

# VIC~MAUI 90



JUNE 30, 1990  
1000 HOURS

VICTORIA, B.C.  
LAHAINA, MAUI



Canadian  
OFFICIAL AIRLINE

# VICTORIA-MAUI INTERNATIONAL YACHT RACE

JUNE 30, 1990 1000 hrs.  
VICTORIA, B.C.

ROYAL VANCOUVER YACHT CLUB  
LAHAINA YACHT CLUB

OFFICIAL PROGRAM

## *Commodores' Message*

As commodores of the two host yacht clubs, we join in welcoming participating crews, their families and friends to the festivities and competition of the 1990 Victoria-Maui International Offshore Classic. Since its inception in 1965, with just three boats, the race has grown into the colorful event we have today, thanks to the continuing efforts of Race Committees at both clubs and to the racing crews who turn out every year to compete.

On behalf of our respective clubs, we thank the Race Committees of both Royal Vancouver and Lahaina Yacht Club for their work and another job well done. To all the racing crews, we wish the very best of wind, weather and luck for your Pacific crossing; we look forward to seeing you at the finish line in Lahaina, and having you with us to celebrate Lahaina Yacht Club's 25th Anniversary.

Peter Jefferson  
Commodore,  
Royal Vancouver Yacht Club

Jim Hentz  
Commodore,  
Lahaina Yacht Club

THE THIRTEENTH  
VICTORIA MAUI INTERNATIONAL YACHT RACE



JUNE 30, 1990

SPONSORED BY THE  
ROYAL VANCOUVER YACHT CLUB  
AND THE  
LAHAINA YACHT CLUB



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LAHAINA YACHT CLUB

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

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Vice Commodore: Lloyd M. Campbell  
Rear Commodores: Barry Bell, David Birnie, Jack Wood  
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Stephen Tupper  
GENERAL MANAGER:  
James J. Dudley

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FLAG OFFICERS

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Vice Commodore: Bob Hartman  
Rear Commodore - Sail: Jim Burchett  
Rear Commodore - Power: Nancy Goode  
Port Captain: Andy Tate  
Fleet Captain: Gary Watson  
Secretary: Jill Yeaman  
Treasurer: Tom Marino  
Staff Commodore: Byron Dunn

VICTORIA-MAUI INTERNATIONAL YACHT RACE

ROYAL VANCOUVER YACHT CLUB

Chairman: Tony Liebert  
Committee:  
Lyall Bell, Don Byrne, Kim Davies,  
Peter Leech, Gord. Mitchell, Mary McArthur,  
John Macfarlane, Peter Veuger.  
Trustees:  
Alex Forsyth, John Long.

LAHAINA YACHT CLUB

Chairmen: Ron Bentley/Nick Powell  
Committee:  
Carolynn Blake, Jim Burchett, Eddie Dodds, Jamie Douglas,  
Ned Downey, Byron Dunn, Ev Flanders, Jim & Julie Follett,  
Diana Gardiner, Nancy Goode, Neil Graber, Warren & Fran Hinton,  
Nancy Lee, Thumper McCarthy, Ruth & Joe McKay, Dan O'Brien,  
Carol Oliver, Mike Park, Blue Robinson, Frank Shriver, Doug Shue,  
Andy Tate, Steve Taylor, Ron Wall, Gary Watson.  
Trustees:  
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START COMMITTEE CHAIRMAN:

John Dunfield

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Don Tyrell, Boating News  
Canadian Airlines International  
Steve Tupper

# VICTORIA-MAUI INTERNATIONAL YACHT RACE

Saturday, June 30, 1990

## SAILING INSTRUCTIONS

(Including Amendment No. 1.)

This publication of the Sailing Instructions, dated June 8, 1990, supersedes all previous publications and amendments.

### 1. RULES

- 1.1 The race shall be governed by the current International Yacht Racing Rules (I.Y.R.R.), 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 start, the International Regulations for Preventing Collisions at Sea shall replace Part IV of the I.Y.R.U. 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 Each yacht shall be required to complete and file with the Race Committee the provided Certificate of Compliance within 24 hours of finishing the race.

