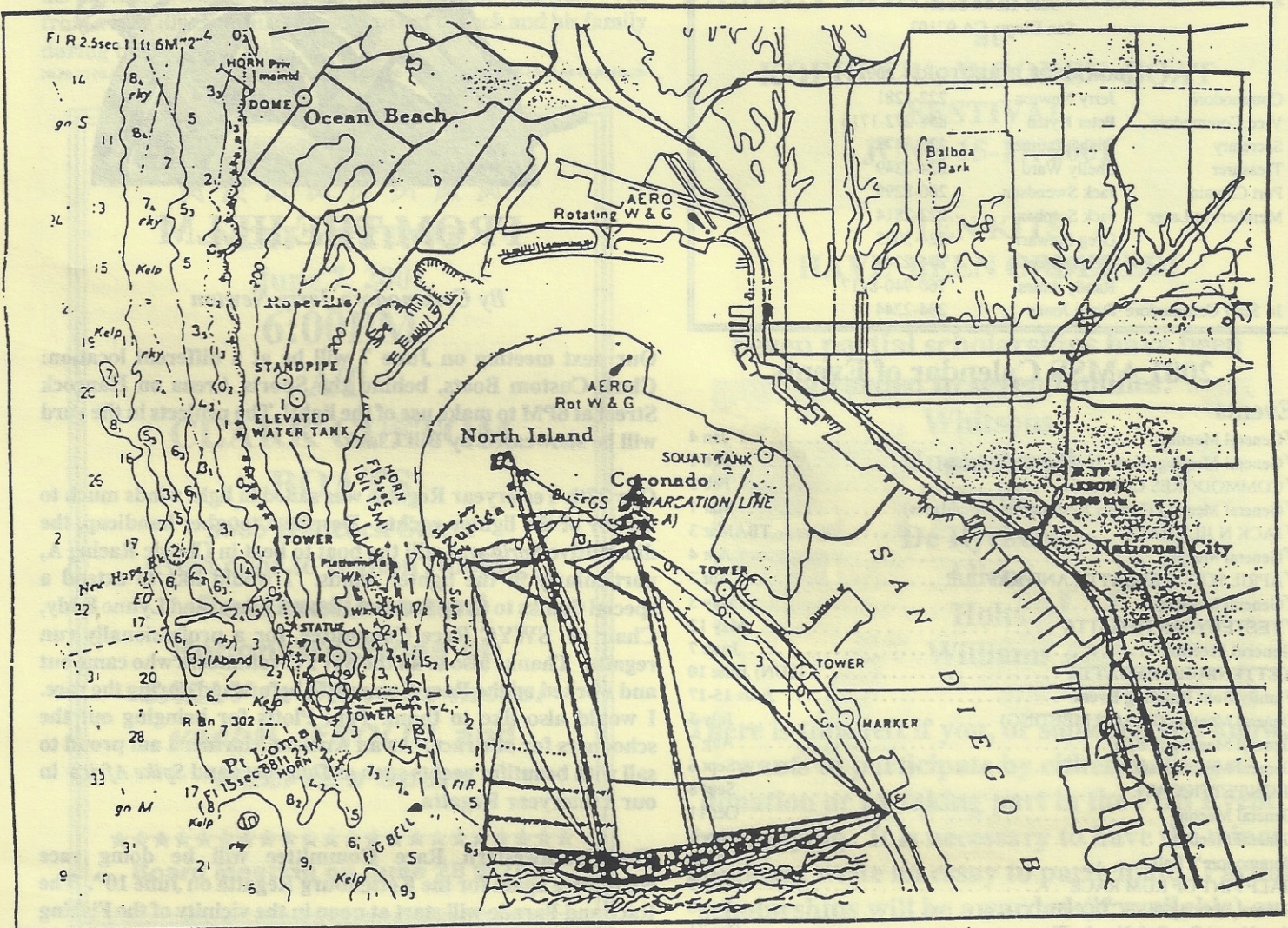


# ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

Volume 27, Number 6

JUNE 2001



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484

San Diego, California 92166



The Albatross is the official publication of  
the Ancient Mariners Sailing Society.

