

The following is an article from the August 1994 issue of *Boat World*

U.S. boats dominate fast ride to Lahaina

American boats won all Division trophies in the 15th Porsche Victoria-Maui International Yacht race, leaving Canadians to pick up the odd second or third in division. First boat to finish, Tim Clarke's chartered Santa Cruz 70 *Chance* out of Seattle Yacht Club, crossed the line off Kaanapali in 10 days, 1 hour, 54 minutes, 52 seconds, about two hours over Merlin's record of 9 days, 23 hours, 15 minutes. The last boat over the line, Gord Cudlipp's C+C 34 *Endless Rode* of Vancouver, finished the race in 20 days, 10 hours, 14 minutes, 42 seconds, but the Canadian had the last laugh. Cudlipp and his wife Maureen sailed off for a year's holiday in the South Pacific after the awards ceremonies July 22 in Lahaina.

The race had two starts, the first for Division 4 boats on June 29 and the second for the bulk of the fleet on July 1. The first portion of the race was overshadowed by a skitterish Pacific High which had to be watched on an almost hourly basis. The boats which kept the High safely to the north, but didn't head too far south, were the winners, but it took some tricky navigation at times. The winds were excellent in the early days of the race, blowing 10 to 25 knots for about eight days. As the boats turned into the trades and a direct course for Hawaii, the breeze went a little lighter.

The big winner was Richard Hedreen's beautiful Tripp 73 racing ketch *Atalanta*, which took first overall corrected, and first Division 1 corrected, the major trophies in the race. *Atalanta* finished almost 14 hours behind *Chance*, but easily took her on corrected.

Second overall and second in Division 1 was Marda Phelp's new Santa Cruz 52 *Marda Gras*, which recorded an incredible 356 mile run on Day 5, which must be close to a world record for a 52-ft boat. She was the most westerly of the fleet when she clocked the big run, and her daily radio report said she hoped the Pacific High was well north. Most of the fleet stayed about 100 miles offshore until they were about 28 degrees north, when they turned right for the islands in the trades. Fairly strong northwesterlies made for excellent times in the first eight days for most boats.

In the overall standings, the first five boats were *Atalanta*, *Marda Gras*, *Midnight Special* (Steve Crary's Santa Cruz 50 from Seattle), *Kismet* (Cal 40 owned the Bellingham Yacht Club syndicated headed by Charlie Guildner) and *Chance*.

Division 2 honors went to Curt Lillibridge's Peterson 43 *Carissa*, sailing out of Seattle for Lahaina Yacht Club. Second in Division 2 was Bill Walton's *Farr-Ari*, a Beneteau 45 sailing for Three Tree Point Yacht Club, Seattle.

Bob Mayfield's pretty black-hulled J/36 *Showtime* was first in Division 3, sailing for Corinthian Yacht Club in Tacoma, with Canadian Helmut Hahn's Centurion 47 *Panache IV*, sailing for Crescent Beach Yacht Club, in second spot.

One of the crews celebrating a particularly good race was the syndicate which owns *Kismet*, the 28 year old Cal 40 which not only took Division 4, but corrected out to fourth overall, a remarkable finish for a "smaller" boat pitted against an intimidating fleet of big sleds and hot new raceboats. Bill Lapworth

designed the Cal 40 to win the Transpac, and she is still the boat to beat in a long downwind race with fresh winds. The big age allowance on her PHRFF rating doesn't hurt either. Skipper Charlie Guildner and his crew of Marlene Bolster, Stephanie Campbell, Brad Paris, Andy Schwenk and Chris Thomas must have been wearing ear-to-ear grins as they walked around Lahaina.

Eugene Pelland, boat manager of Division 1 Leader *Atalanta* said their rough game plan was to go south around the High, keeping the spinnaker pole on the forestay and hold the boat down near the rhumb line. The trick was to keep the boat speed up sailing close to the wind without venturing too close the High. With the uncertainty of the High this year, they sacrificed some speed to keep from going too far north, but maintained a 9 to 10 knot boat speed most of the route. They flew two spinnakers, main and mizzen most of the way. The bonus for this crew was that they didn't lose time to breakage. Navigator Ray Martin had both offshore cruising and racing experience and West Vancouver sailor Vic Bishop, a veteran of three Vic-Maui races, was aboard.

Their credo was "every day is the most important day of the race," and they created a competition between watches with a roach and a leech team each made up of seven people who competed for daily miles honours.

Jim Medema, a crew member on Division 2 winner *Carissa*, credited GPS and Weather fax for their win. The equipment kept them updated every few hours on the erratic position of the High. Their strategy was to be the southern most boat. On July 4, they celebrated the U.S. holiday with their own brand of fireworks, when two halyards broke, a topping lift snapped and a spinnaker sheet blew. Cliff Olin, the navigator, spent two and a half hours up the mast repairing all the damage.