

VIC-MAUI 2002

7

2002

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VIC-MAUI 2002

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PRICEWATERHOUSECOOPERS 



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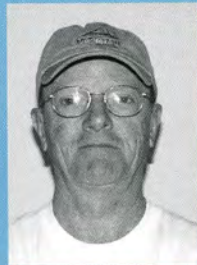
CHAIRMEN'S WELCOME



Bill Emerton
Race Co-Chairman,
Royal Vancouver
Yacht Club



John Robertson
Race Co-Chairman,
Royal Vancouver
Yacht Club



Joe Gallagher
Race Co-Chairman,
Lahaina Yacht Club



Nancy Goode
Race Co-Chairman,
Lahaina Yacht Club

Welcome to the 18th Victoria to Maui international yacht race. We look forward to sending you off with flair from Victoria's inner harbour and greeting you with a bang when you reach the finish line and Lahaina Harbour.

Months of preparation and years of experience have lead you to this moment in time.

A time to move ahead, to have the courage to live life to the fullest, and to find the joy of making ordinary things extraordinary. The joy of sailing is what started this race and has kept sailors coming back time and again. Thank you for participating.

We would also like to thank our contributors, committee members and the volunteers who have and will give so generously of their time and effort to ensure a great experience for all the competitors and their family and friends.

And a special *mahalo* to our title sponsor, PricewaterhouseCoopers, for all their support, past, present and future.

We wish you fair winds and following seas,
The Co-Chairmen.

COMMODORES' MESSAGE

On behalf on the officers, members and staff of the Royal Vancouver Yacht Club and the Lahaina Yacht Club, we are pleased to welcome the competitors, their families and friends to Vic-Maui 2002 race festivities sponsored by PricewaterhouseCoopers.

This year marks the 18th official sailing of our exciting biennial international event.

The huge efforts put forth by the volunteers, the generosity of the sponsors and the co-operation of the two countries' officials make this race possible for all the sailors. We applaud your energy and enthusiasm. To the racers, we cheer you on for your tremendous determination to win this race.

We look forward to meeting all of you during the pre-race festivities in Victoria. Supporters will be following the race on the Mainland and in the Islands. Upon your arrival in Lahaina the parties begin with the LYC "greeters" at the dock.

Please join in and enjoy the hospitality in Canada at the pre-race and in Maui for the post-race events.

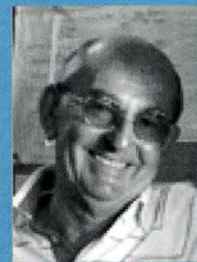
Congratulations and good luck to the racing sailors and many *mahalos* to all the people who participate in Vic-Maui 2002.

Aloha,

The Commodores.



David Everett
Commodore,
Royal Vancouver
Yacht Club



Joseph McKay
Commodore,
Lahaina Yacht Club

RACE INFORMATION

Victoria

Vic-Maui 2002 Web Site

www.vicmaui.org

Royal Vancouver Yacht Club

3811 Point Grey Road
Vancouver, B.C. V6R 1B3
Ph: (604) 224-1344
Fax: (604) 224-4146

Regatta Office

Victoria, MV Starfire
Victoria Dock
Contact: Paddy Thomson

Lahaina

Vic-Maui Hospitality Desk

Lahaina Yacht Club
835 Front Street, Lahaina, Maui, HI
Ph: (808) 661-6211
Hrs: 1030 to 1930 hrs (HST)
Contact: Boomvangers

Race Info & Harbour Communications Trailer

Ph: (808) 661-7389
Hrs: Beginning July 5th
until the last boat finishes; 24 hrs a day.
Contact: Bob & Susie McNatt

Radio Station

KPOA FM Radio 93.5 will provide
daily position reports.

Finish Line & Radio Communications

Aston Ka'anapali Shores Hotel, Room 802
Ph: (808) 667-2211
Hrs: July 3rd to July 13th at 2355 (HST);
24 hrs a day (Children's Hour: 1800 to 2100)
*(Please make reservations before 1300 on the
day before you wish to talk.)*
Communications Contact: Mike Park
Finish Line Contact: Carolyn Blake





Rules of the Race

by Steve Tupper

Vic-Maui 2002, like all sailing races, is run according to a set of rules created by the International Sailing Federation, the international sports federation for sailing. These rules, called the Racing Rules of Sailing, specify how an event is organized, how the competing boats interact with each other and what they can do while racing.

Notice of Race

The race organizer publishes the Notice of Race 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 2002 NOR was published in the fall of 2001. It was sent to boats that had expressed an interest in participating in the race. The NOR advised potential entrants of the requirements in terms of equipment and training required to compete.

Sailing Instructions

The Vic-Maui Sailing Instructions contain the information required to compete in the race. They contain specific rules about the start, the course to be sailed, the finish and requirements about daily reporting. Competing boats can be penalized if they do not comply with the Notice of Race and Sailing Instructions. In the Vic-Maui 2002 race these penalties can range from time or position penalties to disqualification from the race.

The euphoria of our halfway celebration was shattered
this morning at 0200 when the rudder stopped responding.
At first we thought the steering cables had come undone again.

The reality eventually soaked in —
the rudder was no longer attached to the shaft.

A TOUGH ACT TO FOLLOW

by Murray Tough, "Prairie Voyager"

Day 1 Last night the organizing committee threw an incredible dock party. There was a BBQ, beer and, I am told, 40 gallons of Mai Tai's. Our boat, an Elite 37 called *Prairie Voyager* doesn't even hold 40 gallons of fuel! There were buskers on the pier, huge crowds and lots of excitement. It really was a fitting send off.

I enjoy a quiet walk and take a few pictures of the boats in the early morning light. With 2300 nm of Ocean to cross, I am nervous and have been running mental checklists all night. We missed something! Our plan is to have happy hour every afternoon to give us all time to relax and share our experiences. The only problem is we have not packed the happy hour beverages. The liquor store opens at 10:00 AM and the start gun is at noon.

It is cutting things a little close but with the cooperation of the taxi driver, the provisions are onboard by 10:30.

There are last hugs and kisses, last photographs and then we are untying the lines for the 2½ week crossing to Maui. As we are pulling in the lines, Gregg wipes some of the harbour scum off the transom: we need to look good for the pictures at the start. An old guy on the dock asks, "Don't you have any women aboard who can do that?" A large group of women behind him, mostly our enlightened wives, point out to him that they are behind him and there is only water in front!

As we line up for the start, a fellow competitor comes reaching in with a spinnaker up. He has no rights but I let him in because it is a long way to Hawaii so what

difference could it make. The *Prairie Voyager* crew is not impressed with my actions and remind me of it for the rest of the race. We got a mediocre start but made up for it by picking the right course after the start to avoid the lightest winds. All in all, not a bad way to start the race.

Day 2 We rounded Cape Flattery in fog on the 0300 to 0600 watch. Leaving the Cape, our last sight of land for two weeks, was a bit of a non-event because of the fog. Instead of watching the land slowly slip over the horizon, we are listening intently for ships' engines and checking with "Tofino Traffic" every time we think a ship is close to us. Tofino Traffic is the Vessel Traffic Services controller for the area. They normally deal only with the larger ships but with the fog, they are

keeping the race participants informed of traffic that is close to them.

Despite the fog, sailing is excellent! We are doing 7 to 8 knots under white sails (mainsail and genoa). It is doing great things for crew morale to be ahead of our division fleet and going fast!

Day 4 Last night we had our third dolphin visit. The only difference was it was dark so what we really saw was a brilliant phosphorescent silhouette and wake as the dolphins played around us.

Day 5 We were in sight of *Fastrack* for most of the night. No dolphins but we did see an albatross. The albatross glided effortlessly, seemingly never flapping its long wings. It skimmed close to the water rising and falling gracefully with the every wave.

Day 6 We had our first major squall experience. And what an experience it was. We saw it coming but the winds built much faster than expected. We got a winch override on the spinnaker sheet. A puff to 30 knots and we did the most violent broach I have ever experienced. With the spinnaker sheet jammed, we went all the way over twice. I didn't actually look forward to see if the spreaders were in the water but the cockpit seats were. I thought for sure we would lose the spinnaker.

As it was, the spinnaker wrapped itself around the forestay. It took Gregg and Iain a long time to clear it on a violently pitching and rolling foredeck. No damage done. Even the eggs survived.

Following this, we revised our squall strategy. We now move the spinnaker pole down and back to flatten the spinnaker and cause it to luff earlier if we do round up. We use the lazy guy as the sheet to further



choke the spinnaker by sheeting it much further forward to pull the clew down. Finally we put a reef in the main.

As if our broach was not enough pandemonium for one day, we lost steering just before the 2300 watch change. The boat actually looked after herself quite well while the steering was gone. She rounded up to a beam reach and stayed there with the spinnaker flogging. At first I was somewhat awestruck but after a few moments, I realized that the emergency tiller was within easy reach. We had the tiller on and regained steering before we were even ready to douse the spinnaker. This allowed us to bear off and take the spinnaker down in the lee of the mainsail.

