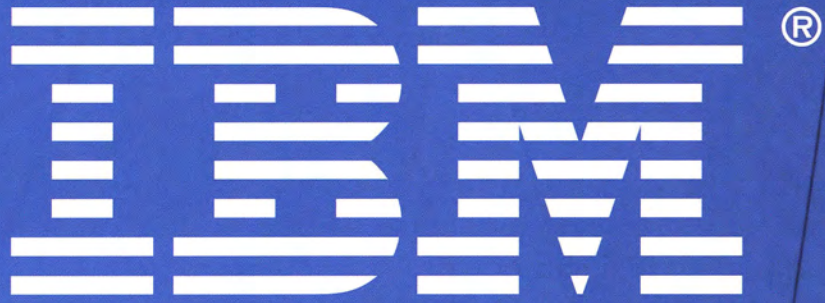




IBM®  **2004**

VIC  **MAUI**

Hosted by: Royal Vancouver Yacht Club and Lahaina Yacht Club



Title Sponsor of the IBM 2004 Vic Maui

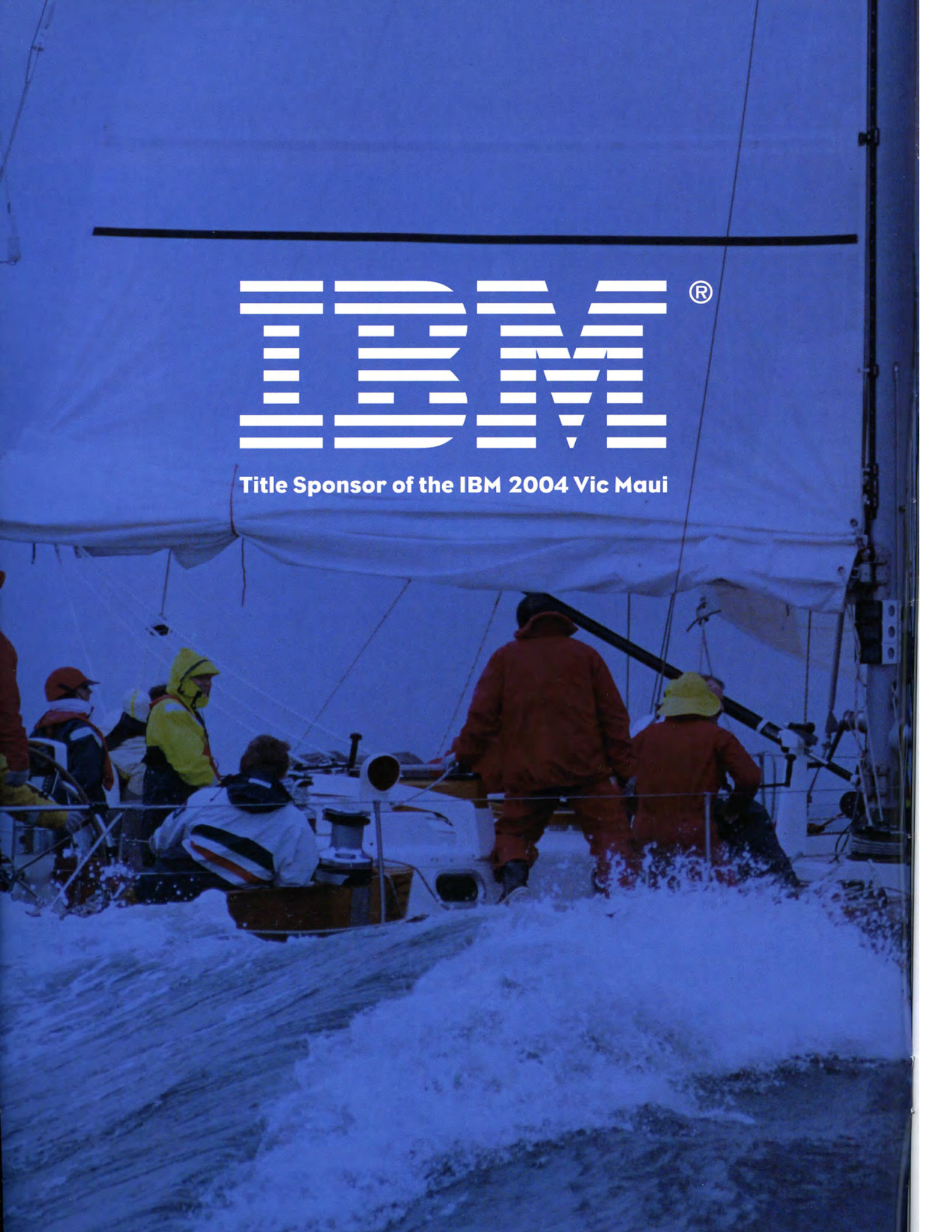


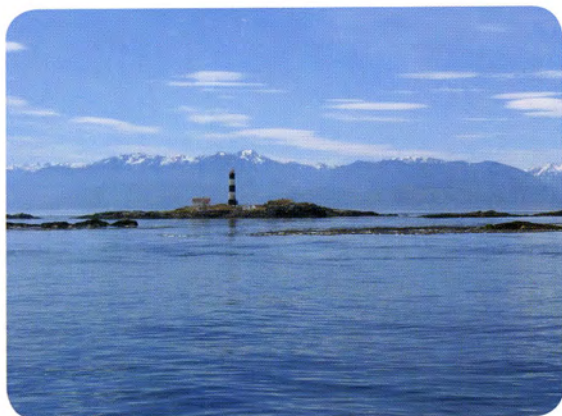
TABLE OF CONTENTS

Exaltation is the Going...

*Exaltation is the going
Of an inland soul to sea -
Past the houses, past the headlands,
Into deep eternity!*

*Bred as we among the mountains,
Can the sailor understand
The divine intoxication
Of the first league out from land?*

Emily Dickinson



Message from Lieutenant Governor of BC	02
Message from Governor of Hawai'i	03
Chairmen's Welcome	04
Commodores' Message	05
Race Information	06
Calendar of Events	07
Rules of the Race	08
Spectator Boats and Dignitaries	08
Crafting the Crew	10
Off to a Good Start	12
Race Entrants	14
The Boat to Beat	14
Boats & Biographies	15
How Long 'Til We Get There?	20
Past Line Honours – Elapsed Time	21
First Overall – Corrected Time	21
Trophies	22
Committees	23
Food for Thought	24
Sheet Happens!	25
The Finish Line	26
The End is Just the Beginning...of a Great Party!	27
Editor's Note	27
Fond Farewells	28
Sponsors and Contributors	29



Iona Campagnolo, CM, OBC
Lieutenant Governor

Please accept good wishes from Government House, the ceremonial home of all British Columbians, on the commencement of this year's IBM 2004 Victoria to Maui International Yacht Race.

I had the pleasure of joining you in recent years for the exhilaration of the commencement of The Victoria to Maui International Yacht Race and know the excitement and anticipation that accompanies the starter's signal.

Competitors will be tested by both the elements and their own preparedness but in the course of the Pacific voyage new friendships will be formed and one of the world's most magnificent vistas enjoyed. In the course of a 2308 nautical mile passage, each vessel and each sailor has the opportunity to meet historic challenges with the advantages of today's knowledge and technology, coupled with time honoured courage and endurance. As you set sail from Victoria, you embark on a life adventure that will no doubt sustain you in your imagination for many years to come.

As Lahaina Harbor awaits, you can be assured of the good wishes of your fellow British Columbians as you embark on this renowned international adventure!

Sincerely,

A handwritten signature in white ink, appearing to read 'Iona', written in a cursive, flowing style.

Iona Campagnolo, CM, OBC
Lieutenant Governor



Linda Lingle,
Governor, State of Hawai'i

On behalf of the people of the State of Hawai'i, I send greetings of warm aloha to all who are participating in the IBM 2004 Victoria to Maui International Yacht Race. It gives me great pleasure for our community to be the destination of this biennial open ocean race.

The Vic Maui attracts yachtsmen to race the 2308 nautical miles from Victoria, British Columbia, to the finish line in Lahaina, Maui. This event is an exciting time for Hawai'i with approximately 20 yachts entering in this event with participants from throughout the world.

I commend the skill and bravery of the men and women who undertake this challenging endeavor of traversing the Pacific Ocean. I extend my appreciation to the many dedicated volunteers, participants, racing enthusiasts and sponsors who work diligently to make this remarkable event such a success.

I extend my best wishes to all competitors, and to those visiting our islands, we are delighted to share the warmth, beauty and hospitality of the Aloha State.

Aloha,

A handwritten signature in black ink, appearing to read "L. Lingle". The signature is fluid and cursive, with a large loop at the end.

Linda Lingle
Governor, State of Hawai'i

CHAIRMEN'S WELCOME



Bill Emerton,
Royal Vancouver Yacht Club

Welcome to the IBM 2004 Vic Maui International Yacht Race, the 19th sailing of this biennial event.

Commitment, community and challenge are words that come to mind in acknowledging the people, the time and the effort involved in preparing for this race.



Nancy Goode,
Lahaina Yacht Club

The commitment of our sponsors is primary in helping to provide a great experience for all competitors, their families and friends.

We applaud the commitment of the sailors who participate – bringing energy, enthusiasm, and determination along with their experience and expertise.

Our volunteers exhibit an extraordinary commitment and produce a tireless effort to make the IBM 2004 Vic Maui very special for each and every one of you.



Alex Adams,
Royal Vancouver Yacht Club

Our community of yacht clubs has continued to ensure that ocean racing remains a sport of courage and integrity, welcoming all who rise to the challenge and acknowledging participation at every level.

