



Ancient Mariners Sailing Society
 P.O. Box 6484, San Diego
 California, 92106



AL HISLOP
 1890 LINBROOK
 SAN DIEGO, CA. 92111



SAN DIEGO BAY CALIFORNIA

From a Trigonometrical Survey
 under the direction of A.D. BACHE Superintendent of the
SURVEY OF THE COAST OF THE UNITED STATES
 Triangulation by H.D. CUTTS Asst.
 Topography by A.M. HARRISON Sub-Assistant
 Hydrography by the Party
 under the command of Comdr. JAMES ALDEN U.S.N. Asst.

Scale 46300
 1857

SAILING DIRECTIONS

Point Loma and the numerous islands form good landmarks for the entrance to the Bay. The hills along which extends from False Bay along the land to and three miles beyond Pt. Loma, will serve as a good guide in thick weather. Vessels in entering the port may pass through the Slip off the point, from the eastern edge of which, steering N.E. 33° 30' E. till up with Pt. Loma, the bar having been crossed when there is 22 feet at mean low water, and having, one half of the village on the Plaza open past Ballast Point, haul up and steer in that direction N.W. 1/4 W. N.E. 1/4 W. to the anchorage.
In leaving while standing to the Eastward, do not approach the Zuñiga Shoal too closely as it is very abrupt, but to the Westward where the water shoals very gradually the bar will be a sufficient guide. Between Ballast Pt. and the Village there is a shoal with 12 feet of water on it at mean low tide, but being out of the channel it is no obstruction except to vessels of heavy draft working to windward. Beyond the Plaza the Channel is clearly marked at low water and its limits are more or less defined at any stage of the tide. Bound into San Diego from the Westward, care must be taken not to mistake False Pt. for Pt. Loma, as they resemble each other, particularly when the weather is hazy. There is nothing more than a boat channel at the entrance of False Bay, and that is impracticable except in very smooth weather.



ALBATROSS

JULY 1980

The ALBATROSS is the official publication
of ANCIENT MARINERS SAILING SOCIETY of
San Diego

ALBATROSS Vol. VII No. 7

JULY, 1980

Editor, Chris Frost - 442-2533

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1980 CALENDAR OF EVENTS

| | |
|--------------------------------|--|
| August 3rd | Long Beach AMSS Race |
| August 30th, Sept. 1st, 2nd | Second Annual AMSS San Diego to Ensenada Race |
| October | Open - Any suggestions? |
| November | Open - Any more suggestions? |
| December 6th | Annual Half Pint O' Rum Race (San Diego) |

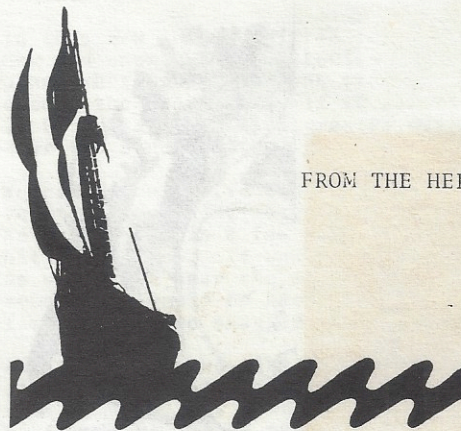
PROGRAMS

This month's general meeting on August 7th will be a special film entitled "Yankee goes to Europe", filmed in the late 50's or early 60's. This should be a real interesting film lasting around one hour.

The Ancient Mariners would like to express their appreciation to David Brierley, the Curator of the Star of India Maritime Museum. He showed a great short film on the Tall Ships encounter in 1976. The museum has also offered more space on the Berkeley to exhibit Ancient Mariner photos, models, trophies, etc. If anyone has some ideas or would like to help, contact Paul Mitchell.

NOW SEE THIS!

I may have color photos of your boat if you competed in the 1980 Yesteryear Regatta. Contact Chris Berry (223-4300) or view the proofs at the August AMSS meeting.



FROM THE HELM

I didn't get to see it. I was too busy and couldn't see past WHITE CLOUD's bow sprit except for an occasional spotting of REVENGE to make sure we were still doing OK. In spite of the fact there was so much to see I seem to have missed most of it.

