

\$2⁰⁰

VICTORIA-MAUI

INTERNATIONAL YACHT RACE - 1982



JULY 3, 1982 10:00 HRS.
VICTORIA, B.C.

ROYAL VANCOUVER YACHT CLUB
LAHAINA YACHT CLUB





Welcome from CPAir

Welcome, to all participants in this Ninth running of the Victoria-to-Maui International Yacht Race. Undoubtedly, the sailor and adventurer in each of you are eagerly awaiting the challenges of a 2,300-mile ocean crossing. I'm sure that Jim Innes, one of our senior pilots, today is gratified to see how his idea, and the efforts of many Northwest yachtsmen and women, have evolved into a competition that offers some of the finest ocean racing in the world.

CPAir is especially pleased to be a major sponsor of an international championship event that presents an honest test of seamanship and most importantly, a rewarding yachting experience.

To the families and friends of competitors who will take part in the event here and on Maui, I extend best wishes for your trip and a memorable holiday in the islands.

Ian A. Gray
President



Commodores' Message



The commodores of both host clubs wish fair winds, starlit nights and sunswept Pacific days to all competing crews in the 1982 sailing of the Victoria-Maui International Offshore classic.

This race is made possible through the co-ordinated efforts of the dedicated members of the Race Committees at Royal Vancouver Yacht Club and Lahaina Yacht Club. Both the participating crews and the members of the host clubs are in their debt for the continuing success of the Vic-Maui Race. We're sure you will join with us in extending our sincere thanks for a job well done. We look forward to seeing you all in Lahaina.

W. C. Hughes,
Commodore,
Royal Vancouver Yacht Club

J. O. Pueschel,
Commodore,
Lahaina Yacht Club

THE NINTH VICTORIA-MAUI INTERNATIONAL YACHT RACE

JULY 3, 1982

hosted by the

ROYAL VANCOUVER YACHT CLUB

and the

LAHAINA YACHT CLUB



ROYAL VANCOUVER YACHT CLUB



LAHAINA YACHT CLUB

HONORARY STARTER

HIS HONOUR

THE LIEUTENANT GOVERNOR OF BRITISH COLUMBIA

on board

M.V. "SEA-Q" (Ronald L. Cliff, R.V.Y.C.)

STARTING TIME 10:00 A.M. OFF BROTCHIE LEDGE LIGHT, VICTORIA, B.C.

ROYAL VANCOUVER YACHT CLUB

FLAG OFFICERS

Commodore: W. C. HUGHES

Vice-Commodore: J. C. HEANEY

Rear-Commodores: J. V. BROWN, Dr. J. E. BALMER, B. J. SMYTHE

Fleet Captain: T. MALEDY

Staff Captain: A. J. P. OSWALD

Offshore Stations Captain: G. R. COLEMAN

EXECUTIVE COMMITTEE

W. T. KIDNER, D. JONES, E. A. LIEBERT, G. MITCHELL, P. DANIELS,

M. GOODMAN, W. NAYLOR, J. WILLIAMS, J. MacFARLANE,

R. W. WEST, A. WOOD

MANAGER

T. W. DEN BOER

LAHAINA YACHT CLUB

BOARD OF GOVERNORS - 1982

Commodore: JOSEPH O. PUESCHEL

Vice-Commodore: WILLIAM WOOKEY

Rear-Commodore - Sail: DAVID WILLIAMS

Rear-Commodore - Power: LARRY E. BROCK

Fleet Captain: JIM HENTZ

Port Captain: BEN McCORMACK

Treasurer: DOUG SHUE

Secretary: PAT SWEENEY

Staff Commodore: LESLIE E. WEST

Secretary: LYDIA ISHIZAKA

VANCOUVER

VICTORIA-MAUI INTERNATIONAL YACHT RACE 1982

Chairman: J. DUNFIELD

Committee:

D. BYRNE, T. REPARD, J. TAGGART, P. VEUGER, J. WILLIAMS,

J. MacFARLANE, D. McLEAN, J. JARMAN, K. DAVIES, S. DUTHEIL

LAHAINA

VICTORIA-MAUI INTERNATIONAL YACHT RACE 1982

General Chairman: BILL WOOKEY

Committee:

NED DOWNEY, DAVE NOTTAGE, B. SHERMAN, JOE McKAY,

DAVE WILLIAMS, SHARON LAWRENCE, CHICK CUTRIGHT

COMMUNICATIONS VESSEL

CFAV ST. ANTHONY

Captain: M. J. DYER

START COMMITTEE CHAIRMAN

A. J. B. FORSYTH

Special Thanks

CPAir

Schenley - P & T Agencies

Kaanapali Shores Hotel

Mitchell Press

Canadian Marconi Company

B.C. Tel

Mike Blake (CFB Esquimalt)

Mike Park (Communications, Lahaina)

Charles Felter (Computer Programming)

Gary Kraft (Technical Support)

Shirley Dutheil, Linda Mitchell

Bill Earle, Don Tyrell

Ron Cliff (Sea Q)

Lyll Bell (Four Bells)

RVYC Staff Captain and Powerboat support

SAILING INSTRUCTIONS 1982

VICTORIA-MAUI INTERNATIONAL YACHT RACE

A. RULE AUTHORITY

1. The Race will be sailed under the 1981-84 rules of the International Yacht Racing Union as adopted by the United States Yacht Racing Union, the prescriptions of the Canadian Yachting Association as applicable and modifications of the Race Committee, Notice of Race and Sailing Instructions.
2. The Race will be sailed under the 1982 I.O.R. measurement rule as may be modified by the Race Committee.
3. After 1700 hours P.D.T. on the date of the start, the International Rules of the Road at Sea shall replace Part IV of the I.Y.R.U. Rules.