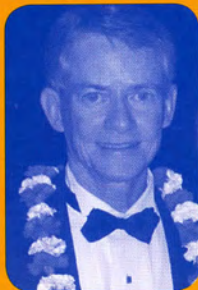
Take with you on this adventure our very best wishes for a fabulous start, a smooth, fast and safe crossing, and a marvelous celebration on your finish in Lahaina.

Good luck and mahalo!

COMMODORES' MESSAGE



**Bob Matthews - Commodore,
Royal Vancouver Yacht Club**



**Bob McNatt - Commodore,
Lahaina Yacht Club**

On behalf of the officers, members and staff of the Royal Vancouver Yacht Club and the Lahaina Yacht Club, we welcome all competitors, their families and friends to the IBM 2004 Vic Maui Yacht Race - the 19th biennial sailing of this exciting international event.

We congratulate the sponsors, the competitors, race committees, volunteers, and city, provincial, county and state officials in British Columbia and Hawai'i. Your participation, support, enthusiasm, energy and determination have made this one of the most successful races in the world for almost four decades.

We look forward to meeting you in Victoria, sending you off on your adventure with good breeze from start to finish (up to the navigators!) and greeting you upon arrival in Lahaina with a cold Mai Tai and warm Aloha!

Hospitality, whether it is in rain forest BC or tropical Maui, is for you to enjoy and to know you are among friends and supporters who may envy you the exciting sail!! Enjoy the festivities, embrace the race, and come home safely.

Congratulations and good luck to the racing sailors and mahalo to all who participate in the IBM 2004 Vic Maui.

RACE INFORMATION

IBM 2004 Vic Maui website

www.vicmaui.org

Contact:
Erik Loptson
604.519.2454
eloptson@shaw.ca

Royal Vancouver Yacht Club

3811 Point Grey Road
Vancouver, B.C. V6R 1B3
Tel 604.224.1344
Fax 604.224.4146

Regatta Office, Victoria

MV Hula Moon
Victoria Dock

Contact:
Race Entry:
Paddy Thomson

Victoria Events:
Kim McLean

Lahaina Hospitality, Victoria

MV Holy Moses
Victoria Dock

Contact:
Sandy Catungal

Harbor Communications & Information Trailer, Lahaina

Tel 808.661.9893

Hrs: Beginning July 1st 'til the last boat finishes; 24 hrs a day.

Contact:
Sara & Nancy

Hospitality Desk, Lahaina Yacht Club

835 Front Street
Lahaina, Maui, HI
Tel 808.661.6211
Hrs: 1030 to 1930 hrs (HST)

Clubhouse
Contact:
Boommvangers

Radio Station, Maui

KPOA FM Radio 93.5
Will provide daily position reports.

Finish Line & Radio Communications, Maui

Aston Ka'anapali Shores Hotel
Room 802
Tel 808.667.2211

Hrs: June 30 to July 10th at 2355 (HST)
24 hrs a day.

Children's hour: 1800 to 2100 hrs
(Please make reservations before 1300 on the day before you wish to talk.)

Contacts:
Finish Line:
Bob Hofmann

Communications:
Bob & Sally Wood



CALENDAR OF EVENTS

Victoria

Thursday, June 17	Noon	Victoria docks become available.
Saturday, June 19	6:00 pm...	Food & Drink Specials at Hotel Grand Pacific. Drop in for a drink and a bite to eat with fellow Vic Maui folk. Open to everyone.
Sunday, June 20	9:30 am– 4:00 pm	Visit to Race Rocks and Lester Pearson College for Spectator Boat Skippers and spouses.
	10:00 am	Hospitality Boat Open – “Hula Moon” - Look for the Jolly Roger flag near the bottom of the ramp! Skippers can pick up their dock party tickets and information about optional activities here.
		Whale Watching – Stop by Hospitality Boat MV Hula Moon for details.
	2:15 pm – 4:00 pm	High Tea at the Empress Hotel – Stop by Hospitality Boat MV Hula Moon for details.
	6:00 pm – 9:00 pm	Spectator Boat Skipper Appreciation BBQ for the spectator boat skippers and their guests. Royal Victoria Yacht Club.
	6:00 pm...	Food & Drink Specials at Hotel Grand Pacific. Drop in for a drink and a bite to eat with fellow Vic Maui folk. Open to everyone.
Monday, June 21		Whale Watching – Stop by Hospitality Boat MV Hula Moon for details.
	2:00 pm – 3:00 pm	Winery Tour – Stop by Hospitality Boat MV Hula Moon for details.
	6:00 pm – 9:00 pm	Sponsor Appreciation Banquet to thank the many organizations who are making this event possible. Hotel Grand Pacific
	6:00 pm...	Food & Drink Specials at Hotel Grand Pacific. Drop in for a drink and a bite to eat with fellow Vic Maui folk. Open to everyone.
Tuesday, June 22	3:00 pm	Skippers’ Meeting – Hotel Grand Pacific
	5:30 pm...	Hawaiian Shirt Dock Party for participants, spectator boat skippers, sponsors and their guests. Live music and entertainment, prizes, light dinner, locally brewed beer and Mai Tai’s. <i>Sponsored by Spinnakers Brewpub.</i>
Wednesday, June 23	9:00 am	Spectator Boats Depart – Get close to all the action at the start line. Open to race participant guests and event sponsors. Lights snacks and beverages on board.
	10:00 am	Start – Victoria Harbour. Spectator boats available for families and friends of race participants, volunteers and sponsors.
Thursday, June 24	Noon	Victoria docks closed

LAHAINA

All race participants, families, & friends should check in, in person, at the Lahaina Yacht Club, 835 Front Street, to receive a schedule of events, buy banquet tickets, get maps, obtain the names of their boat’s greeters.

Monday, July 5	11:30 am	Waiting Wahine Luncheon. Host: Fran Hinton, Becky Lennon
Saturday, July 10	9:00 am	Skippers’ Debriefing – Lahaina Yacht Club, 835 Front Street.
Saturday, July 10	5:00 pm...	Awards Banquet – Jodo Mission, near Mala Wharf. Contact: Wendy Stebbins

RULES OF THE RACE

By Steve Tupper



Racing Rules of Sailing

The IBM 2004 Vic Maui, 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 race-course, who is eligible and what conditions they must meet to compete. The IBM 2004 Vic Maui NOR was published in the spring of 2003. 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 Race these penalties can range from time penalties to disqualification from the race.

SPECTATOR BOATS AND DIGNITARIES

Midwave



Pass Time



Dream Weaver



Russeller



Rosseau Cal



Precious Metal



Starfire



Hula Moon



CRAFTING THE CREW

Questions for the Skippers...

Steve Clark
Winds of Time
Wauquiez Centurion 42

Dwight Jefferson
Flash
Transpac 52

Gary Schoenrock
Cassiopeia
Davidson 72

Don Sinclair
Renegade
Andrews 70 Turbo

Is this your first race as skipper, or have you participated before, either as skipper or crew?

- SC** This is my 3rd race as skipper and third on this boat. I have done two other races as watch captain on a friend's boat in '92 and '94.
- DJ** This is my first Vic Maui as skipper. I've sailed to Hawai'i once before, in Transpac '97 aboard the turbo-sled Renegade.
- CS** I was the skipper of Niye Keema for Vic Maui 2002.
- DS** This will be my 5th Vic Maui, I've also done 4 Transpacs, one Quebec/St Malo France race in the north Atlantic and numerous races around the world, Kings Cup in Thailand, Raja Muda in Malaysia, US, Bermuda, Europe etc.

Was this campaign your idea, or did your crew suggest it? How long has your campaign been underway?

- SC** It was kind of, we all race together and I'm retiring just before the race, so I thought it was a good way to go out in the middle of the ocean and hide. As a crew, most of us have done the race and this was a chance for three of the others to get the experience. We have two father and son teams, two couples and one son in law, on board.
- DJ** The campaign was my idea. I've been involved with the Vic Maui race as a committee member since 1990, and most recently as one of the four Trustees of the race. I decided that if I ever did the race, it would be on a fully competitive basis, with a view to putting together a team that had an opportunity to win.
- CS** The campaign was my idea after I decided to buy a bigger, faster boat following our abandoned race in a slower cruising boat. I bought Cassiopeia in February 2003 and initiated the campaign.
- DS** I have five or six crew who want to race an ocean every year. This year many came to me and asked me to go again.

Did you have a specific crew in mind, or was putting the crew together the next giant step?

- SC** Yes, these are my regular racing crew and long time friends.
- DJ** Choosing the right crew is a key determinant of the race experience. A team must possess several factors: the right collection of talents to fill all the crew roles; compatibility for those long hours on the weather rail; the same work ethic; the same expectations for individual and team performance; and most importantly, every crew member must be able to trust every other crew member with his or her life if circumstances turn difficult.
- CS** I invited my old crew of 7 and 5 committed. The rest are sailing competitors from Anacortes, or their crew from out of Seattle. Finding a good crew wasn't difficult and the boat has a great reputation.
- DS** I recruit another seven or eight guys each year. Many have never raced an ocean race. My regulars have done between 20,000 and 100,000 ocean miles so lots of talent.

What is your primary goal? Does it differ from that of your crew members?

- SC** Primary goal is have fun and get there safe. Next of course is to do well in the race.
- DJ** Our goal is to win the race, and even take line honours if conditions allow. Our crew is absolutely of one mind on this.
- CS** My primary goal is to have the race of a lifetime. We have a boat that held the Swiftsure elapsed time record (has been beaten by both Pyewacket and Grand Illusion) and if anything, is faster now than before. I want to win the race, being first to finish and overall corrected winner. She has tried the race twice before and I think we have corrected some problems to make us very competitive. However, saying that, the most important aspect is actually sharing the experience of the ocean race with my crew and their families. I think we all feel the same.
- DS** Primary goal is to sail to Hawai'i safely and have a great time. This is also the goal of many of the crew. Their other goal is to try to break the old record. Mine is of course to break the old record but to go at the pace and safety of the crew.

