

# SWIFTSURE INTERNATIONAL YACHT RACE

Saturday to Monday, May 28-30, 2016



Victoria, British Columbia, Canada  
 Hosted By  
 The Royal Victoria Yacht Club  
 Swiftsure Organizing Authority




**SWIFTSURE**

## SAILING INSTRUCTIONS FOR THE FOUR LONG COURSES

(The Swiftsure Lightship Classic, The Hein Bank Race, The Cape Flattery Races, and The Juan de Fuca Race)  
 (See separate Sailing Instructions for The Swiftsure Inshore Classic)

THANK YOU To Swiftsure's Prominent 2016 Sponsors



**DON PRITTIE**  
 General Manager  
 gm@canoecovemarina.com



2300 CANOE COVE RD. OFFICE: 250-656-5566  
 NORTH SAANICH, B.C. MOBILE: 250-893-0055  
 CANADA V8L 3X9 FAX: 250-655-7197



**JOHN NASSICHUK**  
 GENERAL MANAGER  
 john@ravenmarine.ca | 250.889.4389

Canoe Cove Marina | #18-2300 Canoe Cove Road  
 North Saanich, BC V8L 3X9 | t. 250.655.3934  
 f. 250.565.9209 | www.ravenmarine.ca




Specializing in Pleasure Craft & Commercial Marine Business  
 Marine Experience Matters

Kris Johnson COMMERCIAL MARINE kris@navismarine.ca  
 Christie Burdon PLEASURE CRAFT christie@navismarine.ca


1201-570 Granville Street Vancouver, British Columbia  
 navismarine.ca | 604 620 4510  
A DIVISION OF ITO & ASSOCIATES INSURANCE AGENCY LTD.

**Keith Swinney**  
 General Manager  
 Cell: (250) 888-1033



**Blackline**  
 MARINE INC.

22 - 2300 Canoe Cove Road  
 Sidney, B.C. V8L 3X9  
 Phone (250) 656-6616  
 Fax (250) 656-1971  
 keith@blacklinemarine.com



**ODLUM BROWN**  
 Investing for Generations®

**BRAD DOVEY** CIM®, FCSI  
 Portfolio Manager  
 Direct 250 952 7773 | bdovey@odlumbrown.com

Suite 410 - 737 Yates Street | Victoria, BC V8W 1L6  
 Fax 250 386 7782 | Toll Free 1 888 293 0744



**spinnakers**  
 EAT. DRINK. STAY. SHOP.

308 CATHERINE ST. 250.386.2739. WWW.SPINNAKERS.COM



**Ben Duthie**  
 Sales & Operations Manager  
 ben@princeofwhales.com

Mobile: 250-896-4884  
 Direct: 250-383-4884  
 Fax: 250-383-4882

812 Wharf Street  
 Victoria, BC V8W 1T3  
 princeofwhales.com




**Shannon Greenley**  
 Reservations & Dock Operations Coordinator

Tel: 250.383.8326 ext.265  
 Email: sgreenley@gvha.ca  
 Web: www.gvha.ca

100-1019 Wharf Street  
 Victoria, BC  
 V8W 2Y9



**UK Sailmakers NW**

loft@uksails.ca  
 www.uksails.ca

2212 Harbour Road, Sidney, BC V8L 2P6 Canada  
 Toll Free: 1-800-563-7245 | Local: 250.656.8843

# 1 RULES

- 1.1 These Sailing Instructions and the Notice of Race for the Four Long Courses (The Swiftsure Lightship Classic, The Hein Bank, The Cape Flattery Races and The Juan de Fuca Race) 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 for monohulls to include:

