

Julie Leis
Mahinahina Beach 109
Lahaina, Hawaii 96761

A . W . S E S S I O N S
P R E S E N T S

1 9 9 6

VICTORIA-MAUI

INTERNATIONAL YACHT RACE

ROYAL VANCOUVER YACHT CLUB
LAHAINA YACHT CLUB

J U L Y 1 9 9 6

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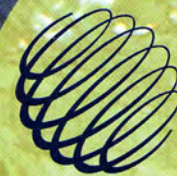
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Mornings: 54 minutes past the hour

Evenings: 56 minutes past the hour



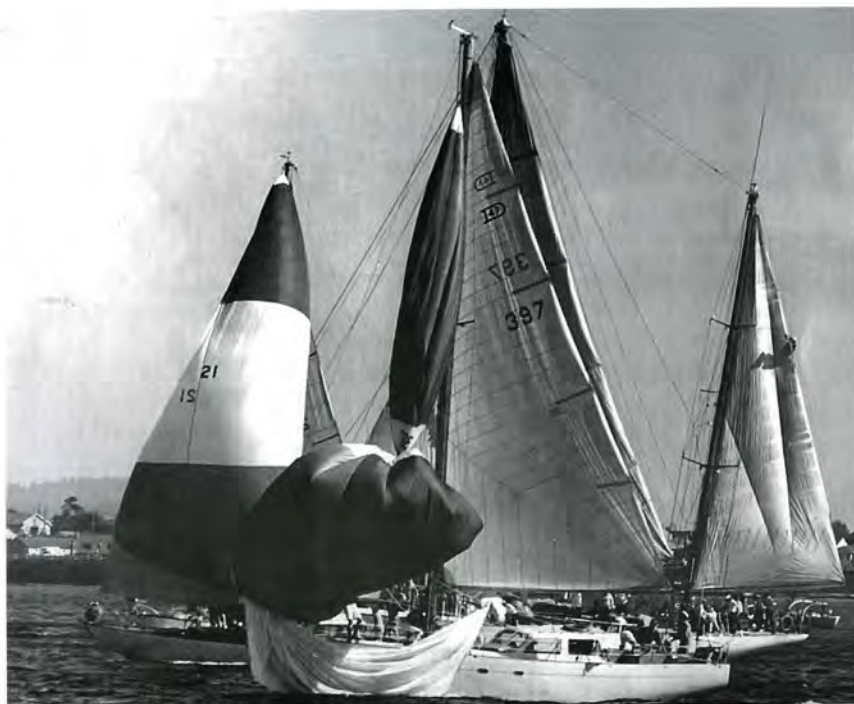
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1996
**A. W. SESSIONS
 VICTORIA -MAUI
 INTERNATIONAL YACHT RACE**

STARTS
Tuesday, June 25th
Thursday, June 27th
Saturday, June 29th

VICTORIA, BC
ROYAL VANCOUVER YACHT CLUB
LAHAINA YACHT CLUB



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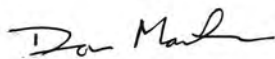
COMMODORES' MESSAGE

On behalf of the Officers and Members of the Royal Vancouver Yacht Club and the Lahaina Yacht Club, together, we join in welcoming everyone participating in the 1996 A.W. Sessions Victoria-Maui International Yacht Race.

We greatly appreciate the tremendous efforts by the Race Committees at each of our Clubs and the dedication of those who are racing, all of which continue to make this colourful event such a great success.

We will be with you, your families and friends in Victoria through the pre-race preparations and festivities, until we see you off from Brotchie Ledge. Everyone will follow your progress across the ocean, in anticipation of your swift and safe arrival in Hawaiian waters. There again, together with friends and family, we will gather to cheer you at the finish and welcome you in true Lahaina style.

We wish you all fair winds, clear skies and smooth sailing!



Commodore Don Martin
Royal Vancouver Yacht Club



Commodore Ronald L. Wall
Lahaina Yacht Club



COMMITTEE

HONORARY STARTERS

LIEUTENANT GOVERNOR OF B. C. - The Hon. Garde Gardom, Q.C., B.A., L.L.B.

HIS WORSHIP MAYOR BOB CROSS - City of Victoria

REAR ADMIRAL BRUCE JOHNSTON - Commander Maritime Forces Pacific

GOVERNORS**ROYAL VANCOUVER YACHT CLUB**

RVYC 1996 Executive Committee

Commodore: Donald Martin

Vice Commodore: Bob Andrew

Rear Commodores: Bruce Russell, Guy Walters,

Arnie Miles-Pickup, John Dew

Fleet Captain: Ian Fraser

Staff Captain: Bill Emerton

Honorary Treasurer: Tony Liebert

Honorary Juniors Advisor: Tim Slaney

Honorary Secretary: Glen Irving

Honorary Solicitor: Robert G. Payne

Executive at Large: David Campbell, David Everett,

Russell Fraser, Brian O'Sullivan, Katherine Owens,

David Pottenger

General Manager: James J. Dudley

LAHAINA YACHT CLUB

LYC 1996 Board of Governors

Commodore: Ron Wall

Vice Commodore: Uwe Schultz

Rear Commodore of Sail: Jeff Kaiser

Rear Commodore of Power: Tom Casey

Fleet Captain: Tom Warren

Port Captain: Andy Tate

Secretary: Jody Dodds

Treasurer: Linda Rickabaugh

Staff Commodore: Steve Taylor

COMMITTEE**ROYAL VANCOUVER YACHT CLUB**

Chairman: Russ Fraser

Trustees: Tony Repard, Wink Vogel

Technical: Steve Tupper

V.I.P.'s: Alan McFarlane

Radio: Don Byrne

Programme: Sue Liebert, Marie Royer

Treasurer: Roger Bailey

Safety & Race Progress: Dan Sinclair

Medical Concerns: Dr. Cheryl Holmes

Victoria Banquets: Beth Rooney

Victoria Yachts: Don Martin

Victoria Power Boats: Bob Butterfield

Hot Line: Rosemary Higgs

Media & Public Relations: Marie Royer

Trophies: Denis Cressey

Inspections: John Robertson

P.R. Internet: Ron Ogilvy, Russell Moldowan

LAHAINA YACHT CLUB

Chairman: Jim Burchett

Trustees: Jim Hentz, Steve Taylor

Committee: Pam & Rowland Webb, Chuck Dicker,

Linda Rickabaugh, Neil Grabber, Thumper McCarthy,

David Wolf, Nancy Goode, Carolyn Blake, Phil Fuhrman,

John Wilson, Jan Nolan, Frank Shriver, Alice Hames,

Earl Kunkle, Andy Tate, Pauline Schlosser, Bonnie Nelson,

Debbie Barrett, Jeff Kaiser, John Broadbent, Earl & Glade

Fieke, Jody Robinson, Fran & Warren Hinton, Bob Peugh,

Ned Downey, Trisha Steele, Mike Park, Tom Davis

MESSAGE FROM THE CHAIRMEN

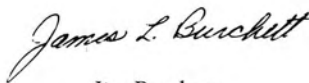
ALOHA and WELCOME
to the
1996 VICTORIA-MAUI
INTERNATIONAL YACHT RACE.

MAHALO and THANK YOU
to our sponsors
A.W. SESSIONS LIMITED
and
CANADIAN AIRLINES INTERNATIONAL
for their generous support.

SPECIAL THANKS
to the owners, skippers and crew
whose eager participation
makes this race a continued success –
and to the committee members, volunteers,
power boat skippers and crew
for the hours of hard work, good will and dedication.



Russ Fraser
Race Chairman
Royal Vancouver Yacht Club



Jim Burchett
Race Chairman
Lahaina Yacht Club



SPONSORS AND CONTRIBUTORS

A. W. SESSIONS LTD.

Title sponsor of the Vic- Maui International Yacht Race

CANADIAN AIRLINES INTERNATIONAL

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THE WEATHER NETWORK

Official National Coverage of 1996 Vic-Maui International Yacht Race

SPECIAL THANKS & ACKNOWLEDGEMENTS

B. C. SAILING

LAHAINA YACHT CLUB

ROYAL VANCOUVER YACHT CLUB

ROYAL VICTORIA YACHT CLUB - Sandy MacMillan, Dave Pearson

VICTORIA HARBOUR MASTER - David Featherby

VICTORIA HARBOUR WHARF MANAGER - Catherine Featherby

LEONA EISNER - RVYC & Vic-Maui Secretary

AARON CUNNINGHAM - Canadian Airlines International

TOSHIBA & JOHN MACFARLANE, DELOITTE TOUCHE - Computer Equipment

CHARLES FELTER - Computer Programming

BILL KILLAM "Porpoise III" - Race Origins

BRIAN LAGDEN - Historical Background & Communication

KPOA FM RADIO 93.5, LAHAINA - Daily Position Reports

MIKE PARK, NANCY GOODE - Lahaina Communications

CAROLYNN BLAKE - Lahaina Finish

ALICE HAMES - Race Info. & Hospitality, Lahaina Yacht Club

KISMET - Fleet Communications

HMCS ORIOLE, LUNA BARBA, LUNA - Weather Network Communications

THE EMPRESS HOTEL & THE KA'ANAPALI SHORES HOTEL

H.M.C.S. MALAHAT BAND

JOSÉ SILVA - Race Photographer

ROB HAUSCH - Versatel

CORPS OF COMMISSIONAIRES, Victoria

DEBORAH ANGRAVE - Rogers Cable 4 (Race footage)

JERRY PALMER - Honourary Historian

RUSSELL MULDOWAN - Internet Assistance & Bullseye Marketing

RON OGILVY - Story Line

KITSILANO MARINE - Reference Material

START #1

JUNE 25 - M.V. "GIBSON GAL"

On board by 0900 for 1000 start
 His Worship Mayor Bob Cross, City of Victoria
 Commodore Dave Pearson,
 Royal Victoria Yacht Club
 Skipper Bob Gibson, Past Commodore RVYC



START #2

JUNE 27- M.V. "CAPESTERRE"

On Board by 0900 for 1000 start
 Rear Admiral Bruce Johnston,
 Commander Maritime Forces Pacific
 Beth Rooney, RVYC



