

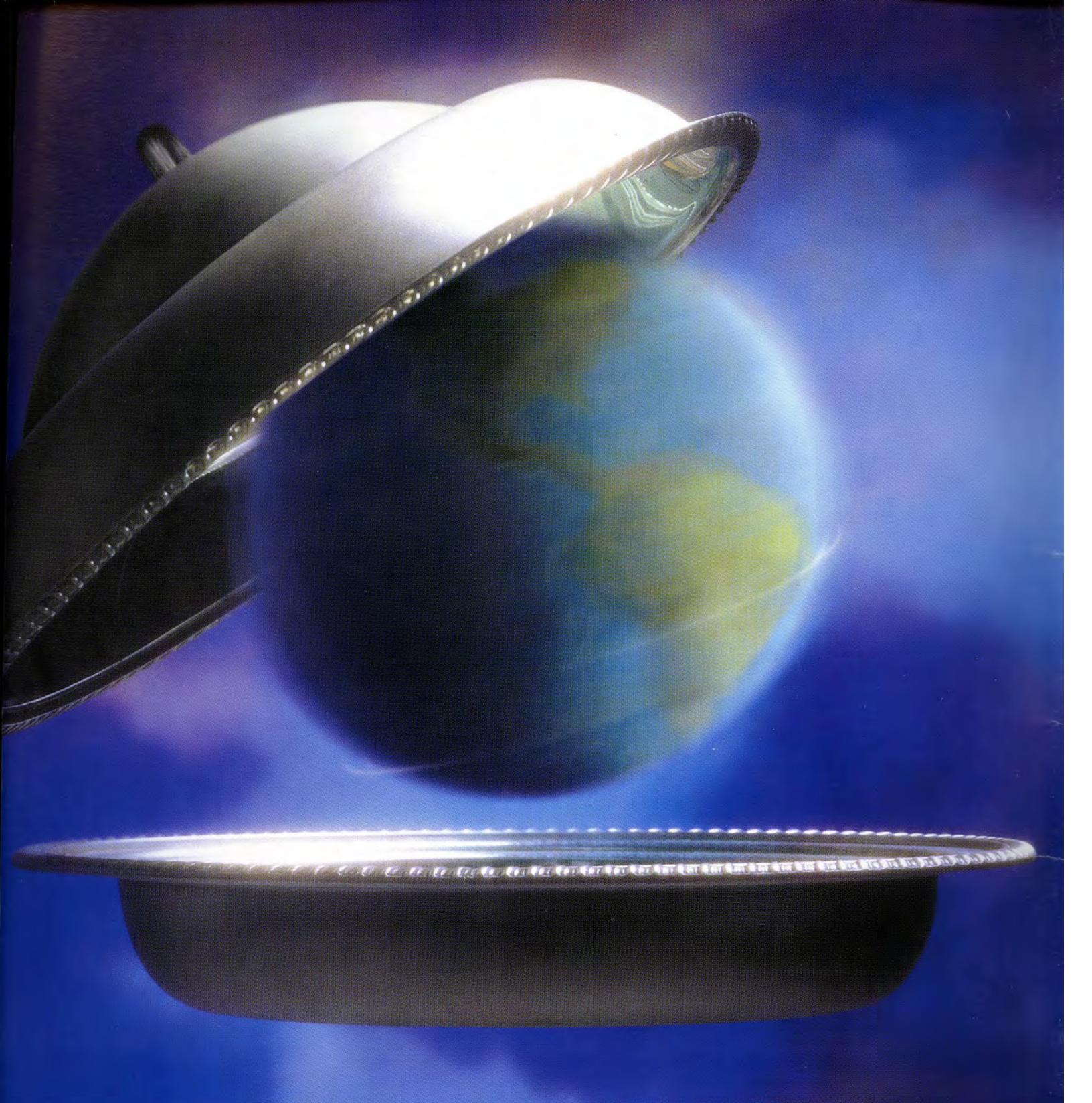
1994
PORSCHE
Victoria-Maui
International Yacht Race



JULY 1994

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YACHT CLUB**

**LAHAINA
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1994

PORSCHE

**Victoria-Maui
International Yacht
Race**



Starts:
Wednesday, June 29, 1994
Friday, July 1, 1994

from
Victoria, B.C.

Royal Vancouver Yacht Club
Lahaina Yacht Club

**OFFICIAL
RACE PROGRAM**

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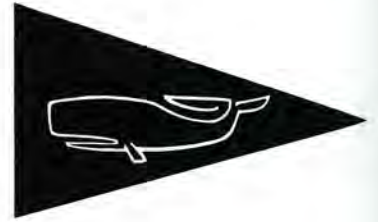
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COMMODORES' MESSAGE



On behalf of the Members of both the Royal Vancouver Yacht Club and the Lahaina Yacht Club, we are proud to welcome you to the 1994 Porsche Victoria-Maui International Yacht Race.

Over the past 26 years, with the help of unflagging support from the membership of both our clubs, this race has gained in stature and reputation as a world class ocean racing event. This year we welcome Porsche Canada as our principal sponsor. Through their support, and the great efforts of our organizing committee, we are able to provide the competitors with a first class race and an outstanding social atmosphere appropriate to the occasion.

This is the fifteenth official sailing of the Victoria-Maui Race, and we look forward to an exciting competition as 25 boats make their way to Lahaina. May all the participants find a fulfilment of their hopes for a rewarding offshore experience, for new elapsed time records for the sail to Hawaii, and for someone, the unparalleled joy of winning!

Above all, we wish for fair wind and weather and a safe crossing. We will be keeping close track of your progress across the Pacific, and look forward to welcoming you in Lahaina.

*Commodore Michael Reimann
Royal Vancouver Yacht Club*

*Commodore Tracy Stile
Lahaina Yacht Club*

THE FIFTEENTH PORSCHE

VICTORIA-MAUI INTERNATIONAL YACHT RACE

Starting Wednesday, June 29th and Friday, July 1st, 1994
at 1000 hrs off Brotchie Ledge, Victoria, B.C. Canada

hosted by ROYAL VANCOUVER YACHT CLUB and LAHAINA YACHT CLUB

Honorary Starter June 29th, 1994:

Mayor Bob Cross, City of Victoria
with

Commodore Keith Stockdale, Royal Victoria Yacht Club
and Commodore Tracy Stile, Lahaina Yacht Club
on board M.V. "Gibson Gal"

with skipper Bob Gibson, Past Commodore, RVYC



ROYAL VANCOUVER YACHT CLUB



LAHAINA YACHT CLUB

Honorary Starter July 1st, 1994:

Rear Admiral Richard C. Waller, Commander Maritime Forces Pacific
with

Commodore Michael Reimann, Royal Vancouver Yacht Club
and Commodore Tracy Stile, Lahaina Yacht Club
on aboard M.V. "Sea Q"

with skipper Ronald Cliff, Past Commodore, RVYC

ROYAL VANCOUVER YACHT CLUB

RVYC 1994 Executive Committee

Commodore: Michael A. Reimann
Vice Commodore: Gordon Henderson
Rear Commodores: Jack Balmer,
David Macdonald, Don Martin, John Graham
Fleet Captain: Jim Burns
Staff Captain: Bruce Russell
Honorary Treasurer: Donald C. Selman
Honorary Juniors' Advisor: Gerd Mueller
Honorary Secretary: Tony Liebert
Honorary Solicitor: Robert Eades
Executive at Large: Bob Andrew,
Larry Groberman, Gary Hammonds,
Bob Matthews, Guy Walters, David S. Williams
General Manager: James J. Dudley

LAHAINA YACHT CLUB

LYC 1994 Board of Governors

Commodore: Tracy Stile
Vice Commodore: Steve Taylor
Rear Commodore of Sail: Thumper McCarthy
Rear Commodore of Power: Doug Shue
Fleet Captain: Rowland Webb
Port Captain: Andy Tate
Secretary: Jody Robison
Treasurer: Blue Robinson
Staff Commodore: Tim Mitchell

COMMITTEE

VANCOUVER

Race Chairman: Tony Repard
Vice Chairman, Trustee: Wink Vogel
Trustee: John Macfarlane
Technical: Steve Tupper
Safety - Vancouver: Dan Sinclair, Don McLean, Vlad Kahle
Safety - Seattle: Frank Shriver
Radio Communications: Don Byrne
Medical Concerns: Dr. Cheryl Holmes
V.I.P.'s: Alan McFarlane
Victoria Banquet: Beth Rooney
Victoria Yachts: Don Martin
Victoria Power Boats: Bob Butterfield
Media, Public Relations: Deborah Angrave
Programme Editor: Lisa Carstensen
Programme Assistance: Michelle Wittenberg
Trophies: Denis Cressey
Hot Line: Rosemary Higgs
Treasurer: Roger Bailey
Secretary: Leona Eisner

LAHAINA

Race Chairman: Steve Taylor
Race Co-Chairman: Nancy Goode
Trustee: Ron Bentley
Committee: Debi Barrett, Carolyn Blake,
John Broadbent, Jim Burchett, Ned
Downey, Mike Fairservice, Phil Fuhrman,
Neil Graber, Jimbo Hentz, Fran Hinton, Jeff
Kaiser, Earl Kunkel, Nancy Lee, Thumper
McCarthy, Ruth McKay, Bonnie Nelson,
Jan Nolan, Jackie & Bob Norby, Dan
O'Brien, Mike Park, Nick Powell, Kim
Sante, Frank Shriver, Doug Shue, Trish
Steel, Andy Tate, Ron Wall, Tom Warren,
Rowland & Pam Webb



Message from the Organizers



It is with great pleasure that we welcome you to Victoria and to the start of the 1994 Victoria to Maui race.

