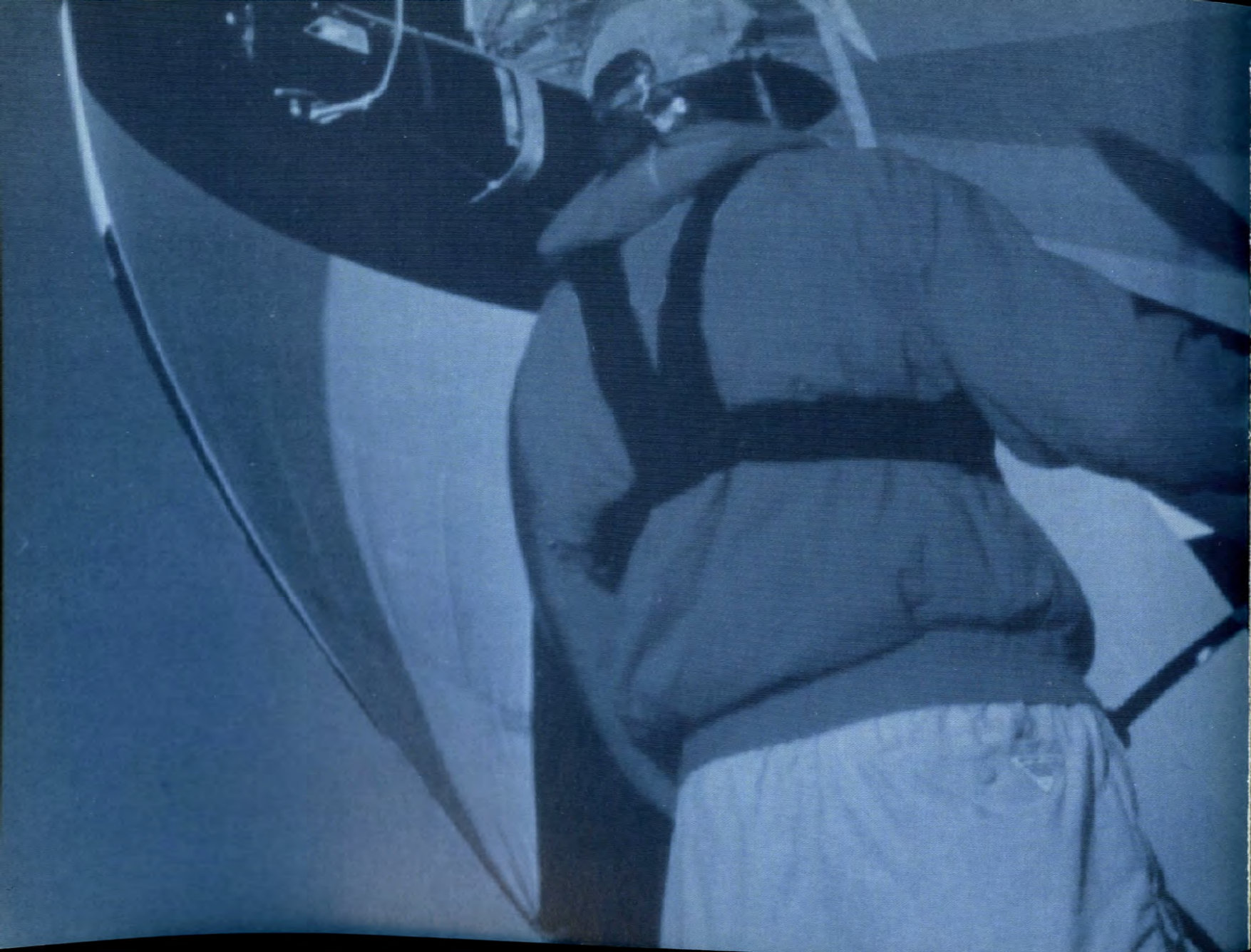
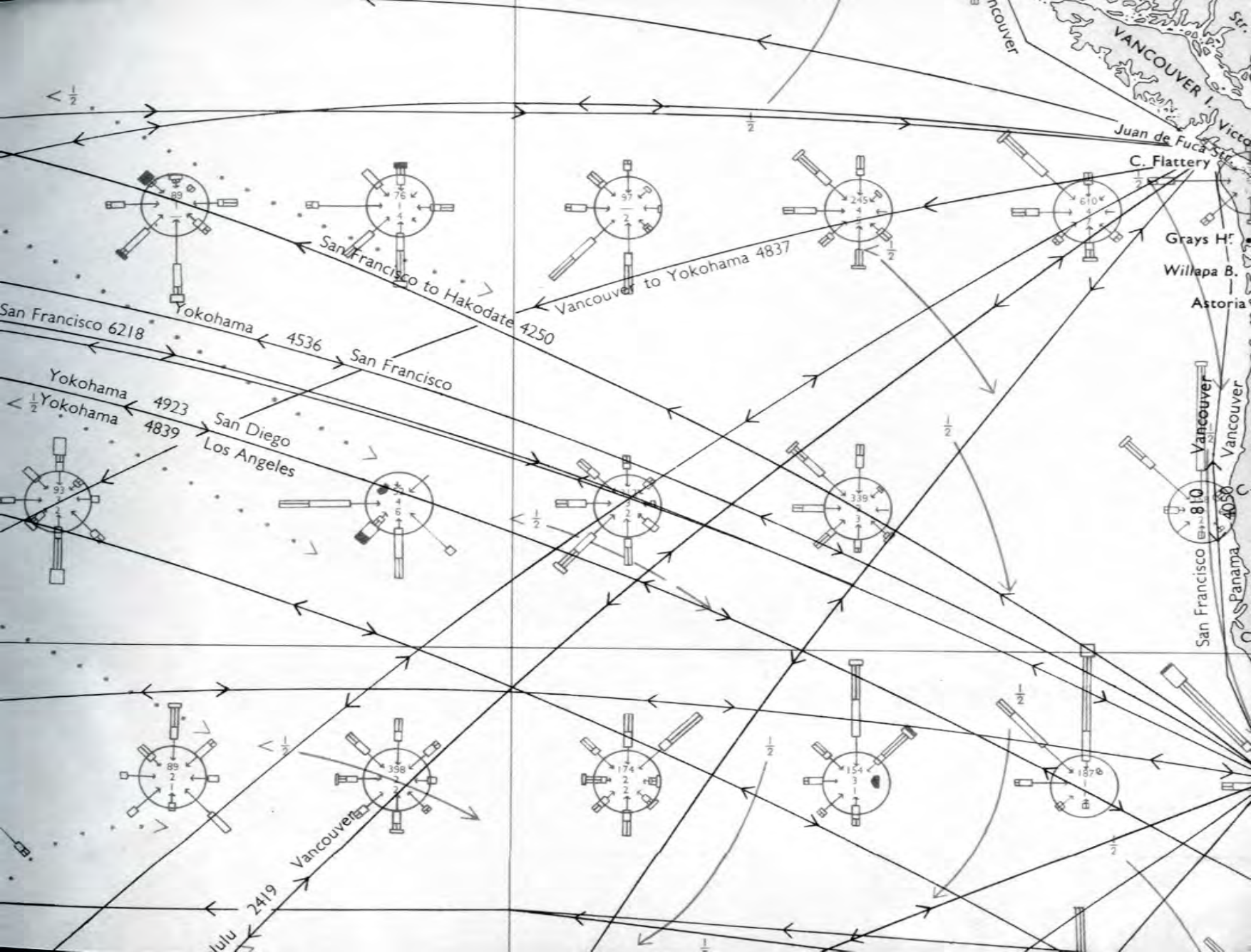




THE COOPERS & LYBRAND
VICTORIA-MAUI '98







1998 Coopers & Lybrand Victoria - Maui Race

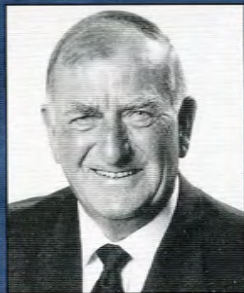
Tuesday, June 23 through Saturday, July 11

Hosted by: Royal Vancouver Yacht Club

Lahaina Yacht Club

Commodore Bruce Russell of the Royal Vancouver Yacht Club and Commodore Anne White of the Lahaina Yacht Club join in wishing all competitors and friends a warm and sunny welcome to the 1998 Coopers & Lybrand Victoria-Maui Race.

This exciting 1998 event marks our 30th anniversary. We would like to take this opportunity to thank the pioneers, Jim Innes, Lol Killam and Ron Ramsay, three friends who raced each other across the Pacific on a dare in 1967. We would also like to recognize Dick Sandwell, Bill Killam and the other skippers in 1968 for giving this bold idea such an enduring form. The Royal Vancouver Yacht Club and the Lahaina Yacht Club proudly co-hosted this first event.



Bruce Russell



Anne White

The skippers and crews who, through the years, have set out to challenge the elements and themselves have helped kindle the fire of adventure throughout the great Pacific Rim. The trustees, committees and volunteers have been the keepers of the fire and their spirit, drive and dedication have furthered the goal of a higher standard of performance rewarded with a greater measure of fun!

Good luck to this year's skippers and crews. May the winds be brisk and favourable and speed you safely to the friendly shores of Maui.

Looking forward to meeting you all in Victoria and greeting you again in Lahaina.

Commodore Bruce Russell
Royal Vancouver Yacht Club

Commodore Anne White
Lahaina Yacht Club

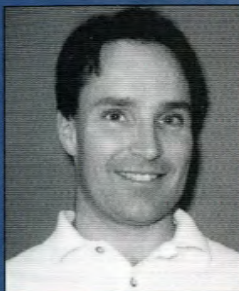
COMMODORES' MESSAGE



CHAIRMEN'S WELCOME

Welcome to the 30th anniversary of the Vic-Maui Race. *Mahalo* and thank you to our title sponsor Coopers & Lybrand, the State of Hawaii, and many other contributors who have made this race possible.

Both experienced sailors, and those new to the ocean, have spent countless hours preparing for this fantastic experience.



Ron Ogilvy

Bonnie Nelson

Over 100 committee members and volunteers on both sides of the Pacific Ocean have worked tirelessly to ensure that the 1998 Vic-Maui will be a sensational event for everyone.

All the best to the skippers and crews participating in the 1998 Coopers & Lybrand Vic-Maui. Good winds, good judgement, good fun and good luck. We can't wait to see you in Paradise.

Your race chairmen

Bonnie Nelson
Lahaina Yacht Club

Ron Ogilvy
Royal Vancouver Yacht Club



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Race Information

COOPERS & LYBRAND
VIC-MAUI WEB SITE

www.vicmaui.org

Contact:
Neil Humphrey
Phone: (604) 736-6610
E-mail: neilwh@direct.ca

ROYAL VANCOUVER
YACHT CLUB

3811 Point Grey Road
Vancouver, BC V6R 1B3
Phone: (604) 224-1344
Fax: (604) 224-4146

ROYAL VANCOUVER
YACHT CLUB
RACE HOTLINES

Phone: (604) 224-0188
Dates: beginning June 24 until
the last boat finishes;
Times: 0700 hrs to 2200 hrs (PDT)

REGATTA OFFICE

M.V. "Nanika"
Victoria dock

VIC-MAUI HOSPITALITY DESK
LAHAINA YACHT CLUB

835 Front Street
Lahaina, Maui, HI
Phone: (808) 667-6212
Hours: 0900 hrs to 2100 hrs (HST)

Clubhouse contact:
Kaye Chase

RACE INFO & HARBOUR
COMMUNICATIONS TRAILER

Phone: (808) 661-7389
Hours: beginning July 5 until
the last boat finishes;
Times: 24 hours a day

Race information contact:
Dave & Sue Atkinson

FINISH LINE & RADIO
COMMUNICATIONS

Aston Ka'anapali Shores Hotel
Lahaina, Room 802
Dates: June 29 to July 11 at
2355 hrs (HST);
Times: 24 hours a day

Communications contact:
Mike Park

Finish line contact:
Carolynn Blake
Phone: (808) 667-2211

Children's hour: 0600 hrs to 2100 hrs
(Please make reservations before
you wish to talk), Room 802

KAILOI Radio 95.1
KPOA FM Radio 93.5
will provide daily reports

I had been accepted as part of the crew just two weeks before I arrived in Victoria. Three days before the start of the race and I hadn't yet met the owner of the boat, Leonard Wibberley, or the rest of the crew. Although I had no actual ocean racing experience, I had done a lot of small boat racing and had taken nearly every course that the US Power Squadron offered on navigation. I was raring to go and thought I was as prepared as I could be; this was my opportunity to realize a boyhood dream!

