

Twelve of *Graybeard's* 16 crew members line the rail after finishing. From left, Dr. Seriol Williams, skipper Lol Killam, Darrell Jones, Harvey Carruthers, Charlie Killam, Randy Jones,

Marshall Pardey, Bunker Killam, Gerry Palmer, Bill Hofius, Dr. Jack MacMillan, John Hutchinson. Missing were Stan Wilson, Frumper Killam, Mike Weaver and Malcolm Wickson.

Nakamoto Photo

Long Drifter to Maui

The weather was consistently light and on the nose most of the way. *Graybeard* finished five days ahead of the fleet and broke the race record, but it was slow going for the majority of boats.

It was a strange month for weather in the North Pacific—the first time in the memory of meteorologists that the Northeast trade winds failed to blow for such a long period in July.

"There's never been a year like this, at least in the past 50 years," said Victoria-Maui race committee member Brian McDermott. "The Met people told me the chances of getting weather like this, with such low wind velocities and contrary direction, were one in a hundred. The weather charts were unusual for weeks on end, with the isobars widely separated. It was obvious that the whole North Pacific was windless."

It resulted in a long, frustrating race for all but one of the 23 participants although there were days of exciting sailing toward the finish

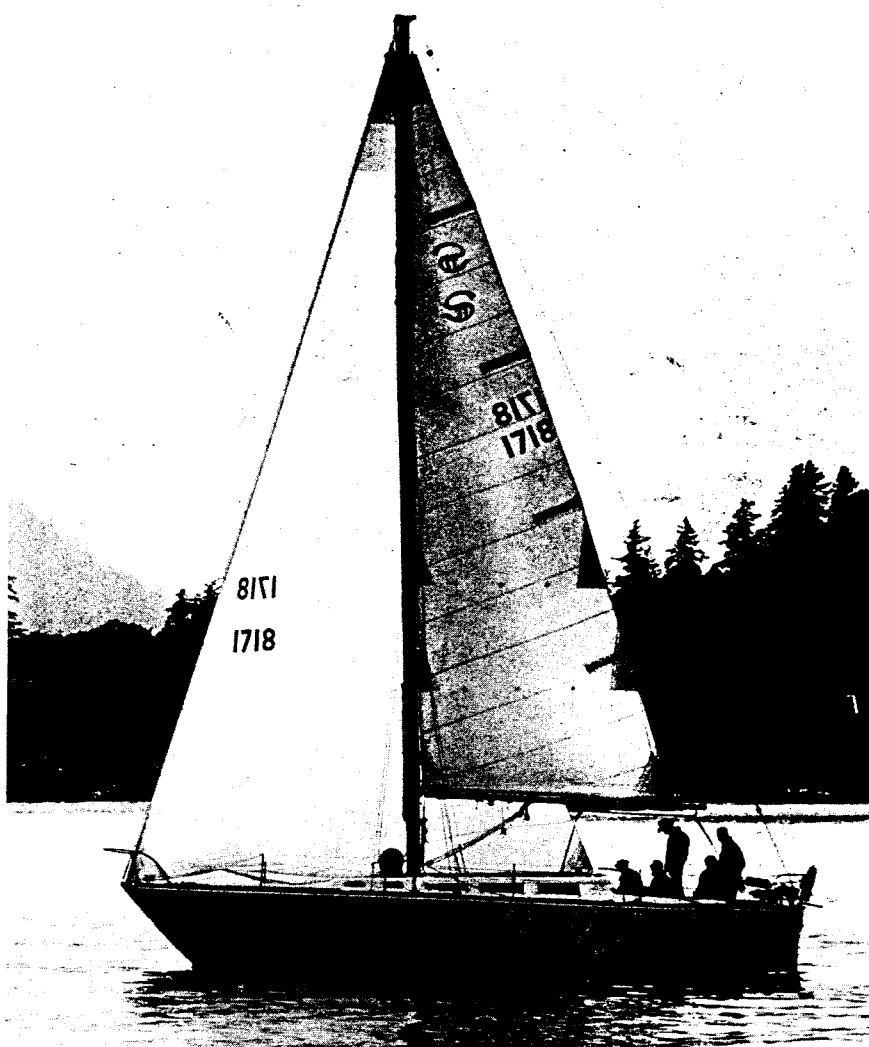
for a few of the boats. The North Pacific high moved erratically and unpredictably along the rhumb line, and many skippers were feeling a little paranoiac as the hole seemed to shadow them throughout the race.