We are proud to be able to welcome Porsche Canada as our major sponsor and to welcome back Canadian Airlines.

Many of you have been here before, and we hope that the expanded events and the race itself will be even more rewarding and exciting than in previous years, let alone the fun awaiting when you arrive at Lahaina!

To those of you who are participating for the first time, we hope that you will enjoy Victoria, the events, the welcome from the power boat skippers, and that you too will return again in the future.

We appreciate the many months of preparation and hard work that have taken place before your arrival here, so it is most rewarding for us, as organizers, to see your enthusiasm and commitment to a very enjoyable and challenging race.

We'd like to thank our sponsors, committee members, volunteers, and the power boat skippers and their crews for the uncountable hours of their time and dedication to ensure that this, the 15th race, will be the best ever!

Have a great race, and we'll see you in Lahaina!

Tony Repard
Race Chairman,
Royal Vancouver Yacht Club

Steve Taylor
Race Chairman,
Lahaina Yacht Club

SPONSORS AND CONTRIBUTORS

PORSCHE

Title sponsor of the Victoria-Maui International Yacht Race

Canadian

Canadian Airlines International

Official Airline of the Victoria-Maui International Yacht Race

SPECIAL THANKS & ACKNOWLEDGMENTS

B.C. SAILING

LAHAINA YACHT CLUB

ROYAL VANCOUVER YACHT CLUB

ROYAL VICTORIA YACHT CLUB - Sandy MacMillan, Dave Pearson

DAVID FEATHERBY - Victoria Harbour Master

CATHRINE FEATHERBY - Victoria Harbour Wharf Manager

LEONA EISNER - RVYC Secretary

AARON CUNNINGHAM - Canadian Airlines International

RON DEFIEUX - Defieux Saxelby Insurance, Inc.

MCL MOTOR CARS (1992) INC., VANCOUVER - Invitation Printing

TOSHIBA AND DELOITTE TOUCHE - Computer Equipment

KPOA FM RADIO 93.5, LAHAINA - Daily position reports

MIKE PARK - Lahaina Communications

ATALANTA - Primary Communications Vessel

MOONBEARD - Communications Vessel

TERRY MCLEOD - Ocean Vision Systems Ltd

SEA-LAND - for shipping container from Seattle to Maui

THE EMPRESS HOTEL AND THE KA'ANAPALI SHORES HOTEL

SEA CADET BAND

GALERIE LASSEN, INC. AND ARTIST CHRISTIAN RIESE LASSEN

ANDY TATE - Race Photographer

DIGNITARIES / VIP'S

MAYOR BOB CROSS, CITY OF VICTORIA

Honorary Starter - June 29, 1994

REAR ADMIRAL RICHARD C. WALLER

COMMANDER MARITIME FORCES PACIFIC

Honorary Starter - July 1st, 1994

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Speedway Motors Ltd.
3329 Douglas Street Victoria, BC
V8Z 3L2 (604) 475-2415

1994 PORSCHE VICTORIA-MAUI INTERNATIONAL YACHT RACE - LIST of ENTRANTS -

Yacht Name	Sail #	Div.	Rating	Boat Type	SKIPPER	City
Chance	97503	A	-60	SantaCruz 70	Tim Clark	Seattle, WA
Marda Gras	69869	A	-3	SantaCruz 52	Marda Phelps	Seattle, WA
Ralphie	67730	A	0	SantaCruz 50	David Pearson	Victoria, BC
Midnight Special	18926	A	3	SantaCruz 50	Steve Crary	Seattle, WA
Emily Carr	49211	A	3	SantaCruz 50	Peter Sou	Victoria, BC
Atalanta *	69581	A	6	Tripp 73	Richard Hedreen	Seattle, WA
Zamazaan	3883	A	12	Farr 53	Denis Cressey	Vancouver, BC
Farr-Ari	69795	B	60	Beneteau 45	William Walton	Seattle, WA
Carissa	69122	B	63	Peterson 43	Jake Jakubik	Mercer Island, WA
Tranquillite	87788	B	63	Swan 46	Jack Shannon	Tacoma, WA
Luna	64953	B	66	C&C 37R	Dennis Manara	Vancouver, BC
Moonbeard *	64939	B	69	MarcoPolo 52	Anthony Sessions	Vancouver, BC
Oncyte	69123	B	69	Davidson 40	Michael Fleming	Vancouver, BC
Carmanah	39211	C	81	Peterson 41	Frank Van Gyn	Victoria, BC
Darby	40318	C	81	C&C 39	Steven Tuck	Vashon Island, WA
Showtime	77568	C	81	J36	Bob Mayfield	Sumner, WA
Panache IV	69620	C	90	Centurion 47	Helmut Hahn	Surrey, BC
Windshadow	49239	C	111	Cooper 508	Al Byers	Surrey, BC
Hooligan	7668	D	114	Cal 40	Gilbert Wood	Seattle, WA
Kismet	6823	D	114	Cal 40	Charlie Guildner	Mt Vernon, WA
Uncle Juicy	6826	D	114	Cal 40	Joe Dubey	Olympia, WA
Spectre	7946	D	114	Cal 40	Lee Rogge	Seattle, WA
Three Daughters II	-	D	135	Herreshoff 58	Peter Giles	Bowen Island, BC
Straitjacket	49340	D	153	Ranger 33	Milt Ploeger	Tacoma, WA
Endless Rode	480	D	183	C&C 34	Gord Cudlipp	Vancouver, BC

RESULTS BY B.C. SAILING



SCHEDULE OF EVENTS

- PRE-RACE ACTIVITIES -

ROYAL VANCOUVER YACHT CLUB
AT VICTORIA, B.C. CANADA

Saturday, June 25th	All Day	Competing yachts and power boat fleet arrive
Sunday, June 26th	All Day	at Victoria's Inner Harbour.
Monday, June 27th	1400-1600 hrs 1800 1900	WELCOME Start#1 participants aboard power boats. RECEPTION - Convention Centre behind Empress Hotel BANQUET FOR 1ST START at The Empress Hotel
Tuesday, June 28th	1400	SKIPPERS MEETING FOR START #1 competitors
Wednesday, June 29th	0845-0900 0900 0900 1000 1400-1600 1800 1900	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 WELCOME Start#2 participants aboard power boats RECEPTION - Convention Centre behind Empress Hotel BANQUET FOR 2ND START at The Empress Hotel
Thursday, June 30th	1400-1530 1400	SEA CADET BAND performing on Lower Quay, Inner Harbour across from the Empress Hotel SKIPPERS MEETING FOR START #2 competitors
Friday, July 1st	0845-0900 0910 0900 1000	SPECTATORS assemble on boats at Inner Harbour Spectator yachts depart Inner Harbour M.V. "Sea Q" (Committee Boat) departs for start line - Brotchie Ledge START #2 - Brotchie Ledge

RACE COMMITTEE ROOM
at the Empress Hotel will be open from
Monday, June 27th
through
Thursday, June 30th from
1000 - 1630 hrs daily
(Monday from 1200 noon)

GENERAL INFORMATION
will be available dockside at the
committee vessel "Bobkat".

FINAL SAFETY INSPECTIONS
must be completed.
Contact the Committee.

OFFICIAL COMMITTEE VESSELS

Starting Vessel
Start #1
June 29th, 1994

M.V. "Gibson Gal" (76')
Skipper: Bob Gibson



Starting Vessel
Start #2
July 1st, 1994

M.V. "Sea Q" (87')
Skipper: Ronald Cliff



THANK YOU !

The Organizing Committee of the 1994 PORSCHE Victoria-Maui International Yacht Race would like to thank the following people for making themselves and their yachts available in Victoria to accomodate spectators and VIP's for the race starts and for their support throughout the week.