The days before the start were spent in provisioning the boat and attending various meetings and briefings. The dock area in front of the Empress Hotel was a hive of activity, and as we worked the wind blew a steady 20 knots out of the northwest.

One of the meetings was a weather briefing conducted by a representative of the Weather Bureau. The prediction was for *normal* July conditions on the ocean, and somewhat lighter conditions locally in the days ahead. It appeared that we could expect a beat to windward out the Strait of Juan de Fuca, a spinnaker reach down the coast easing into a run and, after a jibe over, a broad reach the rest of the way to Maui. The trick was to sail the shortest course in the strongest wind, skirting the light winds of the Pacific High.

At that time, weather forecasts were based on reports gathered from ships and commercial aircraft. As weather satellite pictures were unheard of, weather information was not always reliable. One of the weather guides we used, a pilot chart, displayed historical weather data gathered over sev-

Ready or Not

by Dan O'Brien

eral years. The chart was divided into blocks that showed the expected conditions for each area covered. When we plotted our projected course on the pilot chart and compared that with the forecast at the weather briefing, it appeared that we should expect *normal* conditions.

On the morning of the start, however, the wind fizzled and we started under spinnaker in a light easterly. The expected westerly never did fill in and during the variable conditions in the strait we put up nearly every sail in our inventory. Eventually we got to the ocean, the westerly filled in and we headed south on a romping spinnaker reach.

Each day, a considerable amount of time was spent navigating. We needed to know where we were and to report that position each afternoon to our escort vessel, the Canadian Navy tug, *Laymore*. Each hour we recorded our speed and course sailed on a chart giving us our dead reckoning position. At regular intervals during the day, sextant sights were taken of the sun, and in the morning and evening of the stars as well. Each observation had to be made ac-

curately and its precise time recorded. Not an easy task, as the boat was in constant motion and the body being observed was always behind whatever sail happened to be up at the time. It was an exercise demanding coordination between the person taking the sight, the helmsman steering the boat and the person recording it all. After each sight was taken, the observed angle and time was entered into a complex formula along with other data taken from a Nautical Almanac and Tables of Sight Reduction. The print was fine, the boat was rolling around and all the computations had to be made by hand. The smallest error translated into a huge error in position. As a result, the reported positions of the boats could and often did change dramatically from day to day.

As we sailed on southward, the wind increased and the sea built in size, which resulted in some exciting and terrifying moments with the boat out of control and the inevitable round ups and crashes. Then, without warning, the wind just quit. We spent the next several days rolling around with nothing or



sailing on little streaks that built up our hopes and then left us hanging.

It was all very discouraging because our pilot chart told us that we should be enjoying 20 knots of northerlies which would at any moment veer to the northeast and allow us to turn west and head for Maui. On the pilot chart, the location of the Pacific High was clear and our course had been chosen carefully to sail in the most favorable wind. Yes, we had the pilot chart for July, but for some reason the conditions on the chart were completely different from those we were experiencing. There was actually a line on the chart that identified clearly the northern limit of the trades. We understood that all the data was based on historical averages, but the fact remained that what was on the pilot chart and what was actually happening were in direct opposition. At our position, we should have had plenty of wind, but instead we sat on a looking glass sea rolling around.

One afternoon as we rolled slatting from side to side with a spinnaker hanging limply from the masthead, a rusty Russian whaler steamed over the horizon to

have a look at us. The entire crew lined up along the rail and looked down at us in wonderment. We were a bit intimidated by the harpoon gun mounted on their bow but it wasn't manned so we just stared back. One of the guys in our crew yelled, "Hey, you blokes got any broods aboard?" They jabbered something in Russian, shook their heads and steamed off. No doubt puzzled over the decadence of capitalist yachties out there trying to sail where there wasn't any wind.


Further information on the weather was gained each day from the escort vessel *Laymore*. We were given the positions of high- and low-pressure weather systems and the northern limit of the trade winds. The problem was there was nothing we could do but wonder why the northern limit of the trades seemed to move on south ahead of us at about the same rate we did. No matter how hard we tried, we just couldn't seem to reach the elusive trades.

Later, I discovered that much of the weather information generated during the race was from a ship called *Ocean Station November*, which sailed con-

stantly around a fixed position of 30 degrees north latitude and 130 west longitude. Its crew didn't know precisely where they were either and would fix their position by computing the dead reckoning position of overflying aircraft. They would ask the airplane for their time of departure, course and speed, and using simple arithmetic compute the plane's position and thus their own. They also made celestial observations and worked out sights just as we did. *Ocean Station November* would chat with the airplanes and other ships to find out what the weather was doing and relay the information to interested agencies. One of the things passed along to us was the location of the northerly limit of the trades.

Somehow, we finally reached the elusive trades and were able to turn the corner and head toward Maui. We were having an exhilarating sail (interspersed with the occasional terrifying night-time squall) and enjoying the adventure to the fullest.

The one bright sunny afternoon with the trades pushing us along in a rush, we noticed a couple of



We didn't know exactly where we were and were sailing as fast as we could towards a patch of green peeking through the clouds. Before we could make anything out, the sun set and we soon found ourselves surfing along...

U.S. Navy destroyers steaming toward us on a converging course. We assumed they were just curious like the Russian whaler, but they had a surprise for us instead. They decided to use us as a target. Yes, they laid down a barrage at us just "because we were there". Twelve or so rounds of five inch armor-piercing ordnance bracketed our wake and then walked toward us to within 50 yards or so before stopping. No satisfactory explanation was ever given as to why. It was just one of those things that seems to happen when you're out yachting, just to give you something to talk about for years to come. It also served as a reminder that not all terrifying things that happen on boats occur at night.

As we got closer to Maui, the trade wind clouds grew larger, making sextant sights harder to get. In hopes of staying on course, we turned on our radio direction finder and sailed towards KMVI, the powerful AM radio station at Kahului, Maui. So thick were the clouds, that the first glimpse of the island

was low on the horizon through a dissipating rain squall. We didn't know exactly where we were and were sailing as fast as we could towards a patch of green peeking through the clouds. Before we could make anything out, the sun set and we soon found ourselves surfing along toward some barely distinguishable lights that were getting closer and brighter by the minute. Finally, we realized that we were sailing directly into the lights of Kahului Harbor. So we jibed away and sailed around the west end of Maui and finally down the Pailolo Channel toward Ka'anapali.

As we sailed along the Napili coast toward the finish line, the smell of plumarias, burned sugar cane and barbecuing steaks drifted out to us. We knew we were really there. Sometime around midnight we finished, and shortly after that a powerboat came out to greet us with cold beer and champagne. We had accomplished something truly worthwhile.

Since then, boats, because of advances in design and materials, have become faster. Weather information is instantly and accurately available through radio receivers, and GPS technology has reduced accurate navigating to glancing at a screen. The basic race, though, hasn't changed. It remains a challenge to venture out among the most powerful forces of nature and compete not only against the elements, but also against other sailors just like you. It is an experience that will draw you back like a candle flame attracts a moth. Be careful – it is something that is impossible to do only once.

Vic-Maui Anniversary

by Gerry Kidd

Lookin' good after 30 years

This summer marks the 30th anniversary of both the Vic-Maui race and of one of its prime sponsors this year, *Pacific Yachting* magazine. Over the last three decades, the race has grown into a biennial classic with fleets of 20 to 35 boats, the magazine has matured into one of the largest and most successful regional monthly boating publications on the continent.

In the June issue of *PY*, I wrote a 2,500-word appreciation of the race, which is not intended to be a comprehensive history but an explanation of the origins, the navigational problems, race strategies, some of the mishaps and near disasters, and the overall experience for crews who are crossing an ocean for the first time.

Here are a few paragraphs:

"In the beginning three guys using sextants and a lot of by-guess-and-by-God dead reckoning on cloudy days sailed out of Juan de Fuca Strait in cruising boats down to Kahului, the rustic capital of Maui County, hoping they could plant the seeds of a challenging offshore race for the Pacific Northwest. They were successful, with their little race

now all grown up as one of the world's most exciting sailing adventures, although in recent years it's been eclipsed by spectacular world-girdling marathons sailed by professional athletes and financed by mammoth corporations selling booze, cars and everything under the sun

"Over 30 years, navigation tools have evolved from celestial instruments used since Columbus' day to radio direction finders to Loran and now to the Global Positioning System using satellites, a very accurate and inexpensive gift from the Pentagon, which also gave us the Internet, now used by laptops on board. In the early days, hitting the light on the northeast tip of Maui in Pailolo Channel (separating Maui and Molokai) just where it should be at the right time was one of the great thrills of a lifetime for many navigators

"Vic-Maui is the only true ocean race for sailors in this isolated corner of the world and so it's inevitable that it will attract that special breed which loves the open ocean and the challenges of long passages

"There are two types of people who take part in races like this: true lovers of the sea, with all its challenges

and rewards, and those who hate it, although they don't realize it until they get out there. Quite a few skippers have been on as many as four or five races and intend to enter as many as they can in the future

"This year's race chair, Ron Ogilvy, who has been a winning navigator in Transpac and was on *Merlin* for her record Vic-Maui run in 1992, told me, 'In the big sleds, when you're travelling at 20-odd knots, it seems like you're going continually downhill at high speeds and the noise is terrific, especially at night. Down below, you feel like the boat is unstable and in trouble. Sleep is impossible down there, with the continuous swoosh of water past the hull, rattling of the winches and wind noise. But if you go up on deck, you'll see everything is normal, everyone is calm and you feel a lot better. Many people just love it. It's a spiritual experience for some of us and we really look forward to it.'"

So, for those who answer the starting guns in late June, we at *Pacific Yachting* wish you the best of luck. Don't let the cold, cloudy, clammy weather of the first few days get you down – remind yourself that you're just a few days away from Paradise.

Today there are more choices in the way we can communicate with yachts racing in open oceans. Great distances are now bridged through the use of Geostationary and Low Earth Orbit satellites. The cost of some services still limits the way in which certain technologies are used but, as with the computer, costs are going down.

The recent Whitbread Round the World Race is an example of how the available technology can be used to the maximum by providing picture and text messages with great clarity and in near real time.

For a while yet, more "local" races, like from North America to Hawaii, are well served by high frequency single sideband radio, or HF-SSB. This is a highly efficient derivation of AM radio. It is affordable and provides a universal method of communication where the people on boats can hear each other, the race committee and the coast guard. High seas telephone operators can be reached easily despite the distances involved. Finally, very high frequency FM radio, or VHF-FM, is used for local communications up to the start line and near the finish line. This equipment is carried by most boats for close-in coastal communications.

This year, an experimental text messaging service is being tried by the West Marine Pacific Cup Race organizers to test the feasibility of using HF-SSB radio with an add-on radio modem and a computer. This is a technique that has been used by ham radio operators and commercial agencies for years. Participants in all of the races to Hawaii are being encouraged to try it this year.

Now moving into the new age. Experience in the last two races shows that we can utilize satellite communications very economically using INMARSAT-C which provides low speed text messaging or data communications between a boat and the race committee. It can also provide automatic transmission of positions through a direct con-


nection to the boat's GPS, if desired. A GPS unit provides precise position data and a host of other details that can be generated by accumulating successive position reports. E-mail and faxing is easily done to and from any point on the globe.

We have also experienced very clear voice telephone communication by satellite, from one sailboat over the entire Victoria-Maui Race course in 1996, using the MSAT system. We expect this will take place again this year.

