



VIC-MAUI²⁰⁰⁰



"Would you" — so the helmsman answered,

"Learn the secret of the sea?

Only those who brave its dangers

comprehend its mystery!"

HENRY WADSWORTH LONGFELLOW

PRICEWATERHOUSECOOPERS 



**A MESSAGE
from the
COMMODORES**





CHAIRMEN'S WELCOME



Bonnie Nelson



Ron Ogilvy



John Robertson

WELCOME TO VIC-MAUI 2000, THE FIRST HAWAII RACE OF THE MILLENNIUM!

And thank you to the title sponsor, PricewaterhouseCoopers, the two host clubs and the numerous other contributors and sponsors who make it all possible.

You've been preparing for months. Your boat is ready, your supplies are ready, you've planned out your shipboard routine, and you've been watching the weather. Now all you need to do is party, sail, and party.

We've put together a program of festivities for racers and well-wishers

alike, starting at the race village in Victoria Harbour, continuing through tailor-made Aloha greetings for each yacht at the harbour in Lahaina, and wrapping up at the awards banquet on July 15th at Lahaina's Jodo Mission.

And for sailing, we've ordered up 1000 miles of reaching and 1000 miles of running to provide the most exciting sailing of any race to Hawaii.

We sincerely hope that your Vic-Maui 2000 experience exceeds all of your expectations.

Mahalo from your three race chairmen,

Bonnie Nelson
LAHAINA YACHT CLUB

Ron Ogilvy
ROYAL VANCOUVER
YACHT CLUB

John Robertson
ROYAL VANCOUVER
YACHT CLUB

CONTENTS

1	Commodores' Welcome	
2	Chairmen's Welcome	
3	Table of Contents	
4	Executives & Committees	
5	Race Information	
6-7	A TOUCH OF HISTORY	
8	Line Honours	
9	THOUGHTS ON SAFETY	
10-11	FASTRACK	
12	Start Vessel, Hospitality and Spectator Vessels	16
13	Schedule of Events	17
14-15	NAVIGATING TO HAWAII	18-20
15	VIC-MAUI Great Circle Route	21
		22
		23-27
		28-30
		31
		32

EXECUTIVE AND COMMITTEES

Royal Vancouver Yacht Club Executive

Commodore	W.R.(Bill) Emerton
Vice Commodore	W.B.A. (Bill) Botham
Past Commodore	E.A (Tony) Liebert
Rear Commodore, Coal Harbour	Wally Eggleton
Rear Commodore, House	Dennis Meakin
Rear Commodore, Jericho	Ian Fraser
Rear Commodore, Offshore Stations	Victor Irving
Fleet Captain	Tim Slaney
Staff Captain	H.D. (Heinz) Rautenberg
Honourary Treasurer	David Everett
Honourary Secretary	John Purdy
Honourary Juniors' Advisor	Tracy St. Claire
Honourary Solicitor	Bruce M. Gordon

Royal Vancouver Yacht Club Committee

Co-Chairmen	John Robertson	Ron Ogilvy
Trustees	Tony Repard	Wink Vogel
	Alex Adams	Sue Liebert
	Roger Bailey	John Long
	Peter Bennett	Alan McFarlane
	Don Byrne	Don Martin
	Denis Cressey	Tony Repard
	Alan Hannam	Beth Rooney
	Greg Harms	Judy Rudin
	Cheryl Holmes	Paddy Thomson
	Neil Humphrey	Steve Tupper
Dwight Jefferson	Wink Vogel	
David Jordan		

Board of Governors Lahaina Yacht Club

Commodore	Uwe Schulz
Vice Commodore	John "Thumper" McCarthy
Rear Commodore of Sail	Jan Nolan (Mercury)
Rear Commodore of Power	Dave Atkinson
Fleet Captain	Bob McNatt
Port Captain	John Heacock
Treasurer	Anne Riser
Secretary	Wendy Shamp
Staff Commodore	Jim Hentz

LYC Committee

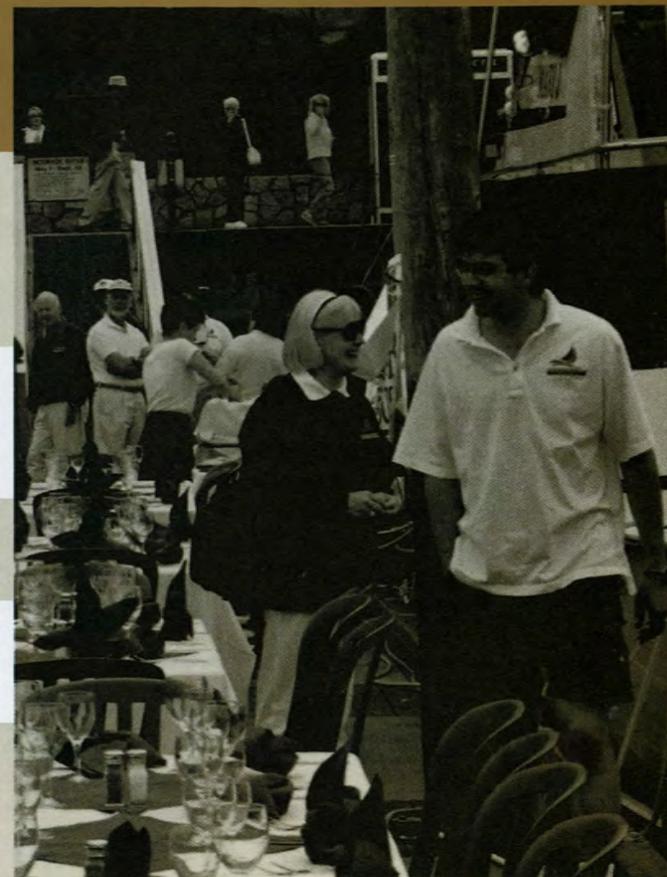
Chairman	Bonnie Nelson
Trustees	Carolynn Blake, Dan O'Brien
Communications Trailer	Dave & Sue Atkinson
Lahaina Travel	Kathy Baizer
Finish Line Chairman	Carolynn Blake
Harbours	Brian Blundell
Products Chairman	Liz Dankworth
Public Relations	Chuck Dicker
Greeter Chairman	Lynda Donato (Tomato)
Results	Ned Downey
Boommvanger Liason-Lahaina Hospitality	Bev Frias
Race Secretary	Joe Gallagher
Vice Chairman	Nancy Goode
Customs	Jim Hentz
Waiting Wahine Luncheon Hosts	Fran & Warren Hinton
Banquets Chairman	Kathleen Leonard
Guides	Wendy Shamp
Victoria Hospitality & Waiting Wahine Luncheon	Jan Nolan (Mercury)
Radio Communications	Mike Park Jr. & Sr.
Press	Ray Pendleton
Security	Linda Rickabaugh
Trophies	Anne Riser
Finance	Jaye Staley
Permits	Ron Wall
Technical Chairman	David Welker



photo © Ron Dahlquist, Maui Visitors Bureau

RACE INFORMATION

<p>PricewaterhouseCoopers Vic-Maui Website</p>	<p>www.vicmaui.org</p>	<p>CONTACT: Neil W. Humphrey Ph: (604) 736.6610 E-mail: neilwh@direct.ca</p>
<p>Royal Vancouver Yacht Club</p>	<p>3811 Point Grey Road Vancouver, B.C. V6R 1B3 Ph: (604) 224.1344 Fax: (604) 224.4146</p>	
<p>Regatta Office, Victoria</p>	<p>MV Mary J. Victoria Dock</p>	<p>CONTACT: Paddy Thomson</p>
<p>Lahaina Dock Race Info & Harbour Communications Trailer</p>	<p>Ph: (808) 661.7389 Hrs: Beginning July 2ND 'til the last boat finishes; 24 hrs a day.</p>	<p>CONTACT: Sue Atkinson</p>
<p>Finish Line & Radio Communications</p>	<p>Ka'anapali Shores Hotel Lahaina, Room 802 Ph: (808) 667.2211 Hrs: July 2ND to July 14TH at 2355 (HST); 24 hrs a day. Children's hr: 1800 to 2100 (Please make reservations before 1300 on the day before you wish to talk).</p>	<p>CONTACTS: FINISH LINE: Carolynn Blake Ph: (808) 667.2211 COMMUNICATIONS: Mike Park</p>
<p>Vic-Maui Hospitality Desk Lahaina Yacht Club</p>	<p>835 Front Street Lahaina, Maui, HI Ph: (808) 667.6212 Hrs. 0900 to 1100 (HST)</p>	<p>CLUBHOUSE CONTACT: Bev Frias</p>
<p>Radio Station</p>	<p>KPOA FM Radio 93.5 Will provide daily position reports.</p>	



PREPARING TO ENTERTAIN SPONSORS AT
GOVERNMENT DOCK INNER HARBOUR,
VICTORIA — VIC-MAUI '98

A TOUCH OF HISTORY

John Long

The current record holder is Roy Disney with **PYEWACKET**. He made the trip with the elapsed time of 9 days, 20 hours in 1996.

The informal race in 1965 between **LONG GONE**, **VELARIS** and **NORENA OF WIGHT** was the inauguration of the formally organised race that followed in 1968.

Jim Innes was the spark behind the inception of this offshore race to the Hawaiian Island of Maui. It followed in the wake of the great lumber-carrying sailing vessels of the late 1800's and early 1900's on their route to Australia.

Innes, skipper of the L36 class **LONG GONE** was chief test pilot for Canadian Airlines at this time. He encouraged Lol Killam who owned **VELARIS** and Ron Ramsay, the owner of **NORENA OF WIGHT** from Victoria, BC to join him. Without any of the normal back-up for an ocean sailing race of this distance (2308 nautical miles) they took off, unheralded by the media. Fifteen days later **LONG GONE** arrived first, at night, at Kahalui Harbour on the north coast of Maui, followed shortly by the other two boats. There was no welcoming committee or hula-skirted dusky maidens to greet them with flower leis as is the Hawaiian custom.

A member of the Maui Canoe and Boat Club heard about their arrival and invited them to sail over to the historic whaling port of Lahaina on the south coast of Maui. They gratefully accepted.

At this time the Lahaina Yacht Club was a group of local sailing enthusiasts who met in a friendly bar, probably the Pioneer Inn, every so often to discuss ocean racing and the inception of a Yacht Club.

Upon their return to BC waters the trio spread the word to their sailing friends of the challenge, satisfaction and the accomplishment of making this voyage.

By 1967, Royal Vancouver Yacht Club, of which Jim Innes and Lol Killam were both members, had given its approval to jointly sponsor a race with the now organised Lahaina Yacht Club to be known as the Victoria to Maui International Yacht Race. The race to be held bi-annually on even years with a starting date close to July 1st. The start line to be off Brotchie Ledge, near Victoria Harbour and the finish line to be off the Sheraton Maui Hotel on Kaanapali Beach, near Lahaina, Maui.

Committees were struck by both yacht clubs to handle the logistics of running the race. Volunteers at the Lahaina end came forward to sponsor a greeting committee for each of the contestants upon arrival. A Royal Canadian Navy destroyer was anchored off Brotchie Ledge to form the starting line, and an ocean going rescue tug was given the task of escorting the fleet to Maui.

A committee at RVYC was formed with the late P.R. (Dick) Sandwell as Chairman, and the late Eldred Curtis (the Bletchley Park Boffin who helped decode Enigma) as secretary. Dick put together a group of RVYC members and the word was put out that the race would start at 1000 hours on Dominion Day, July 1st, 1968 off Brotchie Ledge, Victoria, BC.

