



**NOTICE OF RACE
2022**

VICTORIA TO MAUI INTERNATIONAL YACHT RACE





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NOTICE OF RACE 2022

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 2020-2021 (“OSR”), the current editions of the ORC Rating System (“ORC”) and International Measurement System, published by the Offshore Racing Congress. No national authority prescriptions shall apply.

1.2. Compliance with RRS 56.2 is emphasized. Particular attention is drawn to the International Regulations for Preventing Collisions at Sea, Rule 5 “Look-out” and Rule 10 “Traffic Separation Schemes”.

Commencing one hour after a boat’s scheduled start, the right-of-way rules of 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. Courtesy copies of notices may be posted at the start and finish venues.



1.4. The RRS are changed as follows:

- 1.4.1. A boat with a valid ORC certificate that specifies a canting keel or water ballast is permitted to cant the keel and/or shift water ballast and is 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. A boat in the Lahaina class, or a boat in racing class that has 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. A boat in the double-handed division or in Lahaina class is permitted the use of self-steering devices and automatic pilots. This modifies RRS 52.
- 1.4.4. A boat is permitted to move sails that are not set. This modifies RRS 51 and ORC 201.3.
- 1.4.5. A boat in Lahaina class is permitted to use propulsion in addition to that permitted in RRS 42.3. Propulsion may be used commencing 30 minutes after the starting signal until the boat reaches a position between Molokai and Maui where Hawea Point bears 153 degrees magnetic. The time using propulsion shall be totalled 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. A boat 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. 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 and RRS 42.3, including running the propeller in reverse, shall be logged at the time of each occasion of starting and stopping of propulsion and reported to the Race Committee at the next Roll Call. The propulsion log shall be included with the Declaration of Compliance finish report submitted to the Race Committee after finishing.

2. SAFETY

- 2.1. A 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 Monohull 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 Survival course, with an expiry date no earlier than the finish time limit. As of January 1, 2021 the availability of Offshore Personal Survival training has been and continues to be impacted by the current global pandemic. Should this situation continue into 2022, the Organizing Authority may, at its sole discretion accept otherwise valid training and certificates that expired in 2020 or 2021, or a combination of other training, qualifications, and experience which is objectively assessed on a case by case basis to be equivalent to the applicable requirements.
- 2.3. A boat must make an appointment for a Vic-Maui safety consultation with a Vic-Maui safety representative no later than April 29, 2022 and complete their safety consultation prior to June 4, 2022.
- 2.4. A boat 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 20, 2022. Confirmation of the correction of all deficiencies noted on the completed checklist and certificates for completion of a MOB drill and lifejacket inspection must be provided to the Organizing Authority no later than the time of check-in in Victoria.
- 2.5. No later than June 4, 2022, a boat 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 half of the Vic-Maui crew including the Person in Charge aboard, or with both Vic-Maui 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 monohull boats that comply with the stability requirements listed in Section 3.04.1 or 3.04.2 of the OSR. A boat must be completely self-sufficient for extended periods of time and capable of withstanding heavy weather.
- 4.2. A boat competing in the Lahaina class without proof of compliance with the stability requirements listed in Section 3.04.1 or 3.04.2 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. Competitors must be prepared to deal with heavy weather, injuries, illness, 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 an ORC General Purpose Handicap maximum of 750 and have a reasonable likelihood of finishing prior to the time limit.

5. ENTRY

- 5.1. Eligible boats shall enter by completing the on-line entry process, paying the entry fees, and submitting all information specified on supplemental entry information forms, on or before February 28, 2022.
- 5.2. The Organizing Authority will use best efforts to notify a boat 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 U.S. customs and immigration clearance, including any necessary visa information, and emergency contacts no later than June 20, 2022.
- 5.5. Boats that fail to comply with the documentation filing deadlines of this Notice of Race, including appearance at their scheduled safety consultation, have not completed their entry and may have their entry cancelled by the Organizing Authority without refund of entry fees.
- 5.6. Upon acceptance of an application in writing and payment of a late documentation fee, the Organizing Authority may 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, or whether to accept documentation after the specified filing deadlines, is final and will not constitute grounds for protest or 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 entry administration fee is US\$250.00. The entry administration fee is non-refundable.
- 6.2. The entry LOA fee is:
 - US\$36.00 per foot, for a boat under 42 feet LOA,
 - US\$40.00 per foot, for a boat from 42 to under 60 feet LOA,
 - US\$52.00 per foot, for a boat from 60 to under 80 feet LOA,
 - US\$72.00 per foot, for a boat from 80 feet and over LOA.



- 6.3. In the event that a boat formally withdraws its entry:
- the entry LOA fee is refundable at 75% until the early entry deadline of October 31, 2021,
 - the entry LOA fee is refundable at 25% until the final entry deadline of February 28, 2022.

- 6.4. In the event that an extenuating circumstance such as a pandemic, leads the Organizing Authority to cancel the race:
- the entry LOA fee is refundable in full until March 31, 2022,
 - the entry LOA fee is refundable at 75% until June 30, 2022

- 6.5. Early entries:

The entry administration fee will be waived and the entry LOA fee will be reduced by 25% for boats that enter and pay their entry fees by March 31, 2021.

The entry LOA fee will be reduced by 25% for boats that enter and pay their entry fees by October 31, 2021.

Crews of early-entered boats may be provided with advance registration opportunities at pre-race events such as the Offshore Personal Survival Course, offshore weather courses, offshore marine first-aid courses, and offshore preparation seminars.

