

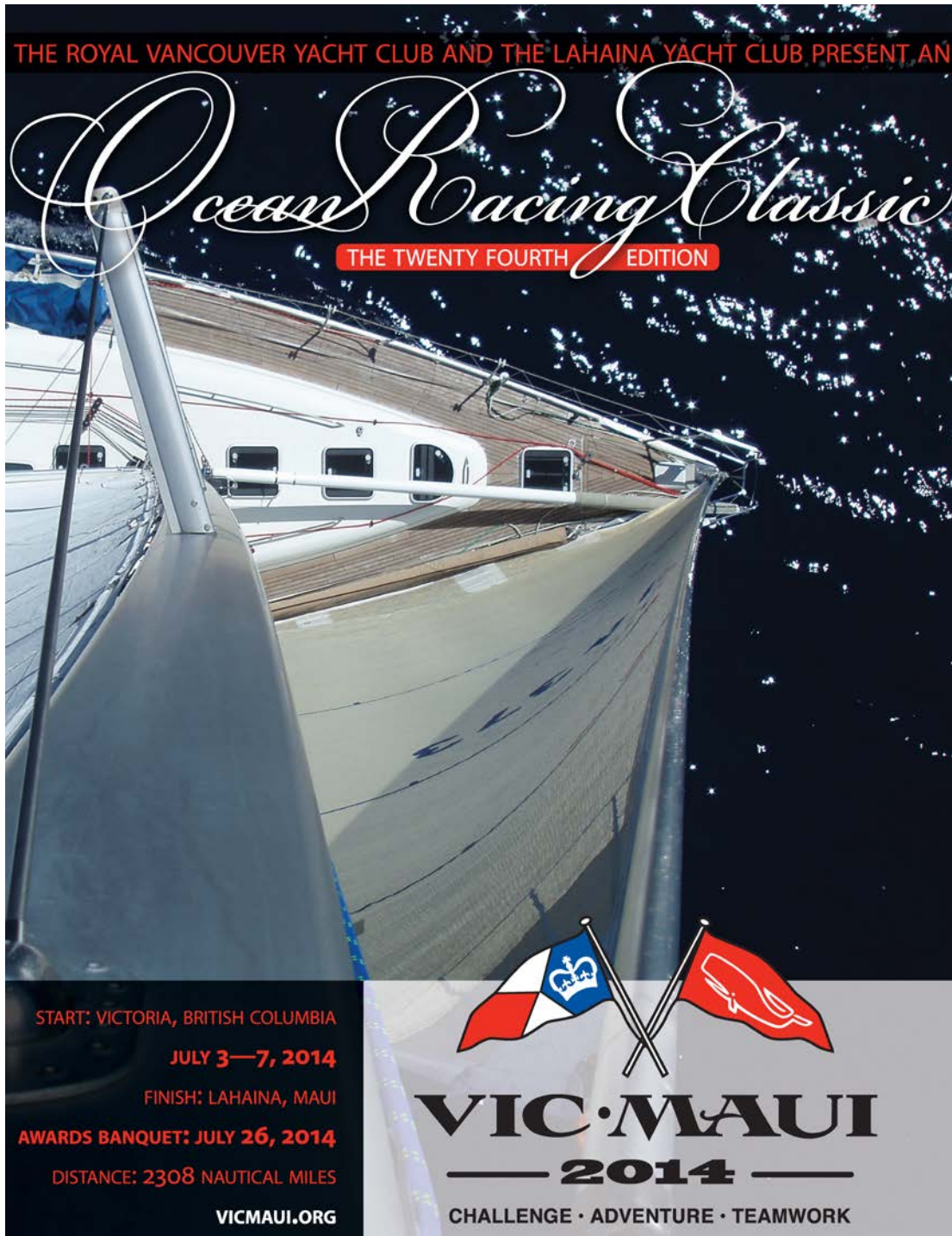
NOTICE OF RACE

Victoria to Maui International Yacht Race


THE ROYAL VANCOUVER YACHT CLUB AND THE LAHAINA YACHT CLUB PRESENT AN

*Ocean Racing Classic*

THE TWENTY FOURTH EDITION



START: VICTORIA, BRITISH COLUMBIA  
JULY 3—7, 2014  
FINISH: LAHAINA, MAUI  
AWARDS BANQUET: JULY 26, 2014  
DISTANCE: 2308 NAUTICAL MILES  
VICMAUI.ORG