We still need to look carefully at how boat race communications can be done and decide if using satellites, or a mix of old and new technologies, can meet all of our needs.

Keeping in Touch

by Don Byrne



My friend Don Byrne's description of modern yacht race communications is interesting to the point of being mind-boggling to an "olde-tyme hamme" who is just past his 60th anniversary in amateur radio and, with a bit of a struggle, just keeping abreast of the present marriage of computers and radio!

In 1968, my first involvement with the Vic-Maui, I was the Vancouver "anchor" for Bill Killam's *Porpoise III*. The location of my station, VE7QH, on the western slope of Sentinel Hill in West Vancouver, was ideal for working into the Pacific in a south-westerly direction. We used single sideband

throughout, making solid contact and running phone patches for the crew, including one famous evening when everyone, the entire complement, managed to "talk home" one after another! All this, in spite of the fact that Paul Wagner, *P-III's* radio operator and navigator, was able to use only a short whip antenna mounted on the aft rail.

In 1970, I was thrilled (having no previous experience as a sailor) to be invited by Bill Killam to go along as official radio operator. After sailing in several early season races, in the hope of shedding some of my klutziness, the great day dawned and we took off on the 2,310 mile (if memory serves me correctly) journey. I believe Bill had been really impressed with amateur radio in 1968, and this time he'd had the entire backstay insulated for use as an antenna! It worked like a charm, being an ideal length for our principal frequency of 14 MHz. Every day throughout the race we contacted first my home station in West Vancouver, operated by a friend on a pre-arranged schedule, and then Larry of KH6EXQ on Maui. Thus, we were able to keep both ends of the race up to date with the noon positions which we had monitored at roll call. Again, this was all done by SSB, except for two days when we ran into a high, horrendous and quite inexplicable noise level. No problem, but we did have to resort to Morse Code (easily my favourite mode, anyway) and the traffic got through!

What incredible changes have taken place and how stunning are the modern systems. But, fellers, please keep a telegraph key and a sextant in your hip pockets!

Vic-Maui Communications Olde Style

by Brian Lagden

The Tactical Side of Vic-Maui

by Ron Ogilvy

This race, like most others, can be broken into many segments, each with several tactical options. This article describes some of the choices racers must make during the crossing to Maui.

The Start

Win the Start – Clear air, going fast right from the gun; what a way to start the race. Ocean races and records have been decided by seconds, and a few seconds at the start often means five minutes, an hour into the race. And what about the Sea Q Trophy for the best start?

Or Back Off – It's a long race, and an altercation at the start can destroy the entire race. What's 10 or 20 seconds in a two-week race?

Juan de Fuca

Sail it as a Swiftsure – Go through the race. In a westerly, cross over to the U.S. side with the ebb, looking for the current and a 15-to 20-degree lift to bring you well west of Pilar Point. Look for the westerly to shut down at night and be replaced by fluky outflows. Look for wind, and keep an eye on the current. Avoid Clallam Bay and Neah Bay after midnight. In an easterly, hoist your chute and go for it.

Beyond Cape Flattery

Head South – Stay within sight of land and take advantage of shore breezes. There is more wind than outside, so work south to stronger breezes and better

sailing angles for Hawaii. It's better to be a bit south to avoid the dreaded, windless Pacific High.

Or Work Offshore – Head offshore for the constant ocean wind and the favorable current that flows south. Pay attention if you plan to use it, its location, width and strength vary. You may have to work through a light-air transition zone, but you get into the real breeze first, and this is the shortest route to Maui.

Power Reaching for Several Hundred Miles

Your only tactic here is to line yourself up where you want to be when your boat locks onto its downwind polars. (The fastest route downwind for a sailboat is rarely straight to the destination. Each boat and each wind strength have a different optimal offwind sailing angle. These angles are called the downwind polars.) Making all the distance you can toward the finish could send you smack into the center of the windless high. In a good year, it might put you on the best course for Maui. There is usually great pressure gradient (wind) off San Francisco, but how far south should you go? Watch for the commonly found tongue of windless high pressure on the southeast corner of the high that can provide a branch of light air several hundred miles toward California from your favored route. You want to cross this tongue where it is thin, or where it has a pressure gradient. Set yourself up for the next long and telling section, the Slotcars.

The Slotcars

The various races around the Pacific High to Hawaii all share the so-called Slotcar feature. You lock into a route that is predetermined for up to 1,000 miles, unless you are willing to pay a heavy distance and time price to change slots. In the slots, you maximize your great-circle distance to the finish.

Pick an Inside Slot – Don't get caught! The boats in an inside slot (closest to the high) sail the shortest route with the best lift to gybe on at the end, giving them the best route for Maui. This comes with the lightest wind and the highest likelihood of spinning out into the high (having to sail higher and higher to keep an efficient wind angle as the wind goes lighter, continuously sailing farther into the high), and having to gybe out at a terrible angle back to the mainland to get south again.

Or Pick a Southern Slot – Go where the wind is. The wind is usually stronger farther from the center of the high. This more conservative route provides better wind, better sailing angles for longer, and less chance of getting caught by a moving high or just by being too close. Hit the trades first and start surfing.

The Gybe

Unless you lined up in the wrong slot or caught a fortunate wind shift with a front or small system coming through that allowed you to gybe and gain some distance south, you will be working on your down-

wind polars for a thousand miles. Your choice about gybing is key, this better be a good call.

Gybe Early – Sail the long leg first, minimizing the risk of overstanding and staying off the layline to allow ample distance to react to opportunities such as squalls, as they present themselves. You're going downwind now, so the gybe you are on isn't relevant to gains on the finish line – concentrating on your downwind polars and anticipating local squalls and wind changes will dictate your gybing strategy. Gybing early will get you down into the stronger trades faster for the next starboard gybe.

Or Hold On Right to the Layline – Ride that lift around the high as long as possible and look at the great course you can sail on the opposite gybe. You'll pick up miles on each schedule now. But, every mile

you oversail is wasted distance, because this is the layline. You aren't gybing back.

Approaching Maui

The trade winds get a bit of south (10 degrees) in them as they deflect off the island of Maui. They can also go lighter at night and stronger than average in mid-afternoon. (*Does this mean you should plan your arrival for the afternoon?*) Anticipate a west-bound current in the trades. If your call of the layline felt close before, you'll find yourself reaching up hard at the end of your approach.

Approach Maui Early, keeping on downwind polars at all times. Many skippers have reached up so high they've been forced to white sails just to make Pailolo Channel.

Or Sail the Layline – It's a complicated layline to call, but worth it if you can hit it. Work in the 10 degrees or so that the wind will shift again, calculate the effect of day or night on your approach, and call the layline. All your separation from the fleet here turns into miles ahead as the wind shifts. Furthermore, the boats that went early will find themselves sailing very low in light airs (if a night approach), while you get the chance to heat it up.

The Finish

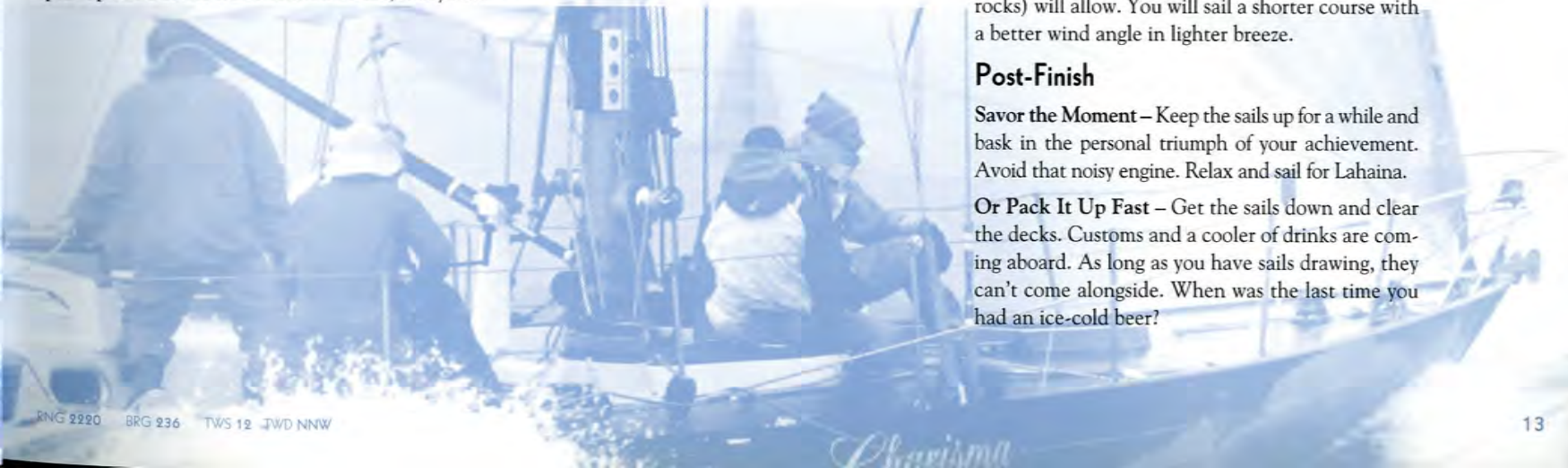
Stay Wide and away from the Maui shore in Pailolo Channel to keep in the best breeze for finishing. Watch for being headed right out into the channel. Keep your white sails ready.

Or Cut It Close – Cut as close as the wind (and rocks) will allow. You will sail a shorter course with a better wind angle in lighter breeze.

Post-Finish

Savor the Moment – Keep the sails up for a while and bask in the personal triumph of your achievement. Avoid that noisy engine. Relax and sail for Lahaina.

Or Pack It Up Fast – Get the sails down and clear the decks. Customs and a cooler of drinks are coming aboard. As long as you have sails drawing, they can't come alongside. When was the last time you had an ice-cold beer?





Rules for the Race

by Steve Tupper

The Coopers & Lybrand Victoria - Maui Race, like all sailing races, is run according to a set of rules created by the International Sailing Federation. These rules, called the Racing Rules of Sailing, specify how an event is to be organized and how the different boats competing in the event shall interact with each other.

Notice of Race

The Notice of Race is required by the Racing Rules of Sailing. The race organizer publishes the NOR to inform potential competitors about the race. The NOR is the “where,” “when,” and “how” for the event and contains information on the starting date, the racecourse, who is eligible and what conditions they must meet to compete. The Vic-Maui NOR was published in the fall of 1997. It was sent to boats that had expressed an interest in participating in

the race. The NOR advised potential entrants of the things they were required to have or do to compete in the race.

