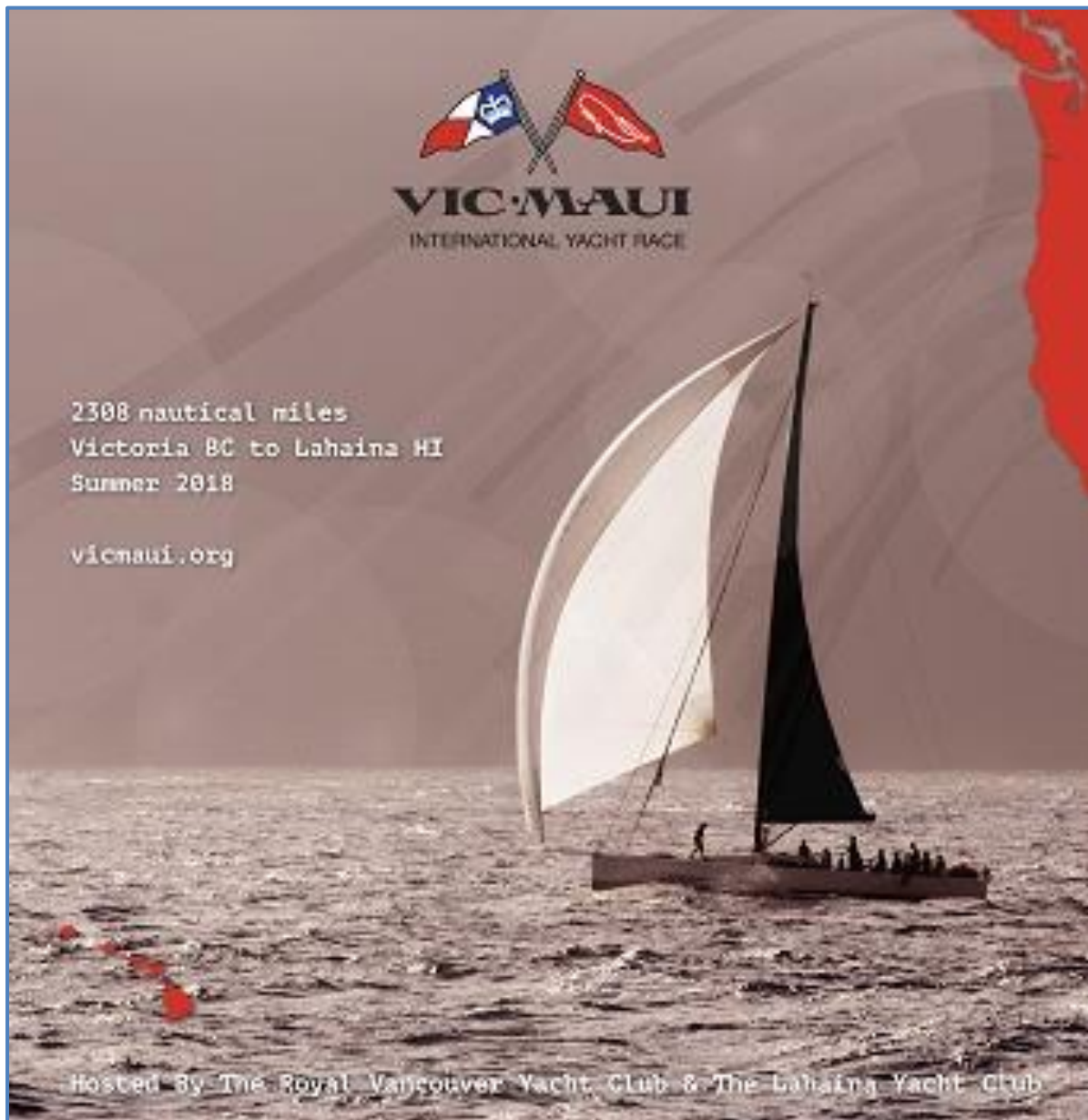


# NOTICE OF RACE

2018

## Victoria to Maui International Yacht Race



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# 2018

## VICTORIA TO MAUI INTERNATIONAL YACHT RACE

### **OBJECTIVE**

To provide a premier world-class ocean race that will encourage the participation of qualified ocean racers.