START #3

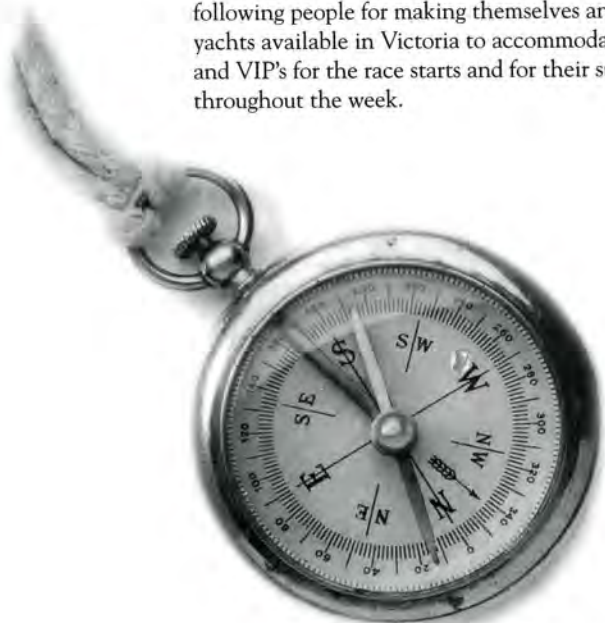
JUNE 29- M.V. "SEA Q"

On board by 0900 for 1000 start
 Lieutenant Governor Garde Gardom
 Commodore Donald Martin, RVYC
 Commodore Ron Wall, Lahaina Yacht Club
 Skipper Ron Cliff, Past Commodore RVYC

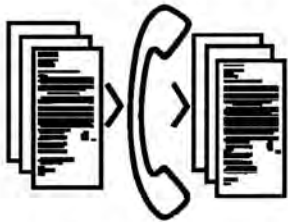


1996 A.W. SESSIONS GREATLY APPRECIATED!

The organizing Committee of the Victoria-Maui International Yacht Race would like to thank the following people for making themselves and their yachts available in Victoria to accommodate spectators and VIP's for the race starts and for their support throughout the week.



ANNE II	36'	Gar & Anne Lunney
BLACK MAGIC	55'	John & Nadean Downie
BOB-KAT	45'	Bob & Kathy Butterfield
CAPESTERRE	70'	Beth Rooney
FOXHOUND	45'	John & Evelyn Long
GIBSON GAL	76'	Bob & Elaine Gibson
JIMRAY	58'	Ray & Helen Brittain
MARY J	45'	David Jordan
McFASTRACK	65'	Roger Elmes & Marie-Claire Rucquoy
ROSSEAU GAL	36'	Bill & Mickey Emerton
RUSSELLER	45'	Bruce & Juanita Russell
SEA Q	87'	Ron & Ardelle Cliff
SEAWARD	72'	John & Marnie Macfarlane
TALLYMAN	62'	Jim & Carol Mercier



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WE ARE DIVERSIFIED

Specializing In West Maui
And Kihei Area



CELEBRATES the Vic-Maui Race

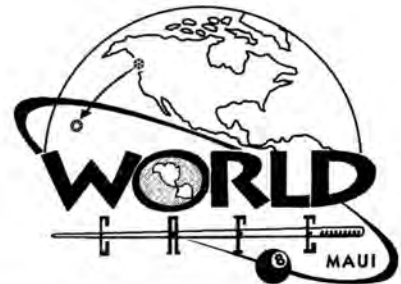
Join us for fantastic Mexican food,
American favorites and great views from our
oceanfront decks. Enjoy frosty margaritas
and ice-cold beer at Hurricane McShane's
Coconut Bar. Live music Thursday, Friday
and Sunday 8:30-11:00 pm



Breakfast: 8am - 11am • Lunch: 11am - 4 pm
Dinner: 4 pm - 10 pm
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#1

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*Congratulations to the
skippers & crews of the
1996 Vic-Maui Race.*

*See you at the
finish line!*

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SCHEDULE OF EVENTS

**ROYAL VANCOUVER YACHT CLUB
AT VICTORIA, BC, CANADA**

**PRE-RACE
ACTIVITIES**



Saturday, June 22nd	All Day	Competing yachts and power boat fleet arrive
Sunday, June 23rd	All Day 1700 hrs.	at Victoria's Inner Harbour LYC Skippers Party Executive Inn, Victoria
Monday, June 24th	1600-1900 hrs.	WELCOME DOCK PARTY for participants in Start #1 Dockside barbeque by "Spinnakers"
Tuesday, June 25th	0845-0900 hrs. 0900 hrs. 0900 hrs. 1000 hrs.	Spectators assemble on boats at Inner Harbour Spectator yachts depart Inner Harbour M.V. "Gibson Gal" (Committee Boat) departs for start line at Brotchie Ledge START #1 - Brotchie Ledge
Wednesday, June 26th	1600-1730 hrs. 1800 hrs.	WELCOME DOCK PARTY for participants in Start #2 Banquet
Thursday, June 27th	0845-0900 hrs. 0900 hrs. 0900 hrs. 1000 hrs.	Spectators assemble on boats at Inner Harbour Spectator yachts depart Inner Harbour M.V. "Sea Q" (Committee Boat) departs for start line at Brotchie Ledge START #2 - Brotchie Ledge
Friday, June 28th	1530-1900 hrs.	SPINNAKER'S DOCK PARTY for participants in Start #3
Saturday, June 29th	0845-0900 hrs. 0900 hrs. 0900 hrs. 1000 hrs.	Spectators assemble on boats at Inner Harbour Spectator yachts depart Inner Harbour M.V. "Capesterre" (Committee Boat) departs for start line at Brotchie Ledge START #3 - Brotchie Ledge

RACE COMMITTEE SITE

Will be located dockside on the committee boat "Capesterre" from Sunday, June 23rd to Friday, June 28th, 1000-1630 hours daily.
(Tuesday and Thursday from 1200 noon)

FINAL SAFETY INSPECTIONS

Must be completed. Contact the Committee aboard "Capesterre".

LAHAINA YACHT CLUB
LAHAINA, HAWAII, USA

PRE-RACE
ACTIVITIES



June 28th		FINISH LINE Opens in Lahaina
July 5th		Communications trailer set up
July 9th	1130 hrs.	WAITING WAHINEE LUNCHEON Fran & Warren Hinton's 399 Front Street
July 13th	1200 hrs.	Finish line closes at noon.
	1700 hrs.	BANQUET AT THE JODO MISSION Award Banquet-no host cocktails. Tickets will be on sale at a pre-sale price in Victoria at \$22.50 (US). In Maui at the Ship's Store: \$25.00.
July 14th		Finish line equipment and gear out of hotel.
July 20th		Summer Regatta
July 21st		Channel Race

LYC SKIPPERS' PARTY

July 23rd

1700 hrs.

LYC will host in the Governor's Suite,
Executive Inn, Victoria

LIST OF ENTRANTS

BOAT NAME	SKIPPER	MAKE	PROV. STATE	SAIL NO.
Brigantia	Tony Brogan	Hunter 35.5	BC	64947
Cassiopeia	Charles Burnett	Davidson 73	WA	69099
Cheval	Hal Ward	Andrews 70	CA	46269
Due West	Kirk Hackler	Passport 40	WA	69369
Farr-Ari	Bill Walton	Farr 45	WA	69795
HMCS Oriole	Lt. Cdr. Michael Brooks	Owens 102	BC	480
Jubilee	Bill Burnett	IMX 38	WA	69937
Kismet	Charlie Guildner	Cal 40	WA	6823
Louis I	Francis Demers	Perry 43	OR	28044
Luna	Dennis Manara	C&C 37R	BC	64953
Luna Barba	Tony Sessions	Santa Cruz 70	BC	29009
Pyewacket	Roy E. Disney	Santa Cruz 70	CA	USA 4
Sangvind	Jerald Jensen	Farr 48	WA	18990
Spitfire	Woodson Woods	Custom 44	WA	69936
Time & Tide	Larry Bughi	Custom 52	WA	69924
Surface Tension	Michael Flemming	Nelson Marek 36	BC	64986

HANDICAPS

**VIC-MAUI
TIME ALLOWANCES:**

**PHRF
HANDICAP**

DAYS

HOURS

MIN.

SEC.

Division I

Luna Barba	- 84	0	00	00	00
Pyewacket	- 83	0	00	38	28
Cheval	- 81	0	01	55	24
Cassiopeia	- 41	1	03	34	04
Time & Tide	- 12	1	22	09	36

Division II

Sangvind	44	1	10	03	44
Farr-ari	45	1	10	42	12
Oriole	63	1	22	14	36
Jubilee	71	2	03	22	20
Surface Tension	79	2	08	30	04
Luna	90	2	15	33	12

Division III

Louis I	92	0	16	50	08
Spitfire	118	1	09	30	16
Kismet	126	1	14	38	00
Due West	144	2	02	10	24
Briganti	144	2	02	10	24

Vic Maui PHRF Handicaps
& Time Allowances
(Handicap numbers given
are in seconds per mile)
(Distance =
2308 nautical miles)

Note: Time Allowances
shown have been corrected
for the staggered starts. The
time shown should be
subtracted from your clock
time upon finishing.
This will give you your
"corrected time" on a
fleet basis.

A WORD ABOUT VICTORIA - MAUI PHRF HANDICAPS

This year's race will mark the first time that Vic-Maui handicaps have been produced using extensive computer simulation (VPP).

This work was performed by U.S. Sailing's Rhode Island Office. The performance predictions for each boat are applied to a race weather model based on past race conditions. The result is a single predicted performance number for each boat specifically tailored to the boat's predicted performance in the average Vic-Maui race conditions.

The Time Allowances shown in the table above are the amounts of time which will be subtracted from each boat's finish time to determine her final race finish position. The system we are using has the advantage of being solidly based on measurable performance factors. The disadvantage is that this system largely removes the fun and repartee which normally surround the endless pierhead debates over non VPP based PHRF handicapping.

