

**Notice of Race – Appendix A  
Amendments to Offshore Special Regulations**

2020 Vic-Maui International Yacht Race



Co-hosted by the Royal Vancouver Yacht Club and the Lahaina Yacht Club

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# 2020 Vic-Maui International Yacht Race

## Notice of Race – Appendix A

### Amendments to the World Sailing Offshore Special Regulations (2018-2019)

Each boat participating in the 2020 Vic-Maui must comply with the World Sailing Offshore Special Regulations 2018-2019, update 2019-01-01 (“OSR 2018-2019”) for a Category 1 Monohull event and its appendices, amendments and interpretations; and the amendments listed below. No national authority prescriptions will apply. Copies of OSR 2018-2019 are available at <https://www.sailing.org/specialregs>

#### **Revise: 3.03 Hull Construction Standards (Scantlings)**

Compliance with section 3.03 is strongly recommended.

#### **Add: 3.03.3 Hull Construction Standards**

All boats shall provide to the organizing authority an inspection report on the integrity of the rudder and steering system prepared by a naval architect, qualified shipwright, or other person familiar with the construction standards.

It is strongly recommended that the mast and any in-mast furling systems be dismantled and inspected for integrity by a qualified rigger or other person familiar with these systems.

#### **Add: 3.04.3 Stability**

Boats with moveable or variable ballast shall comply with Appendix A to the Offshore Special Regulations, including Section A 1.4 Capsize Recovery.

#### **Add: 3.04.10 Stability**

Custom yachts or one-off designs in Cruising class without proof of compliance with section 3.04.1 or 3.04.2 (b) shall submit to the organizing authority a signed statement from a naval architect stating that the boat complies with the listed standards.

#### **Add: 3.21.2 Drinking Water**

*VM2020 proposed language:* Compliance with 3.21.2, equipment to provide at least 3 l (0.8 US Gal) of drinking water per person per day is required.

*OSR standard language:* Compliance with 3.21.2, equipment (which may include watermakers and tanks containing water) permanently installed to provide at least 3 l (0.8 US Gal) of drinking water per person per day for the likely duration of the voyage is required.



**Revise: 3.29.1 Communications Equipment, GPS, Radar, AIS**

Replace "A marine radio transceiver" with "A DSC capable VHF marine radio transceiver"

**Revise: 3.29.2 c) Communications Equipment, GPS, Radar, AIS**

Delete "if installed after 2015".

**Revise 3.29.3 b) Communications Equipment, GPS, Radar, AIS**

Add "The satellite telephone shall be charged and ready to receive phone calls at all times."

**Revise 3.29.6 Communications Equipment, GPS, Radar, AIS**

Replace "may be the handheld VHF in 3.29.5 above" with "may be a satellite communication device"

**Add: 3.29.14 Communications Equipment, GPS, Radar, AIS**

It is strongly recommended that boats carry a MF/HF marine SSB transceiver (GMDSS/DSC) with at least 125 W transmitter power and permanently installed antenna and earth with the MMSI and GPS functions enabled. Boats that do not carry a marine SSB transceiver shall carry two approved satellite communication devices. Satellite communication devices approved by the Organizing Authority will be those that provide contiguous network coverage over the entire racing area (i.e. Inmarsat or Iridium; Note that Globalstar is not currently approved).

**Revise 4.15.2 Emergency Steering**

Add sentence "Video or photographic proof of deployment and use of emergency steering must be provided to the organizing authority."

**Add: 4.19.4 EPIRBs**

Proof of registration shall be submitted to the organizing authority. EPIRBs shall have a battery expiry date of not before August 2020.

**Revise: 4.20.2 (a) Minimum Liferaft Equipment**

Replace 'SOLAS "A" pack' with 'SOLAS "B" pack'.

**Revise 4.20.2 (b) Minimum Liferaft Equipment**

Replace "Pack 1" with "Pack 2"

**Revise 4.20.5 b) Liferaft Servicing Certificate**

Substitute "on board" with "shall be provided to the organizing authority".



**Add: 4.21 Grab Bags**

A boat is required to have for each liferaft, a grab bag. It is not intended to duplicate in a grab bag other items required to be onboard the boat. Items may be stowed aboard the boat, in a grab bag, or packed inside the liferaft.

**Revise: 5.01.1 (a) (i) Lifejacket**

Delete “If manufactured before 2012”. Lifejackets shall comply with ISO 12402-3 (Level 150) or equivalent, including EN386 or UL 1180.

**Delete: 5.01.1 (a) (ii) Lifejacket**

**Revise: 5.01.2 Lifejacket**

Add “Compliance with 5.01.2 is required for each type of lifejacket. For multiple lifejackets that accept identical spares, one spare per two lifejackets is acceptable.”

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**Revise 5.01.4 Lifejacket**

Add: “A certificate that all lifejackets have been checked by person in charge shall be provided to the organizing authority.”

**Add: 5.02.5 Safety Harness and Tethers**

Safety harnesses and lifejackets shall be worn from sunset to sunrise while on deck, in addition to those times prescribed by the person in charge.

**Revise: 6.04 Routine Training On-board**

Crew Overboard Recovery shall be practiced under sail and using a person or mannequin in the water with all 2020 Vic-Maui crew participating, not more than six months prior to the race start. Video proof and a certificate of such practice signed by all participating crew shall be provided to the organizing authority.

**Add: 6.07 Qualifying Race or Passages for Double Handed Entries**

Boats in the Double-handed division shall have completed, within two years prior to the race, a Vic-Maui Qualifying Race or other ocean race, or an offshore passage of at least 400 miles, with both 2020 Vic-Maui crew aboard. Boats shall provide a log of passage or proof of race completion to the organizing authority.



Boats and crew members planning to enter Vic-Maui are encouraged to participate in one or more of the qualifying races as part of their preparation for the pinnacle of Pacific Northwest ocean racing, the Vic-Maui International Yacht Race. Crew member 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 prospective 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.