It was more luck than design that found *Graybeard* in precisely the right position with about 500 miles to go, when the High moved a couple of hundred miles south. It captured three or four of the boats which had been close on her tail, but brought Lol Killam's 73-ft. ketch into the strong breezes which skirted the bottom of the pressure area. She scooted to the finish at speeds up to 12 knots, covering almost 240 miles on the final day. Arriving at the finish shortly after noon July 16, she set a new elapsed time record of 15 days, 45 minutes,

7 seconds, beating *Long Gone's* mark by more than 16 hours.

It was almost five days before the second boat finished. Tom Bush's Santana 37 *Satin Doll*, which had travelled the most southerly course of all the boats, finished about 2100 on July 21, three weeks to the day after the start. She was second overall and first in Division II.

Satin Doll was one of two boats which experienced serious trouble. While she was leading the fleet and travelling fast down the Oregon coast, heading south to pick up stronger winds, Dr. Robert Widman, the only doctor on board, became so seasick that it became necessary to get him off the boat. The Canadian escort vessel *St. Anthony* was unable to catch the light 37-ft. sloop as she surfed down the big seas, and Bush decided to

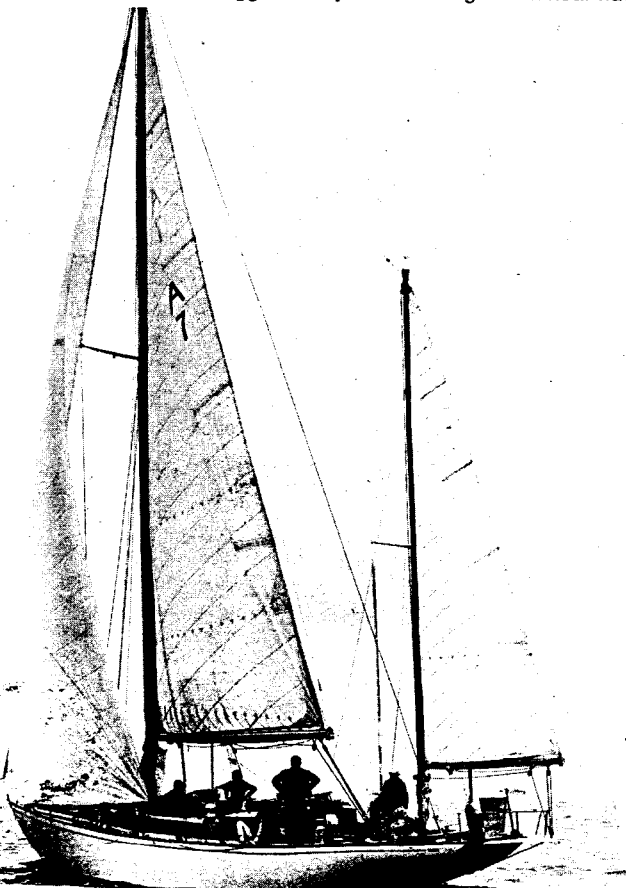


Ghosting along shore near Race Rocks, Tom Bush's Santana 37 *Satin Doll* showed signs of good speed in light weather which gave her second overall. She sails out of Seattle's Corinthian Y.C.

Jim McVie

Denis Mason

G. M. Scrimshaw's 57'9" aluminum yawl *Celeste*, formerly *Spirit*, sailing for Royal Van, finished fourth in Division I. Here she struggles away from starting line in near flat calm.



turn back to Coos Bay to put the man ashore. As they were heading back they sighted the lights of the escort ship, and in eight foot seas the sloop maneuvered alongside. Bush ran his engine but didn't find it necessary to put it into gear. With his last ounce of strength the ill man jumped to the deck of the 152-ft. tug as the two vessels briefly came together. A skillful bit of seamanship on the part of both skippers.

Satin Doll lost 17½ hours in the operation, but the race committee awarded only 9h. 40m. additional time allowance. The extra time made no difference to the results.

