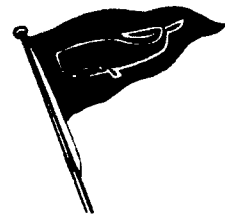


ROYAL VANCOUVER YACHT CLUB



LAHAINA YACHT CLUB

## **VICTORIA-MAUI INTERNATIONAL YACHT RACE**

3811 POINT GREY ROAD - VANCOUVER, B.C., CANADA V6R 1B3

### **BULLETIN # 2**

#### **Minimum Equipment Standards.**

The attached bulletin covers the minimum standards that the race committee will accept for entry into the race, and there may well be items that you may wish to upgrade to a higher standard.

While hazardous conditions are not usually prevalent during the summer months, local gale force winds have been experienced in previous races, and we therefore advise that due care and attention be given to all equipment.

We enclose two copies of a new checklist, of which one copy must be completed and returned before the race.

Every yacht will be inspected once at her home port, where possible, with any needed final inspections in Victoria. Please call Ray De Vries, Res: 863-3636 in the Seattle area, or Tony Repard, Res: 261-6106, Bus: 731-6561 in the Vancouver area, to arrange place and time.

The committee will be doing as thorough and as fair an inspection as possible, and we again urge everyone to follow the spirit and intent of these standards.

OFFSHORE RACING COUNCIL

1986

SPECIAL REGULATIONS GOVERNING MINIMUM  
EQUIPMENT AND ACCOMODATION STANDARDS  
AS MODIFIED BY THE VICTORIA MAUI  
INTERNATIONAL YACHT RACE

1.0 PURPOSE AND USE

1.1 It is the purpose of these special regulations to establish uniform minimum equipment and accommodations standards for monohull yachts racing offshore.

1.2 These regulations do not replace, but rather supplement, the requirements of governmental authority, the Racing Rules and the International Offshore Rule. The attention of owners is called to restrictions in the rules on the location and movement of equipment.

2.0 OWNER'S RESPONSIBILITY.

2.1 The safety of a yacht and her crew is the sole and inescapable responsibility of the owner or owner's representative who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He/She must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. He/She must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.

2.2 Neither the establishment of these special regulations, their use by sponsoring organizations, nor the inspection of a yacht under these regulations in any way limits or reduces the complete and unlimited responsibility of the owner or owner's representative.

2.3 It is the sole and exclusive responsibility of each yacht to decide wheather or not to start or continue to race.

3.0 INSPECTION

3.1 A yacht may be inspected at any time. If she does not comply with these special regulations her entry may be rejected, or she will be liable to disqualification or such other penalty as may be prescribed by the Race Committee.

4.0 CATEGORY OF RACE

4.1 All items in these standards of safety and accommodation without exception apply to this race, which is described as follows:

4.2 Category 1 race: A race of long distance and well offshore, where yachts must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.

5.0 BASIC STANDARDS

5.1 All required equipment shall:  
Function properly  
Be readily accessible  
Be of a type, size and capacity suitable and adequate for the intended use and size of the yacht  
Meet the standards accepted in the Country of Registry.

5.2 Yachts shall be self-righting (see IOR Part XII). They shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks, capable of withstanding solid water and knockdowns. They must be properly rigged and ballasted, be fully seaworthy and must meet the standards set forth herein. "Properly rigged" means that shrouds shall never be disconnected.

5.3 The required inboard engine installation shall be such that the engine, when running, can be securely covered, and that the exhaust and fuel supply systems are securely installed and adequately protected from the effects of heavy weather, and all meet M.O.T. or U.S.C.G. requirements. Each yacht shall carry a minimum amount of fuel in a permanently installed fuel tank. This minimum amount of fuel may be specified in the Notice of Race but if not, shall be sufficient to be able to meet charging requirements for the duration of the race and to motor at designed hull speed for at least 8 hours.

5.4 Yacht equipment, fittings and internal ballast shall be securely fastened so as to remain in position should the yacht be capsized 180°.

6.0 STRUCTURAL FEATURES

Yachts with an I.O.R. Age or Series Date (whichever is earlier) of 1/1986 or later shall have been built in accordance with ABS approved plans according to the ABS Guide for Building and Classing Offshore Racing Yachts.

6.1 The hull, including deck, coach roof and all other parts, shall form an integral, essentially watertight, unit and any openings in it shall be capable of being immediately secured to maintain this integrity (see 5.1). For example, running rigging or control lines shall not compromise this watertight unit. Centerboard and daggerboard trunks shall not open into the interior of the hull.