By this time, July 1968, Lahaina Yacht Club was a properly incorporated society with such stalwarts as Bob Hoehn, Floyd Christansen, Pat Ballenger, Bobby Hartman, Louis Abrams, Phil Fhurman, Caroline Blake, Connie Vos, Les West, Jack Ackerman, and others as charter members.



A Special Message from
a Founding Father:

**" SAIL SAFELY. SAIL THE WIND.
ENJOY THE GREAT ADVENTURE!"**

JIM INNES

"LONG GONE", 1968



ON DECK OF PORPOISE III,

1968: BOB DAY, PETER HATFIELD,

HARVEY CARRUTHERS, JAMES

KILLAM, PAUL WAGNER, BILL

KILLAM, DON MARTIN AND

DR. GORDON BAKER.

The following fourteen boats entered and were on the starting line, ready to compete:

AFRICAN START	Doug Fryer
CUBARA	D. Lawson
CU NA MARA	Leonard Wibberley
GABRIELLE III	Dick Sandwell
JEUNESSE III	Paul Cote
MARY BOWER	John Long
MOON GLOW III	Dave Neilson
ORIOLE	RCN Sailing Ketch
PORPOISE III	Bill Killam
POTLACH	W.G. Meakes
RAINBIRD	Wm. B. Johnson
SUERTE II	Wm. Gardner
TIFFANY	D. Angus
VELARIS	Lol Killam

The escort vessel, RCAV LAYMORE kept to the middle of the fleet during the passage. RVYC members Alex Forsyth and Dr. Seriol Williams were on board for roll call, weather and medical duties should they be required.

The weather patterns gave the boats both extremes: either flat calms (too close to the centre of the Pacific High) and 50-Knot westerlies near the centre of the low-pressure areas.

Several days out of Lahaina, CU NA MARA radioed to the LAYMORE that she was being shelled by an unseen naval vessel from somewhere over the horizon. It seemed that the U.S. Navy was doing a practice shoot. The skipper of CU NA MARA (Leonard Wibberley, author of the book and movie, *The Mouse That Roared*) transmitted a terse plain language radio message stating "Unknown warship stop shelling me, I should not be your target". The message finally reached the C in C

Honolulu who ordered the two destroyers to cease firing. Later Wibberley complained to the President of the United States with a quill nibbed pen message on parchment. He received a reply and an apology.

"unknown warship stop shelling me, I should not be your target."

Another faux pas came to light after the race finished. Someone on GABRIELLE III whose duty it was to fill the propane tanks before departure, neglected to do so. After several days they ran out and ate cold food for the balance of the race.

The prize presentation and banquet was held on the evening of July 20th at the old prison grounds, Lahaina. Several of the contestants had not finished by this time, including MARY BOWER. Trophy paddles were carved from Koa wood by Sam Kaai and were presented to the appropriate winners of each division. Bill Killam's PORPOISE III swept the fleet with first to finish, and first on corrected time. She took 17 days, 6 hours and 50 minutes to complete the passage.

The race has been held every even year since 1968 with as many as 37 boats participating.

Records have been broken many times since this first race was held in 1968. The current record holder is Roy Disney with PYEWACKET. He made the trip with the elapsed time of 9 days, 20 hours in 1996. That's an average of 10.23 kts., based on sailing great circle. Not bad, eh?

LINE HONOURS

FIRST TO FINISH - ELAPSED TIME

YEAR	YACHT	SKIPPER/CLUB/BOAT DETAILS	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, SC 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, SC 50	14d:19h:34m:07s
1984	Charley	R. Boyd/B.Niemi/D.Ratner, Royal Vancouver/Lahaina YC, Custom 67	12d:07h:30m:44s
1986	Citius	M. Schlosser, Seattle YC, SC 70	11d:15h:21m:55s
1988	Palmtree Express	T. Clark, Corinthian YC, SC 50	12d:18h:19m:11s
1990	(IOR) Maverick	L. Crouch, Lahaina YC, Nelson/ Marek 68	12d:21h:13m:55s
	(PHRF) Dream Machine	S. Jones, Crescent Beach YC, Stephen Jones 44	17d:04h:22m:04s
1992	(IOR) (PHRF) Merlin	D. Sinclair, Royal Vancouver YC, SC 67	09d:23h:15m:59s
	(IMS) Jo	T. White, Bellingham YC, J 44	12d:23h:06m:51s
1994	Chance	T. Clark, Seattle YC, SC 70	10d:01h:54m:42s
1996	Pyewacket	R.E. Disney, Los Angeles YC, SC 70	09d:19h:36m:30s
1998	Renegade	D. Sinclair, Royal Vancouver YC, Andrews 70	10d:12h:51m:02s

First Overall - Corrected Time

YEAR	YACHT	SKIPPER/CLUB/BOAT DETAILS
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 88
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 Club, Fraser 41
1990	(IOR) Knight rider	S. Halls, Comox YC, Davidson 40
	(PHRF) Indulgence	D. Heaps, Pt. Roberts YC, Maple Leaf 45
1992	(IOR) General Hospital	S. Huntingford, West Vancouver YC, Farr 40
	(PHRF) Merlin	D. Sinclair, Royal Vancouver YC, SC 67
	(IMS) JO	T. White, Bellingham YC, J44
1994	Atalanta	R. Hedreen, Corinthian YC, Tripp 73
1996	Kismet	C. Guildner, BYC/LYC, Cal 40
1998	Midnight Special	S. Crary, Lahaina YC, SC 50

THOUGHTS ON SAFETY

Tony Repard

Safety is sometimes taken for granted, like the rising of the sun every day, even though we often don't see it. In my early days of cross Channel racing to France such things as lifelines, harnesses, radios and electronic equipment were never even given a moment's thought! The attitude was that if you had experienced enough of the Channel you were either competent or crazy!

Fortunately attitudes have changed; good sense has prevailed and we have a wide range of safety gear available. There are still times when good sense does not prevail, and we are forced to learn by hard experience. Some examples of this are the 1979 Fastnet Race and the 1993, 1998 and 1999 Sydney-Hobart races, to mention a few, where loss of life occurred. We have been fortunate that there has been no loss of life in the history of this race, although there have been other problems such as broken rudders and a serious flooding.

The Offshore Racing Council is the overall governing body, and national bodies, such as the Canadian Yachting Federation, Sail America, and the Australian Yachting Federation either use the regulations as published or modify or add to them. The regulations break racing into 5 categories, from 0 to 4, covering the different types of races. This race is considered a category 1 which is described as: "Races of long distance and well offshore, where yachts must be completely self-sufficient for very

extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance." It is interesting to note that Sydney-Hobart is classified as a category 1 race and the Fastnet as a category 2 race.

SAFETY IS BROKEN DOWN INTO SEVERAL COMPONENTS:

Safety of the Vessel. It must satisfy the safety committee that it is adequately designed and built to meet the expected conditions and has a sufficient righting ability. We had to reject one vessel where structural stringers were made of 2x4's!

Equipment Safety. For example, early harnesses were sometimes home made, and even looked inadequate. This includes personal safety gear. Now the line and webbing must have a breaking strength of not less than 2080kg and even some of these have failed.

Safety Training. This is sometimes a tough issue because this race is generally looked upon as a light winds or trade winds race, and racing to sensual Hawaii can make people forget that the Oceans are not necessarily safe. I can recall two instances where we had local weather bombs or microbursts of 50 knots during races. The Australian Yachting Federation has instituted mandatory training in life raft handling and deployment and SAR (search and rescue) techniques as well as standard man overboard drill.

Communication and Safety. In the early days of the race we had a cable laying ship called the "Laymore" as an escort vessel. The racers had to report their position and weather conditions at a certain time each day. This was set at a time for the navigator to get his noon position with a sextant and work it out! Sometimes there was confusion as to whether we were using PST, PDT, LAT, or HT. (Pacific Standard Time, Pacific Daylight Time, Local Apparent Time or Hawaiian Time.) Now with GPS and various global phone systems, as well as SSB's, communication is much simpler.

Safety and Weather. We used to have a meteorologist who dispensed a series of complicated charts as to what to expect and did a weather briefing on the morning of the race. We soon found out that no pattern, other than that the "Hawaiian High" which moves North in the Summer is ever repeated! Isobars were available from a radio transmission from San Francisco. With this method one had to write down a long series of position numbers, transpose them to a chart, and then draw through the isobars. It took about 2 hours to complete! Now, with weatherfax the job is much simpler!

Safety and Experience. We require that a certain number of the crew have offshore racing experience, and require all crew to submit a racing resume. We can only trust that these resumes are based on fact.



FOCUS ON SAFETY; HAVE

A PLAN AND SAVE THE

WEAR AND TEAR ON THE

"PANIC BUTTON"!

FASTRACK: AN EPIC VOYAGE

Greg Roberts

Upon closer inspection by Mike, who hung over the side with assistance, it was obvious from the skin and tissue he recovered from the gash that we had hit a whale.

The '98 Vic-Maui for the crew of Fastrack will always be remembered as a testament to the level of preparedness required for the eventualities encountered during an ocean passage. During the race leg a crew member had taken ill due to a gastric condition. As the condition progressed, the patient was unable to consume food and eventually required us to insert an IV line to restore his solute and fluid levels. The situation, as directed by onshore doctors, precipitated the need to evacuate the individual from the boat. This provided more of a challenge than might initially be anticipated.

Our first attempt at the evacuation was via a freighter we rendezvoused with at approximately 1300 hrs, 400 nautical miles from Maui. The sea conditions were a 2' chop and 6' swell when the freighter came alongside us. The challenges to this operation were the obvious mismatch in vessel heights, the fact that the freighter could not come to a complete stop for fear of losing steerage, the venturii effect between the two moving hulls and the sea state. All these conditions would have conspired to topple the mast while trying

to transfer the patient via the dangerously flailing rope ladder hung from the gunwhales of the freighter. Because of the obvious danger to life and property presented by this scenario, it was decided by both captains to abort the rescue attempt.

The next day brought Fastrack to within 300 nautical miles of Maui, which is the responding limit of the United States Coast Guard. It was decided by Bob Hanlon, a helicopter pilot and Fastrack crew member, and the coast guard that the weather conditions made the rescue attempt feasible. The constant and precise communication between Fastrack and the coast guard Delphine helicopter made for a flawless rescue. The entire evolution was impressively professional. The chopper was escorted by a large spotter plane out of Honolulu which flew low level abeam of Fastrack shortly followed by the Delphine which responded from 100 nautical miles away onboard a coast guard cutter.

The boat was prepared an hour beforehand by lowering all working sails and raising a storm jib, motoring just off the

wind and removing all antennae and snag hazards from the stern of the boat.

The helicopter, impressive in its profile and the exotic whine emitted from its turbines, hovered only feet over the masthead while lowering a sandbagged tag line. It was imperative that no contact was made with the line by any individuals until it had contacted the boat to discharge the static differential between the chopper and the boat. The tag line was grasped after discharging and the helicopter then backed off 15 metres astern of the boat. The tag line was used to guide the basket to the stern where the patient simply jumped inside the basket which was then rapidly winched skyward. This patient transfer transpired over the course of only ten minutes.

The return leg took an unexpected twist as well when, after 11 days without mishap, we collided with a whale at approximately 1300 hrs in the midst of an inky black night. We were close hauled doing 6.5 knots when, without warning, the boat shuddered to a complete stop. It appeared, after inspecting the boat, that we had run over the back of a whale.





