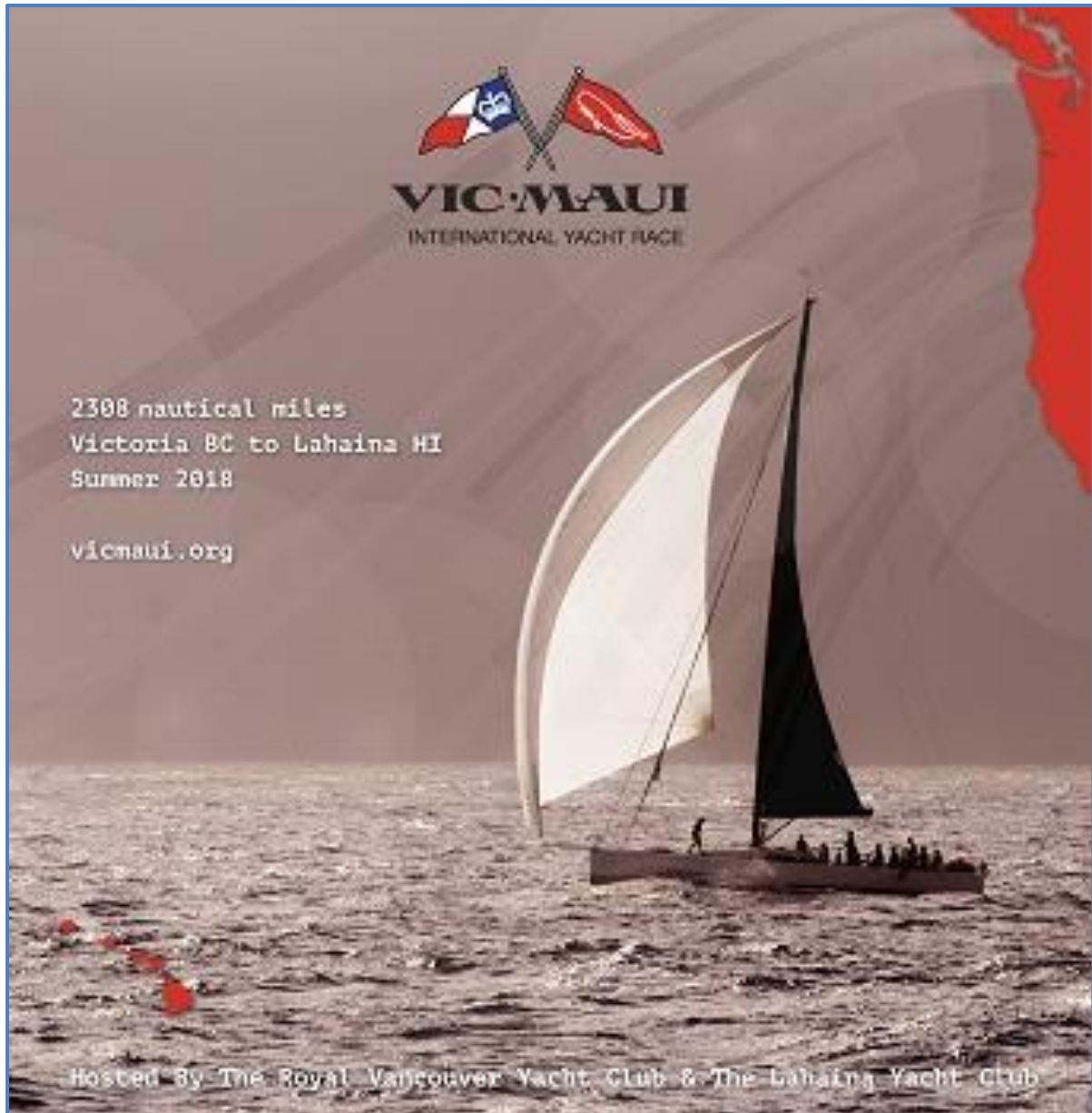


**Notice of Race – Appendix A  
Amendments to Offshore Special Regulations**

2018 Vic-Maui International Yacht Race



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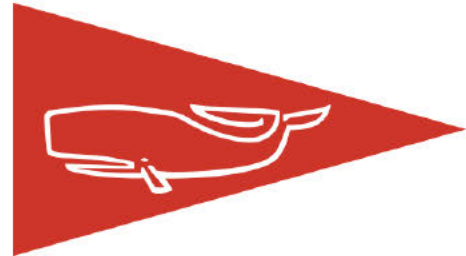


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# **2018 Vic-Maui International Yacht Race**

## **Notice of Race – Appendix A**

### **Amendments to the World Sailing Offshore Special Regulations (2016-2017)**

Each boat participating in the Vic-Maui 2018 must comply with the World Sailing Offshore Special Regulations (“OSR 2016-2017”) for a Category 1 Monohull event and its appendices, amendments and interpretations; and the amendments listed below. No national authority prescriptions will apply.

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

Compliance with section 3.03 is strongly recommended.

#### **Revise 3.04 Stability**

Change section numbers specified in the Notice of Race. Compliance with 3.04.1 (ISO 12217-2 Category A) or 3.04.2 (b) (minimum ORC Stability Index of 115) is required.

#### **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 a signed statement from a naval architect stating that the boat complies with the listed standards.

#### **Add: 3.21.2 (a) Drinking Water**

Compliance with 3.21.2 (a), equipment to provide 3 litres of drinking water per crew per day, 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 3.29.6 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 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 that 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.

**Revise 4.15.2 Emergency Steering**

Add sentence "Proof of deployment and use of emergency steering must be provided.

**Add: 4.19.4 EPIRBs**

EPIRBs shall have a battery expiry date of not before August 2018.

**Revise: 4.20.1 (iv) Liferaft Construction**

Replace "before 2003" with "before 2006"

**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"

**Renumber: 4.20.3**

Number section on liferaft storage starting with "Each liferaft shall be packed either in:" as 4.20.3. Compliance with 4.20.3 a) to e) is required

**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.

**Delete: 5.1.1 (a) (ii) Lifejacket**

Lifejackets manufactured after 2011 may comply with ISO 12402, UL 1180, or EN 386.

**Note: 5.1.1 e) and 5.7.1 d)**

It is strongly recommended that each lifejacket be fitted with an AIS PLB unit.



**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 5.1.4 Lifejacket**

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

**Add: 5.02.4 Safety Harness and Tethers**

Safety harnesses and PFD's shall be worn from sunset to sunrise while on deck, in addition to those times prescribed by the skipper.

**Revise: 6.01 Training**

Replace “30%” with “two-thirds (rounded to next highest whole number)”

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

A crew overboard recovery shall be practiced aboard the boat with all Vic-Maui 2018 crew participating, not more than six months prior to the race start. A certificate of such practice signed by all participating crew members 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 passage of at least 500 miles, with both Vic-Maui 2018 crew aboard. Boats shall provide a log of passage or proof of race completion.



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.