C A S S I O P E I A

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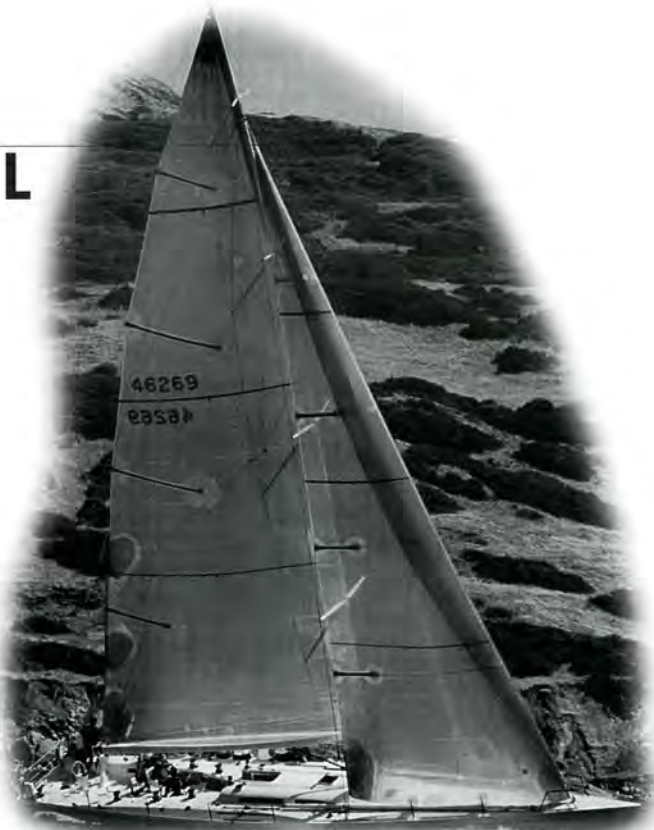
Skipper: Colin Booth
 Navigator: David Burch
 Make: Davidson 72
 L.O.A.: 72'
 Beam: 17'
 Draft: N/A
 Rig: Sloop
 Hailing Port: Seattle, WA
 Sail Number: 69099
 Hull Color: Green

Crew 1: Bunk Burnett	Crew 2: Tom Barnett
Crew 3: Christine Booth	Crew 4: Frank McAllister
Crew 5: Frank Shriver	Crew 6: Mat Galbraith
Crew 7: Marty Blanchard	Crew 8: Paul Baker
Crew 9: John De Roost	Crew 10: Rodney Keanan
Crew 11: Craig Perry	Crew 12: Eric Widmer

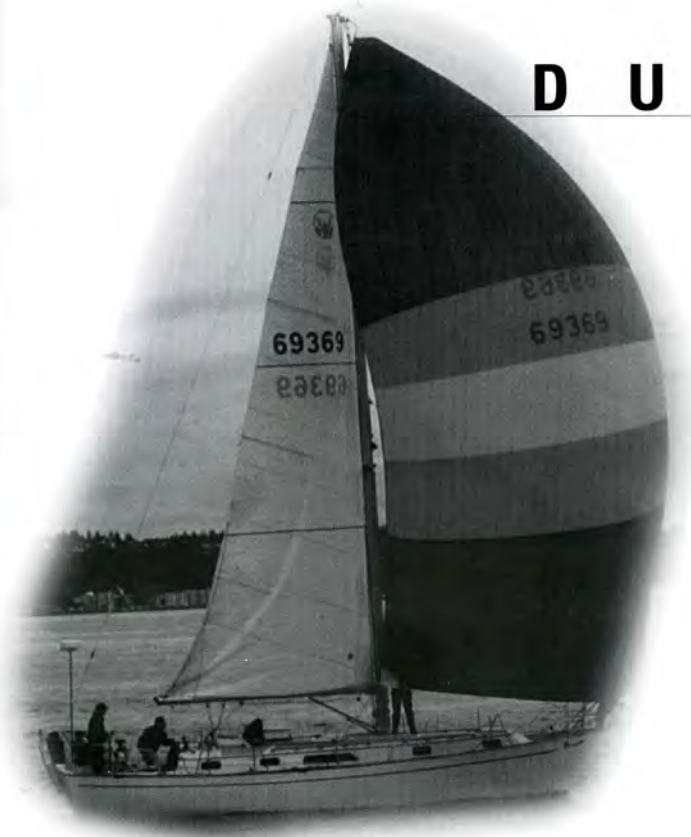
C H E V A L

Skipper: Dr. Hal Ward
 Navigator: Mike Rudiger
 Make: Andrews 70
 L.O.A.: 69'
 Beam: 15'
 Draft: 10.8'
 Rig: Sloop
 Hailing Port: Long Beach, CA
 Sail Number: 46269
 Hull Color: White

Crew 1: Jib Kelly	Crew 2: J. J. Jackson
Crew 3: Mike Howard	Crew 4: John Kolius
Crew 5: Dave Gruver	Crew 6: Keith Kilpatrick
Crew 7: Rob Snyder	Crew 8: Mark Simms
Crew 9: Mike Pentocost	



D U E W E S T



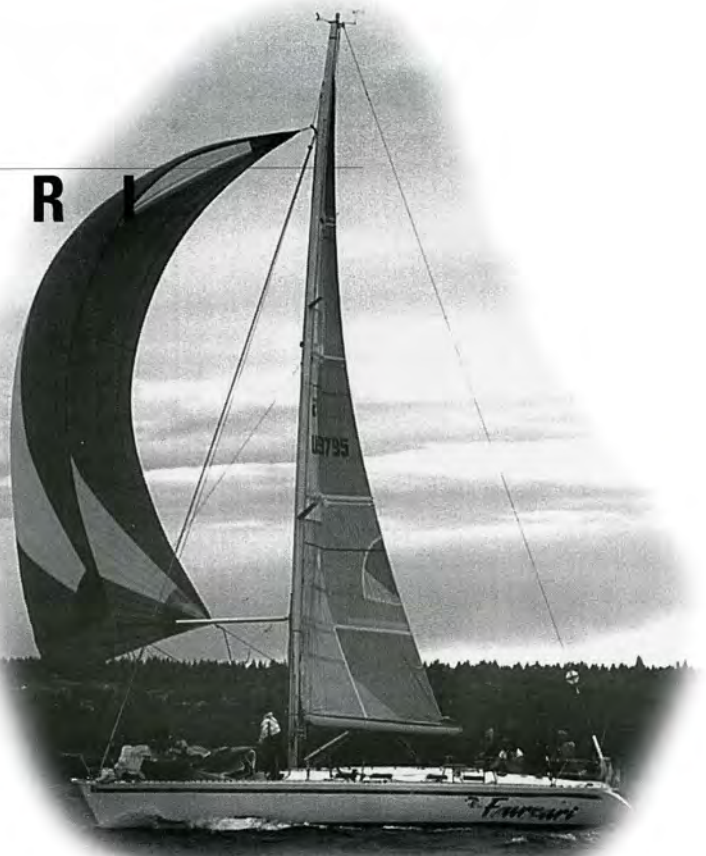
Skipper: Kirk Hackler
 Navigators: Pat Cochran/Karyn Kunzelman
 Make: Passport 40
 L.O.A.: 40'
 Beam: 12'6"
 Draft: 5' 6"
 Rig: Sloop
 Hailing Port: Seattle, WA
 Sail Number: 69369
 Hull Color: White

Crew 1: Mark Thorton Crew 2: Heidi Hackler
 Crew 3: Dick Lootens Crew 4: Marty Silverman

F A R R - A R I

Skipper: William Walton
 Navigator: Brad Baker
 Make: Beneteau 45 f 5 (Farr Design)
 L.O.A.: 45'
 Beam: 14'
 Draft: N/A
 Rig: 7/8 Frac.
 Hailing Port: Des Moines, WA
 Sail Number: 69795
 Hull Color: Green/White

Crew 1: Tom Davis Crew 2: Stuart Burnell
 Crew 3: Scott Wilson Crew 4: Joe Fry
 Crew 5: Jim Redmond Crew 6: Tim Larson



H M S O R I O L E



Skipper: Lt. Cmdr. Michael Brooks
 Navigator: Lt. John Cowan
 Make: Owens 102 K
 L.O.A.: 90'
 Beam: 19'
 Draft: 10'
 Rig: Marconi
 Hailing Port: Ottawa, ON
 Sail Number: 480
 Hull Color: White

Crew 1: Terry King
 Crew : Military College
 25 Cadets

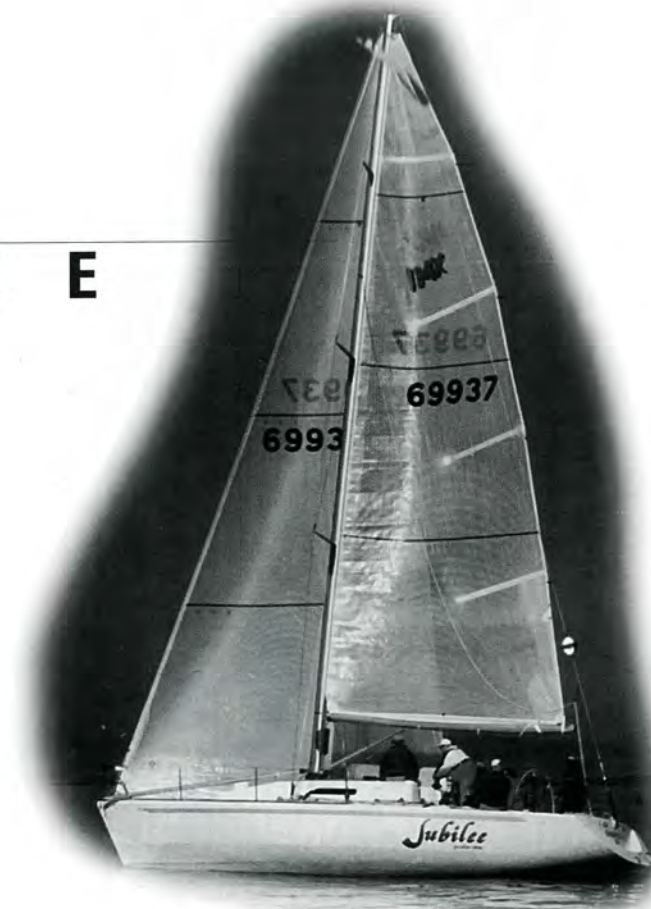
Crew 2: Andy Parker

J U B I L E E

Skipper: Bill Burnett
 Navigator: Gary Schmidt
 Make: IMX 38
 L.O.A.: 37.4'
 Beam: 12.1'
 Draft: 6.95'
 Rig: Sloop
 Hailing Port: Bainbridge, WA
 Sail Number: 69937
 Hull Color: White

Crew 1: Peter Dorsey
 Crew 3: Leah Burnett
 Crew 5: Konrad Woermunn

Crew 2: Geoff Schmidt
 Crew 4: Vivian Burnett



K I S M E T



Skipper: Charlie Guildner
Navigator: Charlie Guildner
Make: Cal 40
L.O.A.: 40'
Beam: 11'
Draft: N/A
Rig: Frac
Hailing Port: Bellingham/Lahaina
Sail Number: 6823
Hull Color: White
Crew 1: Brad Paris **Crew 2:** Chris Thomas
Crew 3: Marlene Bolster **Crew 4:** Mick Corcoran
Crew 5: Bill Apt