### **ORGANIZING AUTHORITY**

The Victoria to Maui International Yacht Race (“Vic-Maui”) is an international yacht race organized and conducted jointly by the Royal Vancouver Yacht Club and the Lahaina Yacht Club.

Royal Vancouver Yacht Club  
3811 Point Grey Road  
Vancouver, BC, Canada V6R 1B3  
Telephone 604-224-1344

Lahaina Yacht Club  
835 Front Street  
Lahaina, Maui, HI, USA 96761  
Telephone 808-661-0191



## 1. RULES

- 1.1. The race will be governed by the rules defined in the current edition of the World Sailing Racing Rules of Sailing (“RRS”), the World Sailing Offshore Special Regulations for 2016-2017 (“OSR”), the current editions of the ORC Rating System (“ORC”) and International Measurement System, published by the Offshore Racing Congress. The Sailing Instructions will specify the national authority prescriptions that will apply to the RRS.
- 1.2. One hour after a boat’s scheduled start the International Regulations for Preventing Collision at Sea shall replace Part 2 of the RRS.
- 1.3. The Official Notice Board will be on the Vic-Maui website at [www.vicmaui.org](http://www.vicmaui.org). Courtesy copies of notices may be posted at the Royal Vancouver Yacht Club and Lahaina Yacht Club.
- 1.4. The RRS are changed as follows:
  - 1.4.1. Boats with a valid ORC certificate which specifies a canting keel or water ballast are permitted to cant the keel and/or shift water ballast and are permitted to use power other than the power provided by the crew to cant the keel and/or move water ballast. This modifies RRS 51 and 52.
  - 1.4.2. All boats in the Cruising Class and boats in Racing Class that have so declared on their ORC certificate may use power other than the power provided by the crew to operate winches. This modifies RRS 52.
  - 1.4.3. Boats in the Double-Handed Division and the Cruising Class are permitted the use of self-steering devices and automatic pilots. This modifies RRS 52.
  - 1.4.4. Boats are permitted to move sails that are not set. This modifies RRS 51 and ORC 201.3.
  - 1.4.5. Boats in the Cruising Class are permitted to use propulsion in addition to that permitted in RRS 42.3. Propulsion may be used commencing 30 minutes after the starting signal and until the boat reaches a position between Molokai and Maui where Hawea Point bears 164 degrees true. The time using propulsion shall be totaled and multiplied by 0.4 times the square root of the waterline length (LWL in feet) and added to the boat's elapsed time. This modifies RRS 42.
  - 1.4.6. Boats shall not intentionally put trash in the water, other than organic trash from food waste or bio-degradable bands from setting a sail. This modifies RRS 55.
  - 1.4.7. RRS 78.2 is deleted.
- 1.5. The ORC rules are changed as follows:
  - 1.5.1. ORC 201.2 is deleted.



- 1.5.2. A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race. The count of headsails does not include headsails required by the Offshore Special Regulations. There are no restrictions to the number of spinnakers a boat can carry while racing. This modifies ORC 206.1.
- 1.6. The minimum number of crew shall be four, except that boats in the Double-Handed Division shall have two crew.
- 1.7. Use of propulsion, for any reason and including those permitted under 1.4.5, RRS 42.3 g), and RRS 42.3 i) including running the propeller in reverse, shall be logged at the time of each occasion of starting and stopping of propulsion. The log shall be included with the Declaration of Compliance finish report submitted to the Race Committee after finishing.