LOWERING SAILS AND REMOVING

ALL SNAG HAZZARDS IN

PREPARATION FOR MEDICAL

EVACUATION — “FASTRACK” ‘98

The first impact was at the bow of the boat, which smoothly rode over the whale. However, when the keel made contact with the whale's body it violently pitched the bow into and the stern out of the water. The sleeping crewmembers were tossed forward in their bunks and able to hear the friction of the whale and boat sliding past each other. Seconds later, a second impact was heard. This was the repercussion of a blow from the fleeing animal. The boat immediately heeled again in the 15 knot head wind and accelerated up to speed once again. It was obvious to everyone on board that a collision had occurred but with what we were not sure.

Immediately, everyone was summoned out of their bunks to search the boat for damage. It was quickly apparent that the boat had not been dealt a fatal blow as no water

was found to be gushing in. After five minutes of searching Kim, armed with the searchlight, had discovered an 18 inch gash 3 inches wide below the water line on the port stern quarter. Upon closer inspection by Mike, who hung over the side with assistance, it was obvious from the skin and tissue he recovered from the gash that we had hit a whale.

The outer kevlar skin and balsa core of the gash had been torn clear off. The remaining inner kevlar liner had been displaced and fractured inward about 2 inches but, luckily, had not been completely breached. It was later stated by

Phil O'Donohue of Fraser fiberglass, who repaired the boat, that the kevlar construction likely saved the vessel from sinking. Water was only weeping through the damage and was eventually abated after being reinforced from the inside with layers of duct tape and epoxy. Water however was entering the boat at the rate of only 6 gallons an hour from the keel bolts which had been jolted loose by the initial impact.

I feel extremely fortunate that the boat and crew weathered the mishaps so well considering the outcomes of other similar experiences I've read about. Thanks to Dan Hilton we were trained and equipped to setup an IV. Forethought also prepared us for the minor fiberglass repairs we had

“I feel extremely fortunate that the boat and crew weathered the mishaps so well”

to perform. For the Vic-Maui 2000 Fastrack is being fitted with a watertight crash bulkhead to further improve her survivability in the

event of another collision. We are also adding a suture kit to the first aid kit which had been overlooked in '98.

In the aftermath of the passage, I feel fortunate and humbled to have gone through these experiences. The respect demanded for an ocean passage can not be overstated. Take your safety inspection for the race very seriously. It is easy to mislead yourself into a preconceived notion of how a collision at sea will occur and what will happen but the reality is it will likely occur under the cover of night without warning. You can never over prepare your boat and crew.



SPECTATOR VESSELS

BOAT NAME

OWNERS

TYPE

YACHT CLUB

PACIFIC PEARL

Heinz & Angela Rautenberg

54' Symbol

Royal Van YC

FOXHOUND

John & Evelyn Long

45' Hatteras

Royal Van YC

PATRICIA ANN III

Fred Long

32' Tiara

Royal Van YC

HABITAT

Peter & Barb Richards

48' Motor Yacht

Royal Van YC

RANGER

Pat & Joanne Ballenger

52' Motor Yacht

Lahaina YC

HOLY MOSES

David & Sherian Williams

50' Ocean Alexander

Lahaina YC

RASCAL

David & Margo Pottinger

28' Bertram

Royal Van YC

LOAFER

Reg & Lydia Stranks

72' Monk McQueen

Royal Van YC

ROSSEAU GAL

Bill & Mickey Emerton

36' Monk Trawler

Royal Van YC

MARY J

David Jordan

50' Tollycraft

Royal Van YC

STARFIRE

Jamie Angus

62' Motor Yacht

Royal Van YC

MISSFITZ

Bill & Susan Fitzgerald

42' Grand Banks

Royal Van YC

TRADITION I

David & Margaret Rolfe

48' Tollycraft

Royal Van YC



STARTING VESSEL - M.V. "SEA Q"

Tuesday, June 27th

On board by 1100 for 1200 start

Bill Emerton

Commodore, RVYC

Uwe Schulz

Commodore, LYC

Ron Cliff - Skipper

Past Commodore, RVYC



RACE OFFICE & HOSPITALITY VESSELS

RACE OFFICE:

M.V. "MARY J"

David Jordan

Royal Van YC

HOSPITALITY:

M.V. "HOLY MOSES"

David & Sherian Williams

Lahaina YC

SCHEDULE OF EVENTS

VICTORIA

Monday, June 26, 1730
Dock Party

For all race participants, volunteers, sponsors their guests. Music and entertainment, and light dinner and beer.
Cost: \$10.00
(Sponsored by Spinnakers)

Tuesday, June 27, 1800
Sponsor Appreciation Banquet

The Union Club
Cost: \$39.00

Tuesday, June 27, 1200
Start

NOTE: Spectator vessels available for families and friends of race participants, volunteers and sponsors and their guests.

LAHAINA

Wednesday, July 5
Finish Line

Finish Line Opens at Aston Ka'anapali Hotel
A luau will meet each boat as it arrives in Lahaina.

Wednesday, July 5
Communications Trailer

Communications Trailer Opens at Lahaina Harbor

Wednesday, July 5, 1130
Waiting Wahine Luncheon

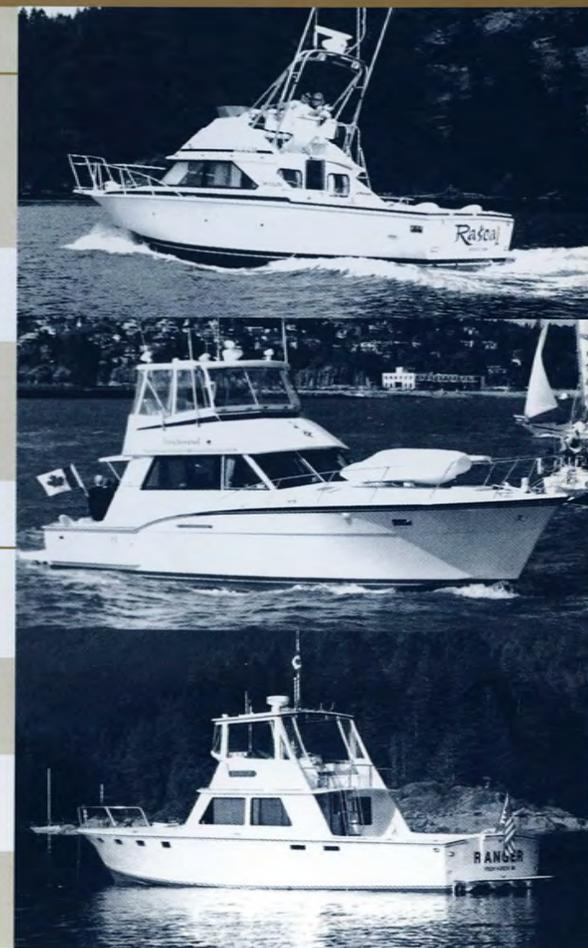
Puamana Clubhouse, Lahaina
Fran and Warren Hinton, Hosts.

Saturday, July 15, 0900
Skipper's Debriefing

Skipper's Debriefing at Lahaina Yacht Club

Saturday, July 15, 1700
Awards Banquet

Awards Banquet at the Jodo Mission
No host cocktails.
Tickets approximately \$25.00 (U.S.) per person.



SPECTATOR VESSELS FROM TOP:
RASCAL, FOXHOUND, RANGER

still took their sun lines and stars as a back-up. Now, however with the GPS available, the effort to plot a celestial position is probably not worth it. Celestial navigation for the average yachtsman has become, regrettably, a lost art.

There are still plenty of navigational challenges involved in getting around the high. A strategic track line for the estimated passage around the high must be laid out at the start. That requires a "guesstimate" as to where the high will be about a week after clearing Cape Flattery. Once that track line is set, a later deviation to get further south will cost dearly in VMG. For example, in the 1976 race, JOLI, who was then ahead of us on RAGTIME by 225 miles, thought we were headed south for the trades. In fact we had headed south, but after the noon position we were headed for the mark at nine knots on a beam reach. JOLI headed due south to cover and we got back 165 miles on her in one day to later finish ahead of her by one hour and one minute for line honours.

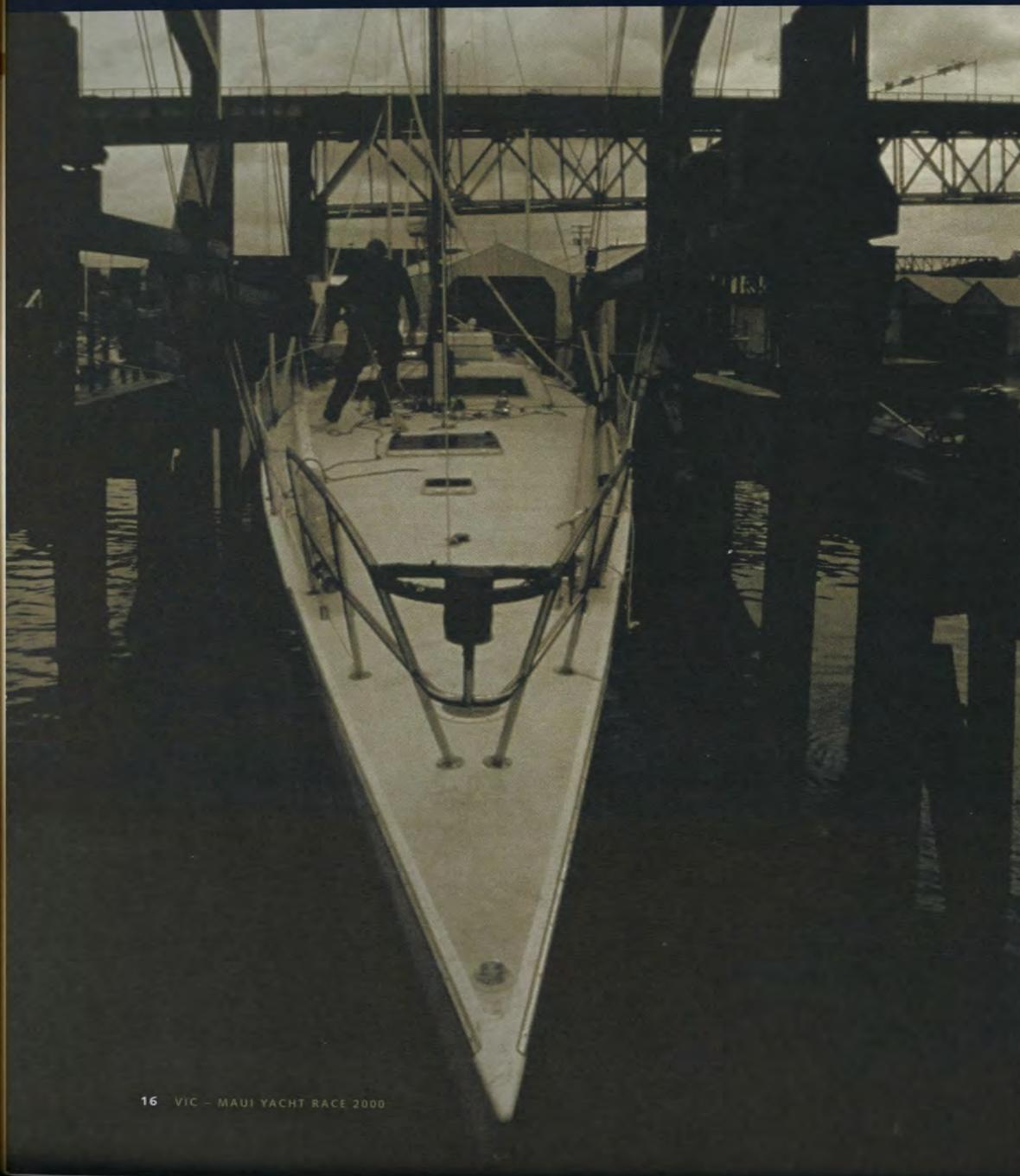
Some of our best lessons are learned by mistakes. In my first race in 1968, I plotted courses mainly south and parallel to the coast until we were almost at the latitude of Los Angeles. After the race I was shown a mercator projection with great circle grid lines drawn from Maui. I realised how far out of the way we had sailed without knowing it. I've put those great circle grid lines on ever since.