B. COURSE

From the starting line in the vicinity of BROTCHE LEDGE to a finish line off the west side of MAUI leaving DUNTZE ROCK, WHISTLE ROCK BUOYS and TATOOSH ISLAND to port, an approximate distance of 2308 nautical miles.

C. CLASSES

The fleet shall be divided into three (3) divisions.

D. TIME OF START

The starting signal for all divisions will be made at 10:00 hours P.D.T., July 3, 1982.

E. STARTING SIGNALS

1. The starting signals will be as per I.Y.R.U. Rule 4.4 system 2, signals to be made at five minute intervals.
2. Recalls will be made as per I.Y.R.U. Rule 8.2(b); in addition the Race Committee will attempt to notify premature starters on V.H.F. Channel 68.
3. General Recalls will be made as per I.Y.R.U. Rule 8.3(a) and (b).
4. The Race Committee may, in its sole discretion, assess a time penalty against a yacht failing to start correctly.

F. STARTING LINE

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

G. FINISHING LINE

1. The finish line will extend as a range bearing 270° magnetic from a room at the north end of the KAA NAPALI SHORES condominium through an International Orange and White buoy with an orange flag by day and a white flasher (50 cpm) at night. The finish line will be a one mile seaward extension of this range beyond the buoy.
2. KAA NAPALI SHORES condominium is located on the beach immediately north of HONOKOWAI STREAM. The above mentioned buoy will be anchored on the 10 fathom curve at approximately Lat. 20° 57.4' N, Long. 156° 41.8' W.

H. FINISHING PROCEDURE

1. During your last daily position report, give your ETA Hawaiian Standard Time.
2. When Maui is in sight, advise the Maui Race Committee by calling on frequencies:
V.H.F. 16
or
Single Sideband 4125
3. When the light at HAWEA POINT is abeam, again advise the Maui Race Committee on one of the aforementioned frequencies.
4. If no response is received, it is because the Maui Race Committee temporarily does not have transmitting capability. However, the listed channels will be monitored on a 24 hour basis as the fleet approaches the finish.
5. When finishing at night, flash assigned double letter signal (to be assigned at the Skippers' Meeting) in the direction of the KAA NAPALI SHORES. An acknowledgment will be made upon finishing by returning your signal or firing a rocket. Yachts finishing at night are required to illuminate their sail numbers for identification.
6. All yachts finishing after 1200 hours (Hawaiian), July 24, 1982, shall take their own finish time and report it to the Race Committee.

I. TIME LIMIT

All yachts finishing after 2400 hours (Hawaiian), August 2, 1982, shall be considered "did not finish".

J. SIGNALS

International Code Flags and other Flag Signals will be used for signalling as per I.Y.R.U. Rule 4.1.

K. ELIGIBILITY

Any single-hulled Offshore Racing Yacht of 26.5 feet water line length or over, whose owner or charterer is a member of a recognized Yacht Club, shall be eligible for this Race. The Race Committee reserves the right to apply a "Grandfather" clause.

L. ENTRY PROCEDURE

1. Close of "Application for Entry" shall be February 15, 1982.
2. Close of "Entry" shall be March 15, 1982.
3. No refund of entry fees will be made unless notice of withdrawal is received prior to April 1, 1982.
4. I.O.R. certificate to be received by May 1, 1982.

M. CONDITIONS

Each yacht shall meet the "Offshore Rating Council" special regulations which are in effect March 1, 1982 governing minimum equipment and accommodation standards for Category 1, with the following additions:

1. Radio transmitting capacity of S.S.B. (minimum 100 watts) and V.H.F. (minimum 25 watts) with minimum required frequencies of S.S.B. 2182 KHz, 4125 KHz, 8294 KHz and V.H.F. channels 06, 16, 22, 68.
Any further instructions regarding Radio Communications will be published in a separate bulletin which will be mailed to all entrants.
2. **Emergency location beacon** (E.P.I.R.B.) capable of transmitting the emergency signal on 121.5 or 243.0 MHz.
3. Fresh water in the amount of at least 15 gallons (U.S.) per man; at least two-thirds must be in suitable, properly installed tanks (2 minimum) of metal, fiberglass or plastic. Tanks must be so divided that no more than two-thirds of the water supply is in one tank, and so connected that a leak in one tank would not result in the loss of more than two-thirds of the total water supply.
4. The use by participating yachts of the following Aids is specifically forbidden — RADAR, LORAN, OMEGA, DECCA, SATNAV, Automatic Pilot and weather facsimile recorders.
5. Crew shall consist of at least 5 qualified persons including Master and Navigator. The Master and Navigator must be amateurs.
6. Before any yacht over 25 years of age, but otherwise acceptable to the Race Committee, or any yacht, regardless of age, designated for survey by the Race Committee, shall be considered for eligibility, a survey of such yacht must be made, at the expense of the owner, by a Surveyor to be approved by the Race Committee.
7. A permanently installed engine capable of propelling the yacht at a speed of 5 knots is required. Fuel necessary for at least 50 nautical miles must be carried on board.
8. The upper life lines must be of wire with minimum diameter including plastic sheath of 1/4". Intermediate life lines must be of wire of at least 1/16" diameter.

