



# SWIFTSURE INTERNATIONAL YACHT RACE

May 24-26, 2014  
Victoria, British Columbia



**SWIFTSURE**

Hosted By  
The Royal Victoria Yacht Club  
Swiftsure Committee

## NOTICE OF RACE FOR THE THREE LONG COURSES

(THE SWIFTSURE LIGHTSHIP CLASSIC, THE CAPE FLATTERY RACES AND THE JUAN DE FUCA RACE)

*The [Royal Victoria Yacht Club](#) is pleased to announce details for the 2014 Swiftsure International Yacht Race, and extends a cordial invitation to yacht owners who meet eligibility requirements to enter*

### 1 RULES

- 1.1 This Notice of Race and the Sailing Instructions: Swiftsure Lightship Classic, Cape Flattery & Juan de Fuca (“Sailing Instructions”) shall apply.
- 1.2 The Swiftsure International Yacht Race shall be governed by the rules as defined in [The ISAF Racing Rules of Sailing 2013-2016 \(“RRS”\)](#) with the following exceptions:
  - a) RRS rule 52, Manual Power, is amended for monohulls to include:  
Boats entered as a Double-Handed crew in the Cape Flattery and Juan de Fuca course races are allowed to use autopilot mechanisms for sail changes and other maneuvers where having one crew member assigned to steering the yacht may compromise the safety of crew and craft.
  - b) RRS rule 55 is changed by adding the following sentence: However, discarding elastic or wool bands when setting a sail is permitted.
  - c) RRS rule 75 shall not apply.
  - d) Under the RRS rule 87, class rules shall not apply.
  - e) The RRS Appendix D (Team Racing Rules) shall not apply.
- 1.3 All changes to the RRS will appear in full in the Sailing Instructions.
- 1.4 Prescriptions of Sail Canada that shall apply are provided in Appendix A of this Notice of Race.
- 1.5 Competitors must have current charts on board showing the Traffic Separation System. Charts that meet this requirement are Canadian chart 3606 as revised and published November 29, 2002 or US charts 18460 (edition 13) and 18465 (edition 38) as revised and published December 2002.
- 1.6 Between sunset and sunrise, the “International Regulations for Preventing Collisions at Sea” shall replace the relevant rules of Part 2 of the RRS.
- 1.7 A yacht that impedes or obstructs commercial traffic may be subject to disqualification.

- 1.8 Each competing yacht must display its official sail numbers on both the port and starboard lifelines or hull while racing. Size of letters and numbers shall be similar to that required in the RRS Appendix G1.2 for sail numbers.
- 1.9 Competitors who intend to fly sails that display numbers other than the yacht's official sail number shall report the numbers to the Race Committee by 1800 Friday, May 23, 2014. Failure to comply may result in the yacht being scored DNF.
- 1.10 All yachts shall be required to display a numeral pennant according to the planned starting order: the Swiftsure Lightship Classic, numeral 1; the Cape Flattery Unlimited Race, and the Cape Flattery Race for Multihulls, numeral 2; the Cape Flattery Race, numeral 3; and the Juan de Fuca Race, numeral 4.
- 1.11 All competitors shall mount Swiftsure issued SPOT transponders on their yachts and shall operate them in the prescribed manner. The transponder units will be distributed along with Race Packages at the Swiftsure Centre commencing on May 22, 2014. A deposit of \$200 shall be required to ensure the safe return of the units.

As the SPOT transponder is an integral part of race safety, yachts that fail to turn on the transponder prior to the start of the race, and restart the transponder upon rounding the turning mark (as required in the Sailing Instructions), or turn it off (other than during the restart procedure) during the race may be subject to disqualification.

