to the start—even though 50 big ones will be trying to cross all at the same time. The excitement continues on beyond Catalina thru the Dramamine days, the eating and sun bathing days, to the down hill run thru the Molokai Channel and the finish line off Diamond Head and the many people waiting at the Transpacific Basin.

So to all the skippers and all the crews of this outstanding fleet, we hope your stay in Honolulu will be pleasant and you will soon return. Aloha.

P. H. WILSON  
General Chairman,  
Honolulu Committee

## INSTRUCTIONS TO SKIPPERS OF COMPETING YACHTS 1955 HONOLULU RACE OF THE TRANSPACIFIC YACHT CLUB

There will be a committee boat waiting for you before you cross the finish line. It will keep its radio open at all times, so after crossing an approximate line between the west end of Molokai Island and the lighthouse at Makapuu on this island (Oahu), will you please call "Committee Boat" on 2704 K.C. This frequency will always be guarded by a committee boat. Radio reception is usually poor in this area for average sets until Koko Head is on the starboard beam.

The finish line may be illuminated at night by a searchlight which will be on Diamond Head, directly at the base of the lighthouse which is 147 feet above the water.

Diamond Head reef lighted buoy No. 2, which is the in-shore mark of the finish line, is located in 90 feet of water 0.6 mile offshore SSW magnetic from Diamond Head light. It is red with a 4 second cycle made up of 0.4 second flash plus 3.6 eclipse.

The searchlight will be set to define the finish line at night and will shine directly over this red navigational buoy and then out to sea on a SSW course.

As each yacht approaches the finish line at night, the searchlight may be turned off for short periods to change carbons.

After crossing the finish line, HOLD YOUR COURSE. DON'T ROUND UP. It is 2½ miles to the towing area, so shorten sail accordingly (i.e., amount of wind and time required, etc.).

A lead boat (well-lighted at night) will take its position on your bow shortly after you finish and are in the lee of Diamond Head (approximately ½ mile beyond the finish line). It will lead you to the tug which will tow you into Transpacific Basin. Tow line will be furnished by the tug.

We recommend that you have an anchor on deck with anchor watch while entering the channel.

Have your mooring lines on deck, two FORWARD and two AFT, ready for mooring. Also two spring lines for mooring in a slip.

If two or more yachts finish together, the second yacht will remain outside, under shortened sail, until a tow boat is available. A committee boat will stand by the second yacht as a marker boat.

See Chuck McWayne, c/o McWayne Marine Supply, if you wish to establish credit for stores or repairs while in Honolulu. Also see Chuck for telephone aboard your boat, \$13.26 during your stay—and power connections to 120 A.C.

If family or friends are coming to Honolulu for the finish, please notify us of the date and time of their arrival.

There will be water available 30 feet from your stern, so bring your own hose.

Also, McWayne Marine Supply will receive and store any gear you wish to ship to Honolulu, for free.

Your mailing address will be c/o Honolulu Committee TPYC, Transpacific Basin, Honolulu, T. H.

The owners of those yachts remaining in the islands after 31st July, or those participating in the Kauai race and returning to Honolulu, should make arrangements with either of the two persons listed below. This committee will gladly assist in any way possible but must pass along the responsibility for the moorings to the owner at this time.

Captain Axel Jensen, Harbormaster, Port of Honolulu—Phone 5-9039.

Millard "Chick" Allen, Yacht Harbormaster, Transpacific Basin—Phone 99-7749.

### COMMODORE RICHARD S. RHEEM



Richard S. Rheem, Commodore of the Transpacific Yacht Club, is shown here as he displays the Record Holder plaque which, together with the First to Finish plaque, was awarded to him at the finish of the 1951 race. As all yachtsmen know, Commodore Rheem is the owner of the Morning Star which will be on her fifth transpacific race.

# CALENDAR OF EVENTS

**Sat., July 9—OFFICIAL OPENING OF HEADQUARTERS AND THE INFORMATION CENTER.**

All information pertaining to the positions of the yachts, the hotels at which the race participants will reside, etc., will be available at the Information Center. The telephone number will probably be 9-5656.

**Thur., July 14—FIRST YACHTS EXPECTED** momentarily.

**Wed., July 20—FASHION SHOW** during the cocktail hour, 5 to 7 P.M. Waikiki Yacht Club.

By invitation only; limited to guests of the Honolulu Committee: the skippers, crews, families, the members of the Waikiki, the Hawaii and the Kaneohe Yacht Clubs, and the hosts and hostesses of each yacht. For details, see page 44.

**Fri., July 22—TROPHY PRESENTATION DINNER**

6:00 P.M. Royal Hawaiian Hotel.  
Attire: aloha shirts for men, holokus for ladies.  
By ticket only—for information on tickets, see page 8.

**Thur., July 28—SKIPPERS' INSTRUCTIONS—KAUAI RACE**

6:00 P.M. Meeting at the Waikiki Yacht Club. Limited to skippers and/or owners who will be guests of the Waikiki Yacht Club for cocktails.

**Fri., July 29—OAHU TO KAUAI RACE**

Starting time: around 6:00 P.M.  
All yachts cordially invited to participate. For details, see pages 42 and 43.

**Sat., July 30—DINNER-DANCE**

Kauai Yacht Club.

**HEADQUARTERS AND THE INFORMATION CENTER OFFICIALLY CLOSED.**

The Transpacific Yacht Basin and moorings revert to control of the Territorial Harbor Board Commission.

**Thur., July 4, 1957**

Start of the next Honolulu Race!

**WHERE TO FIND THE HULA GIRLS**

Kodak Hawaii sponsors a free hula camera show every Thursday morning in the coconut grove at the natatorium, 10 a.m. Beach hotels and Waikiki nightclubs feature Hawaiian entertainment every evening.

**DAILY ACTIVITIES CALENDAR**

The Hawaii Visitors Bureau at 2051 Kalakaua Ave. has a

free calendar of daily activities for the entire current week. For quick info call 9-2211.

**WHAT TO BUY**

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*Don*

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ANEMONE  
N. Y.

LURLINE  
L. A.

LA PALOMA  
Honolulu  
(Commodore Macfarlane—Skipper)

## STORY TELLER'S DEN

By Shirley Hutton

From its inception the Transpacific Yacht races have been rich in yarns that have made meat for long evenings of story telling among yachtsmen.

Yarns of drama and comedy, heartbreak and hope are recalled every two years (sometimes not too accurately) and have been handed down by word of mouth for three generations as part of the heritage of the Transpacific classic.

This is the first attempt to record some of the tales before they are completely obscured by time.

Churning over some of their most cherished mementoes the sea salt will assert that it was the La Paloma—The Dove—which was the pioneer of Transpacific racing and historic chronicler for the sport in the Hawaiian Islands.

Captain Clarence W. Macfarlane, who had championed such a race and is referred to as the Granddaddy of the Transpacific Yacht race, set sail from Honolulu in his 48½ foot schooner on April 14, 1906 to enter her in the race scheduled from San Francisco.

Half the town had come out to wish the mariners well as they left the old Wilder wharf at the foot of Fort Street where the Aloha Tower now stands.

It was not an easy trip but the winds were brisk and steady and kept the small craft footing and well upwind on her long beat to the coast. On the 17th day out while Macfarlane was plotting position with his navigator below decks they heard a cry of "Landfall," coming from topside.

There on the horizon, an estimated ten days off the coast of California lay land as far as the eye could see. No error

in calculations could place them any place but mid-ocean and what land could possibly have been left unexplored?

As they approached the "land" they could tell that it was all flat—on a level with the sea. Soon they realized that it was a soft powdery substance.

Poking it with their long spinnaker pole and boat hook they found that the poles penetrated the mire. It was some mysterious substance floating on the water.

With the good strong wind, so typical of April, holding fresh they shifted course so that they were on a close reach and plunged into the mess.

Fortunately the wind kept them driving at a good clip because the material closed in on their stern as they entered it.

For a full hour or more they sailed through the substance and took samples of it in buckets for later analysis.

On the 28th day as they reached San Francisco they encountered their second strange sight. There was no waterfront, no buildings on the hills, nothing that looked like San Francisco.

There were a few familiar faces on the dock to greet them and give them the news of the stricken city.

This was 1906 the year of the San Francisco earthquake. Captain Macfarlane brought La Paloma into the city only days after the great quake and fire.

Breadlines were everywhere, the prosperous city was now destitute.

Instead of the sumptuous banquet at the San Francisco Yacht Club that the crew had been anticipating after 28 days

Continued on Page 9

The wonderful tang of Hickory  
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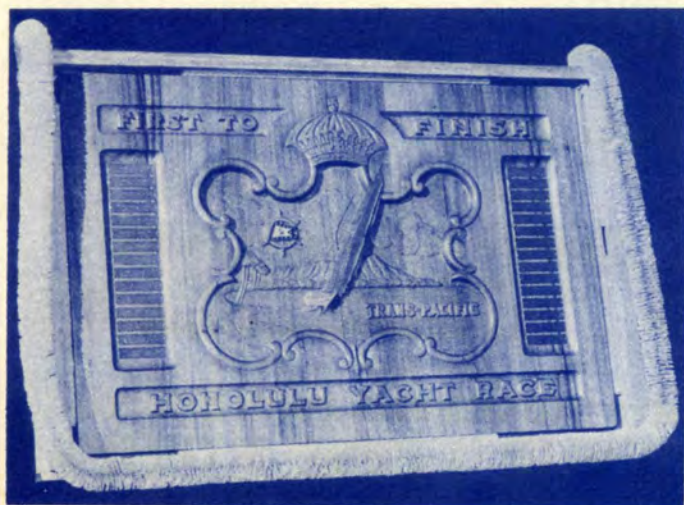
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Governor Samuel Wilder King is shown here presenting the Governor's trophy to Ira P. Fulmor, owner-skipper of the Stag-hound, winning yacht on corrected time in the 1953 Transpacific race. Mrs. Fulmor looks on happily. A replica of the double-hulled Hawaiian sailing outrigger will again be presented this year by the Governor at the presentation dinner.

This is a picture of the perpetual trophy presented by the Honolulu Committee to the owner of the first boat to finish in the 1955 race. It was won in 1953 by Ralph E. Larrabee, owner-master of the Goodwill.



## THE TROPHY PRESENTATION DINNER

The 1955 Transpacific Yacht Race Presentation Dinner will be held at the Royal Hawaiian Hotel on Friday, July 22, starting promptly at 6:00 P.M.

Dramatic Hawaiian pageantry, including the arrival of the King and Queen with their retinue, will precede the presentation of prizes, and entertainment and dancing will follow the dinner. Informal dress is suggested: aloha shirts for the men and holokus for the ladies. Cameras and prompt arrival are recommended.

## SKIPPER AND CREWS

Skippers and crews will be the guests of the Honolulu Committee of the Transpacific Yacht Club, and their tickets will be in the skippers' registration envelope when he arrives in Honolulu. Additional tickets for wives, families, and friends will be available at the Royal Hawaiian, the SurfRider, the Moana, and the Kaiulani Hotels; reservations will close on Wednesday, July 20.

As special tables will be set aside for each yacht, each skipper is requested to advise the maitre d'hotel of the Royal Hawaiian Hotel (phone 9-0511) of the number of guests expected to be at his table.

## TROPHIES

Among the trophies will be the following presented both by the Transpacific Yacht Club and the Honolulu Committee of the Transpacific Yacht Club.

- For the winner on corrected time—The Governor's trophy, a double outrigger canoe.
- For the first yacht to finish—the perpetual Transpacific Yacht Club Plaque, and a silver platter.
- For the winner in classes A, B, and C—A silver platter.
- For second place in classes A, B and C—A silver platter.
- For third place in classes A, B, and C—A silver platter.
- For the navigator on the winning boat in classes A, B, and C—A ship's chronometer.
- For each entrant in the race—A monkeypod tray with silver plaque.

**STORY TELLER'S DEN**—Continued from Page 7  
on canned beans the menu at the dinner celebrating Captain Macfarlane's crossing was more canned beans.

Material in the buckets from the floating mire was analyzed as a pumice that was believed to have been the expelled matter of a subterranean eruption below the ocean floor coinciding with the San Francisco earthquake.

The yachts in the harbor were either burned or their owners too involved in re-habilitating themselves for a race to Honolulu at that time and so Captain Macfarlane sailed down to Los Angeles to look for competing yachts.

On Kamehameha Day, 1906, the Lurline, Anemone and La Paloma started off from San Pedro in the first official Trans-pacific yacht race.

The trip back was uneventful, there was serious racing all the way, day to day emergency situations which were handled as routine . . . but that's not the end of the story.

On the 14th day the navigator said that they should be sighting land by noon. Lookouts were posted, the water looked bluer and better than ever to the seamen returning home.

The navigator was plotting and re-plotting and checking with the lookouts . . . no land where there should be land.

At 1 p.m. Captain Macfarlane asked the navigator just where he thought they were and the answer was solemn, "Captain," he said, "we are sailing just off the Moana Hotel."

A chill ran through the crew as they crowded the star-board rail, and recalled their experiences: volcanic eruption in mid ocean, an earthquake in San Francisco, no mail from the islands since April! Were the islands still there? Could the volcanic Hawaiian Islands have vanished into the sea by some strange geological phenomena?

Taking stock of their provisions they decided that they could just about last back to the mainland (and hope that the mainland was still there) but first Captain Macfarlane ordered a circuit of the area of the entire island chain.

*Continued on Page 12*

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ALTAIR above left  
 ESPRIT above right  
 STAGHOUND left

## ENTRIES AS OF JUNE 1, 1955

**ALTAIR**—Ketch—L.O.A. 48'6"—L.W.L. 34'—Owner & Master, E. C. "Slim" Lambert; Hawaii Yacht Club; Navigator, Bill King; Crew, Cliff Johnson, Scotty Guletz, Bob Weiting, Henry Conger, Bill Riddick.

This is "Slim" Lambert's first attempt in the Transpacific Race but not the first for the Altair. It was entered in the contest both in 1934 and 1936. The race between the Altair and the other Honolulu entry, the Esprit, will be watched closely by all yacht fans in the Islands.

**ESPRIT**—Cutter—L.O.A. 40'6"—L.W.L. 29'2"—Owner & Master, Joel B. Cox; Waikiki Yacht Club; Crew, Frank N. Rothwell, Lorrin Thurston, Jr., Larry H. Haus, Terry A. Ryan.

This will mark the first race for both the Esprit and its owner and skipper Joel Cox, and was the first entry out of two yachts from Honolulu to register, the other being the Altair.

**STAGHOUND**—Ketch—L.O.A. 39'9"—L.W.L. 31'—Owner & Master, Ira P. Fulmor; Newport Yacht Club; Navigator, Robert T. Leary; Crew, Edgar Kober, Ralph Phillips, J. V. Guthrie, Charles Boothe.

The Staghound was the winner in the 1953 Transpacific Race on corrected time as well as winner of the Kauai Race the same year. It was also entered in the 1951 Transpacific Race.

*Continued on Page 13*

after the **finish** line . . . **begin**  
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## STORY TELLER'S DEN—Continued from Page 9

Just about dusk, those glorious words "Land Ahoy" were sounded by the watch who had scaled the foremast.

To the Hawaiian crewmen "land" was soon identified as the familiar shore of Kauai and then began hope that the navigator had been in error.

The little Windjammer beat down the Kauai coast past Nawiliwili on toward the point where Oahu should be. Sure enough there was Point Kaena and the wondrous Waianae coast looking a little more beautiful than ever before. The chronometer had been in error!