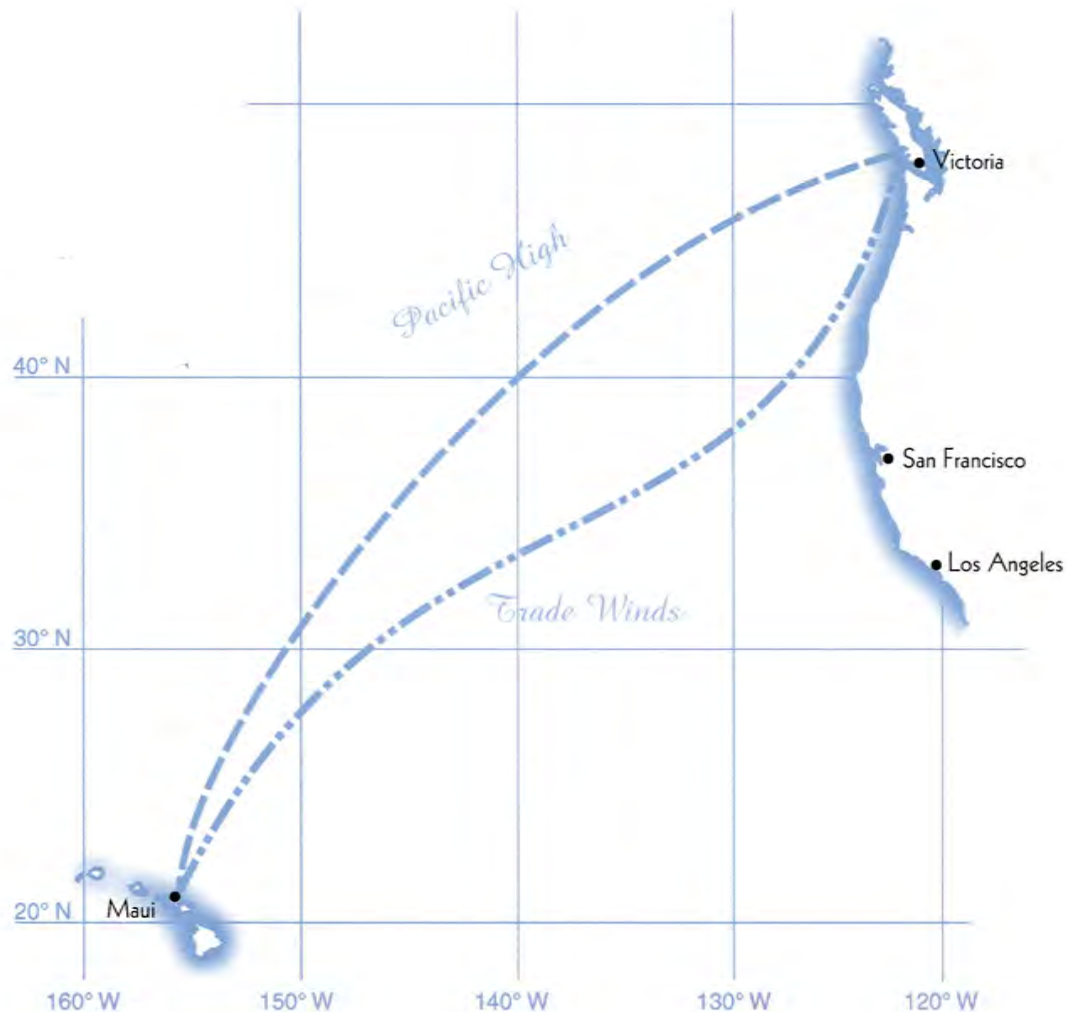
Sailing Instructions

The Sailing Instructions are also required by the Racing Rules of Sailing. For this event, the material in Sailing Instructions is the information actually required by a boat to compete once it has been accepted in the race. It gives specific rules about the start, the course to be sailed and the finish. It also specifies that boats must report to the committee by radio every day.



A great deal of time is spent preparing and editing both of these documents because they are the organizational framework for the race. The protest committee can also penalize a boat if it fails to observe the requirements of the documents.

VIC-MAUI GREAT CIRCLE COURSE

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, it can be expected to lie 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 farther into the Pacific Ocean on the course to Maui. Those unlucky enough to hit the Pacific High head-on will likely have a somewhat extended stay offshore.



Legend

-  Great Circle Route, 2,308 nautical miles (shortest distance).
-  Average course taken by yachts in previous races to avoid Pacific High and to pick up the northeast tradewinds at about 30° North Latitude.

STARTS & HONORARY STARTERS



M.V. "SEA Q"

Tuesday, June 23 - M.V. "Sea Q"

On board by 1400 hrs for 1500 hrs start

Rear Admiral Russell D. Moore, CMC, CD
Commander Maritime Forces Pacific

Commodore Bruce Russell
Royal Vancouver Yacht Club

Skipper: Ron Cliff
Past Commodore Royal Vancouver Yacht Club



M.V. "GIBSON GAL"

Friday, June 26 - M.V. "Gibson Gal"

On board by 0900 for 1000 start

His Worship Mayor Bob Cross
City of Victoria

Commodore Jack Miller
Royal Victoria Yacht Club

Skipper: Bob Gibson
Past Commodore Royal Vancouver Yacht Club



M.V. "NANIKA"

M.V. "Nanika" - Beth Rooney
Grand Banks 36'

Beth will make her vessel available for hospitality, meetings, as a message and information center and for ticket sales.



The wind starts to go light just beyond Clallam Bay, and remains mixed from 5-12 knots out to Neah Bay. We take several hours to round Duntze Rock. From there, we tack up the coast with reefed main and No. 2, 3 or 4 genoa as required. There is an interesting current flowing.

HOSPITALITY

SPECTATOR VESSELS

Sea Q	90' Monk McQueen	Ron & Ardell Cliff
Gibson Gal	75' Monk McQueen	Bob & Eileen Gibson
Renegade	70' Andrews	Dan & Marinette Sinclair
McFastrack	65' MacGregor	Roger Elmes & Marie-Claire Ruequoy
Starfire	62' Cruiser	Jamie & Linda Angus
Jimray	58' Cooper	Ray & Hellen Brittain
Black Magic	50' Bertram	John & Nadean Downie
Tom Cat	50' Kat	Tom & Maggie Christy
Mary J	45' Tollycraft	David Jordan
Pass Time	45' Bayliner	George & Janet Cunningham
Bob-Kat	42' Uniflite	Bob & Kathy Butterfield
Foxhound	42' Hatteras	John & Evelyn Long
Comfort	42' Grand Banks	Frank Shriver (LYC)
Sibelius	39' Swan	John Jarman & Anna Coleman
Rosseau Gal	36' Monk Trawler	Bill & Mickey Emerton
Nanika	36' Grand Banks	Beth Rooney
Anne II	32' Grand Banks	Gar & Anne Lunney



We round Cape Flattery well before midnight and change course to 207. Winds are in the southwest quarter at about 15 knots and the barometer is steady. Speed over the ground is 7.5 knots. It sure is wet and cold out here. Ugh!

SCHEDULE OF EVENTS

VICTORIA

Dock Parties

Monday, June 22, 1700 hrs

Tickets \$8 per person

Thursday, June 25, 1700 hrs

Tickets \$8 per person

The cooperation of Local 247 of The American Federation of Musicians is greatly appreciated.

MAUI

Tuesday, June 30

Finish line opens at Aston

Ka'anapali Shores Hotel

Sunday, July 5

Communications Trailer opens at

Lahaina Harbor

Tuesday, July 7, 1130 hrs

Waiting Wahine Luncheon

Fran and Warren Hinton's home

399 Front Street

Saturday, July 11, 0900 hrs

Skippers' Debriefing at

Lahaina Yacht Club

Sponsor Appreciation Banquet

Tuesday, June 23

Union Club of British Columbia

No host cocktails at 1830 hrs

Dinner at 1930 hrs

Tickets: \$37 per person

Saturday, July 11, 1700 hrs

Awards Banquet at The Jodo Mission

No host cocktails

Tickets will be on sale at a pre-sale price

- in Victoria for \$23 (U.S.)

- in Maui at the Hospitality Desk

at Lahaina Yacht Club for \$25 (U.S.)

Saturday, July 18

Summer Regatta – Offshore Lahaina Races

Sunday, July 19

Summer Regatta – Channel Race

EXECUTIVE

Royal Vancouver Yacht Club Executive

Commodore – Bruce Russell
Vice Commodore – E.A. (Tony) Liebert
Past Commodore – Robert A. Andrew
Rear Commodore, Coal Harbour – Brian O'Sullivan
Rear Commodore, Jericho – David R. Everett
Rear Commodore, House – David Campbell
Rear Commodore, Offshore Stations – William R. Emerton
Fleet Captain – David S. Williams
Staff Captain – Andrew Jordan-Knox
Honorary Treasurer – Huntly Gordon
Honorary Juniors Advisor – Barbara Storch
Honorary Secretary – Russell G. Fraser
Honorary Solicitor – Georg Daniel Reuter

Royal Vancouver Yacht Club Committee

Chairman – Ron Ogilvy
Trustees – Tony Repard, Wink Vogel

Alex Adams
Roger Bailey
Peter Bennett
Marlene Bolster
Don Byrne
Denis Cressey
Roger Elmes
Bruce Gabor
Charlie Guildner
Alan Hannam
Greg Harms
Linda Hilts
Cheryl Holmes
Neil Humphrey
Dwight Jefferson

David Jordan
Steve Kinsey
Sue Liebert
Alan MacFarlane
Don Martin
Ron Ogilvy
Tony Repard
Scott Rohrer
John Robertson
Beth Rooney
Marie Royer
Dan Sinclair
Paddy Thomson
Steve Tupper
Wink Vogel
Michelle Wittenberg

COMMITTEES



We see some powerful lights over by the Canadian coast. These are from very large fishing boats, each with many smaller ones pulling dragnets. It looks like a city of lights. It seem they are transferring their catches from the smaller boats to the larger boats.

GOVERNORS

Lahaina Yacht Club 1998 Board of Governors

Commodore – Anne White
Vice Commodore – Uwe Schulz
Rear Commodore of Sail – Linda Rickabaugh
Rear Commodore of Power – Chuck Dicker
Fleet Captain – Phillip Wright-Van Alst
Port Captain – Jim Lowry
Treasurer – Pat Sweeney
Secretary – Jan Nolan
Staff Commodore – Ron Wall

Lahaina Yacht Club Committee

Chairman – Bonnie Nelson
Trustees –Carolynn Blake, Steve Taylor

Dave & Sue Atkinson
Carolynn Blake
John Broadbent
Randy Coon
Chuck Dicker
Lynda Donato
Ned Downey
Nancy Goode
Charlie Guildner

Jim Hentz
Fran & Warren Hinton
Nancy Lee
Joe & Ruth McKay
Jan Nolan
Dan O'Brien
Mike Park
Ray Pendleton
Linda Rickabaugh

Mark Robinson
Uwe Schulz
Frank Shriver
Jaye Staley
Andy Tate
Steve Taylor
Ron Wall
Pam Webb
Dave Welker

The wind is light. We make slow progress through a fishing fleet. I have never seen such a concentration of big fish boats. There are large bodies of heavy kelp and seaweed floating on the surface. There are large masses of oily offal and deposits jettisoned from these boats. It is drifting all around and sticking to our hull, too.



ENTRANTS

Yacht Name	Skipper	Type/Class	State/Prov	Sail Number
Airfare	Guy Buell	Centurion 42	WA	40432
Angelique	Al Bartlett	Hunter 42	BC	74298
Atalanta	Richard Hedreen	Custom 73'	WA	69581
Cassiopeia	Charles Burnett	Custom - 72'	WA	69099
Charisma	Richard Robbins	Custom - 57'	WA	6944
Endeavor III	Randy Bell	Custom - 40'	ON	54203
Fastrack	Greg Roberts	C&C 37R	BC	88037
Hull #16	Clayton Craigie	Saga 43	Qld	16
Hurricane	Kim Stebbens	Sceptre 41	WA	59910
Jubilee	Bill Burnett	IMX 38	WA	69937
Kismet	Pat Carey	Cal 40	WA	6823
Louis I	Frank Demers	Nordic 44	OR	28044
Luna	Dennis Manara	C&C 37/40	BC	64953
Maestro	David Shore	Newport 41 S	BC	39087
Midnight Special	Stephen Cray	Santa Cruz 50	WA	18926
Renegade	Dan Sinclair	Andrews 70	BC	55
Sir Martin	Butch Martin	Mediterranean 86	FL	59923
Turicum	Warren Hale	C&C 44-1	BC	74257
Uncle Juicy	Joe Dubey	Cal 40	WA	6826
Winds of Time	Steve Clark	Centurion 42	BC	74285



Two other boats are in sight. One is 2-3 knots off our port stern quarter. We must have passed her during the night. There is another spinnaker and main on the horizon. I don't know who it could be, but we're reeling them in mighty fast. They disappear into a rain squall.