N. CERTIFICATE OF COMPLIANCE WITH RULES

All owners or authorized representatives are required to complete and file with the Race Committee the provided Certificate of Compliance with Rules within 24 hours of finishing.

O. HANDICAPS AND TIME ALLOWANCES

For the purpose of handicap, the Race shall be 2308 nautical miles.

Handicaps shall be calculated using the U.S.Y.R.U. time allowance table of time on distance. The Race Committee reserves the right to modify the above handicap policy up to June 1, 1982.

In the event of tied results between any yachts, the yachts will be scored equally and, if applicable, equal or joint prizes will be awarded.

P. CHANGES TO SAILING INSTRUCTIONS

Any changes to the Sailing Instructions shall be communicated in writing to all entrants prior to or at the Skippers' Meeting; except that the Race Committee reserves the right to orally modify Sections G and H of the Sailing Instructions via the assigned frequencies during the daily roll call.

Q. TROPHIES AND PRIZES

Final details to be provided in a subsequent Race Bulletin.

R. DAILY POSITION REPORTS

Each yacht will be required to report its daily local apparent noon position to the communications vessel at the daily roll call. Yachts failing to make this daily report will be notified by the Race Committee and shall be assessed a 7 minute penalty to their elapsed time for each daily omission.

S. RENDERING ASSISTANCE

When a yacht's engine is used for propulsion to render assistance as per I.Y.R.U. Rule 58, such use shall be logged and reported to the Race Committee upon completion of the Race.

T. MEANS OF PROPULSION

If yachts contravene I.Y.R.U. Rule 60, such instances shall be logged and reported to the Race Committee upon completion of the Race.

U. PROTESTS

Protests must be made in writing in accordance with the Rules of the I.Y.R.U. within 24 hours of the finishing time of the protesting yacht. Protesting yachts must notify the Race Committee of their intention to protest immediately upon finishing. Protests are to be delivered to the Office of the Lahaina Yacht Club.

In the case of a sustained protest, or violation as received and determined by the Race Committee, the guilty yacht may be penalized by having her elapsed time adjusted at the sole option of the Race Committee instead of being disqualified.

The penalty adjustment for infringement of Part IV of the International Rules of the Road as applicable shall be as per Appendix 3, paragraph 3.8, and in the case of infringement of any other rule authority the penalty adjustment shall be 1% of the elapsed time of the first finishing yacht.

COMMUNICATIONS VESSEL – CFAV ST. ANTHONY – Captain: M. J. DYER; Chief Engineer: J. S. MILNE;
Radio Officer: W. BEIKO; RVYC Liaison: P. VEUGER, L. FOURNIER



Captain M. J. Dyer



When you're talking flights to Australia, CPAir knows the lingo.

G'Day Cobber \Ga\ 'dā\Käb-ər\ph.: [Short for Good Day]. Term of greeting. Usually the first thing you hear upon landing in Sydney. The reason? CPAir has convenient early morning arrivals. Giving you a whole day to get used to the lingo. (See chart below.)

Fair Dinkum \fa(ə)r\ 'din-kam\adj.: Popular phrase from Down Under meaning great. Often used to describe CPAir's service from Honolulu to Fiji and Australia. Including our spacious wide cabin DC-10's ["with enough room to swing a 'roo" ('roo: short term for kangaroo)] and our First Class full reclining Loungeaire seats, giving you space to "flake out".

Whacko-the-diddle-oh \hwak\ 'ō\thə\ 'did-əl\ 'ho\adj.: Jubilation, hurrah, terrific. You'll hear this quite often in reference to CPAir's Empress Class Service. Including separate, time-saving check-in. Complimentary headphones for stereo music. And Empress Lounge privileges. [free grog!].

Cripes! \kri-pes!\adj.: Favorite Australian expression of disbelief upon hearing CPAir fares. Usually followed by "That's the best price this side of the black stump!"

Nifty Sheilas \nif-té\ 'shé-ləz\ph.: Term of endearment often directed at CPAir female flight attendants. Especially when they bring Empress Class champagne breakfasts and complimentary refreshments [free grog!].

Real Bonzer \re(ə)l\ 'bänzər\adj.: Frequently used in connection with CPAir's convenient connections to Melbourne (via Sydney) and Auckland (via Nadi).

Give us a bell \giv\(')sə\ 'a\ 'bel\ph.: Please call your travel agent or CPAir for more information.



Honolulu to:	Dep.	Arr.	DC-10 Service
Nadi	Wed. 10:25 pm	2:40 am (Fri.)	Nonstop
	Fri. 11:30 pm	3:45 am (Sun.)	Nonstop
Sydney	Wed. 10:25 pm	6:10 am (Fri.)	One-Stop
	Fri. 11:59 pm	6:10 am (Sun.)	Nonstop



"AJAX" — Sail No. 18660 — S/C 33, LOA: 32.7'. Anacortes Yacht Club, Owner/Skipper: W. Schwenk, Crew: J. Skodje, M. Pearson, G. Rekevics, J. Stanley, A. Schwenk.