Mailing Address:

P.O. Box 6484, San Diego, CA 92166  
AMSS Ship-to-Ship VHF Common - Channel 68  
General Meetings: First Thursday of every month at:  
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## FROM THE HELM

By Commodore Jerry Newton

### 2001 AMSS Calendar of Events

#### Events

/General Meeting	Jan 4
/General Meeting (Knot Seminar- Doug Jones)	Feb 1
/COMMODORES CUP	Feb 3
/General Meeting (Luders Restoration -Swendsens)	Mar 1
/JACK N JILL RACE	TBAMar 3
/General Meeting	Apr 4
/APRIL FOOLS REGATTA AND RAFT UP	Apr 7
/General Meeting	May 3
/YESTERYEAR REGATTA	May 12
General Meeting	June 7
KETTENBURG REGATTA	(SUN) June 10
Family Boat Building Event	June 15-17
General Meeting (BEACH MEETING)	July 5
General Meeting (TBD)	Aug 2
General Meeting	Sept 6
IRON/PETTICOAT	Sept 8
General Meeting	Oct 11
General Meeting	Nov 1
Commodore's Ball	TBD
HALF PINT OF RUM RACE	Dec 1
General Meeting (ELECTIONS)	Dec 6
New Years' Eve Raft Up - La Playa	Dec 31

### OTHER ORGANIZATION'S EVENTS

One More Time Regatta	March 3
American Schooner Cup	April 7/8
Wild Goose Chase, San Pedro to Newport (W.H.Y.C.)	TBA
Heritage Regatta- Show (Newport Hb. Nautical Museum)	Apr 15
Newport - Ensenada Race	Apr 28
LUDERS INVITATIONAL	May 19
Eric Erickson Oil Island Race, Long Beach (W.H.Y.C.)	May 19
Master Mariner's Race	May 26
Koehler's Wooden Boat Festival	June 15-17
Howland's Landing WHYC Catalina Cruise	July 7/8
McNish Classic Yacht Race (Channel Islands Harbor)	Aug 4
Bishop Rock Race (SDYC)	Aug 18-19
Nautical Heritage Society - Long Beach Schooner Race	Aug
WHYC Dana Cup	Sept 8/9
S.W.Y.C. Ensenada Race	Oct 1

Our next meeting on June 7 will be at a different location: Clark Custom Boats, behind the Sports Arena on Hancock Street at 6PM to make use of the light! The projects in the yard will be showcased by Bill Clark.

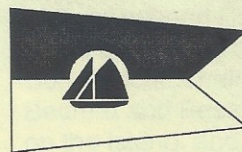
Our 27th Yesteryear Regatta was sailed in light winds much to the joy of the lighter yachts. Despite a tougher handicap, the diminutive *Sprig* was still the boat to beat in Classic Racing A, particularly in the lighter winds. I would like to extend a special thanks to Greg Stewart, Janet Callow, and Lynne Eddy, Chair of SWYC Race Committee, for a professionally run regatta. Thanks also to all the SWYC volunteers who came out and worked on the Race Committee before and during the race. I would also like to thank Paul Plotts for bringing out the schooners for our race. As an Ancient Mariner I am proud to sail with beautiful yachts such as *Dauntless* and *Spike Africa* in our Yesteryear Regatta.

The Southwestern Race Committee will be doing race committee again for the Kettenburg Regatta on June 10<sup>th</sup>. The Race and Parade will start at noon in the vicinity of the Fishing Pier on Shelter Island.

Our final major event of the year is the Family Boat Building event at the Koehler Wooden Boat Festival June 15-17. If you are not exhibiting your yacht at the show, we would like help in manning an informational booth for the AMSS/Maritime Museum at the entrance of the boat building area. We will have historical information, pictures, and tee shirts on hand for sale. We will also need help for Doug Jones in the boat building area during the entire show and gophers to do the running for parts, fastners, adhesives, etc. that will be needed during the boat building. Deb Dominici will give us a short synopsis on last year's event and the changes expected for this year at the next meeting.



This year we have seen the first real participation in our Half Pint of Rum Race and Yesteryear Regatta by the PC (Kettenburg) Fleet. We have desired (perhaps lusted) for these slender beauties to join our events for many years. This has happened in large part through the efforts of one of our directors, Jack Sutphen. Jack has helped the AMSS with the PC fleet and Wooden Boat Festival in the past few years and I would like to acknowledge his tireless energy. His PC *Menace* was on the bay during the Yesteryear Regatta, uncharacteristically without her master. Jack was with Jean, his partner of some 60 years, who passed away this past week from a long illness. Our thoughts go out to Jack and his family during this difficult time.