## **2. SAFETY**

- 2.1. Each boat shall meet the requirements of the OSR with the amendments contained in Appendix A to this Notice of Race. This is a Category 1 race.
- 2.2. At least two-thirds of the crew including the Person in Charge must hold a valid certificate for a World Sailing approved Offshore Personal Safety course, with an expiry date no earlier than the finish time limit.
- 2.3. Boats must make an appointment for a Vic-Maui safety consultation with a Vic-Maui safety representative no later than April 30, 2018 and complete their safety consultation prior to May 30, 2018.
- 2.4. Boats must submit a completed and signed Vic-Maui Safety Consultation Checklist (Appendix B to this Notice of Race) with all required crew and equipment certificates no later than June 15, 2018. Confirmation of the correction of all deficiencies noted on the completed checklist and certificates for MOB drill and lifejacket inspection must be provided to the Organizing Authority no later than the time of check-in in Victoria.
- 2.5. Boats shall provide a log or other evidence of completion within two years prior to the race: a Vic-Maui Qualifying Race, another ocean race, or a passage of at least 500 miles with the Person in Charge and 50% of the Vic-Maui 2018 crew aboard, or with both Vic-Maui 2018 crew aboard for double-handed entries.
- 2.6. The Organizing Authority maintains the right to require a safety inspection prior to a boat's start, or upon completion of the race.
- 2.7. There will be a mandatory safety briefing that must be attended by the Person in Charge and one other crew, preferably navigator or watch captain. The location and time of the mandatory safety briefing will be provided in the Sailing Instructions.



### **3. ADVERTISING**

- 3.1. The Organizing Authority may require boats to display event advertising in compliance with World Sailing Regulation 20 at times specified in the Sailing Instructions.

### **4. ELIGIBILITY**

- 4.1. Vic-Maui is open to mono-hull boats that comply with the stability requirements listed in Section 3.04.3 or 3.04.4 of the OSR. Boats must be completely self-sufficient for extended periods of time and capable of withstanding heavy weather.
- 4.2. Boats competing in the Cruising Class without proof of compliance with the stability requirements listed in Section 3.04.3 or 3.04.4 of the OSR may submit a signed statement from a naval architect familiar with the requirements stating that the boat complies with one of the requirements listed in the OSR.
- 4.3. Crews must be prepared to deal with heavy weather, injuries, and equipment failures without the prospect of immediate assistance. The Person in Charge and the crew, in aggregate, shall have an appropriate level of ocean sailing experience.
- 4.4. Boats must have a reasonable likelihood, in the sole opinion of the Organizing Authority, of finishing prior to the time limit.

### **5. ENTRY**

- 5.1. Eligible boats shall enter by completing the on-line entry form, submitting all boat and crew information specified on the entry form, and paying the entry fee on or before February 5, 2018. Late entries may be accepted upon special written application to the Organizing Authority and payment of a fee for late entry. Under no conditions will entries be accepted after March 31, 2018.
- 5.2. The Organizing Authority will use best efforts to notify boats of the acceptance or rejection of their entry no later than 3 weeks after the date of a complete entry submission.
- 5.3. The race will be restricted to a maximum of 25 entries.
- 5.4. Boats shall provide the Organizing Authority all crew information required for US customs and immigration clearance, including any necessary US visa information, and emergency contacts no later than June 15, 2018.



- 5.5. Boats that fail to comply with the documentation filing deadlines of this Notice of Race, including appearance at their scheduled safety consultation, will have their entry rejected or cancelled without refund of entry fee.
- 5.6. Upon acceptance of an application in writing and payment of a late documentation fee, the Organizing Authority may, in its sole discretion, accept documentation after the filing deadlines and reinstate the entry.
- 5.7. A decision by the Organizing Authority as to whether a boat and her crew meets the requirements for entry in the race is final and will not constitute grounds for redress.
- 5.8. To encourage their participation, the Organizing Authority in its sole discretion may give special consideration to training vessels representing recognized training organizations.

## **6. ENTRY FEE**

- 6.1. The regular entry fee is:
  - \$1,800 for boats under 30 feet LOA,
  - \$2,200 for boats from 30 to under 40 feet LOA ,
  - \$2,500 for boats from 40 to under 50 feet LOA,
  - \$2,800 for boats from 50 to under 72 feet LOA, and
  - \$3,600 for boats from 72 feet LOA and over.