**VIC·MAUI**  
— 2014 —  
CHALLENGE · ADVENTURE · TEAMWORK

[www.vicmaui.org](http://www.vicmaui.org)



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# 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

Victoria to Maui International Yacht Race 2014 (“Vic-Maui 2014”) 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 International Sailing Federation Racing Rules of Sailing (“RRS”), the International Sailing Federation Offshore Special Regulations for 2012-2013 (“OSR”), and the current edition of Offshore Racing Rule (“ORR”) published by the Offshore Racing Association. No national authority prescriptions will apply.
- 1.2. One hour after a boat’s 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 will be changed as follows. All boats:
  - 1.4.1. Which hold a valid ORR-VM certificate under ORR Appendix 7 “Water Ballast and Special Appendages” are permitted to cant the keel and/or shift water ballast. This changes RRS 51.
  - 1.4.2. 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 52.
  - 1.4.3. Are permitted to move sails that are not set. This alters RRS 51 and ORR 4.05.
  - 1.4.4. Shall be sailed by a minimum of four crew, except that boats in the Double-handed Class shall have two crew. There are no restrictions on the maximum number of crew. This modifies ORR 4.02.
  - 1.4.5. In the Double-handed Class and the Cruising Division are permitted the use of self-steering devices and automatic pilots. Boats in the Cruising Division may use power other than the power provided by the crew to operate winches. This alters RRS 52.
  - 1.4.6. In the Cruising Division are permitted to use propulsion in addition to that permitted in RRS 42.3. The propulsion may be used commencing 30 minutes after the boat's starting signal, until the boat reaches a position between Molokai and Maui where Hawea Point bears 164 degrees true. A boat using propulsion shall log the time of each occasion of starting and stopping of propulsion. The log shall be included with the Declaration of Compliance and signed by the skipper and crew members and submitted to the Organizing Authority after finishing. 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 changes RRS 42.
  - 1.4.7. Shall not intentionally put trash, other than organic trash from food waste, in the water. This changes RRS 55.



## 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. Boats must contact the designated representative(s) no later than April 25, 2014 to schedule a date for a Vic-Maui Checklist (Appendix B to this Notice of Race) consultation. Those who fail to present their boat on the scheduled date, time and place may be assessed a penalty of \$500.
- 2.3. Each boat must submit a completed and signed Vic-Maui Checklist (Appendix B) no later than June 19, 2014.

## 3. ADVERTISING

- 3.1. The Organizing Authority may require boats to display sponsor advertising at times specified in the Sailing Instructions.

## 4. ELIGIBILITY

- 4.1. This race is open to monohull boats that comply with the minimum stability index of 115; as determined by section 2.02 of the Offshore Racing Rule. Proof of compliance shall be provided by the boat.
- 4.2. Alternatively, boats in the Cruising Division may provide proof of compliance with ISO Standard 12217-2, Small Craft Stability and Buoyancy Assessment and Categorization, Part 2, for category "A" waters.
- 4.3. Boats competing in the Cruising Division without an ORR certificate or an ISO compliance certificate may submit a signed statement from a naval architect familiar with the requirements stating that the boat complies with one of the standards noted above.
- 4.4. Boats competing in the Double-handed Class shall be members of a recognized Double-handed class organization.
- 4.5. Boats must have a reasonable likelihood, in the sole opinion of the Organizing Authority, of finishing prior to 2355 July 24, 2014.
- 4.6. At least 50% of the crew must hold a valid certificate, with an expiry date no earlier than July 24, 2014, for an ISAF approved Offshore Personal Survival course (Safety at Sea or Sea Survival).



## 5. ENTRY

- 5.1. Entry forms are available at [www.vicmaui.org](http://www.vicmaui.org)
- 5.2. Eligible boats may enter by completing the entry form and submitting it along with all information specified on the entry form on or before February 3, 2014.
- 5.3. Due to limitations at Lahaina, HI, the race will be restricted to a maximum of 25 entries.
- 5.4. Late entries may be accepted upon special application to the Organizing Authority.
- 5.5. 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.
- 5.6. Special consideration may be given in support of training vessels representing recognized training organizations to encourage their participation.