### 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 SAILING INSTRUCTIONS

- 3.1 Prior to the Skippers' Meeting in Victoria, changes to the Sailing Instructions shall be communicated to all entrants, in writing, either by mail or by distribution at the Skippers' Meeting.
- 3.2 Following the Skippers' Meeting the Race Committee may orally modify the Sailing Instructions via radio communications during the Daily Position Report.
- 3.3 Sailing Instruction 10 (Finishing) may be modified by radio during the radio communication required in Sailing Instruction 10.3.

### 4. DIVISIONS

- 4.1 I.O.R.
  - 4.1.1 Yachts shall not have an I.O.R. base rating less than 26.00.
  - 4.1.2 I.O.R. yachts shall have a current I.O.R. Rating Certificate as issued by either their National Authority or the U.S.Y.R.U.
  - 4.1.3 A yacht's 1990 I.O.R. rating with U.S.Y.R.U. Age Allowance applied shall be used with a further additional age allowance obtained by subtracting the year of the "design date" from 1990 and then multiplying the resulting number by 0.5%. This number is then the percentage additional adjustment, to a maximum of 7.5%, that shall be subtracted from the yacht's rating.
  - 4.1.4 The I.O.R. Division shall be split into two classes.

- 4.2 P.H.R.F.
- 4.2.1 There shall be a P.H.R.F. Division. Handicaps shall be calculated to the P.H.R.F. of N.W. handicap system.
- 4.2.2 Yachts shall only be eligible to enter this division if they regularly compete under this handicap system.
- 4.2.3 This division may be subject to sail and accommodation restrictions. The Race Committee shall publish these restrictions prior to June 1, 1990.
- 4.2.4 All yachts shall have a Standard Boat Rating of 115 seconds or less per mile.
- 4.2.5 All yachts shall be current members of P.H.R.F. of N.W.
- 4.2.6 Each yacht entered shall provide the Race Committee with one of the following:
- a) their original P.H.R.F. of N.W. application with current data shown;
  - b) a current B.C. Sailing P.H.R.F. of N.W. Certificate;
  - c) a complete data sheet showing current dimensions.
- 4.2.7 The Race Committee reserves the right to readjust Standard Boat Ratings to reflect the true offshore nature of the race. Each yacht's P.H.R.F. allowance shall be confirmed by June 1, 1990.

5. ELIGIBILITY

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

6. ENTRY FEE

The entry fee is \$700.00 Canadian Funds or \$625 U.S. Funds, to be submitted with the entry form.

7. START — PLACE AND DATE

- 7.1 The Race will start at Victoria Harbour in the vicinity of Brotchie Ledge at 1000 hours P.D.T., June 30, 1990.
- 7.2 The race shall start in accordance with I.Y.R.R., Rule 4.4(a) System 2. The I.O.R. Division and the P.H.R.F. Division shall start together.
- 7.3 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.
- 7.4 Recalls shall be made as per I.Y.R.R., Rule 8 Recalls.
- 7.5 The Race Committee may at its sole discretion assess a time penalty against a yacht failing to start correctly.
- 7.6 The Race Committee vessel shall stay on station for 60 minutes after the starting signal. Any yacht which fails to start in 60 minutes and has fulfilled the definition of racing shall be deemed to have started.

8. DAILY POSITION REPORTS

Each yacht shall report its daily local apparent position to the communications vessel at the daily roll call. Yachts failing to make this daily report shall be assessed a 7 minute penalty for each daily position report they miss.

9. COURSE

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

9.2 For handicap purposes, the course shall be 2308 nautical miles.

## 10. FINISHING

10.1 The finish line will be established on a range from the Kaanapali Shores Hotel, located 20° 57' 08" North, 156° 41' 50" West. Further details will be provided at the Skippers' Meeting prior to the start in Victoria.

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

10.3 Yachts shall contact the Maui Race Committee on Channel 16 VHF or 4125 KHz Single Sideband at any of the following:

- a) when Maui is in sight;
- b) when 25 nautical miles from the finish line;
- c) when the light at Hawea Point is abeam.

Failure to comply with sections a) to c) may lead to a 7 minute penalty for each incident at the sole discretion of the Race Committee.

10.4 Yachts finishing at night are required to illuminate their sail numbers for identification.

## 11. TIME LIMIT

11.1 The time limit shall be 1700 hours (Hawaiian Standard Time) July 21, 1990. No yacht's finish shall be recorded after the time limit.

