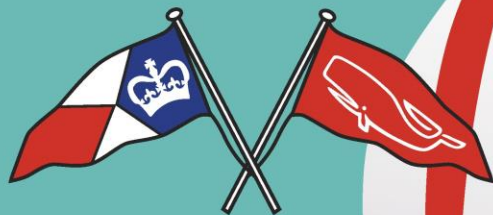


NOTICE OF RACE

Victoria to Maui International Yacht Race

HOSTED BY THE ROYAL VANCOUVER YACHT CLUB AND THE LAHAINA YACHT CLUB



VIC·MAUI

— HALF CENTURY —

of

CHALLENGE
ADVENTURE
TEAMWORK



FIRST START JULY 7

2016

www.vicmaui.org



1965 • VICTORIA TO MAUI INTERNATIONAL YACHT RACE • 2016

SPONSORED BY



QUALIFYING RACES



www.vicmaui.org



This page intentionally left blank



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 2016 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.

Vic-Maui website and official notice board:

www.vicmaui.org

Royal Vancouver Yacht Club
3811 Point Grey Road
Vancouver, BC, Canada V6R 1B3
Telephone 604-224-1344
RVYC Vic-Maui Event Chair:
David Sutcliffe

Lahaina Yacht Club
835 Front Street
Lahaina, Maui, HI, USA 96761
Telephone 808-661-0191
LYC Vic-Maui Event Chair:
Mike Masterson



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 2014-2015 (“OSR”), and the current edition of the ORC Rating System (“ORC”) published by the Offshore Racing Council. No national authority prescriptions will apply.
- 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. Courtesy copies of notices may be posted at the Royal Vancouver Yacht Club and Lahaina Yacht Club.
- 1.4. The RRS will be modified 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. Boats in Racing Class, including Double-handed division, are not permitted to use non-manual power for halyards, sheets to trim the clew of a sail or a boom, backstay, vang or outhaul. This modifies ORC 204 b).
 - 1.4.3. Boats in the Cruising class may use power other than the power provided by the crew to operate winches. This modifies RRS 52
 - 1.4.4. 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
 - 1.4.5. Boats are permitted to move sails that are not set. This modifies RRS 51 and ORC 201.3.
 - 1.4.6. ORC 201.2 is deleted.
 - 1.4.7. The minimum number of crew shall be four, except that boats in the Double-handed division shall have two crew.
 - 1.4.8. Use of propulsion, for any reason, 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 and signed by the skipper and crew members and submitted to the Organizing Authority after finishing.



- 1.4.9. Cruising class is 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. 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.
- 1.4.10. 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.
- 1.4.11. A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race. The count of the number of headsails does not include headsails required by the Offshore Special Regulations. There shall be no limitation on the number of spinnakers carried. This modifies ORC 206.1.



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 have completed a safety consultation with a Vic-Maui safety representative prior to May 30, 2016. Boats must make an appointment to schedule a date for a Vic-Maui safety consultation to review compliance with Appendix B to this Notice of Race no later than March 31, 2016. Competitors who fail to present their boat on the scheduled date, time and place may be assessed a penalty of \$500.
- 2.3. All boats must submit a completed and signed Vic-Maui Checklist (Appendix B) no later than June 19, 2016. Confirmation of correction of any deficiencies noted on the Checklist must be provided to the Organizing Authority prior to a boat's start. The Organizing Authority maintains the right to require a safety check prior to a boat's start.

3. ADVERTISING

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

4. ELIGIBILITY

- 4.1. This race 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. All boats shall provide proof of compliance.
- 4.2. Boats competing in the Cruising class without proof of compliance with 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. Boats and crews competing in the Double-handed division must be acceptable to the Organizing Authority, in its sole discretion. Boats shall have completed within two years prior to the race, a Vic-Maui Qualifying Race or another ocean race, or passage of at least 500 miles, with both Vic-Maui 2016 crew aboard.
- 4.4. Boats must have a reasonable likelihood, in the sole opinion of the Organizing Authority, of finishing prior to the time limit.
- 4.5. At least two-thirds of the crew must hold a valid certificate, with an expiry date no earlier than the boat's assigned start date, for an ISAF approved Offshore Personal Survival course.



5. ENTRY

- 5.1. Eligible boats shall enter by completing the on-line entry form, submitting all information specified on the entry form, and paying the entry fee on or before February 3, 2016. Late entries may be accepted upon special application to the Organizing Authority.
- 5.2. The Organizing Authority will notify boats of the acceptance of their entry no later than 4 weeks after the date of receipt of a completed entry.
- 5.3. The race will be restricted to a maximum of 25 entries.
- 5.4. 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.
- 5.5. 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:
\$1570 for boats under 30 feet LOA,
\$1920 for boats from 30 to under 40 feet LOA ,
\$2160 for boats from 40 to under 50 feet LOA, and
\$2430 for boats from 50 feet LOA and over.
No refund of entry fees will be made. All currency amounts are Canadian dollars (CAD) unless otherwise noted.
- 6.2. The entry fee will be reduced by 10% for boats that enter and pay their entry fee by September 15, 2015. Early-entry boats may be given early registration opportunities at pre-race events such as Safety at Sea programs, Vic-Maui preparation seminars, offshore weather courses and marine first-aid courses.
- 6.3. The entry fee may be doubled for any late entries submitted after the race entry deadline and accepted by the Organizing Authority.