And so La Paloma finished the race by beating back beyond Diamond Head to come about and spread her canvas to cross the finish line.

She finished last in that race but Captain Macfarlane and his crew were just glad that there was a Diamond Head to finish by.

## OOPS — WRONG HARBOR

The first time that Walter W. Horne entered his 106 foot schooner Poinsettia in the Honolulu race (1926) he decided to guarantee navigation in Island waters by having a Hawaiian navigator.

In those days there was no Carrie T to talk the yachts in when they approached the Molokai channel and a great deal depended upon familiarity with the home water.

The navigator Captain Horne had hired was just the man they needed. He had lived in Hawaii for more than twenty years, he knew the lights and landmarks and had sailed in three previous Transpacific yacht races.

At dawn on the twelfth day, Don Lee's schooner Invader, scratch boat arrived in Honolulu, first to finish. The next evening just before dark Makapuu lighthouse called into Aloha tower that the Poinsettia was approaching and should be passing Diamond Head about 9:30 p.m., finishing second but beating the Invader on corrected time.

Continued on Page 14

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**BALI II**

**ENTRIES**—Continued from Page 10

**ANAPACA**—Cutter—L.O.A. 43'—L.W.L. 32'—Owner & Master, Schuyler Hunt; San Francisco, California.

**ALTURA**—Schooner—L.O.A. 47'6"—L.W.L. 35'—Owner & Master, Hugh J. Jacks; Corinthian Yacht Club; Navigator, Alan H. Laidlaw; Crew, Edward R. Bossange, Jr., Philip Price, John and Daniel Matarangas.

**ARIEL**—Cutter—L.O.A. 50'—L.W.L. 36'6"—Owner & Master, A. L. McCormick; San Francisco Yacht Club; Navigator, Clifford Pedersen; Crew, C. H. Davies, M. E. Hedborg, Henry Easom. The Ariel participated in the 1949 and 1951 Transpacific Races.

**BAGATELLE**—Sloop—L.O.A. 44'6"—L.W.L. 33'—Owner & Master, Wilford Zinsmeyer; Los Angeles Yacht Club; Navigator, Peter Serrell; Crew, Mark Hulsman, Norvil Brodin, Edward Dillingham, Tom Pearcy, Vern Ruppert.

**BALI I**—Yawl—L.O.A. 39'4"—L.W.L. 31'8"—Owner & Master, Jack G. Helm; Voyagers Yacht Club; Crew, Christina Helm, B. D. Taft.

**BALI II**—Cutter—L.O.A. 59'10"—L.W.L. 30'—Owner & Master, C. F. Robie; Oakland, California; Crew, Barbara Robie, Kenneth Robie, Calvin Robie, J. H. Clark, J. B. Perry, Jerry Foster.

**BARUNA**—Yawl—L.O.A. 72'—L.W.L. 53'—Owner & Master, James Michael; St. Francis Yacht Club; Crew, James Wilhite, Aldo Alessio, Mr. and Mrs. Ned Weed, Mrs. James Michael, Fred Herrington, Albert Kommer, Dr. Chester Noyes, Charles Stiefelmaier, Evan Pugh, Al Walz, Carl Hoppe, Norman Matson, Gordon Holcombe.

This is the Baruna's first Transpacific Race but it is the first vessel to ever win the Bermuda Race twice. The skipper, James Michael, sailed in three Transpacific Races—on the Dorande in 1936, Odyssey in 1939 and Tasco in 1947.

**BONNIE DOONE**—Ketch—L.O.A. 37'—L.W.L. 30'—Owner & Master, Eugene W. Wells; Blue Water Cruising Club; Navigator, Wayne Hughes; Crew, Mrs. Barbara Wells, Iris Hughes, Rolly Kalayjian.

**CELEBES**—Ketch—L.O.A. 69'—L.W.L. 51'—Owner & Master, J. H. Hedden; San Francisco, California.

**CIRCE**—Cutter—L.O.A. 63'—L.W.L. 47'—Owner, Ray W. Cooke; Seattle, Washington.

**CONSTELLATION**—Schooner—L.O.A. 75'—L.W.L. 59'—Owner, F. E. Hooykaas; Los Angeles Yacht Club; Master, C. D. Sutton; Navigator, Allan Puckett; Crew, Fred Twomey, Russ Couington, Bev Friedendahl, Farnum Phipps, Bob Shay, Dave Brush, Dr. Bill Grant, Bill Clark, U. Taitano, William Bridgeman.

**CYNJO**—Ketch—L.O.A. 47'3"—L.W.L. 37'5"—Owner & Master, Gordon A. Alles; Newport Yacht Club; Crew, William Bodenlos, Donald Johnson, Holger Dyrr, Jack Adamson, Robert Long, Ed Boden.

**DEBIT**—Sloop—L.O.A. 38'—L.W.L. 28'1"—Owners, Ted, Barre and Dick Stephens; St. Francis Yacht Club; Master, Theodore Stephens; Navigator, Dick Loomis; Crew, Barre Stephens, Dr. Frank Vieira, Bill Maxwell, Herb Kittoc. The Debit was built by the Stephens brothers themselves in Stockton, California, and is a sister ship of the Mistress which won the Honolulu to Tahiti Race in 1953.

**DIABLO**—Schooner—L.O.A. 60'—L.W.L. 45'—Owner, Frank S. Wade; Alamitos Bay Yacht Club; Master, Capt. Edward A. Fink; Navigator, Robert McKenzie; Crew, Jack J. Tilley, George Davis, George Kerns, S. A. Spear, Dr. C. O. Nugent, Robert Walsh, Barney Huber, R. L. Patterson, Dean Davidson, John Wade.

This is the Diablo's second race in the Transpacific Race, having won the 1923 Race. The skipper, Capt. Fink, is a well-known master and has been world's champion and international champion in Star Class during the past several years. He also took fourth place in the Transpacific Race in the PCC "Romi" in 1947. In 1930 he won the Sir Thomas Lipton \$5,000 trophy.

**DIAMOND HEAD**—Yawl—L.O.A. 72'—L.W.L. 50'—Owner & Master, Max H. Wyman; Seattle Yacht Club; Navigator, R. R. Campbell; Crew, John Freiburg, John Morris, Peter Mor-

*Continued on Page 15*

**BARUNA**

**BONNIE DOONE**

**CELEBES**

**CONSTELLATION**



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**STORY TELLER'S DEN**—Continued from Page 12

At that time the siren at Aloha Tower was sounded to inform the populace that a yacht was about to finish.

Sirens began blasting, the judges' launch Pelican set out to rendezvous the Poinsettia and people began driving, bicycling and hiking up to Diamond Head to see the winning craft cross the finish line.

7:30, 8:30, 9:30 . . . no Poinsettia, no signs of her, but her log reads:

"7:45, Makapuu 3½ miles off starboard beam, 7:50, heavy rain squalls" . . . shortly after she altered course toward land to pick up Diamond Head lighthouse. At 9:50 her log claims they made Diamond Head lighthouse, lowered sail, broke out the liquor locker and awaited their reception.

Meanwhile the Pelican was out hunting them. By 10 p.m. the clouds had lifted, the moon was up and you could see clear to Molokai . . . but no Poinsettia was in sight.

By now Captain Piltz on the Pelican decided to make one more run along the normal course from Makapuu to the finish line, this time posting watch both port and starboard looking for debris in case she could possibly have gone down during the squall.

Cruising by Hanauma Bay the inshore watch called, "There are two sticks in Hanauma Bay, who could have sailed in there?"

Nobody could believe that it could be the 106 foot Poinsettia in tiny innavigable Hanauma Bay. It was worth investigating and the Pelican spun full speed into the narrow channel and there was the Poinsettia, holiday flags flying, the crew gay and confident that they had won the race.

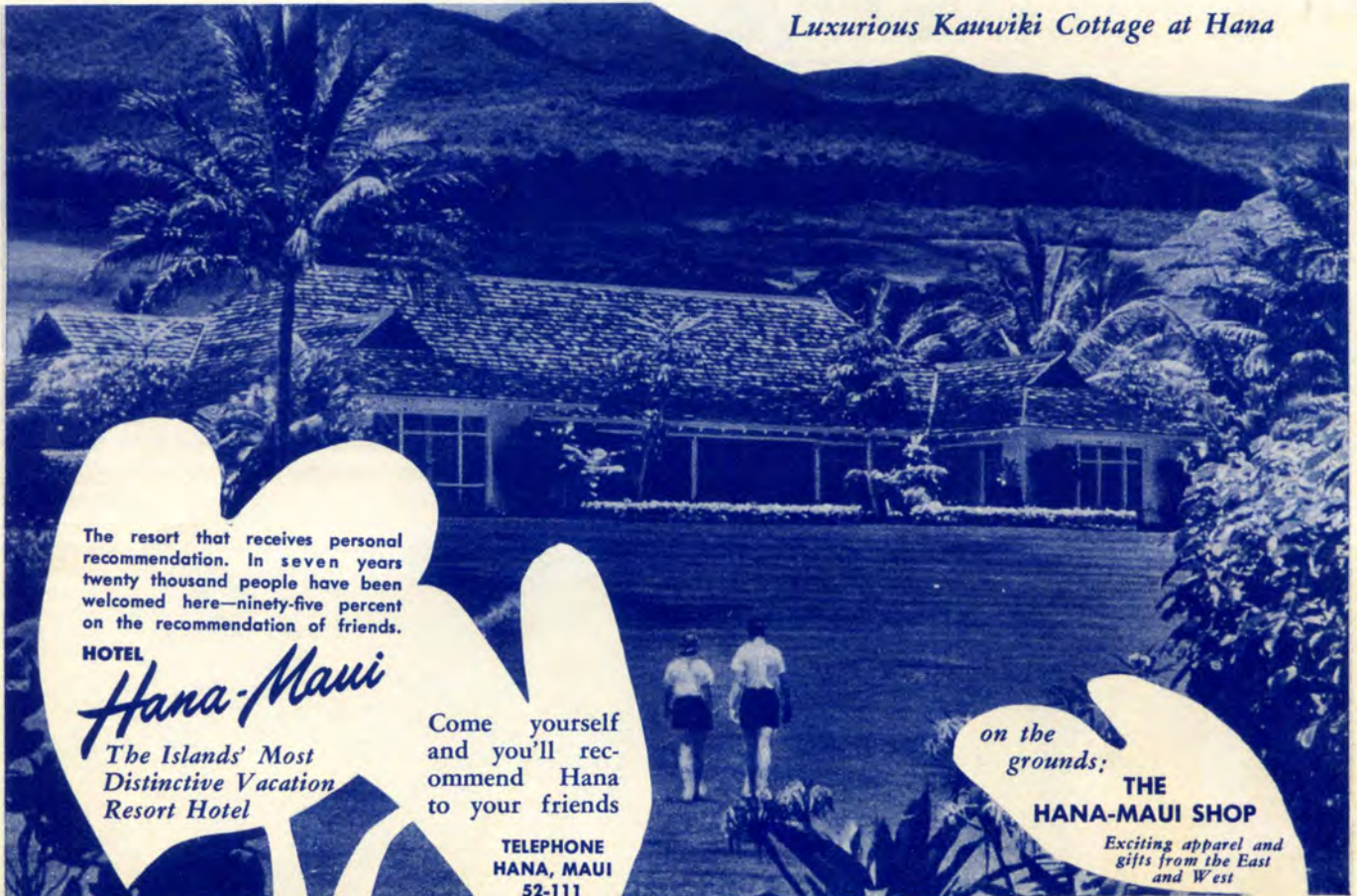
They chided the Pelican for having let them sit off Waikiki and being so slow to escort them into Honolulu.

"What light do you think that is," asked Piltz, pointing to Makapuu.

At this point the Hawaiian navigator stepped forward and

*Continued on Page 16*

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and West*





**CYNJO**



**DEBIT**



**DIABLO**



**DIAMOND HEAD**

**ENTRIES**—Continued from Page 13

ris, Stan Taylor, Hal Wyman, Bill Watkins, Bob Maynard. The Diamond Head is the former famed L'Apache which gained considerable notoriety in 1951 when Ted Sierks fell overboard during the Transpacific Race and was rescued by the Navy. On her return from the 1953 race, she broke her mast and was refitted in Honolulu before returning to Seattle. Since the 1953 race her rig has been changed from a cutter to a yawl.

**ELEUTHERA**—Ketch—L.O.A. 48'2"—L.W.L. 35'2"—Owner & Master, Earl Schenck, Jr.; Seattle Yacht Club & Corinthian Yacht Club of Seattle.

**ESCAPADE**—Yawl—L.O.A. 72'6"—L.W.L. 54'—Owner, James Camp; Shafter, California.

**FAIR WEATHER**—Yawl—L.O.A. 62'10"—L.W.L. 45'—Owner & Master, Fred J. Allen; San Diego Yacht Club; Navigator, Grant Stone; Crew, Gartz Gould, Pete Peterson, Elmer Small, Gordon Frost, Bob Haines, Gary Gould. The Fair Weather has made a name for herself in past Transpacific Races having sailed in four events—1947, 1949, 1951 and 1953.

**FLYING CLOUD**—Yawl—L.O.A. 44'10"—L.W.L. 33'4"—Owner & Master, Earl G. Corkett; Newport Harbor Yacht Club; Navigator, Berny Palm; Crew, Warren Blin, Mark Von Mills, Marshall Neidecker, Carl Chapman, Bob Lomer. In the 1936 Transpacific Race, the Flying Cloud took first in Class C and sixth in a fleet of 21 contenders.

**GULLMAR**—Sloop—L.O.A. 44'—L.W.L. 38'—Owner & Master, J. G. Johanson; San Diego Yacht Club; Navigator, J. Harvey Chambers; Crew, Charles H. Schimpee, L. K. Johnson, O. G. Ekstrom, Jack Barnes, Nils Olsen. The Gullmar participated in the Transpacific Race in 1939. The famous skipper, Capt. Jacobson, is immediate past Commodore of the Transpacific Yacht Club and will be remembered as being active in the 1953 race to Honolulu.

**JADA**—Yawl—L.O.A. 56'—L.W.L. 42'—Owner & Master, George R. Sturgis; Los Angeles Yacht Club; Crew, Fred Smales, Robert Herley, James S. Douglas, P. W. Sanborn,

Hank Sanborn, Charles Sanborn, Fredrick H. Honey, Richard Blatterman, Ralph Benner. The Jada participated in the 1953 Transpacific Race.

**KAWAMEE**—Ketch—L.O.A. 63'—L.W.L. 55'—Owner & Master, W. W. Valentine; Los Angeles Yacht Club; Navigator, R. C. McCurdy.

**KIALOA**—Yawl—L.O.A. 49'11"—L.W.L. 35'—Owners, W. B. Clum & E. B. Gilmore; St. Francis Yacht Club; Master, F. P. Fromhagen; Navigator, J. F. Bitterlin; Crew, Robert Van Blaricom, Warwick Tompkins. The Kialoa is the former Tasco owned by Tom Short and has sailed four previous Transpacific Races—in 1947, 1949, 1951 and 1953.

**KIRAWAN**—Yawl—L.O.A. 53'—L.W.L. 38'6"—Owner, C. P. Paschall; Seattle; Navigator, David Wyman; Crew includes Ford King of Honolulu. The Kirawan won the Bermuda race in 1936 and has just recently been rerigged as a yawl from a cutter.

