

SWIFTSURE INTERNATIONAL YACHT RACE

May 28, 2016

Royal Victoria Yacht Club

Victoria, Canada




SWIFTSURE

Hosted by
The Royal Victoria Yacht Club
Swiftsure Organizing Authority


SAILING INSTRUCTIONS FOR THE SWIFTSURE INSHORE CLASSIC

(See separate Sailing Instructions for the Swiftsure Four Long Courses)

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1 RULES

1.1 These Sailing Instructions and the Notice of Race for the Swiftsure Inshore Classic shall apply.

1.2 The Swiftsure International Yacht Race shall be governed by the rules as defined in [The World Sailing Racing Rules of Sailing \(“RRS”\)](#) with the following exceptions:

a) RRS 52, Manual Power, is amended to include:

Boats entered in the Single-Handed division are allowed to use autopilot mechanisms.

1.3 Prescriptions of Sail Canada that shall apply are provided in Appendix A.

1.4 A yacht that impedes or obstructs commercial or military traffic may be subject to disqualification. While it is expected that yachts will manoeuvre close to the starting and rounding vessels, prudence must be exercised so as to avoid contact.

1.5 For **monohull** yachts:

The [Swiftsure 2016 - Safety Equipment Requirements for Monohulls, ‘Inshore’](#), shall apply, but with changes to the following sections:

2.2.3 Hull and Structure: Stability is replaced with the following:

It is recommended that the boat have a stability index greater than or equal to 103 or meet the requirements of ISO 12217-2B.

2.4.1 Hull and Structure: Lifelines is replaced with the following:

It is recommended that a boat’s deck, including the headstay, shall be surrounded by a suitably strong enclosure, typically consisting of lifelines and pulpit, meeting the requirements in 2.4.2 to 2.4.8

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.

2.4.6 and 2.4.7 Hull and Structure: Lifelines are changed from “shall” to being recommended.

3.26.1 Gear: Radar Reflectors is changed to read as follows:

A boat shall carry an octahedral passive radar reflector with circular sector plates of minimum diameter 30 cm (12”) or a reflector with a documented minimum Radar Cross Section (RCS) area of 2 m². Yachts which do not have a permanent backstay may instead carry a tubular radar reflector if permanently mounted within 15 degrees of vertical.

3.29.2 Gear: Emergency Steering is changed from “shall” to being recommended.

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%.

1.6 For **multihull** yachts:

The [Safety Equipment Requirements for Multihulls for the 2016 Swiftsure International Yacht Race \(“SER”\)](#), ‘**Inshore (Swiftsure Inshore Classic)**’ shall apply to multihulls (see last column).

1.7 Competitors must not sail between Mouat Reef and Gonzales Point which is located north and northeast of Enterprise Channel, between 48^o 24.507’ N 123^o 18.514’ W (Prima Rock) and the north extension of the Trial Islands Group, between Fulford Reef and Chatham Island, nor between Brin Rock and Discovery Island. Failure to comply with this rule will result in protest by the RC and a penalty of disqualification.

2 NOTICES TO COMPETITORS

Notices to competitors including changes to these Sailing Instructions will be posted on the official notice board (ONB) and under the Race Info tab on the Swiftsure website [Notices to Competitors](#). The ONB will be located at Swiftsure Centre on the south side of the Victoria inner harbour below the Steamship Grill & Bar until the race start on Saturday, May 28, after which it will be located at the north side of the Royal Victoria Yacht Club's clubhouse at Ripon Road (location of the post race barbecue and trophy presentations). Notices regarding protests will be posted on the ONB. Protest notices will also be posted to the Swiftsure website [Notices to Competitors](#) as soon as practicable.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted on the ONB prior to 1700 Friday May 27, 2016. Changes made prior to Wednesday May 25 will be provided in a printed Addendum included in the Race Package. Any change to the Sailing Instructions will also be posted to the Swiftsure website as soon as practicable.

4 SCHEDULE OF RACES

4.1 Saturday May 28, 2016

First Start – The Swiftsure Lightship Classic for Monohulls and Hein Bank races

Second Start – The Swiftsure Lightship Classic for Multihulls and the Cape Flattery Race for Multihulls

Third Start – The Cape Flattery Race

Fourth Start – The Juan de Fuca Race

Fifth Start – The Swiftsure Inshore Classic

4.2 The scheduled time of the warning signal for the first race (the Swiftsure Lightship Classic and Hein Bank races) is 0851.