First I missed the spectacle of it all. I have since seen many pictures of our Yesteryear Regatta and heard from a lot of people who had time to look around, and from some of the folks on the beach. From them I hear it was magnificent, one of the greatest sights to be seen on San Diego Bay since the STAR OF INDIA sailed. The creme de la creme, the classics of yachting, history again happening, and I was proud to be a part of it.

And I would like to take this opportunity to give a special thanks to all of the people who helped make it the special day that it was. Starting with the staff and members of Southwestern Yacht Club, who so graciously gave of their club. The AMSS Board of Directors and Race Committee, and all the many volunteers who put so much of their time, dollars, and energies into making it all work. The press, T.V. crews, photographers, and especially the press boat, for the fine job they all did. The Committee Boat and the people who staffed it and took care of the paperwork. All of the merchants who donated such great raffle prizes. Without the help of all of these people it would not have worked.

We also want to express our appreciation to the Coast Guard and Harbor Police, not only for tolerating us, but also for the pumping, towing and other help they gave us. And our hearts go out to the owners of SPRAY, which is still on the bottom at this writing.

It was a great day, but it was not without its faults. There were some collisions and some near collisions that were not excusable. The reasons range from slight misjudgments, to poor seamanship, to downright flagrant and purposeful violations of the Rules of the Road. None of these are excusable and we are going to do our best to avoid reoccurrence. I am sure we all need to brush up on our Rules of the Road. Many of us need to know our boats better. And some skippers will not be invited back.

The purpose of our Regatta is to have a good time, promote the sailing of our classic boats, and to provide San Diego with an unforgettable sight. Thankfully, the few instances did not mar the whole day, and for the most it will be a day remembered fondly for a long time.

Paul Mitchell

ENSENADA '80

As you may already know, Labor Day weekend August 30/September 1 is our second annual Ancient Mariners San Diego to Ensenada Race. Already between 25 and 30 boats appear to be readying to make the journey South. The Race Committee is Mike Lewis & Lonnie Lynch.

The race will start around 11:00 AM outside the harbor and finish at the breakwater in Ensenada. The classes will be evenly divided between Classic Racing Classes A & B and Classic Cruising Classes A & B.

Trophies will be awarded to the first three in each class and best elapsed time. The handicap will strictly follow the published rating of each boat.

Arrangements are being made for facilities at the Bahia Hotel and with the Customs people to make your returning more hassle-free. Be on the lookout for a race brochure and packet in your mail soon!

BOATS FOR SALE

1931 Herreshoff-type design mahogany sloop, 21'. Sleeps two, full galley, brand new 5 HP outboard. Recently hauled, slip available. Call Jim at 223-1108 or 562-1830 evenings. \$3,500.00.

BETTY, 26' wood sloop, built 1926. Excellent condition. Placed third, Yesteryear Regatta. 222-1186, ask for "Betty". \$6,500.00.

BIRTHDAY GREETINGS

Happy Birthday to WHITE CLOUD, who is 50 years old this month. She was launched in July 1930 and here's to many more years!

WHAT A RAFFLE !!!

A special THANK YOU goes to all the businesses who donated such wonderful prizes for this year's raffle at the Yesteryear Regatta. If you didn't make it to the Regatta, look what you missed out on.

Fox Marine Specialties - foul weather gear
Mariner's Insurance - bronze cleat
Clark Custom Boats - bronze ventilator & bronze star
Euro Pacific Marine - Rigger's knives & tools
Proline - bottom paint
Hallcraft - radio direction finder
The Boat Shop - bronze winch handle
Pacific Marine Supply - mast head strobe & reading lamps
Billy Bones Restaurant - free dinners & drinks
Sail Services - \$75 gift certificate
Kettenburg - topsiders
Boaters Exchange - overboard light
Marine Warehouse - Sun Showers & lamp
Westerly Sails - ditty bag & sewing kit, discount labor coupon, sail repair kit
You-Hot-Dog - Hot Dogs for Four
Southern Marine Supply - battery



We all know that one end of San Diego Bay leads to the Pacific Ocean. Have you ever wondered what's at the other end of the Bay? To most San Diego boaters a sail much past the Coronado Bridge is viewed much in the same regard as Columbus' journey to the New World: It's a trip from which you most likely will never return.