6.12 Hatches. No hatch forward of the BMAX (maximum beam) station shall open inwards excepting ports having an area of less than 110 sq. in. (710 sq. cm). Hatches shall be so arranged as to be above the water when the hull is heeled at 90°. All hatches shall be permanently fitted so that they can be closed immediately and will remain firmly shut in a 180° capsize. The main companionway hatch shall be fitted with a strong securing arrangement which shall be operable from above and below.

6.13 Companionways. All blocking arrangements (washboards, hatch-boards, etc.) shall be capable of being secured in position with the hatch open or shut and shall be secured to the yacht by lanyard or other mechanical means to prevent their being lost overboard.

6.14 Cockpit companionways, if extended below main deck level, must be capable of being blocked off to the level of the main deck at the sheer line abreast the opening. When such blocking arrangements are in place this companionway (or hatch) shall continue to give access to the interior of the hull.

6.21 Cockpits shall be structurally strong, self-draining and permanently incorporated as an integral part of the hull. They must be essentially watertight, that is, all openings to the hull below the main deck level must be capable of being strongly and rigidly secured. Any bow, lateral, central or stern well will be considered as a cockpit for the purposes of 6.21, 6.22, 6.23 and 6.31.

- 6.22 Cockpits opening aft to the sea. The lower edge of the companionway shall not be below main deck level as measured above. The openings shall not be less than 50% of maximum cockpit depth multiplied by maximum cockpit width. The requirement in 6.31 that cockpits must drain at all angles of heel applies.
- 6.23 COCKPIT VOLUME
- 6.23.1 The maximum volume of all cockpits below lowest coamings shall not exceed 6% L times B times FA (6% loaded water line times maximum beam times freeboard abreast the cockpit). The cockpit sole must be at least 2% L above LWL (2% length overall above loaded water line).
- 6.31 Cockpit drains. Cockpit drains adequate to drain cockpits quickly but with a combined area (after allowance for screens if attached) of not less than the equivalent of four 3/4 ins. (2.0 cm) diameter drains. Yachts built before 1-1-72 must have drains with a combined area (after allowance for screens, if attached) of not less than the equivalent of two 1 ins. (2.5 cm) drains. Cockpits shall drain at all angles of heel.
- 6.4 Storm coverings for all windows more than two square feet in area (930 sq. cm).
- 6.51 Sea cocks or valves on all through-hull openings below LWL, except integral deck scuppers, shaft log, speed indicators, depth finders, and the like; however a means of closing such openings, when necessary to do so, shall be provided.
- 6.52 Soft wood plugs, tapered and of the correct size, to be attached to, or adjacent to, the appropriate fitting.
- 6.53 Ballast and Heavy Equipment. Inside ballast in a yacht shall be securely fastened in position. All other heavy internal fittings such as batteries, stoves, gas bottles, tanks, engines, outboard motors, anchors, and chains shall be securely fastened against a capsize.
- 6.54 Sheet winches shall be mounted in such a way that no operator is required to be substantially below deck.
- 6.55 Mast step. The heel of the mast shall be securely fastened to the mast step or adjoining structure.

- 6.6 LIFELINES, STANCHIONS, PULPITS AND JACKSTAYS
- 6.61.1 Taut double life-lines, made from multi-strand steel wire (see also IYRR62), with upper life-line at a height of not less than 2 feet (60 cm) above the working deck, to be permanently supported at intervals of not more than 7 feet (2.15 m). When the cockpit opens aft to the sea, additional life-lines shall be fitted so that no opening is greater in height than 22 ins. (56 cms).
- 6.61.2 Life-line terminals. A taut lanyard of synthetic rope may be used to secure life-lines, provided that when in position its length does not exceed 4 ins. (10 cm).
- 6.61.3 Stanchions shall not be angled from the point of their attachment to the hull at more than ten degrees from vertical throughout their length.
- 6.61.4 Pulpits. Fixed bow pulpit (forward of headstay) and stern pulpit (unless life-lines are arranged as to adequately substitute for a stern pulpit). Lower life-lines need not extend through the bow pulpit. Upper rails of pulpits shall be at no less height above the working deck than upper life-lines. Upper rails in bow pulpits shall be securely closed while racing. Any life-line attachment point will be considered as a stanchion in so far as its base shall not be situated out-board of the working deck.
- 6.61.5 Overlapping pulpits. Lifelines need not be affixed to the bow pulpit if they terminate at, or pass through, adequately braced stanchions 2 ft. (60 cm) above the working deck, set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 6 ins. (15 cm).
- 6.61.6 Pulpit and stanchion fixing. Pulpits and stanchions shall be through-bolted or welded, and the bases thereof shall not be further inboard from the edge of the working deck than 5% of B max. or 6 ins. (15 cm), whichever is greater. Stanchion bases shall not be situated outboard of the working deck. Socketed stanchions (such as in the Santa Cruz 50) are acceptable providing they are adequately installed.