11.2 The Race Committee may extend the time limit through notification of yachts during the daily position report.

## 12. MEANS OF PROPULSION

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

12.2 Yachts are expected to use their engines and to log such use when rendering assistance under I.Y.R.R., Fundamental Rule A.

## 13. PROTESTS

13.1 Protesting yachts shall notify the Race Committee of their intention to protest immediately upon finishing. Protests shall be made in writing in accordance with the rules of the I.Y.R.U.

13.2 Protests shall be filed at the Lahaina Yacht Club within 24 hours of the finish of the protesting yacht.

## 14. PENALTIES

14.1 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.

14.2 The 720 Degree Turns Penalty, Appendix 3.1 of the Racing Rules will apply to yachts acknowledging violations of rules in I.Y.R.R., Part IV prior to 1700 hours P.D.T. on the date of the start.

## 15. TROPHIES AND PRIZES

Final details to be provided at the Skippers' Meeting in Victoria.

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# LAHAINA YACHT CLUB 1965 - 1990

• OUR 25<sup>TH</sup> ANNIVERSARY •

*THE FIRST TEN YEARS ARE THE HARDEST*

Unlike our continental cousins who view the land beneath their feet as nearly infinite, people who live on islands are always aware of the absolute limitations of their environment, the way sailors are aware of the deck beneath their feet. Island people are different. We live on the tip of a mountain rising 25,000 feet straight up from the ocean floor, and we're 2,400 miles from the nearest continent.

In 1965 a motley group of ocean-weary sailors decided to swallow the anchor and make Lahaina their home. Lahaina has long been a temporary haven for racing and cruising boats on their way to or from somewhere — Fiji, Tahiti, Japan, New Zealand, Mexico, Canada, the U.S. — and while we were all from the U.S., we had also spent a lot of time on boats in the Pacific. My wife and I and small children arrived in Lahaina on our way back to California from a four year cruise across the Pacific and back. Bob Hoehn had spent years racing aboard Bob Johnston's grand racing boat, Ticonderoga. Carolyn Blake had crewed for a time aboard Wes and Louse Herr's home-built 30' schooner in the Society Islands. Jon Payne had crewed on various yachts up the Mexican coast. We loved the egalitarian atmosphere of Lahaina as much as we disliked the general tone of traditional yacht clubs, who seemed primarily concerned with out-climbing each other in status, prestige and profits.

The idea of an "anti-yacht club" quickly captured the imagination of a number of Lahaina residents who had little sailing experience, and an alliance was formed to form Lahaina Yacht Club. Bob Hoehn was chosen our first commodore. A simple white whale on a red background was chosen as our emblem.

Our first big break came when a local boat rental outfit went broke, and LYC pooled its few dollars and bought five worn Sunfish. Our second break occurred when Bob Johnston sailed over from Honolulu after his record-breaking finish on Ticonderoga in the 1965 Transpac. Bob Johnston had long loved Lahaina and was intrigued with the nutty idea of a populist yacht club, and he resolved henceforth to race for Lahaina. "Big T" was raced to a record-breaking finish in the 1966 Trans-Atlantic, and went on to race the European circuit all summer, spreading the word of Lahaina Yacht Club. We began to receive applications from all over, and the idea of having a world-wide associate membership began to take hold.

Our club had been meeting at the "Lahaina Broiler", and a clubhouse anywhere near the water seemed hopeless. Then Pat Ballenger, who had arrived a year before on his beautiful cruising ketch, persuaded ailing Lahaina Judge George Hasegawa to sell a parcel of land on the waterfront consisting of an old broken-down and abandoned laundry facility, and a ramshackle restaurant (now rebuilt as the Ocean House Restaurant). LYC had no money, so Pat and I bought the entire property and split it, with Pat keeping the restaurant and agreeing to sell the laundry facility to the club at cost when they could manage to pay for it.

We persuaded the membership to raise annual dues to \$25.00 and argued that we could build the club ourselves with volunteer labor. I was convinced we could raise the money and as Commodore, I was determined to do so (and incidentally pay myself back). The club divided itself into groups of volunteers with Pat in charge of construction. We worked when we could, often at night. Whole families would organize work parties on weekends, with the kids painting while their parents pounded nails. A great deal of my time was spent begging, borrowing and even stealing lumber, supplies and money to pay for it, as well as organizing parties to keep up morale.