Ancient Mariners/Maritime Museum  
**FAMILY BOAT BUILDING EVENT**  
 at  
**KOEHLER's WOODEN BOAT  
 FESTIVAL**  
**JUNE 15-17, 2001**

**TEN KITS  
 HAVE BEEN ORDERED!**

Seven partial scholarships have been  
 awarded to seven families:

Whitsons  
 Hughs/Smith  
 Fords  
 De Ryckeres  
 Allens  
 Holts  
 Williams

There is time left if you, or someone you know,  
 wants to participate by either making a  
 donation or by taking part in the FBB Event  
 by applying. It is necessary to have the minor  
 applicant write an essay to participate. Partial  
 scholarships will be awarded (if available) or  
 one can pay the full kit price for the remaining  
 unassigned kits.



**NEXT MEETING**

**June 7, 2001**

**6:00PM**

**AT**

**CLARK CUSTOM  
 BOATS**

3665 Hancock Street  
 (Next door to Benton Roofing)

**Restorations and  
 Reconstructions of:**  
***SALLY (a Stevens motor  
 yacht), FROLIC, and  
 KELPIE's Spars***



**Board Meeting on June 28 @ 7PM**

**WELCOME NEW MEMBERS**

New Associate Members: Robert and Laura Kyle,  
 recently relocated from Chicago, both have a wealth of  
 boating experience, and Bob is currently a Trustee of  
 Mystic Seaport.

New Flag Member: Craig Mueller, owner of  
*BRUSHFIRE*, a S & S Sloop built by Driscoll in 1969.  
*BRUSHFIRE* was designed off the 12M *INTREPID*.

**APPLICATIONS AND INFORMATION**

[www.sdsailing.com](http://www.sdsailing.com)