- 6.64 Toe Rails. A toe-rail of not less than 1 in. (2.5 cm) shall be permanently fitted around the deck forward of the mast, except in way of fittings. Location to be not further inboard from the edge of the working deck than one third of the local beam.  
In yachts built before 1 January 1981 a toe-rail of 3/4 in. (2 cm) will be accepted.

6.65 JACKSTAYS

Wire jackstays must be fitted on deck, port and starboard of the yacht's centre line to provide secure attachments for safety harnesses. Jackstays must be attached to through-bolted or welded deck plates, or other suitable and strong anchorages. The jackstays must, if possible, be fitted in such a way that a crew member, when clipped on, can move from a cockpit to the forward and to the after end of the main deck without unclipping the harness. If the deck lay-out renders this impossible, additional lines must be fitted so that a crew member can move as described with a minimum of clipping operations. A crew member must be able to clip on before coming on deck, unclip after going below and remain clipped on while moving laterally across the yacht on the foredeck, the afterdeck, and amidships. If necessary additional jackstays and/or through-bolted or welded anchorage points must be provided for this purpose. Through-bolted or welded anchorage points, or other suitable and strong anchorage, for safety harnesses must be provided adjacent to stations such as the helm, sheet winches and masts, where crew members work for long periods. Jackstays should be sited in such a way that the safety harness lanyard can be kept as short as possible.

7.0 ACCOMMODATIONS

- 7.11 Toilet, securely installed.
- 7.2 Bunks, securely installed.
- 7.31 Cooking stove, securely installed with safe accessible fuel shutoff control, capable of being safely operated in a seaway.
- 7.41 Galley facilities, including sink.

- 7.51 Fresh water in the amount of at least 57 litres (15 U.S. gallons or 12 1/2 Imperial gallons) per person; at least two-thirds must be in suitable, properly installed tanks (2 minimum). Tanks must be so divided that no more than two-thirds of the water supply is in one tank, and so connected that a leak in one tank would not result in the loss of more than two-thirds of the total water supply. Up to one third of potable supplies may be other than fresh water. Bladder type water containers are acceptable provided they are secured by a harness or otherwise immobilized and not secured by the corner grommets.
- 8.0 GENERAL EQUIPMENT
- 8.1 Fire extinguishers, at least two, readily accessible in suitable and different parts of the yacht, and of the type and number required by the Country of Registry.
- 8.21.1 Bilge pumps, at least two manually operated, securely fitted to the yacht's structure, one operable above, the other below deck. Each pump shall be operable with all cockpit seats, hatches and companionways shut.
- 8.21.2 Each bilge pump shall be provided with permanently fitted discharge pipe(s) of sufficient capacity to accommodate simultaneously both pumps.
- 8.21.3 No bilge pumps may discharge into a cockpit unless that cockpit opens aft to the sea. Bilge pumps shall not be connected to cockpit drains.
- 8.21.4 Unless permanently fitted, each bilge pump handle shall be provided with a lanyard or catch or similar device to prevent accidental loss.
- 8.22 Four buckets of stout construction each with at least 9 litres (2 gallons) capacity. Each bucket to have a lanyard attached.
- 8.31 Anchors, two with cables.  
Anchors and any chain shall be securely fastened in the position recorded on the Rating Certificate when not in use.
- 8.32 Bosuns chair.
- 8.41 Flashlights, one of which is suitable for signaling, water resistant, with spare batteries and bulbs.



- 8.5 First aid.
- 8.6 Foghorn.
- 8.7 Radar reflector. If a radar reflector is octahedral it must have a minimum diagonal measurement of 18 ins. (46 cm), or if not octahedral must have a documented "equivalent echoing area" of not less than 10 sq. m, and to comply with U.S.C.G or M.O.T. To be displayed at all times and mounted not less than 4 m. (13 ft.) above the waterline.
- 8.9 Shutoff valves on all fuel tanks.
- 9.0 NAVIGATION EQUIPMENT
- 9.1 Compass, marine type, properly installed and adjusted.
- 9.2 Spare compass.
- 9.3 Charts, light list and piloting equipment.
- 9.4 Sextant, tables and accurate time piece, and second sextant.
- 9.5 Radio direction finder.
- 9.6 Lead line or echo sounder.
- 9.7 Speedometer or distance measuring instrument.
- 9.8 Navigation lights, to be shown as required by the International Regulations for Preventing Collision at Sea, mounted so that they will not be masked by sails or the heeling of the yacht.  
Navigation lights shall not be mounted below deck level.  
Spare bulbs for navigation lights shall be carried.
- 10.0 EMERGENCY EQUIPMENT.
- 10.1 Emergency navigation lights and power source.  
Emergency navigation lights shall have the same minimum specifications as the navigation lights in 9.8 and a power source separate from that used for the normal navigation lights.  
Emergency navigation lights shall not be used if the normal navigation lights (under Rule 9.8) are operable.