Once the spinnaker was down, we had to empty the stern locker, remove the access panels and reconnect the steering

cable that had come unscrewed. This meant searching around under the quadrant for the nut that had come off because it appeared to be a metric thread and we did not have a replacement on board.

My spinning the wheel when we lost steering caused a further complication. The effect was to derail the chain inside the binnacle. So, while one group worked on the quadrant, a second group disassembled the binnacle, someone else was steering and finally, someone was packing the spinnaker so that we would be ready as soon as the repairs were made. It took us about an hour to fix everything and get the spinnaker back up. Our speed without the spinnaker only dropped about one knot so, in all, we probably lost a mile.

Day 8 Last night we saw stars for the first time since the Juan de Fuca Strait. Even though we had only glimpses be-

tween squalls, what we saw was spectacular. I even caught a glimpse of a shooting star with a long trail behind it—a lot like our phosphorescent wake.

Day 9 We passed the halfway point this morning! Day's run 176 nm. If we keep this trend going, we will finish at 11:00 pm on Tuesday! This morning in the 0600 to 1200 watch, some flying squid boarded us; one hit Gregg in the chest!

It is our first real day of warmth. When you are out of the wind, it is quite hot. We also have sunshine for the first time in a long time.

Up until now, steering at night has been an act of blind faith. Nights have been ink black making the only reference the compass. If there are objects in our path there would be nothing we could do about it. The helmsman has to react to the waves be-



by feeling the rise of the stern. Steering on a clear night with stars will be a whole new experience.

Our halfway party included a rum punch that we called Mai Tais and party hats with an inscription that was appropriate to the wearer.

Day 10 The euphoria of our halfway celebration was shattered this morning at 0200 when the rudder stopped responding. At first we thought the steering cables had come undone again. The reality eventually soaked in—the rudder was no longer attached to the shaft.

We steered through the night with the emergency rudder—a set of plywood boards custom made to slide over the end of the spinnaker pole—with a reefed jib and reefed main. Progress downwind was hard because the boat is never stable on

a broad reach. Correcting the heading meant winching the spinnaker pole from one side to the other. Inevitably we were unable to keep up with the boat's changes in heading so she would either go too deep and wallow along with the jib blanketed or she would go too high and rocket off in the wrong direction.

I was discussing the merits of twin headsails when the emergency rudder partially broke. We quickly switched to twin headsails and were able to steer downwind with only hand tension on the steering. It seemed to be the best we could do.

No more speed records or record runs. No Tuesday arrival as hoped. We were 1031 nm from the finish line when the rudder broke and have only averaged 5.3 knots since.

Day 11 The day's run was a disappointing 107 nm. With 864 nm to go, it will take 8 days to finish. We need to make 115 nm per day to finish the race within the time limit and 123 nm per day to make our landfall in daylight.

Crew morale is pretty low. The change in motion has left Matt, who was never far from his bucket, very seasick. So far, however, we continue to function as a team. Chris, the watch captain, is looking on the positive side and is fairly upbeat. When we reach Maui, we will have sailed over 1000 nm without a rudder, which is a considerable feat of seamanship. As far as I know, if we finish within

the time limit, we will be the first of the handful of boats that have lost rudders in this race to actually finish the race.

We are still sailing with twin headsails. The genoa is poled out on the main boom and the storm jib sheeted tightly on the opposite side. With both sails full we can do 5.5 knots but keeping both filled requires more directional control than we can achieve.

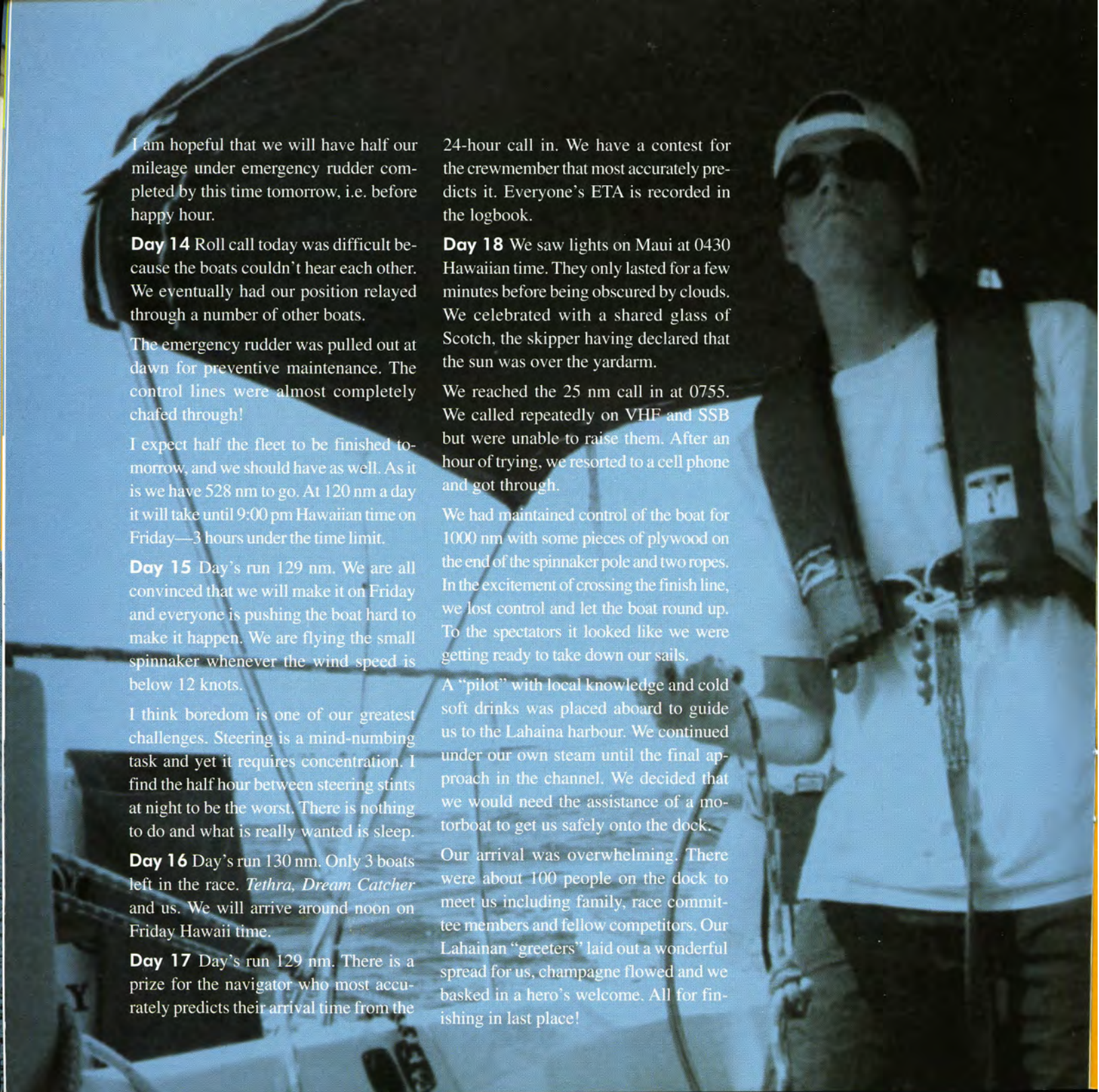
This evening, around 1900 hours, I had the boat hove to so I could go over the side and inspect the rudder damage. We devised a harness to go over the end of the blade and allow us to steer with winches. The water was warm, with a wet suit, 20°C, and exceptionally clear. So clear I did not have to go past the boarding ladder to fully understand our steering problems—the rudder was gone. Completely gone. Sheared off cleanly at the point the post exits the hull.

Day 12 We made 109 nm today. We are constantly looking for ways to improve our systems and get our daily mileage to 120 nm. One simple improvement was to add a 2:1 purchase on each rudder control line. This has allowed us to carry more sail.

Day 13 Boats are closing on the finish line. Roll call used to be the highlight of the day. Now it is somewhat depressing because all the boats we had been sailing with are finishing. We are all finding steering to be both arduous and monotonous. We have 5 to 6 more days of it and it is looking like the end is a long way away.



Page 9: Prairie Voyager setting off in Juan de Fuca Strait. Far left: Emergency rudder in action. Centre: Murray Tough steering with emergency rudder. Right: Headsails used to make steering easier.



I am hopeful that we will have half our mileage under emergency rudder completed by this time tomorrow, i.e. before happy hour.

Day 14 Roll call today was difficult because the boats couldn't hear each other. We eventually had our position relayed through a number of other boats.

The emergency rudder was pulled out at dawn for preventive maintenance. The control lines were almost completely chafed through!

I expect half the fleet to be finished tomorrow, and we should have as well. As it is we have 528 nm to go. At 120 nm a day it will take until 9:00 pm Hawaiian time on Friday—3 hours under the time limit.