With this in mind, an expedition was planned to explore the furthest reaches of San Diego Bay. DINGUS was provisioned with enough cookies and soft drinks to last 3 days. On the morning of July 4 we slipped quietly away from the dock, with our destination for the night being a quiet and secluded basin known to locals as Glorietta Bay. Knowing full well that we might never return, we bid fond farewell to the Bali Hai and spinnakered out into the bay. It was indeed an ominous sign of things to come when, glancing skyward, I noted that the foredeck crew had hoisted the spinnaker with the stars on the inside and the head attached to the spinnaker pole in a fashion similar to the embarrassing incident on NIRVANA several years ago.

As we passed the Old Seaport Village we noted a mysterious lagoon with a large sign posted which read "Restricted area - no berthing, mooring or anchoring". It didn't say anything about sailing, so we skirted the edges of a logjam at the entrance and proceeded to explore the lagoon. The place showed no signs of life, and had steep rocky shores or sheer cliffs everywhere. We had a feeling that DINGUS was the first boat ever to sail these waters, and were surprised to find such a mysterious unexplored place so close to home. We sailed out around the logjam and continued toward Glorietta Bay.

As we sailed under the Coronado Bridge we were careful not to hit our mast on the underside of the superstructure and stayed well to the middle of the channel. Approaching Glorietta Bay we could see that we had been misinformed, and that quite a few more boats were anchored there than we had expected. As we beached our boat, a large helicopter came close and sandblasted us. Then sticky tentacles came out of the machine and kidnapped two people from the beach. They were hauled away squirming at the ends of the tentacles and were not seen again. Later that night local authorities and private individuals sent up many flares and anti-aircraft shells in a successful attempt to frighten the helicopters away and avoid further kidnappings.

That night several boats rafted to DINGUS for protection and were most fearful when told of our plans for the next day. By the time we left next morning we had heard many stories of boats which never returned, and had complete instructions on how to get unstuck from the mud. We were about to begin the perilous portion of our expedition. As we sailed by the Coronado Cays we began to encounter the ravaged and abandoned hulks of boats which had been so unlucky as to fall into the tenacious grasp of the mud. Soon these too were left behind and it became obvious that we were now in waters which had never before been explored by man.

In this new and unexplored territory we found new and unexplained mysteries. There was a place where the water was clear. As we glided along, the view was as if we were scuba diving in La Jolla Cove, with grasses waving gently over the sandy bottom.

We came upon a bird sanctuary with lush green vegetation growing right down to the shore. We sailed within a few feet of land without hitting bottom. It was so quiet and serene as we sailed near the shoreline. The only sound that could be heard was the howling of fishermen as we snagged their lines.

At last it looked like we had reached the end of the bay. But no! Wait! What's this? A small channel was spotted, leading directly South as far as the eye could see. Of course! The water that fills this bay must come from somewhere! This is it! The source! We realized this could be one of the most important discoveries since Cabrillo visited, and besides, it was a beam reach down the channel. We decided to go for it. After sailing for what seemed an eternity, the channel turned left, directly down wind. Well, we've come this far...we went on, past new types of plants and wildlife. We passed scores of creatures that went "blup" in the water as we approached. They always "blupped" before we could get close enough to look at them, so we never did find out what they were.

We knew we were in virgin territory when we spotted one sitting near the edge of the channel. We hailed her - "Where are we?" "Where d'ya'll think y'are, dummy?", she replied. We searched our maps but could not find the place, thus confirming that we had made a new and important discovery. We continued sailing in our search for The Source, but our attempt came to failure when we came upon a railroad bridge over the channel which was not high enough to allow DINGUS' mast to pass. At this point we discovered that we were very near the intersection of 12th and Palm Streets in Imperial Beach. We had sailed into and out of an isolated pocket of unexplored territory. Any attempt to find The Source will have to wait until the railroad builds a higher bridge over the channel. We turned around and rowed back out of the channel until it changed direction and we could sail again.