- 1.12 For **monohull** yachts racing under PHRF Handicap and IRC Handicap:  
The [Pacific International Yachting Association's Safety Equipment Requirements \(SER\)](#), '**Coastal' Category** (column F), which were published January 1, 2014 and come into effect on March 1, 2014 shall apply to monohulls, but with changes to the following sections:
  - 2.2.2 Hull and Structure Stability is replaced with the following:

Although 2.22 is not required, Swiftsure recommends that the boat have a stability index greater than or equal to 103 or meet the requirements of ISO 12217-2B.
  - 2.4.4 Hull and Structure: Lifelines, the first sentence is replaced with the following:

Lifelines shall be either uncoated or *coated* stainless steel wire or high molecular weight polyethylene (HMPE) line with spliced terminations or terminals specifically intended for the purpose.
  - 2.7.2 Hull and Structure: Mechanical Propulsion is replaced with the following:

A boat shall have a mechanical propulsion system that is quickly available and capable of driving the boat at hull speed for 10 hours.
  - 3.6.1, 3.6.2, and 3.6.3 Safety Equipment: Visual Distress Signals are replaced by making 3.6.4 required; that is:

A boat shall carry Coast Guard/National Safety Authority approved flares of their country of residence meeting day-night requirements, and not older than the expiration date.
  - 3.6.5 Safety Equipment: Visual Distress Signals is not required because life rafts are not required for any of the Three Long Courses.
  - 3.8.1 Safety Equipment: Emergency Communications is amended by deleting the need for a masthead antenna.

3.16.2 Safety Equipment: Emergency Communications is replaced with the following:

3.16.2 is not required.

3.33.1 Sails: Mainsail Reefing is replaced with the following:

Unless the person in charge of the boat has an alternative sail plan for dealing with heavy weather, a boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.

3.33.3 Sails: Headsails is replaced with the following:

Unless the person in charge of the boat has an alternative sail plan for dealing with heavy weather, a boat shall carry a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of an area not greater than 13.5% of the foretriangle squared.

1.13 For **multihull** yachts racing under PHRF Handicap:

The Safety Equipment Requirements for Multihulls for the 2014 Swiftsure International Yacht Race, ‘**Coastal (The Three Long Courses)**’ shall apply to multihulls (see column 4). This document is located at [www.swiftsure.org](http://www.swiftsure.org), Race Info tab, Notices of Race subtab.

## **2 ADVERTISING**

Yachts may be required to display advertising chosen and supplied by the Swiftsure Committee.

## **3 ELIGIBILITY AND ENTRY**

- 3.1 Yachts may enter by completing the online registration form beginning on Friday **January 3, 2014**, see: [www.swiftsure.org](http://www.swiftsure.org). If registration is by paper, completed entries should be delivered or mailed so they are received by the Swiftsure Office by Friday, May 16, 2014. The Swiftsure Office is located at the Royal Victoria Yacht Club, 3475 Ripon Road, Victoria, BC, Canada, V8R 6H1.
- 3.2 The deadline for registering is Friday, May 16, 2014. If received after Friday May 16, 2014, the entry may be accommodated subject to the decision of the Swiftsure Committee.
- 3.3 The Swiftsure Office will notify entrants of acceptance or rejection, subject to verification of ratings and payment of the registration fee.
- 3.4 Yachts must provide a complete crew list with name, position/role during the race, home town, emergency contact name and phone number for each person on the yacht. Crew updates and substitutions may be made online at any time, and by contact with the Race Committee using VHF or mobile telephone up to 0845 on Saturday, May 24, 2014.
- 3.5 A request to change the race in which a yacht has been registered will not be accepted after Tuesday May 20, 2014 unless the request is submitted in writing to, and approved by, the Swiftsure Committee by 1300 on Friday May 23, 2014.
- 3.6 With registration each skipper is asked to include a brief biography and photograph(s) of the yacht and/or crew for use in publicity and race commentary. Early submission of this material would be appreciated so it can be included on the Swiftsure website and to allow adequate preparation for media use.

- 3.7 For Yachts Racing Under PHRF Handicap:
- 3.7.1 All yachts shall have a valid PHRF-NW, PHRF-BC or PHRF Multihull rating certificate. Those entrants rated by rating authorities other than PHRF-NW, PHRF-BC, or PHRF Multihull (BC or Washington) are required to apply to PHRF-NW, PHRF-BC, or PHRF Multihull (BC or Washington) for a rating certificate. Ratings will be adjusted if required by the Royal Victoria Yacht Club's handicapper at no charge in order to align PHRF-NW and PHRF-BC ratings.
- 3.7.2 Ratings for all entrants will be confirmed with PHRF-NW, PHRF-BC or PHRF Multihull by **Monday, May 19, 2014**.
- 3.7.3 In the event that a yacht's rating has been changed after the entry has been accepted, the skipper is required to notify the Race Committee. No rating changes will be accepted after **Friday, May 16, 2014**. Failure to provide a valid and correct rating may result in protest by the Race Committee. In addition, all ratings are subject to review by the Race Committee.