VIC-MAUI HANDICAPS AND TIME ALLOWANCES*

Class	Yacht	Handicap	Days	Hrs.	Min.	Sec.
Class A	Renegade	-59	0	4	48	44
	Cassiopeia est.	-44	0	14	25	44
	Atalanta	-4	1	16	4	24
	Midnight Special	10	2	1	2	56
Class B	Sir Martin	38	0	0	0	0
	Charisma	54	0	10	15	28
	Hull #16	76	1	0	21	44
	Jubilee	78	1	1	38	40
Class C	Turicum	83	1	4	51	0
	Fastrack	94	1	11	54	8
	Airfare	96	1	13	11	4
	Louis I	96	1	13	11	4
	Luna	98	1	14	28	0
Class D	Winds of Time	99	1	15	6	28
	Maestro	118	2	3	17	20
	Uncle Juicy	118	2	3	17	20
	Endeavour III	119	2	3	55	48
	Kismet	120	2	4	34	16
	Angelique	132	2	12	15	52
Hurricane	133	2	12	54	20	

A word about Vic-Maui Handicaps

This year's race will be the second time that Vic-Maui handicaps have been produced using extensive computer simulation (VPP). This work was performed by U.S. Sailing's Rhode Island Office. The performance predictions for each boat are applied to a race weather model based on past race conditions. The result is a single predicted performance number for each boat, specifically tailored to the boat's predicted Vic-Maui Race conditions.

The Vic-Maui Handicap Committee consists of five members: the chairman, two appointees from Royal Vancouver

Yacht Club and two from Lahaina Yacht Club. A fleet time allowance table produced by the committee allows each boat to immediately determine her final race position at the finish.

The system we have developed has the advantage of being solidly based on measurable performance factors. The disadvantage is that this system largely removes the fun and repartee which normally surrounds the endless pierhead debates over non-VPP-based PHRF handicapping.

Note: The time allowances shown above HAVE BEEN corrected for the staggered starts. The time shown should be subtracted from your CLOCK TIME upon finishing. This will give you your corrected time on a fleet basis. To determine how much time any other competitor owes you on a CLOCK TIME basis simply find the difference between your time allowance and the other competitor's allowance.

* All handicaps listed above are subject to confirmation & change prior to each respective start.
2nd Start Delay: 241200 Seconds (2 days 19 hours) Handicap Mileage: 2308 Nautical miles

1600 hrs: The wind is starting to pick up. We fly a spinnaker for a while, but the wind continues to increase. We change back to a headsail. We are followed for 15 minutes by a large whale. He looks as large as the boat as he surfaces 50 to 100 feet away. We are travelling at a steady 12 knots. The whale slowly slips behind us.



Airfare

Sail No. 40432

Skipper Guy Buell
Navigator Ken Greff
Crew Rob Buell
 Gary Hammons
 Perry McElroy
 John Ury
 Rick Walmach
 Irene Willey
 Stan Willey

Yacht Club Shilshole Bay YC
Hailing Port Seattle, WA
Type/Class Centurion 42
Rig Sloop
LOA 42.0' **Hull Color** White
Beam 13.6' **Draft** 8.0'
Designer Ed Du Bois
Builder Wauquiez
Launch Date 1985

Yacht's Racing History
 Swiftsure - 97, 98 (long course);
 Hat Island Race, SYC;
 Blakely Rocks 97, STYC;
 various round the buoys races;
 Smith Island - 97.



Angelique

Sail No. 74298

Skipper Al Bartlett
Navigator Patrick Landry
Crew Betty Bartlett
 Pierre Forand
 Murray Good
 Patrick Landry
 Patrick Munro

Yacht Club BYC/WVYC
Hailing Port Vancouver, B.C.
Type/Class Hunter 42
Rig Sloop
LOA 42.5' **Hull Color** White
Beam 14.0' **Draft** 5.0'
Designer Hunter Marine Corp.
Builder Hunter Marine Corp.
Launch Date 1991

We sail a long day of mixed winds. Our tactical emphasis is to always optimize our boat's speed along the great circle route. This does not mean sailing on the great circle route but sailing the course where the boat's performance on that course provides the largest vector on the desired course.

The evening sail was beautiful with a half moon, following waves and an 8 to 10 knot breeze.

Atalanta

Sail No. 69581

Skipper Crew

Richard Hedreen
Derek Bottles
Gerald Heron
David Thyer

Yacht Club	Corinthian YC		
Hailing Port	Seattle, WA		
Type/Class	Custom 73		
Rig	Ketch		
LOA	73.3'	Hull Color	White
Beam	16.5'	Draft	11.2'
Designer	Wm. Tripp Sr.		
Builder	Abeking & Rasmussen		
Launch Date	1967		

Yacht's Racing History

1997 - Swiftsure, Marina del Rey to Puerto Vallarta; 1995 - Swiftsure, Big Boat Series; 1994 - Sydney to Hobart, Swiftsure, Victoria-Maui (1st); 1992 - Kenwood Cup, Victoria-Maui (2nd), Straits of Georgia, Swiftsure.



It's a hot and sunny day with light and fluky breezes. The wind has dropped. We can't carry our big heavy spinnaker any more and have to peel to the lighter one. This is where an investment in a new, large light chute cut for reaching would have really made a difference.



Cassiopeia

Sail No. 69099

Skipper	Charles Burnett	Yacht Club	Corinthian YC
Navigator	Colin Booth	Hailing Port	Seattle, WA
Crew	Tom Andrews Paul Baker Christine Booth Bruce Gailey Matt Galbraith Brian Huse Rodney Keanan Frank McAllister Rick Merryman Craig Perry Jeff Poplon	Type/Class	Custom - 72'
		Rig	Fractional Sloop
		LOA	72.6'
		Hull Color	White
		Beam	16.9'
		Draft	11.5'
		Designer	Davidson
		Builder	Franklin Boat Builders
		Launch Date	1993

Yacht's Racing History

1993 - Asia/Pacific Cup, Sydney-Hobart Race; 1994 - Swiftsure, San Francisco Big Boat; 1995 - Swiftsure, San Francisco Big Boat; 1996 - Swiftsure, Vic-Maui, Kenwood Cup, San Francisco Big Boat; 1997 - Swiftsure.



Charisma

Sail No. 6944

Skipper	Richard Robbins	Yacht Club	Seattle YC
Navigator	Dave Stearns	Hailing Port	Seattle, WA
Crew	Linda Morgenstern Jim Roser Robin Roser Eric Sorensen Everett Sorensen Tony Williams	Type/Class	Custom - 57'
		Rig	Sloop
		LOA	56.7'
		Hull Color	Dk. Blue
		Beam	14.3'
		Draft	8.4'
		Designer	Sparkman & Stephens
		Builder	Palmer Johnson
		Launch Date	1970

Yacht's Racing History

Raced all major races in Pacific NW in 1996 & 1997. Raced in San Francisco Big Boat Series - 1997. Recently cruising in Mexico for the winter '97/'98. Returned to PNW for Southern Straits Race in Vancouver - April '98.

A humpback surfaces 100 yards away. The whale dives, then surfaces again 5 minutes later just 20 ft from the boat. He follows 100 ft off our port side for 5 minutes, blowing every 30 seconds or so. Then he disappears again.

Endeavor III

Sail No. 54203

Skipper Randy Bell
Navigator Eleanor Clitheroe
Crew Neil Beaton
Michael Boguslawski
Arthur English
Tom Pollock
Larry Sharpless

Yacht Club Royal Canadian YC
Hailing Port Toronto, ON
Type/Class Custom - 40'
Rig Cutter
LOA 40.0' **Hull Color** Dk. Blue
Beam 12.6' **Draft** 7.1'
Designer C&C Yachts
Builder C&C Custom Div.
Launch Date 1978



Fastrack

Sail No. 88037

Skipper Greg Roberts
Navigator Bob Hanlon
Crew Steve Blythe
Bill Brown
Drew Burgess
Rick Burrows
Bill Grosse
Dan Hilton
Chuck Lawson

Yacht Club Royal Vancouver YC
Hailing Port Vancouver, BC
Type/Class C&C 37 R
Rig Sloop
LOA 39.5' **Hull Color** Beige
Beam 12.7' **Draft** 8.0'
Designer Rob Ball
Builder C&C
Launch Date 1988

Yacht's Racing History

1997 - VARC Series, Swiftsure,
Whidbey Island Race Week





Hull #16

Sail No. 16

Skipper Clayton Craigie
Navigator Terence Hammond
Crew Peter Brittin
 Tim Cassidy
 Mike Hancock

Yacht Club MYC/HKYC
Hailing Port Mooloolaba, Qld
Type/Class Saga 43
Rig Sloop **LOA** 43.3'
Hull Color White **Beam** 12.0'
Draft 6.25'
Designer Robert Perry
Builder SAGA Yachts
Launch Date 1998

Yacht's Racing History
 New boat

Hurricane

Sail No. 59910

Skipper Kim Stebbens
Navigator Lowry Chamberlin
Crew Carroll Brower
 Kim Franz
 Leah Stebbens

Yacht Club Sloop Tavern YC
Hailing Port Seattle, WA
Type/Class Sceptre 41
Rig Masthead **LOA** 41.0'
Hull Color Off white **Beam** 12.7'
Draft 5.7'
Designer Hien Driehuyzen
Builder Sceptre
Launch Date 1986

Yacht's Racing History
 1998 - Swiftsure

Jay takes the winch and Dan drives. We play the chute right on the edge, quite successfully squeezing every last ounce of power out of the breeze.

Jubilee

Sail No. 69937

Skipper Bill Burnett
Navigator Peter Dorsey
Crew Leah Burnett
John Norwood
Tony Raymond

Yacht Club Shilshole Bay YC
Hailing Port Bainbridge Is, WA
Type/Class IMX 38
Rig Masthead **LOA** 37.3'
Hull Color White **Beam** 12.0'
Draft 7.1'
Designer Jeppesen
Builder X-Yachts
Launch Date 1996

Yacht's Racing History

Jubilee placed 1st in class in the '97 Grand Prix, 4th in class in '96 Vic-Maui; 2nd in class SORC; 4th in class in '96 Kenwood Cup; '96, '97 Big Boat Series; 1st in class '96, '97 PSSC; 1st in class Oregon Offshore; 1st in class '97 PSSR



Kismet

Sail No. 6823

Skipper Pat Carey/Jan Solga
Navigator Linda Blakeway
Crew Mike Carey
Tim Carey
Gregory Wendell

Yacht Club Corinthian YC
Hailing Port Seattle, WA
Type/Class Cal 40



At about 0300 we start to get squalls. We drive the boat very hard on its ear with a few roundups, but were consistently keeping the speed over 11 knots, peaking at 15. This is what we needed.



Louis I

Sail No. 28044

Skipper Frank Demers
Navigator Tom Krabbenhoft
Crew Ryan Limman
 Bill Link
 Dan Ohms
 Dan Snare

Yacht Club Lahaina YC
Hailing Port Bellingham, WA
Type/Class Nordic 44
Rig Sloop **LOA** 43.9'
Hull Color White **Beam** 12.9'
Draft 7.0'

Yacht's Racing History
 1996 - Vic-Maui Race;
 1996, '7, '8 - Around the County Race;
 1998 - Southern Straits, Swiftsure.



Luna

Sail No. 64953

Skipper Dennis Manara
Navigator Greg Harms/Dennis Manara
Crew Buddy Hulscher
 Sean Hulscher
 Bruce MacDonald
 Philip Radtke
 Megan Risk

Yacht Club Vancouver Rowing Club
Hailing Port Vancouver, BC
Type/Class C&C 37/40
Rig Sloop **LOA** 39.6'
Hull Color White **Beam** 13.0'
Draft 8.2'
Builder C&C
Launch Date 1993

Yacht's Racing History
 1994 and 1996 Vic-Maui Race;
 Southern Straits, Swiftsure, local racing.

We reduce sail to a small spinnaker for the 2200-0200 watch, to help settle everyone down and lower the speed and reduce fatigue on the helmsman. The reduced sail slows the boat down, making the potential for mishaps feel less powerful, but in fact the boat is less stable because the spinnaker and the mainsail are not well balanced. The boat rocks a lot more.