or call

**Commodore Jerry Newton**

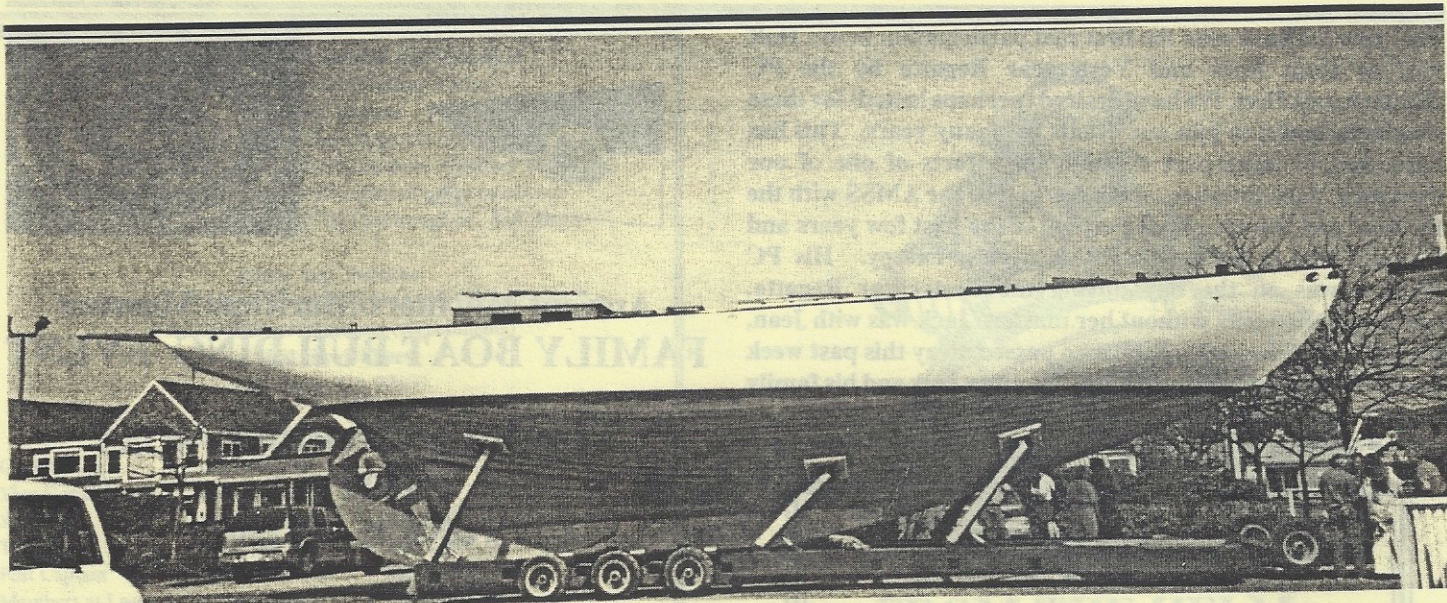
**619-222-1281**

or

**Deb Dominici**

**619-294-2244**





## REBECCA's Launching at Martha's Vineyard

On Tuesday, May 8, 2001, the schooner *Rebecca* was launched on Martha's Vineyard, Massachusetts.

*Rebecca* is a Nat Benjamin design, 60' LOD schooner (built at Gannon and Benjamin), along the lines of the schooners *When and If* and *Brilliant*. The following is the transcript of the launching. Since most of us in Southern California have not experienced a similar type ceremony in the recent past (with the exception of the *Bevins Skiffs* launchings), I thought AMSS would be interested in what was said at such a momentous event. Ginny Jones, an Associate member of AMSS, is Gannon and Benjamin's bookkeeper, office staff, and correspondent. She mailed the transcript to us that was provided by Tom Dunlop. She added as a preface, . . . "The bosses have metamorphasized rapidly from years as 'The Bearded Ones' to 'The Legendary Ones', and now to just plain 'Mike and Leo'." Here is what was said from the "podium" on the afternoon of the launching of *Rebecca*.

**Brian Malcolm:** "We are the extraordinarily proud owners of this beautiful thing. We're absolutely delighted to see so many people here. Overall, I think, as well. But obviously the *Rebecca* has excited, I think, the whole of the Island, and probably half of the mainland of the United States as well. She really is wonderful. Nat has instilled in us the saying that time and tide, and particularly the latter of those two, waits for no man. So I promise you the speeches this afternoon will be very brief. . . ." [He says that Matthew and Nat will speak, and Woody will bless the boat.] "And Pamela will do the time-honored thing with a bottle of champagne, and we all, with fingers crossed, hope she floats."

"We first met Nat and Ross just over eighteen months ago, and I think over the last year and a half, Nat and Ross and the rest of the gang have almost become like a second family to us, very, very dear friends, as well

as absolutely superb craftsmen. Just an unbelievable bit of work, just quite extraordinary. "In the cold, dark evenings back in Scotland, where Pam and I sit around the log fire, we occasionally think of the film *The Agony and the Ecstasy*. It's the film with Charlton Heston, who appears as Michelangelo, and it's the history of the painting of Sistine Chapel. And the Pope, every time he sees Michelangelo, says, 'Michelangelo, when will it be ready?' And Michelangelo's answer is always the same: 'Your Holiness, it will be ready when it is ready.' Pam and I are delighted, and slightly amazed, that they actually did get it together for today. "But if Nat is the Michelangelo of the partnership, I think Ross has to be the Leonardo Da Vinci. For the younger members of the audience, Michelangelo and Leonardo were more than just Ninja Turtles, okay? Leonardo is obviously best known for his painting, but he was also an extraordinarily talented engineer and draftsman. Drawings of Leonardo showing bicycles and tanks and flying machines, and this was 300 years before any of those actually saw the light of day. I think Ross is the Leonardo, and the combination of Leonardo and Michelangelo produces this extraordinary, extraordinary beautiful bit of work. I think all that's left for Pam and I to do is [offer] very, very humble thanks to Michelangelo and Leonardo."

**Matthew Stackpole:** "Well, I just have to say I'm humbled just to be able to stand up here during this great moment in our history. I think I've been chosen just because I represent all of you. So many faces that I can see out here would be equally appropriate up here, and so I think I speak for all of us in the things that I'm going to try to say. "The refrain that has been drifting through all of this is that time and tide wait for no man, and so we're all inspired to be even briefer than we envisioned ourselves to be. But I want to begin by talking about the fact that this whole exercise represents the heart and essence and soul of this Island, the tradition that it represents, I think, is what really helps us understand what the Island is all about. If you think about another way of looking at it is



something that a gentleman named John Masefield said another country, but I think it's apt today. He said:

'I touch my country's mind  
I come to grips  
With half her purpose  
Thinking of her ships.'