Day 15 Day's run 129 nm. We are all convinced that we will make it on Friday and everyone is pushing the boat hard to make it happen. We are flying the small spinnaker whenever the wind speed is below 12 knots.

I think boredom is one of our greatest challenges. Steering is a mind-numbing task and yet it requires concentration. I find the half hour between steering stints at night to be the worst. There is nothing to do and what is really wanted is sleep.

Day 16 Day's run 130 nm. Only 3 boats left in the race. *Tethra*, *Dream Catcher* and us. We will arrive around noon on Friday Hawaii time.

Day 17 Day's run 129 nm. There is a prize for the navigator who most accurately predicts their arrival time from the

24-hour call in. We have a contest for the crewmember that most accurately predicts it. Everyone's ETA is recorded in the logbook.

Day 18 We saw lights on Maui at 0430 Hawaiian time. They only lasted for a few minutes before being obscured by clouds. We celebrated with a shared glass of Scotch, the skipper having declared that the sun was over the yardarm.

We reached the 25 nm call in at 0755. We called repeatedly on VHF and SSB but were unable to raise them. After an hour of trying, we resorted to a cell phone and got through.

We had maintained control of the boat for 1000 nm with some pieces of plywood on the end of the spinnaker pole and two ropes. In the excitement of crossing the finish line, we lost control and let the boat round up. To the spectators it looked like we were getting ready to take down our sails.

A "pilot" with local knowledge and cold soft drinks was placed aboard to guide us to the Lahaina harbour. We continued under our own steam until the final approach in the channel. We decided that we would need the assistance of a motorboat to get us safely onto the dock.

Our arrival was overwhelming. There were about 100 people on the dock to meet us including family, race committee members and fellow competitors. Our Lahainan "greeters" laid out a wonderful spread for us, champagne flowed and we basked in a hero's welcome. All for finishing in last place!

RVYC Committee

Royal Vancouver Yacht Club Executive

Commodore	David Everett
Vice Commodore	John Dew
Past Commodore	W.A. Bill Botham
Rear Commodore, Coal Harbour	Jim A Case
Rear Commodore, House	Randall A. Olafson
Rear Commodore, Jericho	James D. Burns
Rear Commodore, Offshore Stations	Mark C. Webber
Fleet Captain	Lorne H. Chapman
Staff Captain	David Jennings
Honorary Treasurer	Bob V. Matthews
Honorary Secretary	Bruce M. Gordon
Honorary Juniors' Advisor	Robert J. Scott
Honorary Solicitor	Theodore Arsenault

Executive at Large

Judy Day	Wayne T. Naylor	Susan Liebert
Todd O. Pearce	Dennis Meakin	Paul Shield

Royal Vancouver Yacht Club Committee

Co-Chairmen	Bill Emerton	John Robertson
Trustees	Don Martin	Wink Vogel
Alex Adams	Pamela Bendall	Peter Bennett
Marlene Bolster	Don Byrne	David Campbell
Denis Cressey	Douglas Dunn	Jan Emerton
Alan Hannam	Greg Harms	Cheryl Holmes
Dwight Jefferson	David Jordan	Audey Korpus
Sue Liebert	Don Martin	Alan McFarlane
Scott Nelson	Tony Repard	Scott Rohrer
Beth Rooney	Judy Rudin	Paddy Thomson
Steve Tupper		

LYC Committee

Board of Governors, Lahaina Yacht Club

Commodore	Joe McKay
Vice Commodore	Bob McNatt
Rear Commodore of Sail	Joe Gallagher
Rear Commodore of Power	Doug Shue
Port Captain	Tim Putman
Treasurer	Suzanne Medcalf
Secretary	Candy Sanandria
Staff Commodore	Linda Rickabaugh

LYC Committee

Chairman	Joe Gallagher
Chairman	Nancy Goode
Trustee	Bonnie Nelson
Trustee	Dan O'Brien
Race Secretary	Kathy Baizer
Finish Line Chairman	Carolynn Blake
Harbor Liaison	Brian Blundell
Products Chairman	Liz Dankworth
Public Relations & Publicity	Chuck Dicker
Greeter Chairmen	John & Karen Domingo
Lahaina Travel	Jerry Downer
Results	Ned Downey
Technical Chairman	Phil Fuhrman
Finance	Joe Gallagher
Customs	Jim Hentz
Waiting Wahine Luncheon Hosts	Fran & Warren Hinton
Public Relations & Publicity	Stevan Holt
Victoria Hospitality	John Marshall
Commodore	Joe McKay
Communications Trailer	Sue & Bob McNatt
Press	Bonnie Nelson
Security	Linda Rickabaugh
Banquet Chairman	Anne Riser
Trophies	Anne Riser
Escort Committee	Wendy Shamp
Permits	Ron Wall
Info Purposes	Mary Lou Kunkel
Boomvangers Liaison	Sandy Catagul
Radio Communications	Mike Park Jr. & Sr.

A RACE TO REMEMBER

by LCdr Scott Crawshaw, "HMCS Oriole"

The 2000 Vic-Maui Race was an epic trip for HMCS ORIOLE, achieving a win after some years of receiving the Turtle Award. There were 23 people onboard sharing 21 bunks on an 80-year-old classic vessel that is used as a sail training and public relations vessel for the Canadian Navy. This large crew was essential to set sails up to 7000 sq ft without the aid of a single winch.

The sixteen additional crew arrived just ten days before the race start and many of them had no previous sail experience. Although this was a challenge with a lot to do in such a short time, ORIOLE is a sail-training vessel and spends the majority of the year teaching people with little or no sail experience. The core crew take up the burden of the responsibility and they are placed in the key positions. The remaining crew hoist and trim the sails "hand-draulically" and are not placed in critical roles until trained.

The race began well, taking less than two minutes to cross the line; a stark contrast to the two hours for the Swiftsure start, just one month before. There was enough wind in the Victoria waterfront to get the boat up to 10 knots and we quickly advanced on the fleet. The crew sat on the windward rail and shouted out "Aloha" with a bow to stern wave as we passed each boat. For one brief and glorious moment we were actually ahead of the two favourites, *Renegade* and *Grand Illusion*. As we approached Race Rocks, it looked like the best option was to go on the outside, as there was wind to the east of the passage; but, none inside. When we got closer, the wind died completely and we quickly used our inertia to tack into the passage to allow the current to take us through.

The first part of the race, getting out of the Strait of Juan de Fuca and into the offshore winds, is one of the biggest challenges for ORIOLE. This year was no exception, with little to no wind near Cape Flattery and thick fog enveloping us. The second morning saw a number of the Vic-Maui fleet dodging large deep-sea vessels in zero visibility. The first roll call showed ORIOLE as last. Although this was not unexpected, the crew was hoping to have fared a bit better. However, this crew was not easily outdone and all were keen to see the winds that were forecasted.

By the end of the second day the wind kicked in and ORIOLE was up to 10kts plus. The Pacific High was forecasted to strengthen and move to the North, allowing much of the fleet to stay close to the rhumb line. By the end of day three it was evident that the original plan of going the traditional route down the coast was not necessary and we altered course towards Maui. The helmsmen had their own competition to see who could get the highest boat speed. The winners were Al MacMillan and Andrew Sage with 14.5kts – too bad it was on a round up pointing towards Japan!

The crew quickly settled into a routine standing three six-hour watches and two three-hour watches (0000-0300, 0300-0600, 0600-1200, 1200-1800, 1800-0000). The crew labelled the days as "good day, bad day"; the former for a day when you stood two six hour watches and one three hour watch and a good day provided a lot of rest time. On "good days" some of the crew chose to stay up during the first half of the 1800-0000 watch to take in a video.

The ride downwind was very smooth and you could walk around the vessel without

holding on to grab rails. It also provided opportunities for exercise and games of chess and reading. Despite this peaceful setting, the ship is not quiet when it is above hull speed. It is very easy to tell when the boat gets close to 11.5 knots and above as the hull rumbles and sounds like a freight train. It is quite exciting to wake up to the roar of the boat moving at 12-13kts! After a while you can even get a feel for who is on the helm, as everyone has their own distinct way of driving.

There were many highlights to the race and no one item could be singled out as the best. On day six the wind shifted and forced us to gybe onto a port tack, much sooner than expected. After several hours the wind slowly shifted back and before we knew it we were pointing at Mexico. It takes quite a while to gybe a large spinnaker and during the change *Night Runner* came up on us. You have never seen a crew become so electrified when competition was sighted. It's one thing to see the other vessels on paper from the daily position reports; but, when one is actu-



ally sighted it becomes more than a race. The gybe was completed quickly and all sails were set in record time. The wind picked up and ORIOLE was back up to 12kts plus. A few days later a number of the crew were talking around the helm position when the spinnaker just let go and fell into the water. The swivel shackle at the head failed and the block fell to the deck. What was humorous was no one could believe that it was our spinnaker at first. They spent a second looking at each other as if to say, "Did you see what I saw?" Failures often come with loud noises that make you jump into action. This failure was quiet and the first indication of it was sailing by our spinnaker. The sail was recovered without incident and was rehoisted on the other halyard. During the next day the same thing happened on the second spinnaker halyard. Again the spinnaker was recovered quickly and both halyard blocks were repaired and the spinnaker rehoisted.