What characteristics do you look for in a crew?

- SC** Compatibility and commitment, then sailing skills.
- DJ** Ultimately, I look for people on whom I can rely when the going gets tough. We have a range of experience: three of my crew are America's Cup veterans; one is a Whitbread veteran; our navigator has won his division in a past Vic Maui race; however, one of our crew has only ever sailed dinghies, and two of our crew are experienced cruisers, but haven't raced extensively. What they all have in common is a terrific work ethic, a desire to push themselves to their limits, and great personalities.
- CS** Hard working, dedicated, driven, compatible, humble, smart.
- DS** We have sailmakers, riggers, electronic experts, engine guys, maintenance guys, doctors, lawyers, financial planners, PHD's in biotech - we try to round out the group. Once we have all the elements to have a safe trip, we add where we are weak.

How have you/will you delegate responsibility?

- SC** We have three watches with one watch captain on each. We have a radio man and two crew with enhanced first aid training. Other than that all crew are available for sail changes etc. Navigating is left up to me, but is done with discussion and feedback from all, with the final decision made by myself.
- DJ** Ultimately, the Skipper is the final decision-maker. However, our navigator takes full responsibility for where we go—no one argues with him. We all respect the expertise of the individuals in their assigned roles. Decisions on sail selection and boat trim are the responsibility of the Watch Captain.
- CS** We've tried and trained at many stations and found the best fits.
- DS** I am the skipper, I put together the crew. Watch Captains are Jeff Eckard - ex-national team member, Gold medal winner Goodwill Games 470 class, best tactician in Canada, top 20 in NA, professional sailor, rigger, sailmaker. Done many ocean races together. Other watch Captain



Winds of Time



Flash



Cassiopeia



Renegade

is Dr. Chris Jordan – over 100,000 ocean miles. Skipped many times. Very good, solid sailor. Also ships surgeon. Electrical problems – John Robertson, Electrical Engineer by trade, 30,000 ocean miles (most with me). Medical – Dr. Chris Jordan, Surgeon. Usually, if we have a problem the watch captains make a call with whoever the expert in that area of problem is. I get involved in life threatening calls.

Have you planned a watch system?

- SC** Because we go with nine crew, we use a three person watch system starting at 7:00 AM. We do three day watches at four hours each and then at 7 PM we switch to three hour watches until 7AM and then start over. This way all shifts are covered over a three day period.
- DJ** Yes. We use a five watch per day system: 6 hour watches in daylight, 4 hour watches at night.
- CS** Four hours on, four hours off, no rotation.
- DS** Watch system is four hours on, four hours off at night, and 6 hours on, 6 hours off during the day. We have tried many systems before and find with half the crew being new to the boat, stability works best with two watches.

Who is responsible for feeding the hungry sailors?

- SC** Everyone gets involved with cooking. We try and get everyone to commit to preparing at least one dinner. Lunches and breakfast are a little simpler and anyone who is off shift usually lends a hand. My wife, Susan coordinates all of the food stuff. She lists all meals on board and then as they are used she scratches them off the list. Salads etc are used up in the first six days and then we go to coleslaw and bean salads for the balance to ward off scurvy and other evil diseases. Like grumpy sailors. I must stress, Sue takes a full role also in sailing the boat.
- DJ** Everyone has galley duty. In reality, weather conditions will affect who does what; some of us are heavy weather cooks...others prefer to be topside when the weather gets rough. The key is excellent food preparation, and for that we have spouses, friends, and our talented crew to thank. A well-fed crew is a happy crew.

- CS** We are fortunate to have a gourmet cook from Hawai'i who is getting his 100 ton Coast Guard license and needs blue water time. He has volunteered to cook full time. It should be a treat.
- DS** Each crew is responsible for a day of cooking. Everyone gets a turn. All the food is predone and stored in the freezer. Day one cook pulls out day one food, and so on. We do not skimp on the food. We eat like kings. We allow one ounce of rum per day. We have a happy hour around 6 at watch change. You're not allowed to swap your rum, give it away for head duty or otherwise except to Neptune.

What has changed from your initial plan?

- SC** Not much, as we have done this before. We did buy an Epirb, as in the past we borrowed one.
- DJ** Nothing.
- CS** The cook. The loss of Nathan.
- DS** Taking 14 instead of 13 We have our first female onboard. First time in 10 races. Why? She's done one before and would fit in well with the guys.

What is your ultimate expectation over the course of the race?

- SC** Hard to say, but safety is always on the top of the list, so I expect to get there safely with the boat in good shape. Ultimately providing lifetime memories for all the crew.
- DJ** We expect to work as a team to do the best we can to get the boat to Maui quickly and safely. It's a big ocean full of challenges, and we expect to arrive at the finish line knowing we did everything we could to meet those challenges head on. Ultimately, there is a terrific feeling of accomplishment at the end of a journey like this... everyone who participates in the race is a winner. And yes, we definitely plan to have a lot of fun.
- CS** To have a great time and win.
- DS** To make a lot of good friends, to sail with a wonderful group of people, to see old friends on Maui. When you have a race-horse for a boat and it is kept in a pen like English Bay, it is so incredible to take it

out on the open ocean and open it up. The thrill you see in those who have not gone before is overwhelming. Their eyes are wide as can be and they just can't imagine a sailboat in the high 20's for long periods of time. They sit for periods on the deck and when we slow down, they either are very quiet or can't stop talking. All in all, each in their own way become hooked on ocean racing. When we get there, all can say we did it as a team, each can say I did it and the accomplishment is something they will never forget.



Special Dedication...
The crew of Cassiopeia has dedicated their efforts in the 2004 Victoria-Maui Race to the memory of Nathan William Nakis, (12 April 1984 - 16 December 2003.) A native of Sedro-Woolley, Washington and a soldier with the Oregon Army National Guard's B Company, 52nd Combat Engineers, Specialist Nakis gave his life in service to his country near Mosul, Iraq.

OFF TO A GOOD START...

By Lois Ker

At 1000 hours on Wednesday, June 23rd, and on the turn to ebb tide, as many as 20 sailboats and approximately 150 sailors will cross the start line between the Committee Boat and the Brotchie Ledge Light. They will head out through the Strait of Juan de Fuca before turning south and west towards a small island chain some 2308 miles away. Some of the crew will be experienced blue water racers, others have never sailed offshore before. All will be charged with excitement, and ready for adventure.

The day and time of the 19th start of this international yacht race from Victoria, BC to Lahaina, Maui were established almost two years ago, to ensure that all participating boats and crews should arrive in time for the Awards Banquet in Lahaina which is always held the second Saturday in July. Since there is no way to predict the strength or direction of the wind at the start, a healthy ebb tide offers hope that all boats will make it over the start line and out into the Strait in good time. The time at which the ebb tide begins changes from year to year, and so start times have been as early as 1000 hours, and as late as 1500 hours.

The Notice of Race, Sailing Instructions and official time of the start are the responsibility of the Principal Race Officer and the Technical Committee. Steve Tupper has been Principal Race Officer for most of the starts since the first official start in 1968. As an International Judge, Executive Director of BC Sailing and an experienced offshore sailing competitor, Steve lends the credentials and the skills along with the right temperament to get the job done efficiently and effectively.

While most yacht races in the waters of the Pacific Northwest have designated committee boats, none matches "Sea Q" for grace, comfort and facilities for performing this unique start. This vessel, owned by Past

Commodore Ron Cliff and Ardelle Cliff is the fourth in a series of Monk McQueens, all named "Sea Q."

She made her first appearance at RVYC's Sailpast in May of 1989. With a length of 90 feet, and weighing 72 tons, she was designed with certain other requirements in mind – the ability to anchor in up to 200 feet of water and in almost any wind. "Sea Q" carries 300 feet of anchor chain. Her anchor weighs about 120 pounds, and the special windlass has never failed to operate! Her top speed is 17 nautical miles per hour, although she is normally cruised at 13 knots. She is powered by two General Motors 745 HP engines, has two 30 KW generators, and two 115,000 BTU furnaces.

"Sea Q" provides a very comfortable home away from home for Ron and Ardelle, with four staterooms and bathrooms, plus two powder rooms, 4 refrigerators and a water maker. Although blessed with children and grandchildren, they usually cruise alone. When asked about crew, Ron's reply was "The day we need help to run "Sea Q" is the day we list her for sale." Let's hope they have a great many years left on these waters.

From "her" berth at Coal Harbour in Vancouver, "Sea Q" usually arrives in Victoria as soon as dock space is available, which is several days before the race start. The Cliffs use this time to golf (Ron has the most astounding collection of golf pants!) and prepare for up to the forty guests who will be aboard "Sea Q" for the Start.

A certain amount of protocol is required in looking after honoured guests, and for many years, Alan McFarlane played a major role in ensuring that invitations were extended, transportation was arranged, and all necessary courtesies accorded, including the boarding sequence of the dignitaries and other guests. This function now falls to Ian Swift, Retired Lt. Commander of the Royal Navy, and currently a Managing Consultant with race sponsor IBM in Victoria.

No less formality is expected of guests coming aboard "Sea Q." While yacht racing is not necessarily known for its fashion scene, and racers will hope to shed layers of clothing as they approach Maui, it is expected that all guests aboard "Sea Q" will be resplendent with white skirt or trousers, white shirt, white shoes and navy blazer, or in their regimental uniform.