- 10.21 The following specifications for sails that are required to be carried give maximum areas; smaller areas may well suit some yachts.  
Appropriate sheeting positions on deck shall be provided for these sails.  
One storm try-sail not larger than  $0.175 P \times E$  in area. It shall be sheeted independently of the boom, have neither a headboard nor battens and be of a strength suitable for the purpose. The yacht's sail number and letter(s) shall be placed on both sides of the trysail in as large a size as is practicable.
- 10.22 One storm jib of not more than 5% of IG squared in area, the luff of which does not exceed 6.5% of I and of suitable strength for the purpose.
- 10.23 Any storm jib if designed for a seastay or luffgroove device shall have an alternative method of attachment of the stay or a wire luff.
- 10.3 Each entrant must demonstrate to the Inspection Team that he/she has properly engineered and has tools and materials on board to jury rig broken masts, booms, steering and a lost rudder. (Yachts with a history of lost rudders will be scrutinized carefully.)
- 10.4 Tools and spare parts, including adequate means to disconnect or sever the standard rigging from the hull.
- 10.5 Yacht's name on miscellaneous buoyant equipment, such as life jackets, oars, cushions, etc.  
Portable sail number.
- 10.61 Marine radio transmitter and receiver, to comply with the communications bulletin. If the regular antenna depends upon the mast, an emergency antenna must be provided.
- 10.62 Radio receiver capable of receiving weather bulletins.
- 10.63 One E.P.I.R.B., Class "B".
- 11.0 SAFETY EQUIPMENT
- 11.1 Life jackets, one for each crew member, as approved in Country of Registry.
- 11.2 Whistles and high intensity strobe personal lights attached to life jackets.

Must have the following equipment appropriately secured to each raft:

- 1 Sea anchor or drogue
- 1 Bellows, pump or other means for maintaining inflation of air chambers
- 1 Signalling light
- 3 Hand flares
- 1 Baler
- 1 Repair kit
- 2 Paddles
- 1 Knife

11.42 Grab Bags:

A floatable grab bag containing the following and having an International orange drogue attached is required per life raft:

- second sea anchor and line
- a first aid kit
- one daylight signalling mirror
- two red parachute flares
- three red hand flares
- watertight receptacles containing fresh water, at least 9 litres (2 1/2 U.S. gals. or 2 Imperial gals.)

N.B. Equipment in the grab bag may be counted as part of the general equipment.

11.52 At least one horseshoe-type life-ring equipped with a drogue, a whistle and a self-igniting strobe light having a duration of at least 45 minutes, within reach of the helmsman and ready for instant use. Yachts of Canadian registry shall carry one circular life ring not less than 60 cm (24 ins.) outside diameter in place of horseshoe type, in accordance with Ministry of Transport regulations.

11.53 At least one more horseshoe type life ring equipped with a whistle, dye marker, drogue, a self-igniting strobe light with a duration of at least 45 minutes, and a pole and flag. The pole is to be permanently extended and attached to the ring with 8 m (25 ft.) of floating line and is to be of a length and so ballasted that the flag will fly at least 1.8 m (6 ft.) off the water. Option of circular life ring as per 11.52.

- 11.61 Distress signals conforming to the current International Convention for the Safety of Life at Sea (SOLAS) regulations (chapter III Visual Signals) to be stowed in a waterproof container or containers, as indicated.
- 11.62 Twelve red parachute flares. (SOLAS regulation 35)
- 11.64 Four red hand flares. (SOLAS regulation 36)

Although not specified by SOLAS, it is recommended design criteria, excepting colour and candela rating, be in accordance with regulation 36.

- 11.66 Two orange smoke day signals. (SOLAS regulation 37)
- 11.67 Non-SOLAS distress signals will be acceptable until 31.12.86. Distress signals which are more than 3 years old (as indicated by the date of manufacture) or of which the date of expiry has passed are not acceptable.

(NOTE: Special Regulations 11.61, 11.62, 11.64 and 11.66 will be mandatory from 1.1.87.)

- 11.7 Heaving line 16 m (50 ft.) minimum length, floating line type, readily accessible to cockpit.