Maestro

Sail No. 39087

Skipper
Navigator
Crew

David Shore
David Shore
Grant Atkins
Byron Black
David Brindley
Justin Christov
Byron Stanley
Colin Thom

Yacht Club Royal Vancouver YC
Hailing Port Vancouver, BC
Type/Class Newport 41 S
Rig Sloop **LOA** 41.0'
Hull Color Red **Beam** 11.3'
Draft 6.3'
Designer C&C
Builder Capital Yachts
Launch Date 1975

Yacht's Racing History

Maestro has competed in the five most recent Swiftsure regattas, placing 4th, 2nd and 1st in division. Maestro has competed regularly in VARC series, winning her division main championship in 1997, and was voted a Can. Am. top five yacht by *North 48 Magazine* for international competition in 1996.





Midnight Special

Sail No. 18926

Skipper Stephen Crary
Navigator John Staaf
Crew Gerry Hensen
 Ned Kennedy
 John Leitzinger
 Lance McDonough
 Scott Newman
 Steve Scruggs

Yacht Club Lahaina YC
Hailing Port Seattle, WA
Type/Class Santa Cruz 50
Rig Sloop **LOA** 50.0'
Hull Color White **Beam** 12.0'
Draft 8.0'
Designer Bill Lee
Builder Santa Cruz Yachts
Launch Date 1984

Yacht's Racing History

As Midnight Special, the boat was 3rd overall in the 1994 Victoria-Maui Race, won the PHRF division in the 1993 Marina Del Rey to Puerto Vallarta Race and was 2nd in class in the 1992 Newport Beach to Cabo San Lucas Race. The boat also previously sailed in the Victoria-Maui Race under its former name, Acey Duecy, as well as doing a variety of other ocean races.

Renegade

Sail No. 55

Skipper Dan Sinclair
Navigator Kevin McMeel
Crew Ron Drane Jeff Eckhart
 Al Johnson Bill Johnson
 John McCorquodale
 Ross MacDonald
 John Ross
 Marty Silverman
 Jay Sinclair

Yacht Club Royal Vancouver YC
Hailing Port Vancouver, B.C.
Type/Class Andrews 70
Rig Sloop **LOA** 70.0'
Hull Color Dk. Blue **Beam** 16.0'
Draft 12.0'
Designer Alan Andrews
Builder Ackton Ltd.
Launch Date 1992



We are under-canvassed for the waves and spend more time wallowing and climbing mountains than surfing. We suffer through this for the next two watches, then increase sail slightly by putting up a staysail. An hour later we decide that, with the wind slightly down, we should return to the big sails.

Sir Martin

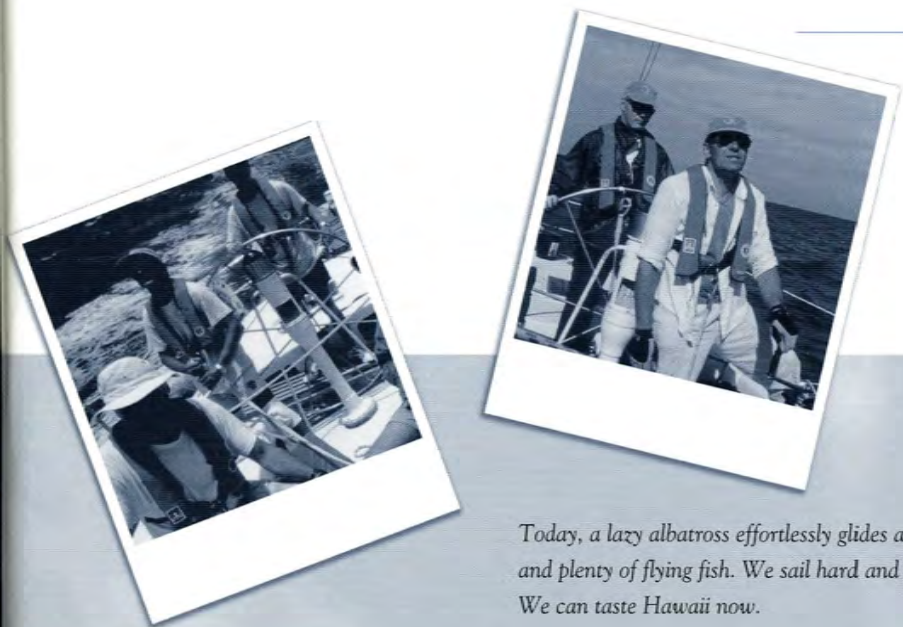
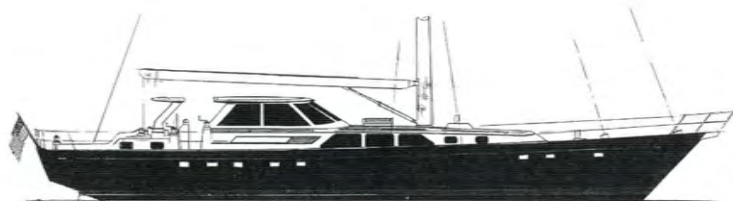
Sail No. 59923

Skipper E.G. (Butch) Martin
Navigator Chris Anderson
Crew John Barnett Glen Cowling
Bill Detloff Nick Imonti
Judd Linnabary Tony Loring
David Martin Tim O'Reilly
Scott Sinclair

Yacht Club Marco Island YC
Hailing Port Naples, FL
Type/Class Meditteranean 86
Rig Sloop **LOA** 87'
Hull Color Dk. Blue **Beam** 20'
Draft 7.0'
Designer Ted Hood
Builder US Yachts
Launch Date 1985

Yacht's Racing History

This is Sir Martin's first race.



Today, a lazy albatross effortlessly glides around the seas with no place to go. We see a frigate bird and plenty of flying fish. We sail hard and fast, flying a full main, our largest chute and staysail. We can taste Hawaii now.

Turicum

Sail No. 74257

Skipper Warren Hale
Navigator Andrew Leibmann
Crew Ross Bailey
Gary Cadman
Patrick Cauley
Erv Gossen
Nancy Grenier
Scott Hicks
Gregg Parsons

Yacht Club Vancouver Rowing Club
Hailing Port Vancouver, BC
Type/Class C&C 44-1
Rig Sloop **LOA** 44.1'
Hull Color White **Beam** 13.2'
Draft 8.5'
Designer Bob Ball
Builder C&C Yachts
Launch Date 1986

Yacht's Racing History

Turicum has been competing in local racing events for the last three years. The boat placed 2nd in her first Southern Straits race in 1996 and has done well when there is heavy air. At Swiftsure, she was one of the four Canadian boats to do the long course in '97. Her nemesis has been downwind and light air conditions so she's hoping for a good blow for this year's Vic-Maui.



We sail very hard all day, on track to another 300-mile day with everyone very enthusiastic. Two days ago, we went 303 miles, and sailed further toward Hawaii than any other boat. In the last 24 hours, we sailed 306 miles, but because of the gybe, only 280 were towards Hawaii.

Uncle Juicy

Sail No. 6826

Skipper Joe Dubey
Navigator Bill MacLean
Crew Robert Connelly
Dennis Gudgell
Lee Rogge

Yacht Club Olympia YC
Hailing Port Olympia, WA
Type/Class Cal 40
Rig Sloop **LOA** 39.6'
Hull Color White **Beam** 10.5'
Draft 5.9'

Yacht's Racing History
1994 Vic-Maui - 4th place Div 4; 1995
Cape Flattery - 2nd place Class A; 1995
Toliva Shoal Race - 1st place Class F;
1997 Cape Flattery - 2nd place Div 1.



Winds of Time

Sail No. 74285

Skipper Steve Clark
Navigator Susan Clark
Crew Joel Bushield
Rudof Heessels
Douglas Hendricks
Ronald Hendricks
Andrew Sheret
Janet Watson
Robert Watson

Yacht Club International YC
Hailing Port Vancouver, B.C.
Type/Class Centurion 42
Rig Masthead **LOA** 42.0'
Hull Color White **Beam** 13.6'
Draft 5.6'
Designer Ed Dubois
Builder Wauquiez
Launch Date 1991

Yacht's Racing History
Winds of Time was purchased in
Guadaloupe in February 1996. She
arrived in the PNW after being trucked from
Florida on Easter Sunday that year. She
sailed in Swiftsure in 1997 and has done
numerous local races.



It's evening now, and I've been plotting the approaches to Molokai and Oahu and anticipate our next move in the next two hours. We have two gybes to do after dark tonight, and the crew only know about one of them and are already discussing it.

LINE HONORS

Race Record Holder: 1996

PYEWACKET, LAYC

Time to beat: 09d:19h:36m:30s

FIRST TO FINISH - ELAPSED TIME

Year	Yacht	Skipper/Club/(Type of Boat)	Elapsed Time
1968	Porpoise III	F.R. Killam, Royal Vancouver YC, (Sloop 47)	16d:07h:08m:04s
1970	Graybeard	L. Killam, Royal Vancouver YC, (Hatfield 73)	15d:00h:47m:45s
1972	Odusa	E.H. Zahn, Corinthian YC, (Ketch 53)	14d:00h:12m:00s
1974	Joli	B. Niemi, Seattle YC, (C&C 61)	12d:17h:53m:26s
1976	Ragtime	D. Fryer, SYC/CYC/Pt. M. YC, (Cutter 62)	15d:07h:48m:13s
1978	Merlin	D. Fryer, Seattle YC, (Santa Cruz 67)	10d:00h:02m:37s
1980	Triumph	E.B. Diethrich, Scottsdale YC, (C&C 61)	13d:13h:59m:59s
1982	Scotch Mist II	R.D. O'Brien/W. Hinton, Lahaina YC, (Santa Cruz 50)	14d:19h:35m:07s
1984	Charley	R. Boyd/B. Niemi/D. Ratner/R. Van/Lahaina YC, (Custom 67)	12d:07h:30m:44s
1986	Citius	M. Schlosser, Seattle YC, (Santa Cruz 70)	11d:15h:21m:55s
1988	Palmtree Express	T. Clark, Corinthian YC, (Santa Cruz 50)	12d:18h:19m:11s
1990	Maverick	L. Crouch, Lahaina YC, (Nelson/Marek 68)	12d:21h:13m:55s
1992	Merlin	D. Sinclair, Royal Vancouver YC, (Santa Cruz 67)	09d:23h:15m:59s
1994	Chance	T. Clark, Seattle YC, (Santa Cruz 70)	10d:01h:54m:42s
1996	Pyewacket	R.E. Disney, Los Angeles YC, (Santa Cruz 70)	09d:19h:36m:30s



We are going through an area littered with netting, wooden and cardboard boxes, buckets, wooden crates, glass balls and all kinds of other debris that could damage or foul our boat.

WINNERS

FIRST OVERALL - CORRECTED TIME

Year	Yacht	Owner/Club/(Type of Boat)
1968	Porpoise III	F.R. Killam, Royal Vancouver YC, (Sloop 47)
1970	Graybeard	L. Killam, Royal Vancouver YC, (Hatfield 73)
1972	Cherokee	M. W.Black, Corinthian YC, (Cal 33)
1974	Tinsley Light	H. Grandin, St. Francis YC, (Delta 35)
1976	Race Passage	P. McCullough, Bremerton YC, (Swan 44)
1978	Bravura	I. Loube, Lahaina YC, (Frers 48)
1980	Kanata	V. Plasvic, Royal Vancouver YC, (Plasvic 41)
1982	Cadillac Snapper	M. Allsop/T. Friedland, Bellingham YC, (Davidson 44)
1984	Chimera	G. Hess, Corinthian YC, (Peterson 42)
1986	Boomerang	M. O'Byrne, Seattle YC, (Cal 40)
1988	Omega	A. Dekleer, Vancouver Rowing C, (Fraser 41)
1990	(IOR) Knight rider	S. Halls, Comox YC, (Davidson 40)
	(PHRF) Indulgence	D. Heaps, Point Roberts YC, (Maple Leaf 45)
1992	(IOR) General Hospital	S. Huntingford, West Vancouver YC, (Farr 40)
	(PHRF) Merlin	D. Sinclair, Royal Vancouver YC, (Santa Cruz 67)
	(IMS) JO	T. White, Bellingham YC, (J44)
1994	Atalanta	R. Hedreen, Corinthian YC, (Tripp 73)
1996	Kismet	C. Guildner, BYC/LYC, (Cal 40)

Just before midnight we gybed again to take advantage of an anticipated wind shift. It is dark, with winds about 18 knots and the gybe goes quickly and efficiently. We sail for two and a half hours at great speed on a course that isn't bringing us any closer to Honolulu.