On Race Day, "Sea Q" will leave the Empress Docks about one hour before the start of the race, transporting the Race Committee, dignitaries, and special guests to the start area off Brotchie Ledge. Once anchored, "Sea Q" will raise the designated flag to indicate that she is the Committee Boat, marking the start line between this flag and the Brotchie Light.

Prior to the Start, only the Race Committee, including the Honorary Starter, will be allowed on the upper deck of "Sea Q." Guests, including sponsors, representatives from Lahaina Yacht Club, Royal Vancouver Yacht Club and Royal Victoria Yacht Club, as well as local dignitaries, will, from the main deck, enjoy drinks or coffee, and a "close up" view of the excitement as the boats vie for the best position to cross the start line.

Communication with the racing yachts will be on a one-way basis by radio and signal flags, as competitors are not permitted to communicate with the Race Committee during the starting sequence. The start sequence is ten minutes, with the first horn and white flag commencing the count-down. A second horn will be sounded along with the display of code flag "P" (a blue and white flag) four minutes before the start giving the "preparatory signal." During the prestart period, the Principal Race Officer will explain the procedure to the Honorary Starter and give specific instructions on his or her duties when the start signal is made. In past years the Honorary Starter has been the Lieutenant Governor of British Columbia or the senior naval officer from the Canadian Armed Forces Esquimalt.

Not all skippers in this race are experienced racers, and sometimes there are close calls on and around the start line. Small chase vessels assisted by the Coast Guard keep spectator boats carrying the press, and family and friends of racers, out of the start area while allowing them a good view of the start.

Ron fondly remembers his first start – it was 1972, the Lieutenant Governor was aboard, his eldest daughter was marrying within a fortnight, and race day was their first meeting of her prospective in-laws. "Sea Q" successfully anchored, but the windlass motor burned out trying to raise the anchor after the start was over. It was suggested that a buoy be attached to the chain, and the navy would come by and raise the anchor – Ron would have none of that, and all 250 feet of chain was pulled up by hand!

Once the final competing yacht has crossed the start line, "Sea Q" will raise her anchor and follow the sailboats as far as Race Rocks, providing that there is a good wind. Usually there is an opportunity to edge close to one or more of the competitors' vessels so that good words of encouragement can be delivered by friends aboard "Sea Q." Photo opportunities abound, drinks and lunch are served, including Ron's legendary onion salad to accompany the roast beef sandwiches, and the race is "Off to a Good Start."

The spirit of volunteerism and teamwork within the yachting community maintains this international event, but the gracious generosity of Ron and Ardelle Cliff and the expertise of Steve Tupper truly puts the polish to the metal! Our many, many thanks for their continued support.



The "Sea Q" trophy, featuring a jade whale in action, is awarded to the sailboat which is judged by the Starter to have made the best start. The winner receives a framed picture commemorating his/her start.

RACE ENTRANTS

YACHT NAME	SKIPPER	TYPE/CLASS	STATE/PROVINCE	SAIL NUMBER
Antares	Larry Clark	X-Yacht 119	WA	29179
Cassiopeia	Gary Schoenrock	Davidson 72	WA	69099
Darby	Steven Tuck	C&C 121	WA	79003
Double Deuce	Ron Grierson	X-Yacht 402	BC	34840
Flash	Dwight Jefferson	Transpac 52	BC	50505
Gaia	Bob Riggle	JBOA109	WA	56
JAM	John McPhail	J/160	WA	18
Kahuna	Eric Nelson	Express 37	WA	63368
Kinetic	David Sutcliffe	Beneteau First 47.7 DK	BC	74373
Mojo Rising	Clayton Craigie	Beneteau First 40.7	CA	28407
Point de Fuite	Rob Tape	Jeanneau 37 Selection	BC	1
Renegade	Dan Sinclair	Andrews 70	BC	55
Scaurend	James R. Scott	Valiant 40	AB	210
Time Bandit	Bob Brunius	J/120	WA	50
Tranquillite	Jack Shannon	Nautor's Swan 46	WA	87788
Voodoo Child	Brian Duchin	J/130	WA	3693
White Cloud	Derek Hill	Chatham Extreme	BC	50199
Wild Radish	Louis Ravenet	J/145	WA	009
Winds of Time	Steve Clark	Wauquiez Centurion 42	BC	74285

THE BOAT TO BEAT

RACE RECORD HOLDER

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



Antares • 29179



Yacht Club Shilshole Bay YC
Hailing Port Seattle, WA
Type/Class X-119
Rig Fractional Sloop
LOA 39.3
Beam 10.8
Draft 6.5
Hull Colour Red
Designer Niels Jeppesen
Builder X Yachts
Launch Date 1990

Yacht's Racing History
2003 - Swiftsure; Southern Straits; South Sound Series; Whidbey Island Race Week; Puget Sound-Center Sound-Tri Island; PSSC.

Website
<http://mysite.verizon.net/lslark/>

Skipper Larry Clark
Navigator Samantha Haney
Crew
Harold Baldwin
Matt Clark
Michael Hoffman
Bonnie Murray
Ken Sargent
Michael Thompson

Cassiopeia • 69099



Yacht Club Anacortes YC
Hailing Port Anacortes, WA
Type/Class Davidson 72
Rig Sloop
LOA 72.5
Beam 17.4
Draft 13.5
Hull Colour White
Designer Laurie Davidson
Builder Ian Franklin
Launch Date 1993

Yacht's Racing History
96 - Kenwood Cup, Vic Maui; 94-97 Swiftsure; 93 - Sydney Hobart.

Skipper Gary Schoenrock
Navigator Charlie Guildner
Crew
Craig Ashcraft
Craig Downey
Tom Gilbert
Peter Graf
Collin Guildner
Dave Martin
Arthur Nakis
Colt Nelson
Kolby Schoenrock
Joshua Thomson
Leo Fred West
Colin Cornforth

Darby • 79003



Yacht Club Quartermaster YC
Hailing Port Vashon Island, WA
Type/Class C&C 121
Rig Sloop
LOA 40.0
Beam 13.1
Draft 8.0
Hull Colour Blue
Designer Tim Jackett
Builder Fairpost Yachts
Launch Date 2001

Yacht's Racing History
Swiftsure; Southern Straits; PSSC; PSSR; Smith Island, Vashon Island; Protection Island.

Skipper Steven Tuck
Navigator Zachary Tuck
Crew
Terry Clark
Jerry Fallen
Rick Merryman
Bill Seguin

Double Deuce • 34840



Yacht Club Burrard YC
Hailing Port North Vancouver, BC
Type/Class X-yacht 402
Rig Masthead Sloop
LOA 39.5'
Beam 13.2'
Draft 6.9'
Hull Colour White
Designer Neils Jeppesen
Builder X-Yachts
Launch Date 1986

Yacht's Racing History
Local VARC racing; Van Isle 360; Swiftsures; Southern Straits; 2nd - 2003 VARC; 1st - 02/03 RVYC Winter Series.

Skipper Ron Grierson
Navigator Ron Grierson
Crew
Ross R J Bernard
Michael W Champion
Brent P Kelly
Andrew Liebmann
Paul E K McElligott
Michael A Nahser Ringer
Troy Neave

Flash • 50505



Yacht Club Royal Vancouver YC
Hailing Port San Francisco, CA
Type/Class Transpac 52
Rig Sloop
LOA 52
Beam 14.5
Draft 10.5
Hull Colour White
Designer Alan Andrews
Builder Westerly Marine
Launch Date 2001

Yacht's Racing History
 Transpac 01; Pac Cup 02; SF-
 Puerto Vallarta; SF-Barra de
 Navidad; SF Big Boat Series.

Website
www.teamflash.ca

Skipper Dwight Jefferson
Navigator Greg Harms
Crew
 Roland Brun
 Andrew Hamilton
 Paul Henderson
 Jamie Horner
 Christian Owen
 Paul Terry
 "Tom" Thompson
 Derek Webb

Gaia • 56



Yacht Club CYC, Seattle
Hailing Port Seattle, WA
Type/Class JBOA109
Rig Sloop
LOA 35.25
Beam 11.5
Draft 7.0
Hull Colour White
Launch Date 2003

Yacht's Racing History
 2003 J-Fest 1st;
 2004 Duwamish Head 1st OA.

Skipper Bob Riggle
Navigator Michael Corcoran
Crew
 Marlene Bolster
 Craig Cooper
 Ed Snyders
 Dan Stillmank

JAM • 18



Yacht Club Gig Harbor YC
Hailing Port Fox Island, WA
Type/Class J/160
Rig Sloop
LOA 52.7
Beam 14.5
Draft 8.8
Hull Colour Dark Blue
Designer Rod Johnstone
Builder TPI
Launch Date 1999

Yacht's Racing History
 Swiftsure 00, 01, 03;
 Puget Sound Racing -
 Center Sound & Southern
 Sound 99-03; Local Races.

Skipper John McPhail
Navigator Scott Robertson
Crew
 Kelly Busey
 Gino Cruciani
 Tom Jones
 Marc Jorgenson
 Tom Mitchell
 Lynn Neece

Kahuna • 63368



Yacht Club Tacoma YC
Hailing Port Tacoma, WA
Type/Class Express 37
Rig Masthead Sloop
LOA 37.08
Beam 11.5
Draft 7.3
Hull Colour Burgundy
Designer Carl Schumacher
Builder Alsberg Bros.
Launch Date 1986

Yacht's Racing History
 Vanisle 2003; Swiftsure 02, 03.

Website
www.teamkahuna.com

Skipper Eric Nelson
Navigator Chuck Queen
Crew
 Steve Cammarano
 Eric Leaf
 Ken Marks
 Phil Ohl
 Scott Pritchard
 Don Wills

Kinetic • 74373



Yacht Club Royal Vancouver YC
Hailing Port Vancouver, BC
Type/Class Beneteau First 47.7D
Rig Tall
LOA 48.6
Beam 14.8
Draft 9.2
Hull Colour White
Designer Farr
Builder Beneteau
Launch Date 2003

Yacht's Racing History
Commissioned July 2003.
2003 - Easter Seals Regatta;
Howe Sound Regatta;
VARC Closer; 2004 - WVYC
Snowflake Series.