## 6. ENTRY FEE

- 6.1. The regular entry fee is:  
\$1600 for boats 40 feet L.O.A. and under,  
\$1800 for boats over 40 feet L.O.A. and under 50 feet L.O.A.,  
\$2000 for boats 50 feet L.O.A and over.
- 6.2. No refund of entry fees will be made.
- 6.3. The entry fee will be reduced by \$200 for boats that file a preliminary entry form and pay one-half (50%) of their entry fee by September 30, 2013. Early-entry boats may be given early registration opportunities at pre-race events such as Safety at Sea programs, Vic-Maui preparation seminars, and marine first-aid courses.
- 6.4. The entry fee may be doubled for any late entries submitted after the race entry deadline (February 3, 2014).



## 7. HANDICAP SYSTEMS, DIVISIONS AND CLASSES

- 7.1. There will be two Divisions, Racing and Cruising.
- 7.2. The Racing Division will split into classes as numbers and differences between boats warrant. A Double-handed Class will be established if any entries are received.
- 7.3. Time allowances will be determined using the Offshore Racing Rule and calculated from the US Sailing velocity prediction program, the Vic-Maui weather matrix, and a course length of 2308 nautical miles.
- 7.4. Boats in Racing Division shall have an ORR-VM certificate issued by US Sailing. A copy of the certificate shall be provided to the Organizing Authority not later than May 15, 2014. Both Measurer Verified and Fully Measured certificates will be accepted.
- 7.5. Boats in the Cruising Division will be assigned time allowances by the Measurer, in consultation with US Sailing, by comparison with known ORR ratings of same or similar boats.
- 7.6. Boats in the Cruising Division shall provide all valid or recently expired certificates, and required hull, rig and sails dimensions not later than April 25, 2014.
- 7.7. Time allowances shall be calculated using the base crew weight.
- 7.8. After the deadline for providing certificates or dimensions, as applicable, 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.
- 7.9. A list of all preliminary time allowances will be posted to the Official Notice Board no later than May 29, 2014. A boat which believes there is an error with its time allowance or another boat's time allowance may file a written request for review not later than June 5, 2014. Review requests must be submitted on a form provided by the Organizing Authority. Final time allowances will be provided to each boat by June 19, 2014.

## 8. PENALTY SYSTEM

- 8.1. Boats will be penalized for violations of the rules up to and including disqualification from the race. This modifies RRS 64.1(a). A framework designed to provide a guideline for the Protest Committee in determining penalties will be contained in the Sailing Instructions. This modifies RRS 44.



## 9. SAILING INSTRUCTIONS

- 9.1. The Sailing Instructions will be distributed by June 19, 2014.

## 10. TRANSPONDERS

- 10.1. The Organizing Authority may install a transponder on each boat. The transponder should transmit the boat's position at regular intervals to a receiver. The receiver should record the boat's position and use the information to prepare the plot of the boat's position. The plot may be accessed through the Vic-Maui website. The website may display the positions as of the last report received from each boat's transponder.
- 10.2. No boat may tamper with or alter the installation or operation of the transponder. 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 skipper shall arrange with the Organizing Authority to have the transponder removed.

## 11. START - PLACE AND DATE

- 11.1. Boats must be in their assigned moorage in Victoria, BC not less than 48 hours prior to their scheduled race start.
- 11.2. The race will start off Victoria, BC in the vicinity of Brotchie Ledge.
- 11.3. The starts will take place between July 3 and July 7, 2014 inclusive.
- 11.4. Skippers will be notified of their preliminary start dates and times not later than May 29, 2014 and their final start dates and times not later than June 19, 2014.

## 12. COURSE AND TIME LIMIT

- 12.1. The course shall be from the starting line, leaving the Duntze Rock Lighted Whistle Buoy (approx. position: 48° 24.9'N, 124° 45.0'W) and Tatoosh Island to port, the Island of Maui to port and crossing a finish line off the west coast of Maui.
- 12.2. For scoring purposes the course shall be 2308 nautical miles.
- 12.3. The time limit shall be 2355 HST on Thursday, July 24, 2014.





### 13. KEY DATES - TIME LINE

September 30, 2013 Final date for early entries.