And that certainly is the case here on this Island today. Another person who's well known, he's a captain of the Gannon and Benjamin designed and built Bella sloop, the Rosalee, a fellow named David McCullough, who spends most of his time trying to keep his vessel up maintenance-wise, and varnish it. But during the few spare moments he has, he dabbles in history. And he said that you can't understand American history if you don't understand American maritime history. And I think that the Vineyard is a big part of that. "I like to point out to people when they ask me about the Vineyard, I like to point out to them that Vineyard is an Island. It's that kind of incisive insight that allows me to accomplish the things that I've accomplished. But in understanding all of us, we have to understand that the water surrounds us. And that's been a great definer of who we are and what we are. It explains, I think, the fact that most of us have more than an abstract interest in vessels, boats and ships. It did have an application to us that made sense to us. There's an interesting bit of sense of who we are as a community, as an Island; an Island is a combination of two things, really. We're insular and we're cosmopolitan, simultaneously, kind of a contradictory thing. And I think Everett, there's a book that was written called Martha's Vineyard, an Elegy, by Everett Allen. And in it he quotes an Island woman, Hattie Tilton, a name that certainly resonates around this Island and around this harbor. And she was quoted as saying, 'You know, I think that everything that has ever happened on the earth has happened on the Vineyard once, some things twice.' Bob Douglass [owner of *Shenandoah*], another local gentleman involved in the nautical end of things, and who I think, it's not an overstatement to say that the kind of maritime community we are today would be a great deal different if yet another Scotsman hadn't arrived with his ideas about our heritage and a vessel that he launched with bagpipes. But he one time said to me, 'You know, Matthew, you have to remember the water in Vineyard Haven harbor is connected to all the water in the rest of the world.' And certainly the Vineyard's citizens over the years have used that highway to go all over the world, and others have come here as a result of it. And both have benefitted."

"There's an interesting report from an earlier time that I thought you might enjoy. This is from the intelligence report that was sent by the British intelligence service in 1778 to [General] Grey, who was going to come down and provision the British troops in America with some of the supplies that were on the Vineyard. And of course, like any good military group, they sent their intelligence people up ahead, and this is part of their report, I'll just

read you one part of it, about the Vineyard: 'The soil is mostly sandy and produces little grain, which is raised in Chilmark and Edgar Townships. Almost all of the bread consumed on the Island is procured from Connecticut. Their other supplies are brought from Bedford and Boston. There is hardly any timber of size on the Island, and wood for fuel or for vessels chiefly is brought from the continent.' Well, you can imagine what desperate straits we were in in those days, having to rely on Connecticut for bread. But we were able to overcome some of the other challenges that came along with that."

"And the Vineyard's efforts, and the Vineyard citizenry that has traveled around, have been able to bring values and strengths to the Island that have manifested themselves in the maritime tradition. This harbor and this Sound in which we sit was a great highway for many years. In the 1870s Vineyard Sound was the second busiest waterway in the world besides some little place called the English Channel. The Gay Head Lighthouse keeper in 1870 logged over 26,000 vessels going by Gay Head in one year, and by the way, only a thousand of those were power driven. So that when we look at what this community is about, we have to remember that that's where we started."

"I've been asked a couple of questions apropos to today. The most frequently asked question was, Was there another large vessel built here? And I'm glad to say that Tom Dunlop and Jim Norton and others have helped me. But it looks to me, and to all of us, that the first large vessel built on the Vineyard was probably the L.M. Yale, which was built and launched very close to this actual spot in 1849. She was named after a local physician who practiced in Vineyard Haven from 1828 to 1849, and ironically Dr. Yale died before the vessel was launched. The vessel ended up being involved in the Gold Rush. But Dr. Yale died because a vessel on its way from Ireland to Boston with Irish immigrants landed on the Vineyard first before getting to Boston, and word came ashore that everyone was ill aboard. And being a good physician he went aboard and the famine fever was rampant on board, and he subsequently, as well as the boatman who took him out, died from catching the fever. But again, the fact that this port was a place where ships from all over the world came, and crews came ashore, and we were part of that larger world."