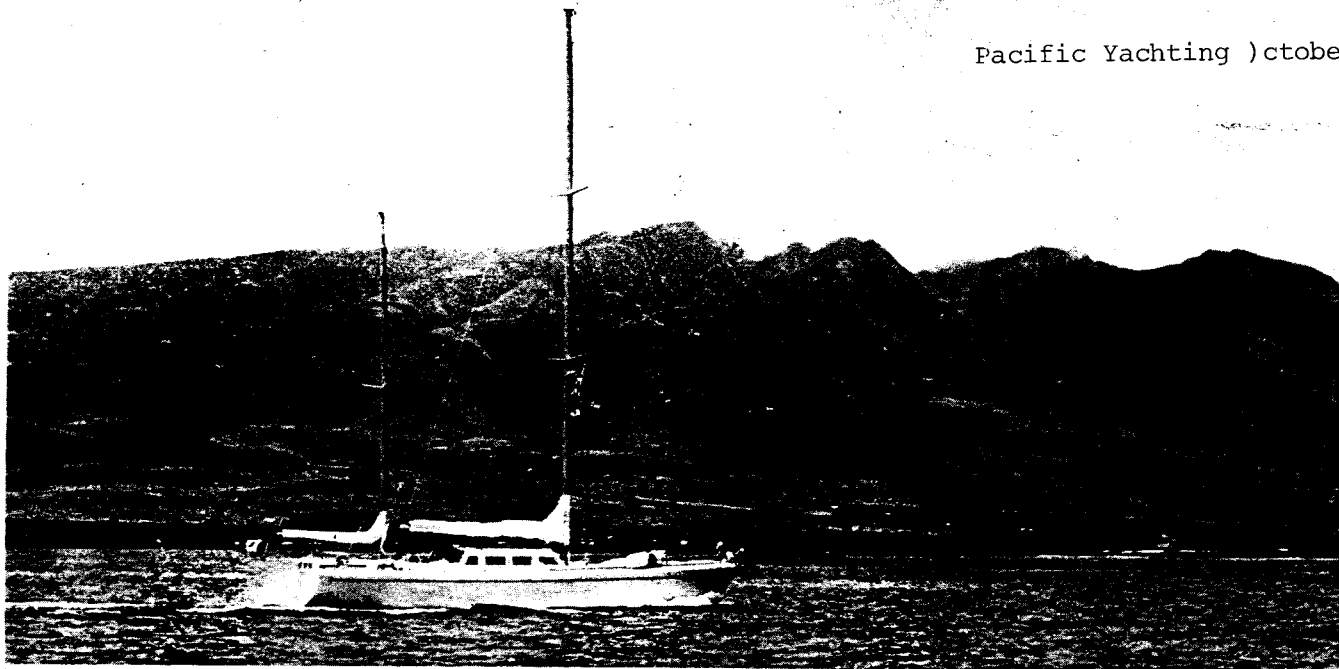
The Santana had stronger breezes than most of the fleet. Her poorest day was 65 miles, and the best 210 miles, although Bush said that once he had passed weather station "November" it was light all the way.

The only major gear breakage in the race was aboard R. D. O'Brien's Cal 36 *Scotch Mist*, which was dismasted. She was hit by a squall and the spinnaker pole, under extraordinary compression thrust, went through the mast. The crew set the pole in a jury rig and sailed to the finish in good time, ending up seventh in Division II.

All the boats were hard on the wind for 85 percent of the race, a disappointment for all those who were looking for the customary beam to broad reaching in moderate winds. Except for some squalls, which lasted only a few hours, the winds were rarely in excess of 12 knots. Very few boats were totally becalmed for any length of time, so there was very little nerve-racking slatting about in the swell. The exception was L. Hedrick's Columbia 50 *Six Pack* from Portland, who made 30 miles in three days while mired down in the high, and finally powered into Maui because they were running short of everything including patience.

But all the skippers, to a man, said they would go again. Brian McDermott talked to each one as he arrived, and all of them realized the weather was a weird fluke. The race committee was worried that the poor weather could have killed future enthusiasm for the race, but they found no evidence that this was so.