It still amazes me that we did it. Pat and I practically lived at the clubhouse and, to the shock and surprise of the rest of Lahaina, the building gradually took shape. It was all volunteer labor except for some major plumbing that required a contractor. In the fall of 1967, almost a year later, the clubhouse was finally opened. We were justifiably proud. We had quite literally built our own yacht club.

Floyd Christenson,  
Charter Member  
Commodore 1966 - 1967 - 1969



# LAHAINA YACHT CLUB 1965 - 1990

• OUR 25<sup>TH</sup> ANNIVERSARY •

LAHAINA YACHT CLUB SINCE 1967

From 1967, our club grew in membership and physical size. Work still was done by volunteers, working at odd hours expanding the deck over State waters five, eight, ten feet at a time and various other facelifts.

In 1987 planning was discussed to remodel the clubhouse and try to "get legal" with the State for our years of encroachment. *Months* later we were successful in getting a long term lease and paid a small fine for our sins. Glenn Kearns completed design for changes and the plans were presented to General Membership. Many wanted the clubhouse to remain uniquely as is, but the majority at least voted to pursue costs, etc. . . the big question was, could we afford it even with a very healthy building fund in the bank. Time passed and in mid-1989 General Membership voted to remodel.

Work began in late September, 1989 and "it" hit the fan. Almost everything we tore into was either rotted or "not up to code". We suddenly found out that Maui had INSPECTORS! Galley hood, exhausts, extinguishers, firewall and plumbing. All electrical service and wiring. We had to make it new! "They" were right — the building fund wouldn't cover it. Assessment and dues increases were made and work proceeded. 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.

We have a new clubhouse of which we are proud and I don't think we've lost our uniqueness. Lahaina Yacht Club looks forward to all VIC-MAUI participants to arrive, renew old acquaintances and enjoy the friendliness of our members.

Earl Kunkel,  
Commodore 1987

## 1990 VICTORIA-MAUI RACE CALENDAR OF EVENTS

### TUESDAY, JUNE 26

From 1200 — Completion of inspections of participating yachts

### FRIDAY, JUNE 29

1400 — Skippers' and Navigators' final briefing  
Balmoral Room, Empress Hotel

1800 - 2000 — Reception:  
James Ballroom, Crystal Gardens, Victoria

### SATURDAY, JUNE 30

0830 — Guests report to power vessels

0950 — WARNING SIGNAL

1000 — START

### SATURDAY, JULY 21

Awards Banquet, Lahaina, Maui



"MAVERICK" — Sail No. 97336, Nelson/Marek 68, LOA 67.6', Lahaina Yacht Club. Skippers: L. Crouch and J. Laurain. Crew: T. Myrick, J. Landon, M. Dine, P. Parizeau, E. Elms, G. Folgner, C. Hope.



"EARL OF MAR" — Sail No. 18927, Santa Cruz 50, LOA 50.0', West Sound Corinthian Yacht Club. Skipper: D. Roberts. Crew: D. Stearns, K. Thorndike, R. Derryman, J. Johanson, M. Kovac, W. Siegal, R. Shannon.

"H.M.C.S. ORIOLE" — Sail No. 480, Owens, LOA 102.0', Canadian Forces Sailing Association. Skipper: Lt. Cmdr. K. Brown. Crew: L. Trim, J. O'Connor, P. Bright, B. Green, R. Stringer, D. Greene, B. Walker, S. Bouchier, D. Landry, P. Dalton, M. Dow, D. Fenton, A. Mazur, E. McGaw, J. Simon, W. Smith, R. Sutherland, I. Tisdale, S. Vanwill, A. Glomeau, P. Meuller, S. Halliwell.

"FOXFIRE" — Sail No. 15999, Kauffman 44, LOA 44.2', West Sound Corinthian Yacht Club. Skipper: M. Storie. Crew: R. Henry, J. Paget, J. Hattrup, S. Kruller, K. Hackler, R. Rosain, J. Bassingthwaighte.





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"CARISSA" — Sail No. 69122, Peterson 43, LOA 42.3', Lahaina Yacht Club. Skipper: I. Varley. Crew: C. Lillibridge, J. Jakubik, D. Maulsby, D. Veltkamp, D. Montieth, J. Santiesteban, C. Olin, K. Gilles.