"The largest vessel built was built in 1860, and she was aptly named the Island Queen. She was a brig. She was 106 feet long, which is two feet shorter than Shenandoah, but she was quite burdensome. She was 279 tons. And so those were the big vessels that were built here. But along this harbor, over the last 150 years, there's been numerous boat building activities, and some of the names you would recognize, certainly the Martha's Vineyard Shipyard, and its precursor, South Wharf Marine Company. Those of you who knew Erford Burt, Erford Burt had a boatyard on the Lagoon."



Erford Burt trained with Manuel Swartz Roberts in Edgartown building small boats. Of course, the Martha's Vineyard Shipyard designed and built wooden boats, and during World War II employed over 300 people, who made vessels for the military, and then went on under Tom Hale's leadership to design and build other yachts as well. Martha's Vineyard Shipyard employed three hundred people during World War II."

"Around the corner, right next to Gannon and Benjamin, there was an operation called the Van Riper Model Building Company, which was there for 30 years, from 1930 to 1960. And one of the gentlemen who worked there told me that in 1942 he was presented with plans to build a model of a British aircraft carrier, which he did. He said men with ties and black shoes asked him to do it. He kept asking them why they were paying so much attention to what he was doing, and they finally said, 'Well, you need to know that this is actually going to be a birthday present for Winston Churchill. So we want to make sure it's done right.' Another level of boatbuilding, but right around the corner here."

"What's great about Vineyard Haven today is that it's a vibrant, active port. Just as it was in the past, and the fact that it is a vital marine activity area is exemplified by looking at what's right around the harbor. We've got a problem, though, and the problem is caused by some of the people who are here. If you talk to Jay Wilbur, the harbor master, he has a big problem, because first of all, there are all these people who come into the harbor and say, 'What's going on in this harbor?' as they look at the vessels that are here. And the answer is, there's a remarkable amount of building and care for wooden boats that happens here. And one of the main reasons for that, and the people creating the problems for Jay, are Gannon and Benjamin, who have filled this harbor with any number of wonderful, wonderful vessels."

"I can tell you that one of the great things about the diversity of vessels that they've built, if we start with the Periwinkles which they designed, and go up to this beautiful vessel, we have a sense of the range of things that have [been] developed at Gannon and Benjamin. I'm not going to try to add to what Brian has said about the shop; I think he's caught it all. A friend of mine, Tony Higgins, describes Gannon and Benjamin as 'The Temple of Work.' And all I can say to you is, any of you who are nearby should take care if you go in, because no matter how you're dressed, you may become part of the workforce. Which typically involves moving very heavy things that you can't imagine being moved, in clothing not designed to do that."

"I can't resist saying something about Nat Benjamin. He'll never forgive me for this. But when you think about Nat, there's a spirit about Nat: I think nothing's impossible for him. Everything is positive. And what I like about Nat is that he's taken his experiences, and Ross has been a part of this too, their vast sailing experiences, some of which have been terrifying, by

the way, on a very wide variety of boats and brought that knowledge to their own designs. They've also paid attention to the great designers of the past, so that they're as familiar with Herreshoff and Fife and Alden and perhaps Howland and Hunt, as well as their own designs, and I think when you look at these vessels, you can see a little bit of all of those in them, and that is a wonderful, wonderful thing. But they aren't just those vessels. They're Gannon and Benjamin vessels too, and that's the new thing. And I think the people that I've mentioned, if they were around, would say, That's a great vessel too. Just as we say about their vessels."

"I'm simply going to close by saying that I think this whole exercise, the building of this vessel, the interest in this vessel, is a reflection of what is really best about this community. Everett Allen, when he wrote Martha's Vineyard, an Elegy, was worried about the change that was happening. And he had good reason to be, and we all need to be. But one of the changes that's happening really is something that really is based in tradition. As that is, as a community we continue to grow by the people who come here and the people who share our values and the things that are important to us. And this vessel, the fact that she's been built, the fact that you're all here, I think is a ringing endorsement of the vital growth of our community, and the fact that the things that we care about still attract people. We're so lucky to have individuals like Brian and Pam to be a part of what we're doing. And really, I think, it's important to recognize that there are two Pams who need to be recognized today. Certainly Pam Malcolm and Pam Benjamin are an important part of what's been accomplished."