It still is very much a navigator's race, and the electronic age has made life a lot simpler. It will never feel the same to me as it did in the early races when we were tearing along in the darkness closing in on Maui, somewhere near land and anxiously hoping that the last sight had been, indeed, accurate.



VIC - MAUI GREAT CIRCLE ROUTE

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.



RULES OF THE RACE

Steve Tupper

Vic-Maui 2000, 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 organised 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 organiser publishes the NOR to inform potential competitors about the race. The NOR is the "where", "when" and "how" for the event. It contains information about the starting date, the racecourse, who is eligible and what conditions they must meet to compete. The Vic-Maui 2000 NOR was published in the fall of 1999. 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 the Sailing Instructions is the information actually required by a boat to compete once it has been accepted into 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 every day.

A great deal of time is spent preparing and editing both of these documents because they are the organisational frameworks for the race. The protest committee can penalise a boat if it fails to observe the requirements of the NOR and the Sailing Instructions.

VIC-MAUI 2000 HANDICAPS

Don Martin

YACHT	HANDICAP	YACHT	HANDICAP
Renegade	-63	Grey Hound	90
Grand Illusion	-50	Windshadowx	96
Midnight Special	10	Winds of Time	96
Show Me	26	Fastrack	99
Pursuit	39	Darby	99
Joia	44	Prairie Voyager	118
Farr-ari	45	Spectre	118
First Sight	48	Tethra	120
Pendragon III	69	Dream Catcher	138
Night Runner	70	Oriole	140
Turicum	86		

All handicaps are subject to change prior to the start of the race.

Handicap Mileage: 2308 Nautical miles

A WORD ABOUT VIC-MAUI HANDICAPS

Don Martin

This year's race will be the third 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 predicated performance number for each boat, specifically tailored to the boat's predicted Vic-Maui Race conditions.

The 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.



THE TOPIC IS TACTICS

David Shore

When you do go across, don't be horrified when the boats you left start making gains as you hit the flood tide.

The Victoria to Maui race is easily one of the best offshore races with generally safe conditions, excellent race management and increasing winds pushing boats downwind to a great party in paradise. Following are some strategies to consider on the way to the finish line off the Ka'anapali Shores hotel.

Race Preparation

Pay a lot of attention to the weather in the month prior to the race. It may be difficult to get a clear signal for weather pictures while your boat is in harbour so if need be, bookmark some good Internet weather sites and print out charts as often as you can to help your anticipation of weather systems. I have added some good weather links at www.davidshore.com/Maestro/weather.htm.

It's generally a good idea to leave the dock well before your start – and remember it can take 45 minutes to get to the start line. If there is wind hoist the sails an hour before the start to transit the line, check the shifts and tide and settle the crew. Take weather reports on VHF for Race

Rocks and Sherringham Point and record them in your log.

The Start and the Strait of Juan de Fuca

Many competitors will use the Swiftsure Classic as a tune up race for Vic Maui so the first section may be familiar to them. There are many passing lanes in this section. The winds often start light then build to the 15 – 20 knot range from the west in the afternoon, then ease again at night.

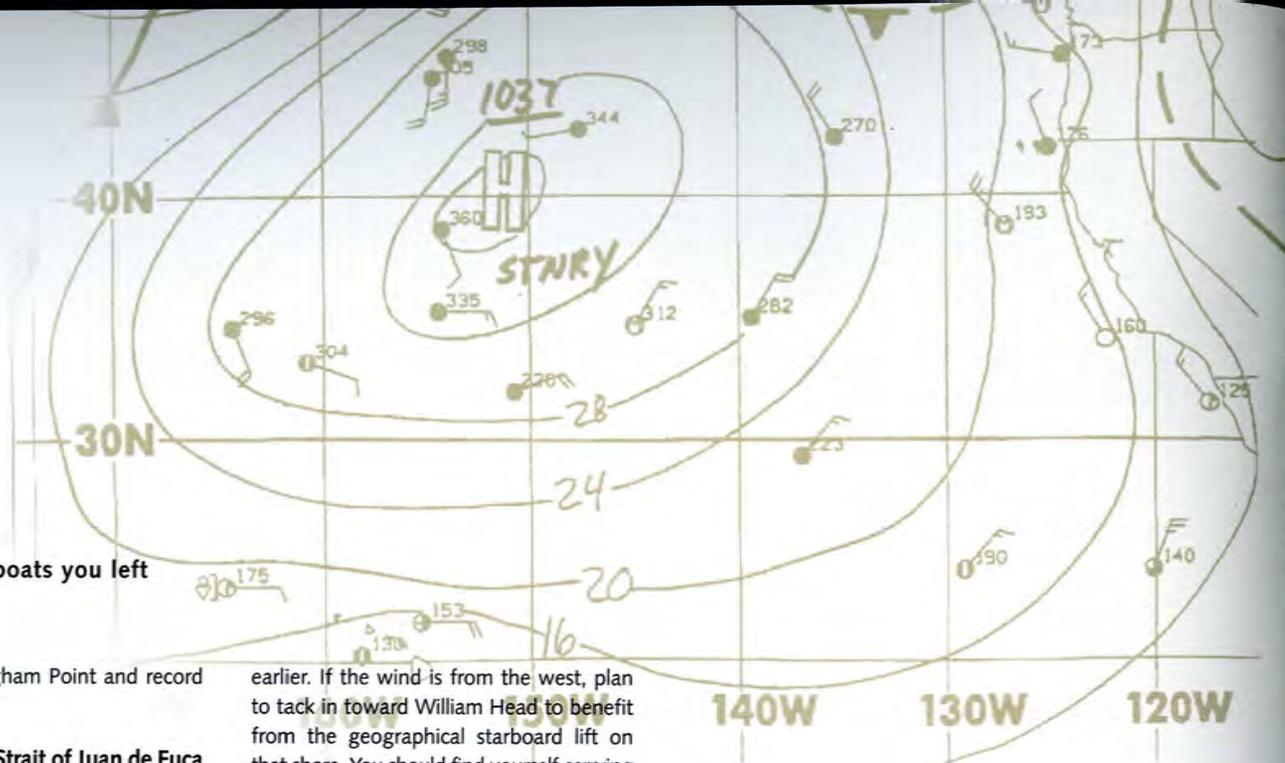
The morning start can be tricky because the tide usually floods parallel to the start line which runs from northwest to southeast. This favours the northwest end of the line on starboard unless there is substantially more wind to the east. If you start from the southeast side in light air, it's easy to get caught battling upwind against the tide and being late. Don't forget about the Sea Q Trophy for best start; many skippers downplay the importance of an offshore start so your chances of winning it are better than usual.

If the wind has not filled, check the smoke stacks at Port Angeles to see the wind direction to the south where it fills

earlier. If the wind is from the west, plan to tack in toward William Head to benefit from the geographical starboard lift on that shore. You should find yourself carrying a lifting starboard tack all the way to Race Rocks. Look for back eddies in the bays but watch for rocks on the charts. Going inside Race Rocks is the shortest distance and the best way to set up for the trip across the Strait.

"Continue to drive for speed rather than course."

If the wind is easterly, stay away from William Head because the wind rises over the hills and leaves very light patches in its wake. A rhumb line course to Race Rocks or staying just to the left of the fleet may make the most sense. Keep in mind that in high-pressure conditions, a westerly is common in the strait, so if you start with an easterly the wind may invert and you would have to work your way over to





**ON STARBOARD TACK AND
DRESSED FOR THE WEATHER:
EARLY DAYS OF '98 CAMPAIGN
— DAVID SHORE'S "MAESTRO"**

William Head. The tide will be flooding however for this Vic-Maui the tide is expected to be light between noon and 6pm so choose either side of Race Rocks on an easterly.

Once through Race Passage, the question becomes when to cross to the American side. In a westerly it usually pays to go straight across, especially if the wind is northwest. Consider tacking up the rip tides on the Canadian side if the westerly has some south in it. Another reason to delay the trip across might be after a westerly inversion, when you want to be on the right side of your fleet.

When you do go across, don't be horrified when the boats you left start making gains as you hit the flood tide. The tide will ease as you continue to cross and you should get lifted well before half way. The flood tide is always stronger on the Canadian side of the Strait of Juan de Fuca and visa versa.

When you approach the American side watch for kelp and wind holes, especially near Pillar Point. There are a lot of bays, so watch the wind indicators for shifts

and holes and consider staying more than a mile or two off the shore for more consistent winds.

Tatoosh to the Feeder Trades

In this section the winds will be from every point on the compass and you will probably test every sail. After rounding Tatoosh light to port, some will continue 200 miles out to the west to gain tidal advantage. Others will head south where the winds may be stronger. This could be a light and fluky area so consider covering your fleet and focusing on boat speed over course. This would tend to take you farther south than west where the winds will continue to strengthen and move aft. Sail to the point where you want to enter the trade winds (discussed in the next section) and plot the high at least twice a day to fine-tune your theory.

Try to sail ahead of the squalls but gybe to the south as they pass you; the wind is very soft at the tail end. The average wind in a squall is veered about 15 degrees to the right of the path of the prevailing surface wind and the squall itself moves about 15 degrees to the right of the path of the surface wind. Continue to drive for speed rather than course.

Feeder Trades and Trade Winds

The rhumb line or great circle route to Hawaii, approximately 234° true, would typically take racers through the south-east corner of the Pacific High pressure zone located near 40° N by 150° W. The winds in the centre of the high are light and gradually increase as you move from the centre, up to a point. The strategy for this section of the race is to sail far enough from the high to avoid light winds without adding unnecessary miles.

For the two weeks prior to the 1998 Vic-Maui a 1037 mb high was stationery

at 40° N by 152° W and the pressure on the rhumb line was 1028 mb with sustained winds of 20 knots. This continued for the first week of the race and tempted many boats to travel closer to the unusually strong winds near the centre and shave hundreds of miles off the typical course. Yet the high expanded eastward trapping the boats on the right side of the course and punishing them with zero wind speeds at the day 8 roll call. The boats on the left side had 14 or 15 knots of pressure at the same time.

On rare occasions like 1978 and 1992, Vic-Maui corrected-time winners have chosen the rhumb line course, however the same strategy did not work for the 1978 tactician in the next race. Unless the high is strengthening or to the north of 45° N, the rhumb line is generally a risky route. If the high moves south or east bringing lighter winds to your position you will have to sail higher angles – further west – while your fleet to the south is sailing a much faster course. Your fate will

"Try to get the Honolulu weather charts as soon as you can..."

be sealed in a nearly unrecoverable position with the only escape being a gybe and slow run to the wake of those sailing in strengthening winds to the south.

Watch out for finger-like extensions of the high that indicate light winds. A digital barometer will help detect changes in pressure early. When you reach the corner of the high the wind will move from northerly to north easterly. Try to get the Honolulu weather charts as soon as you



EACH BOAT HAS A DIFFERENT
DOWNWIND POINT OF SAIL THAT
OPTIMIZES THE COMPROMISE
BETWEEN BOAT SPEED AND
DISTANCE TRAVELLED FOR ALL
WIND SPEEDS AND DIRECTIONS.

can, because they have better information on the high.