**LIA FAIL**—Ketch—L.O.A. 36'—L.W.L. 32'—Owner & Master, Ernest L. Saari; Wilmington, California.

**MAI TAI**—Yawl—L.O.A. 65'—L.W.L. 45'4"—Owner & Master, John S. Griffith; Newport Harbor Yacht Club; Navigator, Thad C. Jones, Jr.; Crew, Herbert Adams, Jr., Kenneth A. Carey, Oscar Clevoience, John S. Griffith, Jr., Charles Kierulff, Ray Person, James W. Scott. The Mai Tai was formerly the Valhalla, one of Alden's finest designs.

**MARIE AMELIE**—Yawl—L.O.A. 59'6"—L.W.L. 43'—Owner & Master, Gabriel M. Giannini; Los Angeles Yacht Club; Navigator, John Hurndall; Crew, Robert E. Blackmore, Dr. Keith D. Carlsgaard, Michael Creamer, Valerio L. Giannini, Ted Mertz, William Newman, Frank Pearson, Thomas Skahill, Robert P. Taylor, E. C. Thomas.

**MARILEN**—Ketch—L.O.A. 60'—L.W.L. 45'—Owners, Dennis Jordan & Irving Kay; Corinthian and St. Francis Yacht Clubs; Master, Dennis Jordan; Navigator, Dick Hanen; Crew, Irving Kay, Phil Wallace, Robert Potter, Dr. Nicholas Pedersen, Dr. Charles O'Brien, Sherman Peterson, Edward Coney, George Johnson, John Stout.

Continued on Page 17

**FAIR WEATHER**

**FLYING CLOUD**

**GULLMAR**

**JADA**



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### STORY TELLER'S DEN—Continued from Page 14

informed Piltz that Makapuu was Diamond Head and they had passed it at 9:50 well ahead of their handicap.

"Have you ever heard of Hanauma Bay?", Piltz queried.

The navigator looked about, recognition spread across his face and also a look of alarm that told his crew members more than words could.

"Ware ship," commanded Captain Horne. The anchor was cut loose, the mizzen went up to ware the huge hulk in that little channel and away they went, only to be caught in the deadeast of dead inshore calms.

Then began a period of urging, nursing and petting her along to make the lighthouse before 1:13 a.m., when her handicap time ran out. But lack of wind and a besetting current kept her from finishing as the minutes slowly ticked her handicap away.

Finally at 2:27 a.m. she ghosted across the line to lose the race by 1 hour 13 minutes and 50 seconds.

The navigator was fired and has never been heard of in yachting circles since June 25, 1926.

### BOWSPRIT SPLITS

Navigating Fort and King Streets is child's play compared to maneuvering a decent spot at the start of a Transpacific yacht race.

Anything in Southern California that floats from 160 foot Coast Guard Cutters to little one man paddle boards are out to see and photograph the start.

In 1928 the Mollilou lead the pack across the starting line and was beating out of Newport Harbor for San Clemente Island.

Lou Hesselberger was at the wheel determined to make up for what he had missed in the last race when a crewman had to be returned to California for an appendectomy.

*Continued on Page 18*

# Miss Hawaii



## THE MOST BEAUTIFUL THING IN BATHING SUITS...

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**KIALOA**



**KIRAWAN**



**MAI TAI**



**MARIE AMELIE**

**ENTRIES**—Continued from Page 15

**MORNING STAR**—Ketch—L.O.A. 98'—L.W.L. 68'—Owner & Master, Richard S. Rheem; Los Angeles Yacht Club; Navigator, Howard W. Wright; Crew, Bill Rheem, Dick Edwards, Andy Kirk, Mark Yorkston, Steve Royce, Henry Buckingham, Chuck Schimpf, Jr., Kenny Watts, Bob Carlson.

The Morning Star is an old-timer in the Transpacific Race, having participated in 1947, 1949, 1951 and 1953. She holds an all-time Transpacific record of 10 days, 10 hours, 13 minutes and 9½ seconds which she made in 1949 when she was schooner-rigged. She was also first to finish in the 1951 race. Her skipper, Richard S. Rheem, is the present Commodore of the Transpacific Yacht Club.

**NALU II**—Sloop—L.O.A. 46'—L.W.L. 32'—Owner & Master, Peter Grant; Newport Harbor Yacht Club; Navigator, Dr. Paul Vandergraft; Crew, William Lapworth, James Dickson, Richard Wooden, John Miller, William Tibbs, Jack Knowles, Fred Miller.

**NAM SANG**—Ketch—L.O.A. 66'3"—L.W.L. 50'—Owner, Louis Statham; Los Angeles Yacht Club; Master, Peggy Slater; Navigator, Hale Field; Crew, Dr. Glen Thorpe, Mrs. Hale Field, Reed Bingham, Howard Bernard, Lauri Suikki, Dr. Robert Mazet, Jr., Garth D. Shannon.

The Nam Sang has participated in two Transpacific Races, one in 1939 and the other in 1953. The yacht sailed under the ownership of Dr. Donald W. Speiers in the last Transpacific Race and this marks the first try for the present owner.

**NORDYLS**—Schooner—L.O.A. 71'6"—L.W.L. 55'—Owner & Master, Walter S. Johnson, Jr.; Corinthian Yacht Club; Navigator, Francis F. Power; Crew, Hathily P. Johnson, Nelly R. Power, Russell E. Larson, Robert B. Dickson, John Waidelich, Alberto Batani, David B. George, Douglas Murray, M.D., William McDowell, Don Mathews, Keith Carlsgaard, Rey Johnson, David Iredell, Ed McBride.

**NOVIA DEL MAR**—Ketch—L.O.A. 89'6"—L.W.L. 68'11"—Owner, John P. Scripps; San Diego.

**ODYSSEY**—Yawl—L.O.A. 58'—L.W.L. 42'—Owner, Grace C. Steele; Newport Harbor Yacht Club; Master & Navigator, Dick Steele; Crew, Vernon Elder, Charles Cotton, Charles Rollins, Walt Elliott, Ben Hughey, John Elliott, Morley Chase. The Odyssey participated in the 1939 Transpacific Race and experienced a broken main boom.

**ORIENT**—Cutter—L.O.A. 63'4"—L.W.L. 44'—Owner & Master, T. I. Moseley; San Francisco, California.

**PAM**—Sloop—L.O.A. 39'—L.W.L. 27'9"—Owner & Master, Clarence C. Kane; Golden Gate Yacht Club; Navigator, Sandy Wilson; Crew, James K. Herbert, Eugene Chaput, Andrew Pechovtres, William Liz, Edward Manning.

**PARI TOO**—Sloop—L.O.A. 40'—L.W.L. 29'2"—Owner, Roy H. Elliott, Jr.; Berkeley, California.

**QUEEN MAB**—Schooner—L.O.A. 77'4"—L.W.L. 56'3"—Owners, Phyllis B. Brunson and Robert L. Pringle; Catalina Island Yacht Club; Master, Robert L. Pringle; Navigator, George Roosevelt, Sr.; Crew, Walter Pharr, Ted Sierks, Bill Pattison, Edi Jaun, Julian Roosevelt, Bob Marlott. The Queen Mab participated in the 1951 and 1953 Transpacific Races.

**QUEST**—Yawl—L.O.A. 64'5"—L.W.L. 45'5"—Owner, Dr. Howard F. Murphy; Newport Harbor Yacht Club; Master, Don Ayres, Sr.; Navigator, Dave Fraser; Crew, Barbara Murphy, Sue LaFever, Wes LaFever, Steve LaFever, Laird Stabler, Bill Cook, Burke George, Don Caulder, Ted Kennedy, Don Ayres, Jr.

**RAMONA**—Schooner—L.O.A. 110'—L.W.L. 80'—Owner & Master, William A. Pomeroy; St. Francis Yacht Club; Navigator, S. S. Griffin; Crew, R. P. Barker, S. S. Griffin, Walter Schnieder, Dr. R. M. Curtner, John Loughlin, John Scarborough, George Miller, William Binnings, Jr., A. L. Papworth, Jek Lovie.

**SEA BELLE**—Ketch—L.O.A. 35'7"—L.W.L. 31'6"—Owner & Master, E. L. Dohney; Los Angeles Yacht Club; Navigator, W. H. Dohney; Crew, C. W. Smith, C. M. Dohney, J. D. Derby, Dr. J. H. Davis.

**SEA DRIFT**—Schooner—L.O.A. 84'—L.W.L. 62'—Owner & Master, Lyman H. Farwell; Newport Harbor Yacht Club; Crew, Mrs. Lyman Farwell, L. Geoffrey Farwell, Mr. & Mrs. Robert W. Gurley, Felix H. Farwell, Byron H. Farwell, Challen F. Landers, J. Addison Gurley, Douglas M. Wood, Donald Pearson, Bill Norris, Bill Bell, Paul S. Chapman, William H. Farwell.

Continued on Page 19

**MARILEN**



**MORNING STAR**



**NALU II**



**NAM SANG**



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### STORY TELLER'S DEN—Continued from Page 16

One hour past the '28 start with the Mollilou in a clean lead the cruiser Maude F came in for close ups. The craft slowed a bit to get the shots, got the pictures and the bowsprit of the Mollilou.

Down went the bowsprit severed at the stem head, down came the jib sails and riggings and up went Hesselberger's blood pressure.

An official boat was on the scene and sent the Mollilou back to San Pedro for repairs while the committee powered ahead to contact the other craft. There was only six in the race. The other five skippers could appreciate Hesselberger's predicament and granted the Mollilou a 23 hour late start.

All hands in San Pedro pitched in, worked round the clock and had the Mollilou back on the starting line 23 hours later.

By some trick of fate and the rugged elements three of the remaining five yachts the Talayha, Pandor and Teva arrived in Honolulu with bowsprits that had broken en route.

### WARM BEER

The Circe incident of 1936 was the thing that crews dream about. Five days out of Honolulu her water tank sprung a leak and five days out of Honolulu the fresh water was all gone. So was the ice which was being used to supplement the dwindling water supply.

The liquor locker key was hauled out and warm beer became the thirst quencher for the University of Washington crew aboard.

It was quite a lark but hot coffee was what the boys asked for when they made port.

### TOUGH YEAR ALL AROUND

The year 1939 was one of the biggest that Transpacific has seen. Some of the finest racing craft in the country was assembled for that year. Money was being poured into the yachts.

Continued on Page 20



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**NORDYLS**



**ODYSSEY**



**QUEEN MAB**



**QUEST**

**ENTRIES**—Continued from Page 17

**SEA MIST**—Schooner—L.O.A. 36'—L.W.L. 29'—Owner & Master, Elmer Hitchcock; Elkhorn Yacht Club; Crew, Leroy Hitchcock, Philip Hover, John Barron, Lawrence Mercereau.

**SEA QUEEN**—Ketch—L.O.A. 35'—L.W.L. 31'—Owner & Master, Fred F. Harris; Los Angeles Yacht Club; Navigator, Clare Neuner; Crew, Dr. Ed Wright, Bob Zetterberg, Wilward R. Bell, Warren Newmark.

**SEA SHELL**—Cutter—L.O.A. 39'4"—L.W.L. 32'9"—Owner, Allen A. Edmunds; Portland, Oregon.

**SKYLARK**—Yawl—L.O.A. 53'6"—L.W.L. 47'—Owner, Dean Brown; Santa Barbara Yacht Club; Master, Bill Slater; Navigator, Emmett Harvey; Crew, Ira Harris, Bob Hannah, John Peat, Bill McLellan, Al Vail.

**SOLVEIG IV**—Cutter—L.O.A. 36'—L.W.L. 30'—Owners, Magnus & Trygve Halvorsen; Royal Sydney Yacht Squadron; Navigator, Stanley Darling; Crew, Nick Alexander, Trevor Gowland.  
This entry from Australia placed seventh in Class C in the 1951 Transpacific Race. She was shipped by schooner to the Pacific Coast shortly after her victory in the Sydney Hobart Race sailed last December.

**SOUTH WIND**—Ketch—L.O.A. 39'11"—L.W.L. 31'6"—Owner, E. R. Gallasch; Monterey Park.

**TAMARIT**—Schooner—L.O.A. 67'—L.W.L. 48'—Owner & Master, R. W. Whann; Los Angeles, California.

**TASCO II**—Sloop—L.O.A. 48'6"—L.W.L. 35'—Owner & Master, Thomas A. Short; St. Francis Yacht Club; Navigator, Webster McKenzie; Crew, P. J. Van Norstran, Douglas Boswell, Emory Wehn, Duane Heinz, Peter Sutter, Mrs. Thomas A. Short.  
Tasco II is a brand new Rhodes sloop and the owner, Tom Short, has taken place in four previous Transpacific Races in his Tasco I. The years in which he has sailed are 1947, 1949, 1951 and 1953. The name of Tasco I this year has been changed to Kialoa and is being sailed by W. B. Clum and E. B. Gilmore.

**TRIDENT**—Yawl—L.O.A. 40'—L.W.L. 31'—Owner, George A. Robinson; Corsair Yacht Club; Master, Rod Chamberlain; Navigator, Leroy P. Sage; Crew, David Robinson, Frank L. Manusy, David Medve.

**TYPEE**—Yawl—L.O.A. 47'—L.W.L. 33'—Owner & Master, Bill Haas; Los Angeles, California.

**WATER WITCH**—Cutter—L.O.A. 50'3"—L.W.L. 38'7"—Owner & Master, Edwin B. Fuld; Stockton Sailing Club; Navigator, Robert Armstrong; Crew, Dr. Chas. Bacigalupi, Fred Bacigalupi, Bill Barnett, Harvey Godfredsen, Glenn Pierson, Robert Winter.



**WHERE TO ASK QUESTIONS**

There is an information counter at the all-island headquarters of the Hawaii Visitors Bureau, 2051 Kalakaua Ave. (Waikiki). Free maps, event listing, rental car information and other visitor services are available. Hours: 8 a.m.-4:30 p.m. weekdays; 8 a.m.-noon Saturdays. Telephone 9-2211.

**HOW TO GET AROUND**

Honolulu has a comprehensive bus system. Rides are 15 cents each, three tickets for 40 cents. Taxicabs, rental cars and tour limousines also are available. Details at the Hawaii Visitors Bureau.

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**WHERE TO EAT**

Honolulu has European cuisine, Japanese teahouses, Chinese chop suey houses, Hawaiian feasts and standard American fare. Island yachtsmen can steer you to their own favorite spots. Just name your language!

**RAMONA**

**SEA BELLE**

**SEA DRIFT**

**SEA MIST**





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### STORY TELLER'S DEN—Continued from Page 18

That was the year of the World's Fair and the start was at Treasure Island in San Francisco Bay.

R. J. Reynolds was shipping his Blitzen from New York by freighter but the freighter arrived in San Francisco in the midst of a dock strike and there sat the Blitzen, on the freighter in the hot July sun.

Reynolds did everything to get that Blitzen unloaded. He even tried to buy the freighter she was on. Finally as all good stories go the strike ended, they took Blitzen into drydock but her seams were all opened from exposure to the sun.

An oversized crew went to work on her to recaulk her in three days. Without any shakedown she went on to win the race in class C and for the entire fleet.

Things were similarly rushed for Bill Stewart's Chubasco that year. It was being built for entry in the race and later proved to be one of our fastest yachts. She finished second in class B that year and in 1947 was first in class A.

Completion by July 4 was touch and go. They left San Francisco without their full complement of sails but Kenny Watt, a leading sailmaker, had signed on as crew and with him went a sewing machine and extra canvas. Kenny completed the sails en route.

### WHAT! NO SKIPPER?

The year 1947 was a good year for stories, the first race after the war and really the start of a new era of the classic race.