Boats entered in the Double-Handed division in the Juan de Fuca course races are allowed to use autopilot mechanisms for sail changes and other situations where having one crew member assigned to steering the yacht may compromise the safety of crew and craft.
- 1.3 Prescriptions of Sail Canada that shall apply are provided in Appendix A.
- 1.4 Competitors shall have navigation charts on board showing the Traffic Separation System. Charts that meet this requirement are identified in 14.9 of these Sailing Instructions.
- 1.5 Between sunset and sunrise, the “International Regulations for Preventing Collisions at Sea” shall replace the rules of Part 2 of the RRS.
- 1.6 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.
- 1.7 All competitors shall mount Swiftsure issued SPOT transponders on their yachts and shall operate them in the prescribed manner (see Appendix “C”). The transponder units will be distributed along with Race Packages when skippers check-in at the Swiftsure Centre commencing on May 26, 2016. A deposit of \$200 shall be required to ensure the safe return of the SPOT 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, or to restart the transponder upon rounding the turning mark (as required in Appendix C of these Sailing Instructions), or yachts that turn off the transponder (other than during the restart procedure) during the race may be subject to protest.
- 1.8 For **monohull** yachts racing under PHRF Handicap and ORC Handicap:

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

  - 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 ready for immediate use and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in meters) for at least 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 US Coast Guard/Transport Canada approved flares meeting day-night requirements, and they shall not be older than the expiration date.
  - 3.8.1 Safety Equipment: Emergency Communications is amended by deleting the requirement for a masthead antenna.
  - 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 m<sup>2</sup>. Yachts which do not have a permanent backstay may instead carry a tubular radar reflector if permanently mounted within 15 degrees of vertical.

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%.

4.3.2 Skills: Safety Training is replaced with the following:

It is recommended that at least 30% of those aboard the boat, but not fewer than two members of the crew, including the person in charge, shall have attended a half-day, one-day, or two-day Safety at Sea Seminar within the last 5 years, or other courses as accepted by their national authority.

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

The [Safety Equipment Requirements for Multihulls for the 2016 Swiftsure International Yacht Race](#), 'Coastal' Category shall apply to multihulls

## 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 page 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 Bar & Grill until the race start on Saturday, May 28, after which it will be located at the Inspection Dock on Ship Point Wharf (see SI 15.3). 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 Race 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 Start is 0851.

## 5 YACHT IDENTIFICATION

- 5.1 Each yacht shall, while racing, fly from her backstay the International Code Numeral Pennant according to her race start. Pennant size is to be approximately 12 inches on the hoist.

First Start – The Swiftsure Lightship Classic and Hein Bank	Numeral Pennant 1
Second Start – The Swiftsure Lightship Classic Race for Multihulls and the Cape Flattery Race for Multihulls	Numeral Pennant 2
Third Start – The Cape Flattery Race	Numeral Pennant 3
Fourth Start – The Juan de Fuca Race	Numeral Pennant 4
Fifth Start – The Swiftsure Inshore Classic	Numeral Pennant 5

- 5.2 **Sail Numbers** – in addition to the requirements of RRS Appendix G, all yachts shall display their official sail number on both their port and starboard side lifelines or hull at all times while racing. Size of letters and numerals shall be similar to that required in RRS Appendix G1.2 for sail numbers.
- 5.3 **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.

## 6 THE COURSES

- 6.1 **The Swiftsure Lightship Classic Race for Monohulls and the Swiftsure Lightship Classic Race for Multihulls** – From the starting line at Clover Point, leaving a mark at Swiftsure Bank to port, and crossing a finish line across the Victoria Harbour. Distance 138.2 nautical miles.
- 6.2 **The Hein Bank Race** - From a starting line at Clover Point, leaving a mark at Neah Bay to port, leaving to port the ODAS 46088 (located about 5 nautical miles bearing approximately 238° magnetic from Hein Bank, and crossing a finish line across the Victoria Harbour – 118.1 nautical miles.
- 6.3 **The Cape Flattery Race for Monohulls and the Cape Flattery Race for Multihulls** – From a starting line at Clover Point, leaving a mark at Neah Bay to port, and crossing a finish line across the Victoria Harbour. Distance 101.9 nautical miles.
- 6.4 **The Juan de Fuca Race** – From a starting line at Clover Point, leaving a mark at Clallam Bay to port, and crossing a finish line across the Victoria Harbour. Distance 78.7 nautical miles.
- 6.5 **Shortened Course**
- 6.5.1 In the event that no yacht in a division (or a race, if it is comprised of only one division) finishes the course, scoring shall be based on Rounding Times at the last mark that any yacht in the division in question, rounded.
- 6.5.2 The course may be shortened at any of Swiftsure Bank, Neah Bay, Clallam Bay, and ODAS 46088 (Hein Bank) marks as they apply to the affected division.
- 6.5.3 The course distance from the start line to the shortened course rounding mark will be used for purposes of calculating scores.
- 6.5.4 If the course is shortened, to be scored in the race competitors do NOT have to still be racing until the time limit of 0600 on May 30, 2016. The Race