Most winners have passed within 200 nautical miles of 30° N by 140° W, the former location of the weather ship "November". This also marks the beginning of the northeast trade winds.

Each boat has a different downwind point of sail that optimizes the compromise between boat speed and distance travelled for all wind speeds and directions. "Polar diagrams" are created for all boat designs primarily based on predictions of drag from the hull and drive from the rig. Winning crews will avoid the temptation to set watch speed records by heating up down waves while adding extra distance.

When entering the trades, navigators should try to arrive as close to the centre of the laylines as possible to keep options open to gybing and chasing squalls. By inverting your optimum angle in the trade wind speeds, you can plot laylines back from Maui to the beginning of the trades – usually 30° N. For example, if your optimum run angle in 15 - 20 knots of true wind is 175° true (or 5° off dead

downwind), and the trades blow from 50°, then plot a line from the north west tip of Maui at 45° and 55° to the beginning of the trades at 30° N. In this example, you would enter the trades between 140° W and 146° W. Bear in mind that the trades should continue to veer to the east and may intensify as you head south.

Approaching Maui

There is a one or two knot tide that sets west over the north coast of Maui. Pay careful attention to your GPS and regularly track your approach. I have read that one

"You probably won't be able to see Maui until you are within 20 miles..."

should plot a course for the Kahalui Airport until about thirty miles offshore to be safe. The crew of a winning boat many years ago failed to take tides into consideration and was pushed so far west that they had to beat back to the finish line. You probably won't be able to see Maui until you are within 20 miles due to cloud cover.

I have also read that the winds between the Hawaiian Islands can be more than fifty percent higher than the trades and crews should have their heavy sails up on approach. We arrived at 0300 or 0400 in '96 and '98 when the winds were light on the lee shore of Maui. Subsequent pleasure trips confirmed the strong winds at all other times.

Have a fun, fast and safe trip!



LAHAINA YACHT CLUB TROPHY
1ST TO FINISH - ELAPSED TIME
LAHAINA YACHT CLUB DONOR



ROYAL VANCOUVER YACHT CLUB TROPHY
HAWAII 1ST OVERALL - CORRECTED TIME
CANADIAN AIRLINES INTERNATIONAL DONOR

TROPHIES



GOVERNOR JOHN A. BURNS TROPHY
1ST OVERALL - CLASS A, ELAPSED TIME
 GOV. JOHN A. BURNS, STATE OF HAWAII DONOR



JIM INNES TROPHY
CANADIAN BOAT TO FINISH
 1st CANADIAN AIRLINES INTERNATIONAL DONOR

POSITION	NAME	DONOR
1st to Finish - Elapsed Time	Lahaina Yacht Club Trophy	Lahaina Yacht Club
1st to Finish - Class A, Elapsed Time	Governor John A. Burns Trophy	Gov. John A. Burns, State of Hawaii
1st to Finish - Class B, Elapsed Time	City of Victoria Trophy	City of Victoria
1st to Finish - Class C, Elapsed Time	Blue Gavel Trophy	Int'l Order of the Blue Gavel, Seattle
1st Overall - Corrected Time	Royal Vancouver Yacht Club	Royal Vancouver Yacht Club
2nd Overall - Corrected Time	RVYC Aloha Trophy	Royal Vancouver Yacht Club
3rd Overall - Corrected Time	RVYC Kila-How-Ya Trophy (Special Sloops)	Royal Vancouver Yacht Club
1st - Class A, Corrected Time	LYC Past Commodores Trophy	LYC Past Commodores
2nd - Class A, Corrected Time	Maui Boat & Yacht Club Trophy	Maui Boat & Yacht Club
3rd - Class A, Corrected Time	Canadian-American Resources Trophy	Canadian-American Resources
1st - Class B, Corrected Time	Founders Trophy	Maui Chamber of Commerce
2nd - Class B, Corrected Time	Lahaina Yacht Club Imperial Trophy	The Gallery, Lahaina
3rd - Class B, Corrected Time	Eldred Curtis Memorial Trophy	John H. Long & Alex J.B. Forsythe
1st - Class C, Corrected Time	County of Maui Trophy	County of Maui
2nd - Class C, Corrected Time	Lahaina Yacht Club Boomvangers Trophy	LYC Boomvangers
3rd - Class C, Corrected Time	Windward Trophy	LYC Greeters Committee
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
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 LYC - 1st Corrected Time	Aitch Wookey Perpetual Trophy	William R. 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 25mi call in	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



ENTRANTS

YACHT NAME	SKIPPER	TYPE/CLASS	STATE/PROVINCE	SAIL NUMBER
Darby	Steven Tuck	C&C NE 39	WA	40318
Dream Catcher	Denny Thompson	Pearson 40-1	WA	69048
Farr-ari	William Walton	Beneteau 45f5	WA	69795
Fastrack	Greg Roberts	C & C 37/40R	BC	88037
First Sight	Don Taylor	Beneteau 45f5R	BC	74271
Grand Illusion	James McDowell	Santa Cruz 70	HI	97
Grey Hound	Bill Moore	J36	WA	77441
HMCS Oriole	Scott Crawshaw	Ketch	BC	KC480
Joia	Tom Huseby	J120-1	WA	59916
Midnight Special	Steve Crary	Santa Cruz 50	WA	18926
Night Runner	Doug Fryer	Perry 42	WA	59494
Pendragon III	Sam Slentz	Davidson 40	WA	97000
Prairie Voyager	Murray Tough	Elite 37	AB	74323
Pursuit	Norm Dawley	Custom	MD	23798
Renegade	Dan Sinclair	Andrews 73	BC	55
Show Me	Lester Fike	Nautor's Swan 651	MO	005
Spectre	Lee Rogge	Cal 40-1	WA	7946
Tethra	Ed Chiasson	C & C 37	BC	49405
Turicum	Warren Hale	C&C 44	BC	74257
Windshadowx	Al Byers	Cooper 508	BC	49239
Winds of Time	Steve Clark	Centurian 42-1	BC	74285

COMPETITOR PROFILES



DARBY

OWNER **Steven Tuck**

YACHT CLUB
Quartermaster YC

SAIL NUMBER **40318**

CREW Joseph Karahuta, Richard Merryman, Jason Merryman, Bill Seguin,
Adam Tharp, Zachary Tuck, Alan Zuck

RACING HISTORY

1994 - Vic-Maui 5th; Swiftsure Classic - '99-3rd, '98-1st, '97-1st.

HAILING PORT	Vashon Island, WA	TYPE/CLASS	C&C NE 39
RIG	Sloop	HULL COLOUR	Blue
LENGTH	39.2'	DESIGNER	Rob Ball
BEAM	12.6'	BUILDER	C&C Custom
DRAFT	8'	LAUNCH DATE	1985



DREAM CATCHER

OWNER **Denny Thompson**

YACHT CLUB
Seattle Singles YC

SAIL NUMBER **69048**

CREW Nate Knight, Rube Junes, Eric Junes, Erle Striebeck

RACING HISTORY

Vashon, Smith Island, Swiftsure, Pulley Point

HAILING PORT	Seattle, WA	TYPE/CLASS	Pearson 40-1
RIG	Masthead Sloop	HULL COLOUR	White
LENGTH	39.9'	DESIGNER	Bill Shaw
BEAM	12.5'	LAUNCH DATE	1979
DRAFT	9.4'		



FARR-ARI

OWNER **William Walton**

NAVIGATOR **Brad Baker**

YACHT CLUB
Three Tree Point YC

SAIL NUMBER **69795**

CREW Michael Apthorpe, Dave Chavez, Stuart Burnell, Cory Freilinger,
Tim Larson, Jim Redmond, Scott Wilson

RACING HISTORY

Vic-Maui 1994 (2nd in class), 1996 (1st in class); 1991 - 1999 Swiftsures.

HAILING PORT	Seattle, WA	TYPE/CLASS	Beneteau 45f5
RIG	15/16 Fractional	HULL COLOUR	White
LENGTH	45'	DESIGNER	Bruce Farr
DRAFT	8'	LAUNCH DATE	1991
BEAM	14'		



FASTRACK

OWNER **Greg Roberts**

NAVIGATOR **Sheldon Seigel**

YACHT CLUB
Royal Vancouver YC

SAIL NUMBER **88037**

CREW Grant Dewar, Keinz Ehlbeck, Bob Duffy, Dan So, Will Sturgeon

RACING HISTORY

Vic-Maui '98 (most eventful round trip); Swiftsure - '97,'98, (2000); Southern
Straits - '97,'98,(2000); Whidbey Island - '97.

HAILING PORT	Vancouver, BC	TYPE/CLASS	C&C 37/40R
RIG	Sloop	HULL COLOUR	Beige
LENGTH	39.5'	DESIGNER	Robb Ball
BEAM	12.6'	BUILDER	C&C Yachts
DRAFT	8.2'	LAUNCH DATE	1988

COMPETITOR PROFILES



FIRST SIGHT

OWNER **Don Taylor**

YACHT CLUB
Maple Bay Yacht Club

SAIL NUMBER **74271**

CREW Kelly Eakins, Diana Madsen, Craig Gibson, Craig Meredith,
Thom Riedl, Ron Smith, Scott Wilkins

RACING HISTORY

1997, 1998 & 1999 (3rd in Div. C.), 1998 & 1999 (3rd in Div. B) Southern Straits. Numerous local races in and about Southern Vancouver Island. They will be the first entry ever in Vic-Maui from Maple Bay.

HAILING PORT	Maple Bay, BC	TYPE/CLASS	Beneteau 45f5R
RIG	Fractional Sloop	HULL COLOUR	White
LENGTH	46.6'	DESIGNER	Bruce Farr & Ass.
BEAM	14'	BUILDER	Chantiers
DRAFT	7'10"	LAUNCH DATE	1991



GRAND ILLUSION

OWNER **James McDowell**

NAVIGATOR **Patrick O'Brien**

YACHT CLUB
Lahaina Yacht Club

SAIL NUMBER **97**

CREW Tom Andrewes, Roland Brun, Hogan Beattie, Ted Churchill, Rick Magrath
Ty Pryne, John Sweeney

RACING HISTORY

5 Transpac - 1st OA in 1999; >20 Mexican races including 1st OA in San Diego to Puerto Vallarta 2000; 1st ULDB70 1999 Ensenada Race: ULDB70 Season Champion 1990, 1992. Consistently raced since 1990 as a level rated sled in the ULDB70 Association. First to Finish - Kauai Channel Race throughout the 90's.

HAILING PORT	Redondo Beach, CA	TYPE/CLASS	Santa Cruz 70
RIG	Sloop	HULL COLOUR	White
LENGTH	68.1'	DESIGNER	Bill Lee
BEAM	15'	LAUNCH DATE	1987
DRAFT	9.1'		

PHOTO NOT AVAILABLE
AT TIME OF PRINTING

GREY HOUND

OWNER **Bill Moore**

NAVIGATOR **Bill Moore**

YACHT CLUB
Corinthian YC, Seattle

SAIL NUMBER **77441**

CREW Vince Gullette, Bob Mayfield, Chris Jordan,
Greg Reynolds, Brandon Wilkie

RACING HISTORY

Swiftsure & Southern Straits X 7 yrs. Has raced extensively in Puget Sound & Canada. In NW Yachting's top 25, Canam top 5.