3.7 For Yachts Racing Under IRC Handicap:

- 3.7.1 All yachts shall have a valid IRC Certificate. It does not need to be an Endorsed IRC certificate.
- 3.7.2 Yachts shall provide their IRC rating to the Swiftsure Committee through the registration process by **Monday, May 19, 2014**.
- 3.7.3 No change in a yacht's Time Correction Coefficient ("TCC") will be permitted after Monday, May 19, 2014, except as provided for in Section 9 Rating Review and Section 10 Rating Protests as specified in the IRC Rules issued October 2013, which became effective January 1, 2014.

#### **4 FEES**

- 4.1 **Early Bird:** if received **on or before Monday May 5, 2014**, the entry fee is **CAD \$6.15** per foot of rated length overall (as per rating certificate) or **CAD \$168** for yachts with an overall length of 27 feet or less. Federal GST of 5% will be added.
- 4.2 **Regular:** if received **Tuesday May 6, 2014**, or thereafter the entry fee is **CAD \$7.30** per foot of rated length overall (as per rating certificate) or **CAD \$196** for yachts with an overall length of 27 feet or less. Federal GST of 5% will be added.
- 4.3 For 2014 American currency will be accepted at the rate of \$1.04 Canadian for registration fees paid by cash or personal cheque. Credit card payments are automatically exchanged from American to Canadian dollars by the credit card company.
- 4.44 The entry fee must be paid at the time of registration. Payment is accepted by VISA, MasterCard, cash, cheque or Royal Victoria Yacht Club member account. Please make cheques payable to the Royal Victoria Yacht Club.
- 4.5 Refunds, less \$20.00, may be claimed if withdrawal is advised prior to Friday May 16, 2014. At the sole discretion of the Swiftsure Committee refunds less \$20 may be given if withdrawal is advised from May 16 to May 23 for exceptional circumstances.

## **5 SKIPPER CHECK-IN**

- 5.1 Each registered skipper, or their representative, is required to report to Swiftsure Centre, on Ship Point in the Victoria Inner Harbour, no later than **1800 Friday, May 23, 2014**. At that time the yacht's moorage location will be recorded, the crew list verified, and the SPOT unit and other race package information picked up.
- 5.2 Crew list verification, and pickup of SPOT units and race package materials at the Royal Victoria Yacht Club can be accommodated on Thursday, May 22, 2014, but only by prior arrangement. Call the Swiftsure Office at 250-592-9098 to make such arrangements.
- 5.3 Registered entrants who do not check-in and pick up their race package and SPOT unit will be recorded as "Did Not Compete (DNC)".
- 5.4 Registered entrants who do pick up their race package and SPOT unit but are otherwise unable to start must inform the Race Committee of their withdrawal and will be recorded as "Did Not Start (DNS)". As failure to report withdrawal may initiate mobilization of search and rescue assets, entrants failing to do so may be excluded from future races.

## **6 SCHEDULE**

- 6.1 **Friday May 16, 2014**– Closing date for race entries and competitor initiated rating changes.
- 6.2 **Thursday, May 22, 2014** – Swiftsure Centre, which will be located at Ship Point in the Victoria Inner Harbour, will be open between 1400 and 1800 for registered skippers to collect their race packages.
- 6.3 **Friday, May 23, 2014** – Swiftsure Centre, which will be located at Ship Point in the Victoria Inner Harbour, will be open between 1000 and 1800 for registered skippers to collect their race packages.
- 6.4 **Friday, May 23, 2014** – Trophy presentation for the 2013 races (1600) followed immediately by the skippers' meeting at Club 9ONE9 in the Strathcona Hotel in Victoria, BC.
- 6.5 **Saturday, May 24, 2014** – The Swiftsure International Yacht Race starting sequence will commence at 0850. The first race is scheduled to start at 0900 with subsequent starts to follow. The Starting Line will be located adjacent to Clover Point.