A. K. Barbee had prepared the Zoe-H for the race. The crew and Barbee had worked and planned and were as anxious as anyone has ever been for the morning of July 4.

On that morning all was in readiness. It was just a matter of checking and sailing off to the starting line.

*Continued on Page 27*



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### **TYPEE**



### **HOW TO GO TO OTHER ISLANDS**

If your yacht's tired, try one of Hawaii's two scheduled inter-island airlines: Hawaiian or TPA-Aloha. Both have midweek half-fare family plans. Longest hop out of Honolulu is only 90 minutes to Hilo, Hawaii, fare \$27 roundtrip plus tax, other trips proportional. Travel agents have package trips, or will tailor a tour to your individual tastes.

### **WHERE TO SHOP**

Honolulu has modern department stores, curio stores and dress shops both downtown in the Fort Street area and in Waikiki.

### **WATER WITCH**



# Always a Winner!



Above: The 161 ft. Goodwill, first to finish in the 1953 Trans-Pacific Yacht Race, shown crossing the Diamond Head finish line. Left: The 39 ft. Staghound, overall winner on corrected time.


Naturally, both of these winners used American Marine Paint. The Goodwill's steel hull was coated with American Marine's patented cold plastic anti-corrosive, anti-fouling paint. The Staghound used famed Triple C. Racing yachtsmen as well as boat owners in general have long insisted on American Marine Paints for bottom and topside because of the unparalleled speed, protection and beauty they afford.

## 50 years of proven quality

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*This is the new mooring center for Transpacific yachts this year. Formerly the Ala Wai Yacht Basin, the Territorial Board of Harbor Commissioners have recently completed extensive improvements which make it ideal for Transpacific use. Get used to the new name—this is now the "Transpacific Mooring Basin" and the channel is "Kalia Channel." Both names were recently given to the area by a resolution adopted by the commissioners.*

## **YOUR TRANSPACIFIC BASIN**

Let's turn back the pages of time. Ever since the inception of the Honolulu Race, finishing yachts have been moored wherever space could be found. Before World War II yachts were spread out in Honolulu Harbor at available piers. When the race was resumed in 1947, a central mooring area for all yachts was desired by the Honolulu Committee. Through the cooperation of the commercial fishing fleet of Hawaii, the facilities at Kewalo Basin were made available—by the fishermen vacating their places of business for the month of July. In 1951 mooring for all yachts again was obtained in Honolulu Harbor, but this time at least all were together at one pier. Never have the finishing yachts been able to moor at a yacht harbor.

### **NEW MOORING FACILITIES**

The Territory of Hawaii has new mooring facilities for a first class yacht harbor at Ala Moana. The Ala Wai Yacht Basin is now nearly enough completed to offer facilities to the participants in the Honolulu Race. On March 22, 1955, the Territorial Board of Harbor Commissioners in honor of this race passed a motion officially naming the area the Transpacific Mooring Basin. You will enter the Basin through the newly completed Kalia Channel.

When the yachts are towed in from the Waikiki Bight by Suzi, the faithful skipper of Hawaiian Tuna Packer's "Hana Hana" (which in Hawaiian means work) or by a standby Young Brothers tug, they will be tied up at permanent mooring slips, designed for yachts, for the first time in the history of the race.

### **WEATHER REPORTS**

You will find excellent weather reports available by radio—as detailed elsewhere in this program. Freeman Lang, the voice at the end of the Honolulu communications net in past

races, will be sailing himself this year, so you will find a new voice, but the same equipment, to answer your radio calls. The communications network, as established by Ira Mercer, will be as comprehensive as ever.

### **PLOTTING CENTER**

All information received will funnel into the Plotting Center, manned 'round the clock. Plots maintain accurate position reports of each yacht in the race. This is the control center of the Honolulu operations. It is from their position reports and position estimates (necessary when you fail to report) that the rest of the wheels of the operation are put in motion. Note! Important! Do not fail to report positions, ETA's accurately the last 24 hours, for if you don't you may find no committee boat, no one at the lighthouse to time you, no tow, and (horrors) no one to greet you. Committees will all do their best, but they are not mind readers.

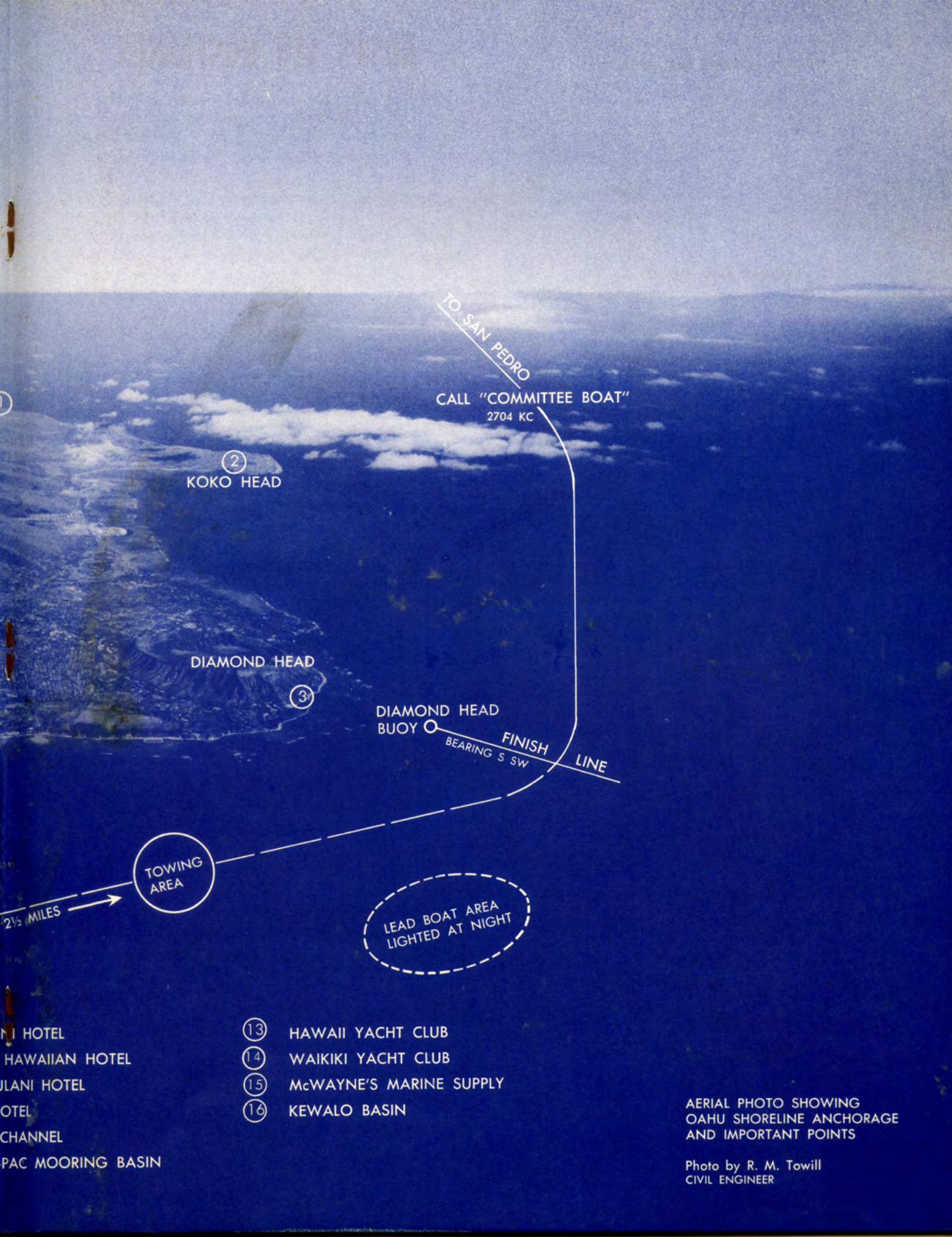
As Plot assimilates information, it is passed along to the Information Center. It is from Info that all position reports and other information concerning the race is given to the public and the press. Position reports, finish times, fleet and class standings, all is available at Info. Additionally, Info maintains files on each crew member of each yacht with details as to their hotels while in Honolulu, arrival of wives and friends and their hotels, home addresses, departure dates, etc. Keep Info posted on all details, and you will be able to find your friends and have them find you with but little confusion. This is where you will find your mail, and the answers to most of your questions. Be it hotels, taxis, shipping your boat home, obtaining ice, inter-island tours, or crew for your return trip, Info will either have the answer or will refer you to the committee that does.

*Continued on Page 26*



- ① MAKAPUU LIGHT
- ② KOKO HEAD
- ③ DIAMOND HEAD
- ④ WAIKIKI BILTMORE HOTEL
- ⑤ SURFRIDER HOTEL
- ⑥ MOANA HOTEL

- ⑦ KAIU
- ⑧ ROY
- ⑨ HAL
- ⑩ REEF
- ⑪ KALI
- ⑫ TRAN



TO SAN PEDRO

CALL "COMMITTEE BOAT"  
2704 KC

②  
KOKO HEAD

DIAMOND HEAD

③

DIAMOND HEAD  
BUOY

FINISH  
LINE  
BEARING S SW

TOWING  
AREA

2 1/2 MILES

LEAD BOAT AREA  
LIGHTED AT NIGHT

① HOTEL  
HAWAIIAN HOTEL  
ULANI HOTEL  
HOTEL  
CHANNEL  
PAC MOORING BASIN

- ⑬ HAWAII YACHT CLUB
- ⑭ WAIKIKI YACHT CLUB
- ⑮ McWAYNE'S MARINE SUPPLY
- ⑯ KEWALO BASIN

AERIAL PHOTO SHOWING  
OAHU SHORELINE ANCHORAGE  
AND IMPORTANT POINTS

Photo by R. M. Towill  
CIVIL ENGINEER

**DON'T FORGET THE WIFE**

In the harried haste of getting your yacht in the best possible shape for the race, don't neglect your wife. If she is flying or Lurlining over to greet you upon arrival, please drop the Honolulu Greeting Committee a note giving us the date, time, and means of her arrival. We want to greet her in true Hawaiian style and to help make her wait for you as pleasant as possible, but without your help our hands are tied. Our Greeting Committee plans to meet the planes and ships, briefing families on the facilities of the Committees. They will see that your wife's name as listed with Info to be notified when her yacht's arrival is imminent.

**JUDGES AND TIMERS**

Of utmost importance to each and all are the men of Judges and Timers. They will be manning their station high up in the Diamond Head searchlight 24 hours a day, sighting their pelorus aimed at the Diamond Head buoy, checking their chronometers, and clicking their stopwatches. To assist their accurate timing of yachts crossing at night, another crew each night mans a searchlight aimed at the buoy. The list of committees could go on and on—Mooring—Police—Entertainment—Advisory—Ship's Husbandry—Press Headquarters—Facilities—to name a few.

**ALOHA**

When you set sail for home, at the end of the summer, remember the men and women of Honolulu who tried their best to make your race the best in the world and your stay in Honolulu as enjoyable as possible. Over 250 men and women, many of them in no way connected with yachting, have given hours, days and weeks of their time to make the 1955 Honolulu Race a success. Let's give them a hand.

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Honolulu, T. H.

**HOSTS AND HOSTESSES**

When you have been tied up in the Transpacific Basin in Honolulu, and you see strangers coming aboard with leis, don't throw them overboard as interlopers—they will be your Hosts and Hostesses—and the leis are for you.

An explanation of the Host-and-Hostess system may be necessary for those of you completing your first race. Two or more couples are selected for each yacht by the Honolulu Committee (guided by answers to your questionnaires). If the skipper or crew members have friends in Honolulu, these friends are given the first opportunity to act as sponsors. Otherwise the committee selects people who are glad to extend a welcome to visiting yachtsmen.

The Hosts are required to meet their assigned yacht on about a one hour notice, any hour of the day or night, any day of the week. They will bedeck each crew member with a flower lei in proper Hawaiian style (so, if you are the shy type, practice steeling yourself to receive a kiss from your Hostess). They will also help provide transportation to your hotel, if you are staying at one, and generally see that you are informed regarding the facilities and entertainment offered by the Honolulu Committee. The Hosts are not required to provide entertainment on their own.

Your Hosts will be invited to the presentation party and will be seated at the table reserved for your yacht. We hope you will be very happy together.

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Sept. 15, 1955

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HONOLULU

HILO

KAHULUI

LIHUE

### STORY TELLER'S DEN—Continued from Page 20

One after another the yachts started to slip out of the harbor. Aboard the Zoe-H, all was ready but the skipper had not arrived.

As time was running out the boys got together and decided that no matter what had happened to Barbee, he would want his yacht to race.

So they hoisted sail and set out without him.

Some time later, Barbee made it to the dock and found his yacht gone. He hired a power launch but the yacht was well beyond the start and the launch couldn't catch the Zoe-H.

Next Barbee hired a plane and the pilot was rather puzzled when Barbee was so concerned about the parachute equipment.

When the plane was over the Zoe-H the reason for the chute became apparent. Barbee planned to parachute to the water and have his crew pick him up.

The pilot, aware of Barbee's intentions, spun his plane around and brought him back to San Pedro.

Barbee was so furious he didn't even fly on to Honolulu to meet his Zoe-H.

### PREFERRED SWIMMING TO SAILING

The Lady Jo had been sailed up from Honolulu in 1947 and Louis Abrams had assembled a genial crew of local yachtsmen for the race back. They were such a swell group that Louis decided to spare them the chore of cooking and took on as cook a young California seaman who was eager to sail in the race.

The morning of the race the cook showed up on dock dressed in nautical attire to rival Admiral Nimitz. The boys resisted the impulse to pipe him aboard and went about their tasks getting ready for the race.

The race started at noon and the Lady Jo headed for the west point of Catalina that had to be cleared by sunset when the wind dies.



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Sailing in the Catalina channel is tough on any stomach and some of the best tars have been woozy there. No one said more than an encouraging word to the sea-sick cook. They told him that after two or three days he would be just fine.

All the crew was hard at it, working the Lady Jo to windward. All except the cook who was sprawled out on the fantail just behind Louis, moaning and groaning about the state of his stomach.

About 3:30 p.m. the lad said, "Mr. Abrams, I think you had better take me home."

"I wouldn't take my own grandmother home at this point," Louis told him, "Do you know how hard we have worked for this day?"

Then as Louis turned there was the cook, eyes rolling, skin turned pale green and vomiting blood. In all his years of sailing Louis had never seen anyone so sick.

Out came the medicine kit, the first aid book and they did what little they could to relieve the cook which was very little.

But their prime concern was clearing the west point of Catalina and Louis would have to drive the yacht just as close to Catalina as he could within safety before coming about.

As they headed in the crew took their stations and Louis said, "Now I am going right up to the beach as close as I can before I bring her about." He was actually a mile off the beach.

At this point the sick cook stirred and asked "Mr. Abrams, what beach?"

"Catalina beach," was the quick retort, "where do you think we are . . ."

Finally Louis called, "Helms a lee," and swung the wheel hard over. As he did so he heard a mournful, "I'll write to you, Mr. Abrams."

Splash! The cook dove over the stern and started swimming

*Continued on Page 29*

# HAWAIIAN INVITATIONAL REGATTA

## POPULAR CLASS BOAT EVENT

As a feature of the off years, between the Transpacific Races, the Waikiki Yacht Club sponsors the Hawaiian Invitational Regatta for certain class racing yachts. The yachts raced by the Waikiki and Kaneohe Yacht Clubs are the Herreshof S, the Kettenburg PC, Stars, 210s, 110s, Lightnings, Mercuries and El Toros.