- Boats entering early shall submit a preliminary entry form and pay one half of their entry fee.

February 3, 2014 Final date for all entries.

- Boats entering shall submit a completed entry form and pay the balance of their entry fee.

April 25, 2014 Final date for:

- Organizing Authority to accept or reject entries,
- boats to schedule a date for consultation on the Vic-Maui Checklist (Appendix B),
- Cruising Division boats to submit certificates, and/or boat, rig and sails measurement.

May 15, 2014 Final date for:

- Racing Division boats to submit a valid ORR-VM certificate.

May 29, 2014 Final date for:

- Organizing Authority to publish preliminary time allowances, division/class breaks and start dates and times.

June 5, 2014 Final date for:

- boats to submit requests for review of preliminary time allowances.

June 19, 2014 Final date for:

- boats to submit a completed and signed Vic-Maui Checklist (Appendix B),
- Organizing Authority to publish final time allowances, division/class breaks and start dates and times,
- Organizing Authority to publish Sailing Instructions.



## 14. RACE COMMUNICATION

- 14.1. 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.
- 14.2. It is strongly recommended that boats carry a DSC capable marine single side band (SSB) transceiver of at least 100 watts PEP, with the MMSI and GPS functions enabled. Boats that do not carry a marine SSB transceiver shall carry two approved satellite telephones. Satellite telephones approved by the Organizing Authority will be those that provide contiguous network coverage over the entire racing area (i.e. Inmarsat or Iridium; Globalstar is not currently approved).
- 14.3. Each boat shall record its position and weather data including wind speed and direction and barometric pressure as of 1700 HST each day. The position and weather data shall be reported to the communications vessel during Roll Call each day. Roll Call shall be at 1800 HST. Boats can participate in Roll Call by SSB, satellite phone call to the communication vessel or by email to the communication vessel. Boats failing to report their positions may be assessed a time penalty by the Organizing Authority without a hearing. A position report is not required on the day a boat starts.
- 14.4. Without limiting the application of rule 41, the transmission or receipt while racing of any communication for the direct or indirect benefit of an individual boat 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.
- 14.5. 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.

## 15. DISCLAIMER OF LIABILITY

- 15.1. Competitors participate in the race entirely at their own risk. See rule 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.

## 16. INSURANCE

- 16.1. All boats shall provide proof of valid third-party liability insurance of not less than \$1,000,000 CAN or US. The Policy shall state that the boat is covered for the Vic-Maui 2014 race, or that it is covered for trans-Pacific ocean racing.



## 17. RACE DOCUMENTS AND RACE ENTRY CONTACT

- 17.1. Race documents will be available on the Vic-Maui website at [www.vicmaui.org](http://www.vicmaui.org). Competitors shall submit documents in the prescribed format, electronically.
- 17.2. Please address correspondence and requests for information to:  
Gaylean Sutcliffe [race-entry@vicmaui.org](mailto:race-entry@vicmaui.org)

## 18. AWARDS AND TROPHIES

- 18.1. First overall (corrected time) and line honors (elapsed time) will be awarded within the Racing Division. Cruising Division boats will be eligible only for those awards specifically designated for the Cruising Division. Class awards (corrected time) for Divisions with more than one class 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

- 18.2. The significant awards for the 2014 Vic-Maui race include:

Royal Vancouver Yacht Club Trophy	First Overall (corrected time)
Lahaina Yacht Club Trophy	Line Honors (elapsed time)
Gabrielle III Trophy	Navigator, Line Honors (elapsed time)
for each class in the Racing Division	First in Class (corrected time)
Jim Innes Trophy	First Canadian boat (corrected time)
Beneteau Trophy	First in Cruising Division (corrected time)
G.F.Y. Turtle Trophy	Last to Finish (elapsed time)

### 2014 Vic-Maui Technical Committee:

Chair: Richard Ballantyne  
Measurer: Phil Barron  
Safety Consultation: Frank Shriver, Greg Westerlund  
Radio Communication: Guy Walters  
Members: Gaylean Sutcliffe, Greg Harms



Vic-Maui proudly acknowledges our long-standing relationship with the City of Victoria and the [Greater Victoria Harbour Authority](#).



Vic-Maui designates selected overnight distance races as "Vic-Maui Qualifying Races".

Potential Vic-Maui 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.