"THOMASINE II" — Sail No. 49481, C & C Sloop, LOA 41.0', Royal Victoria Yacht Club. Skipper: P. Sou. Crew: A. Utley, B. Clark, D. Taylor Lee, A. Lister, G. Goodwin, G. Weisgerber.

"MAD MAX" — Sail No. KC 609, Davidson 40 One Ton, LOA 40.0', Royal Vancouver Yacht Club. Skipper: W. Vogel. Crew: R. Vogel, H. Purdy, D. Manara, G. Garlick, R. Insley.



"KNIGHTRIDER" — Sail No. 69123, Davidson 40, LOA 39.0', Comox Bay Sailing Club. Skipper: S. Halls. Crew: R. Hale, K. Rushton, F. Denton, M. Roach, R. Silcox, C. Smith.



*Best of Luck  
to all  
Vic - Maui  
Racers!*



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"OMEGA" — Sail No. 49057, Sloop designed by Doug Cook, LOA 40.6', Vancouver Rowing Club. Skippers: A. deKleer and F. Hofman. Crew: C. Cairns, D. Wall, D. Kouwenhoven, M. Kidd.



"PANACHE" — Sail No. 69620, Centurion 47, LOA 47.0', Crescent Beach Yacht Club. Skipper: H. Hahn. Crew: D. Hahn, K. Lewis, K. Johnson, P. Green, D. Labadie, C. Lawson, K. Conway, B. Lefeaux.

"DREAM MACHINE" — Sail No. 39697, S. Jones, LOA 44.0', Crescent Beach Yacht Club. Skipper: J. Archer. Crew: A. Amos, A. Bentley, E. Register, D. Day, W. Nelson.



"INDULGENCE" — Sail No. 34988, Maple Leaf 45, LOA 45.0', Point Roberts Yacht Club. Skipper: D. Heaps. Crew: D. Andrews, N. Williams, H. Geddes, J. O'Connor, L. Gentry, G. Heaps, D. Jackson, T. Clayton.



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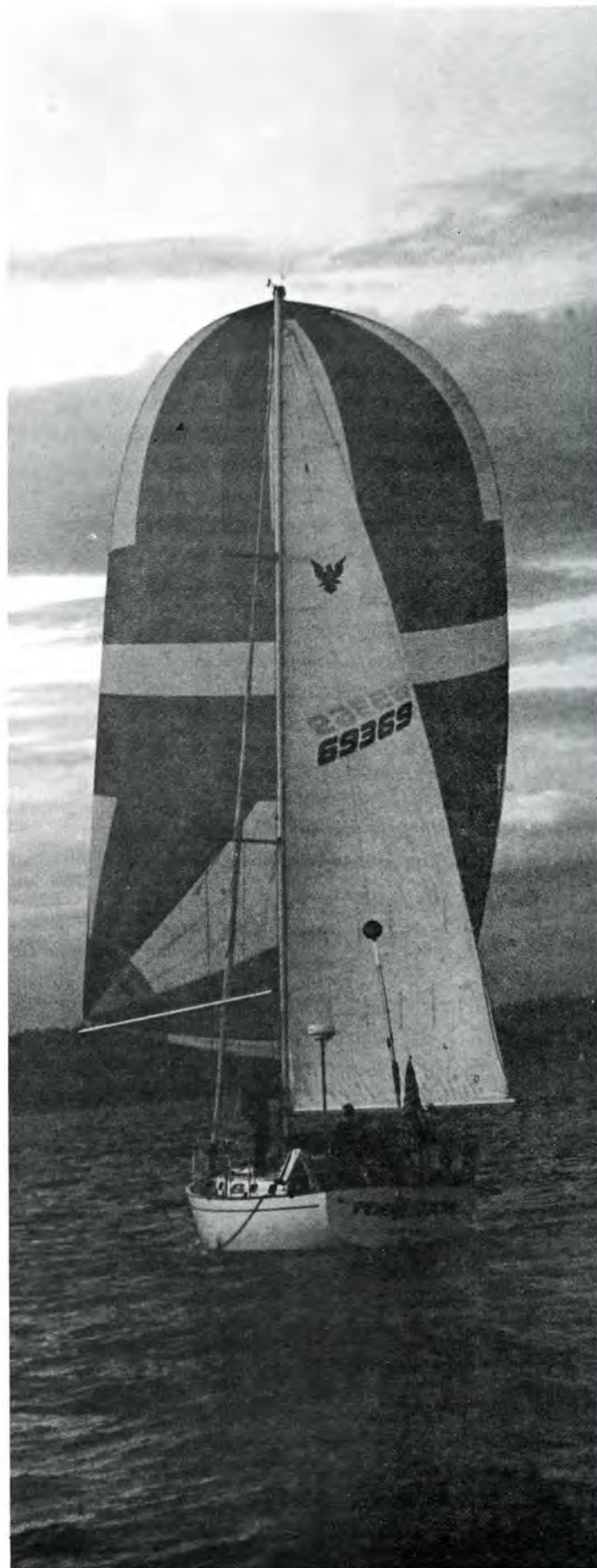
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"PENDRAGON" — Sail No. 69369, Passport 40, LOA 39.4', Lahaina Yacht Club, Three Tree Point Yacht Club. Skipper: F. Shriver. Crew: T. Davis, J. Fry, S. Renn, MD, M. Mannard, B. Miller, J. Koch.