BLACK MAGIC	55'	John & Nadean Downie
BOBKAT	46'	Bob & Kathy Butterfield
CASEA B	70'	Jack & Casey Brown
FIVE C'S	42'	Jack & Roberta Carthy
GIBSON GAL	76'	Bob & Elaine Gibson
JIMRAY	58'	Ray & Helen Brittain
LADY THERESSA	51'	Don & Annabelle Martin
MONIZAMBERT	28'	Richard & Nancy Self
ROSSEAU GAL	36'	Bill & Helen Emerton
RUSSELLER	46'	Bruce & Juanita Russell
Sea Q	87'	Ron & Ardelle Cliff
Seaward	72'	John & Marnie Macfarlane
SECRET ROVER	45'	Alex & Anne Wood
SHAMAN II	50'	Tom & Marjorie Bridge
TALLYMAN	62'	Jim & Carol Mercier
VISTA	58'	Bob & Suzanne Brodie

LAHAINA YACHT CLUB

by R.L.Wall

Among the international family of yacht clubs, and being under 30 years old, Lahaina Yacht Club by most standards is a junior member. Nonetheless, our superb location, warm Aloha spirit, casual ambience (plus the hottest showers in the Pacific) have earned LYC legendary status among mariners world wide. For cruisers, racers and fisherman alike, one of the brightest spots in the Pacific is the Lahaina Yacht Club.

Thanks to the efforts of a dedicated group of ocean-weary sailors who had "swallowed the anchor" making Lahaina their home, 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 on page 31). With no clubhouse our fledgling founders improvised and brought the welcome parties to the docks. A strong and lasting bond was formed and the Vic-Maui concept was born.

Shortly after the Canadians returned home spreading tales of their crossing and the Hawaiian hospitality they had received, Bob Johnston sailed over from Honolulu aboard *Ticonderoga*. Intrigued with the idea of a populist yacht club, Bob decided to race the "Big T" under LYC's burgee. Following a record-breaking finish in the 1966 Trans-Atlantic race, *Ticonderoga*, flying LYC's red and white colors, went on to race the European circuit. Soon applications were coming in from all over and the idea of having a world-wide associate membership began to take hold. Much would transpire during the next two years.

In the fall of 1966, thanks to the funding, finagling and fortitude of Commodore Floyd Christenson and businessman Pat Ballenger, a waterfront parcel of land with an abandoned laundry facility was acquired. Annual dues were raised to \$25.00 and volunteer labor was solicited. The Club divided itself into groups with Pat in charge of construction and Floyd in charge of morale. 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 from the LYC reception committees. The tradition continues, with each year surpassing previous ones. The magic and intrigue of Lahaina is contagious and LYC continued to grow in membership and physical size.

During the next 20 years life just kind of "went on" at LYC. Volunteers, worked at odd hours expanding the deck over State waters five, eight, ten feet at a time along with various other face-lifts. By 1987, the clubhouse was in need of repairs and expansion. In anticipation of our 25th anniversary, which would coincide with the thirteenth running of the Vic-Maui race, Commodore Earl Kunkel spearheaded discussions to remodel the clubhouse and to try and "get legal" with the State for our years of encroachment.

Months later we were successful in obtaining a long-term lease from the State and paid a small fin for our sins. Glenn Kearns completed the design changes and plans were presented to the General Membership. Many wanted the clubhouse to remain uniquely as it was, but the majority voted to pursue costs, options, etc...the big question was, could we afford it even with a very healthy building fund? Time passed and in mid-1989 the members voted to remodel. Work began in late September, 1989 and "it" hit the fan!

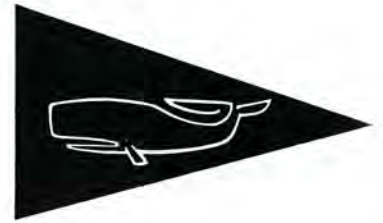
Almost everything we tore into was either rotted or "not up to code". We suddenly found out that Maui had Building Inspectors! Galley hood, exhausts, plumbing, firewall and extinguishers, all electrical service and wiring, decking, shoring, and even the roof were all suspect. We had to make it all new! And the building fund wouldn't cover it. Assessments 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!. The 1990 Vic-Maui finishers and families found a new clubhouse and old friends.

The Lahaina Yacht Club looks forward to all Vic-Maui participants to arrive, renew old acquaintances and make new ones. Previous visitors remember and newcomers will learn, at LYC you're part of the family. On behalf of all the Members and staff of LYC, warmest ALOHA to all who venture here.

SCHEDULE OF EVENTS

- POST-RACE ACTIVITIES -

LAHAINA YACHT CLUB
LAHAINA, HAWAII, USA



Sunday, July 10th		FINISH LINE First boats finishing at Lahaina (unless someone breaks the record again!)
Tuesday, July 12th	1130 hrs	WAITING WAHINE LUNCHEON Fran and Warren Hinton's 399 Front Street, Lahaina PH: 661-3216
Sunday, July 17th	1200	CO-ED SOFTBALL at Armory Park. Canada versus the U.S.
Friday, July 22nd		AWARDS BANQUET DANCE at the Jodo Mission - Lahaina
	1600	Live Music by "Hana's Own"
	1730	Banquet (Tickets must be purchased in advance from the Ship's Store. Cost is \$25.00 USD per person) Call Jan Nolan: 667-6743
	1800	Awards Presentation
	After	Dance to live music by "Hana's Own"
Saturday, July 23rd	see Race	Summer Regatta - Offshore Triangles
Sunday, July 24th	Instructions	Summer Regatta - Channel Race



VIC-MAUI BANQUET TICKETS

Get them early from LYC Ship's Store
Location: LAHAINA JODO MISSION
Date: Friday, July 22nd * Price \$25.00 US
Time: 4:00 Cocktails / 5:30 Dinner
Live music / Dancing after awards



Official Vic-Maui Photographer

Donnell Anderson Tate

667-9005



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Breakfast: 8 am - 11 am • Lunch: 11 am - 4 pm
Dinner: 4 pm - 10 pm • Late Night Pupus 10 pm - 12 am
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VIC-MAUI '94

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

Contact: Rosemary Higgs

604-222-3343 (phone)
604-222-3324 (fax)

Hours: Starting June 30th, 1994 until the last boat finishes.
7:00pm to 10:00pm daily.

LAHAINA YACHT CLUB
835 Front Street, Lahaina, Maui
PH: 808-667-0211
VIC-MAUI RACE INFO & HOSPITALITY DESK

Clubhouse Contact: Ruth McKay
Bar Manager: Tim Rivercomb

Hours: 9:00am to 11:00pm (approximate)

808-667-0211

FINISH LINE & RADIO COMMUNICATIONS
Ka'anapali Shores Hotel, Lahaina, Room 802
PH: 808-667-2211
RADIO CALL SIGN: WQZ300

Contact: Mike Park, Communications
Carolynn Blake, Finish Line

Hours: July 6th to 22nd, 24 hours a day
*** Children's Hour: Daily from 6:00 pm
(Make reservations before 1:00pm on the day you wish to talk)

808-667-2211, Room 802

HARBOR COMMUNICATIONS TRAILER
PH: 808-661-7389

Contact: Debi Barrett / Kim Sante,
Communications Trailer,
Dock Phone
Tom Warren, Harbor Operations

Hours: July 5th - July 22nd
24 hours a day until last boat finishes

808-661-7389

RADIO STATION KPOA
Tune in FM 93.5

Contact: Chuck Bergson

Hours: Daily position reports beginning
July 7th, 6:20pm

808-667-9221

Daily updates on all yacht positions.

ATALANTA #69581 TRIPP 73 maxi ketch owned by skipper Richard Hedreen of the Corinthian Yacht Club, Seattle and crewed by "Sr.VP of Operations" Vic Bishop ('82,'84,'92), navigator Ray Martin, Kim Bottles, Doug Fulcher, Greg Harris, Bill Hedreen, Gerry Herron, Louis Hoffer, Andrew Kay, Jim Leach, Ken Mason, Gene Pelland, and Robin Say.

AT.A.LAN.TA (orig.Greek Mythology) was a maiden who agreed to marry any man who could outrun her, and who was defeated by Hippomenes when he dropped three golden apples that she paused to pick up.

ATALANTA was formerly Ondine III. After Vic-Maui she will proceed to Australia for this year's Sydney Hobart race.



Equipped with *INMARSAT*, Atalanta is the primary communications vessel.

CARISSA #69122 PETERSON 43 owned by skipper Curt Lillibridge and navigator R.W.(Jake) Jakubik sailing out of Seattle for the Lahaina Yacht Club. Crewed by Joe Marangola, James Medema, Dan Monteith, Dan O'Brien, Cliff Olin, Jose Santiesteban, Paul Woodward.



CARISSA was built by the owners from a bare hull in 1983 and is sailing in her third Vic-Maui race this year. In her inaugural 1984 race, Jake Jakubik, a rookie navigator (by his own admission!) missed first place overall by about 40 minutes when the first landfall turned out to be Molokai instead of Lahaina. Dan O'Brien (then Commodore of LYC and sponsor for CARISSA), having previously managed this same feat, presented a trophy to himself and Jake with the inscription in Hawaiian roughly translated to read "Oh shit, it's Molokai!". The trophy still resides in the Lahaina Yacht Club.

