

The following recap of the 1970 Vic-Maui Race is from a (presumably) Maui newspaper but the photocopy has no masthead, and no date. The copy is “verbatim” in that it includes all the spelling and punctuation errors of the original, with one exception; American writers insist on spelling the name of Lol Killam’s yacht as *Graybeard*, which is incorrect. The correct spelling has been inserted. The time frame of the article appears to cover at least ten days. *Greybeard* finished on July 16 at 12:05:47 (unconfirmed) and the reportage spans from that event until at least July 26, 1970.

THIRD BIENNIAL VICTORIA MAUI YACHT RACE...BY BUD THOMPSON

The Victoria-MAUI International Yacht Race in its third running has proven to be a trying, frustrating passage. The usual Pacific winds have been non-existent and at this writing 19 days 9 hrs later, “Lol” Killams “Greybeard” is the only yacht to have passed the finish line. This she did in an elapsed time of 15 days 15 hours, 47 minutes and 45 secs. over four days ago. The second yacht to finish will be “Satin Doll”, a Santana 37 expected in anytime after 0100 HST July 21st. Their time ran out over two days ago. Gabrielle II a 48’ sloop and “Cubarra” [Ed: That should be “Cubara”] a 38’ Sparkman and Stephens sloop should follow in a few hours. The will give “Cubara” 1st in her class and 2nd over all.

The Trophy Dinner planned for July 22nd has now been moved to July 24th. Wives and families are beginning to wonder what to plan as vacations run out. The weather man says at this point that there is no indication weather will change. The pacific highs has split and the entire fleet sits in between in a low pressure area. Satin Doll reported the best days run at 158 miles today the 20th with a position of Lat. 21, 32 N 154, 30 W. Scotch Mist reported her position as 24, 34 N and 150, 38 W. logging 67 miles for the last 24 hrs. Only 7 yachts reported days runs of over 100 miles Six pack a Columbia 50 has packed it in and turned on power and many friends waiting worry that water and food supplies are running dangerously low. The mystery of it all is that Hawaii has been enjoying good trade winds for weeks and now with three yachts within sight of land are still not getting anywhere near the wind we have.

The daily reports of the Greybeard read like a trip through the doldrums and they report head winds 85 percent of the entire crossing. The position given on the morning of their arrival 21, 40 N 156, 22 W. also reports winds SSE 12 to 15 knots.

It’s July 26th now and it’s all over but the shouting. Satin Doll, Gabrielle II and Cubara finished. Gabrielle II finished in 20 days 15 hrs 45 mins 57 secs. 4 days 23 hrs 39 mins 10 secs after Greybeard. The highest handicap of 5 days 1 hr 15 mins 43 secs was owned by Lucey Alice [Ed: Should be “Lucy Alice”], a Vanguard yawl and she was still far out so Greybeard became winner on elapsed and corrected time two hrs after the second boat in the twenty three boat fleet arrived. [Ed: All the times cited above are suspect. For example, comparing the reported finish times of *Greybeard* and *Gabrielle II* does not yield the reported time differential.]

Early in the race a crew member, D. Robert Widmand became seriously ill from sickness and had to be taken aboard the escort vessel St. Anthony. In a letter to the race committee Satin Doll request 17¼ hrs time as a result of having to have wait the arrival of the St. Anthony. Race committee Chairman F.F. Bill Killam had stated at the instruction dinner before the race that consideration would be given for time allowance in such a matter and 9½ hrs was awarded Satin Doll by the committee subject to appeal by the affected yachts. As it turns out Cubara a 37 ft Sparkman and Stephens sloop owned by Donald J. Lawson from the Royal Victoria yacht Club, lost 1st place in Division II and 1st overall as she had saved her time over Satin Doll. I left Lahaina before anything had hit the fan so don't know what the reaction was. Here's hoping this won't be another Windward Passage episode. The decision on Windward Passage however was without right of appeal and Cubara has this right so it might be some time before its all straightened out. Because of the slow race none of the other yachts were affected on this time allowance.