There were a lot of birds, whales, sharks and flying fish spotted during the race and during the return trip. An albatross adopted us for much of the race and soared back and forth across our wake. In the middle of one night a seabird hit our rigging and landed on deck, fatally wounded. When briefed of the incident, a few hours later, I was worried that it might have been the albatross, with the curse of the "Ancient Mariner" in mind. Fortunately, it was not the albatross. Dave Greene, Al MacMillan and the assistant engineer, Jason Turner, were avid fishermen and caught a good supply of tuna and mahi-mahi. There is nothing better than eating fresh fish.

The last three days of the race can be exciting with numerous squalls. Most of the higher performance boats can play the winds and gain some advantage. ORIOLE cannot manoeuvre fast enough and has to take what the squall offers. At one time we went through a squall

only to end up becalmed for three hours. It was as if the squall had removed all the energy from the surrounding area and shut down the trade winds. This did not concern the crew too much, and some took advantage of the light winds and calm seas to play a game of twister on the deck. There were just enough swells to make the game challenging.

On the last night, just after calling in at the 25-mile mark, a light was spotted on the horizon from a vessel. It was a large fishing vessel and was motoring straight towards ORIOLE. The vessel continued on a steady course and narrowly missed us. The vessel was not fishing and there was no one on deck or in the pilothouse. The whole incident was very sobering considering we had come this far with few incidents.

The arrival in Maui was a very special moment. The greeting boat came alongside with wives and sweethearts and the boat guided ORIOLE to her moorage at the Coast Guard buoy off Lahaina. The greeting boat then shuttled the crew ashore where the official greeters from the race committee and our hosts, PricewaterhouseCoopers, greeted them. At the beginning of the race I jokingly challenged the hosts to beat them to Maui and arrived only hours after they did. This was definitely a race to remember and the entire crew performed exceptionally well from start to finish.

Three new crew members embarked for the return trip: ORIOLE's new Coxswain, Petty Officer First Class David Morse; Major Bob Schwartz, an Air Force officer from Halifax and Master Warrant Officer



The permanent crew were just seven people – Skipper, Lieutenant Commander Scott Cravshaw; Coxswain, Petty Officer First Class Patrick O'Hara; Chief Boatswain's Mate, Petty Officer Second Class David Greene; Engineer, Leading Seaman Allan MacMillan; Cook, Leading Seaman Don Cuthbertson; Assistant Sail Masters, Leading Seaman Andrew Sage and Leading Seaman Steve Cloutier. This crew was augmented by 16 others, including 8 naval cadets from the Royal Military College, Kingston; 2 recent RMC grads; an additional engineer; an electrician; a medic; a training officer; a civilian employee for the Department of National Defence; and a reporter from Vancouver Television.

Rick Gadet, an Air Force engineer from Comox. The return trip was a different experience altogether. There were a number of the Vic-Maui boats returning at the same time and we all kept contact with each other on a daily basis. The first 4 days were great, covering more than 800 miles in strong trades. The "high" then began moving northwest rapidly and became elongated. It ended up moving into the Bering Strait, which meant that most of the boats had to go through the high to pick up wind on the east side. Going through the centre of the "high" meant that everyone had to use up most of the precious little fuel onboard. Some of the ves-

sels returned on fumes and *Winds of Time* was fortunate to get some fuel from a NOAA (National Oceanic Atmospheric Administration) vessel close to the entrance to the Straits of Juan de Fuca. Once on the east side of the high everyone experienced a front that brought heavy seas and wind from the northwest. One of the crewmembers on *Pendragon III* was launched from her berth and injured her back. For several tense days ORIOLE acted as the intermediary between *Pendragon III* and doctors at Global MD. In the end, the crewmember was brought to a hospital and the injury was, thankfully, not serious.

Despite the challenges of the return trip, everyone stuck together extremely well and handled the close reaching in heavy weather bravely. The return to Victoria was glamorous; a large number of people came out to greet ORIOLE and to congratulate the crew on their win. We were over flown by aircraft, regaled by a cadet band, and personally met by the Admiral.

This year's Vic-Maui is shaping up to be another great race. Who knows what the winds will bring. Our goal aboard ORIOLE is a safe and happy arrival in Maui with good winds and to enjoy sailing her one more time.



SCHEDULE OF EVENTS

Victoria Events

Spectator Appreciation BBQ

June 23rd, 1730 hrs
Royal Victoria Yacht Club
3475 Ripon Road

Skippers' Meeting for 1st Start

June 24th, 1500 hrs
Hotel Grand Pacific
463 Belleville

Dock Party

June 24th, 1700 hrs
Empress Docks

1st Start

June 25th, 1000 hrs
Off Brotchie Ledge

Sponsor Appreciation Banquet

June 25th, 1800 hrs (Cocktails); 1900 hrs (Dinner)
Hotel Grand Pacific
463 Belleville

Skippers' Meeting for 2nd Start

June 26th, 1500 hrs
Hotel Grand Pacific
463 Belleville

Dock Party

June 26th, 1700 hrs
Empress Docks

2nd Start

June 27th, 1000 hrs
Off Brotchie Ledge

Maui Events

Finish Line opens

July 3rd, 24 hrs
Aston Ka'anapali Shores Hotel
Ph: (808) 667-2211

Communications Trailer opens

July 5th
Lahaina Harbor
Ph: (808) 661-7389

Waiting Wahine Luncheon

Fran and Warren Hinton Hosts
June 8th 1130 hrs
Lahaina Yacht Club, 835 Front Street

Dockside greetings

For each yacht as they finish,
any time of the day or night
Find out the name of your greeter from the LYC
Hospitality Desk upon your arrival in Lahaina

Skippers' Debriefing

July 13th, 0900 hrs
Lahaina Yacht Club, 835 Front Street

Awards Banquet

July 13th, 1700 hrs
No host cocktails
Jodo Mission, near Mala wharf
Tickets available at the Hospitality Desk
at LYC, 835 Front Street



Dignitaries

Sea Q

The Honourable Iona Campagnolo,
Lieutenant-Governor of British Columbia
(Honorary Starter)

Captain Tyrone Pile,
Acting Commander,
Canadian Fleet, Pacific

Dr. Michael Henderson,
Director, Pacific Region,
Canadian Coast Guard

Captain Robert Wicklund,
United States Coast Guard,
13th Coast Guard District

Russeller

Jane Lunt,
Acting Mayor,
City of Victoria

Art Mountain,
Vice Commodore,
Royal Victoria Yacht Club



SPECTATOR BOATS

Spectator Boats

Boat Name	Owner	Class	LOA
C Joy 2	Jim & Carol Mercier	McQueen	70'
Fantasy	David & Anne Benson	Bayliner	43'
Ono	Rick Martini		65'
Precious Metal	Pamela Bendall	Kristen	47'
Princess Pachena	John & Lynn Newton	Canoe Cove	70'
Ranger	Pat & JoAnn Ballenger	Motor Yacht	52'
Renegade	Dan Sinclair	Andrews	70'
Russeller	Bruce & Juanita Russell	Ocean Alexander	50'
Shenners Cove	Jim & Helen Heaney	Canoe Cove	41'
Secret Rover	Alex & Anne Wood	Ocean Alexander	44'

Race Office

Starfire	Jamie Angus	Cruiser	62'
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Hospitality Boats

Holy Moses	David & Sherian Williams	Ocean Alexander	50'
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Start Boats

Sea Q	Ron & Ardelle Cliff	Monk McQueen	90'
Foxhound	John & Evelyn Long	Hatteras	44'

Start Boats



Sea-Q



Foxhound





Hats off to the Greeters!

What would the finish of this ocean race be like without the official “greeters” in Lahaina?

Each skipper and crew looks forward to the wild and wonderful welcome provided by that friendly, energetic and generous group of people known, simply, as the “greeters”. The “greeters” research their chosen vessel and set to work tailoring a wonderfully personalized dock-stomping celebration to herald the arrival of their special boat—no matter what hour of day or night.

Thank you, one and all, for your efforts. You are the frosting on the cake!