TROPHIES

1st to Finish - Elapsed Time
 1st to Finish - Class A, Elapsed Time
 1st to Finish - Class B, Elapsed Time
 1st to Finish - Class C, Elapsed Time
 1st to Finish - Class D, Elapsed Time

1st Overall - Corrected Time
 2nd Overall - Corrected Time
 3rd Overall - Corrected Time

1st - Class A, Corrected Time
 2nd - Class A, Corrected Time
 3rd - Class A, Corrected Time

1st - Class B, Corrected Time
 2nd - Class B, Corrected Time
 3rd - Class B, Corrected Time

1st - Class C, Corrected Time
 2nd - Class C, Corrected Time
 3rd - Class C, Corrected Time

1st - Class D, Corrected Time
 2nd - Class D, Corrected Time
 3rd - Class D, Corrected Time

Trophy

Lahaina Yacht Club Trophy
 Governor John A. Burns Trophy
 City of Victoria Trophy
 Blue Gavel Trophy
 Joe Glass Memorial Trophy

Royal Vancouver Yacht Club
 RVYC Aloha Trophy
 RVYC Kla-How-Ya Trophy

LYC Past Commodores Trophy
 Maui Boat & Yacht Club Trophy
 Canadian-American Resources Trophy

Founders Trophy
 Lahaina Yacht Club Imperial Trophy
 Eldred Curtis Memorial Trophy

County of Maui Trophy
 LYC Boomvangers Trophy
 Windward Trophy

Province of British Columbia Trophy

S.G. Foley Trophy

Donor

Lahaina Yacht Club
 Gov. John A Burns, State of Hawaii
 City of Victoria
 Int'l Order of the Blue Gavel, Seattle
 Cicely Glass

Royal Vancouver Yacht Club
 Royal Vancouver Yacht Club
 Royal Vancouver Yacht Club

LYC Past Commodores
 Maui Boat & Yacht Club
 Canadian-American Resources

Maui Chamber of Commerce
 The Gallery, Lahaina
 John H. Long & Alex J.B. Forsythe

County of Maui
 LYC Boomvangers
 Warren Hinton

Province of British Columbia
 LYC Trustees
 Alex E. Foley



We are less than two miles from shore on a slightly offshore course. We manage to set the gybe up properly, but the gate on the spinnaker pole doesn't open. After a number of attempts to clear this, sailing dead downwind in large waves, we decide to cancel the gybe and do a bare headed spinnaker change.

	Trophy	Donor
Navigator - 1st to Finish, Elapsed Time	Gabrielle III Trophy	P.R. (Dick) Sandwell
Navigator - 1st Class A, Corrected Time	Captain George Vancouver R.N. Trophy	Canadian Yachting Association
Navigator - 1st Class B, Corrected Time	Lahaina Restoration Foundation Trophy	Lahaina Restoration Foundation
Navigator - 1st Class C, Corrected Time	RVYC Past Commodores Trophy	RVYC Past Commodores
Navigator - 1st Class D, Corrected Time	LYC Race Committee Trophy	LYC Race Committee
Sailing for RVYC - 1st Corrected Time	RVYC Chairman's Trophy	RVYC Chairman
Sailing for RVYC - 2nd Corrected Time	RVYC Race Committee Trophy	RVYC Race Committee
Sailing for RVYC - 3rd Corrected Time	Aitch Wookey Perpetual Trophy	William F. Wookey
Best Start	Sea Q Trophy	Ronald L. Cliff
Last to Finish - Elapsed Time	G.F.Y. Turtle Trophy	1974 LYC Finish Line Committee
Navigator with the Nearest ETA at last Roll Call	Andreas Schueller Memorial Trophy	Barbara Dunfield
1st Canadian Boat to Finish	Jim Innes Trophy	Canadian Airlines International
1st Three Boat Team to Finish	Denis Cressey Team Trophy	Denis Cressey
For the Crew Having Too Much Fun	Byrd Award	Lahaina Goosing Society

TROPHIES

As soon as we begin to correct our course, the gate on the pole opens and the spinnaker swings radically to starboard. The boat is dragged around and over.

Riches to Rags Food Planning

4 races to Maui • 4 food plans

by Wink Vogel

I was asked to recount meal planning, or stores and provision planning, for the four Vic-Maui races we have sailed. Jokingly, I said that my planning was “Riches to Rags” as my intensity for racing got the better of my desire to feed my crew on the gourmet restaurant plan.

In the late '70s, I commissioned a design from Stephen Jones of England for a 44' Admiral's Cup-type sloop. We were late for the 1979 Admiral's Cup and launched for the 1980 race season. *Dream Machine* was a large yacht with 14.8' beam and 43'8" LOA. We had a great season, winning the Division One IOR fleet racing in Vancouver and the Briggs Trophy for the PNW Skipper of the Year.

We entered my first Vic-Maui race with a crew of eight. This included Sven Rasmussen, our navigator, who had completed many Vic-Maui's, and Grant Mebs, who had raced one. The remaining six were

sailing their first ocean race. They included Allen Laird, Jack Pandygrass, Doug McClary, Shane Koreman, our eldest son Kris and yours truly.

The plan was to use the dry ice method in our large icebox. This method required pre-freezing, and loading the day before. We first sealed all drains and chilled the box with a sacrificial block of dry ice. We deepfroze four 12-pound blocks of wet ice and laid them on the bottom. A new paper-wrapped block of dry ice was picked up in Victoria the day before departure and laid on top of the cold wet ice blocks. All the meat was labelled for day one to day 16, deepfrozen at 40° below in preparation for stowing. Then, in reverse order, the roasts were laid in the icebox. The remaining space was filled with fresh bread that froze quickly from the dry ice.

Blankets and towels were laid on top of the cold food and the icebox lid was taped shut. Every second

day, we would untape the lid and remove the next two days' frozen dinners and place them in the large Coleman ice chest to thaw. We installed styrofoam blocks to fill the space as roasts were removed and carefully covered everything with the towels and sealed up the icebox. The two days' roasts chilled the cooler, with drinks and fresh food, as they thawed. The deepfreeze dry ice lasted about seven days and the wet ice kicked in and lasted all the way to Hawaii. We threw blocks of ice away 17 days after the loading.

The menu plan was splendid. We had a gimballed oven and propane stove. Every night we had a roast beef, roast pork, turkey, chicken, etc. We cooked rice, potatoes, and fresh vegetables, and made salads. Every dinner was first-class Sunday dinner with all the trimmings. We each had one bottle of our favorite “cocktail” before dinner, and the ship's stores had a few bottles of choice wines for the halfway

party and one birthday party dinner. This was complete with balloons, gifts and treats.

Every night we had desserts and ate like kings. Each of us took turns preparing, and we made eating social and festive. The watches were four hours on/ four hours off, with four crew per shift. Usually one of the four was navigating, while also making coffee and cocoa and treats.

In 1984, in preparation for my second race, we decided to soup-up the boat, and we added seven feet to the mast and increased the masthead spinners accordingly. We had a crew of nine for three shifts. The crew included our two sons Randy, 18, and Tim, 14.

The food planning used the dry ice method again. We drastically altered from gourmet roasts every night to casseroles that were pre-cooked and deepfrozen. Each was labelled for each day. This was excellent food, more economical and very adequate.

We still had modest amounts of alcohol on board for festive occasions. We had a Fourth of July party for our American crew member. He set off some fireworks that were unfortunately mistaken for a flare – whoops!

In 1988 we sold *Dream Machine* and purchased a smaller, faster 40' IOR one-tonner called *Mad Max*. She was on the three-yacht New Zealand team that won the Admiral's Cup, and was a stripped-out racer with eight pipe berths, no head, sink or cupboards. We had a gimbaled two-burner alcohol hot plate for cooking. We stored water in five-gallon plastic jugs and had two large Coleman ice chests for food storage.

We raced with a total crew of seven, with six keen young sailors including our two sons, Randy now 24 and Tim 21, and yours truly, a kid at heart. The food plan was very spartan, with one Coleman ice chest filled with seven days' casseroles deepfrozen with wet ice made cold, and dry ice. The dry ice lasted just five days and the ice was gone before we arrived on the 12th day.

The second week was boil-in-a-bag mountain climbing food. These were primarily pastas. The food was adequate, as we carried lots of fresh fruit, vegetables and sweets, but this was definitely more spartan.

Our last trip in 1992 was on *Mad Max* again, and we eliminated all of the "excess" food packed on previous trips. We decided to take fewer treats, had no wine, beer or spirits on board and calculated water and emergency food rations precisely. The crew of six was the fewest I had sailed with. This included three experienced ocean racers and three first-timers. We often sailed with two up and four down to rest the crew.

This was my fourth race over a 12-year period and son Tim's third. We ate adequately but definitely not cordon bleu. At least 1992 was our fastest trip, and we had great fun. It was a chore to cook on the little two-burner alcohol stove, and without a galley counter and sink everything was campy and difficult.

On reflection, the food plan was too extravagant in 1980, and probably too spartan in 1992 for most people. The young crew were not unhappy with the

food, and no one went hungry, but it was totally opposite to the gourmet service of the 1980 maiden trip on *Dream Machine*. The cold beer dropped on the boat at our finish tasted very good, as did the fresh food, champagne and mai tais at the fabulous dock party that Warren and Fran Hinton provided for us for the fourth time and for our fourth arrival in Maui.

The Victoria-Maui Yacht Race is a wonderful experience, and good food is essential. It does not have to be extravagant, but when you are sailing shifts 24 hours a day, snacks are always important to keep the energy up and the morale on track. We always had two small ice chests, one filled with fruit such as apples, bananas and oranges, and the other with granola bars, chocolate bars and cookies. The off watch always prepared the meal for the watch finishing. The watch finishing would clean up before sleeping. Everything biodegradable was over the side and we bagged the balance.

The best watch system I experienced was two six-hour daytime watches – 7:00 a.m. to 1:00 p.m.; 1:00 p.m. to 7:00 p.m. A five-hour evening watch, four hours from midnight, and three hours from 4:00 a.m. to 7:00 a.m. This system switched the watch each day. The best sleep was every second day when you were off from 7:00 a.m. to 1:00 p.m. The boat was cool, wind was light and quiet, and there was no radio chatter to keep you awake. If you have an odd number of crew, you can plan on one off on holiday for 24 hours rest and some cleanup duties.



More Than Once From the Winner's Circle

by Charlie Guildner*

As an avid young sailor, I dreamed often of racing a boat across the ocean. As a Pacific Northwest sailor, I dreamed of sailing somewhere, anywhere, that it was warm. A stodgy old skipper decided he needed some younger blood on his North American 40 *Brother Goose* that he was readying for a Vic-Maui campaign. So, as a brash 18-year-old, my dreams were about to come true. At the time, it was hard to think that I would come back four more times, twice as skipper of a boat I owned with partners.

So many people look at the Vic-Maui race as a once in a lifetime event. For me it has become an integral part of my sailing plans. Very little can compare to the pure thrill of sailing for two weeks in clear blue water, under spinnaker, porpoise jumping at the bow, all culminating in a fantastic party in the greatest tropical town on earth.

This year's Vic-Maui participants are likely to experience much of what has drawn me back to the race so many times. The challenge of competing, surfing

waves under spinnaker, catching yellowfin or mahi-mahi on a trailing line, porpoise, albatross, flying fish, whales, jellyfish, squid on deck in the morning, squid in your bunk at night (it really happened), happy hour after daily roll call; all make for a simply awesome time.