5 YACHT IDENTIFICATION

5.1 Each yacht sailing in the Swiftsure Inshore Classic shall, while racing, fly from her backstay the International Code Numeral Pennant 5. The Pennant size is to be approximately 12 inches on the hoist.

5.2 Alternate Sail Numbers – competitors who intend to fly sails that display numbers other than the yacht's official sail number shall report those numbers to the Race Committee (RC) by 1800 Friday May 27, 2016. Failure to comply shall result in a time penalty of 15 minutes added to the corrected finish time of the competitor without a hearing. This changes RRS 63.1.

5.3 Competitors who do not have an official sail number on their mainsail shall display on the port and starboard lifelines a number 18 inches in height, which will be assigned by the Swiftsure Organizing Committee.

6 RACING AREA

Racing will be in the vicinity of Juan de Fuca Strait and the Victoria waterfront reaching from William Head to Trial Island, and in the vicinity of Haro Strait, as far easterly as Beaumont Shoal and northerly to D'Arcy Shoals and Zero Rock. Competitors are strongly advised to check the appropriate charts for navigational hazards.

7 THE COURSES

- 7.1 The courses will be determined after consideration of the weather prediction and tidal currents. The courses will be announced via **VHF channel 09 at 0845, Saturday, May 28** and again, prior to the preparatory signal for the Swiftsure Inshore Classic.
- 7.2 Course numbers will also be displayed on the start line facing side of *Discovery Isle*, which will be the race committee spacer mark vessel at the pin end of the start line.
- 7.3 The course selection will be a number from the listing of courses in Appendix B of these Sailing Instructions.
- 7.4 There will be three courses chosen; one for the Multihull Race, one for yachts in the Monohull Flying Sails Race, and one for yachts in the Monohull Non-Flying Sails Race.
- 7.5 Failure to monitor VHF channel 09 or to check the course indications on the spacer mark vessel will not be grounds for redress.

8 MARKS

- 8.1 A description of the marks being used, the rounding sequence, bearing for recording rounding time, and approximate course length are detailed in Appendix B of these Sailing Instructions.
- 8.2 Each skipper is responsible for taking his or her own rounding time at each mark and recording it on the Inshore Rounding Record card they were given when they checked in at Swiftsure Centre. Rounding times shall be in GPS time using the 24 hour clock. The bearings for siting each of the marks are listed in Appendix B.

9 THE START

- 9.1 The race will be started using RRS 26 with the warning signal made 9 minutes before the starting signal. Subject to postponements and general recalls, the warning signal for the Swiftsure Inshore Classic race will be made one minute after the start of the Juan de Fuca race (See Appendix C).
- 9.2 There will be one start for all 3 races in the Swiftsure Inshore Classic.
- 9.3 The starting line will be between a staff displaying an orange flag on the signal vessel (a Royal Canadian Navy vessel, HMCS Whitehorse) and a flagpole approximately 10 meters (30 feet) tall on Clover Point displaying an orange flag or shape marking the pin end of the line. The starting line will lie in a southeast direction from Clover Point. A spacer boat (rigid hull inflatable) displaying a large white flag will be on-station at the start line approximately 30 meters (98 feet) from the signal vessel. A second spacer boat, Royal Victoria Yacht Club's MV *Discovery Isle* displaying a large white flag, will be on-station approximately 150 meters (492 feet) from the shore. When starting, yachts shall cross between the two spacer boats (see starting area diagram in these Sailing Instructions).
- 9.4 The starting area is that area within 100 meters (328 feet) either side of the starting line and 50 meters (164 feet) outboard of the signal vessel and the inshore spacer boat *Discovery Isle*.

- 9.5 Flag signals will be displayed from the signal vessel at the port end of the starting line. The RC will broadcast the starting sequence (including the warning signal, preparatory signal and count down to the starting gun) on VHF Channel 09.
- 9.6 If any part of a boats hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal and she is identified, the RC will attempt to broadcast her sail number on VHF channel 09. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes rule 62.1(a).
- 9.7 The signal vessel will be removed from the start line approximately 30 minutes after the final start. If all competitors have not cleared the start line within 30 minutes of the last start signal, the outer spacer boat will be replaced with a yellow inflatable buoy. At this time the start line will be between the yellow inflatable buoy and the orange flag on shore. This line will remain in place for one hour or until the last yacht has started, whichever comes first. A boat not starting within 60 minutes after the final starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5

10 THE FINISH

- 10.1 The finishing line will be between a orange flag flying from the finish boat, MV LOBO, and a yellow inflatable buoy, both anchored in Cadboro Bay near the Royal Victoria Yacht Club.
- 10.2 Yachts shall record their own finishing time, on the supplied Inshore Finish Record card, in GPS time using the 24 hour clock and, if possible, the name or sail number of the yachts immediately ahead and immediately astern. The completed Inshore Finish Record Card shall be placed in the mailbox outside the Foreshore Office door as soon as possible after docking at the Royal Victoria Yacht Club.
- 10.3 There is no requirement to radio the finish line to report your approach.