ENTRANTS

Yacht Name	Owner / Skipper	Type / Class	State / Province	Sail Number
Atalanta	Richard Hedreen Stuart Lochner	Custom Tripp 74'	WA	69581
Charlemagne	Marlene Bolster	JBOA36-1	WA	36528
Fastrack	Greg Roberts	C&C 37/40R	BC	88037
First Sight	Don Taylor	Beneteau 45F5R	BC	74271
Grey Hound	Bill Moore	J-36	WA	77441
HMCS Oriole	LCdr Scott Crawshaw	Ketch	BC	KC480
Icon	Dick Robbins Jim Roser	Perry 65 Custom	WA	69189
Incantation	David Ratner	Santa Cruz 50	BC	49071
Jeito	Tom Huseby	J-145	WA	69148
Mojo Riding	Clayton Craigie	Beneteau 40.7F	CA	28392
Mystic	Steve Crary	Santa Cruz 52-1	WA	28252
Niye Keema	Gary Schoenrock	Irwin 52-3	WA	69286
Piper	Erhard Herrmann	C&C 40-2	BC	59299
Renegade	Dan Sinclair	Andrews 70 Turbosled	BC	55
Rusty Unit	Bob Wachter	Steel Ketch	WA	
Show Me	Lester Fike Rod Farmer	Nautor's Swan 651	MO	005
Surt	Ed Life	C&C 41-1	BC	40654
Swept Away	Louis Bianco	J-120	WA	59916
Time Bandit	Bob Brunius	J-120	WA	50
Turicum	Warren Hale	C&C 44	BC	74257

Atalanta

69581

Yacht Club	CYC	Hailing Port	Seattle, WA
Type/Class	Custom Tripp 74'		
Rig	Ketch	LOA	73'8"
Hull Colour	White	Beam	16'6"
Designer	William Tripp	Draft	10'8"
Builder	Abeking & Rasmussen		

Yacht's Racing History

Originally Ondine III. Has raced Sydney-Hobart X3 and most big Pacific Events. Last campaign: Swiftsure, Vic-Maui 1998.



Richard Hedreen:
Owner, Navigator
Stuart Lochner:
Captain

Vic Bishop
John Ford
Doug Fulcher
Carl Hedreen
Louis Hoffer, Jr.
Allen Johnson
Robin Sey
David Thyer
Timothy Verharen
Ronald Wilderman

Charlemagne

36528

Yacht Club	Bellingham/LYC	Hailing Port	Bellingham, WA
Type/Class	JBOA36-1		
Rig	Sloop	LOA	36'
Hull Colour	White	Beam	11'8"
		Draft	6'8"

Yacht's Racing History

Purchased in 1997. Raced in Bellingham, Oak Harbor, Anacortes and Round the County.



Marlene Bolster:
Skipper
Charles Guildner:
Navigator

Michael Corcoran
Dawn Durand
Michele Johnson
Joe Luciano

Fastrack

88037

Yacht Club	Royal Vancouver YC	Hailing Port	Vancouver, BC
Type/Class	C&C 37/40R		
Rig	Sloop	LOA	40'
Hull Colour	Beige	Beam	12'8"
Designer	Rob Ball	Draft	8'
Builder	C&C	Launch Date	1988

Yacht's Racing History

1997, VARC Series, Swiftsure, Whidbey Island Race Week; Vic-Maui 1998, 2000.



Greg Roberts:
Skipper, Navigator

Rob Burton
Charlie Hanlin
Carol Johnston
Dave Johnson
Mike Smith

First Sight

74271

Yacht Club	Maple Bay YC	Hailing Port	Maple Bay, BC
Type/Class	Beneteau 45F5R		
Rig	Fractional	LOA	46'7"
Hull Colour	White	Beam	14'
Designer	Bruce Farr & Assoc.	Draft	7'10"
Builder	Chantiers Beneteau	Launch Date	1991

Yacht's Racing History

Van Isle 360 2001; Vic-Maui 2000; Swiftsure 1997-2001; Southern Straits 1998-2001. Numerous local races in and about Southern Vancouver Island.

Website www.cowichan.com/firstsight



Don Taylor:
Skipper
Ron Smith:
Navigator

John Eastholm
Cameron Gray
Alex Krawarik
Sumner Locke
John Rothwell
Fred Tukham

Grey Hound

77441

Yacht Club	CYC	Hailing Port	Seattle, WA
Type/Class	J-36		
Rig	Fractional	LOA	36'
Hull Colour	Grey	Beam	11'10"
Designer	J-Boats	Draft	6'5"
Builder	Tillotson Pearson	Launch Date	1981

Yacht's Racing History

Grey Hound has been actively raced in Puget Sound and BC for many years. Competed in Vic-Maui 2000, 2nd in class, 4th overall.



Bill Moore:
Skipper,
Co-Navigator
Brandon Wilkie:
Co-Navigator

Denny Flannigan
Patrick Nelson
Gregg Reynolds
David Steffan

HMCS Oriole

KC480

Yacht Club	CFSA	Hailing Port	Victoria, BC
Type/Class	Ketch		
Rig	Ketch	LOA	102'
Hull Colour	White	Beam	19'
Designer	George Owen	Draft	10'
Builder	George Lawley	Launch Date	1921

Yacht's Racing History

Vic-Maui overall winner 2000; participated in Vic-Maui since 1968; 50 Swiftsures; numerous TransPacs; Van Isle 360; Sydney-Hobart 1998; Canadian Navy sail training vessel; 80 years old, Canada's oldest commissioned vessel.

Website www.vicsurf.com/hmcsoriole



LCdr Scott Crawshaw:
Skipper, Navigator
LCdr Gary Davis:
Return Skipper

NCdt Kim Boucher
O/S Terry Clairmont
NCdt Robert Cote
NCdt Andre Gascon
NCdt Chris Greenlaw
Tammy Jones
NCdt Tiffany Kisway

Maarten Kooijman
NCdt Michel Lebouthillier
NCdt Andrew MacInnis
Kelly Matthews
P/O Kenny McEvoy
M/S John Millie
P/O David Morse
P/O David North
NCdt Natasha Smith
O/S Scott Snook
NCdt Taccogna
L/S Normand Vermette
NCdt Steve Wall
O/S Greg Wilkinson
M/S James Zsombor

Icon

69189

Yacht Club	Seattle YC	Hailing Port	Seattle, WA
Type/Class	Perry 65 Custom		
Rig	Sloop	LOA	65'9"
Hull Colour	Dark Blue	Beam	14'10"
Designer	Robert Perry	Draft	13'6"
Builder	Marten Yacht, NZ	Launch Date	2001

Yacht's Racing History

Sydney-Hobart 2001 2nd in Div; Hamilton Island Race Week Qsl., Australia 2001.

Website www.iconsailing.com



Dick Robbins:
Owner
Jim Roser:
Skipper
Kevin McMeel:
Navigator

Doug Christie
Simon Farmer
Joe Grieser
Andy Meiklejohn
Robin Roser
Everett Sorensen
Dave Stearns

Incantation

49071

Yacht Club	Royal Vancouver YC	Hailing Port	Vancouver, BC
Type/Class	Santa Cruz 50		
Rig	Sloop	LOA	51'10"
Hull Colour	White	Beam	12'
Designer	Bill Lee	Draft	9'2"
Builder	Bill Lee		

Yacht's Racing History

Vic-Maui 1982; TransPac 1983, 1985; Pacific Cup 1986, 1996; Melbourne-Osaka 1991; Rabaul (NewGuinea)-Kauiene 1987, 1988.



David Ratner:
Skipper
Bill Niemi:
Navigator

Arie de Lange
Tom Gidlund
Elliott Hoyem
Robert Kay

Jeito

69148

Yacht Club	SYC/CYC	Hailing Port	Seattle, WA
Type/Class	J-145		
Rig	Fractional	LOA	48'1"
Hull Colour	Dark Blue	Beam	13'
		Draft	8'11"
Builder	TPI	Launch Date	2001

Yacht's Racing History

Commissioned January, 2001. 1st in Class - CYC Center Sound Series, 2001; Oregon Offshore, 2001; 3rd in Class - Swiftsure Classic, 2001; 1st to finish, Southern Straits, 2001.



Tom Huseby:
Skipper
Brad Baker:
Navigator

John Austin
Mark Harang
Conor Huseby
Devin Huseby
Tom Krabbenhoff
Tim Larson
Andy Schwenk

Mojo Riding

28392

Yacht Club	Richmond YC, CA	Hailing Port	Point Richmond, CA
Type/Class	Beneteau 40.7F	LOA	39'3"
Rig	Sloop	Beam	12'3"
Hull Colour	White	Draft	8'
Designer	Bruce Farr & Ass.	Launch Date	2002
Builder	Beneteau USA Inc.		

Yacht's Racing History
New Boat.



Clayton Craigie:
Skipper
Terence Hammond:
Navigator

Martyn Baker
Peter Marchant
Ben Oldham
David Young

Mystic

28252

Yacht Club	Lahaina YC	Hailing Port	Seattle, WA
Type/Class	Santa Cruz 52-1	LOA	52'8"
Rig	Sloop	Beam	14'
Hull Colour	White	Draft	9'
Designer	Bill Lee	Launch Date	1992
Builder	Bill Lee Yachts		

Yacht's Racing History
New boat. Formerly known as "Ingrid".