Perhaps the greatest thrill will be for the skipper of each yacht. All the hard work of preparing the boat and crew during the months prior to the race is completely forgotten when you hold the tiller as you cross the finish line, knowing that you guided your boat successfully across more than 2,300 miles of open ocean.

So, after you've experienced two weeks of wonderful ocean sailing, partied in paradise, made up with your significant other for all the time you've been away during the last year, and polished off that last mai-tai at the yacht club bar, remember this: Vic-Maui 2000 is only two years away, and it's just as good the second, third, fourth, even fifth time around.

* Skipper of *Kismet* ('94, '96), Crew on *Brother Goose* ('80, '82) and *Intensity* ('86)

Champagne Taste on a Beer Budget

by Marlene Bolster

...or, Provisions for a Vic-Maui Race

Break out the Lennox and the Waterford. Pop the champagne... NOT! I did the provisioning for the 1996 race over and return home on *Kismet*, a Cal-40 I owned with three other partners. I raced over twice and skipped the boat back once. Provisioning for a 10 – 16-day race can be quite time consuming and challenging, especially for those who don't cook much. It's important to balance your meals with nutrition, ease and taste. Keeping up energy, ease of preparation and fun are key points in keeping the crew happy and healthy.

Eating is one of the high points of ocean racing, as well as the down wind sailing, dolphins and full moons.

Putting together a menu and letting the crew give it their thumbs up, or down, is important. Some may have food allergies, and the ocean is not the place to tell them to suffer, because they will. Snacks and hot drinks are needed for night shifts. This helps keep energy going in the dark early mornings when humans should be sleeping. Very important!

The menu starts light and plain, then graduates to solid, spicier foods, as the stomach is delicate and the seas rough for the first few days. Seal-a-meals worked very well for the home-cooked touch. We had pot roast with gravy, roast turkey and BBQ steaks, just to name a few. Our home-cooked meals lasted nine days before we went to canned and packaged meals. Cabbage, onions, potatoes, carrots and

the like are long-lasting vegetables for limited refrigerator space. Melons, oranges and green apples are great lasting fruits as well. Carbonated drinks in the form of soda and sparkling water (flavored or not) and individual bottled water were popular. Boxed juices were good for breakfast and night drink energizers, but one can get tired of apple juice. A variety is necessary.

A typed daily menu, in detail, was provided, as well as bagging dry supplies in individual marked day bags. It is important to make it easy for crew to get meals together quickly, as time is precious.

When one hits shore, a cold draft beer and cheeseburger in paradise are most welcome. I think Jimmy Buffet had the right idea, though ice cream never hurts.

Provisioning for the trip over was much easier than for the return home. Mainland convenience is wonderful and usually taken for granted. In Hawaii, you can't get everything that's typical for mainland shopping all in one place, so you need to be flexible and creative. There is now a Costco on Maui, but the selection is not as abundant as home yet.

Many *alohas* and the spirit of *Ohana* to everyone who participates.



A Day in the Life of a Race Chairman

by Bonnie Nelson

It takes the effort literally hundreds of volunteers and two yacht clubs stretching lines across the ocean to stage the Victoria-Maui Race. The Royal Vancouver Yacht Club has their assignment at hand to promote, publish Notice of Race and Sailing Instructions, hype the race, gather all the pertinent information, get the sailors excited and see them off on the journey of their lives. It is the assignment of the Lahaina Yacht Club to clock their finish, usher them to Lahaina, and welcome them into our island paradise.

It's 2:45 a.m. The call comes in from the Communications Trailer that *Shadow Dancer* has just made her 25-mile call and gives her estimated finish time.

She's travelling at 14 knots and, if the wind holds, she will cross the finish in a little less than two hours. Phone calls are placed to the Greeter Chairman, the Head Greeter, to Race Chairmen and dignitaries. These people in turn call their committees and preparations are made to transport the food, leis, mai-tais, banner and entertainment down to the harbor.

At 4:00 a.m., the second call is placed. *Shadow Dancer* has just passed Hawea Point and is in sight of the finish line. Most of the people who received the 25-mile call are already at the harbor. The photographer, a customs official, a pilot (me), and a cooler full of beer and goodies are loaded on an inflatable, and the race is on to reach the yacht before

the horn in the hopes of catching her under full sail. After meeting these people in Victoria, clean shaven, some a bit paunchy, most of them less than tan, it is an amazing sight to behold full beards and trim, tanned bodies. The flare goes off, the sails come down and the pilot boards the yacht to guide her into Lahaina Harbor.

Meanwhile, back at the dock, everyone is waiting. The families and friends hold bottles of champagne, food, flowers, and long to greet their loved ones whom they haven't seen for nearly 10 days. It is now nearly dawn and the first light lends backdrop to the masthead light peeking around the bend. It seems like forever for the yacht to come into the harbor, and when she turns into the channel and begins her final approach, the roar from the greeters and families is deafening in the quiet of morning. Then the party begins!

Today is Tuesday, July 7, and *Shadow Dancer* has just broken the record. Today at 11:00 a.m. is the Waiting Wahine Luncheon. Warren and Fran Hinton graciously open their lovely home to the friends and family of the crews prior to their arrival, as well as to the greeters. With a glorious spread of delectable island delicacies, this party is the perfect time to get to know the greeters, and "talk story" with others assembled from faraway places. This is where the friendships start, right on the doorstep of the Pacific Ocean. At 3:00 pm the party is still going strong when the phone rings. *Lady Luck* has just called in from 25 miles out.

This time, we go up to Ka'anapali Shores to watch her as she finishes. Inside are Carolynn Blake, Finnish Line Chairman, Mike Park (the voice on the radio) and their staff of volunteers who also work around the clock to communicate with the yachts, track their daily progress and give them accurate finish times. Also inside are the wives and husbands of the finishing yacht. As we line up the telescope or gander through field glasses to spot *Lady Luck* at Hawea Point, the 25-mile call is received from *Silver Streak*. But long before *Silver Streak* is in sight, we have a party to attend at the harbor. The gun goes off, the flare streaks into the afternoon sun and we race back down to the harbor.

After *Lady Luck* pulls away from the dock to be put away in her slip for the night, we have time to run down to the Lahaina Yacht Club for a little entertainment (I think Trevor Jones is playing tonight) and a beer or two. The Club is packed with *Shadow Dancer* and *Lady Luck* crews all "talking story" about their adventure. We stop to listen awhile.

Meanwhile, incoming "Wahines" expecting their boats to finish two days from now, come into the Club and check in at the Hospitality Desk manned by the women's auxiliary (Boomvangers). The Hospitality Desk has lots of suggestions about what to do while on island. Many of the activities give discounts to visiting yachtsmen and their families. We even have a shoreline directory to let them know where they can fill prescriptions, do their laundry and get a bit to eat. Still in the Club, we get the call

that *Silver Streak* has just finished and is on her way to the harbor. Before we can pay our tabs and move the party to the harbor, we get word that two more yachts have called in from 25 miles out.

Long after the sun has settled into a calm ocean, the parties rage on with each yacht's approach. *Carmella* and *Spray Shadow* have just finished virtually one on top of the other and are headed to the dock in tandem. The loading dock is crowded with two greetings, and soon the two become one as old friends and new rivals are united.

It's 2:45 a.m. The call comes in from the Communications Trailer that *High Tide* has just made her 25-mile call and gives her estimated finish time. And I believe this is where I began ...

Actually, this could be a *week* in the life of a Race Chairman. For four steaming days and five late nights, Lahaina Harbor, Ka'anapali Shores and the Lahaina Yacht Club are a frenzy of excitement, parties and stories. Crews are also throwing parties for their greeters in appreciation of their Aloha. Then, just as I'm longing to crawl into bed and pull the sheet up over my head for much needed sleep, it is time for the Awards Banquet.

The Awards Banquet will be held on Saturday, July 11 and is the culmination of this grand event. The Lahaina Jodo Mission provides an informal and tranquil setting for everyone to salute the winners and the wonders of this adventure.

The yacht names mentioned are purely fictitious. Any similarity to actual yacht names is coincidental.

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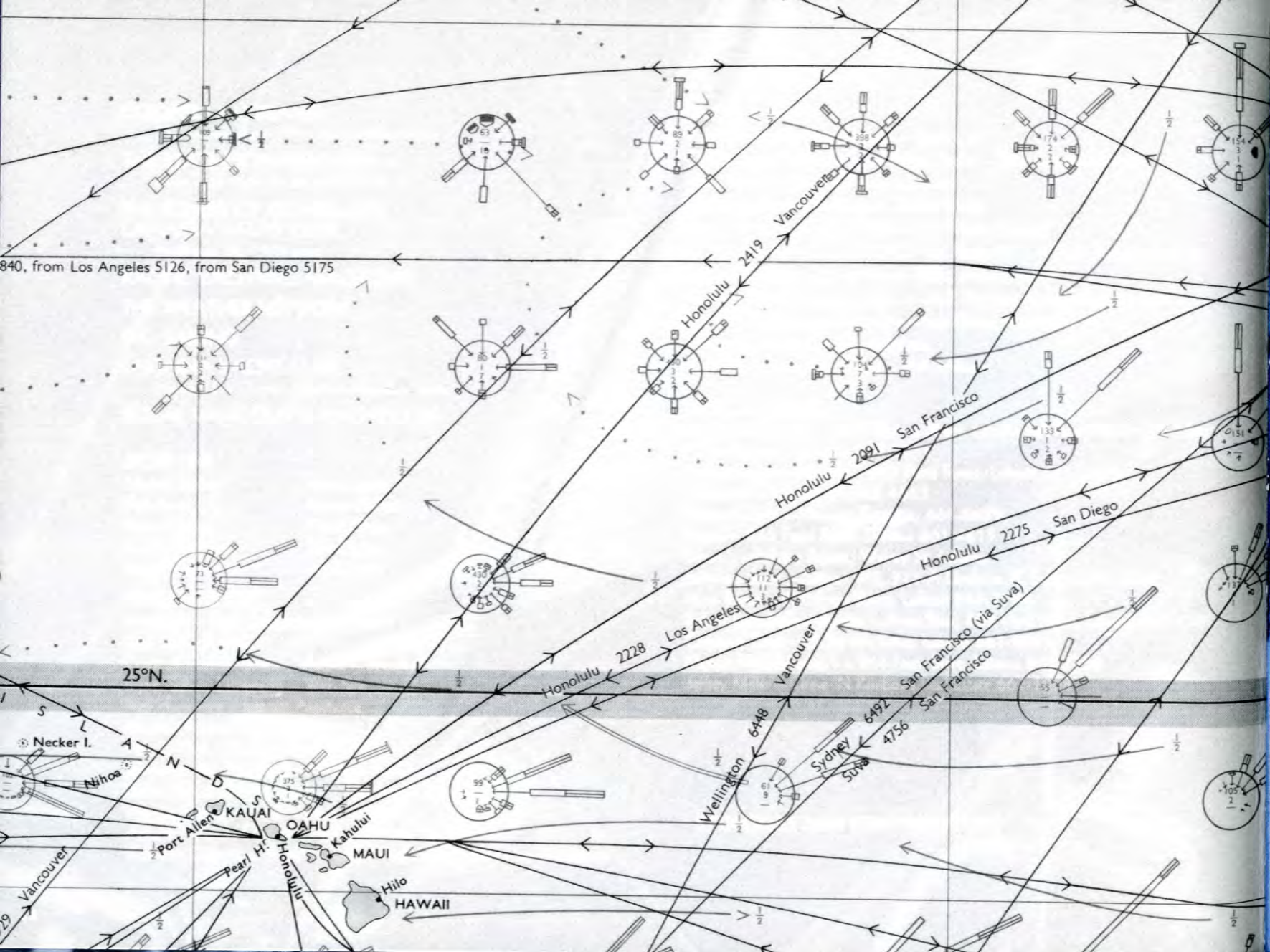
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Sincerely,

Sue Liebert

Sue Liebert

EDITOR'S NOTE OF THANKS

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