The Hawaiian Invitational Regatta is scheduled during the month of October when most of the yachting centers of the country have finished their racing season. It is always scheduled either preceding or following Aloha Week, a week of Old Hawaiian Pageantry. The next Invitational will be held during October, 1956, and tentative plans are to time it to the Olympic Games in Australia.

The first Invitational in 1952 saw two Stars brought to the Islands from Seattle; Lightnings from Cleveland, Ohio, Cabrillo Beach and Coronado, California, and Johnston Island; Mercuries from Cabrillo Beach and Lido Island, California; and an El Toro from Lake Merritt, California. Two local 210s were chartered by San Francisco skippers as was a 110 by a skipper from Manhasset Bay, Long Island, and an S by a skipper from the New York Yacht Club. This was only the beginning.

The year 1954 began to show the potentiality of this event with boats being shipped to Honolulu from all over the country. Gregg Bemis brought a 210 from Boston; Sampson-Smith, a Star from Cooperstown, New York; Ding Schoonmaker brought his Star from Watch Hill, Rhode Island, and his crew from Havana, Cuba; Mrs. Alice Edgerton brought her Star from Cleveland, Ohio; Walter Cameron, a Star from Chicago; Bill Boland, a Star from Corona Del Mar, California; while Dick Hahn and George Fleitz of Los Angeles had new Stars built in Connecticut and shipped to the Islands for the races. Mercuries were brought over by Ray Ritter of Richmond, Bill MacDonald of Ventura and Clark of Stillwater, California. Chartering local boats were Dane Slingluff of Conanicut, R. I., and Hugh Jamieson of Dallas, Texas.

Shipping these boats to Hawaii for one week of racing is made possible by the whole-hearted cooperation of the Matson Navigation Company who have offered special rates for the event. As an example, a Star can be shipped from New York on its trailer round trip for under \$200 and from the West Coast for under \$150. A special regatta tour was established, with one of the airlines offering transportation to Honolulu and return to the West Coast, complete with hotel accommodations, for under \$275.

If you are interested in small class boat racing and sail one of the classes raced in the Hawaiian Invitational Regatta, we hope you will plan to participate in the 1956 Invitational. For details write to the Waikiki Yacht Club, Box 1227, Honolulu, Hawaii.



1953 Invitational winner in the 210 class was Jerry Sheeley. Two other winners are shown: Cy Gillette's Lightning, left, and Bob Rietow, 110 winner, right.

Winner Ding Schoonmaker of Watch Hill, Rhode Island, champion of many Star classics, is shown in the foreground ready to start the last race of the 1953 Invitational. Near the committee boat, Ez Parker's Hiki No, is Charlie Dole, Honolulu Star skipper. At left is PC7 taxiing for position.



A fleet of PCs are shown off Diamond Head in one of the closest battles of the Invitational Regatta in 1953. Only one-quarter point separated the winner Bob Southgate, PC74, from the second place winner, Bill Sellers, PC7.



## STORY TELLER'S DEN—Continued from Page 27

like a streak for Catalina. For someone who was dying away aboard, the cook really came to life in the water, swimming like a mad man.

While Louis was still trying to decide whether to swim after him, lower a dinghy or let him swim to shore Skip Warren, editor of Sea Magazine, came by in the press cruiser.

Louis immediately set him on the cook's trail. When they got him aboard the cruiser they told him not to worry they would get him back to the Lady Jo, whereupon cook groaned, dove overboard and started swimming again.

This time they had to fish him back aboard with a boat hook and after getting his story took him on into Catalina.

## TED SIERKS AGAIN?

And speaking of man overboard brings us to 1951 and the story of Ted Sierks who was washed overboard while repairing rigging on L'Apache.

His rescue by the Navy averted what would have been the first tragedy in 45 years of Transpacific racing.

After thirty hours in the sea in a life ring the Navy destroyer-escort Munro sighted him an hour after the search had been officially called off.

His harrowing experiences fighting fatigue, cold and sharks was later told in Life magazine and the money from the sale of the story was used by Sierks to establish a recreation fund for the Munro.

The history of the 1955 Transpacific Yacht Race is yet to be formed. Listen carefully when the crews step ashore. You are bound to hear something that will be added to the annals of Transpacific yarns.

## WHERE'S SUZI?

Where's Suzi? Is he going to tow us in again this year? Those are two of the first questions asked by veteran Transpacific Yacht Race skippers after they've crossed the finish line off Diamond Head Lighthouse.

Since 1947, Henry (Suzi) Suzuki and the 38-foot Hana Hana have been towing the Transpacific racers into Kewalo Basin where they were moored until they returned to the Coast.

This year he will tow them into the new Transpacific Mooring Basin through the courtesy of Hawaiian Tuna Packers, Suzuki's employer for the past 26 years.

Hawaiian channels cut out of coral reefs may look treacherous to skippers unfamiliar to Hawaiian waters, but not to Suzi. On call 24 hours a day during Transpacific race time, he does not consider either day or night towing too tough when you know how.

The tow lines used by the Hana Hana for the yachts, which range in size from 35-foot ketches to the 161-foot Goodwill, are one inch and a half in diameter, brand new Manila rope.

"Suzi" will tow the ship into the basin, then breast the yacht (come alongside) and with lines both fore and aft, swing the craft around and nudge her into her berth.

That's when the crews of the yachts already in port always come out to watch Suzi and the Hana Hana in action, says Dr. Wilson, General Chairman of the Honolulu Committee. "It's a work of art."

Suzi's record is a good one. And when you stop to realize some of these yachts run into \$250,000 to \$300,000, it's not hard to understand why the visiting skippers are anxious to know if Suzi's back on the job again.



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## THE LOG

## NOON POSITIONS

JULY 1949

|                     | 6               | 7               | 8               | 9               | 10              | 11              | 12              | 13              | 14              | 15              | 16              | 17              | 18              | 19              | 20 |                                         |
|---------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----|-----------------------------------------|
| <b>MORNING STAR</b> | 30-17<br>125-03 | 29-20<br>129-35 | 28-11<br>133-31 | 27-43<br>137-21 | 27-40<br>141-41 | 27-09<br>145-49 | 24-36<br>149-25 | 21-40<br>152-37 | 21-27<br>155-47 |                 |                 |                 |                 |                 |    | 1st to Finish<br>10:10:13:09.5—Record   |
| <b>FLYING CLOUD</b> |                 | 29-18<br>128-08 | 28-20<br>131-40 | 27-11<br>135-27 | 26-44<br>139-29 | 26-14<br>143-39 | 25-24<br>147-13 | 23-06<br>150-39 | 22-25<br>152-49 | 21-45<br>155-42 |                 |                 |                 |                 |    | 1st in A Class<br>11:13:14:30.5—Time    |
| <b>KITTEN</b>       | 29-33<br>123-50 | 28-54<br>126-40 | 28-10<br>129-00 | 28-06<br>132-55 | 27-16<br>136-11 | 25-50<br>129-43 | 25-19<br>143-10 |                 | 23-34<br>150-09 | 23-18<br>153-13 | 22-07<br>156-08 |                 |                 |                 |    | Corrected Time Winner<br>1st in B Class |
| <b>SEA WITCH</b>    | 30-40<br>122-22 | 29-45<br>125-01 | 28-35<br>128-05 | 27-35<br>131-18 | 26-48<br>134-22 |                 | 26-05<br>137-15 | 25-00<br>140-25 | 24-45<br>143-30 | 24-00<br>146-20 | 23-25<br>149-05 | 23-50<br>151-40 | 23-27<br>154-10 | 21-43<br>157-05 |    | 1st in C Class<br>2nd in Fleet          |

## JULY 1951

|                     |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |  |  |  |                                |
|---------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--|--|--|--------------------------------|
| <b>SEA WITCH</b>    | 31-05<br>123-17 | 30-10<br>126-30 | 29-30<br>128-33 | 28-50<br>131-42 | 28-00<br>134-45 | 27-30<br>138-08 | 26-50<br>141-10 | 26-25<br>143-45 | 25-03<br>146-45 | 24-20<br>149-15 | 23-55<br>151-15 | 23-00<br>153-38 |  |  |  | 1st in Fleet<br>1st in C Class |
| <b>FAIRWEATHER</b>  | 30-23<br>122-24 | 29-35<br>126-37 | 26-41<br>129-26 | 26-08<br>133-29 | 27-27<br>137-04 | 24-42<br>140-39 | 24-05<br>144-17 | 23-52<br>143-09 | 23-14<br>150-55 | 23-06<br>155-15 |                 |                 |  |  |  | 1st in A Class                 |
| <b>CHIRIQUI</b>     | 30-08<br>122-07 | 28-55<br>126-03 | NR              | 26-55<br>134-20 | 25-44<br>137-55 | 24-51<br>141-31 | NR              | 22-45<br>149-00 | 22-25<br>152-17 | 22-07<br>155-40 |                 |                 |  |  |  | 1st in B Class                 |
| <b>MORNING STAR</b> | 30-29<br>124-52 | 29-30<br>128-40 | 28-31<br>132-55 | 27-59<br>137-08 | 25-18<br>141-50 | 26-40<br>145-50 | 25-30<br>149-50 | 22-56<br>151-57 | 21-22<br>154-10 |                 |                 |                 |  |  |  | First to Finish<br>10:16:44:33 |

## JULY 1953

|                  |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |          |            |                                |
|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------|------------|--------------------------------|
| <b>GOODWILL</b>  | 30-00<br>123-25 | 28-90<br>127-30 | 28-20<br>131-30 | 27-00<br>134-00 | 25-70<br>136-70 | 25-00<br>139-80 | 24-50<br>144-60 | 24-35<br>148-47 | 24-08<br>153-07 | 21-51<br>156-43 | Hon<br>Hon      |                 |                 |          |            | 1st to Finish<br>3rd in Fleet  |
| <b>CHUBASCO</b>  | 30-35<br>123-56 | 29-40<br>126-20 | 28-40<br>129-50 | 27-20<br>132-50 | 26-50<br>135-50 | 25-90<br>138-70 | 25-50<br>141-10 | 24-10<br>145-33 | 23-15<br>148-36 | 23-05<br>152-12 | 22-07<br>155-43 | NR<br>NR        | Hon<br>Hon      |          |            | 1st in Class A<br>2nd in Fleet |
| <b>CHIRIQUI</b>  | 30-45<br>122-40 | 30-20<br>125-80 | 28-30<br>128-80 | 26-80<br>132-20 | 25-80<br>134-80 | 25-30<br>138-10 | 25-20<br>141-30 | 23-44<br>144-00 | 23-36<br>147-27 | 21-38<br>150-10 | 22-00<br>153-30 | 21-40<br>155-43 | Hon<br>Hon      |          |            | 1st in Class B<br>4th in Fleet |
| <b>STAGHOUND</b> | 31-33<br>121-37 | 30-10<br>125-20 | 28-70<br>126-70 | 27-70<br>130-70 | 26-70<br>132-10 | 26-20<br>134-80 | 25-60<br>137-30 | 24-51<br>138-50 | NR<br>NR        | NR<br>NR        | NR<br>NR        | NR<br>NR        | 23-17<br>151-02 | NR<br>NR | Hon<br>Hon | 1st in Class C<br>1st in Fleet |



## WELCOME TO HAWAII'S FIVE YACHT CLUBS

**HAWAII YACHT CLUB**, Transpacific Mooring Basin, Honolulu—Large fleet of ocean-going cruising boats of all types. Small clubhouse located on waikiki side of the yacht basin. Few facilities available. Features both sail and power boats. Guest memberships available to members of recognized yacht clubs.

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

**KANEHOE YACHT CLUB**, Kaneohe Bay, Oahu—Active windward side sailing group. Small but complete clubhouse with facilities on Kaneohe Bay. New clubhouse now under construction. Mixed fleet of Lightnings, Mid-Pacifcs, Thistles, Penguins. Guest memberships available to members of recognized yacht clubs.

**KAUAI YACHT CLUB**, Lihue, Kauai—Equipped for all recreational facilities. Excellent moorings in Lihue Harbor. Has a small mixed fleet of one-designs, plus a few power cruisers and sport fishers. Clubhouse includes bar and dining room, swimming pool and children's playground. Guest memberships available to members of recognized yacht clubs.

**WAIKIKI YACHT CLUB**, Transpacific Mooring Basin, Honolulu—Largest racing club in the Islands. Located in Ala Moana Park, on ewa side of yacht basin. New clubhouse has bar, dressing rooms. Large fleet of PCs, S-boats, Stars, 210s, 110s, Mercuries and El Toros, plus auxiliary cruisers, ocean racers, power cruisers. Guest memberships for members of recognized yacht clubs.



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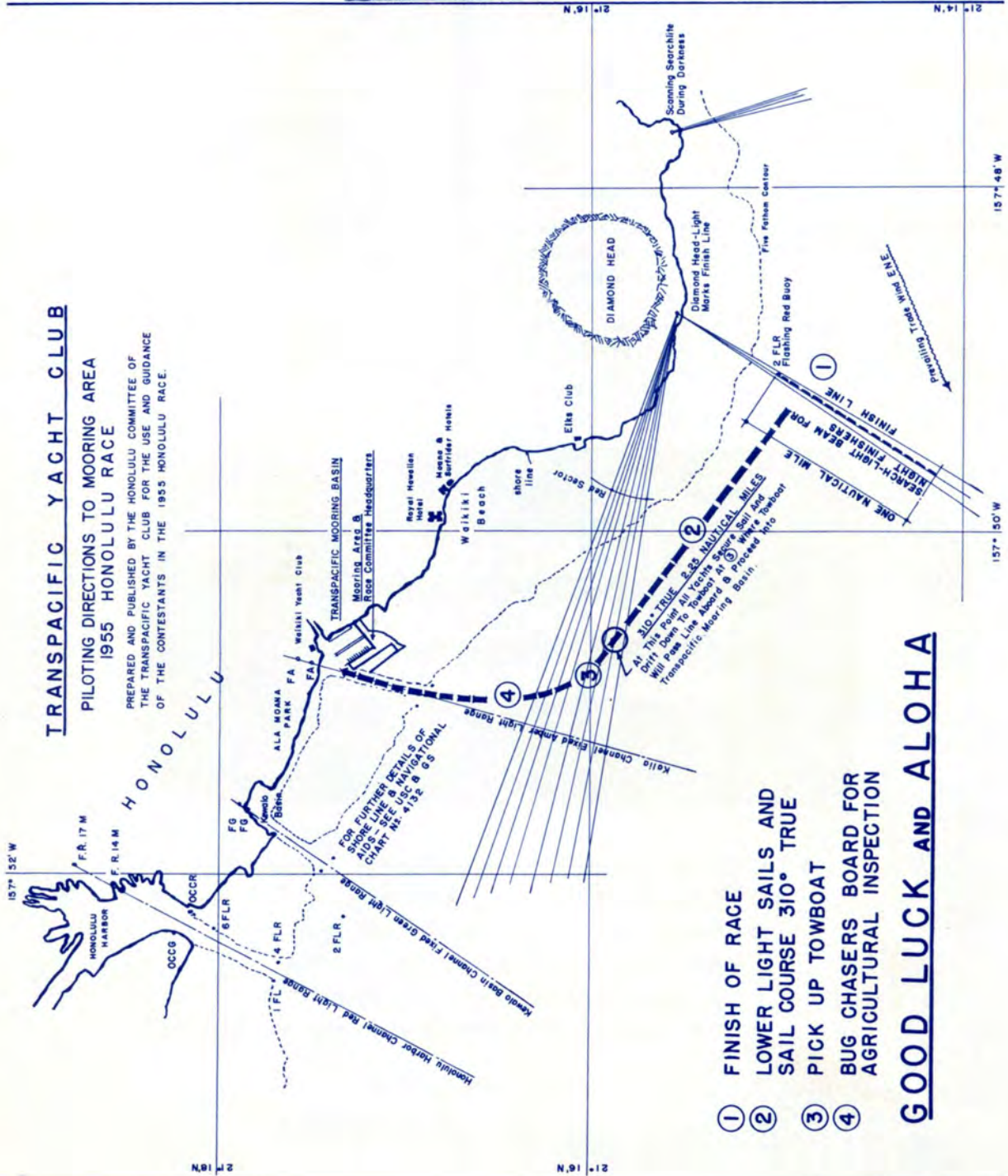
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**TRANSPACIFIC YACHT CLUB**  
**PILOTING DIRECTIONS TO MOORING AREA**  
**1955 HONOLULU RACE**

PREPARED AND PUBLISHED BY THE HONOLULU COMMITTEE OF THE TRANSPACIFIC YACHT CLUB FOR THE USE AND GUIDANCE OF THE CONTESTANTS IN THE 1955 HONOLULU RACE.