Website
www.kineticsailing.com

Skipper David Sutcliffe
Navigator Mark McKim
Crew
Werner Kurz
Ron MacKenzie
Peter Moes
Jim Prentice
Brian Richards
Graham Walker
Debbie Hill
Peter Thorn

Mojo Rising • 28407



Yacht Club Richmond YC
Hailing Port Pt. Richmond, CA
Type/Class Beneteau 40.7
Rig Sloop
LOA 39.25
Beam 12.25
Draft 7.66
Hull Colour White
Designer Farr Yachts
Builder McConaghy Yachts
Launch Date 2000

Yacht's Racing History
Kenwood Cup 2000, Pacific
Cup 2000, Sydney-Mooloolaba
2001, Sydney-Coffs
Harbour 2001.

Skipper Clayton Craigie
Navigator
Crew
Paul Harris
Joe Hor
Ben A Oldham
Robin G Snape
Michel Tremblay

Point de Fuite • 1



Yacht Club Royal Victoria YC
Hailing Port Victoria, BC
Type/Class Jeanneau 37
Rig 3/4 Fractional
LOA 36'
Beam 10.6'
Draft 6.25'
Hull Colour White
Designer Joubert Inivelt
Builder Jeanneau
Launch Date 1985

Yacht's Racing History
Swiftsure, Cape Flattery - 2000,
2002, 2003; Van Isle 360 - 2001;
Whidbey Island Race Week
- 1999; Round Saltspring Is.
- 2001, 2002, 2003.

Website
www.pointdefuite.com

Skipper Rob Tape
Navigator Rob Tape
Crew
Vern Burkhardt
Kevin Clarke
Bill McDowell
Che Pinkerton
Rhys Williams

Renegade • 55



Yacht Club Royal Vancouver YC
Hailing Port Vancouver, BC
Type/Class Andrews 70
Rig Sloop
LOA 70
Beam 16.0
Draft 12.0
Hull Colour Dark Blue
Designer Alan Andrews
Builder Ackton Marine
Launch Date 1993

Yacht's Racing History
Vic Maui 1998, 2000, 2002.

Skipper Dan Sinclair
Navigator Ron Ogilvy
Crew
Owen Carney
Jeff Eckard
Earl Everall
Chris Jordan
Bob Mayfield
John North
Rob Ogilvy
John Robertson
Lindie Rudover
Tom Scott
Alan Wells

Scaurend • 210



Yacht Club Bellingham YC
Hailing Port Edmonton, AB
Type/Class Valiant 40
Rig Cutter
LOA 39.9
Beam 12.3
Draft 6.0
Hull Colour White
Designer Bob Perry
Builder Unitlyte
Launch Date 1979

Website
www.scaurend.com

Skipper James R Scott
Navigator Keir Pearson
Abe Rempel

Crew
Doug Green
Ken Lane

Time Bandit • 50



Yacht Club Orcas Island YC
Hailing Port East Sound, WA
Type/Class J/120
Rig Masthead Sloop
LOA 40.17
Beam 12.0
Draft 7.0'
Hull Colour White
Designer Rod Johnstone
Builder TPI
Launch Date 1996

Yacht's Racing History
Vanisle 00,01,03; Oregon
Offshore 02,03,04-1st OA;
Swiftsure Cape Flattery 99-1st
Div,00,01,02-1st Div,03,04-1st
Oa; Southern Straits 00, 01, 02,
03, 04-1st OA.

Website
www.ojyc.org/timebandit/vicmaui2004.htm

Skipper Bob Brunius
Navigator Barb Brunius

Crew
Neil Bennett
Patrick Nelson
Tim O'Connell
Gregg Reynolds
Terry Robertson

Tranquillité • 87788



Yacht Club Orcas Island YC
Hailing Port Seattle, WA
Type/Class Nautor's Swan 46
Rig Sloop
LOA 47.25
Beam 14.5
Draft 8.2
Hull Colour White
Builder Nautor
Launch Date 1988

Yacht's Racing History
Round the County,
Shaw Island.

Skipper Jack Shannon
Navigator Savvy Sanders

Crew
Angus Brackett
Chris Dorsey
Bruce Ellingson
Betsy Wareham
Jeffrey Warner

Voodoo Child • 3693



Yacht Club Tacoma YC
Hailing Port Tacoma, WA
Type/Class J/130
Rig Fractional Sloop
LOA 42.7
Beam 12.8
Draft 8.5
Hull Colour White
Designer J boats
Builder TPI
Launch Date 1998

Yacht's Racing History
New to Puget Sound. 3rd
@ Winter Vashon; 2nd @
Duwamish Head. Plan to do
Center Sound Series, Southern
Straits, Tri-Island, Swiftsure.

Skipper Brian R Duchin
Navigator Brad Baker

Crew
Sam Duchin
Joe Lovejoy
Pete McGonagle
Dwayne Trummert
Lydia Volberding
Deanne Wingard

White Cloud • 50199



Yacht Club	US Sailing	Skipper	Derek Hill
Hailing Port	Montreal, PQ	Navigator	Rick Wallace
Type/Class	Chatham Extreme	Crew	Tony Meek Trevor Wilson
Rig	Cutter Sloop		Art Munneke
LOA	49.9		Kelly Graves
Beam	14.9		Nelson Hill
Draft	10.5		
Hull Colour	White		
Designer	Gilbert Caroff		
Builder	Denis Guitard		
Launch Date	2001		

Wild Radish • 009



Yacht Club	Turkey Head YC	Skipper	Louis Ravenet
Hailing Port	Seattle, WA	Navigator	Robert Pistay
Type/Class	J/145	Crew	Nick Cooper Wendall Gregory
Rig	Sloop		Robert King
LOA	48.1		Steve McLelland
Beam	13.0		John Morris
Draft	8.9		Gary Johansen
Hull Colour	Blue		John Morris
Designer	J Boats		
Builder	TPI		
Launch Date	2002		

Winds of Time • 74285



Yacht Club	International YC	Yacht's Racing History	Skipper	Steve Clark
Hailing Port	Vancouver, BC	2 Vic Mauis; 8 Swiftsures;	Navigator	Steve Clark
Type/Class	Wauquiez Centurion	Local Races.	Crew	Jody Bell Susan Clark Liane Davidson Bill Fraser Kirk Fraser Jerry Hendricks Steve Hendricks Marc Parent
Rig	Masthead Sloop			
LOA	42			
Beam	13.25			
Draft	7.75			
Hull Colour	White			
Designer	Ed Dubois			
Builder	Wauquiez			
Launch Date	1991			

SEAFARER

*And learn O voyager to walk
The roll of earth, the pitch and fall
That swings across these trees those stars:
That swings the sunlight up the wall.*

*And learn upon these narrow beds
To sleep in spite of sea, in spite
Of sound the rushing planet makes:
And learn to sleep against this ground.*

HOW LONG 'TIL WE GET THERE?

by Don Martin

As soon as the starting gun sounds the first question on everyone's mind is: When will we get there? This question is foremost with the racers but it is also important to the race organizers (When should the banquets be held?) and the families and friends of the participants (When should we fly into Maui to meet our companions?)

The Vic Maui Race handicappers have a profound interest in each boat's elapsed time from an academic point of view. Even before the race starts the handicappers are charged with predicting when each boat will finish relative to the others.

This handicapping exercise has been going on since the first race in 1968. Indeed, the concept of handicapping sailboats goes back to the stone ages when the first Neanderthals raced each other across the lake sitting on a log and holding aloft an animal hide for a sail. Of course the guy with the biggest hide always won and sailboat handicapping was born – a limit was set on the size of the hide that could be used by each caveman. Next, someone discovered that an ostrich hide with the feathers still in place was a sure way to win – the hide met the area limit but the feathers added lots of extra sail area without being measured. The designer's ingenuity and the technological development that led to this winning solution began here and has never stopped. Today the ostrich feathers have been replaced by full-length carbon fiber battens, the hides with spectra or carbon composites but the goal is the same: more performance with no change in the handicapper's performance evaluation. In response to this relentless assault of technology the handicappers have developed a few tricks of their own.

In order to predict what day each of the Vic Maui Race competitors will arrive in Maui the handicappers use computer modeling to assess each boat's speed potential. These "Velocity Prediction Programs – V.P.P.s" have been developed and refined over the past 30 years. Today's VPPs input a myriad of performance factors including hull shape and size, keel and rudder

configuration, propeller drag estimates, stability appraisals, sail shapes and sizes, aerodynamic drag factors. The VPP used by the Vic Maui Handicappers has been developed by the US Sailing's Offshore Office in Rhode Island using many sources including extensive data derived from tank tests conducted at the Canadian test tank in St Johns, Newfoundland (generally accepted by America's Cup competitors as the finest tank facility in the world). While computer predictions will never be perfect our VPP can now predict, with reasonable accuracy, the performance of a broad variety of sailing craft on all points of sail in all normal wind speeds. Armed with these tools the Vic Maui Handicappers can accurately deal with most modern versions of the ostrich feather sail.