CARISSA was the 1992 Vic-Maui poster boat so she's well known to us all by now...but look out for that new paint job!

PHOTO COURTESY OF SEA SNAPS.

CARMANAH #39211 PETERSON 41

owned by skipper Frank Van Gyn ('92) of the Royal Victoria Yacht Club and crewed by navigator Vern Burkhardt, Mike Clark, Darien Hunt, Michael King-Brown, Dr. Jack Miller, and Gary Schrader.

Built in 1976 and sailed as Pachena in the 1979 Admiral's Cup, CARMANAH has a history of 15 Swiftsures, the 1992 Vic-Maui, and years of other racing. Recently acquiring a new mast in Seattle, the skipper and crew are particularly glad that they won't be finding any bridges between Victoria and Maui! Rumour has it that the "Carmanah Cocktails" served by "Burlington Northern" Vern are the latest specialty on board CARMANAH!



CHANCE #97503 SANTA CRUZ 70

chartered by Kim Verde and skippered by Tim Clark ('76,'82,'88) out of the Seattle Yacht Club. Crewed by navigator Jim Green ('82), Mike Banks ('88), Ed Cox ('76), Dick Droppelman, Mary Orvis, Jan Solga ('72,'80,'82,'88), Jack Taylor ('76,'78,'80',82,'88), Kim Verde, Peter Whitehead, and Dan Wolfe.

Seen on the cover of the 1993 Transpac race program after winning Overall, 1st in Class, and 1st in Fleet in the 1991 Transpac, CHANCE is making her return to the active scene in 1994 after not racing for the past two-plus years. This crew has lots of offshore racing miles behind them with a total of 15 Vic-Maui's and Pacific Cup, Swiftsure, Southern Straits, Transpac, and San Diego-Manzanillo experience on the roster as well.



DARBY #40318 NORTHEAST 39

Custom C&C sailed out of Quartermaster Yacht Club on Vashon Island, WA is owned by Skipper Steven Tuck and crewed by Mike Boyle, Mike Collinge, Jerry Fallen, Sam King, Rick Merryman, Bill Seguin, and Bob Squires.

DARBY is Gaelic for "one who lives near the sea". It was the name the Tucks chose for their first child should it have been a girl. Needless to say, son Zachary will have to go to school while Darby will stay at sea!

Direct from the Skipper's pen: This first time entry - both boat and crew - are keen and already sporting their Vic-maui crew shirts in time for Swiftsure: Steven (owner, skipper, spokesperson, mechanic, driver, trimmer, tactics); Rick (driver, trimmer, radio operator, cook, watch captain); Mike B. (from crab boats to sailboats - foredeck); Bob (Cockpit Cando Manager - stargazer, grinder, driver); Mike C. (aka Wally, been there, done it; winter Atlantic crossing); Bill (I get no respect; hot boat, day sailor - trimmer); Jerry (old new guy, goes both ways - pit man); Sam (new guy - foredeck, foredeck, foredeck, grinder, dishwasher).

EMILY CARR #49211 SantaCruz 50

owned by skipper/navigator Peter Sou (2 Vic-Maui's) and sailed out of the Royal Victoria Yacht Club by crew Bob Bentham ('88), Doug Horne ('92), Doug Lee (3), Brian Lister, John Norwood, Jan Olsen, and Tony Raymond (2).

Built in 1982 and sailed to Maui in the 1986 race by an all woman crew, EMILY CARR is well-known on both the local scene and more recently on the California racing scene including the Big Boat series in San Francisco.





ENDLESS RODE #480 C&C 34

owned, skippered, and navigated by Gord Cudlipp of Vancouver with crew of Jim Conway, Bob Aitken, and Dr. James Beveridge.

Vic-Maui'94 is a first offshore experience for ENDLESS RODE and all of her crew members. Gord and Marlene will go on to cruise the South Pacific for the next year after spending four years in the planning process and about a year outfitting the boat.

FARR-ARI #69795 BENETEAU 45

owned and skippered by William Walton, sailing for Three Tree Point Yacht Club, Seattle. Navigated by Brad Baker ('84,'86), and crewed by Mike Apthorp, Stu Birnell, Dave Chavez, Tom Davis ('92), Tim Larson, and Jim Redmond.

FARR-ARI has been active in local Puget Sound, Whidby Island, and Swiftsure racing for the past several years. The return delivery crew will holiday in a sheltered Hawaiian bay for a week or so after the race before heading back for the Mainland.





HOOLIGAN #7668 CAL 40 owned and skippered by Gilbert Wood of Corinthian Yacht Club in Seattle, navigated by Karen Thorndike ('86,'88,'90), and crewed by Gail Borling ('88), Gary Ernsdorf, Dan Smith, Kirsten Smith, and Geoffrey Wood.

HOOLIGAN was built in 1963 as hull #8 and is part of the truly remarkable fleet of Cal 40's still racing in the Puget Sound area. According to Gil Wood (in an effort to find some unofficial but still quotable quote!) "more Cal 40's have competed in this race than any other design." Designed in 1962 by Bill Lapworth, the Cal 40's went into production in 1963 with Hooligan being the oldest and lightest of the Cal 40's still competing.

The all woman delivery crew who returned HOOLIGAN after the 1992 Vic-Maui will be heading back to Seattle at the end of the 1994 race after spending some time cruising in the Kauai area.

KISMET #6823 CAL 40 co-owned, skippered, and navigated by Charlie Guildner ('80,'82,'88) out of the Bellingham Yacht Club, with crew Marlene Bolster (co-owner), Stephanie Campbell, Brad Paris (co-owner) Andy Schwenk ('82,'84,'86,'88), and Chris Thomas (co-owner).



KISMET was built in 1966 and was originally sailed on the great lakes before moving to the Seattle area in 1974. One of the partners who purchased her in 1974 was Charlie's father, who sold his share in the boat in 1980. The four current partners bought the boat in 1991 making KISMET a second generation boat in the Guildner family. Charlie raced it in the 70's, including its only true offshore race, Cobb Seamount in 1979. The boat is kept in Bellingham and has been raced actively in recent years.



LUNA #64953 C&C 37/40R

owned and skippered by Dennis Manara ('84,'86,'90,'92) of the Vancouver Rowing Club with crew Brent Bartwick, Gary Dotson ('92), Colin Jackson ('92), Anthony Kordic ('92), Neville Hand, John Mortimer, and Jay Page.

Now a veteran of the Vic-Maui program, Dennis Manara is back with a few more feet of waterline having sailed his Yamaha 33 (also LUNA) to Maui in previous years. With an incredibly well-organized program and all precautions taken, LUNA has been practicing and gearing up for the past year. Apparently the innovative spare steering/spinnaker pole (mini-mast if they're really desperate?) apparatus is a great innovation!

MARDA GRAS #69869

SANTA CRUZ 52 owned and skippered by Marda Phelps of the Seattle Yacht Club with watch captain Ted Allison, navigator Shef Phelps, and crew Rick Boyce (2.5), Cleve Molsberry, Tina Turner (musicologist), Rush Limbaugh (political advisor), and Johnny Carson (late night entertainment). tbc at time of publication.

Rumour has it that the real rock stars are yet to come! It doesn't sound like there will be any fun on this boat at all...

MARDA GRAS will stay in Hawaii to race Kenwood Cup before returning to Seattle.





MIDNIGHT SPECIAL

#18926 SANTA CRUZ 50 owned and skippered by Steve Crary (7) sailing out of Seattle for the Lahaina Yacht Club and the Seattle Yacht Club. Crewed by Tom Gilbert, Gerry Hensen, John Holland, Lance McDonough, Scott Newman, John Staaf, and Steve Sullivan.

Previously named "Acey Ducey", MIDNIGHT SPECIAL was sailed in Vic-Maui'84. Steve Crary was on "Merlin" when she set the record in 1978 and is back for his 7th Vic-Maui. MIDNIGHT SPECIAL is part of the hot fleet of Santa Cruz 50's to watch out for in this year's race.

MOONBEARD #64939 MARCO

POLO 52 ketch owned and skippered by Anthony Sessions of the Royal Vancouver Yacht Club. The crew roster includes Bruce McIntyre and Rick Sweeting. *Full crew list not available at time of publication.*

MOONBEARD had virtually no racing experience prior to this year's Southern Straits and Swiftsure. Vic-Maui'94 offers owner Tony Sessions the opportunity to leave Canada for an extended period in style! The distinctive blue hull, narrow beam (only 10') and ketch rig make this an easy boat to spot.

Equipped with *INMARSAT*, MOONBEARD is one of the communications vessels for this race.