"So all I have to say, really, is, Hurrah for Martha's Vineyard, hurrah for Vineyard Haven, hurrah for Gannon and Benjamin, hurrah, hurrah for the Malcolms, yes, and hurrah and God speed to *Rebecca*!"

**Nat Benjamin:** "As soon as this space is replenished with oxygen, I'll try to say something. This is a great moment for 'Leo' and myself. A year ago, the future of the schooner *Rebecca* was uncertain. Today it is very clear, and thanks to Brian and Pam for taking over this project, and with such enthusiasm and interest in making it better than our wildest dreams. They deserve a lot of credit. And I'm going to be very brief as the tide ebbs. The crew that worked on this boat, and that works on the boats at Gannon and Benjamin, that little boatyard just down the beach, is an exceptional collection of unusual vagabonds and renegades who, through no fault of their own, happened to come to work for us, or work with us, I should say. And the work they do and the company they keep is just wonderful. They're great people. They have great humor, great spirit and they put so much into the boats. I know Ross and I are just extremely grateful for all of them and for their great work. So, folks, it's time to launch this boat."

**Woody Bowman:** "It's quite something to be here. I've been asked to say the blessing and it's a great pleasure



to [bless] this craft behind me. L. Francis Herreshoff once remarked that sailing is a wonderful and unique thing, one of the most satisfactory pleasures known. But when you add to this fact that the sailboat itself is one of the most interesting things that God has let man make, well, then you get a combination which is almost sacred. A millennium earlier, the psalmist said: 'They that go down to the sea in ships, that do business in great waters, these see the works of the Lord, and his wonders in the deep.' And it's in recognition of this almost sacred activity, no, a truly sacred activity, that brings human beings so close to the works of God, that we pray: "Almighty God, who has given us more than we desire or know, we thank you for giving us the power to sail the seas and for the countless joys and deep satisfaction that we find on the water. More especially, we thank you for this sailing craft now completed and about to be launched. We thank you for her soundness and beauty, for all who shaped and crafted her, and we ask your blessings on her, that you protect and preserve her as she sails the sounds, the bays and the great oceans. Keep her from all perils that may beset her upon the seas, from storm and tempest,

from rocks and shoals, from all other danger. And for those who sail in her, we also beseech your blessing, that they may be given skill and courage, and a lively, wonder-filled appreciation of your work, and the wonders of the deep, your care and good will. May they steer a true course, and gain each harbor that they seek. God bless this ship, and all who sail on her. Amen."

**Pamela Malcolm:** "All who sail in her!"

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Gannon and Benjamin Marine Railway, Inc. Box 1095  
(30A Beach Road) Vineyard Haven, Martha's Vineyard  
Massachusetts, 02568, USA

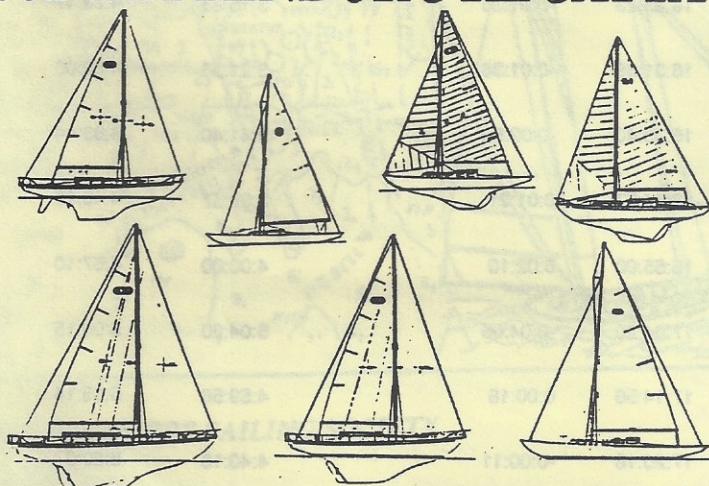
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Wooden boat design, construction, repair, maintenance  
and charters

**AMSS T-SHIRTS AVAILABLE**  
**Featuring Scott Kennedy's Artwork**  
**\$15.00**

# ANCIENT MARINERS SAILING SOCIETY

*is proud to announce the*

## 2001 KETTENBURG REGATTA



All KETTENBURG Yacht owners, collectors, historians, former employees, admirers and sailors are cordially invited to attend this glorious regatta.