L O U I S I

Skipper: Francis Demers
Navigator: Peter Swartz
Make: Nordic 44
L.O.A.: 43'10"
Beam: 13'
Draft: N/A
Rig: Sloop
Hailing Port: Oak Harbour, WA/Richmond
Sail Number: 28044
Hull Color: White

No photograph available

Crew 1: Tom Kabbenhoft **Crew 2:** Sarah Keating Drotning
Crew 3: Dan Ohms **Crew 4:** Mike Flynn

L U N A



Skipper: Dennis Manara
 Navigator: Colin Jackson
 Make: C & C 37 R
 L.O.A.: 39.5'
 Beam: 12.9'
 Draft: 8.25'
 Rig: Sloop
 Hailing Port: VRC, Vancouver, BC
 Sail Number: 64953
 Hull Color: Grey

Crew 1: Sean Hulscher	Crew 2: Horst Duess
Crew 3: Steve Chessor	Crew 4: Bruce McDonald
Crew 5: Mark Damm	Crew 6: Dan Jacques

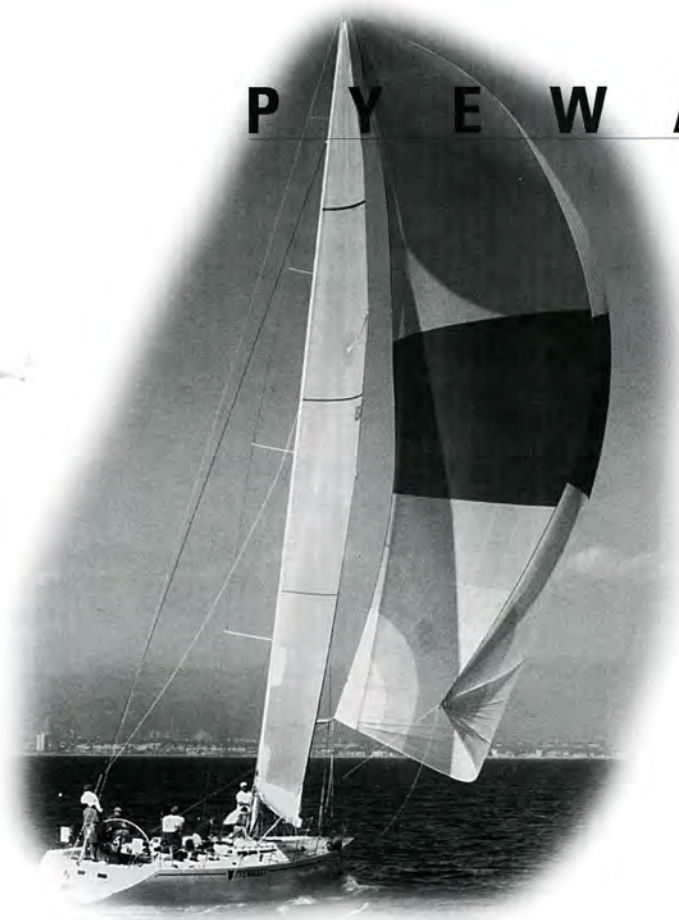
L U N A B A R B A

Skipper: Tony Sessions
 Navigator: Michael Gropp
 Make: Santa Cruz 70
 L.O.A.: 68.5'
 Beam: 15'
 Draft: N/A
 Rig: Frac Sloop
 Hailing Port: RVYC, Vancouver, BC
 Sail Number: 29009
 Hull Color: White

Crew 1: Barry Van Leeuwen	Crew 2: Dave Miller
Crew 3: Scott Rohrer	Crew 4: Scott Salter
Crew 5: Winston Cummins	Crew 6: Don Chandler
Crew 7: Landy Shupe	Crew 8: Steve LeClair
Crew 9: Nick Fletcher	Crew 10: Curtis Blewitt



P Y E W A C K E T



Skipper: Roy E. Disney
 Navigator: John Jourdane
 Make: Santa Cruz 70
 L.O.A.: 68'
 Beam: 16'
 Draft: 8.58'
 Rig: Frac Sloop
 Hailing Port: LAYC, CA
 Sail Number: USA 4
 Hull Color: White

Crew 1: Roy P. Disney
 Crew 2: Robby Haines
 Crew 3: Gregg Hedrick
 Crew 4: Dick Loewy
 Crew 5: Dan Crowley
 Crew 6: Rick Brent
 Crew 7: Ben Mitchell
 Crew 8: Zan Drejes
 Crew 9: Doug Rastello

S A N G V I N D

Skipper: Dr. Jerald Jensen
 Navigator: Darrel J. Jensen
 Make: Farr 48
 L.O.A.: 48'
 Beam: N/A
 Draft: N/A
 Rig: Sloop
 Hailing Port: Oak Harbour, WA/Richmond
 Sail Number: 18990
 Hull Color: White

Crew 1: J. Doug Jensen
 Crew 2: J. Duane Jensen
 Crew 3: David Smith
 Crew 4: J. Dean Jensen



S P I T F I R E



Skipper: Woodson Woods
Navigator: Woodson Woods
Make: Cherubini 44
L.O.A.: 52'
Beam: 12' 5"
Draft: N/A
Rig: Ketch
Hailing Port: East Sound, WA
Sail Number: 69936
Hull Color:

Crew 1: Paul Plots **Crew 2:** Brent Jespersen
Crew 3: Keith Battersby **Crew 4:** Don Wilkinson
Crew 5: Savvy Sanders

S U R F A C E T E N S I O N

Skipper: Michael Flemming
Navigator: Michael Flemming
Make: Nelson Marek 36
L.O.A.: 35.67'
Beam: 10.34'
Draft: 7.65'
Rig: Frac
Hailing Port: FCYC, Vancouver, BC
Sail Number: 64986
Hull Color: White

Crew 1: Rob Huntingford **Crew 2:** Brian Huse
Crew 3: Byron Stanley **Crew 4:** Dave Shore



T I M E & T I D E ✓

No photograph available

Skipper: Larry Bughi
 Navigator: Guy Hupy
 Make: Custom 52
 L.O.A.: 51.5'
 Beam: 13.88'
 Draft: 9.33'
 Rig: Sloop
 Hailing Port: Anacortes, WA
 Sail Number: 69924
 Hull Color: White

Crew 1: David Jackson
 Crew 2: Tom Gilbert
 Crew 3: Mike Catlin
 Crew 4: Lou D'Amelio
 Crew 5: Duncan Frazier

B R I G A N T I A

Skipper: Tony Brogan
 Navigator: Fred Graham
 Make: Hunter 35.5
 L.O.A.: 35.5'
 Beam: N/A
 Draft: N/A
 Rig: Sloop
 Hailing Port: Saltspring Island, BC
 Sail Number: 64947
 Hull Color: White

Crew 1: N/A



The 75th Anniversary of...

Her Majesty's Canadian Ship Oriole is a ketch rigged yacht employed in basic seamanship training of junior officers in the Canadian Navy and sea familiarization training for members of the army and air force.

ORIOLE was the fourth ship of the name built for George Gooderham, Commodore of the Royal Canadian Yacht Club in Toronto.



The designer was George Owen of New York. The work was originally undertaken by the Dominion Ship Building Company of Toronto but a prolonged strike caused the project to be moved to George Lawley and Sons Corporation in Boston, Massachusetts. She was launched as ORIOLE IV at Neponset, Mass., June 4, 1921.

In 1941 ORIOLE IV was willed to the Navy League of Canada by her owner, Gordon C. Leitch of Upper Canada Steamship Lines. The Navy League used her to train Sea Cadets in Georgian Bay. From 1943 to the end of WWII the Royal Canadian Navy trained personnel renting the vessel for a dollar a year. Following the war, ORIOLE remained in the Toronto area until November 1949 when the navy chartered her again for a dollar a year as a new entry training vessel attached to HMCS CORNWALLIS near Digby, Nova Scotia. Subsequently moved to Halifax in 1951, she was commissioned HMCS ORIOLE June 19, 1952. In 1954 she was transferred from Halifax to Esquimalt, B.C. to be used a training vessel for the Naval Officers Training Centre VENTURE. Three years later in 1957, the RCN purchased her for \$14,500. HMCS ORIOLE is both the oldest vessel and the oldest commissioned ship in the Canadian Navy.

ORIOLE remains much the same as the original. She has no winches for sailhandling, all halyards and running back stays are rigged luff upon luff to give sufficient mechanical advantage to sail her. ORIOLE's total sail area is 1,100 square meters. Her distinctive red, white and blue oriole emblazed spinnaker is 600 square meters. The vessel's overall length is 31 meters and she displaces 92 tonnes. She has overnight accommodation for 24.

Based at Esquimalt, B.C. HMCS ORIOLE's mission is to introduce and train men and women of the Canadian Forces in seamanship. Her crew consists of trainees working under the watchful eyes of a small number of experienced sailors.

April 22, 1996

To offer congratulations on the 75th anniversary of the launching of HMCS ORIOLE has to be a highlight of my time as Commander, Maritime Forces Pacific.

At 75 years of age, HMCS ORIOLE shows no signs of slowing down. Which is good as her task is ever more important for our Navy. Those who train aboard this peerless naval vessel are fortunate indeed. Those whose profession is on the ocean need quickly achieve a deep and abiding respect for tide, current, wind and wave. At best for their comfort and ultimately for survival.

The ocean and ORIOLE know each other well. Over their 75 years together not much has changed. ORIOLE and the many sailors she has sheltered have defied the ragings of the ocean and learned much in the process. Canadian sailors are among the best in the world and ORIOLE has played a large part in their accomplishments. I, myself, had not the advantage of service in ORIOLE. During my cadet years we were served well by seven frigates in the training squadron with every minute of our life programmed to the full. The days are past when we can have a large part of our Navy dedicated solely to the training function. This magnifies the importance of ORIOLE.

Since 1954 ORIOLE and her crew has been an ambassador for the Canadian Navy in the Pacific and her adventures are known internationally around the world. In Canadian waters she is equally at home in bringing our many



communities in touch with their Navy. She is perhaps the ultimate 'community relations' vehicle. Her racing exploits have brought honour to the Canadian Navy and great pride and satisfaction to our sailors. As we toast this fine ship on her 'diamond jubilee' we can say with confidence, "To the next 75 years"! ♣

*Rear-Admiral Bruce Johnston
Commander Maritime Forces Pacific*

BIOGRAPHY

Lieutenant Commander Michael J. Brooks, CD Commanding Officer HMCS ORIOLE

Lieutenant Commander Brooks was born in Halifax, N.S., in 1950. He enrolled in the Royal Canadian Navy Reserve in 1966 as a Signaller and joined the Regular Navy in 1969 as a Radio Operator.