PHOTO COURTESY OF SANDRA MILLEN / SVEN DONALDSON



ONCYTE #69123

DAVIDSON 40 co-owned and skippered by Michael Fleming sailing for the False Creek Yacht Club in Vancouver. Navigated by Geoff Chambers and crewed by Gavin Erickson, Peter Jamieson, Plunkett Mallon, Byron Stanley, and co-owner John Williams.

Formerly "Knightrider" of Seattle, ONCYTE has been sailed in four previous Vic-Maui races and was very active in the Puget Sound and cross border races for years, now on the local Vancouver sailing scene. Some of the more exotic offshore passages mentioned in the crew roster are Michael Fleming and Geoff Chambers both from Auckland to Suva, Michael from Whangarei to Noumea, and Geoff on the China Sea Race.

PANACHE IV #69620 CENTURION 47 owned and skippered by Helmut Hahn ('92, '90, '88) sailing for the Crescent Beach Yacht Club in Surrey, B.C. Navigated by Steve Clark ('92) and crewed by Joel Bushfield, Susan Clark ('92), Nancy Goode, Jerry Hendricks, Ron Hendricks ('92), Rudolf Hessels, Roulf Kaufman, and Janet Watson.

Built in 1986, PANACHE IV meaning "flair" or "overzealous" seemed like a good name to keep when Helmut Hahn made the purchase, so the name stayed. Their goal for this race is undoubtedly to defend Panache IV's title and honor after having won their division in the 1992 race. After the race, there will 2-3 weeks of cruising the Islands before delivering the boat back home.





RALPHIE #67730 SANTA CRUZ 50 chartered by a syndicate from the Royal Victoria Yacht Club and skippered by Dave Pearson. Crewed by Tom Brown, Tom Christensen, Archie Campbell, Richard Druce, Tom Hemsworth, Steve Merriman ('86), Jim Morris, and Roman Pawluk.

It seems that the crew of RALPHIE never seriously intended to go to Maui until they had a meeting where so many enthusiasts showed up that they were left without much choice! Being the only boat they could afford to charter and giving them instant credibility because of racing well against EMILY CARR in the hot Santa Cruz 50 fleet, RALPHIE was the right choice for the Royal Vic team.

RALPHIE the bison is the mascot for the University of Colorado, the owner's alma mater.

SHOWTIME #77568 J36 owned and skippered by Bob Mayfield ('92) out of the Corinthian Yacht Club in Tacoma, WA. Crewed by Chet Hibbert, Dale Hoff (several), Chris Jordan ('92, several), Mike Taylor, Rob Wells (yes).

New to the area in 1993, SHOWTIME has become an active part of the very popular "J" fleet in Puget Sound and is a first time entrant to the offshore racing scene.



SPECTRE #7946 CAL 40 owned and skippered by Lee Rogge of the Seattle Yacht Club. Bob Anderson, Ron Hoekman, Steve Jacobsen (yes), John Lashley, Jim Love, Ray Lovett, Bob Peters.

As one of four keen entrants in this granddaddy of all the classes - the Cal 40 fleet, SPECTRE is likely to have a great race with keen competition between these boats which, by their own admission, are very evenly matched .



STRAITJACKET #49340 RANGER 33 owned and skippered by Milton Ploeger for the Gig Harbor Yacht Club near Tacoma, WA is navigated by Vaughn Ploeger, and crewed by Al Gibbs, and Mark Gibbs.



STRAITJACKET has been raced in Puget Sound area races since 1986 including the Juan DeFuca Race. The smallest boat in the fleet going to Maui in 1994, they also have the fewest crew by far sailing with only four people. That's a lot fewer meals to cook...maybe this isn't such a bad idea !

Brothers Ploeger and father and son Gibbs are looking forward to their first offshore experience.



THREE DAUGHTERS II

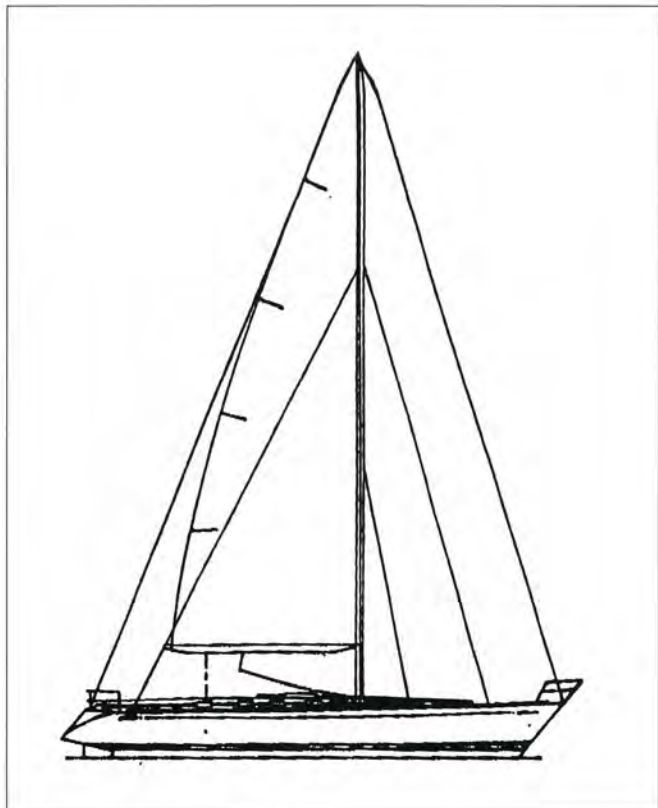
#(red sails) HERRESHOFF 58 ketch from Bowen Island Yacht Club, B.C. owned and sailed by skipper Peter Giles and 1st Mate Rebecca Gresham along with their three daughters Candace Lebeuf (age 13 deck hand), Camille Lebeuf (age 9 galley wench), Serene C. Storm Gresham Giles (age 3 ballast), and son Orion Gresham Giles (age 18 months, more ballast). Not to mention the 120lb Alaskan Malamute "Dasha" who is also making her first offshore excursion. Additional crew members were unconfirmed at print deadline.

Living aboard THREE DAUGHTERS II at Bowen Island, B.C., the Giles/Gresham family has spent the past three years cruising the B.C. Coast and felt that the Vic-Maui provided an excellent opportunity for their maiden offshore voyage. Built in Maple Bay, Vancouver Island in 1971 for the original owner and father of three daughters, the boat's name remains highly appropriate for her present owners! Her distinctive ketch design and classic red sails make this a unique entry in the 1994 Vic-Maui race.

TRANQUILLITÉ #87788

NAUTOR SWAN 46 owned and skippered by Jack Shannon of the Corinthian Yacht Club of Tacoma and crewed by Chris Dorsey, Bruce Ellingston, Rick Garrety, Chuck Larsen, Carl "Savvy" Sanders, Jack Shannon, Ole Snoer, and Mike Winn.

Pronouced TRANG-KOOL-A-TAY, TRANQUILLITÉ was offshore in the San Diego to Manzillo Race in February 1992. Some of the crew did the Vic-Maui in 1988.





UNCLE JUICY #6826 CAL 40 owned and skippered by Joe Dubey with for the Olympia Yacht Club, Washington. Sailed with co-navigators Bill MacLean (the ringer according to Joe!) and F.Parks Weaver ('76) and crew Bruce Campbell, Mike Frick, Dick Lutz, and Mark Swartout.

UNCLE JUICY has a crew of veterans on a veteran boat. Built in 1965 and racing as "Lord Jim" in the 1970's, UNCLE JUICY has had an extensive career both locally and offshore. The crew is no less tried with (get this!) 221 years of sailing experience between them! Ranging from 10 to 50 years on the water, most of these guys have been around for a long time and are still going strong. Joe and the return crew will be heading back home right after the awards banquet in Lahaina.

WINDSHADOW #49239 COOPER

508 owned and skippered by Al Byers of Stamps Landing Yacht Club, Vancouver with navigator Roland Holtz and crew Sandy Budgen, Nelson Crowhurst, Corinne Fransen, Scott Johnson, Ralph McMorris, R.W. (Wally) Nelson (2), Gerry Ofstie, and Dan Rogers.

Previously named "Nifty 50", WINDSHADOW is one of only 4 boats of this design and was built in 1980. The boat has been completely refurbished for this race and aside from some cruising on the West Coast of Vancouver Island, this will be her offshore debut.



ZAMAZAAN #3883 FARR 52 chartered and skippered by Denis Cressey ('84,'92) and the False Creek Yacht Club 1994 Vic-Maui Syndicate out of Vancouver. Sailed with navigator David Clark and crew Bob Benna, Victor Bilan ('92), Warren Campbell, Alix Holloway, Paul Jeras, Bonnie Mason, Janet Sievers, and John Vallis.