"BLACK WATCH" — Sail No. 39150 — C&C 39, LOA: 39.5'. Tacoma Yacht Club, Owner/Skipper: B. Nelson, Crew: H. Wingard, R. Pomerenk, D. Johnson, K. Farron, M. Jaeger, R. Nardland, J. Friberg.

"BROTHER GOOSE" — Sail No. 59439 — NA 40, LOA: 40.0'. Everett Yacht Club, Owner/Skipper: P. Sevenich, Crew: J. Miller, G. Meisner, N. Downey, K. Kelln, D. Latimer, J. Cannon.



"CADILLAC SNAPPER" — Sail No. 59777 — Davidson 44, LOA: 44'. Bellingham Yacht Club, Owner/Skipper: M. Allsop/T. Friedman, Crew: J. Davis, S. Rubey, D. Tveit.





"CHARISMA" — Sail No. 16944 — S&S 54, LOA: 54.4'. South Sound Yacht Club, Owner/Skipper: R. Utter, Crew: M. Storie, D. Perry, A. Domoto, M. Lowry, C. Kerr, C. Lillibridge, C. Manuel, K. Uhlman, H. Pryde, K. Utter.



"CHOISEUL" — Sail No. 19863 — Swan 38, LOA: 38.3'. Royal Vancouver Yacht Club, Owner/Skipper: P. Daniels, Crew: S. Scott, M. Stone, J. Daniels, R. Jones, P. Asselstine, H. Billings, R. Hausch.

"CUCKOO'S NEST" — Sail No. 49277 — Innes 52, LOA: 52'. Royal Vancouver Yacht Club, Owner/Skipper: J. Innes, Crew: L. Mennie, J. Innes (Jr.), L. Walters, J. Saunders, J. Heinmiller, Y. Gauthier.



"DANISH PASTRY" — Sail No. 39863 — C&C 40, LOA: 39.8'. Royal Vancouver Yacht Club, Owner/Skipper: H. Pedersen, Crew: J. Jarman, D. Maxwell, W. Bergelt, D. Leith, N. Hokonson.





"DAISY" — Sail No. 59055 — Val. 40, LOA: 40'. Salt Lake Yacht Club, Owner/Skipper: H. Warner, Crew: A. Hoecher, H. Warner (Jr.), J. Bradley, A. Bradley, S. Berlin, N. Van Skyhawk.



"DISCOVERY" — Sail No. 14205 — C&C 48, LOA: 48'. Royal Victoria Yacht Club, Owner: P. Conroy, Skipper: K. Bosma, Crew: C. Darling, R. Townshend, A. Jurisson, G. Jones, A. Cooke, J. Andersen, G. Dowell, W. Douglas, R. Bethell.

"DREAM MACHINE" — Sail No. 39697 — Jones 44, LOA: 43.7'. Royal Vancouver Yacht Club, Owner/Skipper: W. Vogel, Crew: S. Rasmussen, S. Fogg, R. Vogel, S. Flynn, B. Hanna, G. Jespersen, D. Clift.



"ESPRIT" — Sail No. 59697 — Newport 41s, LOA: 40.8'. Corinthian-Seattle Yacht Club, Owners: G. Kraft, R. DeVries, Skipper: D. Hillmant, Crew: S. Norman, L. Lambert, J. Sabella, D. Norman, J. Burgess.





"GLORY" — Sail No. 30200 — Chance 54, LOA: 54'. Seattle Yacht Club, Owner/Skipper: J. Buchan, Crew: D. Caronan, M. Deyoung, D. Brynelsen, B. Kitchen, S. Huntingford, C. Herman, A. Levitt.



"GRAND CENTRAL" — Sail No. 59700 — Newport 41s, LOA: 41'. Tacoma Yacht Club, Owner/Skipper: R. Rue, Crew: R. Ray, D. Roberts, O. Snoer, D. Saasen, J. Pierson, C. Rasmussen, P. Doles.

"IMPOSSIBLE" — Sail No. 59395 — Swan 441, LOA: 44.4'. Lahaina Yacht Club, Owner/Skipper: J. Whittaker, Crew: A. Rutherford, D. Roberts, A. Steinberg, B. Nance, R. Whittaker, S. Rogers, A. Margerum.



"INCANTATION" — Sail No. 49071 — S.C. 50, LOA: 50.2'. Royal Vancouver Yacht Club, Owner/Skipper: D. Ratner, Crew: R. Boyd, R. Somerville, P. Thompson, T. Berry.





"KIALOA II" — Sail No. 7742 — S&S, LOA: 73.3'. West Vancouver Yacht Club, Skipper: V. Bishop, Crew: F. Musson, E. Fraser, D. Heukelum, B. Vanleeuwen, M. Hanna, A. Vittery, K. Shaw, C. Hilsden, T. Cattell, L. Nichol, C. Campbell, R. Hamilton, B. Hanna, G. Craig, B. Graham.



"LUCY ALICE" — Sail No. 19412 — Vanguard, LOA: 31.4'. Lahaina Yacht Club, Owner/Skipper: W. Gardner, Crew: R. Butler, D. Stearns, N. Crane, J. Coulter.

"MERINO" — Sail No. 59515 — C&C 40, LOA: 39.8'. Tacoma Yacht Club, Owner/Skipper: P. Hayes, Crew: D. Spencer, B. O'Donnell, P. Miller, S. Alger, R. Norris.