- 6.6. The late documentation fee per section 5.6 is US\$100 per day, or part thereof.

7. HANDICAP SYSTEMS, DIVISIONS AND CLASSES

- 7.1. There will be two classes, racing and Lahaina.
- 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. A boat shall have a valid ORC-International certificate. An ORC “test” certificate shall be provided to the Organizing Authority no later than February 28, 2022. A final valid certificate shall be provided to the Organizing Authority no later than June 13, 2022 after which 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. A boat in racing class is required to comply with any measurement required by ORC



- 7.6. A boat in the Lahaina class that does 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, 2022. Boats should also provide any valid or recently expired handicap certificates.
- 7.7. After the deadline for providing final 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.

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 or other 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 13, 2022.

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, a boat 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 Owner/Charterer, Person in Charge, and all crew, and confirm that 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. A boat will be assigned moorage in Victoria, B.C. by the Organizing Authority. A boat must be in their assigned moorage no later than 1200 PDT two days prior to their scheduled start. A boat 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 the Lahaina Small Boat Harbor and a limited number of moorings in the roadstead. A boat must be prepared to anchor in the Lahaina roadstead in approximately 50 feet of water with a 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. A boat shall not make independent moorage arrangements in Lahaina without the advance permission of the Organizing Authority. Promptly after arrival in Lahaina, a boat must register with the harbor administration and provide a local contact number.

13. START - PLACE AND DATE

- 13.1. The race will start off Victoria, B.C. in the vicinity of Brotchie Ledge. The starts will take place between July 2 and July 8, 2022 inclusive.
- 13.2. A boat will be notified of their preliminary start dates and times not later than February 28, 2022 and their final start dates and times not later than April 4, 2022.

14. COURSE, FINISH AND TIME LIMIT

- 14.1. The course shall be from the starting line, leaving the Duntze Rock Lighted Whistle Buoy (or its stated position if the buoy is not present) 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 22, 2022.
- 14.3. A boat must file a completed Certificate of Compliance finish report signed by the 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. TIME LINE

(This summary table is provided as a courtesy. Information and dates provided in each section of the Notice of Race are official.)

March 31, 2021	6.3 Deadline for super-early entries		
October 31, 2021	6.3 Deadline for early entries		
February 28, 2022	5.1 Final deadline for entries	7.4, 7.6 Filing of boat and crew information, ORC 'test' certificates, or boat data for Lahaina class	13.2 Preliminary notification of start dates
3 weeks after completed entry	5.2 Acceptance of entry		
April 4, 2022	13.2 Notification of final start dates		
April 29, 2022	2.3 Deadline to make appointments for safety consultation		
June 4, 2022	2.3 Deadline for completing safety consultation	2.5 Deadline for providing proof of Qualifying Race or passage over 500 mi	2.5 Deadline for providing proof of Qualifying Race or passage over 500 mi.
June 13, 2022	7.4 Deadline for submission of final ORC certificates	9.1 Sailing Instructions posted	
June 20, 2022	2.4 Deadline for submission of signed Appendix B Checklist and all required safety documentation	5.4, 18.1 Deadline for submission of proof of insurance, crew information	16.3 Deadline for completion of email test
2 days prior to Start	11.1 Arrival in Victoria. Check-in	11.1 Filing of Owner/Charterer, Person in Charge, and crew declarations.	2.4 Provide declarations for MOB drill, lifejacket inspection, rectification of Appendix B deficiencies
July 2 – 8, 2022	13.1 Start dates time range		
July 22, 2022	14.2 Finish time limit		
July 23, 2022	20.1 Awards Banquet		



16. RACE COMMUNICATION

- 16.1. A boat 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 a boat 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, currently not Globalstar). If two satellite communication devices are required, at least one shall be a satellite telephone configured at all times to receive voice telephone calls.
- 16.3. A boat 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. No later than June 22, 2022, boats shall 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 a boat shall provide a Roll Call report to the Race Committee no later than 1300 HST. Directions will be provided in the Sailing Instructions. A boat that fails 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. A boat 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. A boat 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 CAD or USD no later than June 20, 2022. The Policy shall specifically state that the boat is covered for the 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

20. AWARDS AND TROPHIES

- 20.1. Awards will be presented at the Awards Banquet in Lahaina, HI on Saturday, July 23, 2022.
- 20.2. First overall (corrected time) and line honors (elapsed time) will be awarded within the racing class. Lahaina class boats will be eligible only for those awards specifically designated for the Lahaina class. Division awards (corrected time) for classes with more than one division will be given out in accordance with:
- More than 4 competitors: 3 awards
3 or 4 competitors: 2 awards
Less than 3 competitors: 1 award
- 20.3. Significant awards for the 2022 Vic-Maui include:

Lahaina Yacht Club Trophy	Line Honors (elapsed time)
Royal Vancouver Yacht Club Trophy	First Overall (corrected time)
Robbie Robinson Beneteau Trophy	First in Lahaina class (corrected time)
Gabrielle III Trophy	Navigator, Line Honors (elapsed time)
Captain George Vancouver Trophy	Navigator, First Overall (corrected time)
Jim Innes Trophy	First Canadian boat (corrected time)
Aitch Wookie Perpetual Trophy	First American Boat (corrected time)
Denis Cressey Team Trophy	Top 2 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 per 1.4.6, the Organizing Authority reminds boats and sailors of the Offshore Racing Environmental Code published in front of the OSR. The OxoMoxo Trophy for Outstanding Environmental Stewardship will be awarded to the boat demonstrating the best environmental practices.



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