ZAMAZAAN, being a Persian word meaning "The Ultimate", is probably appropriate for the feeling that Denis Cressey has to describe the experience of reuniting with this boat that he sailed in the 1984 Vic-Maui. It is also a boat on which he will celebrate his birthday along with his daughter Janet and the rest of the crew. Denis skippered "McFastrack" in the 1992 race and celebrated his 80th birthday in the middle of the Pacific. This year he hopes to make it to land in Lahaina before his 82nd!

Sadly neglected and allowed to fall into total disrepair before coming up for auction in 1993, ZAMAZAAN was bought by her present owner Chuck Weghorn of San Mateo, California and has been totally refitted so that she is now in tiptop, race-ready condition.

The Competitors

In the 1994 PORSCHE Vic-Maui International Yacht Race, there are a total of 25 entries representing 11 Canadian and 14 U.S. boats.

Vessels range from 33 to 73 feet in a wide assortment of basic cruising boats to high-tech, high performance vessels.

With a number of first time entries competing alongside many veterans of the race, the Vic-Maui offers an organized and practical offshore education for some and the opportunity to break elapsed time records in high-level competition for others.

Some of the participants plan to go on racing or cruising for extended periods after they reach Lahaina and others will return with delivery crews to the mainland directly after the event.

PAST VICTORIA-MAUI RACE WINNERS

<u>YEAR</u>	<u>YACHT</u>	<u>SKIPPER, CLUB, (TYPE OF BOAT)</u>	<u>ELAPSED TIME</u>
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'Byrne, Seattle YC (Cal 40)	15d:09h:49m:44s
1988	OMEGA	Arie de Kleer, Vancouver Rowing Club (Fraser 41)	14d:22h:28m:22s
1990	MAVERICK	Les Crouch, Lahaina Yacht Club (Nelson/Marek 68)	12d:21h:13m:55s
1992	MERLIN	Dan Sinclair, Royal Vancouver YC (Santa Cruz 67)	09d:23h:15m:59s

MERLIN

**broke her own record for the fastest elapsed time
in the 1992 Vic-Maui Race...**

The time to beat is 09d:23h:15m:59s !

RACE COMMUNICATIONS

We Have The Technology

As a complement to the high-frequency marine single side band radio communications, this year's Porsche Victoria-Maui International Yacht Race will be testing INMARSAT messaging for its daily role call to obtain fax information on boat positions and weather.

Due to sun spot activity this year, traditional radio communications are expected to experience some transmission interference at certain times of the day. When two yachts with INMARSAT capabilities entered the race this year, the opportunity arose to try a parallel communications system to receive information from the racers.

ATALANTA and MOONBEARD both have INMARSAT Standard C Radio Terminals.

What is INMARSAT?

INMARSAT stands for International Maritime Satellite Organization. It is a ship to satellite communications system which can interface with a personal computer. Based in London, England, this system is supported by 69 countries who are designated as signatories. Teleglobe Canada in Montreal, Quebec is the Canadian signatory. COMSAT, a corporation created by U.S. Congress, is the U.S. signatory. The system has several levels of operation:

Standard A is a full analog voice, data and fax system. It requires a 3.5 foot dome for transmission and reception and is costly to purchase and operate. It is most often utilized by Bering Sea and Alaskan fishing operations for daily communications.

Standard C is a text only transmission system that has an antennae, a satellite frequency specific modem and software that will run on any personal computer. This is the type used by ATALANTA and MOONBEARD. In the case of communications with MCI in the U.S., the Standard C system stores and forwards information to a subscriber number mailbox or fax forward feature. In Canada, Datapac logs into MCI. If you have signed up for a mailbox, you dial an 800 number from your computer modem and it will upload your mail into your computer. If the data is sent directly to a fax machine, the only output is on hard copy with no information stored in the computer.

There is another system called Standard M which is complementary to Standard C. This provides a slow 2,400 baud fax and digital voice service. A new system, Standard B, is being developed that will provide a digital form of Standard A.

What does all this mean?

INMARSAT equipped boats have a private system of communicating with shore that has few problems with atmospheric conditions which can often interrupt hi-frequency marine band radio.

THE DAILY ROUTINE

The daily routine of communications consists of three principle parts.

1. Gathering daily position reports from the fleet.
2. Using this information to prepare computerized reports and special narrative and/or graphic reports for media and other interested groups.
3. Disseminating this information to the media, to the finish line at Ka'anapali and the LYC Clubhouse, and to the general public through the call-in service provided through the various "hot-line" numbers at the Royal Vancouver Yacht Club and in Lahaina.

GATHERING THE DATA

ATALANTA will conduct a daily roll call with the fleet at 1300 PDT to collect position information. When all business is taken care of, ATALANTA will attempt to relay the positions to the Royal Vancouver Yacht Club and Lahaina Yacht Club finish line using HF/SSB (High Frequency, Single Side Band) radio. In this process, the Lahaina Yacht Club finish line is our alternate route for these reports. ATALANTA will also send a similar report to RVYC using INMARSAT-C satellite services.

MOONBEARD will act as alternate communications yacht as necessary and will be a second source of positions via satellite to ensure highest reliability of this path.

The information will be retrieved via computer/modem through the SPRINT network to COMSAT and a special electronic mailbox established for our use.

INTERPRETING THE DATA

The position data will then be translated into the official computer reports and finally be entered into a special graphics display system provided by Ocean Vision Systems for use at RVYC. This will enable display of yacht positions on official ocean charts on computer screens. We will also make accumulating track charts of the yachts to graphically show the routes being sailed. Certain charts will be converted to FAX format for ongoing transmission to media outlets as required and to LYC.

REPORTING THE INFORMATION

The information compiled from the daily reporting process will be disseminated to all interested parties either through call-in enquiries on the various "Hot Line" phone and fax numbers in Vancouver and Lahaina (see page 13 of this program) or through media feeds. The progress of the boats will also be displayed at each Yacht Club for visual reference.

The Finish Line in Lahaina also plays a key role in providing contact facilities for friends and family of crew members who wish to have a radio chat before the yachts arrive to help cheer them on. They provide a continuing vital role in helping with safety communications throughout the race and, in the case of incidents that may take place in the areas closer to Hawaii. Of course they also provide assistance with roll call in the late stages and the necessary contact for ETA's and final hours contact before the yachts arrive.

Adapted from notes by Don Byrne, Vic-Maui Radio Communications 1994.



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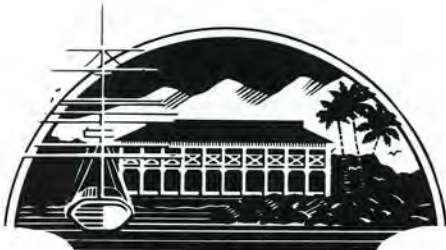
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A Brief History of Vic-Maui

The biennial 2308 nautical mile Victoria to Maui ocean racing classic was the brain child of Jim Innes, a sailor, member of the Royal Vancouver Yacht Club, and a senior pilot of what was CP Air, now Canadian Airlines International. The 1994 Victoria to Lahaina, Maui race is the 15th 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. CP Air accordingly put up a trophy bearing his 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 which are flown over by Canadian Airlines' 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 from the Royal Vancouver Yacht Club, and M.R. Ramsay's "Norena of Wight" of the Royal Victoria Yacht Club, made the trailblazing 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 Van 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 just outside Victoria's harbour. This year there will be two starts to accommodate a wide range of yachts on their way to Maui. The smaller yachts sailing will hear the starting gun on Wednesday, June 29th at 1000 hrs while the remaining entrants will leave on Friday, July 1st at 1000 hrs. From the starting line off Victoria's Brotchie Ledge the racers will sail out through the notorious Race Rocks into the Strait of Juan de Fuca, heading westward to the open Pacific.

This Victoria-Maui Race isn't everyone's dream. Not all yachts or yachtsmen are qualified to pass the strict entrance and safety requirements. For those who do, an exciting ocean race awaits, managed by a team of capable, experienced ocean sailors from the two host clubs. Since the first official race in 1968, this blue water classic has attracted some of the world's finest ocean racers. Bill Killam's 47-foot "Porpoise III", out of the Royal Vancouver Club, won that first race in 16 days, 7 hours, and 15 minutes. The record for the 2308 mile course, previously held by Seattle Yacht Club's Doug Fryer sailing "Merlin" in the 1978 race was broken in 1992 by Dan Sinclair of the Royal Vancouver Yacht Club once again sailing "Merlin" and reaching Maui in the incredible time of 9 days, 23 hours, 15 minutes and 59 seconds.

Other notable Vic-Maui contenders in years past have included Lol Killam's "Greybeard", John Long's "Indomitable", John and Barb Dunfield's "Discover", 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" when in the 1970 race, with a broken mast only three days out, managed to jury rig the boat and continue on to Lahaina to place among the finishers, complete with bagpipes and instrumental crew lining the weather rail at the line.

In the 1994 race, we can expect to see finishers vying for "Merlin's" speed record once again with a mighty fleet of Santa Cruz ultra-lights attempting to lead the path from Victoria to Maui at top speeds to win the race on elapsed time.