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.
- 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 in Racing class shall have an ORC-Club certificate. A copy of the certificate shall be provided to the Organizing Authority not later than April 30, 2016. Boats are required to be measured by an ORC or Vic-Maui qualified measurer for freeboard and inclination parameters and to have rig and sail measurements audited. Boats 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.
- 7.5. Boats in the Cruising class will be assigned time allowances by the Organizing Authority, by comparison with known ORC ratings of same or similar boats. Boats in the Cruising Class shall provide required hull, rig and sails dimensions not later than April 30, 2016. Boats should also provide any valid or recently expired handicap certificates.
- 7.6. Time allowances shall be calculated using the default crew weight per ORC 102.2.
- 7.7. 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.
- 7.8. A list of preliminary time allowances will be posted on the Official Notice Board no later than May 14, 2016. 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 21, 2016. Final time allowances will be posted on the Official Notice Board no later than June 11, 2016.

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 has been designed to provide a guideline for the Protest Committee in determining penalties. This modifies RRS 44.



9. SAILING INSTRUCTIONS

- 9.1. The Sailing Instructions will be posted on the Official Notice Board no later than June 19, 2016.

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 signal received from the boat's transponder.
- 10.2. A boat shall not 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. MOORAGE

- 11.1. 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, B.C. 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.
- 11.2. 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 sand and coral bottom. 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.



12. START - PLACE AND DATE

- 12.1. The race will start off Victoria, BC in the vicinity of Brotchie Ledge. The starts will take place between July 7 and July 12, 2016 inclusive.
- 12.2. Boats will be notified of their preliminary start dates and times not later than March 31, 2016 and their final start dates and times not later than April 30, 2016.

13. COURSE, FINISH AND TIME LIMIT

- 13.1. 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.
- 13.2. For scoring purposes the course shall be 2308 nautical miles. The time limit shall be 1000 HST on Friday, July 29, 2016.
- 13.3. Boats must file a completed Certificate of Compliance finish report with the Race Committee promptly after finishing. Failure to submit a Certificate of Compliance finish report could result in disqualification.

14. ENTRY TIME LINE

September 15, 2015	Deadline for early entry & discount
February 3, 2016	Deadline for entry
4 weeks after completed entry	Acceptance of entry
March 31, 2016	Notification of preliminary start dates
	Deadline to make appointments for safety consultation
April 30, 2016	Deadline for Racing class submission of ORC certificates
	Deadline for Cruising class submission of hull, rig and sail dimensions
	Notification of final start dates
May 14, 2016	Preliminary time allowances posted
May 21, 2016	Deadline for requesting review of time allowances
May 30, 2016	Deadline for completing safety consultation
June 11, 2016	Final time allowances posted
June 19, 2016	Deadline for submission of completed and signed Appendix B Checklist
	Sailing Instructions issued



15. RACE COMMUNICATION

- 15.1. 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.
- 15.2. 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 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: Globalstar is not currently approved). If two approved satellite communication devices are carried, at least one shall be a satellite telephone configured at all times to receive voice telephone calls.
- 15.3. Boats shall have communications capability supporting bi-directional, low-bandwidth, text-only email between the boat in any location on the course and the Organizing Authority onshore. This capability should be provided using available communications equipment such as an SSB transceiver or at least one of the satellite communication devices.
- 15.4. Each boat shall record its position and weather data including wind speed and direction and barometric pressure as of 1200 HST each day. This position and weather data shall be reported via email to the Race Committee each day prior to 1230 HST. Boats failing to report their positions may be assessed a time penalty by the Race Committee.
- 15.5. 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 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.
- 15.6. 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.

16. DISCLAIMER OF LIABILITY

- 16.1. 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. INSURANCE

- 17.1. All boats shall provide proof of valid third-party liability insurance of not less than \$1,000,000 CAD or USD. The Policy shall state that the boat is covered for the 2016 Vic-Maui race, or that it is covered for trans-Pacific ocean racing.

18. RACE ENTRY CONTACT

- 18.1. Please address correspondence and requests for information to: race-entry@vicmaui.org

19. AWARDS AND TROPHIES

- 19.1. Awards will be presented at the Awards Banquet in Lahaina, HI on Saturday, July 30, 2016.
- 19.2. 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 Division. Class and division awards (corrected time) 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

- 19.3. Significant awards for Vic-Maui 2016 include:

Royal Vancouver Yacht Club Trophy	First Overall (corrected time)
Lahaina Yacht Club Trophy	Line Honors (elapsed 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)

20. ENVIRONMENTAL STEWARDSHIP

- 20.1. Beyond the requirements in 1.4.10, the Organizing Authority encourages all yachts to use best environmental practices. Awards for environmental stewardship will be outlined in the Sailing Instructions.



Vic-Maui Technical Committee:

Chair: Richard Ballantyne

Measurer: Phillip Barron

Members:

Guy Walters, Greg Westerlund, Doug Hannam,
Greg Harms, John Johnstone, Henry Reeve, Gaylean Sutcliffe



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.



Astoria OR to Victoria BC
Corinthian Yacht Club of Portland