## PAST VICTORIA-MAUI RACE WINNERS

**1968 - Porpoise III**

(Sloop 47 ft.) F.R. Killam, R.V.Y.C. Elapsed time 16d: 07h: 51m: 37s.

**1970 - Greybeard**

(Ketch 73 ft.) L.H. Killam, R.V.Y.C. Elapsed time 15d: 00h: 42m: 45s.

**1972 - Odusa**

(Ketch 53 ft.) E.H. Zahn, Corinthian Y.C. Elapsed time 14d: 00h: 12m: 00s.

**1974 - Tinsley Light**

(Ketch 35 ft. 10 in.) H. Grandin, Jr., St. Francis Y.C. Elapsed time 14d: 14h: 03m: 17s.

**1976 - Race Passage**

(Sloop 44 ft.) P. McCullough, Bremerton Y.C. Elapsed time 16d: 01h: 27m: 02s.

**1978 -Merlin**

(Santa Cruz 67 ft.) D. Fryer, Seattle Y.C. Elapsed time 10d: 00h: 02m: 09s.

**1980 - Kanata**

(Sloop 41 ft.) V. Plavsic, West Van. Y.C. Elapsed time 13d: 22h: 36m: 39s.

**1982 - Cadillac Snapper**

(Davidson 44 ft.) T. Friedland, Bellingham Y.C. Elapsed time 14d: 21h: 09m: 18s.

**1984 - Chimera**

(Petersen 42 ft.) G. Hess/C. Lanzinger, Corinthian Y.C. Elapsed time 14d: 01h: 04m: 12s.

**1986 - Boomerang**

(Cal 40 ft.) M. O'Byrne, Seattle Y.C. Elapsed time 15d: 09h: 49m: 44s.

**1988 - Omega**

(Fraser 41 ft.) A. deKleer, Vancouver Rowing Club. Elapsed time 14d: 22h: 28m: 22s.

## DIVISIONAL RATINGS

### I.O.R. DIVISION I

	<i>Yacht Name</i>	
1.	MAVERICK	69.37
2.	H.M.C.S. ORIOLE	52.46
3.	EARL OF MAR	51.64

### I.O.R. DIVISION III

	<i>Yacht Name</i>	
7.	MAD MAX	29.36
8.	KNIGHTRIDER	28.10
9.	OMEGA	25.68

### I.O.R. DIVISION II

	<i>Yacht Name</i>	
4.	THOMASINE II	30.01
5.	CARISSA	29.54
6.	FOXFIRE	29.52

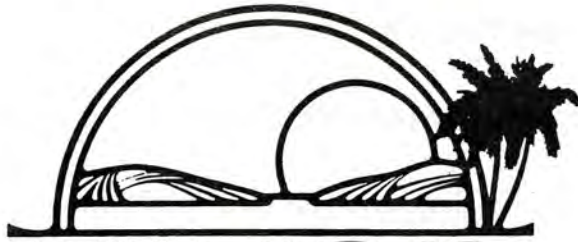
### P.H.R.F.

	<i>Yacht Name</i>	
10.	DREAM MACHINE	66
11.	PANACHE	90
12.	INDULGENCE	117

NOTE: *These ratings are approximations only, generated from information received from competitors at press time. Official ratings will be published only when all rating certificates have been received by the Committee and modified by the applicable age allowances.*



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# HISTORICAL NOTES

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 CPAir, now Canadian Airlines International. The 1990 Victoria to Lahaina, Maui, race is the 13th sailing of this Pacific Ocean test of leading skippers, boats and crews. It has become a major event on the Pacific Coast sailing calendar and competition is keen among those who are able to pass the tough entrance requirements.