Adapted for the 1994 race from an article by Don Tyrell, "Boating News"

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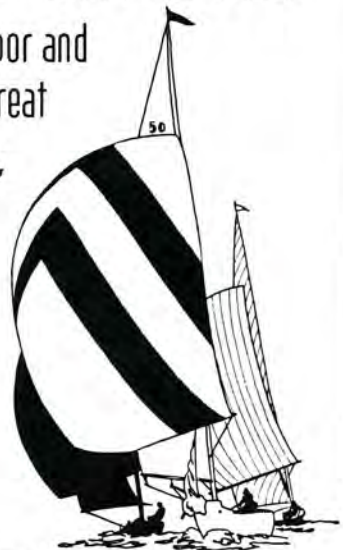
TROPHIES FOR THE 1994 RACE

<u>Position</u>	<u>Name of Trophy</u>	<u>Name of Donor</u>
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 Galler, Lahaina
Third Division B Corrected Time	Eldred Curtis Memorial	John H. Long & A.J.B. Forsyth
First Division C PHRF Corrected	County of Maui	Province of British Columbia
Second Division C PHRF Corrected	Lahaina Yacht Club Boomvangers	LYC Boomvangers
Third Division C PHRF Corrected	Windward Trophy	Warren Hinton
First Division D PHRF Corrected	Province of British Columbia	Province of British Columbia
First 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 Airlines 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

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Join six survivors of major heart surgery as they drive their cardiac life support equipped vessel, NUANCE, down the ebb tide, past the notorious Race Rocks and out into the North Pacific. Their goal is to prove that heart surgery patients can lead active and challenging lives. Their challenge is to successfully compete in the 1992 Victoria to Maui International Yacht Race.

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Using video cameras to document their progress, the crews aboard these yachts take you right to the heart of this international racing event. You'll be swept along as the crews prepare for and meet the demanding, sometimes dangerous challenges of ocean racing. You are onboard in...

Sea Of Dreams

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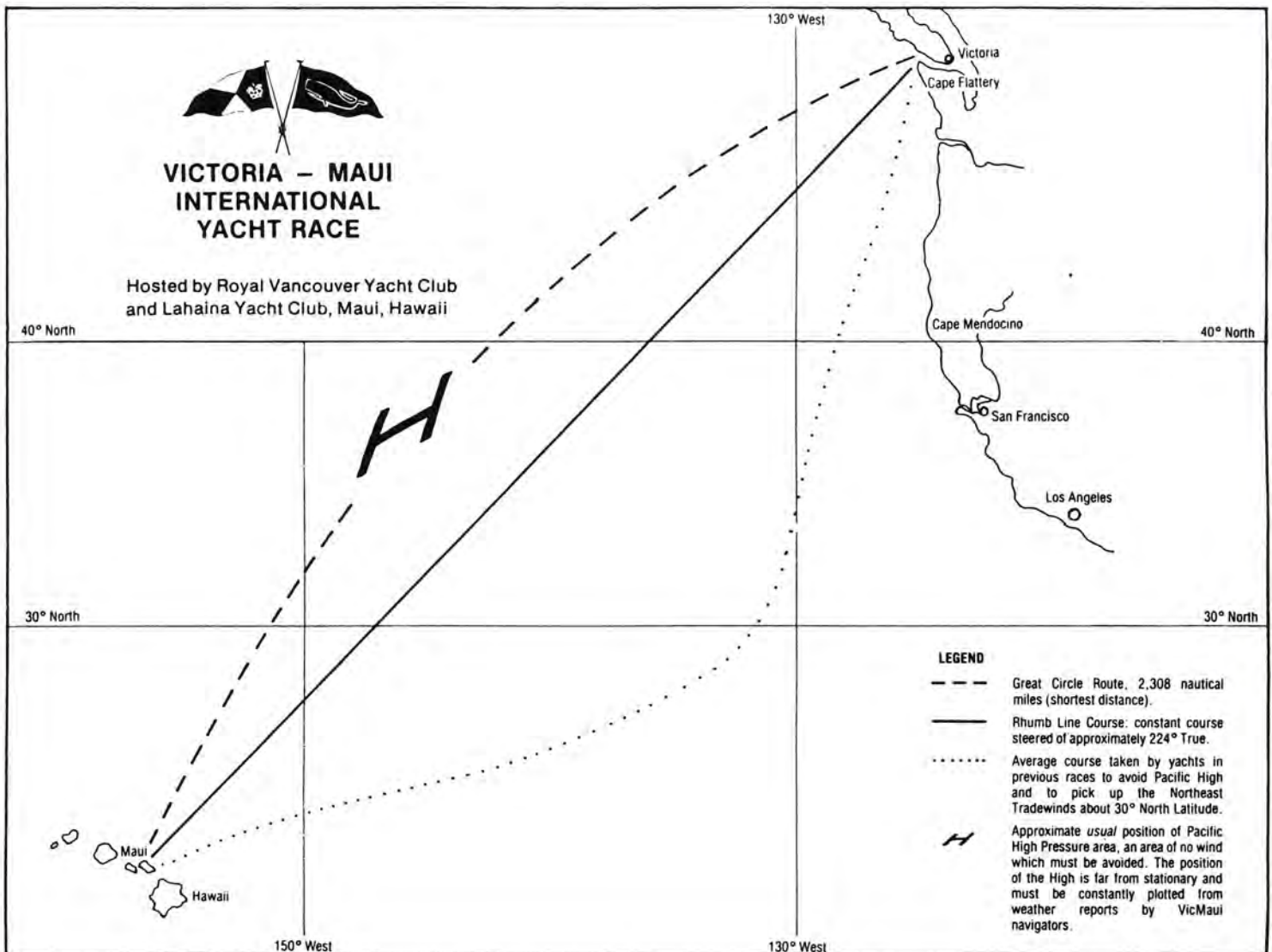


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VICTORIA-MAUI GREAT CIRCLE COURSE

- PACIFIC OCEAN -

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!



1994 PORSCHE VICTORIA MAUI INTERNATIONAL YACHT RACE

OFFICIAL SAILING INSTRUCTIONS

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. 12. 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. Handicaps will be calculated to the PHRF of NW handicap system.

- 4.1.2 Yachts will only be eligible to enter this division if they regularly compete under this handicap system.
- 4.1.3 All yachts shall be current members of PHRF of NW.
- 4.1.4 Each yacht entered shall be required to complete a data sheet to enable the Race Committee to confirm its handicap. The Race Committee will adjust PHRF Standard Boat Ratings to reflect the true offshore nature of the race.
- 4.1.5 The PHRF Division shall have three 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.
 - Add to 6.25 Cockpit drains shall be readily accessible for cleaning.
 - Add to 6.65 Jackstays may be of other configurations than 1x19 wire.
 - Add 6.66 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.
 - Delete 7.52 Water tanks. Replace with,
 - New 7.52 Each yacht shall carry a minimum of 27 litres or 7 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.

OFFICIAL SAILING INSTRUCTIONS cont'd

Add to 8.1	The fire extinguishers shall be of a number and type specified by the yacht's Governmental Authority	LOA	Light	Luminous intensity (candelas)	Minimum range of Visibility
		Under 12M	side	0.9	1 mile
			stern	4.3	2 miles
Mod. 8.2.6	Delete "Two buckets" and insert "Four buckets"	12m +	side	4.3	2 miles
		50m-	stern	4.3	2 miles
Add to 8.3	At least one anchor shall be of minimum weight (LOA/17) ³ lbs., with adequate chain and 150ft of rode or, 150ft of chain.				
Add to 8.5	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.				
Delete 8.7	Radar Reflectors, and replace with new;				
8.7	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.				
Delete 8.8	Set of international code flags and code book.				
Add 8.10	A bosun's chair or similar mast climbing equipment is required.				
Add to 9.8	Compliance with the requirements of COLREGS shall suffice in satisfying these regulations. COLREGS requirements are as follows:				
					Delete 10.21.3 Heavy-weather jib
					Add to 11.1 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 floatation device" as defined below.
					An "inflatable personal floatation 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.11.2			Delete "from 1/94". (All harness lines shall have snap hooks at the harness end.) The "inflatable personal flotation device" see 11.1, may be integrated with a safety harness. It is recommended that the harness be employed whenever conditions warrant, and always in rough weather, or at night or under conditions of reduced visibility.