Initially he served primarily on the East coast in the submarine HMCS ONONDAGA, and the destroyers HMCS SASKATCHEWAN and HURON, and the Naval Radio Station, Mill Cove. He was chosen to enter Officer Training at "VENTURE" the Naval Officer Training Centre in Victoria, B.C. in 1978.

He later served as Navigating Officer on HMCS GATINEAU, CHALEUR and MIRAMICHI.

An avid sailor Lieutenant Commander Brooks left the Navy in 1981 to pursue a lifelong goal of open ocean sailing. For five years he lived and worked in Australia sailing out of Whitsunday, Queensland and Phuket, Thailand.

He returned to the Canadian Navy in 1986, and for two years served on HMC Ships PROTECTEUR and HURON. He became Commanding Officer of HMCS ORIOLE in May 1994 and was promoted to his present rank in 1995.

PAST RACE WINNERS


YEAR/YACHT	SKIPPER/ CLUB/ TYPE OF BOAT	ELAPSED TIME
1968 PORPOISE III	F. R. KILLAM, ROYAL VANCOUVER YC, (SLOOP 47)	16d:07h:51m:37s
1970 GREYBEARD	LOL KILLAM, ROYAL VANCOUVER YC, (KETCH 73)	15d:00h:42m:45s
1972 ODUSA	E. H. ZAHN, CORINTHIAN YC, (KETCH 53)	14d:00h:12m:00s
1974 TINSLEY LIGHT	H. GRANDIN JR., ST. FRANCIS YC (KETCH 36)	14d:14h:03m:17s
1976 RACE PASSAGE	P. MCCULLOUGH, BREMERTON YC (SLOOP 44)	16d:01h:27m:02s
1978 MERLIN	DOUG FRYER, SEATTLE YC (SANTA CRUZ 67)	10d:00h:02m:09s
1980 KANATA	VLAD PLAVSIC, WEST VANCOUVER YC (SLOOP 41)	13d:22h:36m:39s
1982 CADILLAC SNAPPER	T. FRIEDLAND, BELLINGHAM YC (DAVIDSON 44)	14d:21h:09m:18s
1984 CHIMERA	G. HESS/C. LANZINER, CORINTHIAN YC (PETERSEN 42)	14d:01h:04m:12s
1986 BOOMERANG	M. O'BRYNE, SEATTLE YC, (CAL 40)	15d:09h:49m:44s
1988 OMEGA	ARIE DE KLEER, VANCOUVER RC, (FRASER 41)	14d:22h:28m:22s
1990 MAVERICK	LES CROUCH, LAHAINA YC, (NELSON/MAREK 68)	12d:21h:13m:55s
1992 MERLIN	D. SINCLAIR, ROYAL VANCOUVER YC, (SANTA CRUZ 67)	09d:23h:15m:59s *
1994 ATALANTA	R. HEDREEN, CORINTHIAN YC, (TRIPP 73)	10d:15h:18m:38s

VIC-MAUI INTERNATIONAL YACHT RACE
RECORD HOLDER

***1992 MERLIN, RVYC**

Time to Beat

09d:23h:15m:59s!



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The first impression...
it speaks of stature and ability,
virtues which are measured
through tacit signals implicit
in the image you present.

At the corporate level, it is
achieved through thoughtful
communication with exacting
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Lahaina Yacht Club 1996

Friends Across the Ocean



The Lahaina Yacht Club's superb location, warm Aloha spirit, casual ambience, and the hottest showers in the Pacific attract mariners world wide. For cruisers, racers and fishermen alike, one of the brightest spots in the Pacific is the Lahaina Yacht Club.

Bill Killam's yacht "Porpoise III" moored at the Lahaina Yacht Club, Maui, Hawaii. 1968/70



Thanks to the efforts of a dedicated group of ocean-weary sailors who had "swallowed the anchor", the Lahaina Yacht Club was formed in 1965 and the white whale on red background has flown proudly ever since. Among our egalitarian forefathers were Bob Hoehn, Floyd Christenson, Carolyn Blake, Jon Payne and Pat Ballenger.

That same year RVYC's Jim Innes decided to create a challenging ocean-crossing race from Canada to Hawaii. Three boats took up the challenge, with Jim's "Long Gone" arriving first after 15 days, 55 minutes (see Vic-Maui History). With no clubhouse our fledgling founders improvised and brought the welcome parties to the docks. A strong and lasting bond was formed and Vic-Maui concept was born.

Shortly after the Canadians returned home spreading tales of the Hawaiian hospitality they received, Bob Johnston sailed over from Honolulu aboard "Ticonderoga". Intrigued, Bob decided to race the "Big T" under LYC's burgee. Following her record-breaking finish in the 1966 Trans-Atlantic race, "Ticonderoga" went on to race the European circuit, flying LYC's red and white colours. Soon applications were coming in from all over the world and associate memberships began to take hold.

In the fall of 1966, after considerable finagling and fortitude, a waterfront parcel of land with an abandoned laundry facility was acquired. Annual dues were raised to \$25.00 and volunteer labour was solicited. The club divided itself into groups. Whole families organized work parties and the kids painted while their parents pounded nails. To the shock and surprise of the rest of Lahaina, the building gradually took shape. Almost a year after starting the clubhouse was finally opened.

The new clubhouse was a welcome sight to the finishers of the first official Victoria-Maui race in 1968. Bill Killam's 47-foot "Porpoise III" out of RVYC won that first race in 16 days, 7 hours and 15 minutes. Each finishing yacht received a royal welcome. The tradition continues, with each year surpassing previous ones, the magic and intrigue of Lahaina is contagious.

During the next 20 years life just kind of "went on" at LYC. Volunteers working at odd hours

expanding the deck over State waters five, eight, ten feet at a time along with various other facelifts. In anticipation of our 25th anniversary, which coincided with the thirteenth running of the Vic-Maui race, Commodore Earl Kunkel spearheaded a program to initiated much needed repairs and extensive remodelling of the clubhouse.

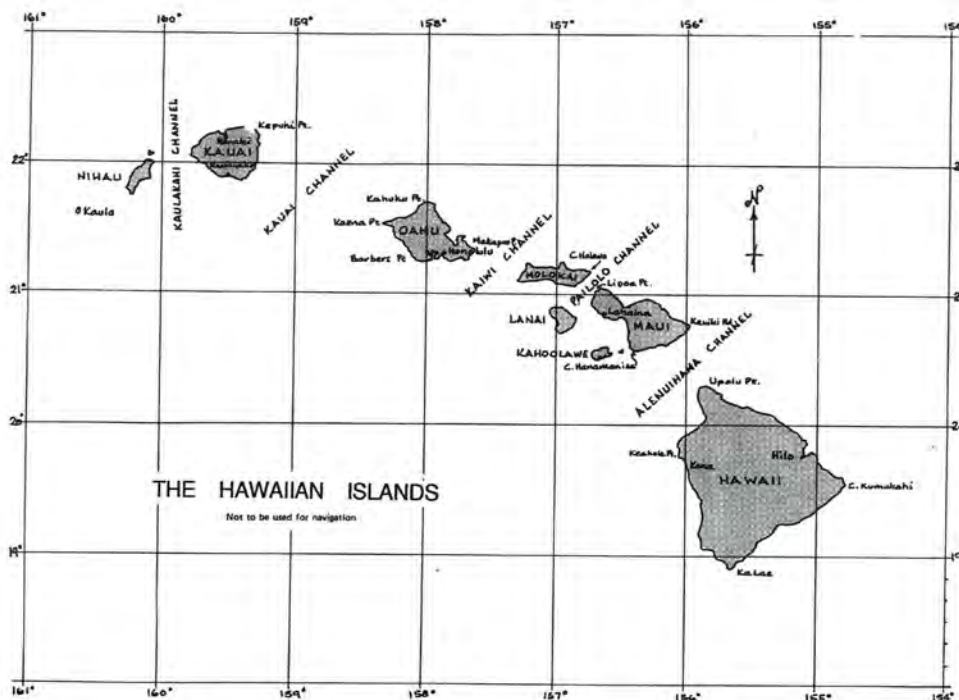
Along the way, we were successful in obtaining a long term lease from the State, Glenn Kearns completed the design changes and plans and, amidst considerable debate, the General Membership voted to remodel. Work began in late September, 1989. Almost everything we tore into was either rotted or "not up to code" - galley, plumbing, electrical, decking, shoring, even the roof! We had to make it all new! Once again we saw volunteers turn out to work on tables, chairs, painting and moving everything to make room for other workers. Finally, it was over - done - finis. The 1990 Vic-Maui finishers and families found old friends and a "new" clubhouse.

The Lahaina Yacht Club looks forward to all Vic-Maui participants and their families renewing old acquaintances and making new ones. Previous visitors remember and newcomers learn, at LYC you're part of the family. On behalf of the Officers and Members, Past Commodore Earl ("Uncle")



The Lahaina Yacht Club looks forward to all Vic-Maui participants and their families renewing old acquaintances and making new ones.

Kunkle, our Club Manager Tim ("fastest pourer in the West"), Rivercomb our Bar Manager, everyone's favourite waitress Sherry Lynn and J.D. Lair our Galley Manager, extend their warmed ALOHA to all who venture here. 🚩



The Hawaiian Islands lie at about 22° North Latitude, well north of the Equator. But they are true South Pacific Islands, in an oceanic voyaging sense as well as from a historical and cultural viewpoint.

