



2024 Vic-Maui International Yacht Race

Appendix A to the NOTICE OF RACE





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Each boat participating in the 2024 Vic-Maui must comply with the World Sailing Offshore Special Regulations (“OSR 2022-2023”) for a Category 1 Monohull event, its appendices, amendments, interpretations, and the Vic-Maui amendments listed below. No national authority prescriptions will apply. Copies of the [OSR 2022-2023](#) are available on the Vic-Maui [Official Notice Board](#).

2024 Vic-Maui Amendments to the World Sailing Offshore Special Regulations (2022-2023)

Add: 3.01.4 Strength of Build and Rig

It is strongly recommended that the mast and any in-mast furling systems be dismantled and inspected for integrity by a qualified rigger or other qualified person familiar with these systems.

Revise: 3.02.2 Watertight and Structural Integrity of a Boat

Add “Inspection of the components of the steering system including pulleys, connections, quadrants and cables shall be included. A qualified person shall be a naval architect or engineer, marine surveyor, qualified shipwright, or other person with 5 years of familiarity with the construction standards, but not the owner or a direct agent of the owner. Proof of compliance with section 3.02 shall be provided.”

Revise: 3.03 Hull Construction Standards (Scantlings)

Compliance with section 3.03 is strongly recommended.

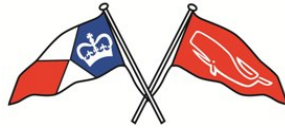
Add: 3.04.4 Stability

Boats with moveable or variable ballast shall comply with Appendix A to the Offshore Special Regulations, including Section A 1.4 Capsize Recovery. In Lahaina class, custom yachts or one-off designs that cannot demonstrate compliance with the listed requirements may submit a signed statement from a naval architect stating that the boat complies with the stability requirements.

Add: 3.21.2 Drinking Water

Compliance with 3.21.2 is required. Equipment (which may include watermakers and tanks

containing water) permanently installed to provide at least 3 l (0.8 US Gal) of drinking



water per person per day for the likely duration of the voyage.

Revise: 3.28.3 b) and 3.28.4 c)

Replace "5 hours" with "8 hours"

Revise: 3.29.1 Communications Equipment, GPS, Radar, AIS

Replace "A marine radio transceiver" with "A DSC capable VHF marine radio transceiver"

Revise: 3.29.2 c) Communications Equipment, GPS, Radar, AIS

Delete "if installed after 2015".

Revise: 3.29.3 b) Communications Equipment, GPS, Radar, AIS

Add: sentence "The satellite telephone shall be charged, turned on, and ready to receive phone calls at all times."

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 MF/HF marine SSB transceiver (GMDSS/ DSC) with at least 125 W transmitter power and permanently installed antenna and earth with the MMSI and GPS functions enabled. Boats that do not carry a marine SSB transceiver shall carry a second approved satellite communication device. 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 and Starlink are not currently approved).

Revise: 4.06.2 Anchors

Add sentence "One of the anchors shall have suitable chain for anchoring in 50 feet of water with a sand and coral bottom."

Revise: 4.15.2 Emergency Steering

Add sentence "Video or photo proof of deployment and use of emergency steering shall be provided."

Add: 4.19.4 EPIRBs

Proof of registration shall be provided. EPIRBs shall have a battery expiry date of not before August, 2024.

Revise: 4.20.2 (a) Minimum Life raft Equipment

Replace "SOLAS A pack" with "SOLAS B pack".



Revise: 4.20.2 (b) Minimum Life raft Equipment

Replace “Pack 1” with “Pack 2”.

Revise: 4.20.5 b) Life raft Servicing Certificate

Substitute “on board” with “shall be provided”.

Replace: 4.21 Grab Bags

A boat shall have for each life raft, 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 life raft.

Replace: 4.26.1 Storm and Heavy Weather Sail Inventory

A boat shall have either a storm trysail or mainsail reefing to reduce the luff by at least 50%. Boats equipped with a furling mainsail must have a storm trysail.

Revise: 5.01.1 (a) (i) and (ii) Lifejacket

Delete “If manufactured before 2012”. Lifejackets shall comply with ISO 12402-3 (Level 150) or equivalent, including EN386 or UL 1180.

Revise: 5.01.2 Life Jacket

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 5.01.4 Lifejacket

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

Add: 5.02.6 Safety Harness and Tethers

Safety harnesses and lifejackets shall be worn from sunset to sunrise while on deck, in addition to those times prescribed by the person in charge.

Revise: 6.01.2 Training

Replace “30%” with “two-thirds”. Add “Certificates meeting the requirements of the Notice of Race for all such crew shall be provided.”

Revise: 6.04 a) Routine Training On-board

Crew Overboard Recovery, which shall be practiced under sail and using a person or mannequin in the water with all 2022 Vic-Maui crew participating, not more than six months prior to the race start. A certificate of such practice signed by all participating crew shall be provided.