The long sail back up the bay was rather uneventful until we came to the Navy piers. As you know, the Navy now allows women crew members aboard ships, but never did we suspect that they allowed such activity as we observed on the fantail of one of the ships. A description of such activity will have to await a more detailed chronical of this expedition in the future.

As nightfall fell, we knew we were back in familiar territory when a friendly Coast Guard boat approached. "Where are your lights, boys?" Home at last.



1980
AMSS YESTERYEAR REGATTA
DESIGNERS' CHALLENGE

Rules of the Designers' Challenge:

- 1) Must have at least 3 boats representing a designer entering and finishing the race in the Regatta.
- 2) The overall finish place numbers for each designers' boats are totalled and divided by the number of boats representing that designer to give the Designers' Finish Place Number.

Lowest number wins !!

(The overall finish place numbers represent the corrected finish times of all boats including corrections for the short course.)

© Trudy Wood 1980

[I hope by next year to round up a perpetual trophy for this challenge, and to make it a yearly event at the Regatta.]

| | | |
|-------------|-----|-------|
| 1980 Winner | --- | Pacel |
|-------------|-----|-------|

| | | | | | |
|-------|---|-------------|-------------|-------------|----------------|
| Pacel | - | TRI WON - 8 | CHINOOK -15 | PHOENIX -23 | Average= 15.35 |
|-------|---|-------------|-------------|-------------|----------------|

| | | | | | | | | | | |
|-------|---|-----------|-----------------|-------------|--------------|-------------|-------------|---------------|----------------|------------------|
| Alden | - | ROWDY - 1 | WHITE CLOUD - 6 | REVENGE - 9 | NIRVANA - 11 | MEDLEY - 24 | CYGNET - 26 | FEARLESS - 28 | FRANCESCA - 32 | Average = 17.125 |
|-------|---|-----------|-----------------|-------------|--------------|-------------|-------------|---------------|----------------|------------------|

| | | | | | |
|-------|---|-----------|-------------|------------|-----------------|
| Hanna | - | POPPY - 7 | AIKANE - 18 | IRENA - 52 | Average = 25.67 |
|-------|---|-----------|-------------|------------|-----------------|

| | | | | | |
|----------|---|---------------|--------------|-------------|-----------------|
| Angleman | - | SEA WITCH - 5 | REVELEE - 21 | LEEWAY - 69 | Average = 31.67 |
|----------|---|---------------|--------------|-------------|-----------------|

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|---------------------|---|----------------|---------------------|-----------------|---------------|-----------------|
| Sparkman & Stephens | - | WINDALIER - 13 | JONATHAN SWIFT - 34 | LUCKY LADY - 38 | SUNDANCE - 44 | Average = 32.25 |
|---------------------|---|----------------|---------------------|-----------------|---------------|-----------------|

| | | | | | | |
|--------|---|-------------|--------------|-----------------|------------------|--------------|
| Rhodes | - | DINGUS - 30 | WHISPER - 39 | knockabout - 43 | SWEET LENAY - 64 | Average = 44 |
|--------|---|-------------|--------------|-----------------|------------------|--------------|

| | | | | | |
|------|---|------------|------------------|-----------------|----------------|
| Rabl | - | KITTY - 12 | FAIR DINKUM - 54 | WINDY CITY - 67 | Average = 44.3 |
|------|---|------------|------------------|-----------------|----------------|