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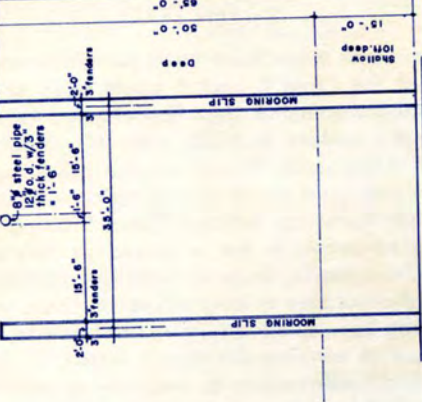
**GENERAL NOTES**

Finishing Yachts May Contact Committee Boat After Passing Mokapu Point On 2638 K.C.

Moorings Will Be Prepared For "TAHITI" Style Or Stern To Arrangement Off Transpacific Mooring Basin Quay.



Delineator:  
 Guy N. Rothwell AIA.  
 Honolulu, T. H.  
 May 27, 1955

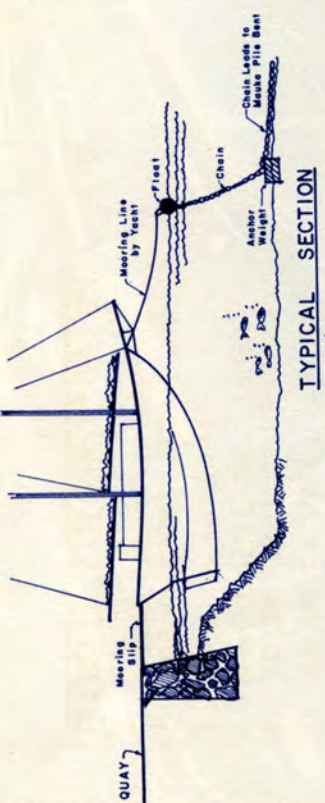


TYPICAL WHARF PLAN  
Scale: 1" = 10'-0"

**GENERAL NOTES:**  
 SMALL YACHTS MAY BE MOORED DOUBLE IN SLIPS AS IS UP TO 13'-0" BEAM BY 60'-0" LENGTH.  
 ALL YACHTS 13'-6" BEAM BY 65'-0" LENGTH OR LARGER SHALL HAVE INDIVIDUAL SLIPS WITH WINDWARD MOORING.

|    |                             |
|----|-----------------------------|
| 12 | YACHTS AT 65'-0" TO 110'-0" |
| 10 | " " " 50'-0" " 62'-6"       |
| 20 | " " " 40'-0" " 50'-0"       |
| 10 | " " " 36'-0" " 39'-0"       |

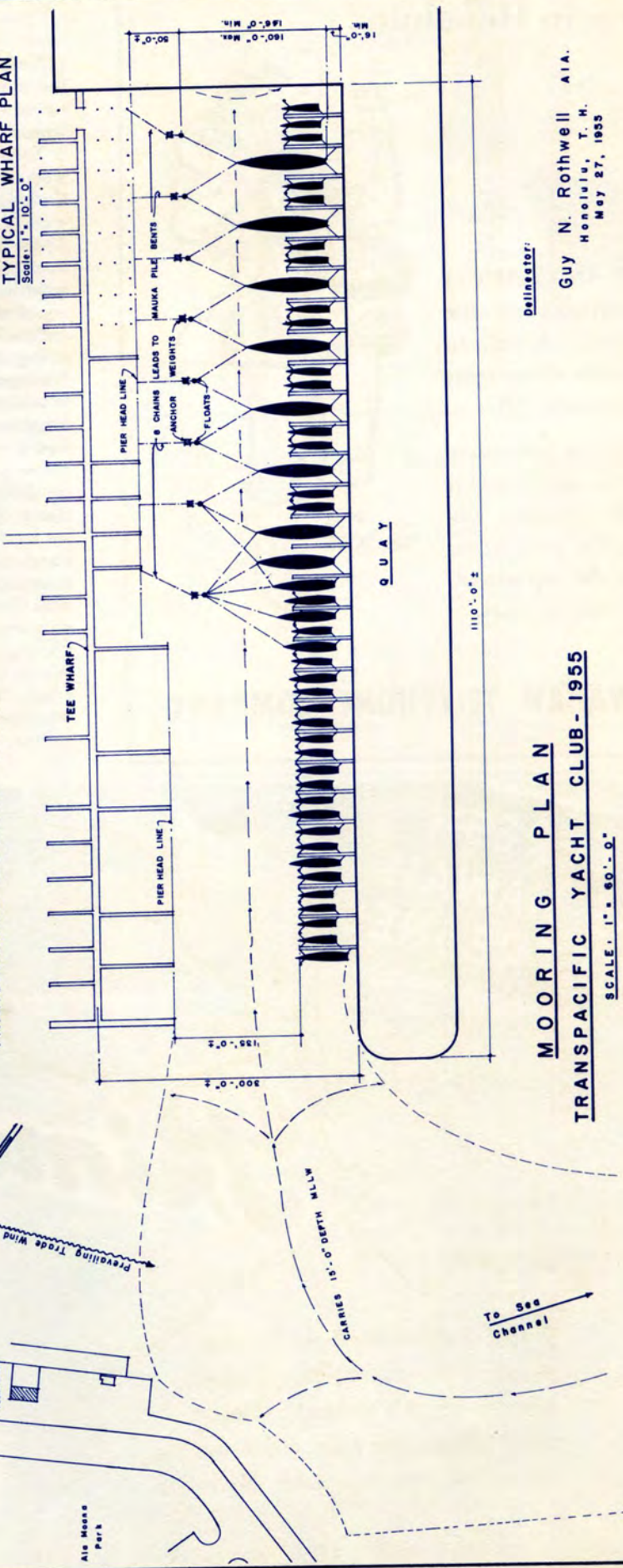
OMIT 8 TO 10 CENTER POLES FOR LARGER YACHTS.  
 DREDGE ALL SLIPS TO 1-2 SLOPE AGAINST COFFERDAM.



TYPICAL SECTION  
NO SCALE



TRANSPACIFIC MOORING BASIN



MOORING PLAN  
 TRANSPACIFIC YACHT CLUB - 1955  
 SCALE: 1" = 60'-0"

Delineator:  
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 Honolulu, T. H.  
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## A LOOK AT THE NEW HANDICAPS

By LEN LEARY

For many years there have been justifiable complaints that too many of the Class C and B boats were ending up with corrected times far better than the elapsed times set by the various record holders. In 1953, with this complaint in mind, a Table of Allowances (found on the adjoining page) was worked out and used as an added refinement to the regular Cruising Club Handicap Ratings. These Cruising Club Ratings were designed primarily for a closed or triangular course. Since the Transpacific Race is usually one-tenth windward work, with the balance a long down-wind run, such a refinement has long been needed to give the boats in all classes an equal chance at winning this ocean classic.

The Table of Allowances is basically a past performance rating compiled from the results of the 1947, 1949, and 1951 Transpacific Races. Let us analyze the results of the 1953 race in which this additional handicapping system was used. The Staghound, overall winner and incidentally a Class C boat, had a corrected time of only 2 hours 34 minutes faster than the elapsed time of the Goodwill, first boat to finish. Furthermore, the Staghound's corrected time was some 13 hours 30 minutes slower than the course record of 10 days, 10 hours, 13 minutes set by the Morning Star in 1949. This in itself is not necessarily conclusive since the 1953 race was a slow race, but it definitely is encouraging when you consider that in 1951 six Class C, nine Class B and only one Class A boat beat the course record on corrected time. Furthermore, the Morning Star, first to finish, was only 6½ hours slower than her 1949 record crossing; yet on corrected time, she placed only 19th in a fleet of 26 boats. The question of too many Class B and C boats beating the course record on corrected time is important to the overall picture, but of major importance to those competing in the

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race is a more or less equal apportionment of the fleet positions among the three competing classes. A quick glance at the following table will show that the Class A boats have never placed better in the fleet standings than under this new system first used in 1953.

Number of Boats in Upper Third of Fleet

|      | Class A | Class B | Class C |
|------|---------|---------|---------|
| 1947 | 2       | 4       | 5       |
| 1949 | 2       | 3       | 3       |
| 1951 | 0       | 5       | 4       |
| 1953 | 4       | 4       | 3       |

While the 1953 race does not prove conclusively that this Table of Allowances is the final answer, it certainly does seem that a major step has been taken in the right direction. Undoubtedly this Table will be reevaluated from time to time; but major improvements like this, plus the possibility of a staggered start some year, may one day give us the thrill of that theoretical photo-finish in a 2,250-mile ocean race.



**TABLE OF ALLOWANCES (HOURS) FOR THE COURSE  
Los Angeles Harbor to Diamond Head — 2,225 Miles**

| Rating         | Time Allowance in Hours for the Course | Difference | Rating         | Time Allowance in Hours for the Course | Difference |
|----------------|----------------------------------------|------------|----------------|----------------------------------------|------------|
| 90 Rating—Zero |                                        |            | 90 Rating—Zero |                                        |            |
| 25.00          | 118.60                                 | 0.00       | 63.00          | 16.90                                  | 1.00       |
| 26.00          | 112.80                                 | 5.80       | 64.00          | 16.00                                  | .90        |
| 27.00          | 107.20                                 | 5.60       | 65.00          | 15.10                                  | .90        |
| 28.00          | 101.80                                 | 5.40       | 66.00          | 14.20                                  | .90        |
| 29.00          | 96.60                                  | 5.20       | 67.00          | 13.40                                  | .80        |
| 30.00          | 91.60                                  | 5.00       | 68.00          | 12.60                                  | .80        |
| 31.00          | 86.90                                  | 4.70       | 69.00          | 11.80                                  | .80        |
| 32.00          | 82.40                                  | 4.50       | 70.00          | 11.10                                  | .70        |
| 33.00          | 78.20                                  | 4.20       | 71.00          | 10.40                                  | .70        |
| 34.00          | 74.20                                  | 3.90       | 72.00          | 9.70                                   | .70        |
| 35.00          | 70.60                                  | 3.70       | 73.00          | 9.00                                   | .70        |
| 36.00          | 67.10                                  | 3.50       | 74.00          | 8.40                                   | .60        |
| 37.00          | 63.80                                  | 3.30       | 75.00          | 7.80                                   | .60        |
| 38.00          | 60.60                                  | 3.20       | 76.00          | 7.20                                   | .60        |
| 39.00          | 57.60                                  | 3.00       | 77.00          | 6.60                                   | .60        |
| 40.00          | 54.80                                  | 2.80       | 78.00          | 6.00                                   | .58        |
| 41.00          | 52.20                                  | 2.60       | 79.00          | 5.40                                   | .58        |
| 42.00          | 49.90                                  | 2.50       | 80.00          | 4.90                                   | .52        |
| 43.00          | 47.30                                  | 2.40       | 81.00          | 4.40                                   | .52        |
| 44.00          | 45.00                                  | 2.30       | 82.00          | 3.90                                   | .50        |
| 45.00          | 42.80                                  | 2.20       | 83.00          | 3.40                                   | .50        |
| 46.00          | 40.70                                  | 2.10       | 84.00          | 2.90                                   | .50        |
| 47.00          | 38.70                                  | 2.00       | 85.00          | 2.40                                   | .50        |
| 48.00          | 36.80                                  | 1.90       | 86.00          | 1.90                                   | .48        |
| 49.00          | 35.00                                  | 1.80       | 87.00          | 1.40                                   | .48        |
| 50.00          | 33.30                                  | 1.70       | 88.00          | 1.00                                   | .48        |
| 51.00          | 31.70                                  | 1.60       | 89.00          | 0.50                                   | .48        |
| 52.00          | 30.10                                  | 1.60       | 90.00          | 0.00                                   | .45        |
| 53.00          | 28.60                                  | 1.50       | 91.00          | -0.40                                  | -.40       |
| 54.00          | 27.20                                  | 1.40       | 92.00          | -0.80                                  | -.40       |
| 55.00          | 25.90                                  | 1.30       | 93.00          | -1.20                                  | -.40       |
| 56.00          | 24.60                                  | 1.30       | 94.00          | -1.60                                  | -.40       |
| 57.00          | 23.40                                  | 1.20       | 95.00          | -1.95                                  | -.35       |
| 58.00          | 22.20                                  | 1.20       | 96.00          | -2.30                                  | -.35       |
| 59.00          | 21.10                                  | 1.10       | 97.00          | -2.65                                  | -.35       |
| 60.00          | 20.00                                  | 1.10       | 98.00          | -3.00                                  | -.35       |
| 61.00          | 18.90                                  | 1.10       | 99.00          | -3.35                                  | -.35       |
| 62.00          | 17.90                                  | 1.00       | 100.00         | -3.70                                  | -.35       |

As there are no performance data for ratings over 80 under the C.C.A. Rule, and a likelihood of several large entries for 1955, figures in the table were extrapolated between 80 and 100 by producing the empirical curve to 100. Times and differences below rating 90 are therefore minus quantities. The base line for zero time is at 90 rating.