11 PENALTY SYSTEM

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

12 TIME LIMITS

- 12.1 The time limit is seven (7) hours after the start for the first yacht in each division to finish. If at least one boat finishes in a division, all other yachts will have nine (9) hours to finish.
- 12.2 If no yacht in a division has finished within the time limit, the time of rounding the previous mark where at least one third of the competitors rounded, will be used to determine the finish for that race. In the event that the course is so shortened, to be scored in the race competitors do NOT have to still be racing until the time limit expires. The Race Committee will not display flag S or make any sound signals. This changes Rule 32.

13 PROTESTS AND REQUESTS FOR REDRESS

- 13.1 Protesting yachts shall inform the RC of their intention to protest either upon finishing or withdrawing from the race. Yachts shall use VHF Channel 26 to contact the RC unless they do so verbally with the finishing line RC boat.

- 13.2 Protest forms (also used for requests for redress) will be available from the RC immediately north of the Royal Victoria Yacht Club's clubhouse. Completed forms shall be given to the RC representative at the clubhouse at Royal Victoria Yacht Club within the protest time limit, which is the earlier of one hour after the last yacht finishes the race or one hour after the time limit expires.
- 13.3 The protest schedule will be posted on the Official Notice Board inside the main entrance of Royal Victoria Yacht Club once the protest time limit has expired. Protest hearings will be held in the upstairs boardroom of the Royal Victoria Yacht Club's clubhouse as soon as possible after the race is finished.

14 SCORING

The results will be calculated by Time on Distance.

15 SAFETY REGULATIONS

- 15.1 Skippers are responsible for ensuring that crew lists are filed with the RC by 1800 Friday May 27, 2016 and provide accurate information about each crew member. Any changes to the filed crew lists are to be reported to the RC by phone at 250-360-3306 or on VHF Channel 26 between 0700 and 0845 on Saturday May 28, 2016. Failure to provide updated crew list information may result in protest by the RC and a penalty that may be less than disqualification.
- 15.2 All yachts shall monitor VHF Channel 09 Vessel Traffic Services (VTS) broadcasts in the following circumstances:
- Before entering a VTS Lane; and
 - While operating in a VTS Lane or in a VTS Separation Zone.
- Refer to the VTS Grid map (issued at Skippers check in) for a depiction of these areas. VTS broadcasts occur at 15 minutes and 45 minutes past the hour and give the grid location, direction and steaming speed of large vessels. Important safety announcements (including race abandonment) from the RC shall also be included at the end of each broadcast. Failure to comply with this requirement to monitor VHF channel 09 may result in protest by the RC and a penalty that may be less than disqualification.
- 15.3 All floatable gear shall be identified with the name of the yacht carrying it. Loss of floatable gear shall be reported to the RC on VHF Channel 26 as soon as the loss is discovered.
- 15.4 It is recommended that Skippers establish a safety protocol for their crew and communicate their expectations about when PFDs are to be worn and tethers used on their yacht to ensure safety. It is the responsibility of all crew to wear personal flotation devices adequate for the conditions. See RRS 1.2. The Organizing Authority recommends that personal flotation devices be worn at all times and that tethers be used when winds are over 20 knots, seas are over 3 feet, in diminished visibility (fog), or when sailing short-handed.
- 15.5 Yachts withdrawing from a race shall notify the RC on VHF Channel 26 and obtain an acknowledgment number before leaving the race area. This can be recorded on the supplied Withdrawal Instructions card. Those yachts shall also provide their current position and intention about returning to port. Failure to report withdrawal may result in a SAR being initiated and a protest being lodged by the RC. False SAR cases can compromise the timely response to real emergencies.