TROPHIES FOR THE 1996 RACE

POSITION	NAME OF TROPHY	NAME OF DONOR
First to Finish - Elapsed Time	Lahaina Yacht Club	Lahaina Yacht Club
First to Finish - Division A	Governor John A. Burns	Gov. John A. Burns, State of Hawaii
First to Finish - Division B	City of Victoria	City of Victoria
First to Finish - Division C	Blue Gavel	Int'l Order of the Blue Gavel, Seattle
First to Finish - Division D *	Joe Glass Memorial Trophy	Mrs. C. Glass
First Overall Corrected Time	Royal Vancouver Yacht Club	Royal Vancouver Yacht Club
Second Overall Corrected Time	RVYC Aloha Trophy	Royal Vancouver Yacht Club
Third Overall Corrected Time	RVYC Kla-How-Ya Trophy	Royal Vancouver Yacht Club
First Division A PHRF Corrected	LYC Past Commodores	LYC Past Commodores
Second Division A PHRF Corrected	Maui Boat & Yacht Club	Maui Boat & Yacht Club
Third Division A PHRF Corrected	Canadian-American Resources	Canadian-American Resources
First Division B Corrected Time	Founders Trophy	Maui Chamber of Commerce
Second Division B Corrected Time	Lahaina Yacht Club Imperial	The Gallery, Lahaina
Third Division B Correct Time	Eldred Curtis Memorial	John H. Long & A.J.B. Forsyth
First Division C PHRF Corrected Time	County of Maui	Province of British Columbia
Second Division C PHRF Corrected Time	Lahaina Yacht Club Boomvangers	LYC Boomvangers
Third Division C PHRF Corrected Time	Windward Trophy	Warren Hinton
First Division D PHRF Corrected *	Province of British Columbia	Province of British Columbia
Second Division D PHRF Corrected *		LYC Trustees LYC Trustees
Third Division D PHRF Corrected *	S.G. Foley Trophy	Mr. A.E. Foley
Navigator First to Finish - Elapsed	Gabrielle III P.R. Sandwell	
Navigator Div. A First Corrected	Captain George Vancouver R.N.	Canadian Yachting Association
Navigator Div. B First Corrected	Lahaina Restoration Foundation	Lahaina Restoration Foundation
Navigator Div. C First Corrected	RVYC Past Commodores	RVYC Past Commodores
Navigator Div. D First Corrected *	LYC Race Committee	LYC Race Committee
Sailing for RVYC First Corrected	RVYC Chairman	RVYC Chairman
Sailing for RVYC Second Corrected	RVYC Race Committee Trophy	RVYC Committee
Sailing for LYC First Corrected	Aitch Wookey Perpetual	William F. Wookey
Best Start	Sea Q	R.L. Cliff
Last to Finish - Elapsed Time	G.F.Y. Turtle Trophy	LYC Finish Line Committee 1974
Navigator with Nearest ETA at last Roll Call	Andreas Schueller Memorial	Barbara Dunfield
First Canadian Boat to Finish	Jim Innes	Canadian Airline International
First 3 Boat Team to Finish *	Denis Cressey Team Trophy	Denis Cressey
For the Crew Having Too Much Fun?	Byrd Award	Lahaina Goosing Society

* NO COMPETITORS IN THESE DIVISIONS IN 1996

ADDED ATTRACTION!

2 pairs of airline tickets compliments of Canadian Airlines International to be drawn from the official list of skippers and crew.

RACE INFORMATION HOT-LINES

**ROYAL VANCOUVER
YACHT CLUB**

3811 Point Grey Road,
Vancouver, B.C. V6R 1B3
ph:604.224.1344
fax:604.224.4146
Hrs: Starting June 30th, 1994
until the last boat finishes.
7:00pm to 10:00pm daily.

Contact: Rosemary Higgs
604-222-3343 (phone)
604-222-3324 (fax)

**VIC-MAUI
HOSPITALITY DESK
LAHAINA YACHT CLUB**

835 Front Street,
Lahaina, Maui
Phone: 808-667-6212
Hrs: 9:00 am to 11:00 pm

Clubhouse Contact:
Alice Hames
Bar Manager:
Tim Rivercomb
808-667-6212

**RACE INFO & HARBOUR
COMMUNICATIONS
TRAILER**

Phone 808-661-7389
Hrs: July 8th - July 13th
24 hrs. a day until the
last boat finishes

Contact: Nancy Goode
808-667-7389

**FINISH LINE &
RADIO COMMUNICATIONS**

Ka'anapali Shores Hotel,
Lahaina Room 802
Phone: 808-667-2211
Hrs: June 6th to July 13th (at noon)
24 hrs. a day Children's hour:
Daily from 6:00 pm - 9:00 pm
(make reservations before 1:00
on the day before you wish
to talk), Room 802

Contact:
Communications:
Mike Park
Finish Line:
Carolynn Blake
808-667-2211

RADIO STATION KPOA

Tune in FM 93.5
Hours: Daily position reports
beginning July 7th, 6:20 pm

Contact: Chuck Bergson
808-667-9221



That Was Then...

The 2308 mile ocean racing adventure known as the Victoria-Maui International Yacht race was the brain child of Jim Innes. He is an experienced sailor, long time member of the Royal Vancouver Yacht Club and a former senior pilot with C.P. Air, now known as Canadian Airlines International.



According to Bill Killam, the original idea, in 1963, was to promote a race around Cobb Seamount which is located off the coast of Washington. The idea gave birth to an even bolder plan in 1965 - a race across the Pacific Ocean to Hawaii. If Captain Vancouver could sail this route in the late 1700's, why couldn't they?

In 1965 three boats agreed to embark on this adventure - Jim Innes' "Long Gone", Lol Killam's "Velaris" and Ron Ramsay's "Norena of Wight". There was no starting committee, no reception committee and no rules committee. It was really "unofficial".

This was sailing in its most basic form - navigation by sextant when weather permitted a "sun sight" and by compass and dead reckoning. There was no communication and no experience upon which to base a game plan or course of action.

All three boats reached their destination with Jim Innes' "Long Gone" clocking the fastest time - 15 days and 55 minutes. The enthusiasm was contagious and resulted in the decision to make this a regular event. 1968 was the first officially organized race under the chairmanship of Dick Sandwell with the Royal Vancouver Yacht Club and the Lahaina Yacht Club as co-hosts.

In 1968 fifteen brave skippers and their crews entered the race. The S.S. Laymore acted as escort vessel to keep track of daily positions by radio and to provide weather reports by transmitting 91 15-digit numbers by which the navigators aboard the racing vessels could plot a weather map. The numbers were then decoded and plotted on the chart giving the exact location of the weather pattern. This was a 2 hour exercise which was absolutely necessary on a daily basis.

Amateur radio was used for the first time as a back-up to the official marine system and proved most successful. Brian Lagden broadcast a news report from his base in West Vancouver each day which was picked up by Paul Wagner's amateur set on "Porpoise III" and re-broadcast to the rest of the fleet. This was high-tech for that time!

Navigation continued to be a challenge because of the rolling motion of the sea and the unpredictable overcast which prevented sun sights

for varification of current position. Star shots at night were virtually impossible due to the degree of difficulty and the general lack of experience of the crew.

The sailing expertise aboard "Porpoise III" was provided by a very young Donald Martin, now Commodore of the Royal Vancouver Yacht Club. The "watch" systems varied from vessel to vessel but three shifts of 2 crew each was not uncommon. This allowed time for sleep, meal preparation, navigation and maintenance.

The "Porpoise III" had one luxury item on board - a 6/7 cubic foot freezer based on an automobile air conditioning plant using freon to freeze prestone. This marvellous little unit gave them the advantage of gourmet fare such as salmon steak, roast turkey, baked ham and rack of lamb. It is rumoured that one vessel in the 1998 race forgot the extra propane tank and ate cold and raw all the way to Maui!

1970 saw an amazing list of 24 entrants. Ship to ship communication was handled by the escort vessel, "St. Anthony", and "Porpoise III" once again ran the amateur radio network reporting between Vancouver and Lahaina. The race was a roaring success and the lessons learned were passed on to the ensuing fleets.

Participation in the Vic-Maui race is, for many, one of life's greatest experiences. 🏆

Adapted from an article written by Bill Killam, "Porpoise III".



1970 start saw an amazing list of 24 entrants.

The race was a roaring success !



Bill Killam, "Porpoise III"
Last minute adjustments,
Victoria, 1970.

This Is Now...

Would you —
so the helmsman answered,
Learn the secret of the sea?
Only those who brave its dangers
Comprehend its mystery!

Henry Wadsworth Longfellow

While much has changed in ocean racing since the early days of the Victoria to Maui race, much has stayed the same. High tech, fine tuned competition, easier access and lower risk have honed the sport and enhanced the thrills, but many of the basics remain.

Its still cold and damp in the early days of the race, where a hot cup of soup at two in the morning and happy hour at five in the evening make one forget the determined and often windless vigil of the first days. But as it gets going in days three, four and five, the race is on and the thrill of crossing the ocean takes over. Sailors still feel the competitive camaraderie of the radio roll call and the

loneliness of leaving the Washington coast behind as they head offshore into the unknown. Now the respect for nature and dependence on individual and team perseverance are overwhelming. The reason for being here is still the same:

Day after day of endless sailing where it is difficult to wash, eat, cook, dress and sleep in a noisy jarring chamber follow as each man



and woman builds their individual courage and exceeds all physical and mental expectations. This is the teamwork and personal triumph of ocean racing. While the details have changed, the competitive chess game with each players moves announced daily at roll call combines with continuous hard work to define the routine.

The soaring albatross, ten thousand miles from the nest, the excitement of the deep blue ocean off the continental shelf, the filling of the trade winds - all these stir deep emotions in each sailor and serve as a magnet calling them back time and again. With only the company of whales, flying fish ,eventually dolphins, and the occasional glimpse of a sail on the horizon, it takes an immense amount of faith to believe that the boat is really pointing at a small island thousands of miles away.

And finally, the sea birds change, some people smell Hawaii, and an emotion split between relief and excitement overwhelms each individual when that dark lump of land rises off the port bow. As generations of ocean racers retire to the comfort of the living room, there is always another looking for the adventure and emotion that has not changed for generations.

The tools of the trade however have undergone significant evolution since this race began. The days of wind-on-the-cheek sailing are numbered. Precise instruments tell the exact speed and angle of the wind crossing the deck. Satellites continuously track position, speed and direction, and computers are used to optimize performance and track other boats. Desalinators replenish the water supply and solar panels replenish electricity, while optimized sailing and equipment improvements decrease the length of the trip.

Today's purpose-built 'Tupperware torpedoes' as the leading yachts are aptly named, post speeds up to 25 knots (28 mph). The race founders never envisioned sailing to Hawaii through 15 foot waves at water-skiing speeds, but with carbon fiber hulls and masts, paper thin steel keels with lead bulbs at the bottom to balance the sails, propellers that fold out of the way and no weight outside the center of the boat, this race sports at least four yachts planning to surf into the 20 knot club.

The world has shrunk, for the radio operator at least. The radios have improved, providing a link to the world and round the clock weather information and satellites provide each boats GPS (global positioning system) within instantaneous location information. Some boats are even equipped with electronic mail, and computer links by satellite, while at least one will be experimenting with satellite telephones.