It's fitting that Jim Innes should receive recognition for his contribution to the race. CPAir accordingly put up a trophy bearing Jim's name. The waters of this classic ocean race 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 Canadian'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, June 30th 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 who 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 Loi Killam's *Greybeard*, John Long's *Indomitable*, John and Barb Dunfield's *Discovery*, Doug Fryer's *African Queen*, and the 1982 winner, Tom Friedland's *Cadillac Snapper*. 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 among the finishers, complete with bagpiper and instrumental crew lining the weather rail at the finish in Lahaina.

This summer, when Lieutenant-Governor David Lam fires the starting gun at 10:00 hrs., June 30th, the boats of the 1990 Victoria-Maui fleet 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 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 21.

Don Tyrell,  
*Boating News*

# EXCERPTS FROM THE CONSTITUTION OF THE VICTORIA TO MAUI INTERNATIONAL YACHT RACE

**Article 1.** This AGREEMENT is between the Royal Vancouver Yacht Club, Vancouver, B.C., Canada and the Lahaina Yacht Club, Lahaina, Maui, Hawaii.

**Article 2.** The purpose of this AGREEMENT is to co-sponsor a yacht race biennially on even years and the name of the race shall be the Victoria to Maui International Yacht Race.

**Article 3.** It is the INTENTION of both Clubs to organize and carry out a premier World Class Ocean Race for competitive single hulled sailboats and crews from recognized yacht clubs which will be a credit to the co-sponsoring organizations.

**Article 4.** The Race shall start off Victoria, B.C., Canada and finish in the vicinity of Kaanapali Beach, Lahaina, Maui.

**Article 5.** It is AGREED that due to geographic location, the Royal Vancouver Yacht Club will be responsible for the start of the Race and Lahaina Yacht Club for the finish. Both Clubs recognize however that the areas of responsibility overlap and effect each other critically. Therefore it is necessary to establish an OPERATIONAL ORGANIZATION to manage the Race so that the stated purpose or intention is realized.

**Article 6.** Each Club will appoint two TRUSTEES who will oversee the conduct of the Race to ensure continuity from one Race to the next. The prime duty of a Trustee is in the direction of policy governing the Race and how it may affect his own or the other sponsoring Club. The Yacht Racing Rules and the philosophy governing them are constantly changing as is the outlook and position of each club governing body, therefore it is the further duty of the Trustees to resolve any differences.

**Article 7.** The TRUSTEES term of office will be for a four year period beginning on September 1st following the race and will expire alternatively every two years.

**Article 8.** The TRUSTEES should be persons whose background includes extensive racing experience, prior Victoria to Maui Race Committee work or prior race participation.

**Article 9.** The TRUSTEES appointed by each Club will be subject to the approval of the other club.

**Article 10.** If a TRUSTEE cannot serve the full term of office, a replacement will be appointed by the same Club to fill out the term. The replacement will be subject to the approval of the other Club.

**Article 11.** Each Club will appoint a RACE COMMITTEE CHAIRMAN who will be qualified to manage an event of this type and who will be subject to the approval of the majority of the TRUSTEES.

**Article 12.** The RACE COMMITTEE CHAIRMAN from each Club will select and appoint a committee of sufficient members and experience so as to capably carry out his respective duties.

**Article 13.** The race committee from each Club will be responsible to carry out their Club's assigned responsibilities.

**Article 14.** Both Royal Vancouver Yacht Club and Lahaina Yacht Club have agreed to financially support the race and wish to operate on as near as possible a "self-sustaining budget".

**Article 15.** Each Race Committee Chairman shall prepare a detailed budget. These budgets shall include all proposals for generating revenues and must be approved by their Executive or Board of Governors.

**Article 16.** Each committee shall exchange its budget with the other to ensure that revenues and expenses are understood and that early adjustments can be made if required.

**Article 17.** The revenues from the following sources shall be allocated to the co-sponsors: a) Royal Vancouver Yacht Club shall collect and receive all the race entry fees, pre-race banquet income and program advertising. b) Lahaina Yacht Club shall collect and receive all the revenue from the sale of T-shirts and the awards banquet.