Communications during the race were excellent with a group of ham operators in Vancouver and Maui acting as liaison between the fleet and shore. Bill Killam had a ham set on *Porpoise II* which was used to relay information and personal



Temperature was over 90 as *Graybeard* powered under Maui's beautiful mountains to Lahaina Yacht Club from finish line. It was a wait of almost five days until second boat finished.

Nakamoto Photo

messages to and from the fleet. Each day at 1600 the boats would report their latitude and longitude to *Porpoise III*, and at 1900 the information would be relayed to one of nine volunteer hams in Vancouver. This information was then phoned to race headquarters at Royal Vancouver Yacht Club, and was plotted on a wall chart. A total of 22 persons were involved in plotting and reporting the race information at headquarters.

The Lahaina Yacht Club did a superb job of organizing the receptions at the finish. As each boat finished, she was met by a run-around, and given a packet of instructions and a case of cold beer. The club chose a family to meet each boat as it came in, and they tried to outdo each other in the extravagance of their welcomes.

One of the best parties — and there were scores — was put on by

former B.C. logging operator and MLA Gordon Gibson at his Maui Lu resort 30 miles south of Lahaina. His Stragglers' Party was given to honor the arrival of the last boat, the L36 *Puffin II*, owned by Ned Lund of Royal Van. The former *Long Gone* arrived at the finish on July 24, and the crew went to Gibsons the next day where about 75 people celebrated their arrival in true Hawaiian fashion.

Showing excellent speed in her second Maui race was Don Lawson's Hughes 38 *Cubara* from Royal Victoria. She was second in highly competitive Division II, about six hours behind *Satin Doll*, corrected.

Jim McVie

VICTORIA-MAUI 1970

Placing	Yacht	CCA Rating	Race Allowance			Elapsed Time			Corrected Time					
			D	H	M S	D	H	M S	D	H	M S			
DIVISION I														
1	<i>Graybeard</i>	79.0				15	00	45	07	15	00	45	07	
2	<i>Gabrielle II</i>	39.8	2	15	44	59	20	00	24	55	17	08	39	56
3	<i>Porpoise III</i>	41.9	2	10	10	25	20	14	27	01	18	04	16	36
4	<i>Celeste</i>	46.4	1	22	53	11	20	21	02	15	18	22	09	04
5	<i>HMCS 'Oriole'</i>	66.9	0	13	30	26	21	13	48	14	21	00	17	48
	<i>Six Pack</i>	39.8	2	15	44	59	Withdrawn from race							
DIVISION II														
*1	<i>Satin Doll</i>	36.2	*3	12	04	51	19	22	31	19	16	10	26	28
2	<i>Cubara</i>	33.1	3	13	00	02	20	05	19	23	16	16	40	35
3	<i>Eha Makani</i>	31.6	3	18	36	58	21	05	19	23	17	10	42	25
4	<i>Aukele</i>	36.2	3	02	24	51	20	14	13	44	17	11	48	53
5	<i>Sabrina</i>	31.6	3	18	36	58	21	11	21	19	17	16	44	21
6	<i>Hasty</i>	36.2	3	02	24	51	20	20	14	55	17	17	50	04
7	<i>Mutineer III</i>	31.8	3	17	50	23	21	19	24	04	18	01	33	41
8	<i>Long Gone</i>	36.1	3	02	44	05	21	06	01	20	18	03	17	15
9	<i>Scotch Mist</i>	31.8	3	17	50	23	21	23	18	19	18	05	27	56
10	<i>African Star</i>	31.5	3	19	00	26	22	11	56	58	18	16	56	32
11	<i>Potlatch II</i>	31.6	3	18	36	58	22	19	24	02	19	00	47	04
12	<i>Puffin II</i>	31.6	3	18	36	58	23	02	57	02	19	08	20	04
DIVISION III														
1	<i>Lucy Alice</i>	25.0	5	01	15	43	22	01	08	46	16	23	53	03
2	<i>Rasalhague</i>	26.4	4	17	47	59	21	18	45	14	17	00	57	15
3	<i>Drummer Boy</i>	29.5	4	03	19	25	21	05	25	37	17	02	06	12
4	<i>Whales Tale</i>	28.2	4	09	03	13	22	01	50	15	17	16	47	02
	<i>Hi Yu</i>	28.6	4	07	13	07	Withdrawn from race							

*Includes approved additional time allowance of 9H 40M for emergency operation.