OFFICIAL SAILING INSTRUCTIONS cont'd

- 11.4.4 Liferrafts shall be equipped with canopies.
- Delete 11.4.6 Grab Bag and replace with
- 11.4.6 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 11.51 The self-igniting light shall be of the strobe type.
- Add to 11.52 The self-igniting light shall be of the strobe type.
- Mod 11.6 Delete White hand held flares.
- Flares shall be dated less than six years prior to the race start or according to the manufacturer's warranty, whichever is shorter.
- Add to 11.7 The heaving line shall be of 1/4in or 6mm minimum diameter, floating, UV-inhibited.
- Add 13.1 The "Quick-Stop" man-overboard procedure (Appendix V O.R.C.) shall be practiced aboard the yacht within one year prior to the race start.
- Add 13.2 A certificate of such practice shall be signed by participating crew members and kept aboard the yacht.
- Add 14.1 It is recommended that at least two members of the crew be currently certified in cardiopulmonary resuscitation.
- 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. Sail Limitations**
- 7.1 There shall be no limitations on the number of sails carried.
- 8. ENTRY FEE**
- The entry fee will be \$600 U.S. Funds or the Canadian equivalent.
- 9. START - PLACE AND DATE**
- 9.1 The Race will start off Victoria Harbour in the vicinity of Brotchie Ledge
- a) For PHRF yachts rating 114 or slower, at 1000 hours P.D.T. June 29, 1994.
- b) For all other yachts, at 1000 hours P.D.T. July 1, 1994.
- 9.2 The race shall start in accordance with IYRR rule 4.3(a) System 2. All PHRF Classes shall start together on Saturday July 1, 1994.
- 9.3 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.
- 9.4 Recalls shall be made as per IYRR rule 7 Recalls.
- 9.5 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.
- 9.6 The Race Committee may at its sole discretion assess a time penalty against a yacht failing to start correctly.

OFFICIAL SAILING INSTRUCTIONS cont'd

10. DAILY POSITION REPORTS

Each yacht shall report its position at Universal time plus 10 hours (Hawaiian noon) daily. This report shall be made to the communications vessel during roll call. Yachts failing to report shall be assessed a 7 minute penalty for each daily position report they miss. Position reports are not required on the day a yacht starts.

11. COURSE

- 11.1 From the starting line to a finish line off the west side of Maui, leaving Duntze Rock, Whistle Buoy and Tatoosh Island to port.
- 11.2 For handicap purposes the course shall be 2308 nautical miles.

12. FINISHING

- 12.1 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 4 second flasher, approximate location 1/2 mile offshore, (20° 57.10' north 156° 41.50' west). The finish line shall be a 1 mile extension of this range. (DO NOT FINISH BETWEEN THE BUOY AND THE SHORE).
- 12.2 Yachts shall give their E.T.A. Hawaiian Standard Time during their last daily position report.
- 12.3 Yachts shall contact the Maui Race Committee on channel 16 VHF or 4125KHz Single Sideband when,
 - a) Maui is in site,
 - b) 25 nautical miles from the finish line
 - c) 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.
- 12.4 Yachts finishing at night are required to illuminate their sail numbers for identification.
- 12.5 Yachts shall be required to file a finishing declaration of rules compliance upon a form provided at their Skipper's Meeting.

13. TIME LIMIT

- 13.1 The time limit shall be 1200 hours (Hawaiian Standard Time) July 22, 1994. No yacht's finish shall be recorded after the time limit.
- 13.2 The Race Committee may extend the time limit through notification of yachts during the daily position report.

14. MEANS OF PROPULSION

- 14.1 Any use of a yacht's engine for propulsion shall be logged and reported to the Race Committee upon completion of the race.
- 14.2 Yachts are expected to use their engines and to log such use when rendering assistance under IYRR Fundamental Rule A.

15. PROTESTS

- 15.1 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 IYRU.
- 15.2 Protests shall be filed at the Lahaina Yacht Club within 24 hours of the finish of the protesting yacht.

16. 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.

17. TROPHIES AND PRIZES

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



**British
Columbia
Sailing**

DAILY YACHT POSITIONS

Yacht Name / Day #	1	2	3	4	5	6	7
ATALANTA							
CARMANAH							
CARISSA							
CHANCE							
DARBY							
EMILY CARR							
ENDLESS RODE							
FARR-ARI							
HOOLIGAN							
KISMET							
LUNA							
MARDA GRAS							
MIDNIGHT SPECIAL							
MOONBEARD							
ONCYTE							
PANACHE IV							
RALPHIE							
SHOWTIME							
SPECTRE							
STRAIT JACKET							
THREE DAUGHTERS II							
TRANQUILLITE							
UNCLE JUICY							
WINDSHADOW							
ZAMAZAAN							
Weather and Conditions							
Comments							

DAILY YACHT POSITIONS

Yacht Name / Day #	8	9	10	11	12	13	14
ATALANTA							
CARMANAH							
CARISSA							
CHANGE							
DARBY							
EMILY CARR							
ENDLESS RODE							
FARR-ARI							
HOOLIGAN							
KISMET							
LUNA							
MARDA GRAS							
MIDNIGHT SPECIAL							
MOONBEARD							
ONCYTE							
PANACHE IV							
RALPHIE							
SHOWTIME							
SPECTRE							
STRAIT JACKET							
THREE DAUGHTERS II							
TRANQUILLITE							
UNCLE JUICY							
WINDSHADOW							
ZAMAZAAN							
Weather and Conditions							
Comments							

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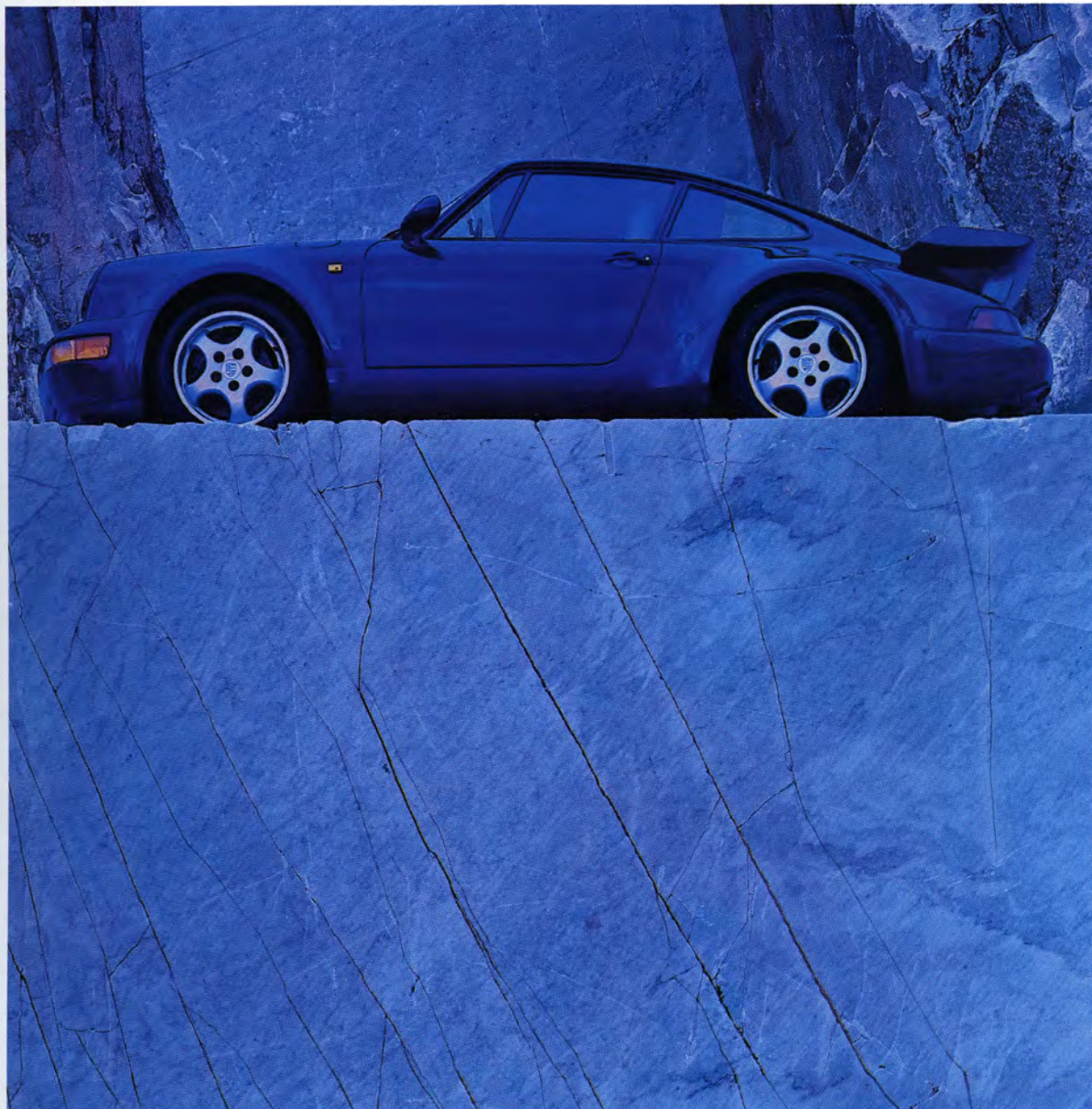
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