No refund of entry fees will be made. All currency amounts are Canadian dollars (CAD) unless otherwise noted.

- 6.2. Early entries: the entry fee will be reduced by 10% for boats that enter and pay their entry fee by September 15, 2017. Early-entry boats may be given early registration opportunities at pre-race events such as Offshore Personal Safety programs, Vic-Maui preparation seminars, offshore weather courses and marine first-aid courses.
- 6.3. The late documentation fee per section 5.6 is \$100 per 24-hour period.

## **7. HANDICAP SYSTEMS, DIVISIONS AND CLASSES**

- 7.1. There will be two Classes, Racing and Cruising.
- 7.2. The Racing Class will split into Divisions as numbers and differences between boats warrant. A Double-Handed Division will be established if any entries are received. Division assignments by the Organizing Authority will not be grounds for protest or request for redress.
- 7.3. Time allowances will be determined using the ORC Rating System and calculated from the



ORC velocity prediction program, the Vic-Maui weather matrix, and a course length of 2308 nautical miles.

- 7.4. Boats shall have a valid ORC Club certificate. A copy of the certificate shall be provided to the Organizing Authority not later than May 18, 2018. After May 18, 2018, no changes may be made to the certificate other than as a result of a rating protest or to correct an administrative error made by the rating office.
- 7.5. Boats in Racing Class are required to have freeboard, rig, and sail measurements verified by an ORC or Vic-Maui qualified measurer. Boats being measured for freeboard shall be presented in measurement trim in accordance with IMS Section B4. The boat's submitted ORC Club certificate must include all measurements indicated by the measurer.
- 7.6. Boats in the Cruising Class that do not have hull forms in the ORC data base will have the option of being assigned time allowances by the Organizing Authority using comparison with known ORC ratings of similar boats. Such boats shall provide required hull, rig and sails dimensions not later than February 28, 2018. Boats should also provide any valid or recently expired handicap certificates.
- 7.7. After the deadline for providing certificates no changes may be made to a boat that may alter the time allowance. It is the sole responsibility of each boat to ensure that all information provided for the purpose of producing its time allowance is complete and correct.
- 7.8. A list of preliminary time allowances will be posted on the Official Notice Board no later than May 21, 2018. A boat that believes there is an error with its time allowance, or with another boat's time allowance, may file a written request for review not later than May 28, 2018. Final time allowances will be posted on the Official Notice Board no later than June 8, 2018.

## **8. PENALTY SYSTEM**

- 8.1. When the Protest Committee decides a boat has broken a rule and is not exonerated, it may disqualify the boat, impose an elapsed time penalty, or impose no penalty. This modifies RRS 64.1(a).
- 8.2. A framework for time penalties has been designed to provide guidance for the Protest Committee, but the magnitude of a time penalty shall be at the discretion of the Protest Committee, unless otherwise specified in this Notice of Race or in the Sailing Instructions. This modifies RRS 44.





## **9. SAILING INSTRUCTIONS**

- 9.1. The Sailing Instructions will be posted on the Official Notice Board no later than June 15, 2018.

## **10. TRANSPONDERS**

- 10.1. The Organizing Authority will install a transponder on each boat.
- 10.2. A boat shall not tamper with or alter the installation or operation of the transponder unless so requested by the Race Committee. Each boat shall be responsible for the loss or damage of the transponder and may be required to post a security deposit.
- 10.3. The Organizing Authority will be responsible for the removal of the transponder at the conclusion of the race. The boat shall arrange with the Organizing Authority to have the transponder removed.