HAILING PORT	Seattle, WA	TYPE/CLASS	J36
RIG	Fractional Sloop	HULL COLOUR	Grey
LENGTH	36'	DESIGNER	Bob Johnstone
BEAM	11.5'	BUILDER	TPI
DRAFT	6.5'	LAUNCH DATE	1981



HMCS ORIOLE

OWNER **Scott Crawshaw**

NAVIGATOR **Scott Crawshaw**

YACHT CLUB
CFSA, Victoria

SAIL NUMBER **KC480**

CREW Patrick O'Hara, Dave Greene

RACING HISTORY

Vic-Maui - 25 yrs; Sydney-Hobart-1998; Tall Ships - Bermuda-Halifax - 1984; Transpac; Swiftsure 55 times.

HAILING PORT	Victoria, BC	TYPE/CLASS	Ketch
RIG	Marconi	HULL COLOUR	White
LENGTH	102'	DESIGNER	George Owen
BEAM	19'	BUILDER	George Lawley & Son
DRAFT	10'	LAUNCH DATE	1921



JOIA

OWNER **Thomas Huseby**
 NAVIGATOR **Mark Harang**
 YACHT CLUB
Corinthian YC, Seattle
 SAIL NUMBER **59916**

CREW **Conor Huseby, Jean-Bernard Blamengin, Devin Huseby, Ed Keible, Andy Schwenk, Steve Scruggs**

HAILING PORT	Seattle, WA	TYPE/CLASS	J120-1
RIG	Sloop	HULL COLOUR	White
LENGTH	40'	DESIGNER	Johnson (J Boats)
BEAM	11.5'	BUILDER	TPI
DRAFT	7.5'	LAUNCH DATE	1998



MIDNIGHT SPECIAL

OWNER **Steve Crary**
 NAVIGATOR **John Staff**
 YACHT CLUB
Lahaina YC
 SAIL NUMBER **18926**

CREW **Gerry Henson, Lance McDonough, John Leitzinger, Jeff Davis, Matt McDonough, Scott Newman**

RACING HISTORY

As Midnight Special, the boat came 1st OA in 1998 and 3rd OA in 1994 Vic-Mauis. She won the PHRF division in the 1993 Marina Del Rey to Puerto Vallarta Race and placed 2nd in class in the 1992 Newport Beach to Cabo San Lucas Race. As Acey Duecy she also sailed in Vic-Mauis and a variety of other ocean races.

HAILING PORT	Seattle, WA	TYPE/CLASS	Santa Cruz 50-1
RIG	Sloop	HULL COLOUR	White
LENGTH	50'	DESIGNER	Bill Lee
BEAM	12'	BUILDER	Santa Cruz Yachts
DRAFT	8'	LAUNCH DATE	1984



NIGHT RUNNER

OWNER **Douglas Fryer**
 NAVIGATOR **Matt Pedersen**
 YACHT CLUB
Seattle YC
 SAIL NUMBER **59494**

CREW **Sue Kruller, Jerry Fallen, Linn Larsen, Britt Thompson**

RACING HISTORY

Night Runner has competed in a single-handed Transpac & several Vic-Mauis. She has been racing in all the major northwest races including Swiftsure, Southern Straits, Tri-Island & Southern Sound since she was built in 1980. She has also sailed in the South Pacific and circumnavigated South America.

HAILING PORT	Port Madison, WA	TYPE/CLASS	Perry 42
RIG	Cutter	HULL COLOUR	Varn. Wood
LENGTH	42'	DESIGNER	Robert Perry
BEAM	12.33'	BUILDER	Cecil Lange
DRAFT	8'	LAUNCH DATE	1980



PENDRAGON III

OWNER **Samuel Slentz**
 NAVIGATOR **Samuel Slentz**
 YACHT CLUB
Shilshole Bay YC
 SAIL NUMBER **97000**

CREW **Victor Clark, Robert Gierke, Lynne Elwell, Lorenzo Migliorini, Cindy Mullins, Vaughan Petterson, Martin Withington**

RACING HISTORY

SYC Tri-island Series 1998,'99; Whidbey Race Week 1998,'99; Blakely Rock Race 1998,'99; Centre Sound Series 1999; Swiftsure 1999; various Puget Sound Races.

HAILING PORT	Seattle, WA	TYPE/CLASS	Davidson 40 Custom
RIG	Sloop	HULL COLOUR	Red
LENGTH	40'	DESIGNER	Davidson
BEAM	13.5'	BUILDER	Kemphorne
DRAFT	7.3'	LAUNCH DATE	1985

SAILING SILLABUB

- **ALBATROSS AROUND YOUR NECK** – an encumbrance, handicap
- **ANY PORT IN A STORM** – anything will do when in need
- **BATTEN DOWN THE HATCHES** – prepare for a storm
- **BRACE OF SHAKES** – in two shakes, in a very short while
- **COLD ENOUGH TO FREEZE THE BALLS OFF A BRASS MONKEY** – a very cold temperature (cold enough to contract the brass metal holder for the iron cannon balls thus spilling the cannon balls onto the floor!)

COMPETITOR PROFILES



PRAIRIE VOYAGER

OWNER **Murray Tough**
 NAVIGATOR **Chris Lemke**
 YACHT CLUB
Glenmore Sailing Club
 SAIL NUMBER **74323**

CREW Alex Adams, Iain Law, Gregg Ferguson, Matt Law

RACING HISTORY

This is Prairie Voyager's debut in serious racing. She competed in the "Cruisers' Regatta," Georgetown, Bahamas in 1998 where she placed 3rd in the "Round the Island Race". We hope to enter her in the 2000 Swiftsure.

HAILING PORT	Edmonton, AB	TYPE/CLASS	Elite 37
RIG	Sloop	HULL COLOUR	White
LENGTH	37.1'	DESIGNER	Ron Holland
BEAM	12.2'	BUILDER	Kirie
DRAFT	5.9'	LAUNCH DATE	1984



PURSUIT

OWNER **Norman L. Dawley**
 NAVIGATOR **Stovey Brown**
 YACHT CLUB
Larchmont, N.Y.
 SAIL NUMBER **23798**

CREW Mike Dawley, Keith Mayes, Lizzie Fassman, Jean Myer, Jim Whited

RACING HISTORY

'99-Charlston-Bermuda (1st to f., 3rd OA), Vineyard Race (1st in class, 2nd OA); Annapolis-Newport X3; Marblehead - Halifax; Newport-Bermuda.

HAILING PORT	Norfolk, VA	TYPE/CLASS	Custom
RIG	7/8 Sloop	HULL COLOUR	Blue
LENGTH	47.5'	DESIGNER	Dawley
BEAM	10.5'	BUILDER	Boat Co. of Mystic
DRAFT	8.2'	LAUNCH DATE	1980



RENEGADE

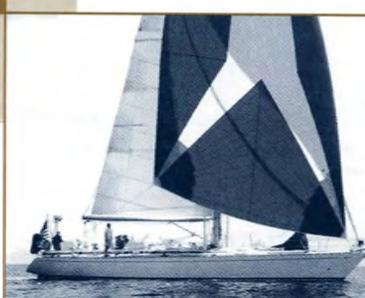
OWNER **Dan Sinclair**
 NAVIGATOR **Kevin McMeel**
 YACHT CLUB
Royal Vancouver YC
 SAIL NUMBER **55**

CREW Ray Betts, Nick Cooper, Marc Herrmann, John Cooper, Jeff Eckardt, Bill Johnson, Jay Sinclair, John Vaillant

RACING HISTORY

93/94, 94/95 Chicago-Mackinac 1st; 97 Transpac; '98 Vic-Maui 1st to finish, 2nd overall.

HAILING PORT	Vancouver, BC	TYPE/CLASS	Andrews 73 Turbosled
RIG	Sloop	HULL COLOUR	Navy Blue
LENGTH	70'	BEAM	16.5'
DRAFT	12'	DESIGNER	Alan Andrews
BUILDER	Arton Marine	LAUNCH DATE	1993



SHOW ME

OWNER **Lester Fike, Jr.**
 NAVIGATOR **Lester Fike, Jr.**
 YACHT CLUB
Lahaina Yacht Club
 SAIL NUMBER **005**

CREW Mark Brower, Rod Farmer, Joseph Grieser, Robert Morton, Rosanna M. Runyon, William E. Runyon II

RACING HISTORY

1994 - Venezuela - Porlamar to Cubagua; 1992 America 500 Race from Las Palmas, Grand Canary Island to San Salvador Island, Bahamas; 1992 Preliminary America 500 Islas Madeiras, Portugal to Arrecife and Puerot Sherry to Huelva, Spain; 1987 Swan Regatta, Fremantle Australia; served as start boat, Prot line judge and leeward mark judge during America's Cup, Fremantle, Australia.

HAILING PORT	Blue Springs, MO	TYPE/CLASS	Nautor's Swan 651
RIG	Sloop	HULL COLOUR	White
LENGTH	65.5'	DESIGNER	Geman Frers
BEAM	17.4'	BUILDER	Nautor's Swan
DRAFT	11.5'	LAUNCH DATE	1983



SPECTRE

OWNER **Leland (Lee) Rogge**
 NAVIGATOR **Leland (Lee) Rogge**
 YACHT CLUB
Seattle YC
 SAIL NUMBER **7946**

CREW Bob Connelly, Michael Irish, Brian Irish, Charles Koines, Robert Peters
 Chris Rogge, Dan Rogge

RACING HISTORY

'94 Vic-Maui, 2nd in class, 6th overall; '95 - '98 Swiftsure; '98 Southern Straits, 2nd in class; '99 Smith Island, Protection Island, 2nd in class.

HAILING PORT	Seattle, WA	TYPE/CLASS	Cal 40-1
RIG	Sloop	HULL COLOUR	White
LENGTH	40'	LAUNCH DATE	1969
BEAM	11.0'		
DRAFT	6.0'		

PHOTO NOT AVAILABLE
 AT TIME OF PRINTING

TETHRA

OWNER **Edward Chiasson**
 YACHT CLUB
Royal Vancouver YC
 SAIL NUMBER **49405**

CREW Costa Penn, Tim Sehmer, Lindie Rudover, Paul Shield

RACING HISTORY

First race under current owner. Swiftsures and Southern Straits under former owner.

HAILING PORT	Vancouver, BC	TYPE/CLASS	C&C 37
RIG	Sloop	HULL COLOUR	White
LENGTH	37.6'	DESIGNER	C & C Design
BEAM	11.7'	BUILDER	C&C Yachts Ltd.
DRAFT	6.7'	LAUNCH DATE	1983



TURICUM

OWNER **Warren Hale**
 NAVIGATOR **Warren Hale**
 YACHT CLUB
Vancouver Rowing Club
 SAIL NUMBER **74257**

CREW Eric Becker, Markus Hirschbold, Wayne Foulds, Kevin VanHullebush,
 Paul Jollymore, Andrew Liebmann, Paul Murray

RACING HISTORY

Turicum has been racing in local distance races for 5 years. She placed 2nd in division Southern Straits in 1996, was 1 of the 4 Canadian boats to complete the Swiftsure Bank course in '97 and finished 3rd in division in the '98 Vic-Maui. In 2000 Turicum participated in several winter races and finished 3rd in division in Southern Straits.