"NIGHT RUNNER" — Sail No. 59494 — Perry, LOA: 42'. Seattle Yacht Club, Owner/Skipper: D. Fryer, Crew: L. Hatter, L. Larsen, D. Glockner, P. Blundon, A. Podgorny.





"NIGHT TRAIN" — Sail No. 67943 — S.C. 50, LOA: 50.2'. Lahaina Yacht Club, Owner/Skipper: W. Niemi, Crew: G. Carpenter, G. Johnson, J. Hutchinson, S. Brand, R. Henderson, A. Brueggeman, T. Gidlund.



"OKANAGAN EXPRESS" — Sail No. 39995 — C&C 40, LOA: 39.8'. Kelowna Yacht Club, Owner/Skipper: L. Salloum, Crew: R. Muirhead, T. Elsdon, J. Davies, J. Lowden, B. Choate, M. Taylor, G. Mathews, P. Dion.

"PACHENA" — Sail No. 49111 — Peterson 41, LOA: 41'. Royal Vancouver Yacht Club, Skipper: P. Christoffersen, Crew: N. Brown, P. Salusbury, G. Hartwig, S. Vajda, P. Rasmussen.



"PANGAEA" — Sail No. 59059 — Baltic 39, LOA: 38.7'. Anacortes Yacht Club, Owner/Skipper: M. Madenwald, Crew: B. Morrow, R. Smith, D. Pierce, M. St. John-Smith, J. Decker, L. Books.





"PASSAGES" — Sail No. 59450 — Islander 40, LOA: 39.5'. Corinthian Seattle Yacht Club, Owner/Skipper: G. Bell, Crew: D. Burch, T. Clark, J. Taylor, W. Harvey-Smith, P. Fredrickson, J. Green, D. Bawden.



"PHOENIX" — Sail No. 59400 — Choate 39, LOA: 39.4'. Lahaina Yacht Club, Owner/Skipper: S. Crary, Crew: P. Chick, M. Rossi, W. Gee, B. Weed, G. Nordholm, D. Lyon.

"RESOURCEFUL" — Sail No. 59877 — Val. 40, LOA: 40'. Everett Yacht Club, Owner/Skipper: M. Schrader, Crew: I. Varley, B. Varley, D. Logan, J. Horn, J. Thumlert, J. Osberg, B. Rowan.



"SCOTCH MIST II" — Sail No. 29250 — S.C. 50, LOA: 50.2'. Lahaina Yacht Club, Owner/Skipper: R. O'Brien/W. Hinton, Crew: A. Thome, L. Murray, D. Welker, H. Frychel, D. Nottage, E. Flanders.





"SERENITE" — Sail No. 59881 — S2, LOA: 36'. Sauvie Is. Yacht Club, Owner/Skipper: G. Coatney, Crew: J. Cavanaugh, W. Ruff, L. Brown, F. Jones, G. Latham, A. McKeown, D. Waagmeester, M. Toy.



"SIBELIUS" — Sail No. 49099 — Swan 371, LOA: 37'. Royal Naval Sailing Association, Owner/Skipper: R. Vandiver, Crew: W. Vogel, J. Vogel, H. Fronczek, J. Joyce, G. Simpkins, P. Busby, R. Vogel.

"TRIUMPH" — Sail No. 11500 — S&S 1 Ton, LOA: 37.2'. Corinthian Seattle Yacht Club, Owner/Skipper: R. Roberts, Crew: T. Anderson, M. Clemmens, G. Miller, D. Zuberbuhler, L. Sund.

"VIRGINIA DARE" — Sail No. 59138 — Peterson, LOA: 36.3'. Seattle Yacht Club, Owner/Skipper: B. Adam, Crew: V. Irwin, T. Sullivan, J. Phillops, R. Slater, B. McLachlin.





"WILL-O-THE-WISP" — Sail No. 29647 — Peterson 2 Ton, LOA: 40.8'. Sidney Yacht Club, Owner/Skipper: D. Wilson, Crew: B. Lawhorn, D. Weber, J. Andersen, C. Penny, W. Douglas, K. Jessup, K. Wilson.



"ZUBEN UBI IV" — Sail No. 16699 — C&C 35, LOA: 35.7'. Lahaina Yacht Club, Owner/Skipper: W. Hester, Crew: B. Goodfellow, P. Jennings, M. Morgan, D. Nestoss, G. Cummings.

PAST VICTORIA–MAUI RACE WINNERS

- 1968 Porpoise III
(Sloop 47 ft.) F. R. Killam, R.V.Y.C. Elapsed time 16 d: 07 h: 51 m: 37 s.
- 1970 Greybeard
(Ketch 73 ft.) L. H. Killam, R.V.Y.C. Elapsed time 15 d: 00 h: 42 m: 45 s.
- 1972 Odusa
(Ketch 53 ft.) E. H. Zahn, Corinthian Y.C. Elapsed time 14 d: 00 h: 12 m: 00 s.
- 1974 Tinsley Light
(Sloop 35 ft. 10 in.) H. Grandin, Jr., St. Francis Y.C. Elapsed time 14 d: 14 h: 03 m: 17 s.
- 1976 Race Passage
(Sloop 44 ft.) P. McCullough, Bremerton Y.C. Elapsed time 16 d: 01 h: 27 m: 02 s.
- 1978 Merlin
(Santa Cruz 67 ft.) D. Fryer, Seattle Y.C. Elapsed time 10 d: 00 h: 02 m: 09 s.
- 1980 Kanata
(Sloop 41 ft.) V. Plavsic, West Van. Y.C. Elapsed time 13 d: 22 h: 26 m: 39 s.