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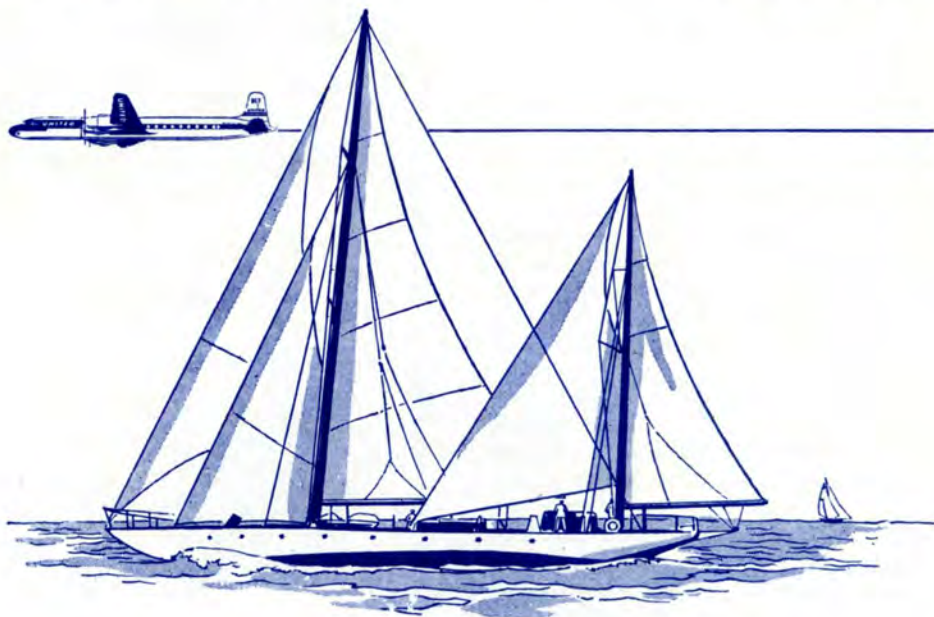
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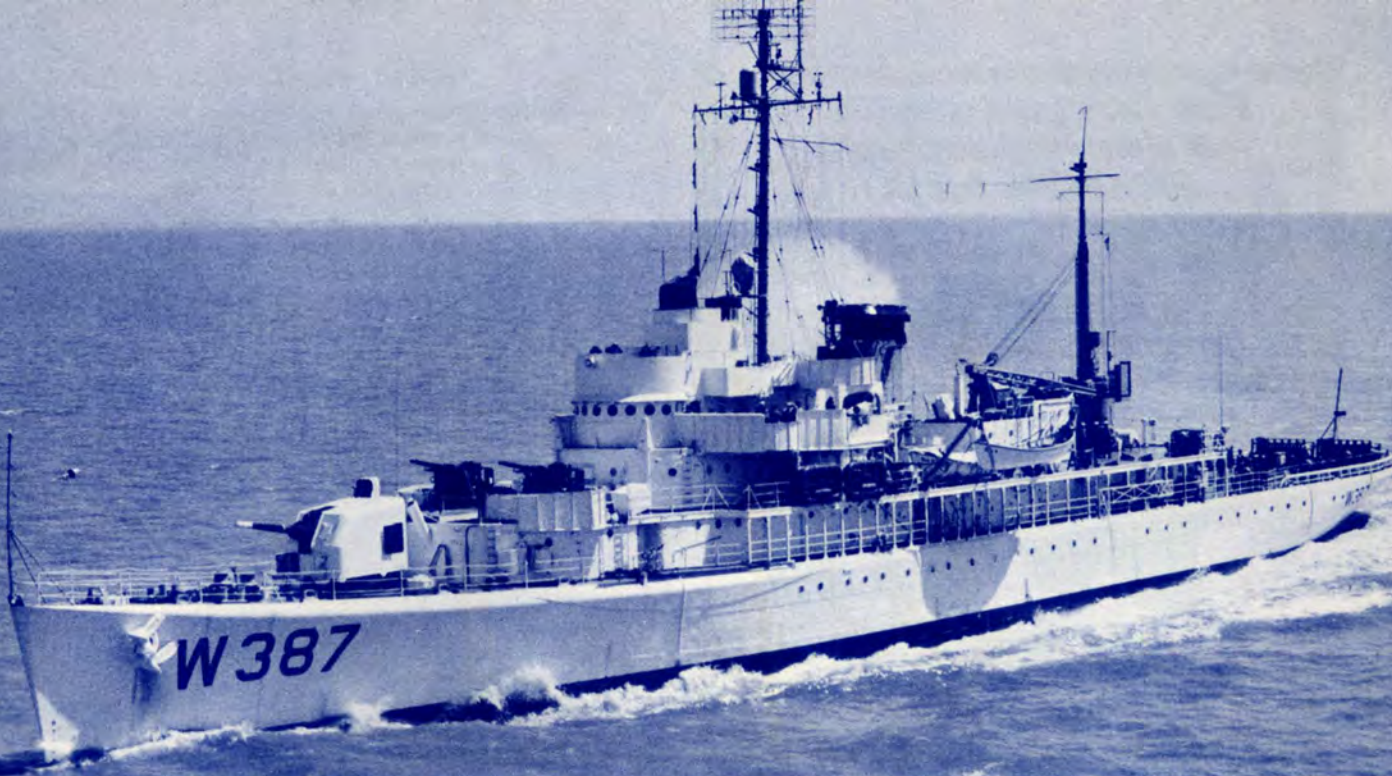
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The U. S. COAST GUARD CUTTER GRESHAM which will assist Transpac entries to Honolulu has an overall length of 311 feet, an extreme beam of 41 feet and displaces 2411 tons. Her peacetime crew is 133 men and 14 officers. Aboard the Gresham will be Fred Hartman from the Honolulu committee who will work with Thad Jones, Transpac coordinator. Hartman will assist in plotting.

## COAST GUARD HAS IMPORTANT PART

Like a shepherd tending his flock, the Coast Guard Cutter GRESHAM will watch over the yachts participating in the Transpacific Yacht Race for 1955. The Coast Guard Cutter has always been a welcome sight to the participants, for they know the race will be well guarded. All effective regulations will be enforced by the Cutter GRESHAM as it diligently plows along during this annual race. To promote safety is another job the Coast Guard will watch for.

Only the participants of the race, plus the few others who have experienced the usefulness of a Coast Guard Cutter following the yachts, know how important it is to have the Coast Guard's ever-watching eye. This year, as in the past, the Coast Guard Cutter patrolling the race will furnish up-to-the-minute weather information. The GRESHAM will stand by every morning to have roll call of all the yachts. It will then relay their positions, plus any newsworthy items, to Honolulu and the con-

Coast Guard boats of the CG-83394 type, shown below, will be on duty at the Diamond Head finish line to insure safety of the participants as well as pleasure and spectator boats.



COMMANDER  
JAMES McINTOSH, USCG,  
is Captain of the  
Coast Guard Cutter  
Gresham which will  
follow the Transpacific  
boats to Honolulu.



tinental United States. This will keep race officials in both Honolulu and Los Angeles well informed as to the progress of the race.

When the Transpacific sailors begin to cross the finish line, the Coast Guard will be on hand to insure safety of the participants as well as of pleasure and spectator boats which will be in the area. The Coast Guard Auxiliary, the "right hand" for the Coast Guard when it comes to augmenting forces, will also be at the finish line to assist. A hearty thanks for their unselfish time rendered.

The Coast Guard has seen to it that the finish line will be well marked. By daytime the yachts will recognize the finish as an imaginary line extending from the Diamond Head Lighthouse out to sea through Diamond Head Reef Lighted Buoy Number 2. At night a search light will be located directly below the Diamond Head Light tower. It will be focused on the finish line and will be illuminated every 30 minutes.

The Coast Guard Cutter GRESHAM is from the 12th Coast Guard District, San Francisco, Calif. Her commanding officer is Commander James McIntosh, USCG.

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Since its establishment the U. S. Weather Bureau has been compiling wind, pressure and weather data for all oceanic areas. The climatology of the racing area extracted from these worldwide records was used in one form or another by every contestant in laying out his basic racing plan.

The U. S. Weather Bureau office at Los Angeles supplies a daily forecast of wind and weather every day until the Trans-pacific yachts reach the "mid-way" point. Forecasting duties are then taken over by the U. S. Weather Bureau's forecast center here in Honolulu. The forecasts are relayed to the Coast Guard Cutter accompanying the fleet and are made available to all participants during each day of the race.

Predicting winds over the broad Pacific is "old hat" for Weather Bureau forecasters. In addition to the Hawaiian waters forecasts and small craft and storm warnings familiar to every local yachtsman, the Weather Bureau routinely issues, for ocean-going vessels, regular marine bulletins containing forecasts of winds and heavy weather for the entire area from west of the International Date Line to the West Coast of the mainland and from the equator to the Aleutian chain. A similar forecast service is required by, and provided to, trans-oceanic airlines flying between Hawaii and the West Coast, Hawaii and Canton on the route to Fiji and New Zealand, and between Hawaii and Wake on the routes to Guam and Tokyo.



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The Race Committee of the Transpacific Yacht Race has been aggressive in designing and using safety devices. For example, floating flag poles which can be seen for some distance and which will mark the general area of disaster were developed to aid rescue if a man is lost overboard. Smoke bombs and electric lights attached to life rings guide a swimmer to the ring and are a beacon to which the skipper can return. The Committee insists on sturdy life lines which theoretically prevent any crew member from falling overboard.

Every boat entering this race is required to have a radio and adequate navigation equipment. The cockpit must be self-bailing and in other respects the boat must be suitable for ocean racing. Two compasses, a binnacle, charts, sufficient food and fresh water, bilge pumps, and fire extinguishers are all checked by the Committee as these features are fundamental to a safe trip.

The Race Committee thoroughly inspects competing boats (older boats are surveyed by a marine engineer) to see that they are seaworthy and comply with the safety standards set for this race. The items listed above, as well as many other details, when taken together assure that the boat is fit for the passage to Honolulu.

So far we have talked of mechanical things, but the boat

*Continued on Page 44*



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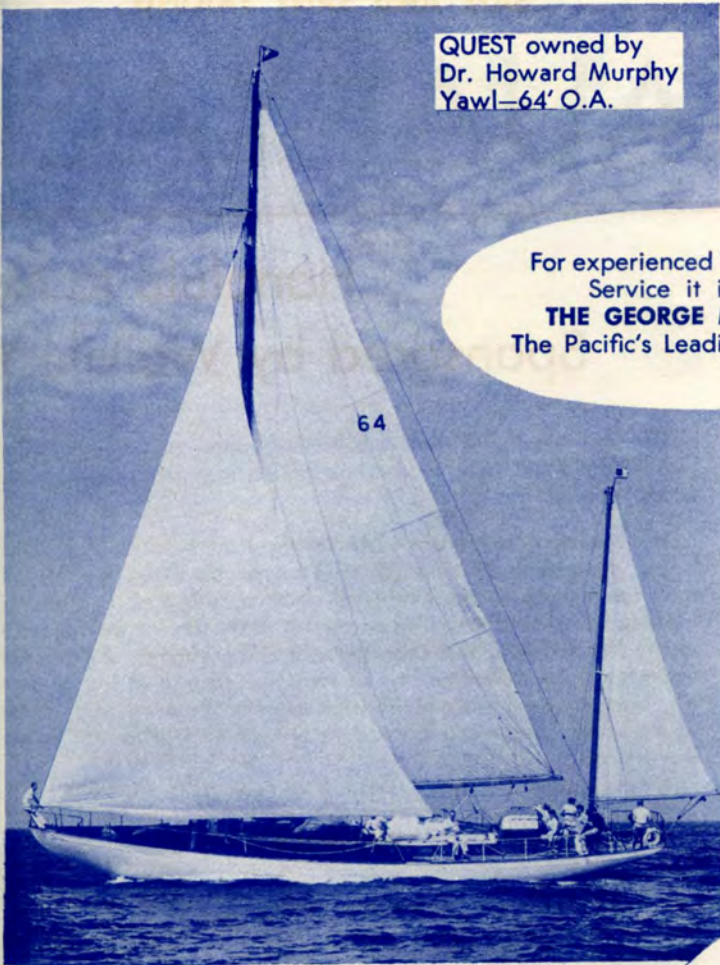
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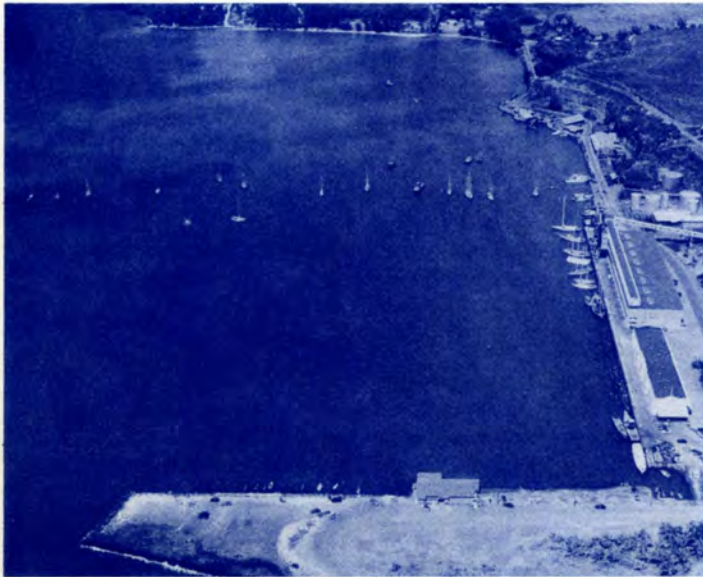


"Among the Yachts  
entered in the 1955  
Transpacific Race,  
we are proud that  
we handled the  
sale of the four fine  
Yachts pictured on  
this page, as well  
as the sale of sev-  
eral other contest-  
ing Yachts."

SKYLARK owned by  
Mr. Dean Brown  
Yawl—53' O.A.

MAI TAI owned by  
Mr. John Griffith  
Yawl—65' O.A.

# OAHU to KAUAI YACHT



A safe, roomy harbor is Nawiliwili. All the facilities necessary for a trouble-free stay on Kauai are assured.

The Nam Sang pours on the heat to take honors as the first yacht to reach Nawiliwili in the 1953 race.

**FOR INFORMATION**  
About the race see Don Doyle of  
Waikiki Yacht Club

## Honolulu to N Sponsored by Waikiki Y

The Oahu to Kauai race is becoming more popular each time and in the 1953 race more than 30 racing and cruising class boats entered.

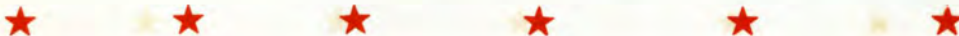
The race was started in 1949 by the Kauai Yacht Club when it was discovered that nearly all Transpacific skippers who sail their crafts back to the mainland chart a course on a northerly track, passing near Kauai to catch the westerlies for the run back to the West Coast. The race gives the Transpacific skippers an opportunity for a contest for at least the first short leg of their trip back to the mainland. It also affords them an opportunity to see Kauai and drop anchor in Nawiliwili Harbor for a few days' visit.

### 1953 RACE

The ketch, Staghound, owned by Ira Fulmor of Los Angeles, won the honors on corrected time in 1953 as well as the previous race in 1951. She is covered with honors, having also won the Transpacific race to Honolulu in 1953.



*"The Ra*



# T RACE July 29

Open to Transpacific  
Race Entries

iliwili, 103 miles

ht Club—Kauai Yacht Club

The Nam Sang was first to finish the 1953 Oahu-Kauai race in the regular yacht class. She was preceded over the line by Woody Brown's catamaran Manu Kai. Because of her double-hulled construction, it has been impossible to rate the Manu Kai, therefore she sailed unofficially.

First place in the Class B event went to the tiny 17-foot, gaff-rigged sloop Anne, owned by Don Doyle of Honolulu.

### STARTING TIME

The Waikiki Yacht Club, as co-sponsors of the event, is in charge of all arrangements for starting the race, with entries due to get under way in the evening of Friday, July 29. The Kauai Yacht Club has prepared an extensive program of entertainment and sightseeing for July 30 and 31.

### ACCOMMODATIONS

Accommodations can be secured at Kauai Inn through Inter-Island Travel Service, Honolulu, and at Coco-Palm Lodge through International Travel Service, Honolulu. Motel Mokihana should be contacted direct at Koloa, Kauai.



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## SAFE AND SANE SAILING—Continued from Page 40

and its equipment function only when used carefully by men of skill and experience. All crew members should do their work well and willingly, whether the chore is difficult or as simple as cooking chow. The navigator must be adept and able to pinpoint the boat's position (location in latitude and longitude). Then in event of accident, the Coast Guard or other rescue ship can be directed to the scene by radio broadcast and need not lose time searching for the distressed vessel. The Coast Guard is on call but gives assistance most efficiently when the yachtsman has done his part.