Steve Crary:
Skipper
John Staaf:
Navigator

Gerry Henson
John Holland
John Leitzinger
Matt McDonough
Scott Newman
Brian Watkins

Niye Keema

69286

Yacht Club	Anacortes YC	Hailing Port	Anacortes, WA
Type/Class	Irwin 52-3	LOA	54'
Rig	Ketch	Beam	15'5"
Hull Colour	Off White	Draft	7'1"
Designer	Ted Irwin	Launch Date	1977
Builder	Ted Irwin		

Yacht's Racing History
San Juan Island Races, Swiftsure.



Gary Schoenrock:
Skipper
Keith Rubin:
Navigator

Craig Ashcraft
Mark Carraba
Peter Graf
Artie Nikas
Joshua Thomson

Piper

59299

Yacht Club	Tsawwassen YC	Hailing Port	Vancouver, BC
Type/Class	C&C 40-2	LOA	40'
Rig	Sloop	Beam	12'9"
Hull Colour	Blue	Draft	7'6"
		Launch Date	1979

Yacht's Racing History

Purchased in Sept 2000. Racing history unknown



Erhard Herrmann:
Skipper
Bob Leighton:
Navigator

Mark Andreychuck
Ray Betts
Clayton Cunningham
Jeremy Hoey

Renegade

55

Yacht Club	Royal Vancouver YC	Hailing Port	Vancouver, BC
Type/Class	Andrews 70 Turbosled	LOA	70'
Hull Colour	Navy Blue	Beam	15'6"
Designer	Alan Andrews	Draft	12'
		Launch Date	1993

Yacht's Racing History

1997 TransPac; 1998 (1st to finish, 2nd overall), 2000 (2nd overall finish) Vic-Maui.



Dan Sinclair: *Skipper*
Ron Ogilvy:
Navigator

Tom Gilbert
Andrew Hogg
Michael Irish
Chris Jordan
Charlie Hansen
Paul McElligott
Marty Silverman
Chris Smith
Thomas Spicer
Doug Tracey
Barry Van Leeuwen

Re-Treat

59851

Yacht Club	Olympia YC	Hailing Port	Seattle, WA
Type/Class	Hunter 40	LOA	39'7"
Rig	Sloop	Beam	13'5"
Hull Colour	White	Draft	6'6"
		Launch Date	1985

Yacht's Racing History

Purchased 1995. Completed 3 Swiftsures: 4th in class (1999), 5th in class (2001). Re-Treat has over 100 other races to her credit. The majority of her crew has raced on her for over two years. This year, Re-Treat plans to complete the South Sound Series, Swiftsure, Island Series, Inlet Series, spring Series and the Oregon Offshore in preparation for Vic-Maui 2002. Re-Treat has withdrawn.



PHOTO NOT AVAILABLE

Tony Re:
Skipper
David Ames:
Co-Navigator
John De Meyer:
Co-Navigator

Brian Benson
Bob Connolly
Pat Connolly
Jason Lauffer
Matthew Re

Rusty Unit

Yacht Club	Lahaina YC	Hailing Port	Everett, WA
Type/Class	Steel Ketch		
Rig	Ketch	LOA	63'8"
		Beam	17'
Designer	J. Simpson Ltd.	Draft	8'



Bob Wachter:
Skipper
Don Hartman:
Navigator

Frank Broghamer
Tim Hogan
Caleb Wachter
Joshua Wachter
Rose Wachter

Show Me

005

Yacht Club	Lahaina YC	Hailing Port	Blue Springs, MO
Type/Class	Nautor's Swan 651		
Rig	Sloop	LOA	65'6"
Hull Colour	White	Beam	17'5"
Designer	German Frers	Draft	11'6"
Builder	Nautor's Swan	Launch Date	1983



Lester Fike:
Owner, Navigator
Roderick Farmer:
Skipper

Mark Brower, MD
Joseph Grieser
Patrick Mclane
Rose Runyon
William Runyon, Jr
Steve Taylor
John Williams

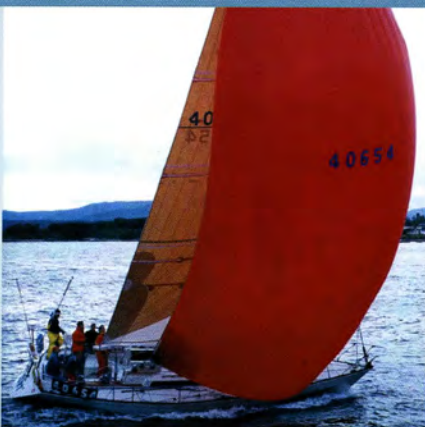
Yacht's Racing History

2000 - KoOlina Calabash Invitational, KoOlina Invitational, Vic-Maui; 1994 - Venezuela Race from Porlamarto Island Cubagua to Isla de Margarita; 1992 - America 500 Race - Spain, Madeira, Canary Islands to San Salvador Island, Bahamas; 1987 Start boat, port line judge and leeward mark judge boat, America's Cup, Fremantle, Australia; Swan Regatta - Fremantle, Australia.

Surt

40654

Yacht Club	Royal Victoria YC	Hailing Port	Victoria, BC
Type/Class	C&C 41		
Rig	Sloop	LOA	40'9"
Hull Colour	White	Beam	13'
		Draft	7'11"
		Launch Date	1986



Ed Life:
Skipper
Bruce Sanderson:
Navigator

Nick Banks
Vern Burkhardt
Darien Hunt
Peter Hyslop
Gus Mercer
Barry Winters

Yacht's Racing History

A local favourite in Swiftsure Cape Flattery Race, 1st in Div 1999.

Swept Away

59916

Yacht Club	CYC, Seattle	Hailing Port	Seattle, WA
Type/Class	J-120		
Rig	Sloop	LOA	40'
Hull Colour	White	Beam	12'
Designer	Rod J. Stone	Draft	7'
Builder	TPI Composites	Launch Date	1998

Yacht's Racing History

Formerly Joia. SYC Center Sound Series; Vic-Maui 2000.



Louis Bianco:
Skipper, Navigator

Bob Arney
Ian Beswick
Gerald Hirschler
Lance McDonough
Tom Rutten

Time Bandit

50

Yacht Club	Orcas Island YC	Hailing Port	Eastsound, WA
Type/Class	J-120		
Rig	Sloop	LOA	40'
Hull Colour	White	Beam	12'
		Draft	7'
		Launch Date	1996

Yacht's Racing History

Winner-Swiftsure 1999; 2nd. Southern Straits - 2001; 2nd. Van Isle 360-2001 3rd SYC Grand Prix 2000,2001; 2nd PSSC-2001.



Bob Brunius:
Skipper
Barb Brunius:
Navigator

Mark Clancy
Doug Jensen
Terry Robertson
Jeff Vernon

Turicum

74257

Yacht Club	Vancouver Rowing Club	Hailing Port	Vancouver, BC
Type/Class	C&C 44		
Rig	Masthead Sloop	LOA	44'1"
Hull Colour	White	Beam	13'3"
Designer	Rob Ball	Draft	8'3"
Builder	C&C Yachts	Launch Date	1987

Yacht's Racing History

Two Previous Vic-Maui's; Four Southern Straits - Two 2nd place finishes; Three Swiftsures.

Website www.sailcraft.com/turicum



Warren Hale:
Skipper, Navigator

Mike Carreno
John Lee
Andrew Leibmann
Rob Maurer
Kathy Perkins
Micah Vanderheide
Alice Whitchurch

LINE HONOURS: ELAPSED TIME

Year	Yacht	Skipper, Club, (Type Of Boat)	Elapsed Time
1968	Porpoise III	F.R. Killam, Royal Vancouver YC, (Sloop 47)	16d:07h:51m:04s
1970	Greybeard	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. Neimi/D. Ratner, R Van/LYC, (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	(IOR) Maverick (PHRF) Dream Machine	L. Crouch, Lahaina YC, (Nelson/Marek 68) S. Jones, Crescent Beach YC (Stephen Jones 44)	12d:21h:13m:55s 17d:04h:22m:04s
1992	(IOR) (PHRF)Merlin (IMS) Jo	D. Sinclair, Royal Vancouver YC, (Santa Cruz 67) T. White, Bellingham YC, (J44)	09d:23h:15m:59s 12d:23h:06m:51s
1994	Chance	T. Clark, Seattle YC, (Santa Cruz 70)	10d:01h:54m:42s
1996	Pywacket	R. E. Disney, Los Angeles YC, (Santa Cruz 70)	09d:19h:36m:30s
1998	Renegade	Dan Sinclair, Royal Vancouver YC, (Andrews 70)	10d:12h:51m:02s
2000	Grand Illusion	James McDowell, Lahaina YC, (Santa Cruz 70)	09d:02h:08m:27s