HAILING PORT	Vancouver, B.C.	TYPE/CLASS	C&C 44
RIG	Sloop	HULL COLOUR	White
LENGTH	44.1'	DESIGNER	Rob Ball
BEAM	13.2'	BUILDER	C&C Yachts
DRAFT	8.8'	LAUNCH DATE	1986



WINDSHADOWX

OWNER **Alan Byers**
 YACHT CLUB
C.F.S.A.
 SAIL NUMBER **49239**

CREW Walter Clarke, Linda Kimola, John Gugins, Scott McLarty, Scott Patterson
 Richard Price, Patrick Taylor, Cliff Wood

RACING HISTORY

Twice 1st in Div - Swiftsure; 3rd in Div - Vic-Maui '94. This has been a two year campaign with all 10 crew. We will enter Southern Straits & Swiftsure. A great crew with loads of racing/offshore experience.

HAILING PORT	Esquimalt/Vancouver	TYPE/CLASS	Cooper 508
RIG	Sloop	HULL COLOUR	White
LENGTH	50'	DESIGNER	Cooper
BEAM	15'	BUILDER	Cooper
DRAFT	8'	LAUNCH DATE	1981



WINDS OF TIME

OWNER **Steve Clark**
 NAVIGATOR **Spike Sheret**
 YACHT CLUB
International YC
 SAIL NUMBER **74285**

CREW Susan Clark, Kirk Fraser, Liane Davison, Douglas Hendricks,
 Rudolf Hessels, Jean Petit, Joan Sheret,

RACING HISTORY

Since coming to the area in '96, Winds of Time has done numerous races including Vic-Maui 98 (2nd in class), Swiftsure '96, '97, '98, '99.

HAILING PORT	Vancouver, BC	TYPE/CLASS	Centurian 42-1
RIG	Masthead	HULL COLOUR	White
LENGTH	42'	DESIGNER	Ed Dubois
BEAM	13.6'	BUILDER	Wauquiez
DRAFT	7'9"	LAUNCH DATE	1991

DECKHAND DESCRIPTIVES

- THE SUN IS OVER THE YARDARM
 – it's time for happy hour to begin
- SPLICE THE MAINBRACE
 – indulge in happy hour
- FRESHEN THE HAWSE – take a drink
- THREE SHEETS TO THE WIND
 – intoxicated, drunk
- HALF SEAS OVER – helplessly drunk
- DEAD MARINE – empty bottle

CRITTERS YOU MIGHT MEET

Cathy McPherson

Many years ago it was thought that dolphins might eventually be able to communicate with humans, but so far there is no evidence that this is possible.

The 2308 mile voyage to Maui will expose you to a vast expanse of open ocean. It is quite possible that, after bidding farewell to the Straits of Juan de Fuca, you may never see another vessel until your arrival in Lahaina. You won't, however, be alone out there. The Pacific Ocean is teeming with marine life. Here are some of the critters you might meet.

BY-THE-WIND SAILORS

Past Vic-Maui race crews have nicknamed these little creatures "IOR Jellyfish", but the proper common name for *Velella velella* is "By-The-Wind Sailor". *Velella* are hydroids and are found floating on the surface in the open ocean. They are not likely to be seen along the shore unless they have been washed up onto a beach after a storm. Each animal is fairly small (about 5 – 8 cm), but they exist as large colonies that make the sea surface look like it is carpeted with large patches of bright blue and purple. They are easily washed on deck or onto the sails as you sail through them.

Velella has a flat oval body, purplish in colour, with tentacles that hang below it into the water. They use these stinging

tentacles to capture other small marine organisms for food. Its trademark feature is the transparent triangular sail that stands up vertically from its body and allows it to sail across the sea surface.

FLYING FISH

Flying fish are commonly found in warm surface ocean waters, near offshore islands and in the open sea. There are about 20 different species. Flying fish have long, narrow bodies and well-developed pectoral fins that act as wings to allow the fish to glide over the water surface. They can be airborne for as long as 20 seconds and travel 100 metres or more. Their tail fins are also specially adapted to help their "take off" from the water and to re-launch themselves once they have lost speed and dropped back to the water. Flying fish are actually gliding rather than flying – once they are in the air, they can't flap their fins like a bird's wing but they can steer to change their direction.

These aerodynamic fish use their gliding ability to escape predators in the ocean (e.g., other fish, porpoises), but once they are airborne they have to worry about fish-eating seabirds (a definite "Catch

22" situation). Their colouring helps them blend in against the water surface – their dark blue/green metallic bodies make them difficult for birds to see from above, while their silvery bellies make it harder for predatory fish to see them from below. Their fins may be transparent or have black or orange markings. Flying fish have small teeth and feed on small crustaceans. Their eyes are designed to allow them to see in both air and water. In addition to their natural predators (fish, porpoises, birds), people also fish for them. Flying fish are a staple food in some tropical regions and they are also used as bait to catch other fish such as sailfish and marlin. Whole schools of flying fish can be seen skimming along just above the water surface, but gusts of wind can carry them higher so that they frequently end up landing on board (don't be surprised if one hits you in the back of the head).

SHARKS

There are numerous species of sharks in the Pacific Ocean. Apart from the fearsome reputation of some species, sharks are different from most other fishes because they are cartilaginous instead of having



bones. Sharks also have no swim bladder, so unless they are constantly swimming they will sink to the bottom. Some species are filter-feeders but others have many rows of sharp teeth and feed on fish, invertebrates and marine mammals.

TUNA

There are several species of tuna (*Thunnus* sp.) found in the open waters of the Pacific Ocean. Large schools of tuna may be seen at the sea surface in warmer waters, especially if they are being chased by dolphins. Yellowfin tuna are found from California to Chile; they can be up to 2 m long and weigh 200 kg and are the most valuable tuna species for both commercial and game fishing. Bluefin tuna are found from Alaska to Peru, and are even larger than yellowfin.

SAILFISH

Sailfish belong to the same family of fishes as the marlin and the spearfish; there are two species, the Pacific sailfish and the Atlantic sailfish. The Pacific sailfish (*Istiophorus orientalis*) is the larger species; it can be 3 metres long and weigh over 90 kg. Sailfish are distinguished

by the large long-rayed dorsal fin on their back, and the bones of the upper jaw are elongated in the shape of a spear.

WHALES

Killer (or Orca) Whales

Killer whales (*Orcinus orca*) belong to the dolphin family rather than the whale family, but they are called whales because of their size. Killer whales are found in cooler waters of all the oceans. In the Pacific Northwest they are more likely to be seen in coastal waters. Killer whales are mammals; they breathe air and give birth to live young.

These whales can be up to 10 metres long and have very distinctive colouring, black overall with large white patches above the eye and a white chin and belly. Killer whales have a large triangular dorsal fin on their back that can reach close to 2 metres in height, and large oval flippers which also distinguish them from other toothed whales. The shape and markings on the dorsal fin are used by whale researchers to identify individual killer whales, just like human fingerprints.

Killer whales are very social and travel

in groups, called "pods", which can have anything from 2 to 50 members. These pods are quite stable, and killer whales generally remain in the same pod for life. Their lifespan is about 50 years for males and 80 years for females. They may eat fish, sharks, squid, marine birds, seals, sea lions, and even other whales. In the Pacific Northwest, resident populations tend to feed primarily on salmon and other fish, while transient populations feed on harbour seals.

"Echo location" is what Killer whales use to find out about their surroundings, by sending out high-frequency clicks that bounce off other objects (including prey) and interpreting the returning echoes. They have very good vision and hearing and communicate with each other using whistles, clicks and squeals. Killer whales usually travel at speeds of 2-4 knots, but can reach up to 17 knots.

Pilot Whales

Pilot whales are also members of the dolphin family. The short-finned pilot whale (*Globicephala macrorhynchus*) is found in all the tropical and warm temperate oceans (offshore from Central America to Alaska in the Pacific Ocean). Pilot whales are usually black, dark brown or gray, with a large dorsal fin and a large, rounded head. The adults can be up to 6.5 m long. They can be found in groups of more than 100 whales, and they feed primarily on squid. Pods of pilot whales sometimes rest on the surface (i.e. "logging"). Pilot whales tend to run aground and become stranded more often than other whale species.

Gray Whales

Adult gray whales (*Eschrichtius robustus*) can be up to 15 m long and weigh as much as 30,000 kg. They are dark gray,

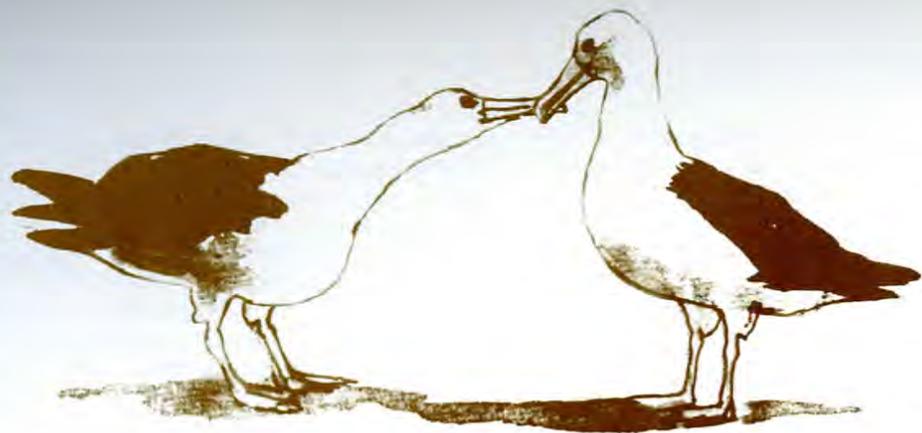
Critters Pictured:

DALL'S PORPOISE,

DOLPHIN WITH AN INFANT,

ALBATROSS.





with mottled white and gray patches; barnacles and orange whale lice also grow on them. Gray whales spend winters off Baja California and migrate past the west coast of Vancouver Island to spend the summer in Arctic waters. Unlike killer whales (and dolphins and porpoises), gray whales have no teeth. Instead, their mouths have special plates called "baleen" which are designed to act like giant filters or sieves. Their upper jaws have over 100 of these plates, which are made of the same material as fingernails. Gray whales feed mostly on tiny invertebrates called amphipods, but they also eat tube-worms, mysids, shrimp and herring eggs. They eat by sucking sediment and seawater from the ocean bottom into their mouth, and trapping the food in the baleen; they can eat 1,200 kg of food in a day this way. Gray whales will "breach", leaping out of the water and crashing back with a huge splash.

Humpback Whales

The humpback whale (*Megaptera novaeangliae*) is found in all the oceans; in the north Pacific, humpbacks are found off the British Columbia and Alaska coasts in summer, and then migrate to Hawaii, Mexico and Japan to breed. Humpback whales have a similar size (up to 16 m long) and shape to gray whales, but are dark

gray to black with a white underside and have longer, narrower pectoral flippers. Humpbacks are known as the singing whales, because the males sing long, complex songs on the breeding grounds. These whales may be seen alone or in small groups. They swim fairly slowly (4-5 knots) and feed by swimming z and trapping them in their baleen plates.

DOLPHINS AND PORPOISES

Dolphins and porpoises are found in all the world's oceans. There are 33 species of oceanic dolphins (Family Delphinidae) and 6 species of porpoises (Family Phocoenidae). Dolphins should not be confused with "dolphins", another name for the fish known as mahi mahi, dorado or pompano. Dolphins and porpoises feed mostly on fish and squid, but their diet will vary depending on the species and their habitat. They are typically about 2 metres long and weigh 100 kg, and can live from 10 to 50 years. Females produce one calf at a time, usually every 2-3 years after 10-17 months gestation. Dolphins and porpoises differ in the shapes of their teeth, and their body size and shape (porpoises are generally smaller and do not have pronounced beaks). Like killer whales, they also communicate using

squeals, clicks and whistles, and they use "echo location" to find out about their surroundings. Dolphins are very intelligent and several species are relatively easy to train. Many years ago it was thought that dolphins might eventually be able to communicate with humans, but so far there is no evidence that this is possible.