Thus—with planning, skill, and proper equipment—men who set to sea have some assurance of safe arrival at the next port.

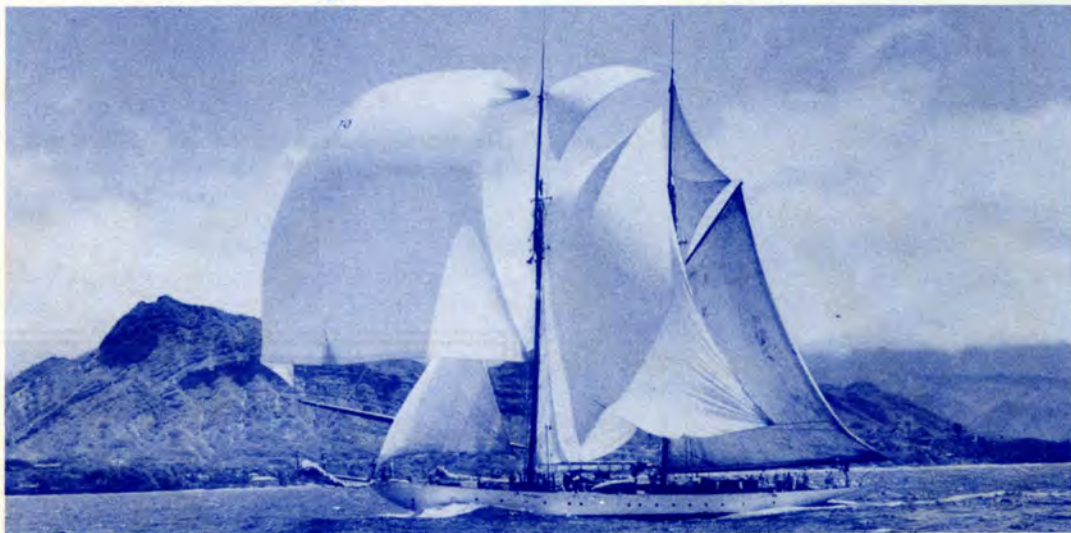
## FASHION SHOW-COCKTAIL HOUR

A spectacular showing of international fashions honoring Transpacific skippers, crews and families will be held at the Waikiki Yacht Club on the patio overlooking the Transpacific Mooring Basin from 5:00 to 7:00 on Wednesday, July 20.

The Honolulu Committee of Transpac who planned this cocktail hour presentation, chose fashions with an eye towards the style-conscious ladies, and have chosen the dances of the models from several South Pacific countries, including Tahiti and India, with an eye towards the pleasure loving men.

The show is by invitation only, and skippers will find invitations for themselves and their crews and their families in their registration envelopes at headquarters when they arrive. Members of the Waikiki Yacht Club, the Hawaii Yacht Club, the Kaneohe Yacht Club, and the hosts and hostesses of each yacht will also be invited.

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# IN THE WAKE

## SUMMARY OF FORMER TRANSPACIFIC RACES

### 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          |
| <b>CLASS A</b>  |                       |         |    |    |      |           |    |    |      |       |                |
| 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            |
| Dragoon         | 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            |
| Patalita        | 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            |
| <b>CLASS B</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            |
| <b>CLASS C</b>  |                       |         |    |    |      |           |    |    |      |       |                |
| 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           |
| 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. |
| <b>Class A—Over 45 rating:</b>                |                         |         |    |    |      |           |    |    |      |       |     |
| 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 |
| Patalita (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 |
| <b>Class B—Rating from 35 to 45 inclusive</b> |                         |         |    |    |      |           |    |    |      |       |     |
| 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 |
| <b>Class C—Less than 35 rating</b>            |                         |         |    |    |      |           |    |    |      |       |     |
| Sea Witch (20.8)                              | Alex McCormick          | 15      | 13 | 55 | 44   | 9         | 12 | 16 | 18   | 2     | C-1 |
| Lanooka (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. Gustavson          | 21      | 11 | 30 | 36   | 15        | 21 | 30 | 53   | 23    | C-9 |



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**IN THE WAKE—Continued from Page 45**

**Honolulu Race of 1951**

Course: San Pedro ("2A" buoy) to Diamond Head Light, 2,250 nautical miles.

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

Start: July 4, noon, Pacific Daylight Time.

| Yacht and Rating              | Owner                   | Elapsed Rating | D H M S | Corrected D H M S | Place Fleet Class |
|-------------------------------|-------------------------|----------------|---------|-------------------|-------------------|
| <b>CLASS A—Over 45 Rating</b> |                         |                |         |                   |                   |
| Fairweather (47.5)            | Fred J. Allen.....      | 11:13:09:32    |         | 9:16:14:41        | 10 A-1            |
| Morning Star (80.5)           | R. S. Rheem.....        | 10:16:44:33    |         | 10:16:44:33       | 19 A-2            |
| Dragoon (53.6)                | H. 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 S (58.5)               | E. E. Kennell, Jr.....  | 17:23:13:00    |         | 16:21:37:00       | 26 A-5            |

| <b>CLASS B—30 to 45 Rating</b> |                      |             |  |             |         |
|--------------------------------|----------------------|-------------|--|-------------|---------|
| Chiriqui (39.7)                | Tucker McClure.....  | 11:12:46:54 |  | 8:21:41:48  | 3 B-1   |
| Java Head (30.1)               | E. R. Peterson.....  | 13:02:32:36 |  | 9:04:00:20  | 5 B-2   |
| Skylark (40.3)                 | D. B. Ayres.....     | 11:17:34:46 |  | 9:04:04:58  | 6 B-3   |
| Gossip (37.3)                  | Dr. R. P. 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)                  | F. W. Lyon.....      | 12:16:34:43 |  | 9:17:35:42  | 11 B-6  |
| Tasco (36.3)                   | T. A. Short.....     | 12:19:04:54 |  | 9:18:17:36  | 14 B-7  |
| Minerva (32.7)                 | Val Jelton.....      | 13:08:18:59 |  | 9:19:39:18  | 13 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 Crytser.....  | 14:10:06:04 |  | 10:22:29:48 | 22 B-11 |

| <b>CLASS C—Under 30 Rating</b> |                         |                                  |  |             |         |
|--------------------------------|-------------------------|----------------------------------|--|-------------|---------|
| Sea Witch (20.4)               | A. L. McCormick.....    | 14:14:46:56                      |  | 8:12:00:01  | 1 C-1   |
| Staghound (27.3)               | Ira P. Fulmer.....      | 13:03:13:52                      |  | 8:16:31:26  | 2 C-2   |
| Eventide (25.5)                | S. M. Newmark.....      | 13:21:24:21                      |  | 9:01:49:24  | 4 C-3   |
| Revenge (27.8)                 | Crangston Paschall..... | 13:23:41:25                      |  | 9:15:17:18  | 9 C-4   |
| Janie (25.5)                   | D. A. Schafer.....      | 14:13:21:20                      |  | 9:17:46:23  | 12 C-5  |
| Coaster (28.3)                 | Mrs. S. Royce.....      | 14:00:24:51                      |  | 9:18:15:21  | 13 C-6  |
| Solvieg (28.9)                 | M. Halvorsen.....       | 14:17:10:11                      |  | 10:13:37:55 | 17 C-7  |
| Moana (23.0)                   | Wm. D. Vogel.....       | 16:06:29:35                      |  | 10:20:55:04 | 21 C-8  |
| Teton (23.4)                   | Pat. 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. |  |             |         |

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**IN THE WAKE**—Continued from Page 46

**Honolulu Race of 1953**

Course: San Pedro ("2A" buoy) to Diamond Head Light, 2,250 nautical miles.

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

Start: July 4, noon, Pacific Daylight Time.

| Yacht & Rating                 | Owner                  | Elapsed  |      |          |      | Corrected |      |   |   | Place | Fleet Class |
|--------------------------------|------------------------|----------|------|----------|------|-----------|------|---|---|-------|-------------|
|                                |                        | D        | H    | M        | S    | D         | H    | M | S |       |             |
| <b>CLASS A—Over 45 Rating</b>  |                        |          |      |          |      |           |      |   |   |       |             |
| Chubasco (48.80)               | W. L. Stewart, Jr.     | 12:18:34 | 24.5 | 11:07:12 | 48.5 | 2         | A-1  |   |   |       |             |
| Goodwill (112.97)              | 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 (59.79)              | L. Pringle, S. Hackley | 13:23:30 | 20   | 13:03:16 | 32   | 20        | A-6  |   |   |       |             |
| Nam Sang (52.99)               | Donald W. Spiers       | 15:15:44 | 18   | 13:11:07 | 06   | 23        | A-7  |   |   |       |             |
| Fair Weather (48.98)           | 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  |   |   |       |             |
| <b>CLASS B—35 to 45 Rating</b> |                        |          |      |          |      |           |      |   |   |       |             |
| Chiriqui (42.51)               | Tucker McClure         | 13:16:33 | 39   | 11:16:04 | 51   | 4         | B-1  |   |   |       |             |
| Attarante (36.43)              | Lewis J. Whitney, Jr.  | 14:10:41 | 43.5 | 11:17:00 | 55.5 | 5         | B-2  |   |   |       |             |
| Allamar (36.34)                | Kenneth H. Davis       | 14:13:37 | 27   | 11:19:38 | 39   | 7         | B-3  |   |   |       |             |
| Tasco (36.17)                  | Thomas A. Short        | 15:02:16 | 15   | 12:07:43 | 51   | 10        | B-4  |   |   |       |             |
| Yo Ho Ho (41.20)               | Lloyd D. Rees          | 14:18:23 | 13.5 | 12:15:41 | 13.5 | 14        | B-5  |   |   |       |             |
| Dirigo II (41.69)              | J. W. Crawford, Jr.    | 14:22:21 | 10.5 | 12:16:52 | 22.5 | 15        | B-6  |   |   |       |             |
| Dorade (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 (44.76)                   | Isabelle Belyea        | 15:04:46 | 02   | 13:09:26 | 14   | 22        | B-9  |   |   |       |             |
| Landfall II (36.66)            | W. F. Holcomb          | 19:01:50 | 51.5 | 16:08:55 | 39.5 | 31        | B-10 |   |   |       |             |
| <b>CLASS C—Under 35 Rating</b> |                        |          |      |          |      |           |      |   |   |       |             |
| Staghound (26.98)              | Ira P. Fulmor          | 15:11:01 | 25   | 10:23:42 | 49   | 1         | C-1  |   |   |       |             |
| Mistress (27.47)               | Walter S. Johnson, Jr. | 16:06:59 | 57   | 11:22:20 | 21   | 8         | C-2  |   |   |       |             |
| Holganza (25.06)               | Donald J. Lawrie       | 17:07:12 | 13.5 | 12:08:57 | 13.5 | 11        | C-3  |   |   |       |             |
| Westward Ho (27.37)            | Willard R. Bell        | 16:18:53 | 26   | 12:09:40 | 50   | 12        | C-4  |   |   |       |             |
| Primavera (26.62)              | Paul Hurst             | 17:01:54 | 08.5 | 12:12:34 | 20.5 | 13        | C-5  |   |   |       |             |
| Moonbeam (27.98)               | Orin Thorkildsen       | 17:00:20 | 05.5 | 12:18:25 | 29.5 | 16        | C-6  |   |   |       |             |
| Coquette (32.42)               | H. M. Brandstad        | 16:11:10 | 59   | 13:02:32 | 35   | 19        | C-7  |   |   |       |             |
| Faith (25.50)                  | A. E. Deimel           | 19:04:25 | 53.5 | 14:08:43 | 53.5 | 25        | C-8  |   |   |       |             |
| Allure (33.62)                 | William G. Lacy        | 17:16:42 | 26.5 | 14:12:59 | 14.5 | 26        | C-9  |   |   |       |             |
| Peer Gynt (34.30)              | Gordon Morrison        | 18:20:44 | 15   | 15:19:37 | 03   | 28        | C-10 |   |   |       |             |
| South Wind (28.86)             | Edwin R. Gallasch      | 20:01:22 | 23.5 | 16:00:02 | 35.5 | 29        | C-11 |   |   |       |             |
| Marmaduke (30.05)              | W. E. Short            | 19:21:51 | 09.5 | 16:02:28 | 57.5 | 30        | C-12 |   |   |       |             |
| Bluejacket (34.49)             | Irvin H. Baltzer       | 21:13:16 | 55   | 18:12:50 | 31   | 32        | C-13 |   |   |       |             |





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# DAVIS GALLERY AT WAIKIKI EXHIBITS VALUED MARINE PAINTINGS

## Famous Yachts of the World

A real treat is in store for yachtsmen, collectors, naval architects, artists and others when they view the most beautiful and unusual collection of marine paintings on special exhibit at the Davis Gallery from July 4th through July 25th.

This is the first public Hawaii showing of the works of the late and famous Louis Haffner, French artist, whose works are outstanding in quality and technical accuracy of the life and motion of ships and sea.

Louis Haffner (1883-1938), one of France's greatest contemporary "tempera" artists, was born on the Normandy coast, spent his life observing sailing ships of all kinds and specialized almost entirely in "marines." Besides the quality and technical accuracy by the artist the paintings are valuable because of the media used, "egg tempera alla prima applied directly on unprimed illustration board."

Tempera is an emulsion, a watery, turbid, milk-like mixture of oily and water constituents. There are natural and artificial emulsions, and in this case the artist used egg tempera, a natural emulsion and difficult to work with because proper application and gratifying results depend on the speed with which the tempera is applied.

This spectacular collection was recently acquired by the Davis Gallery from Dr. Philip Corboy, local yachting enthusiast and angler, who purchased the collection when visiting the artist in his studio along the Rue de Rivoli in Paris in 1934.

Some of the outstanding subjects from Dr. Corboy's collection include such famous yachts as Sir William Sopwith's yacht "Endeavor II," a 96-foot sloop with a 196-foot mast; one of famed Donald McKay's full-rigged Yankee Clipper ships of the 1850's realistically roughing it in turbulent seas; a tea Clipper from India, bound for England; a Gloucester schooner racing across Newfoundland Banks loaded with fish; Sir Thomas Lipton's "Shamrock IV" in full sail rounding a victory buoy; a Norwegian barkentine and yawls, starboats, sloops and cutters in and from every conceivable angle, sea and weather.



"Beating to Windward"—one of the most spectacular of the rare collection of marine paintings on exhibit at the Davis Gallery in Waikiki, from July 4th through July 25th, by the late Louis Haffner, French artist.

During this special exhibit of Dr. Corboy's collection of famous Louis Haffner originals they will be offered for sale as a unit. However, persons desiring to purchase individual paintings may reserve the painting or paintings of their choice which will be available for sale individually in the event the collection is not sold as a unit. Each picture is artistically framed in a smooth silvery mouldings which compliments the color and action of each subject.

## "Sale Ho"



## First Again

SHOWN AND OFFERED FOR SALE FOR THE FIRST TIME IN HAWAII.

The Davis Gallery is proud to present a rare collection of outstanding original marine paintings by the late Louis Haffner, famous French contemporary painter.

Reserve the painting of your choice now as these will be available for sale individually if not sold as a unit. Prices range from \$200 to \$600.

Be sure to see this outstanding exhibit daily from 8 to 5, July 4th through July 25th. Exclusively yours at the

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*Queen's Surf*  
WAIKIKI BEACH

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6:30 p.m. \$6.25  
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