## **7 SAILING INSTRUCTIONS**

- 7.1 The Sailing Instructions will be available online after Monday May 5, 2014 on the Swiftsure website ([www.swiftsure.org](http://www.swiftsure.org)). Printed copies will be included in the race package, which will be available when registered skippers check-in at the Swiftsure Centre.
- 7.2 Questions regarding the Sailing Instructions will be accepted by e-mail to [racedirector@swiftsure.org](mailto:racedirector@swiftsure.org) until 1800 Thursday, May 22, 2014.
- 7.3 Questions received prior to 1800 Thursday, May 22, 2014 and their answers will be posted on the Swiftsure website under Race Info, Sailing Instructions ([www.swiftsure.org](http://www.swiftsure.org)).
- 7.4 Changes to the Sailing Instructions issued prior to Friday, May 16, 2014 will be provided in a printed addendum included in the race package. Changes issued after Friday, May

16, 2014 will be posted on the Swiftsure website ([www.swiftsure.org](http://www.swiftsure.org)) and on the official notice board located at Swiftsure Centre after 1800 Thursday, May 22, 2014.

7.5 No changes to the Sailing Instructions will be made after 0700 May 24, 2014.

## **8 THE COURSES**

### **8.1 The Swiftsure Lightship Classic (PHRF and IRC handicapped yachts)**

Start at Clover Point to Swiftsure Bank and return to Finish at Ogden Point – 138.2 NM  
Open to monohull yachts rating 165 and faster.

The PHRF and IRC fleets may be split into divisions, in order to create the best competition possible, it being understood that PHRF and IRC handicapped yachts will be in separate divisions. The Race Committee will use PHRF Rating Certificates and IRC Rating Certificates, as applicable.

### **8.2 The Cape Flattery Race (PHRF handicapped yachts)**

Start at Clover Point to Neah Bay and return to Finish at Ogden Point– 101.9 NM  
Open to monohull yachts rating 40 – 198.

The fleet will be split into Heavy, Light, and Double-handed Classes, and each class may be grouped into divisions, in order to create the best competition possible. The Race Committee will use PHRF measurements as per rating certificates.

### **8.3 The Cape Flattery Race for Multihulls (PHRF handicapped yachts)**

Start at Clover Point to Neah Bay and return to Finish at Ogden Point – 101.9 NM  
Open to multihull yachts rating 198 and faster.

The fleet may be split into divisions, in order to create the best competition possible. The Race Committee will use PHRF measurements as per rating certificates.

### **8.4 The Cape Flattery Unlimited Race (PHRF and IRC handicapped yachts)**

Start at Clover Point to Neah Bay and return to Finish at Ogden Point – 101.9 NM  
Open to monohull yachts rating 39 and faster.

The PHRF and IRC fleets may be split into divisions, in order to create the best competition possible, it being understood that PHRF and IRC handicapped yachts will be in separate divisions. The Race Committee will use PHRF measurements as per rating certificates and IRC Rating Certificates, as applicable.

### **8.5 The Juan de Fuca Race (PHRF handicapped yachts)**

Start at Clover Point to Clallam Bay and return to Finish at Ogden Point – 78.7 NM  
Open to yachts rating 40 and slower.

The fleet will be split into Heavy, Light, and Double-handed Classes and each class may be grouped into divisions, in order to create the best competition possible. The Race Committee will use PHRF measurements as per rating certificates.

8.6 All of the above courses may include Brotchie Ledge as the first rounding mark after the start. The Sailing Instructions will indicate whether Brotchie Ledge will be the first rounding mark.

8.7 For 2014, the Swiftsure Committee is encouraging **double-handed** entries for the Cape Flattery Race and the Juan de Fuca Race. For either race wherein at least 5 double-handed yachts register, a division will be created. By special decision of the Swiftsure Committee a division may be created for any race where there are fewer than 5 double-handed yachts registered. The entrants in the double-handed divisions will be eligible for the First to Round, First Overall, and Line Honours in the Race in which they are entered.

