

The following article is from the August 1994 issue of *NW Yachting*. There was no Byline.

***Atalanta* wins Vic-Maui**

***Chance* misses first-to-finish record by 3 hours**

Lahaina, Hawaii – *Atalanta*, Richard Hedreen's big 72-foot ex-maxi boat (quite famous in her racing days as *Ondine III*) had all the wind and water she needed to capture the corrected overall title at this year's Porsche Victoria-Maui International Yacht Race. Flying the burgee of the Corinthian Yacht Club of Seattle, *Atalanta* sailed the 2,300-odd nautical mile course from Victoria, British Columbia, to Lahaina, Hawaii, in an elapsed time of 10 days, 15 hours, 18 minutes and 38 seconds to capture her PHRF Division 1 title as well as the corrected overall title for the entire race fleet (split into four divisions).

However it wasn't *Atalanta* who captured the other big prize for the Vic-Maui – the coveted first-to-finish gun. That award went to, as expected, the ultralightweight Santa Cruz 70 *Chance*, hands down the fastest boat in the 24-boat Vic-Maui fleet. What was surprising was how close *Chance*, sailed by a crack crew of ocean racing veterans headed up by Tim Clark of Seattle, came to breaking the Vic-Maui elapsed time record set two years ago by the granddaddy of all the ultralights like *Chance*, the 67-foot *Merlin* (skippered by Dan Sinclair). *Chance's* final elapsed time of 10 days, 1 hour, 54 minutes and 52 seconds was less than three hours off of *Merlin's* record of 9 days, 23 hours, 15 minutes and 59 seconds, and even that belittles the fact that, up to just a day or so out of Lahaina, *Chance* was right on track to break the record.

Record or no record, *Chance's* performance was still outstanding, although her very low rating virtually assured her of not ending up anywhere near the top of the fleet on corrected time. As it turns out, after the handicaps were worked out, *Chance* ended up fourth in Division 1 and fifth overall.

Division 1, however, was the only division to have its finish order actually determined by ratings. In the other three divisions, the first-place winners – *Carissa* in Division 2, *Showtime* in Division 3 and *Kismet* in Division 4 – all won both their class elapsed time and corrected time awards. *Carissa* a Peterson 43 skippered by Jake Jakubik of Mercer Island, Washington, turned in a respectable elapsed time of just over 14 days (14:00:56:29), while *Showtime* (J/36, Bob Mayfield, Sumner, Washington) did just as well with an elapsed time of 14 days, 18 hours, 8 minutes and 54 seconds. As for Charlie Guildner's (Mt. Vernon, Washington) venerable Cal 40 *Kismet*, her excellent elapsed time of 14 days, 16 hours, 58 minutes and 32 seconds was good enough to vault her on corrected time into fourth overall in the entire fleet.

The Vic-Maui, sponsored jointly by the Royal Vancouver Yacht Club and the Lahaina Yacht Club, began officially on Wednesday, June 29, with the start of the seven boats in Division 4 at Brotchie Ledge (just outside of Victoria's Inner Harbor). Hoping to take full advantage of their two-day advance start, the Division 4 boats, led by *Kismet*, got off to a good start, worked their way up the Strait and turned the corner heading south in good 10-15 knot breezes.

At first it looked like that advance start was really going to pay off for the Division 4 boats, as the day for the start of the other three divisions, July 1, began with overcast skies, fog and light winds. Then the Racing Gods must have smiled on the fleet, as the skies cleared that the wind picked up to a strong 20-30 knot northwesterly.

First across the line, and never looking back, was *Chance*, with *Marda Gras* (Santa Cruz 52, Marda Phelps, Seattle) following on her heels and *Atalanta* close behind, It was then a quick beat up the Strait, popping chutes at the corner and on to Hawaii.

Back on the ocean, *Kismet*, who had briefly lost her lead to one of the other three Cal 40s in her division, *Hooligan* (Gilbert Wood, Seattle), regained that lead sailing in strong winds. Those same strong winds later gave the chance for *Chance*, already smelling a new record, to finally catch *Kismet* on July 5 and take the lead for good.

With most of the fleet sailing the conservative southern route way below the notorious Pacific High, the pace continued to be fast as the boats reached for the favorable tradewinds. Unfortunately, a tropical storm in the Pacific Ocean caused unsettled tradewinds and thus light winds as the fleet approached Hawaii. While *Chance* watched her chance as a new elapsed time record evaporate in the light airs, so did other boats watch their chances at high finishes slide away. Among these was *Kismet*, who had remained close enough to the fast boats in Division 1 to have a shot at the corrected overall title.

Just shy of Lahaina, the wind finally did pick up for *Chance*, but by that time it was too late for the record chase, although *Chance's* 21 knot clocked boat speed up the channel approaching Maui in 40 knots of wind did help her elapsed time seem closer to that record than it actually was!

As the rest of the fleet, spread out due to the light winds in the second half of the race, began to sail on in to the finish line off of Lahaina, the final division stands began to emerge. *Atalanta*, even with all the comforts of home aboard, including a washer/dryer and plenty of water for such (how about showers every day!), managed to stay close enough to *Chance* to capture the Division 1 corrected title, followed by *Marda Gras*, with third in Division on corrected time going to one of the three Santa Cruz 50s in the division, Steve Crary's (Seattle) *Midnight Special*.

Following *Carissa* in Division 2 was the Beneteau 45 *Farr-ari* (William Walton, Seattle), with *Luna* (C+C 37R, Dennis Manara, Vancouver, B.C.), third.

Second and third in Division 3 and 4 went to *Panache IV* (Centurion 47, Helmut Hahn, Surrey, B.C.) and *Windshadow* (Cooper 508, Al Byers, Surrey, B.C.) in Division 3 and *Spectre* (Cal 40, Lee Rogge, Seattle) and *Hooligan* in Division 4.

All in all, it was a pretty uneventful Vic-Mai, as far as unfortunate incidents go – just the normal ripped sails, broken halyards and such – and except for the C+C 34 *Endless Rode* (Gord Cudlipp, Vancouver, B.C.), who experienced steering problems which were later corrected, no boats reported serious problems. In fact, the most serious problem seemed to be surviving the seemingly endless yet certainly not

unwelcome arrival parties in Lahaina as well as the official Awards party on July 22. For the record, the Bryd Award for the crew having too much fun went to *Windshadow*.

And last, but certainly not least, for the effort is truly the thing on the Vic-Maui, the G.G.Y. Turtle Trophy of last to finish went to *Endless Ride*, who finished with an elapsed time of 20 days, 10 hours, 15 minutes and 42 seconds.