**Article 18.** If it is deemed desirable or necessary to obtain COMMERCIAL ASSISTANCE it will be the duty of the TRUSTEES to establish a policy that is acceptable to both Clubs and which is in accordance with the International Yacht Racing Union Rules. The policy will be stated in writing and will contain what is expected from an advertiser, how the proceeds are to be divided and what the Clubs are willing to give to the advertiser in return.

**Article 19.** Due to the limited facilities of the Lahaina Small Boat Harbor and the Lahaina Yacht Club itself, the number of participating yachts shall be limited to 35. This limit will not include training vessels of recognized training organizations.

**Article 22.** For greater certainty the parties declare that this co-sponsorship arrangement constitutes only an association between clubs in relation to a matter of common interest and does not constitute formal partnership as such.

**Article 23.** Amendments to this Constitution can be effected by the agreement of the majority of the Trustees, and the Commodores of both Clubs. Amendments can be made only during the six months following the start of the last race.

# TROPHIES FOR 1990 VICTORIA-MAUI YACHT RACE

POSITION	NAME OF TROPHY	NAME OF DONOR
First to Finish - Elapsed Time	Lahaina Yacht Club	Lahaina Yacht Club
First to Finish Division I	Governor John A. Burns	Governor John A. Burns, State of Hawaii
First to Finish Division II	City of Victoria	City of Victoria
First to Finish Division III	Blue Gavel	Past Commodores of North American Yacht Club
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 I Corrected Time	Province of British Columbia	Province of British Columbia
Second Division I Corrected Time	Maui Boat & Yacht Club	Maui Boat & Yacht Club
Third Division I Corrected Time	Canadian-American Resources	Canadian-American Resources
First Division II Corrected Time	Founders Trophy	Maui Chamber of Commerce
Second Division II Corrected Time	Lahaina Yacht Club Imperial	The Gallery, Lahaina
Third Division II Corrected Time	Eldred Curtis Memorial	John H. Long & A.J.B. Forsyth
First Division III Corrected Time	County of Maui	Province of British Columbia
Second Division III Corrected Time	Lahaina Yacht Club Boomvangers	Lahaina Yacht Club Boomvangers
Third Division III Corrected Time	Windward Trophy	Lahaina Yacht Club Greeters Committee
Navigator First to Finish - Elapsed Time	Gabrielle III	P.R. Sandwell
Navigator First Division I Corrected Time	Captain George Vancouver R.N.	Canadian Yachting Association
Navigator First Division II Corrected Time	Lahaina Restoration Foundation	Lahaina Restoration Foundation
Navigator First Division III Corrected Time	RVYC Past Commodores	RVYC Past Commodores
Sailing for RVYC First Corrected Time	RVYC Chairman	RVYC Chairman
Sailing for LYC First Corrected Time	Aitch Wookey Perpetual	William R. Wookey
Best Start	Sea Q	R.L. Cliff
Last to Finish - Elapsed Time	G.F.Y. Turtle Trophy	LYC Finish Line Committee 1974
Navigator w/nearest ETA @ Last Rollcall	Andreas Schueller Memorial	Barbara Dunfield
First Canadian Boat to Finish (elapsed time)	Jim Innes	Canadian Airlines International
PHRF - First to Finish	Joe Glass Memorial Trophy	Mrs. C. Glass
PHRF - First Corrected Time	S.G. Foley Trophy	Mr. A.E. Foley

## POWER BOAT SUPPORT SQUADRON

### *In Appreciation*

Special thanks are extended to the Royal Vancouver Yacht Club power boat skippers and crews who donate considerable time and expense in support of the Vic-Maui racing fleet. For the start of each Vic-Maui Race, these generous folk come from their home port of Vancouver to Victoria and welcome aboard their vessels the Committee, honoured guests, and the friends and families of the competitors. Your contribution to the race is greatly appreciated.

FOUR BELLS, Lyall O. Bell, Support Squadron Coordinator

ALANDRA, Alex Andrews  
 BLUE SPIRIT, Ted Cruise  
 DESERT LADY, John Wright  
 HOTEL, Jack Charles  
 MARY J, Ralph Jordan  
 SEAWARD, John Macfarlane  
 SHAMAN II, Tom Bridge

BILLABONG, Peter Leech  
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