- 8.7.1 In the event there are fewer than 5 double-handed yachts registered in either the Cape Flattery Race or the Juan de Fuca Race by Friday, May 16, 2014 the skippers already registered to race double-handed will be emailed to advise them in the event they wish to change their registration to be fully crewed and entered in a fully crewed division in accordance with the established division splits.

## **9 PENALTY SYSTEM**

RRS rule 44.3 will apply. The penalty will be 20% of the difference between the corrected time of the first yacht and the corrected time of the last yacht in the Division, added to the corrected finish time of the yacht accepting the penalty up to a maximum of 30 minutes. This modifies RRS rule 44.3[c].

## **10 SCORING**

- 10.1 Scoring for yachts racing under a PHRF handicap shall be in accordance with RRS rule 90.3 and will be calculated by Time on Distance.
- 10.2 Scoring for yachts racing under an IRC handicap shall be in accordance with the following: the yacht's corrected time (CT) will be determined to the nearest second by multiplying her elapsed time (ET) by her IRC time correction factor (TCC).

## **11 MOORAGE and CUSTOMS CLEARANCE**

- 11.1 There will be no moorage charge for race entrants on the Thursday and Friday preceding the Swiftsure start if moored at the Greater Victoria Harbour Authority's Causeway Floats in front of the Fairmont Empress Hotel and at Ship Point, though the floats are shared with other boats until the Friday before the race. To make arrangements for moorage up to and including Wednesday May 21, 2014 or after Sunday May 25, 2014 contact the Greater Victoria Harbour Authority at <http://gvha.v3.ca/reservations.php> (you will pay the Greater Victoria Harbour Authority directly for moorage).
- 11.2 After the races, there will be no moorage charge for race entrants upon return to the harbour up to and including Sunday night, May 25 at the Causeway Floats in front of the Fairmont Empress Hotel and at Ship Point.
- 11.3 We are pleased to offer assistance to skippers wishing to clear Customs by telephone. Visiting Swiftsure competitors entering Victoria Harbour may stop at the jetty at HMCS Malahat where Swiftsure volunteers will assist skippers with cellular telephone clearance. This service will be available Thursday and Friday, May 22 and 23, 2014 from 0800 until 2000 each day. The HMCS Malahat jetty is located on the starboard side of the harbour as you enter, just before the Greater Victoria Harbour Authority's Victoria Marine Fuels dock. The jetty will display a "Customs" banner.

## **12 RADIO COMMUNICATION**

- 12.1 The transmission or receipt while racing of any communication for the direct or indirect benefit of an individual yacht is prohibited, per RRS rule 41. Yachts 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. Communication, including electronic communications, required in order to comply with the Notice of Race and Sailing Instructions for the Swiftsure International Yacht Race or for personal messages not related to a yacht's performance in the race is

- permitted.
- 12.2 The Race Committee working channel at the start will be VHF 09.

### **13 PRIZES**

- 13.1 **Division Winners** – Prizes will be awarded as follows: a prize of first for a division of five yachts; a prize of first and second if there are from six to 10 yachts in a division; and prizes for first, second, and third if more than 10 yachts are in a division. The minimum entry required to form a separate division shall be five yachts, except by special decision of the Race Committee. If a division of less than five yachts is established, a prize will be awarded for first place in that division.
- 13.2 **Overall Race Winners** – Where there is more than one division in a race and all yachts in the race are sailing on the same course, a prize will be awarded for first overall in that race.
- 13.3 **Line Honours** – Prizes will be awarded for the first yacht to finish in each of the five races, including line honours for each class where the race has more than one class.

