



2024 Vic-Maui

Notice to Competitors No. 1

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Planning for Items with Significant Lead Time and Decisions

Welcome to 2024 Vic-Maui 2024.

The Technical Committee is responsible for the various elements of operating the on-the-water part of the race including the safety regime, handicaps and results, Race Committee work, and communications. But most importantly, the Technical Committee is an important resource to assist you in preparing your boat and crew to start and safely complete the race.

As mentioned in your welcome after registration, there are mentors available to guide you through decision making and the Technical Committee urges you take advantage. During your preparations, you will also go through a safety consultation and the inspectors are another excellent resource to assist you in getting things right. In addition to the Rules and official documents, the Vic-Maui website has a number of articles in a Knowledge Base that can assist in some of the decisions during your preparations. Finally, the Chair of the Technical Committee is available to ensure your lingering questions are answered tc-chair@vicmaui.org.

Over the years, the Technical Committee has noticed that certain items or decisions regularly cause issues for owners, skippers and crew. These issues usually arise when boats, particularly those preparing for their first Vic-Maui, do not realize that which decisions and preparations require significant lead time to get right. To assist you, we have made a list of common questions that arise and which benefit from early attention.

Frequently Asked Questions

Q: What most important items that can require significant lead time

A: The items that some boats stumble over in their preparations are (in no particular order):

1. Putting a compatible crew together with adequate experience and (or are taking) the required Offshore Personal Survival and first-aid training. Don't forget about planning for the crew required for the delivery home.

2. Checking that both race and delivery crews are admissible into Canada and United States with required passports and visas
3. Discussing the coverage and participation in an offshore race with their insurer
4. Sourcing an approved liferaft and making a decision on its storage
5. Arranging for an out-of-water inspection of the keel, rudder, steering assembly, and rig
6. Making decisions on the sail inventory to carry
7. Whether to install a water-maker or carry water in permanent or portable tanks.
8. Starting the process to get an ORC rating certificate to find out if there are stumbling blocks
9. Examining the electrical and communication systems to see if upgrades are necessary

Q: Is it difficult to organize a crew and for them to take the required training?

A: It is not difficult, but in addition of having adequate experience for an ocean voyage of 2 weeks or so, it requires that the crew get along and the usual racing friends may not have the time or interest. Two-thirds of the race crew require the approved 2-day Offshore Personal Survival Training courses which includes a hands-on session with lifejackets and liferafts, and at least 2 crew will require approved first-aid training. These courses are only offered a few times each year, and if left too late, the courses will already be full. Planning for the delivery home also requires thought and it is a good idea if most of the delivery crew have the same training.

Q: Isn't it easy to get passports and visas renewed?

A: Every race seems to a few people forgetting to check their documentation is in order and government service timelines are variable. It is particularly important for crew who are citizens of countries other than United States and Canada to ensure they have the necessary, current visas. It is not unknown for U.S. Border Protection to arrest crew who arrive in Maui without necessary documentation. Further, recent legal trouble may make crew ineligible to enter United States or Canada even with proper documentation.

Q: I already have insurance, why does insurance make this list?

Most yacht insurance policies have restrictions on operating areas and/or participating in racing. Obtaining insurance for going in an offshore race can take a significant effort, including the possibility of having to change carriers and complications such as requiring a survey. And adding coverage for rig, sails, or other items can add further difficulty. It pays to check with your current carrier very early in the process.

Q: Are life-rafts a difficult thing to figure out?

A: They should not be. The relevant sections of the Offshore Special Regulations are quite clear on the specifications and storage of life rafts. But many boats do not make the necessary effort to procure and store the life-raft out until late in the process and can find themselves with equipment that does not meet the requirements. In addition, there are good and not-as-good places to store the life raft. See the article on [Life rafts](#) published on the website's Knowledge Base www.vicmaui.org/resource for more information.

Q: What is involved with getting an inspection of the keel and steering components?

A: This is serious stuff — a keel or steering failure will ruin anyone’s race. But it is a relatively straight forward process that can be done by a number of different types of experienced professionals, but it must be done out-of-the-water; and a good idea to do along with bottom preparation. The procedure and a certification form can be found in Appendix L of the Offshore Special Regulations and World Sailing has prepared an excellent FAQ document on Structural Inspection that is posted in the Knowledge Base at www.vicmaui.org/resource.

Owners should note that preparing an appropriate emergency steering solution also requires some early thinking. Vic-Maui has prepared 2 articles on Emergency Steering in the Knowledge Base.

Q: I have a set of sails. Why do I need to worry about an inventory early in my preparations?

A: The rigours of two weeks of continuous offshore racing are very hard on sails, and totally different from the coastal or near offshore experience of most entrants. In addition, crew unfamiliarity with trimming spinnakers in squalls or at night makes them particularly susceptible to damage. It is a good idea to review your needs with a sailmaker with enough lead time to make any repairs or order any new additions remembering that sailmakers are busy and global supply chains can be difficult.

Q: Water, water everywhere but not a drop to drink?

A: People need water to survive and the fresher the better to avoid dehydration and prevent tummy issues. Boats have a choice of carrying all of their water needs in several storage tanks, or installing a water-maker to reduce weight. The choice is up to the owner, but both storage and installation of a water-maker require planning. The Offshore Special Regulations require at least 3 litres of drinking water per crew per day. And the water (either stored or made) must be in held in at least 2 compartments so that a contamination event does not affect all of the supply.

Q: I have an ORC certificate. Are there any problems I need to be aware of?

A: Boats that have existing certificates are usually okay for any revisions required for a Vic-Maui. However, problems can arise when boats do not have existing certificates (particularly if a boat does not have a hull form in the ORC database), or if boats want to upgrade to the more optimized ORC-international certificate. Regardless of current status, any boat may require some level of measurement at the discretion of their local ORC rating office. It pays to know of potential hiccups early. See FAQ on obtaining an ORC certificate at www.vicmaui.org/ratings-measurement.

Q: What kind of electrical and communication upgrades may be necessary?

A: Long gone are the days of using sextants for navigation and barometers for weather. Modern boats have an array of electric devices for navigation, refrigeration, making water, providing light, and communicating with the outside world. Boats need to examine their batteries and charging systems to ensure they are maintained and up to the demand. And boats are required to have 2 devices that provide email and voice communication with the Race Committee. Procurement and installation of this electric and communication equipment requires planning and making decisions. As with other items, early attention can prevent later problems.