Bottle-nosed Dolphins

The "bottle-nosed" (*Tursiops truncatus*) is named for its distinctive snout, which is shaped like the neck of a bottle. These dolphins can be up to 1.5 metres long and weigh 250 kg, and are usually dark grey with a lighter belly that may be spotted and a curved dorsal fin. Bottle-nosed dolphins travel in pods of up to 20 dolphins, and feed on shrimp, squid, fish and other invertebrates. In the Pacific Ocean, they are found from southern California to the tropics, usually in inshore waters but also to the edge of the continental shelf.

Pacific White-sided Dolphins

The "white-sided" dolphin (*Lagenorhynchus obliquidens*) is usually found offshore in the north Pacific, but is occasionally seen in inshore waters. The adults can be up to 2.5 m long and weigh 135 kg. Pacific white-sided dolphins have a dark gray upper body, with a lighter gray streak on the sides, a white belly and a small hooked dorsal fin. They feed on salmon, squid, herring and anchovy. They travel in schools that can range in size from 2 to 1,000 individuals, and are associated with other species of dolphins, baleen whales, seals and sea lions. They can swim at speeds up to 15 knots, and are often seen "bowriding" vessels.

Dall's Porpoises

This porpoise (*Phocoenoides dalli*) resembles a killer whale in terms of its colouring.

Dall's porpoises are dark grey to black with a large white patch on their sides and belly, and their black dorsal fin has a hooked tip and a white patch. They can grow to over 2 m and weigh over 200 kg. Dall's porpoises are the fastest cetaceans, reaching speeds up to 20 knots. They are found in the north Pacific, in both inshore and offshore waters.

MARINE BIRDS

Storm Petrel

The white-faced storm petrel (*Pelagodroma marina*) is found in the temperature and subtropical regions of the south Pacific, Atlantic and Indian Oceans. These birds have long black legs and toes, brown upper parts, mostly white underparts and a distinctive facial pattern (white forehead, dark crown, black bar across the eye). They have also been called frigate petrels and Mother Carey's chickens. In the Pacific Ocean, they feed on small crustaceans (copepods and euphausiid shrimp).

Albatross

There are several species of albatross in the Pacific Ocean. These very large sea birds travel great distances across the oceans, only returning to land to breed on offshore islands. Unlike many other birds, albatrosses only lay one egg each year. Their wingspan can be over 3 m. They drink seawater, eat fish and squid and garbage from ships, and sleep on the sea surface.

There are certainly many more creatures out there but the ones listed above are those most commonly encountered. Listen to the quarter wave building up behind you. When it catches up to you and spills over your shoulders, it may just leave a little guest or two on board for the ride!

LAHAINA...LAND OF ALOHA

Bonnie Nelson

"...for you will return. Lifelong friendships are made here on the doorstep of the sea. Vic-maui is the vessel...'Aloha' is the wind that brings them home."

Many first-time visitors to Lahaina believe the word 'Aloha' is a greeting; a way of saying hello, or a way of saying goodbye. The fortunate few who have the opportunity to experience 'Aloha' and discover it's true meaning come back to drink of it again and again. 'Aloha' is not a word as much as a state of mind or even a state of being. It beckons, it opens all encompassing arms to surround and welcome; it is heart; it is soul.

I've lived in this tiny historical town for nearly thirteen years. A drop in the bucket compared with many of the members who are the Lahaina Yacht Club. The clubhouse, situated in the very heart of Lahaina, is our paradise. Just beyond the rail, astonishing spectacles of sunsets and whales, spinner dolphins and our resident puffer fish nourish us. We are truly blessed.

Within these clubhouse walls and the vistas beyond live the characters starring in this movie called 'Aloha'. I could write volumes on the generosity and willingness that so many of our members share with

people they have not even met. Hesitating to name any individuals for fear of excluding so many worth mentioning, I must single out two people who have opened their hearts and their home on so many, many occasions to friends and strangers alike. Know the meaning of 'Aloha'? They live it every single day. Anyone in need? They are the first to respond. These people helped to found the Lahaina Yacht Club. For nearly every Vic-Maui Yacht Race held, they have joined the crowds in Victoria for the starts, they have greeted boats in the heinous heat of day or middle of the night. They have hosted what is known as the Waiting Wahine Luncheon in their own home. Warren and Fran Hinton are 'Aloha'.

This is a transition year, which is probably appropriate for the new millennium. We have decided to give Fran and Warren a much-needed break from the strain of set up and clean up of the Waiting Wahine Luncheon and hold it instead at the Puamana Clubhouse at the south end of

Lahaina. They are still our host and hostess of this event just as they will always be a cornerstone in Lahaina Yacht Club and in Lahaina itself.

If you don't know these wonderful people, get to know them in Victoria for they will be there with the rest of us. Be sure to secure your reservations in Lahaina in plenty of time to attend the Luncheon for it is an event that nobody ever forgets. While you're here, feel the hugs and the inner warmth and gracious welcome that you receive whether you are a participant in the race, a friend or partner of someone making that 2,308-mile journey across the Pacific, or just happen to be in town for the fun. But most of all, recognize the meaning of that sweet, simple word that says so much. Take it with you when you tear yourself away and bring it back with you when you return . . . for you will return. Lifelong friendships are made here on the doorstep of the sea. Vic-Maui is the vessel . . . 'Aloha' is the wind that brings them home.

photo © Ron Dahlquist, Maui Visitors Bureau



'ALOHA' IS NOT A WORD

AS MUCH AS A STATE OF

BEING. IT BECKONS, IT

OPENS ALL ENCOMPASSING

ARMS TO SURROUND

AND WELCOME...



EDITOR'S NOTE

When I embarked upon this project, it was my intention to produce a fun and factual, interactive race programme. I had set my sights on a uniquely different format that would be both innovative and exciting to read. Unfortunately, when it came time to give life to this dream, there was good news and bad news.

The bad news was that our budget couldn't begin to cover the cost of such a publication! The good news was that volunteers like Paddy Thomson from the RYV Vic-Maui Committee and Judy Rudin from CDDC Strategic Communications and her talented staff were prepared to

donate long hours of their valuable time to design and prepare all the material for printing. This was no mean feat!

I have every confidence that the final product will be a programme that will be entertaining as well as useful and one that will compliment our most generous sponsors.

Sincerely,

Susan Liebert
EDITOR

IN MEMORIAM

It is with great sadness that we mark the passing of two long-time VIC-Maui race support enthusiasts.

Jim Burchett, 1996 Race Committee Chairman, LYC

John Broadbent, Race Security Chairman, LYC

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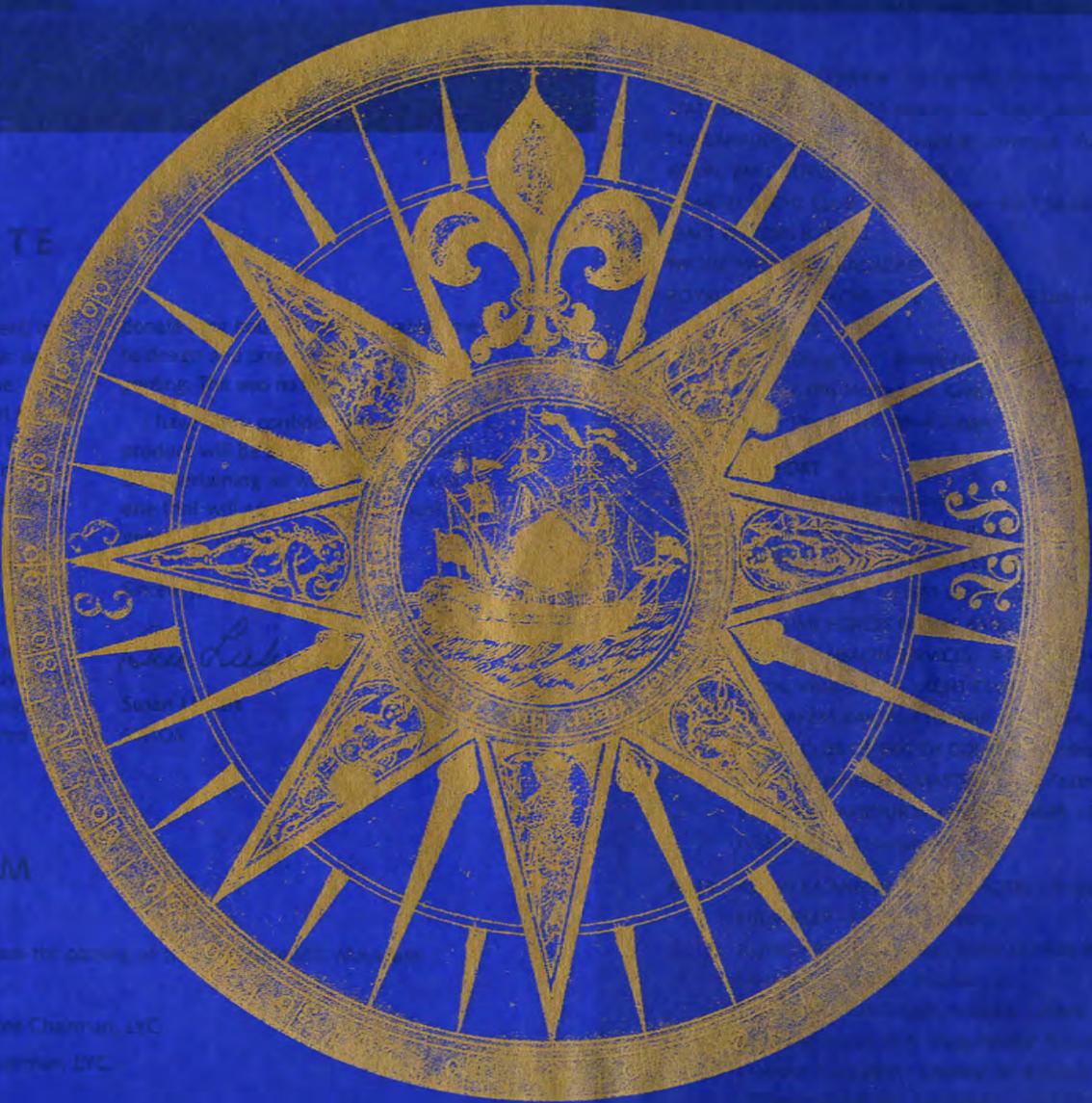
NED DOWNEY - Race Results

PC PUBLISHING GROUP/IQ MARKETING

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When I embarked upon this project, it was my intention to produce a fun and factual, interactive race programme. I set my sights on a completely different that would be both enjoyable and to read. Unostentatious, when it came to give life to this dream, there were news and bad news.

The bad news was that our budget couldn't begin to cover the cost of publication. The good news was volunteers like Paddy Traynor from RYVY Yip-Mau Committee and Judy from CDDC Strategic Committee and her talented staff were prepared



IN MEMORIAM

It is with great sadness that we mark the passing of a...
The Honorable... Committee Chairman, LYC
The Honorable... Chairman, LYC

[Faint, illegible text, likely a list of sponsors and contributors]



"I went to Maui to stay a week and remained five. I never spent so pleasant a month before, or bade any place goodbye so regretfully. I have not once thought of business, or care or human toil or trouble or sorrow or weariness and the memory of it will remain with me always."

MARK TWAIN

"Maui the Magic Isles" brochure, Maui Visitors Bureau; photo © Ron Dahlquist



VIC - MAUI 2000