THE TIME TO BEAT

Vic-Maui Race Record Holder

2000, Grand Illusion, LYC
09d:02h:08m:27s

FIRST OVERALL: CORRECTED TIME

Year	Yacht	Skipper, Club, (Type Of Boat)	Corrected Time
1968	Porpoise III	F.R. Killam, Royal Vancouver YC, (Sloop 47)	14d:09h:23m:37s
1970	Greybeard	L. Killam, Royal Vancouver YC, (Hatfield 73)	15d:00h:47m:45s
1972	Cherokee	W.M. Black, Three Tree Pt. YC (Cal 33)	09d:03h:53m:22s
1974	Tinsley Light	H. Grandin, St. Francis YC, (Delta 35)	08d:19h:53m:58s
1976	Race Passage	P. McCullough, Bremerton YC, (Swan 44)	10d:19h:37m:14s
1978	Bravura	I. Loube, Lahaina YC, (Frers 48)	08d:03h:15m:47s
1980	Kanata	V. Plasvic, Royal Vancouver YC, (Plasvic 41)	08d:16h:44m:02s
1982	Cadillac Snapper	M. Allsop/T. Friedland, Bellingham YC, (Davidson 44)	11d:18h:08m:19s
1984	Chimera	G. Hess, Corinthian YC, (Peterson 42)	09d:17h:57m:33s
1986	Boomerang	M. O'Byrne, Seattle YC, (Cal 40)	10d:00h:15m:51s
1988	Omega	A. Dekleer, Vancouver Rowing C, (Fraser 41)	09d:17h:31m:00s
1990	(IOR) Knight rider (PHRF) Indulgence	S. Halls, Comox YC, (Davidson 40) D. Heaps, Point Roberts YC, (Maple Leaf 45)	11d:00h:55m:28s 14d:16h:17m:52s
1992	(IOR) General Hospital (PHRF) Merlin (IMS) Jo	S. Huntingford, West Vancouver YC, (Farr 40) D. Sinclair, Royal Vancouver YC, (Santa Cruz 67) T. White, Bellingham YC, (J44)	08d:22h:42m:38s 09d:23h:15m:59s
1994	Atalanta	R. Hedreen, Corinthian YC, (Tripp 73)	10d:11h:27m:50s
1996	Kismet	C. Guildner, BYC/LYC, (Cal 40)	09d:06h:07m:04s
1998	Midnight Special	S. Crary, Lahaina YC, (Santa Cruz 50)	10d:05h:26m:17s
2000	HMCS Oriole	LCdr S. Crawshaw, Royal Canadian Navy, Esqimalt, (Ketch)	07d:06h:17m:43s

TROPHIES

Position			Trophy Name	Trophy Donor
1 st to Finish		Elapsed Time	Lahaina Yacht Club Trophy	Lahaina Yacht Club
1 st to Finish	Class A	Elapsed Time	Governor John A. Burns Trophy	Gov. John A. Burns, State of Hawaii
1 st to Finish	Class B	Elapsed Time	City of Victoria Trophy	City of Victoria
1 st to Finish	Class C	Elapsed Time	Blue Gavel Trophy	Int'l Order of the Blue Gavel, Seattle
1 st to Finish	Class D	Elapsed Time	Joe Glass Memorial Trophy	Cicely Glass
1 st Overall		Corrected Time	Royal Vancouver Yacht Club	Royal Vancouver Yacht Club
2 nd Overall		Corrected Time	RVYC Aloha Trophy	Royal Vancouver Yacht Club
3 rd Overall		Corrected Time	RVYC Kla-How-Ya Trophy (Special Sloops)	Royal Vancouver Yacht Club
1 st	Class A	Corrected Time	LYC Past Commodores Trophy	LYC Past Commodores
2 nd	Class A	Corrected Time	Maui Boat & Yacht Club Trophy	Maui Boat & Yacht Club
3 rd	Class A	Corrected Time	Canadian-American Resources Trophy	Canadian-American Resources
1 st	Class B	Corrected Time	Founders Trophy	Maui Chamber of Commerce
2 nd	Class B	Corrected Time	Lahaina Yacht Club Imperial Trophy	The Gallery, Lahaina
3 rd	Class B	Corrected Time	Eldred Curtis Memorial Trophy	John H. Long & Alex J.B. Forsythe
1 st	Class C	Corrected Time	County of Maui Trophy	County of Maui
2 nd	Class C	Corrected Time	Lahaina Yacht Club Boomvangers Trophy	LYC Boomvangers
3 rd	Class C	Corrected Time	Windward Trophy	LYC Greeters Committee
1 st	Class D	Corrected Time	Province of British Columbia Trophy	Province of British Columbia
2 nd	Class D	Corrected Time	LYC Trustees Trophy	LYC Past Trustees
3 rd	Class D	Corrected Time	S.G. Foley Trophy	Alex E. Foley
Navigator	1 st to Finish	Elapsed Time	Gabrielle III Trophy	P.R. (Dick) Sandwell
Navigator	1 st Class A	Corrected Time	Captain George Vancouver R.N. Trophy	Canadian Yachting Association
Navigator	1 st Class B	Corrected Time	Lahaina Restoration Foundation Trophy	Lahaina Restoration Foundation
Navigator	1 st Class C	Corrected Time	RVYC Past Commodores Trophy	RVYC Past Commodores
Navigator	1 st Class D	Corrected Time	LYC Race Committee Trophy	LYC Race Committee
Sailing for RVYC: 1 st		Corrected Time	RVYC Chairman's Trophy	RVYC Chairman
Sailing for RVYC: 2 nd		Corrected Time	RVYC Race Committee Trophy	RVYC Race Committee
Sailing for LYC: 1 st		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			Andreas Schueller Memorial Trophy	Barbara Dunfield
1 st Canadian Boat to Finish			Jim Innes Trophy	Canadian Airlines International
1 st Three Boat Team to Finish			Denis Cressey Team Trophy	Denis Cressey
For the Crew having too much fun			Byrd Award	Lahaina Goosing Society

WORKING FORWARD LOOKING BACK

by Bob Andrew



The first Vic-Maui race was sailed in 1965. The race was a dream of Jim Innes's who, at that time was a Captain for Canadian Pacific Airlines. Jim talked incessantly about the idea of such a race, similar to the Transpac but originating in Victoria and ending in Maui. That first start, at night (due to favourable tides) off of Brochie Ledge saw four contenders. Jim with *Long Gone* (a Lapworth designed L-36, and on which I was a crew member), Lol Killam with *Velaris* (a sloop of about 45 ft), Ron Ramsay of Royal Victoria Yacht Club with *Norena of White* (a ketch of about 45 ft) and Boo Paskel from Seattle Yacht Club with his 73 ft ketch *Tatoosh*.

Then, as now, the crew makeup involved brains and brawn. The average age on board was probably 35-40 and is very similar today. Two of us on "Long Gone"

were 22 year old university students but the crew ranged from the "two kids" to our navigator, who was in his mid 50's.

The first race had no official sponsoring Club (although both the Royal Vancouver Yacht Club and Lahaina Yacht Club were in the foreground of interested parties), no official starting committee and no one at the finish line to take times and calculate handicaps to determine the winner on corrected time. It was a fun race with no escorts, no safety inspections and no committees. Everyone was trusted to put their boat in shape, appear at the starting line, check in on a daily basis as required, and join the party at the finish line. The boats took their own finishing times and waited to see how the others did before being able to calculate whether they were first, second, or last and I don't

think anyone was very worried about what their finishing position might be.

The weather was typical for most of the passage with westerlies in Juan de Fuca Strait and down the coast to about the latitude of San Francisco. Passage time to this point was about seven days. Shortly after this the wind eased, the swell became more confused and within an hour we had the spinnaker up and were heading for Maui in about 15 knots of northeasterly trade winds. The downhill sun run to Maui had begun.

As many people know, the problem of making a prompt passage to the warm isles is trying to figure out what the Pacific high pressure area is doing. If it swings over you, winds will ease, or disappear completely, and your next day of

sailing will occur when the “high” makes a move (usually back to the north). Proper knowledge of this high pressure area and in which direction it is moving is much easier today than it was in 1965. Weather fax, computers, and better monitoring of marine conditions make the route an easier one to plan – which is not to say that the plan will not be foiled by nature’s actions taken without our knowledge and approval. In 1965 we navigated around the high pressure area using a barometer, a series of charts and conversations with the flight crew of the two flights a week to Hawaii that were operated by Canadian Pacific Airlines. Our biggest problem with the information from the airplanes was that they gave the weather at 30,000-40,000 ft, not at sea level, and we, as a result, found the airplanes were primarily useful in relaying to our families that we were still on the right side of the waves.

Many of us will remember the wooden spinnaker poles on the L-36’s that we most often “end for ended” during a gibe. We can also remember the very broad shouldered nylon kites that rarely got below three quarter ounce of somewhat porous fabric and the shoulderless 1.5 ounce heavy weather spinnakers that were good to about 30 knots, at which time either a seam would open up or the stainless steel rings in the clues decided that they’d had enough and would break at the weld. This was always entertaining as the foredeck crew tried to take

down the beast with only one clew attached to the boat and not get stabbed or beheaded in the process. This was always done with careful, thoughtful and much appreciated advice from those in the cockpit who were well out of range of the thrashing sail but not from the verbal abuse heaped upon them by those attempting to douse the spinnaker.