ANCIENT MARINE
1980 YES
RAC

CLASSIC RACING YACHTS

| Boat | Owner | Designer | Year Built | Length/Rig | Class Finish | Elapsed Time | Finish Overall | Time Behind Prev. Boat In Class |
|----------------|--------------------------------|---------------------|------------|-------------------------|--------------|--------------|----------------|---------------------------------|
| MERRY LASS | Lance & Lynn Katzfey | --- | 1954 | 36' 5.5-meter | 1 | 2:05:10 | 3 | ----- |
| TRI WON | Michael Bixler | Pacel | 1953 | 16' skimmer | 2 | 2:25:16 | 8 | 5:06 |
| NIRVANA | Hugo Carver & John Knight | Alden | 1950 | 65' cutter | 3 | 1:42:33 | 11 | 2:17 |
| CHINOOK | Wm. Robert Movius | Pacel | 1938 | 16' skimmer | 4 | 2:29:17 | 15 | 1:44 |
| ANDALE | Doug & Joan Smith | Potter | 1952 | 46' California 32 sloop | 5 | 1:55:48 | 22 | 1:31 |
| PHOENIX | Michael & Sheila Watson | Pacel | 1938 | 16' skimmer | 6 | 2:30:49 | 23 | :01 |
| CLOUD NINE | Jock Bone | Anckor | 1937 | 50'6" 9-meter | 7 | 1:46:24 | 25 | :35 |
| ZAPATA II | Jim & Robin Keitges | Calkins | 1964 | 50' marconi ketch | 8 | 1:52:03 | 27 | :39 |
| yellow 6-meter | Robert & Sunny Speros | --- | 1945 | 37' 6-meter | 9 | 2:18:30 | 31 | 1:27 |
| FRANCESCA | Don Innis | Alden | 1922 | 38' R boat | 10 | 1:58:33 | 32 | :03 |
| CHEERIO | Ish Fisher | Reimers | 1930 | 49' 8-meter | 11 | 1:48:45 | 33 | :12 |
| JONATHAN SWIFT | Mark Newcomer Patra Hebson | Sparkman & Stephens | 1938 | 59'6" cutter | 12 | 1:53:55 | 34 | :10 |
| ZITA | George Ream Lamonte Krause | --- | 1939 | 37'6" 6-meter | 13 | 2:09:57 | 35 | 1:02 |
| LUCKY LADY | Tom & Kathie Borst | Sparkman & Stephens | 1938 | 65' cutter | 14 | 1:45:31 | 38 | :34 |
| WHISPER | Michael Williams Sandra Franks | Rhodes | 1960 | 42' cutter | 15 | 2:05:49 | 39 | :18 |
| MONIDAH | Lee & Kathy Colby | Grossi | 1923 | 47' 8-meter | 16 | 1:57:23 | 42 | 1:34 |
| USN knockabout | Richard Robb | (Rhodes?) | 1952 | 26' sloop | 17 | 2:33:01 | 43 | :38 |
| SUNDANCE | Ken Brown | Sparkman & Stephens | 1964 | 40' sloop | 18 | 2:10:58 | 44 | 2:57 |
| CRITERION | David H. Johnston | Alden | 1948 | 61' yawl | --- | DNS | --- | |

SCHOONERS

| | | | | | | | | |
|--------------|-----------------------|--------------------|------|------------------|-----|---------|-----|-------|
| WHITE CLOUD | Paul & Susan Mitchell | Alden | 1930 | 58' staysail | 1 | 2:01:50 | 6 | ---- |
| REVENGE | Ken Grimes | Alden | 1926 | 44' staysail | 2 | 2:06:03 | 9 | 4:13 |
| MEDLEY | John & Pamela Hullman | Alden | 1940 | 37' staysail | 3 | 2:21:00 | 24 | 4:57 |
| SPIKE AFRICA | Bob Sloan | Sloan | 1976 | 61' gaff | 4 | 2:23:17 | 29 | 2:17 |
| RENDEZVOUS | Fred Koopman | Capt. J. C. Ackles | 1933 | 51' brigantine | 5 | 2:37:57 | 53 | 14:40 |
| VIVACE | R.L. Alleger | Jenson | 1949 | 54' staysail | 6 | 3:39:04 | 68 | 46:07 |
| EVERGREEN | Alex Saikowski | Atkin | ---- | 28' conventional | --- | DNF | --- | |
| HERITAGE | Michael Lenz | Atkin | 1974 | 28' gaff | --- | DNF | --- | |