The final piece of the puzzle is the weather pattern for the race. Even the ostrich feather boys found that while they could win every time when the race was downwind they couldn't touch the conventional hide crowd in a reaching race. The weather model used to predict the typical winds that will be encountered in the Vic Maui Race is essential to establishing accurate performance predictions for each boat. One limitation of our current weather model is that it only deals with averages of all historical weather data. (You all know about the statistician who drowned in the lake that had an average depth of 4 feet). If the race features heavier than normal winds the heavy, slower boats should come out on top while the opposite will be true for a light wind race. One solution for this dilemma would be to use what is called "dynamic weather modeling". Under this system the race weather model is tailored to suit the weather pattern that actually occurs during the race. The drawback to this system is that it is impossible to know the handicap for each boat until after the race is over and the weather conditions for the race are averaged out. While the dynamic system is more accurate statistically, most racers prefer the static weather model since using a predetermined weather model allows each boat's handicap and time allowance to be firmly established before the

start. The static weather model used in the Vic Maui Race is based on the weather patterns found in the past 17 races.

With all this technology in play you might think that we should just hold a virtual race on our X boxes and save the whole physical trip to Maui. In reality there is still a host of unpredictable variables that determine the winner. The skill of each skipper and crew is the foremost variable, the actual weather encountered on the course chosen by each boat is big factor, weather "gates" can shuffle the standings, in a weather gate the leaders may hit a calm spot and be overrun by the tail-enders, alternatively, the tail-enders may be swallowed up by the Pacific high and have hours or even days added to their expected finish time. Finally, the hand of lady luck almost always has some part in determining the final outcome of each race.

Having said all this, what sort of elapsed time can we expect to see in this year's race? Past experience says the division one boats will finish in 10 to 13 days, division two boats in 14 to 17 days and division three in 15 to 18 days. How can we tell if the race will be fast or slow? Watch the weather – if the pressure lines (isobars) on the weather maps are close together and look like rings on a tree the boats will have good winds, if they are far apart (as in the center of a high pressure system) the winds will be light.

(For a daily look at the isobars on the way to Maui visit: <http://weather.noaa.gov/pub/fax/PYBA05.gif>)

Who will end up on top this year? What will be the best elapsed time? Going out on a limb: It will take the first boat just over 11 days to finish and, if the winds are good, the overall winner could easily be one of the division 3 boats who will get up to 6 full days of time allowance subtracted from their elapsed time. Bottom line: At the end of the day put your money on the cavemen with the largest foreheads and the widest arms – usually the sailors win the race – not the boats.

PAST 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. DIETRICH	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	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	SANTA CRUZ 67	09d:23h:15m:59s
	(IMS) JO	T. WHITE	BELLINGHAM YC	J44	12d:23h:06m:51s
1994	CHANCE	T. CLARK	SEATTLE YC	SANTA CRUZ 70	10d:12h:51m:02s
1996	PYEWACKET	R. E. DISNEY	LOS ANGELES YC	SANTA CRUZ 70	09d:19h:36m:30s
1998	RENEGADE	DAN SINCLAIR	ROYAL VAN YC	ANDREWS 70	10d:05h:26m:17s
2000	GRAND ILLUSION	JAMES McDOWELL	LAHAINA YC	SANTA CRUZ 70	09d:02h:08m:27s
2002	ICON	RICHARD ROBBINS	SEATTLE YC	PERRY 65	10d:11h:48m:06s

FIRST OVERALL - CORRECTED TIME

YEAR	YACHT	OWNER	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) KNIGHTRIDER	S. HALLS	COMOX YC	DAVIDSON 40	11d:00h:55m:28s
	(PHRF) INDULGENCE	D. HEAPS	POINT ROBERTS YC	MAPLE LEAF 45	14d:16h:17m:52s
1992	(IOR) GENERAL HOSPITAL	S. HUNTINGFORD	WEST VANCOUVER YC	FARR 40	08d:22h:42m:38s
	(PHRF) MERLIN	D. SINCLAIR	ROYAL VAN YC	SANTA CRUZ 67	09d:23h:15m:59s
	(IMS) JO	T. WHITE	BELLINGHAM YC	J44	
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	ROYAL CANADIAN NAVY	ESQIMALT,	KETCH	07d:06h:17m:43s
2002	MYSTIC	S. CRARY	LAHAINA YC	SANTA CRUZ 52	10d:04h:16m:18s

TROPHIES

POSITION	NAME	DONOR
1st to Finish - Elapsed Time	Lahaina Yacht Club Trophy	Lahaina Yacht Club
1st to Finish - Division 1, Elapsed Time	Governor John A. Burns Trophy	Gov. John A. Burns, State of Hawai'i
1st to Finish - Division 2, Elapsed Time	City of Victoria Trophy	City of Victoria
1st to Finish - Division 3, Elapsed Time	Blue Gavel Trophy	Int'l Order of the Blue Gavel, Seattle
1st to Finish - Division 4, Elapsed Time	Joe Glass Memorial Trophy	Cicely Glass
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 Kla-How-Ya Trophy (Special Sloops)	Royal Vancouver Yacht Club
1st - Division 1, Corrected Time	LYC Past Commodores Trophy	LYC Past Commodores
2nd - Division 1, Corrected Time	Maui Boat & Yacht Club Trophy	Maui Boat & Yacht Club
3rd - Division 1, Corrected Time	Canadian-American Resources Trophy	Canadian-American Resources
1st - Division 2, Corrected Time	Founders Trophy	Maui Chamber of Commerce
2nd - Division 2, Corrected Time	Lahaina Yacht Club Imperial Trophy	The Gallery, Lahaina
3rd - Division 2, Corrected Time	Eldred Curtis Memorial Trophy	John H. Long & Alex J.B. Forsythe
1st - Division 3, Corrected Time	County of Maui Trophy	County of Maui
2nd - Division 3, Corrected Time	Lahaina Yacht Club Boomvangers Trophy	LYC Boomvangers
3rd - Division 3, Corrected Time	Windward Trophy	LYC Greeters Committee
1st - Division 4, Corrected Time	Province of British Columbia Trophy	Province of British Columbia
2nd - Division 4, Corrected Time	LYC Trustees Trophy	LYC Past Trustees
3rd - Division 4, Corrected Time	S.G. Foley Trophy	Alex E. Foley
Navigator - 1st to Finish, Elapsed Time	Gabrielle III Trophy	P.R. (Dick) Sandwell
Navigator - 1st Division 1, Corrected Time	Captain George Vancouver R.N. Trophy	Canadian Yachting Association
Navigator - 1st Division 2, Corrected Time	Lahaina Restoration Foundation Trophy	Lahaina Restoration Foundation
Navigator - 1st Division 3, Corrected Time	RVYC Past Commodores Trophy	RVYC Past Commodores
Navigator - 1st Division 4, Corrected Time	LYC Race Committee Trophy	LYC Race Committee
Sailing for RVYC - 1st Corrected Time	RVYC Chairman's Trophy	RVYC Chairman
Sailing for RVYC - 2nd Corrected Time	RVYC Race Committee Trophy	RVYC Race Committee
Sailing for 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 last Roll Call	Andreas Schueller Memorial Trophy	Barbara Dunfield
1st Canadian Boat to Finish	Jim Innes Trophy	Canadian Airlines International
1st Three Boat Team to Finish	Denis Cressey Team Trophy	Denis Cressey
For the Crew having too much fun?	Byrd Award	Lahaina Goosing Society



COMMITTEES

Royal Vancouver Yacht Club

RVYC Executive 2004

Bob Matthews	Commodore
Heinz Rautenberg	Vice Commodore
Wally Eggleton	Rear Commodore Coal Harbour
Sarah J. H. Forsyth	Rear Commodore House
Fred P. P. Turner	Rear Commodore Jericho
David Jennings	Rear Commodore Offshore St.
Paul Shield	Fleet Captain
Audrey Brown	Staff Captain
Colby Harder	Intermediates
Peter Grove	Honourary Treasurer
Karen Lubin	Honourary Secretary
Howard Bradbrooke	Honourary Solicitor
Steve White	Honourary Juniors' Advisor
Jim Case	Executive at Large
Russell B Fraser	Executive at Large
Uwe Hildebrandt	Executive at Large
Brian O'Sullivan	Executive at Large
John Robertson	Executive at Large
John Dew	Past Commodore

RVYC 2004 Vic Maui Committee

Bill Emerton	Co-Chairman
Alex Adams	Co-Chairman
Dwight Jefferson	Trustee
Ron Ogilvy	Trustee
Bob Andrew	David Jordan
Phil Barron	Audey Korpus
Pamela Bendall	Sue Liebert
Peter Bennett	Lois Ker
Douglas Dunn	Erik Loptson
Jan Emerton	Don Martin
Peter Evans	Kim McLean
Larry Fournier	Ian Swift
Kate Gelbach	Paddy Thomson
Alan Hannam	Steve Tupper
Greg Harms	John Warrington
Cheryl Holmes	Rosemary Wright

Lahaina Yacht Club

Board of Governors 2004

Bob McNatt	Commodore
Bruce Baum	Vice Commodore
Candy Sarandria	Rear Commodore Sail
Steve Tenney	Rear Commodore Power
Keith Dinsmore	Fleet Captain
Tim Putnam	Secretary
Suzanne Bryer	Treasurer
Ashley Olson	Staff Commodore
Joe McKay	

LYC 2004 Vic Maui Committee

Nancy Goode	Race Chairman
Carolynn Blake	Technical
Phil Fuhrman	Technical
Scott Broadbent	Security
Bunt Burkhalter	Set up
Sandy Catugal	Victoria & LYC Hospitality
Chuck Dicker	Public Relations & Publicity
Keith Dinsmoor	Secretary
Jerry Downer	Travel
Ned Downey	Results
Jim Hentz	Customs
Bob Hofmann	Finish Line
Becky Lennon	Waiting Wahine Luncheon
Anne Riser	Greeters
Wendy Shamp	Escort Committee
Steve Taylor	Trophy Chairman
Wendy Stebbins	Banquet Chairman
Bob & Sally Wood	Radio Room
Teresa Young	Products
Sara & Nancy	Communications Trailer
	Harbor Liaison
Steve Tenney	Finance
Paddy Thomson	RVYC liaison
Mary Lou Kunkel	Info Purposes
Dan O'Brien	Trustee
Bonnie Nelson	Trustee
Bob McNatt	Commodore



FOOD FOR THOUGHT

NO BEER!