This year is the first year navigator shave not been required to prove their competence at finding their location using only the sun and stars. In fact, navigation is no longer the focus point. Now boats are looking for a technical analyst who can run the electronic equipment and predict the weather. The only weather forecasting help years ago was the barometer and an understanding of the clouds and seas. Today satellite pictures and weather office predictions reach the boats before they can be broadcast on television. Boats used to sail south to ensure they would not get trapped by the calm air in the center of the dreaded Pacific High. Now the winner is the boat who flirts closest to the light airs, sailing the shortest route without getting caught and stalling through lack of wind.

Computers are used to help optimize the performance of the equipment and crew. They continuously monitor the conditions being experienced by the boat and compare it with previous experience to ensure that everything is being kept on the edge. To let up at all will cost miles in a race where boats can sail parallel at equal speeds, just out of site over the horizon from each other.

Safety has also improved. Everyone has harnesses attaching them to the boat. These have been improved through experience to maximize both mobility and security, with many also containing vests which inflate into life preservers on contact with the water. Individuals carry personal strobes, and boats are equipped with EPIRBs (emergency position indicating radio beacons). Some of these can notify the Coast Guard immediately if a boat is in peril, giving the approximate location, the name and size of the vessel and a land contact to the search and rescue crew.

Feeding a crew of hard working sleep deprived people is still a problem, but dry ice and Costco have helped out. The first week can be frozen, with freeze dried and non-perishable goods required for the balance. The inside of a race boat in the trade winds can remain over 32 degrees Celsius (90F) for days on end, making fresh food a non starter. However the remarkable resilience of eggs will jump start any crew during the morning watch change.

While the first races were won by the first boat to Maui, handicap systems equalize the diverse fleet today, enabling any size of boat to be declared the overall winner. Historical weather conditions on the course have been combined with yacht designers estimates of each boats potential speed in all conditions to provide a time allowance for each boat. To win the race, a boats elapsed time, when adjusted for its time allowance must beat all other boats corrected times.

And finally, the finish of the race now provides each crew with a Hawaiian dock party sponsored by a generous Lahaina business. Crews are decorated with leis and provided Mai-Tais in pineapple shells for their achievement. The awards banquet is another ceremony completing the adventure with a tropical reception making sailors pinch themselves to believe they really made it.

While much has changed, finding Hawaii and stepping ashore in one of the worlds foremost tropical paradises is an experience treasured today as much as it was by Captain Cooks seamen centuries ago. ♣

Ron Ogilvy was part of the 1992 crew of Merlin which set the current elapsed time record in the Victoria to Maui yacht race. He was also the winning navigator in the 1995 Transpac from Los Angeles to Honolulu.



1994 Vic-Maui Race winner, "Atalanta", arrived in Maui 2 1/2 hours ahead of her ETA. Her speedy arrival was due to strong winds on her approach to Hawaii.



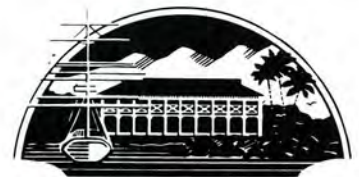
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Best of Luck to All
Vic-Maui Participants

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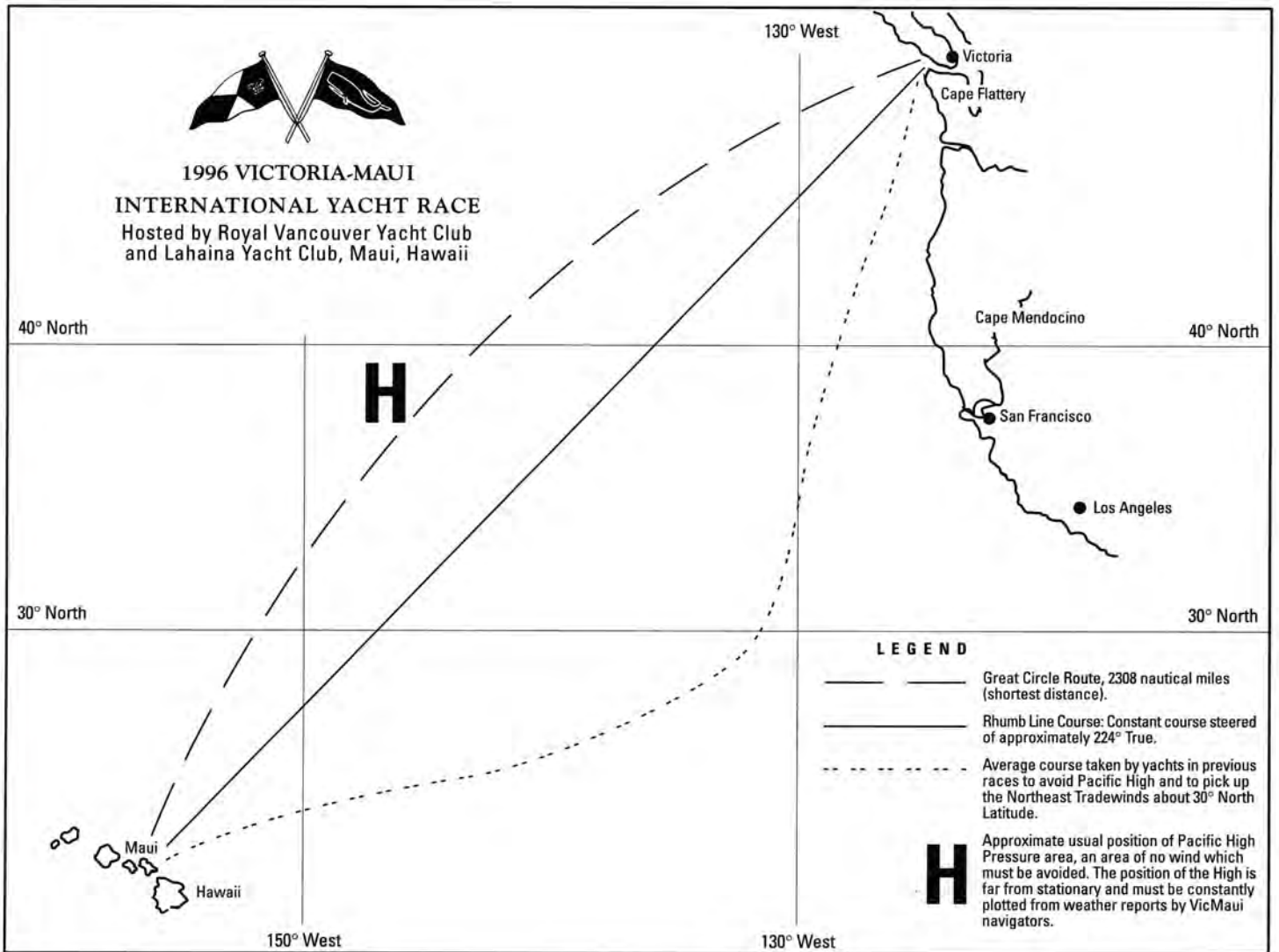
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An important unknown factor in the sailing of the race will be the whereabouts of the "Pacific High", a weather system typified by light winds or calms. While it varies in area and position, can be expected to lay somewhere north or south of the Great Circle route to Maui. If the competitors manage to

keep clear of the system, the yachts can expect to pick up the prevailing trade winds early on in the race as they sail further into the Pacific Ocean on the course to Maui. Those unlucky enough to hit the High head on will likely have a somewhat extended stay offshore!



1. RULES

- 1.1 The race shall be governed by the current International Yacht Racing Rules, the Prescriptions of the Canadian Yachting Association, the Notice of Race and these Sailing Instructions. If there is any conflict between the Sailing Instructions and the Notice of Race the Sailing Instructions shall take precedence.
- 1.2 After 1700 P.D.T on the date of the starts, the International Rules of the Road at Sea shall replace Part IV of the IYRU Rules.
- 1.3 When in the Straits of Juan de Fuca, all vessels must comply with Rule 10 of the International Regulations for Preventing Collisions at sea, 1972 (the collision regulations).
- 1.4 Within 24 hours of finishing, each yacht shall be required to complete and file with the Race Committee a Certificate of Compliance with these Sailing Instructions.

2. NOTICES TO COMPETITORS

Notices to competitors shall be posted on the official Notice Board located in the committee room at the Empress Hotel in Victoria prior to the race start and at the Lahaina Yacht Club thereafter.

3. CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Prior to and at the Skipper's Meetings in Victoria, changes to the Sailing Instructions shall be communicated to all entrants, in writing, either by mail or by distribution at the Skipper's Meeting.
- 3.2 Following the Skipper's Meeting the Race Committee may orally modify the Sailing Instructions via radio communication during the Daily Position Report.
- 3.3 S.I. 15. Finishing, may be modified by radio during the radio communication required in S.I. 12.3.

4. DIVISIONS

- 4.1 P.H.R.F.
 - 4.1.1 There shall be a PHRF Division
 - 4.1.2 PHRF yachts shall be current members of a recognized PHRF system.
 - 4.1.3 PHRF yachts shall have a Victoria-Maui Rating less than 180 sec./mile.
 - 4.1.4 The Race Committee will set Victoria-Maui Ratings to reflect the offshore nature of the race. Each yacht entered shall be required to complete a data sheet giving the dimensions of their yachts.
 - 4.1.5 The PHRF Division shall have four classes.

5. ELIGIBILITY

Shall be as indicated in the Notice of Race section 3.

6. MINIMUM EQUIPMENT STANDARDS

- 6.1 Each yacht shall meet the current Offshore Racing Council's (O.R.C). "Special Regulations Governing Offshore Racing" Category 1 as modified below.

Delete 3.1 ABS Approved Plans

Add to 3.6(d) Cockpit drains shall be readily accessible for cleaning.

Delete 3.16 WATER TANKS & WATER, and replace with new 3.16 Each yacht shall carry a minimum of 21 litres or 5.5 U.S. gallons of potable water per person, in a minimum of at least two compartments. One third of the potable water may be carried in the form of juice or soft drinks, which does not include wine, beer or spirits. It is recommended that each skipper calculate fluid needs based on their anticipated race duration, which may be more than the minimum.

Add 3.20(b) Some means must exist to prevent the boom from dropping if support from the mainsail and/or halyard fails. Topping lifts or supporting vang are acceptable for this purpose.

Add to 3.22(b) Compliance with the requirements of COLREGS shall suffice in satisfying these regulations. COLREGS requirements are as follows:

LOA	Light	Luminous intensity (candelas)	Minimum range of Visibility
Under 12m	side	0.9	1 mile
	stern	4.3	2 miles
12m +	side	4.3	2 miles
50m-	stern	4.3	2 miles

Add to 4.7 The first aid kit shall be in a watertight container. It is recommended that the following manuals are carried aboard.