ERS SAILING SOCIETY
 TERYEAR REGATTA
 E RESULTS

Regatta Co-Chairmen - Michael Williams
 Tom Belair

GAFF KETCHES & YAWLS

| | | | | | | | | |
|--------------|----------------------|----------|------|------------|---|---------|----|-------|
| SEA WITCH | Jack & Leslie Cabeen | Angleman | 1959 | 35' ketch | 1 | 2:55:17 | 5 | ---- |
| POPPY | Don Carter | Hanna | 1959 | 26' ketch | 2 | 3:08:00 | 7 | 2:43 |
| AIKANE | Jerry Conrad | Hanna | 1932 | 30' ketch | 3 | 3:14:49 | 18 | 6:49 |
| REVELEE | Larry & Lee Fossum | Angleman | 1970 | 31' ketch | 4 | 3:10:30 | 21 | :41 |
| CYGNET | Richard Cannon | Alden | 1916 | 41'6" yawl | 5 | 2:26:43 | 26 | 1:13 |
| SPANISH RAKE | Ken Ford | Hansen | 1932 | 60' ketch | 6 | 2:30:00 | 49 | 13:17 |
| TEKA | Ron & Jan Strathman | Archer | 1952 | 42' ketch | 7 | 2:47:33 | 51 | 2:33 |
| IRENA | Sam & Irene Mangum | Hanna | 1972 | 32' ketch | 8 | 3:22:53 | 52 | :20 |
| LEEWAY | Bill & Gloria Cooley | Angleman | 1939 | 34' ketch | 9 | 3:29:59 | 69 | 52:06 |

MARCONI SLOOPS & CUTTERS

| | | | | | | | | |
|------------|---------------------------------|--------------------------------|------|-------------|-----|---------|-----|-------|
| SAGA | Dick & Hazel Weems | Davis | 1946 | 44' sloop | 1 | 2:05:27 | 20 | ---- |
| DUCHESS | Kelly & Tracy Roether | Mason | 1958 | 30' sloop | 2 | 2:25:26 | 37 | 4:59 |
| BETTY | Nancy Gardner John Garvey | --- | 1926 | 26' sloop | 3 | 2:36:48 | 40 | 1:22 |
| PERNILLE | Del & Linda Crayne | Giles | 1955 | 27' sloop | 4 | 2:37:09 | 46 | 5:21 |
| ELFIN | David A. Fish Danai Lamb | Atkin | 1948 | 17'6" sloop | 5 | 2:55:57 | 50 | 3:48 |
| STYRKE | John Brannon Richard Jedlund | --- | 1961 | 31' sloop | 6 | 3:36:30 | 55 | 5:33 |
| MISTRAL | Brett Helton | Hillyard | 1959 | 36' cutter | 7 | 2:46:55 | 56 | :25 |
| SIXPENCE | Jody Ward | --- | 1946 | 26' sloop | 8 | 2:41:58 | 57 | :03 |
| JAMBOREE | Robert Fremont | Walsh | 1934 | 28' cutter | 9 | 2:38:20 | 59 | 1:22 |
| EAST WIND | Jonathan Shampain | Maas | 1959 | 33' sloop | 10 | 2:38:39 | 60 | :19 |
| STAR BOUND | George Meadows | Herreshoff | 1964 | 29' sloop | 11 | 2:48:52 | 61 | :13 |
| WINDSONG | Page F.K. Read | Swanson | 1947 | 38' cutter | 12 | 2:49:01 | 62 | :09 |
| BOOTS | Bill Brumley | --- | 1972 | 26' cutter | 13 | 2:57:30 | 66 | 3:29 |
| WINDY CITY | Alan Mateyka | Rabl | -- | 27' sloop | 14 | 3:33:29 | 67 | 35:59 |
| ALEGRIA | Courtland & Gwen Palmer | Scandinavian Sailing Assoc. | 1959 | 25' sloop | --- | DNS | --- | --- |

GAFF SLOOPS & CUTTERS

| | | | | | | | | |
|---------|-------------------------|----------------------|------|--------------|-----|---------|-----|------|
| ARTEMIS | Paul & Peggy Plotts | Mierman | 1933 | 29'6" cutter | 1 | 3:02:31 | 10 | ---- |
| SPRAY | Lou Hunt Mike Ranger | Fellows & Stewart | 1933 | 27' sloop | --- | DNF | --- | --- |