While wooden masts and booms remained standard equipment for some time on many boats, the move to aluminum spinnaker poles happened very quickly. They were lighter, stronger and more up to the demands of the more efficient and larger spinnakers that sailmakers cranked out with great abandon and sailors lapped up with equal relish.

With the change in boat design that was effected by the IOR rule it wasn’t long before, under certain conditions, the spinnaker (and its smaller brother the blooper) controlled the boat, much to the consternation of the poor guy at the tiller or wheel. During this era the aluminum mast got lighter and thinner and the loads on the rig created by a combination of spinnaker and blooper caused many masts to collapse out of simple compression. Mast failure was also caused by the ability of the spinnaker and blooper to take control of the boat’s direction, turn it 180 degrees, and back these sails into the rig, again causing structural failure (if I remember correctly we called this the “banana surprise”). On a couple of occasions we were turned from a sailing machine to

a powerboat in about two seconds (and the insurance companies loved us).

I remember hanging onto the lifelines for dear life, on numerous occasions, while the boat rolled its crazy way downwind, always threatening to take things under its own control at any second. I also recall scrambling to the stern of the boat for two very good reasons, one was that the weight of the foredeck crew was needed back there to keep the bow as light as possible (that is to try and prevent its complete disappearance under the next wave). The second reason to be at the back of the boat was that it was usually safer back there as the rig, if it was going to go, usually went over one side or the other.

Those of us who watched the last America’s Cup (early 2000) will have noticed the continuing change in spinnakers and rigs and the way they are controlled. The asymmetrical spinnaker has now pretty well replaced the more traditional spherical spinnaker that we used only a few years ago. Carbon fibre spinnaker poles and masts are now the materials of choice. Spinnaker poles now weigh a few pounds in comparison to the heavy aluminum poles that they have replaced, yet high tech innovations have a strength, many times that of the aluminum pole.

The fabrics from which spinnakers are made are now virtually airtight and boats flying these asymmetrical kites sail at an angle off the wind on downwind legs, as opposed to the nearly dead downwind courses that were common only a few

years ago when the symmetrical spinnaker was king. These large boats use the dip pole method of gibing during which the end of the pole closest to the mast is either unhooked and moved aft past the mast or run up the mast while the outboard end the pole is moved from one side of the forestay to the other. The method of handling the inboard end of the pole depends on boat rig and size.

The design evolution in the America's Cup fleet has passed from that group of large racing platforms and modern small racing boats now sport a similar rig arrangement. Carbon fibre is the mast, boom and spinnaker pole rig of preference. Lines allowing virtually zero stretch are now common. Sails are being produced out of increasingly high-tech zero porosity material.

The bottom line is that boats and their masts, gear, hulls and sails will continue to evolve. The one thing that will not change is that a person will still drive a racing boat and other people will perform the tasks that make it move, change course etc. Given that many boats are very equal in their capability it will be the people who make the tactical decisions, set it up, handle its equipment and steer it. They will make it a winning, or losing competitor, and this includes prompt, accurate work by the crew changing headsails as well as hoisting and dousing spinnakers. "Primatus Foredeckeus" remains an important part of the handling of racing yachts and an essential member of the team.

Sea Fever

by John Masefield

I must down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick and the wind's song and the white sail's shaking,
And a grey mist on the sea's face and a grey dawn breaking.

I must down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea-gulls crying.

I must down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way where the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing fellow rover,
And quiet sleep and a sweet dream when the long trick's over.



A Word About Vic-Maui Handicaps

by Don Martin

This year's race will be the fifth time that Vic-Maui handicaps have been produced using extensive computer simulation (VPP). This work was done with the assistance of 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.



STROLLING THROUGH TIME

In Lahaina, history and the present live not just side by side but intertwined. As you drive down Front Street you will find luxury gated homes right next to old wooden houses built in the 1920's and sculpted by 90 years of termites. In the downtown historical district, the new buildings are built to look like the old. Most of the older buildings have had a previous life, Kilos was a gas station, Lahaina Yacht Club was a laundry, Lahaina Gallery was the HopWo Bakery and General Store.

by Nancy Goode

One way to tell what's what is to take the walking tour of Lahaina. It points out 31 historical sites amid the relatively newer buildings. The Court House, at the harbor, was built in 1859 by direction of King Kamehameha III and was the seat of Maui government for the Hawaiian Republic and the Territory of Hawaii. It held the Governor's office, the tax office, sheriff's office and of course the judges and court. In 1873 the Banyan Tree was planted, by the sheriff at the time. In its 120 years it has grown to cover more than two thirds of an acre, carefully tended by Japanese gardeners who coaxed the air roots to become new trunks by hanging jars of water under the ones they wish to encourage and trimming the ones they wanted to discourage. It was the place for gathering in old Lahaina where luaus were held for visiting dignitaries.

Today the tree is still the heart of Lahaina. It gives shade and rest for weary shoppers, both local and tourists, and hosts a multitude of community events like the weekend arts and crafts fairs and, in May, the "Celebration of Canoes".

The first lighthouse in the Hawaiian Islands pre-dates any on the Pacific Coast. It was built to help guide the whalers that were coming to Lahaina for R&R. A 9 ft wooden tower was built in 1840 to hold a lamp fueled by whale oil. It was raised to 26 feet in 1866 and rebuilt in 1905. The lighthouse is still in use today and will guide Vic-Maui sailors to their families waiting at the end of the race.

Last on the walking tour is the Jodo Mission, a Buddhist Temple built in 1912. The large metal Buddha and the bell were added in 1968 to commemorate 100 years of Japanese in Hawaii. It is also the site for the Vic-Maui banquet.

As you walk around town see if you can tell which buildings are 20 years old or 100 years or 150 years. The shopkeepers may give you some clues or you can get some facts from the volunteers at the Lahaina Restoration sites. You have come a long way to a beautiful place – enjoy the ambiance, soak up the history and take some very special memories home with you.

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A Note From the Editor

The Vic-Maui legacy lives on and continues to attract sailors who are eager to participate in this great adventure. With a dauntless will to win, they vie for the very best start in hopes of 'acing' the finish in Lahaina. We dedicate this issue to all these fine sailors and their crew.

Rob Mackay and his energetic, professional staff in the Graphics Department at PricewaterhouseCoopers, in Vancouver, along with Paddy Thomson, my Chief Controller of All Things Technical, Judy Rudin and her talented staff at CDDC Strategic Communications and all those who have contributed the material body and soul, have helped make this 2002 issue our best Race Programme ever.

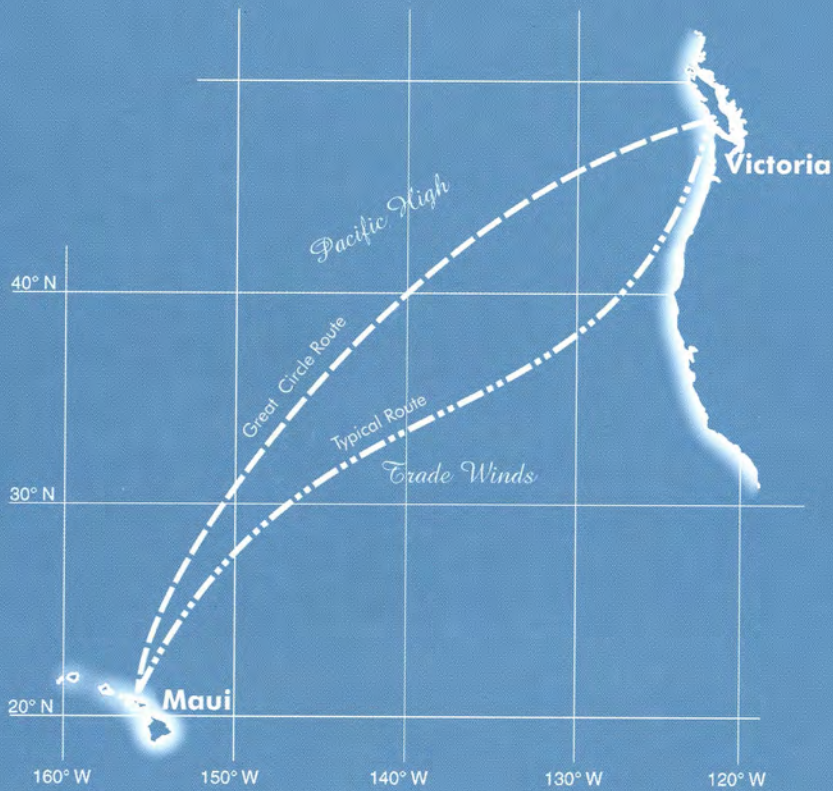
I sincerely hope that all who thumb through these pages find that the factual information, articles of interest and innovative presentation make this publication a fitting memento of this exciting event.



Sue Liebert, Editor.



VIC-MAUI 2002



Vic-Maui Great Circle

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 and 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 some of 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.