- 15.6 A yacht shall be protested for using an engine for propulsion except when she is:
- a) in danger of being run down or impeding commercial or other traffic, in which case she may use engine propulsion to gain a safe position.
 - b) required to aid another person or yacht in danger, or need of assistance, or.
 - c) engaged in search and rescue activities including MOB recovery.

If engine propulsion is used, after finishing the race, the skipper shall give a written report to the RC on the lower level of the Royal Victoria Yacht Club's clubhouse. The report shall include time of the incident, duration of use of power, speed, direction, wind and current conditions, and the reason for using engine power. A request for time allowance redress for yachts involved in (b) or (c) above shall be made in writing immediately upon finishing. A yacht shall not gain competitive advantage from any time allowance granted.

16 EQUIPMENT INSPECTION

Random inspection may occur either prior to or after yachts finish the race for compliance with 1.5 and 1.6 of these Sailing Instructions.

17 ADVERTISING

Yachts may be required to display advertising chosen and supplied by the Organizing Authority while moored in the Inner Harbour before the race and at Royal Victoria Yacht Club after the race.

18 OFFICIAL BOATS

18.1 Official boats will be:

- The Signal Vessel (start line)
- The Spacer Boats (start line)
- Starting Area Patrol Boats
- Jury Boat (starting area)
- The Finish Boat (LOBO)
- The Press and Photographer Boats

18.2 With the exception of the signal vessel and spacer boats on the start line, and the finish line boat, all official boats will display a placard or banner indicating RC, Jury, or Press.

19 PRIZES

Refer to the Notice of Race, Section 13.

20 DISCLAIMER OF LIABILITY

20.1 Competitors participating in the Swiftsure International Yacht Race do so entirely at their own risk. See the [RRS fundamental rule 4, Decision to Race](#).

20.2 Overall Responsibility:

In accordance with Section 1.2 of the 2016 Pacific International Yachting Association's Safety Equipment Requirements ("SER"), (for monohulls) and Section 1.2 of the Swiftsure 2016 - Safety Equipment Requirements 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.

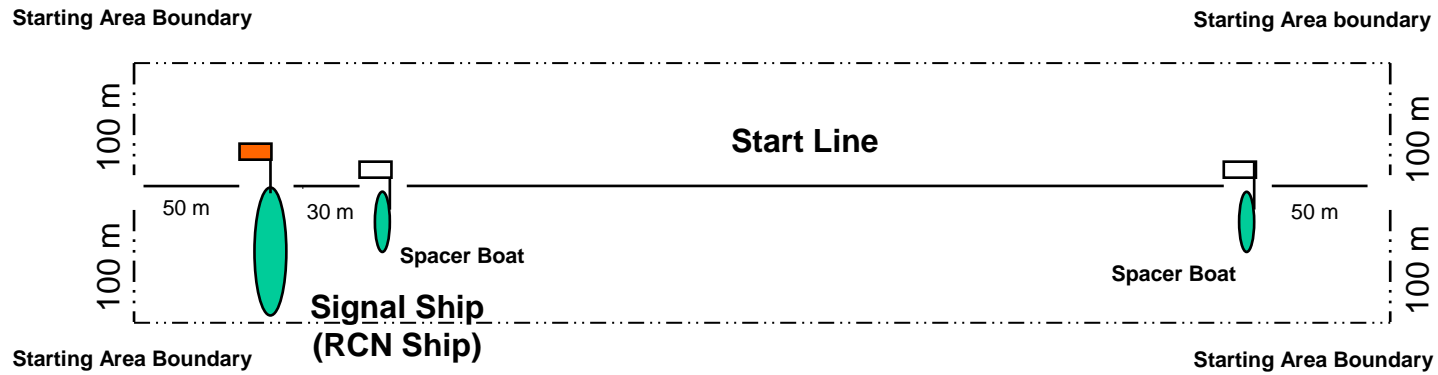
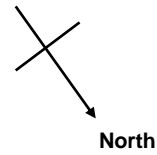
20.3 The Royal Victoria Yacht Club, the Organizing Authority for the Swiftsure International Yacht Race, does not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the race.

21 INSURANCE

Each participating yacht shall have third party liability insurance covering property damage, personal injury and death in an amount not less than \$500,000 (Canadian or U.S.) per occurrence, and the policy shall cover yacht racing activities.

Swiftsure International Yacht Race - Starting Area

↑
To Race Rocks
Approximate Course
216 Degrees



Not to Scale

Appendix A

Applicable Prescriptions of Sail Canada

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.

