



INTRODUCING THE PY PACIFIC CHALLENGE

Pacific Yachting is issuing a challenge to owners of production powerboats of 40 feet or less to circumnavigate Vancouver Island in the least amount of time using only the fuel that can be carried on board.

► "This is not a blast through the open ocean from one location to another," said *PY* editor Dale Miller. "Depending on the route chosen and time of year, a challenger will have to face potentially extreme sea conditions, tidal ranges of more than 16 feet and currents exceeding 12 knots."

The event, which is being called The *PY* Pacific Challenge, will put a premium on boat design, boat construction, fuel efficiency and seamanship. Boats will be able to compete individually at any time of the year and can choose to circumnavigate Vancouver Island from Victoria to Victoria clockwise or counter clockwise, a distance of 580 nautical miles.

"We anticipate the elapsed time for the Challenge will be reduced, over time, as builders and engine manufacturers strive to improve their products," explained Miller.

The record holder will have the details of their trip inscribed on a perpetual trophy. In addition to the under 40-foot class, there will be three additional classes: all electric powerboats, powerboats that require one refueling stop and an experimental class. Details will be announced in the near future.



Inspiration for the *PY* Pacific Challenge comes from the Bermuda Challenge issued by *Boating Magazine* back in 1994. Over the past 20 years nearly a dozen crews have taken up the challenge to cross the 700 miles from New York to St.

George, Bermuda. It remains as one of the East Coast's most prestigious offshore powerboating events, and *Pacific Yachting* hopes to emulate that success and excitement on the West Coast.

Boaters who want to tackle the *PY* Pacific Challenge should contact Dale Miller at *Pacific Yachting* for rules and regulations. Please note that *Pacific Yachting* is only covering the event and issuing a trophy, and boaters enter the challenge solely at their own risk, with their own planning, preparations, timing, liabilities and logistics.

"We're proud and delighted to issue this challenge," said Miller. "This is a way for *Pacific Yachting* to help contribute to the creation of more fuel efficient vessels, which is a win-win for both boat owners and the environment."

"Also, sailboat racers have had a monopoly on the excitement of competition in our waters for long enough, it's time for the powerboaters to have a go!"

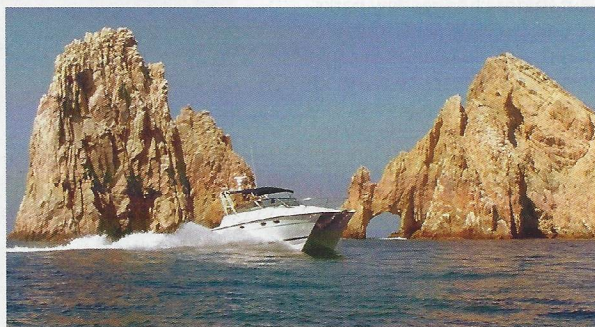
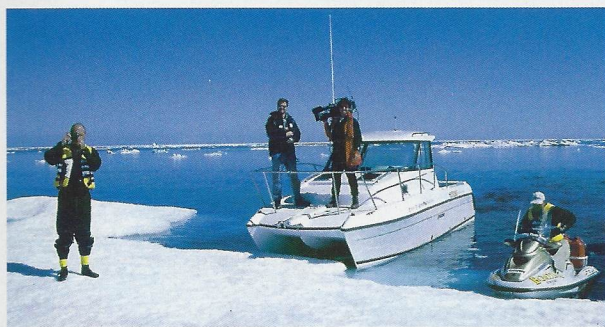
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CURRENTS

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This is a local news-driven section. If something catches your attention that would be of interest to local boaters, send it along to samb@pacifyyachting.com



Above Larry Graf is no stranger to the open ocean, having done numerous long-distance challenges in the past.



PYPACIFIC CHALLENGE ACCEPTED

▶ A Pacific Northwest boat builder and one of the world's best-known adventure boaters has accepted the *Pacific Yachting Pacific Challenge* issued last month.

Larry Graf, founder and president of Aspen Power Catamarans, says he will attempt the circumnavigation of Vancouver Island "sometime toward the end of June."

"This is the exactly thing I love to do," Graf said. He and his son Nick are hoping to start the challenge around June 21, taking advantage of the longest days of the year. They will be using one of his 32-foot Aspen C-100s.

"I am certain that given the right weather window we can set a world's first record for the fastest, most efficient, unrefueled trip around Vancouver Island."

Graf was, in 1995, the first boater to successfully complete the 728-mile Bermuda Challenge from New York to Bermuda. He was the president of Glacier Bay catamarans at the time and did the run in a Glacier Bay 260 powered by a pair of 90-horsepower outboards. The run took him and his co-driver 36.5 hours.

He also went on to participate in several other long-distance,

open-ocean adventures. In 1998 Graf and crew, with two 26-footers took on the Pacific. They bashed through 10-foot waves and winds to 30-miles-per-hour en route from Hawaii to Midway, a distance of 1,328 miles. They stopped once during the seven-day trip on Turn Island to refuel.

In 1999 Alaskan waters beckoned and Graf put together a double header. The first leg was 2,700 miles up the Pacific Coast to Prince William Sound and then out into the Gulf of Alaska to Homer. The second leg of that adventures was a bash across the Bering Sea, from Nome to Russia—and back.

In 2003 Graf took off again, this time on an 8,400-mile jaunt from Seattle, Wash., to Portland, Maine. The vessel, another Glacier Bay, worked its way south from Seattle to Baha. It was then trailered across Mexico,

relaunched and motored up the East Coast to Maine.

"While all of these were challenging adventures," Graf said, "This trip will pose different challenges with not only sea conditions, but tides and currents in both Juan de Fuca and Johnstone straits to worry about. Riding the currents and catching the pinch point tides just right will be the key to success."

Debris is more of an issue on our coast as well. "We'll probably drop speed back to 10 to 14 knots at night, both to conserve fuel and insure impacts with debris will be uneventful."

"This type of challenge pushes all marine builders and suppliers to develop more efficient hulls, machinery, and better equipment and that reduces the cost of boating allowing more people to get out onto the water," Graf said.