## **11. CHECK-IN**

- 11.1. All boats shall check in with the Race Office in Victoria no later than 1600 PDT, two days prior to their scheduled start. At check-in, boats will be provided with an information package and will be required to provide confirmation that all deficiencies listed on Appendix B Checklist have been rectified, confirm that a required email test has been completed with Race Committee, complete all outstanding documentation filings including Exclusion of Liability - Assumption of Risk forms for Person in Charge and all crew, and confirm that pay all outstanding fees have been paid.

## **12. MOORAGE**

- 12.1. Pre Start - The cost of boat moorage in Victoria, BC for the two days prior to the boat's scheduled start is included in the boat's entry fee. Boats will be assigned moorage in Victoria, BC by the Organizing Authority. Boats must be in their assigned moorage no later than 1200 PDT two days prior to their scheduled start. Boats shall not make independent moorage arrangements in Victoria without advance permission of the Organizing Authority.
- 12.2. Post Finish - There is limited moorage available in Lahaina Harbour and a limited number of moorings in the roadstead. All boats must be prepared to anchor in the Lahaina roadstead in approximately 50 feet of water with a mixed sand and coral bottom. Subject to limitations for deeper draft boats, boats will have short duration opportunities to use harbour facilities on arrival and while preparing for return delivery. Boats shall not make independent moorage arrangements in Lahaina without the advance permission of the Organizing Authority. After



arrival in Lahaina, all boats must register with the local harbor administration and provide a local contact number.

### **13. START - PLACE AND DATE**

- 13.1. The race will start off Victoria, BC in the vicinity of Brotchie Ledge. The starts will take place between June 30 and July 4, 2018 inclusive.
- 13.2. Boats will be notified of their preliminary start dates and times not later than February 28, 2018 and their final start dates and times not later than May 18, 2018.

### **14. COURSE, FINISH AND TIME LIMIT**

- 14.1. The course shall be from the starting line, leaving the Duntze Rock Lighted Whistle Buoy and Tatoosh Island to port, the Island of Maui to port and crossing a finish line off the west coast of Maui.
- 14.2. For scoring purposes the course shall be 2308 nautical miles. The time limit shall be 1000 HST on Friday, July 20, 2018.
- 14.3. Boats must file a completed Certificate of Compliance finish report signed by Person in Charge and all crew with the Race Committee promptly after finishing. Failure to promptly submit a Certificate of Compliance finish report could result in disqualification.



## 15. ENTRY TIME LINE

Sep 15, 2017	Deadline for early entry discount		
Feb 5, 2018	Deadline for entries	Filing of boat and crew information	
3 weeks after completed entry	Acceptance of entry		
February 28, 2018	Preliminary notification of start dates	Cruising Class boats without ORC data to submit dimensions	
April 30, 2018	Deadline to make appointments for safety consultation		
May 18, 2018	Deadline for submission of ORC certificates	Final notification of start dates	
May 30, 2018	Deadline for completing safety consultation		
June 8, 2018	Final time allowances posted		
June 15, 2018	Deadline for submission of signed App B Checklist and all required safety documentation	Deadline for submission of proof of insurance, crew information	Sailing Instructions issued
2 days prior to Start	Arrival in Victoria. Check-in	File Person in Charge and crew declarations. Complete email test	Declaration for MOB drill, lifejacket inspection, App B deficiencies rectified