Appendix B - Race Course Options for the 2016 Swiftsure Inshore Classic

MARKS → ALL MARKS SHALL BE ROUNDED TO PORT

Mark Code	Description	Latitude	Longitude	Bearing to Mark
VH	Quarantine Buoy VH	48:22:521	123:23:567	135 Magnetic
ALBERT	Albert Head 7' Orange Tetra	48:23:480	123:27:570	90 Magnetic
PEDDER	Pedder Bay Navy Buoy	48:19:874	123:32:217	90 Magnetic
TRIAL	Trial Island light south end	48:23:642	123:18:213	0 Magnetic
DISC	Discovery Island light south end	48:25:263	123:13:543	0 Magnetic
BEAU	Beaumont Shoals Buoy	48:27:087	123:10:851	270 Magnetic
DARCY	D'Arcy Shoals Buoy	48:34:201	123:18:114	180 Magnetic
ZERO	Zero Rock Marker	48:31:422	123:17:515	180 Magnetic
JOHN	Johnstone Reef Buoy	48:28:756	123:16:363	180 Magnetic
CHAT	Cardinal Buoy NE Chatham Is	48:26.880	123:14.378	180 Magnetic
FINISH	Finish at RVYC Cadboro Bay	48:27:207	123:17:647	

COURSES: Marks On Each Course

No.								NM
1	ALBERT	VH	FINISH					15
2	ALBERT	VH	TRIAL	FINISH				15
3	ALBERT	VH	TRIAL	DISC	CHAT	FINISH		19
4	ALBERT	VH	TRIAL	DISC	BEAU	FINISH		23
5	ALBERT	VH	TRIAL	DISC	JOHN	FINISH		23
6	ALBERT	VH	TRIAL	DISC	BEAU	JOHN	FINISH	27
7	ALBERT	TRIAL	DISC	JOHN	FINISH			22
8	ALBERT	TRIAL	DISC	ZERO	FINISH			28
9	ALBERT	TRIAL	DISC	CHAT	FINISH			19
10	ALBERT	PEDDER	FINISH					23
11	VH	TRIAL	DISC	CHAT	FINISH			14
12	VH	TRIAL	DISC	JOHN	FINISH			17
13	VH	TRIAL	DISC	ZERO	FINISH			23
14	VH	TRIAL	DISC	BEAU	DARCY	FINISH		30
15	VH	TRIAL	FINISH					10
16	VH	TRIAL	DISC	BEAU	FINISH			17
17	PEDDER	FINISH						23
18	PEDDER	TRIAL	FINISH					23
19	PEDDER	TRIAL	DISC	FINISH				27

Courses Announced on VHF 09 Prior to Start

Competing Boat:	Marks on Course (max 8)	Rounding/Finish Times
	1.	
	2.	
Class (flying sails, multihulls, non-flying sails):	3.	
	4.	
	5.	
Course Number (see chart above for marks):	6.	
	7.	
	8.	

Race Starts and Signals

Time	Signal	Flag	Sound	Race Starting
0851	Warning	Numeral 1 UP	Horn	Swiftsure Lightship Classic and Hein Bank Races
0856	Prep	“P” flag UP	Horn	
0859	1-minute	“P” flag DOWN	Horn	
0900	Start	Numeral 1 DOWN	Gun	
0901	Warning	Numeral 2 UP	Horn	Swiftsure Lightship Classic Race for Multihulls and Cape Flattery Race for Multihulls
0906	Prep	“P” flag UP	Horn	
0909	1-minute	“P” flag DOWN	Horn	
0910	Start	Numeral 2 DOWN	Gun	
0911	Warning	Numeral 3 UP	Horn	Cape Flattery Race
0916	Prep	“P” flag UP	Horn	
0919	1-minute	“P” flag DOWN	Horn	
0920	Start	Numeral 3 DOWN	Gun	
0921	Warning	Numeral 4 UP	Horn	Juan de Fuca Race
0926	Prep	“P” flag UP	Horn	
0929	1-minute	“P” flag DOWN	Horn	
0930	Start	Numeral 4 DOWN	Gun	
0931	Warning	Numeral 5 UP	Horn	Swiftsure Inshore Classic Race
0936	Prep	“P” flag UP	Horn	
0939	1-minute	“P” flag DOWN	Horn	
0940	Start	Numeral 5 DOWN	Gun	

Note: The Race Committee may vary the above start times at its sole discretion, but the timing of the race sequence will remain unchanged.