Committee will not display flag S or make any sound signals. This changes Rule 32.

## 7 MARKS

- 7.1 **Swiftsure Bank Mark** – the Swiftsure Bank rounding mark, an anchored Royal Canadian Navy vessel (HMCS Whitehorse), will be located at Swiftsure Bank in approximate position 48° 33.00' N, 125° 00.00' W. To assist in locating the mark, the mark vessel will show one or more yellow flashing lights and will fly an orange flag. **NOTE** - a temporary mark vessel, the Canadian Coast Guard vessel 'CCGS Tanu' flying a yellow flag, may be at the posted coordinates in the event that any yachts may arrive at the rounding position before the arrival of HMCS Whitehorse.
- 7.2 **Cape Flattery Mark** – the Cape Flattery rounding mark, an anchored Royal Canadian Navy vessel, will be located east of the entrance to Neah Bay in Washington State in approximate position 48° 22.84' N, 124° 35.00' W. To assist in locating the mark, the mark vessel will show one or more yellow flashing lights and will fly an orange flag.
- 7.3 **Juan de Fuca Mark** – the Juan de Fuca rounding mark, an anchored vessel (42 foot Nordic Tug 'Touch of Grey') will be located in Clallam Bay in Washington State in approximate position 48° 15.67' N, 124° 17.63' W. To assist in locating the mark, the mark vessel will show one or more yellow flashing lights and will fly an orange flag.
- 7.4 **Hein Bank Mark** - is specifically identified as "46088" [Y FL (4) Y 20S ODAS] Yellow special purpose buoy with a yellow flashing light, in approximate position 48° 20.005 N, 123° 9.807 W (located 5 nautical miles bearing approximately 238° magnetic from Hein Bank). There will be no Swiftsure RC vessel at this mark.
- 7.5 **Rounding Marks**
- 7.5.1 – All yachts approaching the Swiftsure Bank, Neah Bay, or Clallam Bay rounding marks shall contact the mark vessel on VHF Channel 06, using low power, when they are approximately 5 minutes away, in order to assist with identification. See appendix "B".
- 7.5.2 - Yachts shall identify themselves by their sail number. Yachts rounding after dark shall make every effort to ensure that their sail number is identifiable by shining a light on the port side of their yacht/sails while rounding the mark vessel. The mark vessel will make every effort to acknowledge each yacht as soon as possible after rounding. If a yacht does not hear acknowledgement then they should contact the mark vessel on VHF Channel 06 to ensure their rounding time was recorded.
- 7.5.3 - As soon as practicable after rounding the Hein Bank rounding mark (see 7.6.2) yachts shall contact the Race Committee ("RC") on VHF channel 26, and identify themselves by their yacht name and sail number and provide their time of rounding this mark. See appendix "B". Note that there is no Swiftsure RC vessel at this mark.
- 7.6 **Rounding Times**
- 7.6.1 – When rounding the Swiftsure Bank, Neah Bay, or Clallam Bay marks, each yacht shall record, on the supplied Rounding & Finish Record card, in GPS time using the 24 hour clock, the rounding time when the orange flag on the applicable rounding mark bears 000° magnetic.

7.6.2 - When rounding the Hein Bank mark, each yacht shall record, on the supplied Rounding & Finish Record card, in GPS time using the 24 hour clock, the rounding time when the mark bears 180° magnetic. The Hein Bank mark will not have an orange flag.