MARCONI KETCHES & YAWLS

| Boat | Owner | Designer | Year Built | Length/Rig | Class Finish | Elapsed Time | Finish Overall | Time Behind Prev. Boat In Class |
|-------------------|----------------------------------|---------------------|------------|-------------|--------------|--------------|----------------|---------------------------------|
| ROWDY | Bob, Betty, Ken & Pam Guyer | Alden | 1928 | 44' yawl | 1 | 2:10:38 | 1 | ---- |
| CYNTHIA | Lynde Selden III | Stone | 1929 | 46' ketch | 2 | 2:22:03 | 2 | 1:25 |
| WINDALIER | David & Christy Williams | Sparkman & Stephens | 1956 | 43' yawl | 3 | 2:13:32 | 13 | 11:29 |
| COMBER | Lonnie & Mary Lynch | Atkin | 1938 | 37'6" ketch | 4 | 2:38:43 | 14 | :11 |
| MAGGIE DUNN | Armand Sutton Kerry Hargraves | Hunt | 1953 | 40' yawl | 5 | 2:14:36 | 16 | :53 |
| TOMAHAWK | Tom & Susan Belair | Ohlson | 1958 | 35' yawl | 6 | 2:24:53 | 19 | :17 |
| FEARLESS | Al Chipman | Alden | 1928 | 54' ketch | 7 | 1:57:46 | 28 | 2:53 |
| SALUD | Gene Truex | L.F. Herreshoff | 1968 | 32' yawl | 8 | 2:30:17 | 36 | 2:31 |
| KAUWEE | John & Beth Wimmer | Dunnigan | 1946 | 33' ketch | 9 | 2:33:53 | 48 | 8:36 |
| BONITA | Loren Iwerks | Taylor | 1907 | 40' ketch | 10 | 2:42:37 | 58 | 8:44 |
| SEA SHARP | Joseph Coppola | Winslow | 1946 | 32' yawl | 11 | 2:50:33 | 63 | 2:56 |
| SOLVEIG | James Dempsey | Archer | 1946 | 36' ketch | 12 | 3:07:06 | 65 | :32 |
| VALKYRIAN | Wayne Blue | Angleman | 1933 | 40' ketch | | --- DNF --- | | |
| WIZARD OF BRISTOL | Ed & Marian Taylor | N. Herreshoff | 1916 | 60' ketch | | --- DNS --- | | |

SHORT COURSE CLASSICS

| | | | | | | | | |
|-------------|--|-----------|------|-------------------|---|---------|----|------|
| NANI KAI | Ken & JoAnn Edwards | Brewer | 1963 | 20' marconi ketch | 1 | 2:30:14 | 4 | ---- |
| KITTY | Robert Metcalf Herb Holden Bruce Herring | Rabl | 1936 | 18' marconi sloop | 2 | 2:37:50 | 12 | 7:36 |
| PANDA | Diane Keefer | --- | 1946 | 18'6" mar. sloop | 3 | 2:04:40 | 17 | 1:50 |
| DINGUS | Trudy Wood Al Hislop | Rhodes | 1940 | 12' gaff sloop | 4 | 2:38:23 | 30 | 3:43 |
| VINGOLOT | Gary & Sandee Schons | McCormick | 1939 | 18' marconi sloop | 5 | 2:32:14 | 41 | 3:51 |
| OPUNA | Al Chipman | --- | 1940 | 11'6" mar. cutter | 6 | 2:41:38 | 45 | 4:34 |
| CUTTER | Sea Scouts | U.S. Navy | 1907 | 30' gaff ketch | 7 | 2:43:31 | 47 | 1:43 |
| FAIR DINKUM | Keith Korporaal | Rabl | 1955 | 18' marconi sloop | 8 | 2:48:29 | 54 | 4:58 |
| SWEET LENAY | Randy Spicer | Rhodes | 1954 | 11' marconi sloop | 9 | 2:41:34 | 64 | 8:05 |

FIRST TO FINISH

Long Course - ROWDY
Short Course - NANI KAI

BEST ELAPSED TIME

Long Course - NIRVANA 1:42:33
(12 miles)
Short Course - PANDA 2:04:40
(9 miles)

LAST TO FINISH

LEEWAY

OLDEST BOATS

CUTTER 1907
BONITA 1907

MOST DISTANT PORT

STAR BOUND - Wilmington, Ca.

Committee Boat - H.M.S. DOLPHIN - Jim Malloy

Escort Boat - PROSPECT OF WHITBEY - Michael Eyton-Lloyd