1982 VICTORIA-MAUI RACE CALENDAR OF EVENTS

WEDNESDAY, JUNE 30

From 1200 – Completion of inspections of participating yachts.

THURSDAY, JULY 1

From 1000 – Committee Rooms, Empress Hotel, open for information, etc.

FRIDAY, JULY 2

1400 – Skippers and navigators final briefing
Georgian Lounge, Empress Hotel

1800 – No Host Pre-Dinner Reception
Georgian Lounge, Empress Hotel

1930 – Dinner – Empress Ballroom, Empress Hotel

SATURDAY, JULY 3

0830 – Guests report to power boats

1000 – START

SATURDAY, JULY 24

Awards Banquet, Royal Lahaina Hotel, Lahaina, Maui

1982 VICTORIA-MAUI RACE DIVISIONAL RATINGS

DIVISION I

DIVISION II

DIVISION III

<i>Yacht Name</i>	<i>I.O.R.</i>	<i>Yacht Name</i>	<i>I.O.R.</i>	<i>Yacht Name</i>	<i>I.O.R.</i>
1. NIGHT TRAIN	59.2	12. WILL-O-THE WISP	32.0	23. MERINO	29.4
2. INCANTATION	58.9	13. PACHENA	32.0	24. OKANAGAN EXPRESS	29.1
3. SCOTCH MIST II	58.4	14. PASSAGES	31.7	25. DANISH PASTRY	29.1
4. KIALOA II	57.9	15. AJAX	31.5	26. GRAND CENTRAL	29.0
5. CUCKOO'S NEST	45.6	16. DREAM MACHINE	31.4	27. ESPRIT	28.8
6. GLORY	44.9	17. DAISY	31.2	28. CHOISEUL	28.3
7. NIGHT RUNNER	39.9	18. RESOURCEFUL	30.6	29. ZUBEN UBI IV	28.3
8. CHARISMA	38.9	19. BROTHER GOOSE	30.5	30. VIRGINIA DARE	27.4
9. DISCOVERY	37.5	20. BLACK WATCH	30.4	31. SIBELIUS	27.2
10. IMPOSSIBLE	35.1	21. PHOENIX	30.3	32. TRIUMPH	26.3
11. CADILLAC SNAPPER	34.0	22. PANGAEA	29.8	33. SERENITE	25.0
				34. LUCY ALICE	20.7

CPAir wide-cabins are the fastest to Australia.



Our wide-cabins leave for Sydney from Toronto every Friday. And from Vancouver every Wednesday and Friday. You'll land early next morning, with plenty of time for comfortable onward connections to other parts of Australia. (If you're heading for New Zealand, we'll make your connection in Nadi, Fiji.)

For Sydney, it's the fastest seat.

On your way Down Under, or on your return, you can stopover in Fiji or Hawaii, at no extra cost in airfare.

For full economy fare travellers: CPAir Empress Class. Including a separate check-in with seat selection. Complimentary headphones. Inflight slippers. Cocktails, fine wines and liqueurs. A choice of hot entrees on lunch and dinner flights. And champagne breakfasts.

In First Class, we offer food service that rivals the finest restaurants. And full length reclining Loungeaire seats.


We can arrange convenient connecting flights to all of the South Pacific.

So the next time your business travel takes you to Australia, call your travel agent and fly CPAir. The world-wise airline.

CPAir 

CPAir International.

South Pacific/The Orient/South America/North America/Europe.

CP and  are registered trademarks of Canadian Pacific Limited. Empress Class is a registered trademark of Canadian Pacific Air Lines Limited.



HISTORICAL NOTES

THE VICTORIA–MAUI RACE

The biennial 2308 nautical mile Victoria to Maui ocean racing classic is the brain child of Jim Innes, a sailor, member of Royal Vancouver Yacht Club and a senior pilot of CP Air. The 1982 Victoria to Lahaina, Maui, race is the ninth sailing of this Pacific Ocean test of leading skippers, boats and crews. It has become a major event on the Pacific Coast sailing calendar. Although entry is limited by the mooring accommodation available at Lahaina, competition is keen among those who are able to pass the tough entrance requirements.

It's fitting that Jim Innes should start his retirement in a new yacht of his own design and building with participation in the Victoria–Maui race. It's also fitting that CP Air should continue its role as a major sponsor of this classic ocean race which links two major Pacific Rim areas. These waters were the setting for the Pacific explorations of Captain George Vancouver. In 1792/93, he explored the British Columbia coast using Lahaina as a winter headquarters. The modern-day racing yachts travel these same waters between B.C. and Hawaii as those now flown over by CP Air's fleet of jet aircraft.

Jim Innes' idea was to create a challenging ocean-crossing race that would start in his home province and would attract ocean-worthy yachts and capable skippers and crews. In 1965, Jim's *Long Gone*, Lol Killam's *Velaris*, both of Royal Vancouver Yacht Club and M. R. Ramsay's *Norena of Wight*, Royal Victoria Yacht Club, made the trail-blazing passage from Victoria to Hawaii. It was strictly an unofficial race, an experiment, won by Jim's *Long Gone* in 15 days, 55 minutes, but it was the beginning of a strong bond between Royal Vancouver and Lahaina Yacht Clubs which now act as the joint sponsors of the Vic–Maui Race. Royal Vancouver looks after all details in Vancouver and Victoria, including the start, while Lahaina each year sets new standards for hospitality and efficiency at the finish.