7.6.3 - The RC will record rounding times at the Swiftsure Bank, Neah Bay, and Clallam Bay marks for the purpose of determining Shortened Course results, if required. Rounding times recorded by competitors at Hein Bank mark will be used for Shortened Course results. Rounding & Finish Record cards shall be handed in at the Inspection Dock.

7.7 **Rounding a Position** – in the event that a mark vessel is not in position at the time a competitor would round that mark, the competitor may round the latitude and longitude position for that mark as provided in these Sailing Instructions.

## 8 THE START

8.1 The races 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 each race will be made 1 minute after the previous start (See Appendix E).

8.2 The starting line will be between a staff displaying an orange flag on the signal vessel (the Royal Canadian Navy vessel HMCS Whitehorse) and a flagpole approximately 10 meters (30 feet) tall on Clover Point displaying an orange flag 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 these two spacer boats (see starting area diagram in these Sailing Instructions).

8.3 The starting area is that area within 100 meters (328 feet) on either side of the starting line and 50 meters (164 feet) outboard of the signal vessel and the inshore spacer boat *Discovery Isle*.

8.4 Yachts whose warning signal has not been made shall stay clear of the starting area. The starting area will be patrolled by RC boats designated for this purpose.

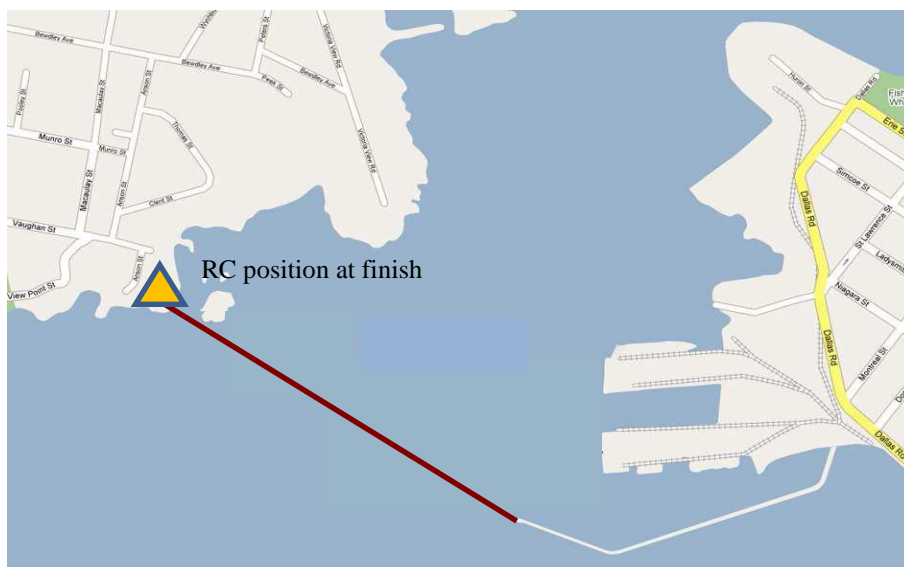
8.5 Flag signals will be displayed from the signal vessel at the port end of the starting line. The RC will broadcast the starting sequence (including the warning signal, preparatory signal, and count down to the starting gun) on VHF Channel 09.

8.6 If any part of a boat's 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 redress. This changes rule 62.1(a).

8.7 The signal vessel will be removed from the start line approximately 30 minutes after the final start signal. 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. After 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.