### **14 TEAM RACING**

- 14.1 Each yacht club is invited to nominate teams, consisting of three per team of monohull yachts racing under PHRF Handicap, for each of the Swiftsure Lightship Classic, Cape Flattery Race, and Juan de Fuca Race. Clubs are encouraged to enter as many teams as possible, and may enter more than one team in each race. A team race trophy will be given only if there are at least three teams from three different clubs in a race.
- 14.2 Multihull entrants are invited to nominate teams for their country of origin, consisting of three yachts per team. Multihull yachts do not have to be from the same club to participate in the team representing their country.
- 14.3 Team Racing Trophies:  
Endeavour Trophy – for the Swiftsure Lightship Classic  
Cape Flattery Team Trophy – for the Cape Flattery Race  
Ned Ashe Juan de Fuca Team Trophy – for the Juan de Fuca Race  
Canadian Coast Guard Trophy – Cape Flattery Race for Multihulls (USA versus Canada)
- 14.4 Team Scoring:  
The overall corrected finishing positions for team yachts will be used to establish team placing, except for Multihull teams which will be scored using the low point system.
- 14.5 Team Identification:  
Team yachts shall not display any identification other than that provided for in the Sailing Instructions.
- 14.6 Team Entry Deadline:  
Team entries must reach the Swiftsure Office at the Royal Victoria Yacht Club by Wednesday May 21, 2014 or be given to the Race Director at Swiftsure Centre at Ship Point in the Victoria Inner Harbour by 1800 on Friday, May 23, 2014.

### **15 DISCLAIMER OF LIABILITY**

- 15.1 Competitors participating in the Swiftsure International Yacht Race do so entirely at their own risk. See the [RRS fundamental rule 4, Decision to Race](#): "Decision to Race: The responsibility for a boat's decision to participate in a race or to continue *racing* is hers



alone.”

15.2 Overall Responsibility:

In accordance with PIYA [Safety Equipment Requirements](#), Section 1.2 (for monohulls) and Safety Equipment Requirements for Multihulls the 2014 Swiftsure International Yacht Race (for multihulls), competitors acknowledge and agree that the safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS rule 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used. S/he shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his/her incapacitation.

15.3 The Swiftsure Committee and the Royal Victoria Yacht Club, the Organizing Authority for the Swiftsure International Yacht Race, do not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

## 16 INSURANCE

Each participating yacht must have third party liability insurance covering property damage, personal injury and death in an amount not less than \$300,000 (Canadian or U.S.) per occurrence, and the policy must cover yacht racing activities.

## 17 FURTHER INFORMATION

### Swiftsure Office

Royal Victoria Yacht Club  
3475 Ripon Road  
Victoria, BC, Canada V8R 6H1  
Telephone: 250-592-9098  
General Info: [info@swiftsure.org](mailto:info@swiftsure.org)  
Registration:  
[registrar@swiftsure.org](mailto:registrar@swiftsure.org)  
Website: [www.swiftsure.org](http://www.swiftsure.org)

### BC Sailing – PHRF-BC

**Canadian Sail Numbers**  
Nancy Chow, Administrative  
Assistant  
195-3820 Cessna Drive  
Richmond, BC, Canada V7B 0A2  
Telephone: 604-333-3628  
Email: [crew@bcsailing.bc.ca](mailto:crew@bcsailing.bc.ca)  
Website: [www.bcsailing.bc.ca](http://www.bcsailing.bc.ca)

### Pacific International Yachting Association (PIYA)

Jan Visser  
Pacific International Yachting  
Association  
P.O. Box 523  
Olympia, WA, USA 98507  
Telephone: 360-754-6506  
Email: [jan@piyasailing.com](mailto:jan@piyasailing.com)  
Website:  
<http://www.piyasailing.com/>

**PHRF-NW**

Mary White, Business Manager  
PHRF of the Northwest  
P.O. Box 489  
Gig Harbour, WA, USA 98335  
Telephone: 253-857-8858  
Email: [mphrfnw@gmail.com](mailto:mphrfnw@gmail.com)  
Website: [www.phrf-nw.org](http://www.phrf-nw.org)

**Multihull Ratings (Washington)**

Pat McGarry  
188 Suquamish Way  
La Conner, WA, USA 98257  
Telephone: 206-601-1003  
Email: [patwindntide@gmail.com](mailto:patwindntide@gmail.com)

**Multihull Ratings (BC)**

Andy Robinson  
11329 Chalet Road  
North Saanich, BC, Canada V8L  
5M1  
Telephone: 250-656-1349  
Email: [andy.robinson1@me.com](mailto:andy.robinson1@me.com)