The first official Victoria–Maui Race was in 1968, starting from Brotchie Ledge outside Victoria harbour. This year the starting signal for all divisions will sound Saturday, July 3rd at 10:00 hrs. timed to coincide with the ebb tide through the notorious Race Rocks into the Strait of Juan de Fuca and westward to the open ocean.

This Victoria–Maui Race isn't everyone's cup of tea. Not all yachts or yachtsmen are qualified to pass the strict entrance requirements. For those that do, an exciting ocean race awaits, managed by a team of capable, experienced ocean sailors from the host clubs. Since the first official Race in '68, this blue water classic has attracted some of the world's finest ocean racers. Bill Killam's 47-foot *Porpoise III*, out of Royal Vancouver Yacht Club, won that first race in 16 days, 7 hours and 15 minutes. The record for the 2308 mile course was set in 1978 by the ultra light displacement flyer, *Merlin*, sailed by Seattle Yacht Club's Doug Fryer syndicate. *Merlin's* time was 10 days, 2 minutes and 9 seconds, a mark that will take some beating.

Other notable Vic–Maui contenders in years past have included Lol Killam's *Graybeard*, Bill Gardner's *Lucy Alice*, an eight time entrant and back again this year, John Long's *Indomitable*, John and Barb Dunfield's *Discovery*, Doug Fryer's *African Queen*, and the 1980 winner, Vlad Plavsic's *Kanata*. But any of these entrants can take second place to Dan O'Brien in *Scotch Mist*; in the '70 race, these fellows broke their mast only three days out and, under jury rig, managed to place amongst the finishers, complete with bagpiper and instrumental crew lining the weather rail at the finish in Lahaina.

This summer, when B.C. Lieutenant-Governor Henry Bell-Irving fires the starting gun at 10:00 hrs. July 3rd, the 1982 Victoria–Maui fleet, ranging from Bill Gardner's Seattle-based 31-foot *Lucy Alice* to the 73-foot maxi-boat *Kialoa II*, will be vying for the favoured position at the start line with the navigator's sights firmly fixed on line honours and/or corrected time victory across the finish line at Lahaina. The fleet of 34 ocean racing yachts will be escorted the entire 2308 miles by Canadian Forces Auxilliary tug, *St. Anthony*, commanded by M. J. Dyer. She will provide daily position reports during the 11 to 20 days of the race and will act as the "mother ship" to the fleet.

The big boats should arrive in Lahaina 11 to 12 days after leaving Victoria, given fair winds. Smaller boats may take as long as 17 to 18 days to complete the race. On arrival, each finishing yacht is royally entertained by Lahaina Yacht Club reception committee's welcoming extravaganza. All of this is followed by the wind-up awards banquet the evening of July 24th.

Progress of the 1982 race can be followed on radio stations CHQM, 1320, Vancouver; CFAX, 1070, Victoria and KOMO, 1000, Seattle, which will carry daily reports supplied by RVYC Race Headquarters in Vancouver.

Don Tyrell

TROPHIES FOR 1982 RACE

Perpetual trophies for the race have been presented in the respective divisions by the following generous donors:

POSITION	NAME OF TROPHY	NAME OF DONOR
First to Finish – Elapsed Time	Lahaina Yacht Club	Lahaina Yacht Club
Division I	Governor of Hawaii, John A. Burns	John A. Burns
Division II	City of Victoria	City of Victoria
Division III	Blue Gavel	Past Commodores of North American Yacht Clubs
Overall Corrected Time		
First	Royal Vancouver Yacht Club	Royal Vancouver Yacht Club
Second	Royal Vancouver Yacht Club	Royal Vancouver Yacht Club
Third	Royal Vancouver Yacht Club "Klahaya"	Royal Vancouver Yacht Club
Division I – Corrected Time		
First	Province of British Columbia	Province of British Columbia
Second	Maui Boat and Yacht Club	
Third	Canadian-American Resources	
Division II – Corrected Time		
First	Founders Trophy	Maui Chambers of Commerce
Second	Lahaina Yacht Club Imperial	
Third	Eldred Curtis Memorial	John H. Long and A. J. B. Forsyth
Division III – Corrected Time		
First	County of Maui	County of Maui
Second	Lahaina Yacht Club Boomvangers	Lahaina Yacht Club Boomvangers
Third	Windward	
Navigator First to Finish – Elapsed Time	Gabrielle III	P. R. Sandwell
Navigators – Corrected Time		
First – Division I	The Captain George Vancouver R.N.	Canadian Yachting Association
First – Division II	Lahaina Restoration Foundation	Lahaina Restoration Foundation
First – Division III	Royal Vancouver Yacht Club Past Commodores	Royal Vancouver Yacht Club Past Commodores
Navigator closest to last official Roll Call E.T.A.	The Andreas Schueller Memorial Trophy	Barb Dunfield
Best Start	'Sea Q' Trophy	R. L. Cliff
Last to Finish – Elapsed Time	Turtle Trophy – (Recipient is then a member of the Loyal order of the Turtle!)	