## 9 THE FINISH

- 9.1 The finishing line will be a line running across the Victoria Harbour entrance between the white pyramidal concrete tower displaying a flashing white light at a height of 12 meters (40 feet) above high water on the westerly end of the Ogden Point Breakwater (approximate position 48° 24.81' N, 123° 23.56' W) and an orange flag (bright yellow flashing light during darkness) on the west side of the harbour located in approximate position 48° 25.08' N, 123° 24.22' W.
- 9.2 All yachts shall contact the RC at the finishing line on VHF Channel 06, using low power, prior to reaching Ogden Point Breakwater (approximately 10 minutes before expected crossing of the finishing line) in order to assist with identification. See appendix "B". Yachts shall identify themselves by their boat name and sail number. Yachts shall also advise of any scoring penalties they may have accepted according to SI 10 at this time. Yachts finishing after dark shall make every effort to ensure that their sail numbers are identifiable, by shining a light on the west side of their sails while crossing the finishing line.
- 9.3 A sound signal, accompanied by a single white light flash, will be made for each finishing boat and the RC will attempt to broadcast the sail numbers of boats as they finish. If a yacht does not hear acknowledgement, they should contact the RC on VHF Channel 06 to ensure their finish was recorded.
- 9.4 Yachts shall record their own finishing time, on the supplied Rounding & 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. Rounding & Finish Record cards shall be handed in at the Inspection Dock.



Finishing Line

## 10 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].

## 11 TIME LIMITS

- 11.1 The time limit for all races will be 0600 on Monday, May 30, 2016. If no yacht in a particular division (or race, if it comprises only one division) has finished within the

time limit, the time of rounding the Swiftsure Bank mark, the Neah Bay mark, the ODAS 46088 (Hein Bank) mark, or the Clallam Bay mark, as applicable, will be used to determine the results for that particular race for all yachts that rounded (See section 6.5).

- 11.2 Any yacht failing to round the Swiftsure Bank mark by 1400 on Sunday, May 29 or failing to round the Neah Bay mark or the Clallam Bay mark by 1200 on Sunday, May 29 will be recorded as DNF. Those yachts are required to contact the RC as soon as possible after expiration of the mark rounding time limit to provide their position and intention for returning to port. There is no time limit for rounding the ODAS 46088 (Hein Bank) mark.

## **12 PROTESTS AND REQUESTS FOR REDRESS**

- 12.1 Protesting yachts, yachts requesting redress, and yachts accepting a penalty for a rule infringement shall inform the RC of their intention to do so as soon as possible following the incident, but not later than one hour after the time of their finish or withdrawal. Protesting yachts shall use VHF Channel 26 to contact the RC unless they do so in person.
- 12.2 Protest forms (also used for requests for redress) and alternate penalty forms will be available at the Inspection Dock and may be picked up when yachts report for inspection at the end of their race. Upon completing the protest or alternate penalty form, the Skipper or his/her representative shall return the form to the RC at the Inspection Dock. Completed forms shall be returned within three hours after the yacht has finished its race. In the event that a yacht has withdrawn and is unable to give a completed form to the RC at the Inspection Dock within three hours of withdrawal, prior arrangements with the RC shall be made for the timing of its submission.
- 12.3 Protest hearings will be held as soon as practicable after all affected parties have finished racing, and in any event protest hearings will be scheduled by the RC no later than Monday May 30, 2016. The preliminary protest schedule will be posted as soon as practicable but no later than 1800 on Sunday May 29 on the ONB and on the Swiftsure website under the [Race Info tab, Notices to Competitors](#) page. This schedule will be updated as required until 0900 Monday.

## **13 SCORING**

- 13.1 For competitors racing under the PHRF handicap system, the results will be calculated by Time on Distance.
- 13.2 For yachts racing under the ORC handicap system, the results will be calculated by Time on Time using the Triple Number scoring coefficient for one of the following three wind speed ranges:
- Low Range (8 knots or less)
  - Medium Range (between 8 and 14 knots)
  - High Range (equal to or greater than 14 knots)

## **14 SAFETY REGULATIONS**

- 14.1 Skippers are responsible for ensuring that crew lists are filed with the RC by 1800 Friday May 27, 2016 and for providing 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. See appendix "B". Failure to provide updated crew list information may result in protest by the RC and a penalty that may be less than disqualification.



- 14.2 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 at Swiftsure Centre) 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 including naval 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.