**SUNDAY, JUNE 10, 2001: Noon Start - Shelter Island Pier**  
**2 CLASSES: RACERS and PARADERS** (Period Dress from the year your Kettenburg was built are required for paraders and encouraged for racers). Trophies will be given to first three places in each class (Based on speed for racers and attire for paraders). RSVP and Details 619-294-2244.

☆ RACES ☆ TROPHIES ☆ RECEPTION ☆ PLAQUES ☆

PC

PCC

K-38

K-40

K-41

K-43

K-50

### COMMITTEE CHAIRPERSONS

Membership	Doug Jones	294-2244
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Greg Stewart	224-3075
Cruising	Tom Jackson	858-456-9631
Trophies	VACANT	
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Data Processing	Deb Dominici	294-2244
T-Shirt Sales	Shelly Ward	224-2349
Directory	Deb Dominici	294-2244

Regular Board meetings will be held on the fourth Thursday of each month at the Southwestern Yacht Club at 7:00 PM. Members are welcome to attend.

**PLEASE VOLUNTEER TO  
HELP AT THE ANCIENT  
MARINER'S BOOTH AT  
THE WOODEN BOAT  
FESTIVAL**  
**CALL PETER HYLEN**  
**858-272-1716**  
**TO SPECIFY TIME SLOT**



# YESTERYEAR REGATTA RESULTS

May 12, 2001

Place	Boat	Packet	Rating	Start Time	Finish Time	Correction	Penalty	Elapsed Time	Corrected Time
1	Sprig	25	125	13:20	15:45:32	-0:03:26		2:25:32	3:42:06
2	Pacifica	27	110	13:20	15:45:14	-0:00:22		2:25:14	3:44:52
3	Menace	19	145	13:15	15:47:57	-0:02:31		2:32:57	3:45:26
4	Sally	28	78	13:30	15:49:20	-0:03:50		2:19:20	3:45:30
5	Minx	20	145	13:15	15:51:21	-0:02:31		2:36:21	3:48:50
6	Brushfire	29	68	13:30	15:57:41	-0:01:48		2:27:41	3:55:53
7	Flirt	16	160	13:10	15:56:28	-0:00:35		2:46:28	3:55:53
8	Onion Truck	21	145	13:15	16:00:40	-0:02:31		2:45:40	3:58:09
9	Twilight	18	145	13:15	16:07:20	-0:02:31		2:52:20	4:04:49
10	Zephyr	10	200	13:00	16:10:12	0:01:15		3:10:12	4:11:27
11	Dauntless	13	168	13:10	16:16:43	-0:02:13		3:06:43	4:14:30
12	Jalapeno	8	200	13:00	16:18:08	0:01:15		3:18:08	4:19:23
13	Another PC	23	145	13:15	16:22:14	-0:02:31		3:07:14	4:19:43
14	Happy Talk	14	165	13:10	16:25:23	-0:01:36		3:15:23	4:23:47
15	Shanter	15	165	13:10	16:31:36	-0:01:36		3:21:36	4:30:00
16	Ina B	6	245	12:55	16:36:40	-0:02:56		3:41:40	4:33:44
17	Gamin	12	175	13:05	16:44:57	0:01:21		3:39:57	4:46:18
18	Nerissa	7	220	12:55	16:55:00	0:02:10		4:00:00	4:57:10
19	Emily L	1	520	12:00	17:04:20	-0:04:05		5:04:20	5:00:15
20	Maid of Kent	2	425	12:15	17:14:56	0:00:18		4:59:56	5:15:14
21	Spike Africa	5	305	12:40	17:20:18	-0:00:11		4:40:18	5:20:07
22	Dunnigan Ketch	4	320	12:40	18:00:00	-0:03:15		5:20:00	5:56:45
23	Life P. Baker	3	390	12:25	18:00:00	-0:02:32		5:35:00	5:57:28
24	Jade	22	145	13:15	18:00:00	-0:02:31		4:45:00	5:57:29
25	Comanche	26	120	13:20	18:00:00	-0:02:25		DNF	
26	Eros	11	185	13:05	18:00:00	-0:00:41		DNS	
27	Alert	17	155	13:10	18:00:00	0:00:26		DNF	
28	El Aire Brisa	9	200	13:00	18:00:00	0:01:15		DNF	