Presented for the best pre-race estimate of Elapsed Time, as predicted by crews prior to the start.

Glavya International Trophy for the 1982 race

Donated by GLAYVA INTERNATIONAL LTD., represented by Schenley – P & T Agencies.

Notes and Observations

Day 1

Day 2

Day 3

Day 4

Day 5

Day 6

Day 7

Day 8

Day 9

Day 10

Notes and Observations (Continued)

Day 11

Day 12

Day 13

Day 14

Day 15

Day 16

Day 17

Day 18

Day 19

Day 20

IMPORTED

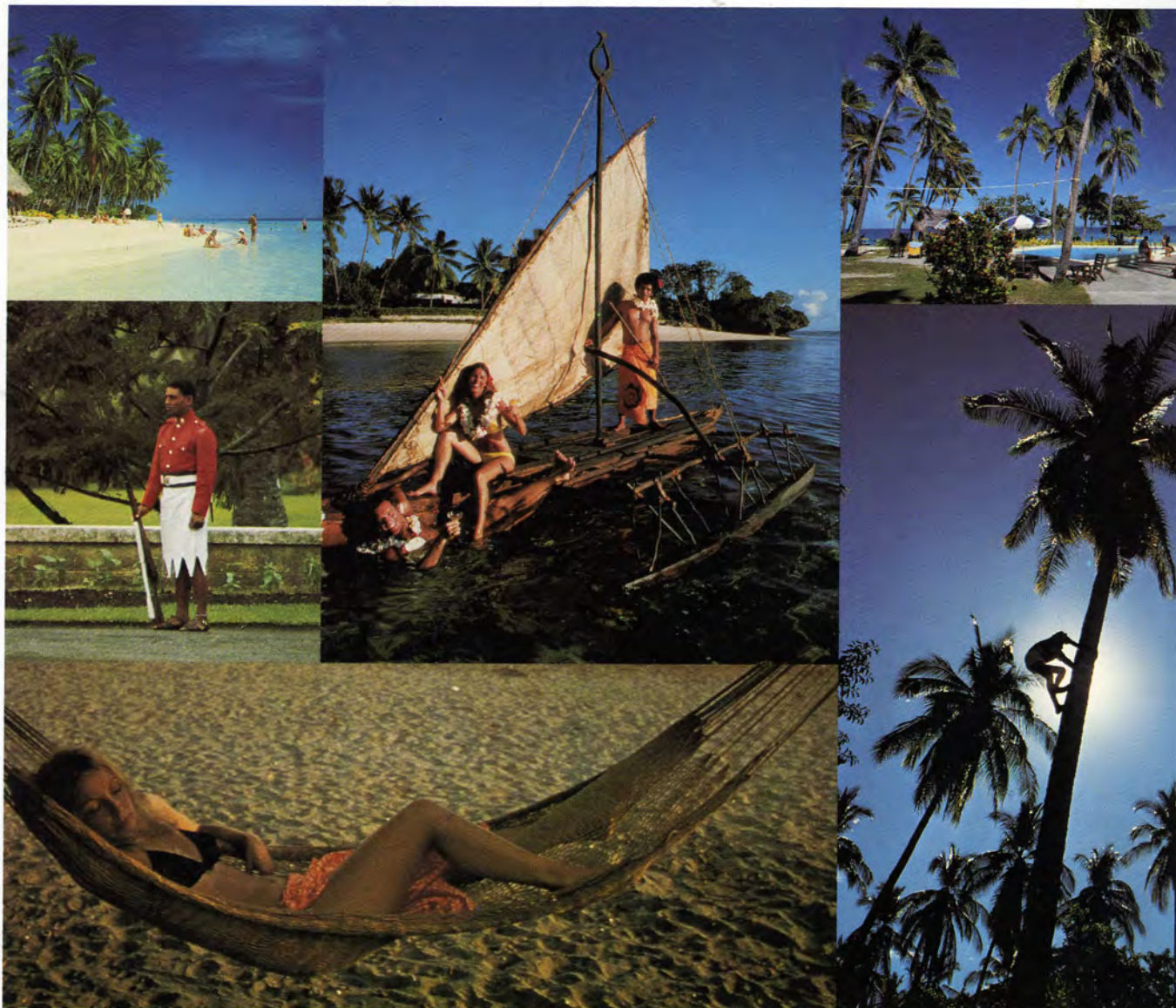
GLAYVA

After dinner, wet your thistle.



GLAYVA LIQUEUR · A NECTAR OF SCOTLAND

Marketed across Canada by Schenley Canada Inc.



CP Air's unforgettable Fiji.

Come on down to CP Air's
South Pacific.

And discover Fiji.

Unhurried.

Uncrowded.

Unspoiled.

The islands with all the exotic
delights of the tropics to make your
holiday memorable.

And all the luxurious amenities
to make it unforgettable.

We have a number of tempting
vacation packages and affordable
airfares just for you.

Our wide-cabins leave for
Fiji from Toronto every Friday and
from Vancouver every Wednesday
and Friday.

So come on along with us to Fiji.
We're no stranger in paradise.

*CP Air is pleased to be
associated as the official carrier of
the Victoria-Maui 82 International
Yacht Race.*

CP Air 



CP and  are registered trademarks of Canadian Pacific Limited.