**Oregon Offshore International  
Yacht Race**

Kevin Kahl  
Corinthian Yacht Club of Portland,  
Oregon  
3033 NE Broadway  
Portland, OR, USA 97232  
Telephone: 503 - 380 - 7152  
Email: [Mrkahl@gmail.com](mailto:Mrkahl@gmail.com)  
Website:  
<http://www.oregonoffshore.org/>

## **Appendix A**

### **Applicable Prescriptions of Sail Canada pertaining to The ISAF Racing Rules of Sailing 2013-2016**

#### **Rule 46 – Person in Charge**

*SAIL CANADA prescribes that the designated person in charge, if resident in Canada, shall be a member of a club affiliated with SAIL CANADA.*

#### **Rule 61.2 – Protest Contents**

*SAIL CANADA prescribes that no fee shall be charged for delivering a protest or a request for redress.*

#### **Rule 64.3 – Decisions on Protests Concerning Class Rules**

*SAIL CANADA prescribes that unless otherwise provided in its class rules, the ISAF Equipment Rules of Sailing shall apply to all classes racing in Canada.*

#### **Rule 67 – Damages**

*SAIL CANADA prescribes that a boat that has been found by a protest committee to have broken a rule and caused damage shall be considered at fault for the purposes of rule 67.*

#### **Rule 70.5(a) – Appeals and Requests to a National Authority**

*SAIL CANADA so prescribes.*

#### **Rule 88.2 National Prescriptions**

*SAIL CANADA prescribes that the sailing instructions of national or lesser events shall not change or delete any SAIL CANADA prescription. For events that have a no appeal protest committee or an international jury, prescriptions to rule 61.2 or 67 shall not be deleted.*

#### **Appendix E8 – Appendix G Changes to Identification on Sails**

*SAIL CANADA prescribes that this rule applies to Canadian boats in all classes.*

#### **Appendix J1.2 – Notice of Race and Sailing Instructions**

*SAIL CANADA prescribes:*

*(16) when applicable that arbitration will be offered.*

#### **Appendix J2.2 – Notice of Race and Sailing Instructions**

*SAIL CANADA prescribes:*

*(41) when applicable arbitration will be offered. See Addendum C to Appendix L for recommended sailing instructions.*

#### **Appendix R – Procedures for Appeals and Requests**

*SAIL CANADA prescribes that it may delegate an appeal or request for confirmation or correction to an association appeals committee, such as a provincial association appeals committee or a racing association appeals committee. Decisions of an association appeals committee may be further appealed to the SAIL CANADA.*

#### **Appendix R2.1(a) – Submission of Documents**

*SAIL CANADA prescribes that no later than 15 days after receiving the association appeals committee's written decision, the appellant may send a further appeal and a copy*

*of the association appeals committee's decision to the SAIL CANADA. The appeal shall state why the appellant believes the association appeals committee's decision or its procedures were incorrect.*

**Appendix R2.2 – Submission of Documents**

*SAIL CANADA prescribes that in the case of a further appeal to the SAIL CANADA, this rule shall apply to the appellant as though it was an initial appeal, and to the appealed committee as though it was the protest committee.*

**Appendix R3 – Responsibilities of National Authority and Protest Committee**

*SAIL CANADA prescribes that when an appeal is delegated to an association appeals committee, the responsibilities and actions required of the national authority in this rule, and in rules R4, R5, 71.2 and 71.3, shall be performed by the association appeals committee.*

*When a decision of an association appeals committee is further appealed, the SAIL CANADA shall send to the parties, protest committee and association appeals committee copies of the appeal. No member of the association appeals committee shall take any part in the discussion or decision on the appeal.*

**Appendix R4 – Comments and Clarifications**

*SAIL CANADA prescribes that when a decision of an association appeals committee is further appealed, the parties, protest committee and association appeals committee may make comments on the appeal. Comments on the appeal shall be made no later than 15 days after receiving it from the SAIL CANADA. The SAIL CANADA shall send copies of the comments to the parties, protest committee and association appeals committee as appropriate.*