



2022 Vic-Maui International Yacht Race



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

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NOTICE OF RACE - Appendix A Amendments to the ISAF Offshore Special Regulations (2020-2021)

Each boat participating in the 2022 Vic-Maui must comply with the ISAF Offshore Special Regulations (“OSR 2020-2021”) 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 the OSR 2020-2021 are available at <https://www.sailing.org/documents/offshorespecialregs/>

Add 3.01.3 Strength of Build and Rig

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.

3.02 Watertight and Structural Integrity of a Boat

Compliance with section 3.02 will be required.

Revise 3.02.2 Watertight and Structural Integrity of a Boat

Add sentence: “Inspection of the components of the steering system including pulleys, connections, quadrants and cables shall be included. A qualified person shall be a naval architect, marine surveyor, qualified shipwright, or other person familiar with the construction standards.”

Revise: 3.03 Hull Construction Standards (Scantlings)

Compliance with section 3.03 is strongly recommended.

Add: 3.04 d) Stability

In Lahaina class, custom yachts or one-off designs that cannot demonstrate compliance with the listed requirements may submit a signed statement from a naval architect stating that the boat complies with the stability requirements.

Add: 3.04.4 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: 3.21.2 Drinking Water

Compliance with 3.21.2 is required. 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.



Revise 3.28.3 b) and 3.28.4 c)

Replace "5 hours" with "8 hours"

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 sentence: "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, EPFS, 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 a second 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 4.06.2 Anchors

Add sentence: "One of the anchors shall be suitable for anchoring in 50 feet of water with a sand and coral bottom."

Revise 4.15.2 Emergency Steering

Add sentence "Video or photo proof of deployment and use of emergency steering must be provided."

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, 2022.

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”.

Replace: 4.21 Grab Bags

A boat shall 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.

Replace 4.26.3 a) i) Sail Inventory

A boat shall have either a storm trysail as defined in OSR 4.26.2 d), or if not equipped with a furling mainsail, mainsail reefing to reduce the luff by at least 50%, and a heavy weather jib as defined in 4.26.2 a) and a storm jib as defined in 4.26.2 b).

Revise: 5.01.1 (a) (i) and (ii) Lifejacket

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

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.”

Revise 5.01.4 Lifejacket

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

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: 6.01.2 Training

Replace “30%” with “two-thirds”. Add “Certificates meeting the requirements of the Notice of Race for all such crew shall be provided.”

Revise: 6.04 a) Routine Training On-board

Crew Overboard Recovery, which shall be practiced under sail and using a person or mannequin in the water with all 2022 Vic-Maui crew participating, not more than six months prior to the race start. A certificate of such practice signed by all participating crew shall be provided.

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 offshore passage of at least 400 miles, with both 2022 Vic-Maui crew aboard. Boats shall provide a log of passage or proof of race completion.



Vic-Maui Qualifying Races

Selected overnight distance races are designated as "Vic-Maui Qualifying Races". Potential Vic-Maui crew members are encouraged to participate in one or more of the Vic-Maui Qualifying Races as part of their personal preparation for the pinnacle of Pacific Northwest ocean racing, the Vic-Maui race. Individual crew experience with overnight sailing is important to skippers when selecting crew, and combined crew experience with overnight sailing is important to the race committee when considering Vic-Maui entries.

Boats sailing in the 2022 Vic-Maui fleets are encouraged to participate in Vic-Maui Qualifying Races. Some of these races will be scoring Vic-Maui boats as a sub-fleet, in addition to their usual class/division scoring.

Southern Straits Yacht Race

2022 Dates TBD



<http://www.southernstraits.ca/>

Pacific Northwest Offshore International Yacht Race

Dates June 10-13, 2021 US Boats Only



<https://cycportland.org/pnwo-home>



Swiftsure International Yacht Race
2022 Dates TBD



<https://www.swiftsure.org>

Van Isle 360 International Yacht Race
Dates TBD



<http://www.vanisle360.com/>