1st Mate Bill Frame on the St. Anthony told the story of finding Satin Doll. Satin Doll had given her position when she requested help and was sailing ahead of St Anthony at about 7 knots. St Anthony could make 13 knots. Somehow after some hrs under way, St. Anthony discovered they had passed the Satin Doll and then requested they heave too. With an overcast sky at night the St Anthony used a strong searchlight which reflected on the clouds and was seen by the crew of the Satin Doll over 20 miles away. At ten miles, flares were shot off by both boats and they zero'd in on each other. By this time it was daylight and in a heavy rolling sea skipper of the Satin Doll Tom Bush sailed alongside, once to put the sick crewman aboard and once for his gear without using his engine and without touching the St. Anthony. According to Capt Robert Hooper of the St Anthony any contact would have been a disaster. The Satin Doll sailed on in the race taking a more southerly course where she found more wind than the rest of the fleet and was second to finish. She was already doing well in the fleet and it will never be known whether the incident was a blessing in disguise or not.

For several days while the yachts lay in between the split Pacific high with little and variable wind, days runs for all but a few were less than 100 miles. One yacht had a days run of 31 miles. With a spanking trade wind around the islands reported each day everyone kept thinking they'd soon get into them a come booming in. All of the yachts reported good winds only on the last day and one-half to two days and these were 12 to 15 knots and from the east. Thy Yacht Alert, not in the race, came in from San Diego way and reported the same light winds and powered much of the way.

Families waiting the arrival fretted and fumed with each days report and vacation time ran out for most as time in hotels had to be changed and requests for further time of were made. Once crewman was heard his boss over the phone if "he still had a job."

Many worried about the skippers and crews themselves. It's a trying time on tempers under these conditions and situations can arise when someone smiles a little crooked. However as the yachts came in we found the spirits high of all and of they had a problem that wasn't apparent. Maui hosts and hostesses did much in this area as they all met their assigned yachts day or night with plenty of flowers and beverage.

Race officials worried that this might discourage skippers and crews in future races, however it appears this only now becomes a challenge and they're all ready to have at it again.

The Maui papers and radio worked hard at their job and they're trying to make this an all Maui endeavor. The Lahaina Yacht Club members now know that next time they'll be able to call on the entire community for help on their various committees. With 23 boats in only the third race it promises to be even bigger.

Communications were handled in the same manner as in Transpac. The yachts reported in to the escort vessel and in turn Ham operator crewman Brian Lagdon aboard Bill Killam's yacht Porpoise relayed back to a ham in the Vancouver area which in turn was relayed back to Larry Wong in Wailuku. Larry is retired from Kahului railroad and only recently got into ham radio. He can't even swim, he says, let alone know anything about boats. He did a great job in spite of this.

I had to miss the trophy presentation held in the Lahaina prison but a call to Maui gave me info that over 500 attended and it was a fine party. Three yachts were still out when I left but all got in, one during the trophy dinner according to reports.

Greybeard is a windward passage type Peter Hatfield design and owner Lol Killam was extremely satisfied with her performance. She made 265 miles in the last 28½ hrs in 12 to 15 knots of wind on the beam. Lol was able to keep the boat moving in the light stuff too a found that once the boat was under way she moved so easily she made her own wind. That sounds a little stupid but the racing sailor will understand this. With Division I yachts taking home the hardware in the last two arcs this might well entice some of the big buckets from down California was to get into the action. It just isn't a sleigh ride to Hawaii and within a little windward work thrown in the big ones have a chance.

Pictures of Greybeard under sail in Hawaii at the finish are non-existent as she boomed in unexpectedly Russ Steward, chairman of the first Committee lives up Na Pili Kai way and manages the Pikake apartments where we stayed. He happened to look out into the channel and there Greybeard was. A call to John Fox and a quick trip by him to Back Rock, [Ed: That should be "Black Rock"] the finish line at Sheraton Hotel and the tok her time, just in time. Plans for Greybeard are now for the Cape to Rio Race across the Atlantic and some other races. Then is not for sure, but hopefully, the Transpac next year.

Here's a little tid-bit. Just before the race started Paul Cote had sailed his Spencer 35 "Jeunesse" to Victoria from Vancouver. He wanted to see his son off who was sailing on Bill Killam's "Porpoise II" [Ed: That should be "Porpoise III"] (winner of the race in 1968). A few words and snorts later he found himself leaving his boat at Victoria and crewing on Greybeard!