## **16. RACE COMMUNICATION**

- 16.1. Boats must be equipped with a DSC capable marine VHF FM radio transceiver of at least 25 watts of power with the MMSI and GPS functions enabled.
- 16.2. It is strongly recommended that boats carry a marine single side band (SSB) transceiver with DSC capability and the MMSI and GPS functions enabled. Boats that do not carry a marine SSB transceiver shall carry two satellite communication devices that provide contiguous network coverage over the entire racing area (i.e. Inmarsat or Iridium, not Globalstar). If two satellite communication devices are carried, at least one shall be a satellite telephone configured at all times to receive voice telephone calls.
- 16.3. Boats shall have communications capability supporting bi-directional, low-bandwidth, text-only email between the boat in any location on the course and the Race Committee onshore. This capability should be provided using available communications equipment such as an SSB transceiver or at least one of the satellite communication devices. Boats will be required to complete a 2-way test of email capability in accordance with directions to be provided in the Sailing Instructions.
- 16.4. To enable the provision of mutual safety support, each day during the race boats shall provide a Roll Call report to the Race Committee no later than 1300 HST. Directions will be provided in the Sailing Instructions. Boats failing to make to make a daily Roll Call report will be protested by Race Committee with a recommendation for penalty as provided in the Sailing Instructions.
- 16.5. Without limiting the application of RRS 41, the transmission or receipt while racing of any communication for the direct or indirect benefit of an individual boat or group of boats is prohibited. This includes fee-for-service weather information and all routing information or advice. This does not include communication, including electronic communications, required in order to comply with the notice of race and sailing instructions or for personal messages not related to a boat's performance in the race.
- 16.6. Boats may receive weather information and fleet position information in any form, providing that the information is public and in a form that is available without charge. Boats may use any communications method to receive weather information and fleet position information.

## **17. DISCLAIMER OF LIABILITY**

- 17.1. Competitors participate in the race entirely at their own risk. See RRS 4, Decision to Race. The Organizing Authority will not accept any liability for any damage or personal injury or death sustained in conjunction with or prior to, during, or after the race.
- 17.2. As a condition of entry, boats and crew members are required to complete Exclusion of



Liability - Assumption of Risk agreements in the form provided by the Organizing Authority.

## 18. INSURANCE

- 18.1. All boats shall provide the Organizing Authority proof of valid third-party liability insurance of not less than \$1,000,000 CAN or US no later than June 15, 2018. The Policy shall specifically state that the boat is covered for the 2018 Vic-Maui race, or that it is covered for trans-Pacific ocean racing.

## 19. RACE ENTRY CONTACT

- 19.1. Please address correspondence and requests for information to: [entry@vicmaui.org](mailto:entry@vicmaui.org)

## 20. AWARDS AND TROPHIES

- 20.1. Awards will be presented at the Awards Banquet in Lahaina, HI on Saturday, July 21, 2018.
- 20.2. First overall (corrected time) and line honors (elapsed time) will be awarded within the Racing Class. Cruising Class boats will be eligible only for those awards specifically designated for the Cruising Class. Division awards (corrected time) for Classes with more than one Division will be given out in accordance with:

More than 5 competitors: 3 awards  
4 or 5 competitors: 2 awards  
Less than 4 competitors: 1 award

- 20.3. Significant awards for the 2018 Vic-Maui include:

Lahaina Yacht Club Trophy	Line Honors (elapsed time)
Royal Vancouver Yacht Club Trophy	First Overall (corrected time)
Beneteau Trophy	First in Cruising (corrected time)
Gabrielle III Trophy	Navigator, Line Honors (elapsed time)
Jim Innes Trophy	First Canadian boat (corrected time)
Aitch Wookie Perpetual Trophy	First American Boat (corrected time)
Denis Cressey Team Trophy	Top 3 boats from same yacht club (overall positions, corrected)
G.F.Y. Turtle Trophy	Last to Finish (elapsed time)



## **21. ENVIRONMENTAL STEWARDSHIP**

- 21.1. Beyond the prohibition of discharge of any non-organic waste, the Organizing Authority encourages all yachts to use best environmental practices. Awards for environmental stewardship will be outlined in the Sailing Instructions.



Potential Vic-Maui teams and crew members are encouraged to participate in one or more of the qualifying races as part of their personal preparation for the pinnacle of Pacific Northwest ocean racing, the Vic-Maui International Yacht Race. Individual crew experience with overnight racing or passages is important to skippers when selecting crew, and combined crew experience with overnight racing or passages is important to the race committee when considering Vic-Maui entries.

Boats planning to enter the Vic-Maui race are required to meet all Vic-Maui entry requirements as outlined in the official Notice of Race.



Astoria OR to Victoria BC  
Corinthian Yacht Club of Portland