*We've just crossed the 30th
In fresh seas and good air
But for days my throat's
Felt in need of repair
You could go off your rocker
Just racing out here -
It's like ten years in the trenches
On a boat with no beer.*

*I can't read a magazine
Or I'll go flaming mad -
Every page that I turn
There's another booze ad.
So I stare into space
While a nostalgic tear
Pricks my eye as it will
On a boat with no beer.*

*Down below the head's vacant,
There's nothing to pee,
And the cook now looks
Like a walrus to me.
She's the same gal the crew
Used to pinch on the rear
But that was last year
When the boat had some beer.*

*I stare at the sunset -
There's just fluffy clouds.
In the old days there used to be
Interesting crowds
Of fishermen, seagulls
And a seal there and here
But that was last year
When the boat had some beer.*

*Left over granola bars,
No big Mac or french fries,
A warm box of juice -
Now that's some surprise
But I'll have to hold on it,
Since there is no clear
Excuse to throw up
On a boat with no beer.*

*The crew found my Mars bars,
My morale's quite sunk -
You've gotta have substitutes
Under your bunk.
I used to have a dozen
Labatts hid down here
In the days when the reason
We sailed was the beer.*

*No singing, no dancing,
No fighting—it's a drag
You just sit on the rail
Without even a fag.
It's about as much fun
As a padlocked brassiere
To be stuck out at sea
On a boat with no beer!*

*Another few days and
Several hundred miles more
We'll see leis and palm trees,
And as we near shore,
Our biggest motivator
To get to the pier
Will be those fruity mai tais
Chased down by cold beer!*

RECIPES

BC Cravlox to Go...

½ pound fresh salmon fillets, skin and
pin bones removed
¼ c minced ginger
¼ c chopped cilantro sprigs
¼ c vodka
2 tbsp light soy sauce
1 tbsp sugar
1 tbsp salt
1 tbsp crushed Szechuan peppercorns
1 tsp Asian chili sauce

Combine marinade ingredients and place with salmon in a small ziplock bag. Seal, put on a tray, and place in the refrigerator. Then place a 5 quart pot filled with cold water on top of the salmon. Refrigerate for 2 to 3 days. It is not necessary to turn the salmon. (Any sailor who likes to cook and eat could figure out how to adapt these instructions for the cooler!)

Serve with baguette and dill mustard!

Maui Marinade to Finish...

Truly tenderizes less expensive cuts of beef, great on chicken too.

½ c soy sauce
1/3 c water
1/3 c mirin (Japanese rice wine, or dry sherry)
¼ c brown sugar
1/3 c white sugar
2 cloves garlic, minced
1 tsp minced ginger

Combine ingredients in a saucepan and heat until the sugars dissolve. Cool marinade before using. Place meat or chicken in a zip-lock bag, add marinade and freeze. After cooking meat, marinade may be reheated to boiling, and then thickened with a bit of corn-starch or tapioca starch for a sauce for rice.

SHEET HAPPENS!

By Murray Tough

In the 2000 Vic Maui, Murray Tough's "Prairie Voyager", an Elite 37, lost its rudder early on Day 10 just beyond the race's half-way mark. Their 18 day voyage was chronicled in the 2002 Program – except for the following story which we hope will amuse you...

Today was Gregg's birthday and our last day at sea. I set about cleaning the galley and in particular the stove. Having finished this, I decided I should make a cake for Gregg. I couldn't find any cake mixes so I used a muffin mix. We don't have a muffin pan and our cake pan was so rusty we had to throw it away. Birthday cake was going to be a bran loaf with dried apricots and mangoes added.

The pan was duly placed in the oven and I got on with other things. During the stove cleaning I had locked the gimbals. After 10 minutes I went to rotate the pan. Before opening the door I noticed the pan was sitting against the glass of the door. I knew what I had done. I released the gimbals and carefully opened the door. The pan leapt off the shelf. Uncooked muffin mix poured out of the bottom hinge of the door – all except the stuff that instantly cooked on the glass. I baked what remained in the pan after cleaning up the mess. Gregg still got his cake. The sparkling clean stove has that lived in look again.

Supper went better. I made roasted potatoes and carrots, sautéed some garlic, mushrooms and onions in butter, made garlic bread and stir fried some beef with garlic, herbs and pepper. We topped it all off with a bottle of wine. At cake time, Alex used a long stem match as a candle with a tin foil sail – the good ship Prairie Voyager.

The evening's entertainment was just getting underway when I noticed the head hadn't been flushed – it wouldn't flush. I tried over and over, it simply had to flush! But it didn't. I tried using the macerator pump. I blocked the tank vent while running the macerator pump in the hope that the pump would pull the blockage through. But it didn't.

To put this in perspective for you, keep in mind what we are working with. First of all, unlike the fixtures in your house, you can't just use a plunger to push the blockage through. The blockage had to be found by a process of elimination – the first step of which was to disconnect the pump. When this was done, the contents of the bowl were released onto the floor. Do I need to remind you what was in the bowl? To top it off, it was about 30 degrees Celsius in the head compartment and it smelled like – well, I don't need to elaborate.

I had planned for a breakdown of this nature by purchasing a long piece of head hose. This was attached to the head and run up through the hatch and over the side. The only problem was that it wasn't long enough.

Gregg suggested that I use the electrician's fish tape. A good idea. Working from the head end, I got around the first elbow but not the next. I then tried from the holding tank end and immediately found the blockage. I started attacking it with a screwdriver. You probably don't want me to describe "it".

After removing as much "material" as I could with the screwdriver, I decided it was time to reconnect the head and try flushing water through. Alex held the hose while I pumped. It worked! Water was moving through. From the bow Alex shrieked, "Oh God, OH GOD, stop pumping, STOP PUMPING!" I couldn't possibly have filled the bucket, I thought. Alex came tearing out of the bow, ran straight to the cockpit and proceeded to describe in graphic terms what it was like holding onto the hose. I laughed so hard I nearly had an accident.

When the laughter stopped and we were able to resume, Alex made it very clear who would pump and who would hold the hose! Knowing there was no possibility of

using the head was too much for one of the crew. He had to use the facilities and couldn't possibly wait. His pleadings to get something working did not get a positive response from me. In desperation, he resorted to a bucket in the cockpit – much to the chagrin of the helmsman who had to sing "la, la, la, la" to block out the sound effects. I didn't get the entire story but somehow the bucket was lost overboard!



THE FINISH LINE

By Bonnie Nelson

The very air in the eighth floor suite at Ka'anapali Shores is electrified. Everyone in the room is poised for the cry "Mark" and the retort of the flare gun signifying that yet another yacht has crossed the finish line. The time is recorded into the indelible history of what has been known through the years as the Vic Maui.

This is the finish . . . the result of months of preparation, thousands of dollars worth of heavy radio equipment, qualified radio operators and Race Committee officials pouring their hard earned knowledge into "the end".

The start is 2,308 nautical miles to the north and seven to fourteen days away. Positions are recorded each day in a roll call at sea, and are then communicated to shore. Calculations are prepared and "GTAs" (guestimated times of arrival) are published. Based on an average of miles traveled per day for the days traveled, an approximate time is established when the boat is estimated to finish. Of course this estimate changes daily as the boats slow down (if the Pacific High is thirsty) or speed up (as the trades take hold).

When the boats are three or four days away, the "Waiting Wahines" begin to arrive. These are the family and friends coming to Lahaina to greet their boat. The suite is a popular arena for these folks to gather, talk story and exchange information about other boats in the race and how they are faring against the competition. It is a place where they can bring their children to talk on the radio to their parents on board. It is a place with a view of Lanai and Molokai and most importantly, that invisible line between the Race Committee Flag and the buoy bobbing about in the channel.

At roll call on the day a boat anticipates finishing, the navigator gives his own ETA for when he will cross the finish line. These times are the most important as, traditionally, the navigator of the vessel is much more accurate than averages and computer calculations. This is the time that is entered on the position report for this day. Some navigators have come within seconds of finishing in the time they report. The Andreas Schueller Memorial Trophy goes to the navigator that most closely predicts his or her finish time.

When the boats are 25 miles out from the finish, they place a call to the Finish Line. The Finish Line in turn calls the Communications Trailer at the harbor and the word is spread from Greeters to Waiting Wahines, to Committee Members and Customs Officials. The next call is placed at Hawea Point which is a little finger of land sticking out into the channel that, once rounded, gives a line of sight from the boat to the Finish Line. Once again, the call is placed to the Communications Trailer and dozens of calls are placed at all hours of the day or night. Another boat is finishing!

This is when the activity starts in Room 802 at Aston Ka'anapali Shores. Friends and family, Committee Members and interested observers line the lanai to watch their boat, often flying a colorful spinnaker, approach the line, and hear that "Mark" sound.

The Finish Line room can be an excruciating place when the winds are quiet. There have been races where everyone hangs onto the balcony railing, holding their breath, as there was no breeze and the boats relied solely on the current to carry them across. It can also be quite the opposite when two boats which have traveled 2,308 nautical miles finish within minutes of each other.

But above all, the Finish Line is where you will always find a friendly face, someone to share their stories with you or listen to yours.