"Advanced first Aid Afloat" by Peter Eastman, MD, Cornell Maritime Press and "Sailing and Yachting First Aid" by Drs. Bergman and Gussett., available from U.S. Sailing.

Add 4.7(e) It is recommended that at least two members of the crew be currently certified in cardiopulmonary resuscitation.

Delete 4.9 Radar Reflector, and replace with new; *new 4.9* Radar reflectors shall be mounted at a minimum effective height of 4 m or 13ft and if octahedral shall have a minimum diagonal measurement of 304mm or 12in and if not octahedral shall have a minimum documented "equivalent echoing area" of 6 sq. m. or 65 sq. ft.

Add to 4.15 A bosun's chair or similar mast climbing equipment is required.

Add to 4.19(d) Liferrafts shall be equipped with canopies.

Add to 4.19(e) Liferrafts are not required to be equipped with insulated floor

Delete 4.20 Grab Bag and replace with
new 4.20 Grab bags are required and shall not be attached to liferafts. They shall contain items listed in ORC appendix II item 4.0 except that a graduated drinking vessel and throwable floating lamps or "cyalume" sticks are not required. The drinking water requirement is waived if a suitable water maker is included.

Add to 4.21(b) The self-igniting light shall be of the strobe type.

Mod 4.22

Delete, "White hand flares".

Add Flares shall be dated less than four years prior to the race start or according to the manufacturers warranty, whichever is shorter.

Add to 4.23 The heaving line shall be of 1/4in or 6mm minimum diameter, floating, UV-inhibited.

Delete 4.24(d) Heavy-weather jib

Add to 5.1 Personal strobe lights shall be attached to lifejackets or personal flotation devices.

US yachts shall carry, either Type I U.S. Coast Guard approved personal flotation device or an "inflatable personal flotation device" as defined below.

Canadian yachts shall carry, either a approved lifejacket or personal flotation device or an "inflatable personal flotation device" as defined below.

An "inflatable personal flotation device" meets the definition of a "life jacket" in ORC 11.1 and is manufactured to either British national or European Community stands. Each inflatable device shall be inflated and inspected annually. Service dates shall be marked on the inflatable flotation devices.

The above does not replace the requirements of a yachts governmental authority.

Mod.5.2 Delete "from 1/94".

- 6.2 All participating yachts shall be subject to inspection to verify compliance with the Offshore Racing Council's, "Special Regulations Governing Offshore Racing" Category 1 as modified. The Race Committee will attempt to inspect all entrants at their respective home ports where practical, otherwise final inspections will be

in Victoria at a place and time directed by the Race Committee. All inspections must be completed prior to 1800 hours on the day prior to the yachts start.

7. CREW PREPARATION

- 7.1 The "Quick-Stop" man-overboard procedure (Appendix V, O.R.C.) shall be practised aboard the yacht within one year prior to the race start.
- 7.2 A certificate of such practice shall be signed by participating crew members and kept aboard the yacht.

8. NAVIGATION AND INSTRUMENTS

- 8.1 The use of autohelms and self steering devices by yachts is specifically forbidden.
- 8.2 Each yacht shall have either celestial navigation equipment and experience or carry a secondary self contained GPS system, carried in a water tight container, with batteries for 300 hours of operation.

9. RADIOS AND COMMUNICATION

- 9.1 All yachts must have installed serviceable:
- 9.1.1 VHF transmitter and receiver with minimum transmitting power of 25 watts, and equipped as a minimum with Channels 6, 14, 16, 22A, 68, 72, 73.
- 9.1.2 Single sideband transceiver with minimum transmitting power of 100 watts, and equipped for operation on at least 2182KHz, 4125KHz, 4146KHz, 4149KHz, 4417KHz, 6224KHz, 6227KHz, 8294.KHz, 8297KHz, 12,353KHz and 12,356KHz.
- 9.1.3 Emergency location beacon (EPIRB) capable of transmitting the emergency signal on 121.5MHz and 243MHz or 406MHz.

10. ENTRY FEE

- 10.1 The entry fee will be \$600 US funds or the Canadian equivalent.
- 10.2 The entry fee will be \$700 US funds or the Canadian equivalent for yachts wishing to displaying advertising permitted by IYRR Appendix A3.4 Category B.

11. START - PLACE AND DATE

- 11.1 The Race will start off Victoria Harbour in the vicinity of Brotchie Ledge
- a) For yachts rating slower than 90, at 1000 hours P.D.T. June 25, 1996.
- b) For yachts rating between 20 and 90, at 1000 hour P.D.T. June 27, 1996.
- b) For yachts rating faster than 20, at 1000 hours P.D.T. June 29, 1996.
- c) There shall be one start for all yachts starting each day.

- 12.2 The race shall start in accordance with IYRR rule 4.3(a) System 2.

12.3 The starting line shall be between "RC" flag aboard the Committee Boat and the Brotchie Ledge Light Beacon. The line will bear approximately 130 degrees magnetic from Brotchie Ledge and will be approximately 600 meters long.

12.4 Recalls shall be made as per IYRR rule 7 Recalls.

12.5 The starting line shall remain in place for 30 minutes following the starting signal. Yachts may start within a period of 24 hours after their starting signal by passing within 600 meters of Brotchie Ledge and across a line bearing 130 degrees magnetic from it.

12.6 The Race Committee may at its sole discretion assess a time penalty against a yacht failing to start correctly.

13. DAILY POSITION REPORTS

Each yacht shall record its position at Hawaiian 0700 daily. This position shall be reported to the communications vessel during roll call. Roll call shall be at 1000 hours Hawaiian (1300 hrs PDT). Yachts failing to report shall be assessed a 7 minute time penalty which will be added to their elapsed time for each daily position report they miss. Position reports are not required on the day a yacht starts.

14. COURSE

14.1 From the starting line to a finish line off the west side of Maui, leaving Duntze Rock, Whistle Buoy and Tatoosh Island to port.

14.2 For handicap purposes the course shall be 2308 nautical miles.

15. FINISHING

15.1 The finish line will be established on a range from the Kaanapali Shores hotel. The Range shall be established between the Hotel and a yellow buoy with a 1 second flasher, approximate location 1/2 mile offshore, (20o 57' 15" north 156o 41' 53" west). The finish line shall be a 1 mile extension of this range bearing 270o magnetic. (DO NOT FINISH BETWEEN THE BUOY AND THE SHORE).

15.2 Yachts shall give their E.T.A. Hawaiian Standard Time during their last daily position report.

15.3 Yachts shall contact the Maui Race Committee on channel 16 VHF or 4146KHz Single Sideband when,
 a) 25 nautical miles from the FINISH LINE.
 b) the light at Hawea Point is abeam.
 Failure to comply with sections a) and b) may lead to a 7 minute time penalty added to its elapsed time for each incident at the sole discretion of the Race Committee.

15.4 Yachts finishing at night or during periods of restricted visibility are required signal a two digit identification

code to the finish line committee in morse code. The finish line committee will acknowledge identification by signalling the identification code of the yacht finishing.

15.5 Yachts shall be required to file a finishing declaration of rules compliance upon a form provided at their Skipper's Meeting.

16. TIME LIMIT

16.1 The time limit shall be 1200 hours (Hawaiian Standard Time) July 13, 1996. No yacht's finish shall be recorded after the time limit.

16.2 The Race Committee may extend the time limit through notification of yachts during the daily roll call.

17. MEANS OF PROPULSION

17.1 Any use of a yacht's engine for propulsion shall be logged and reported to the Race Committee upon completion of the race.

17.2 Yachts are expected to use their engines and to log such use when rendering assistance under IYRR Fundamental Rule A.

18. PROTESTS

18.1 Protesting yachts shall notify the Finish Line Committee via VHF of their intention to protest immediately upon finishing. Protests shall be made in writing in accordance with the rules of the IYRU.

18.2 Protests shall be filed at the Finish Line Committee Room in the Kaanapali Shores Hotel within 24 hours of the finish of the protesting yacht.

19. PENALTIES

The Protest committee may impose penalties for violations of the rules at its sole discretion up to and including the total disqualification of a yacht from the race.

20. TROPHIES AND PRIZES

Final details to be provided at the Skipper Meetings in Victoria.



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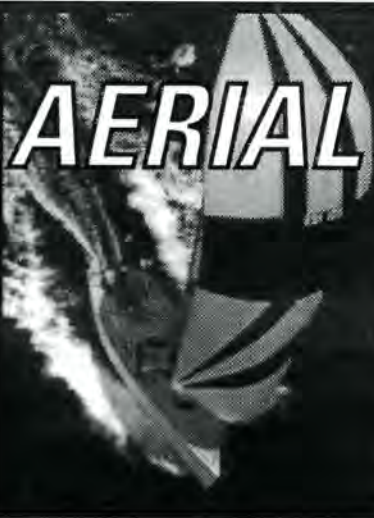
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DAILY YACHT POSITIONS

Yacht Name / Day #	1	2	3	4	5	6	7
Brigantia							
Cassiopeia							
Cheval							
Due West							
Farr-Ari							
HMCS Oriole							
Jubilee							
Kismet							
Louis I							
Luna							
Luna Barba							
Pyewacket							
Sangvind							
Spitfire							
Surface Tension							
Time & Tide							
Weather and Conditions							

NOTES:

DAILY YACHT POSITIONS

Yacht Name / Day #	8	9	10	11	12	13	14
Brigantia							
Cassiopeia							
Cheval							
Due West							
Farr-Ari							
HMCS Oriole							
Jubilee							
Kismet							
Louis I							
Luna							
Luna Barba							
Pyewacket							
Sangvind							
Spitfire							
Surface Tension							
Time & Tide							
Weather and Conditions							

NOTES:

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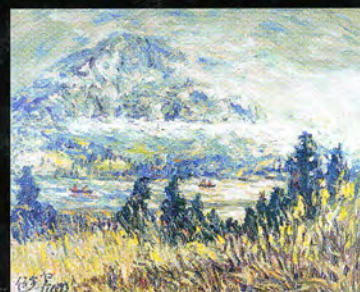
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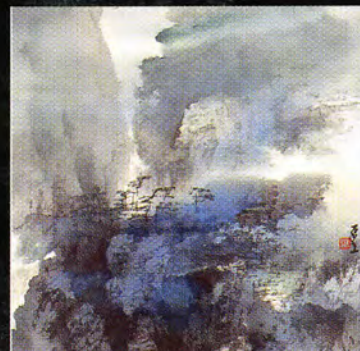
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