Long time friends of the race will notice the absence of Mike Park, an electronics genius, who just happened to be vacationing on Maui during the finish of the 1972 race. He could see that the Race Committee was having trouble communicating with the fleet, so he set up a shoestring communications system in a pineapple field to get the position reports and talk to the fleet. From then on, every race he brought down his own radio gear and set up the communications system at the finish line. It was Mike who inaugurated the "Children's Hour" where the waiting wives, girlfriends and boyfriends, and families of the participants could talk to each other over the radio each evening. Mike not only came himself, but brought his wife and family to take part in the action. This year, Bob and Sally Wood will take over the radio job.

Carolynn Blake has been on the Finish Line for virtually every boat as they received their resounding "Mark". Although intending to retire as Finish Line Chairman year after year, Carolynn actually did retire this year (she remains a Member of the Technical Committee), passing on her duties to Bob Hofmann. You will probably see her at the Finish anyway. She was never one to stay away.



THE END IS JUST THE BEGINNING... OF A GREAT PARTY!

By Pamela Alexander

Once the crew makes the call from Hawea Point signaling their imminent finish, everyone goes on alert. Volunteers monitor each boat's progress towards the finish line while the excitement mounts as Greeters, Committee Members, family and friends are notified of the impending finish.

The legendary volunteers operate a trailer "twenty-four, seven" at Lahaina Harbour in expectation of each boat's joyful arrival. Each competing yacht will have been assigned their own group of Greeters, who research the boat and crew's history, work with the families and friends of the sailors, and personalize the finish with extraordinary energy and talent! Once the finish

flare has been fired, the vessel will be met on the water and escorted to its mooring or berth. The sailors will be ferried to a special slip decorated with lush flowers and hand made banners, and feted with tropical drinks and party food – whether their arrival is at 2 in the morning or 4 in the afternoon!

The awards banquet is held at Jodo Mission where team t-shirts and hats distinguish the sailors from family and friends. Adventures are shared with fellow competitors, fish tales abound, and numerous trophies are awarded.

These perpetual trophies have been donated over the years by various yacht clubs, individuals and businesses, and run the gamut from the ornately carved koa wooden masterpieces and a priceless antique jade-handled trophy, to the simplest wooden plaque. But whether a boat wins the "First to Finish" or the "Turtle Award," or receives the most humorous trophy, "For the Crew Having Too Much Fun", it will always be known that everyone who competes in this race will take home lifelong friendships, oceans of experience and the gift of "aloha."



EDITOR'S NOTE

No Vic Maui programme would be complete without a note from the Editor.

For this edition, I have served mainly as tactician to ensure that our new Editors, Lois Ker and Rosemary Wright, would choose their tacks carefully. They have sailed a winning race in delivering to you their vision of a race programme that celebrates this event from long before the starting sequence to well beyond the finish line.

The perennial technician on this crew is Paddy Thomson, whose constant, dependable and accurate input, along with her wealth of experience and knowledge, keeps us on course. Our new graphic navigator is Matt Heximer of 10four design

group, who has taken John Belisle's original artwork and, with John's input, transformed the material into this year's exciting interpretation for our Title Sponsor, IBM.

Past competitors and other boating enthusiasts with a keen interest in this event are credited with the sea-tales, fact and fiction, within these pages.

I hand over the helm with confidence that the effort, energy and expertise of this talented team will continue the tradition of this sail-setting publication.

Sincerely,
Sue Liebert
Retiring Editor

FOND FAREWELLS

The Consummate Communicator

by Sue Liebert

It is with deep sadness that we record the passing of Donald Thomas Byrne – known to his friends simply as Don, his family has lovingly described him as a “towering presence” and indeed for them he was. For us who have had the pleasure of serving with him on the Vic Maui Committee over many, many years, it is easy to understand how a man so slight of build could have cast such a long shadow.

Don was quiet in demeanor, passionate of cause, eminent in knowledge, generous of time, and possessed of a

gentle wisdom. He was the consummate communicator and, for us all, a soothing balm when egos strutted and tempers flared.

Don was involved in many aspects of the Vic Maui race organization. He was the communications guru who had vast experience in everything from tele-communications to computer science and the world wide web. The master plan for daily fleet check-ins, promulgation of vessel positions and weather conditions, as reported by the competitors,

and ongoing daily race results were his domain. He was ever attentive to integrating new and changing technologies. He worked closely with Mike Park who was the mainstay of race communications in Lahaina.

He will be greatly missed by his friends and colleagues at the Royal Vancouver Yacht Club and the Lahaina Yacht Club.

A Shipmate Passes

by Dan O'Brien

If you've done a Vic Maui or two you've no doubt crossed paths with Warren Hinton, and shared in his legend. Warren was involved either as a competitor, committee member, trustee or greeter in every race from 1970 to the present. If you can't place the name he was probably the guy mixing Mai Tais at a greeting in Lahaina or offering you a drink at Victoria from the cockpit of a boat. He was always there instigating a party or telling a story.

Warren had served in the US Army in India during WWII, and had settled into a factory job with an electronics manufacturer in his home state New Jersey. After a few years he was fired, because it was learned that he was cohabiting with a lady outside the bonds of matrimony. According to Warren it wasn't the living arrangement that got him fired, but the fact that the girl was a lady wrestler. So Warren found his way to Maui where he dove for black coral, and became the mogul of curios, ruling with wit and style. He also changed his ways and married the love of his life, Frances, who became social director to the Maui yachting scene. Everyone knows Fran, for years she has played hostess to the great Waiting Wahine parties at their house on the beach at Lahaina. She set the standard that no one has been able to equal to this day.

Warren was one of the early members of Lahaina Yacht Club. He joined because membership was cheap (\$50 per year.) He would stop in every morning on his way to work and read the paper and drink coffee for free. He claimed it was cheaper to belong to LYC than make coffee and read the paper at home. Lahaina Yacht Club was also a great watering hole, and sailors who raced loved to party. The greatest parties of all were greetings at the end of Vic Maui. Warren and Fran greeted boats in 1970 and 1972, and Warren was greeter chairman in 1974.

Warren's first experience with sailboat racing was to help host the C&C 61 "Sorcery" at the end of the 1975 Tahiti race. Jake Wood, the owner of "Sorcery", and Warren hit it off great, and Jake asked Warren to sail back to Lahaina with him. That's how Warren got started sailing. He had so much fun he decided to bite the bullet, and buy his own boat and sail for LYC. So he went to Seattle and bought a Cal-33 named "Citation" that had been completely tricked out by a hot Seattle sailor. He gathered up a bunch of LYC ne'er do wells and spent the spring of 1976 doing local Seattle races for practice. That was the year the terrible weather hit the Swiftsure Race, where both a boat and a life were lost. That didn't slow down Warren's Maui bunch any; they left the dock at Victoria on their way to Maui with a "Student Driver" sign hung on the transom.

The Race to Lahaina that year was a gruel. After nine days of beating to weather the trades filled in from the East, and the normal trade wind sleigh ride turned into a close port tack spinnaker reach. After 21 days Warren came in second in his class, and won the PHRF division overall. From that point on Warren was hooked on racing, and later sailed the 1978 race on "Drifter", 1982 on "Scotch Mist II" and 1986 on "Sorcery". He was always on the race committee at Lahaina and lived for the fun times and adventures that each Vic Maui seemed to bring. His tenure as LYC's Commodore was remarkable as it established an all new standard in yacht club protocol and etiquette - blazers were allowed to be worn at the bar on Christmas Day. Of course, LYC was closed that day! Warren was instrumental in establishing the Race Constitution. He felt the race was important to both Clubs, and he had a knack for making everyone see the other guy's point of view.

So when you round the corner at Tatoosh and head for Maui, remember this shipmate who had been there before, setting out on a grand sailing adventure, and thinking ahead to the great times to be had when you sailed into Lahaina. His spirit will be there to greet you all.

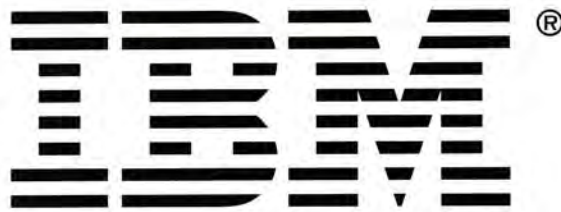


Donald Thomas Byrne
(May 13, 1931 -
October 18, 2002)



Warren Hinton
(September 8, 1923 -
April 17, 2004)

SPONSORS



HARRISdirect



Exclusive Satellite Communications Provider
IBM Vic Maui 2004 Yacht Race

BMO



InvestorLine
Direct Investing

**Pacific
Yachting**

News1130
ALL NEWS RADIO



**HOTEL
GRAND PACIFIC**

Member of Preferred Hotels® & Resorts Worldwide



DT DOCKWISE
YACHT
TRANSPORT



Maui Jim

CONTRIBUTORS

Aston Ka'anapali Shores Resort Hotel
Lahaina Restoration Foundation
Bill Salawich and his crew at
Lokelani Construction
KPOA FM Radio, Lahaina
Royal Victoria Yacht Club

PHOTOGRAPHS

Pamela Alexander
Kam Brasso
Ron Cliff
Nancy Goode
Bonnie Nelson
Kelly O'Neil (she will be missed)
RVYC Archives

DESIGN

10four design group

ILLUSTRATION

John Belisle

PRINTING

Classic Printing Services Ltd.

TIME & EFFORT

Steve Behrisch
Vern Burkhardt
Steve Clark - SV Winds of Time
Leah Costello
Grace Gordon
Catherine Gourley
Ann Miller
Dan O'Brien
Greg Roberts
Scott Rohrer
Frank Shriver
Dan Sinclair - SV Renegade
Kevin Tuulos
Paul Ulibarri
Charlotte Wardel
Royal Vancouver Yacht Club
Lahaina Yacht Club

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 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.