- 14.3 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.
- 14.4 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 floatation 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 darkness), or when sailing short-handed.
- 14.5 Each yacht shall carry the SPOT transponder unit that will be provided to skippers when checking in at Swiftsure Centre to collect their race package. All competitors shall follow the instructions in Appendix "C"- SPOT Transponders - Instructions for Mounting and Use
- 14.6 If a SPOT unit is not transmitting, for any reason, and the RC is unable to contact the affected yacht on VHF Channel 26, VTS will make a broadcast on VHF Channel 16 for the yacht to contact the RC. This request will also be added to the VTS commercial traffic advisory broadcasts on VHF Channel 09. If no contact is established within one hour or less depending on wind and sea state, then the Joint Rescue Coordination Centre (JRCC) in Victoria will be advised of the situation and they will take SAR action as they deem appropriate.
- 14.7 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.
- 14.8 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 vessel 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 at the Inspection Dock. The report shall include time of 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.

- 14.9 The Traffic Separation System (TSS) covers the movement of vessels in Juan de Fuca Strait and its approaches. The TSS is shown on Canadian Chart 3606 as revised and published November 29, 2002 (and corrected through 'Notices To Mariners' to 2012-12-21) and US charts 18460 (edition 13 or 14) and 18465 (edition 38 or 39). Charts showing the TSS shall be on board.

Yachts shall not impede the passage of large vessels including cargo vessels, tugs with tows, ferries, and naval vessels. These vessels are usually but not always inside the lanes established in the Traffic Separation System (TSS) which consists of four lanes: two main lanes with outbound vessels in the north lane, inbound vessels in the south lane and two smaller lanes adjacent to the Olympic Peninsula. Refer to the VTS Grid Map that will be given to Skippers during check in for their depiction.

Competitors shall be familiar with the TSS in the race area and be aware of commercial vessel traffic by using AIS and/or listening to half hourly VTS traffic reports on VHF 26.

## **15 EQUIPMENT INSPECTION**

- 15.1 All monohull yachts will be inspected for compliance with the Safety Equipment Requirements as outlined in 1.8 of these Sailing Instructions. All multihull yachts will be inspected for compliance with the Safety Equipment Requirements as outlined in 1.9 of these Sailing Instructions.
- 15.2 All yachts shall proceed to the Inspection Dock immediately after finishing, where they shall submit their completed Reporting Card and obtain a receipt. Under Transport Canada regulation it is illegal to sail in the Inner Harbour.
- 15.3 The Inspection Dock will be located in the Inner Harbour at Ship Point. It will be marked by a "Swiftsure Inspection" banner and a flashing amber light. The Inspection Dock will be open until all competitors have finished, withdrawn, or until the time limit has expired.

## **16 ADVERTISING**

Yachts may be required to display advertising chosen and supplied by the Swiftsure Organizing Authority while moored in the Inner Harbour before the race.

## **17 OFFICIAL BOATS**

- 17.1 Official boats will be:
- The Signal vessel (start line)
  - Two Spacer boats (start line)
  - Starting Area Patrol boats
  - Jury boat (starting area)
  - Press and photographer boats
  - Mark vessels
- 17.2 With the exception of the signal vessel and spacer boats on the start line, and the Swiftsure Bank, Neah Bay, and Clallam Bay mark vessels, all official boats will display a placard or banner indicating RC, Jury, or Press.

## **18 POSITION REPORTING**

- 18.1 Competitors in the Swiftsure Lightship Classic course are required to report their position to the RC when crossing 124° 00.00' W both outbound and inbound. They are also required to report their position when crossing 124° 45.00' W both outbound and inbound.

- 18.2 Competitors in the Cape Flattery course, Hein Bank course and Juan de Fuca course are required to report their position to the RC when crossing 124° 00.00' W both outbound and inbound.
- 18.3 Position reports are to be given via VHF Channel 26 until 0600 Monday May 30, 2016. Position reports shall include, in the following order: the yacht name, the sail number, the time, and position at the time reported. Position shall be stated in terms of the latitude and longitude in degrees and minutes. The time and position of each report are to be recorded on the competitor's Reporting Record Card.
- 18.4 Competitors failing to provide position reports may be subject to protest.
- 18.5 Please see Appendix B for additional communications information.

## **19 PRIZES**

Refer to the [Notice of Race – for the Four Long Courses](#), Section 13.

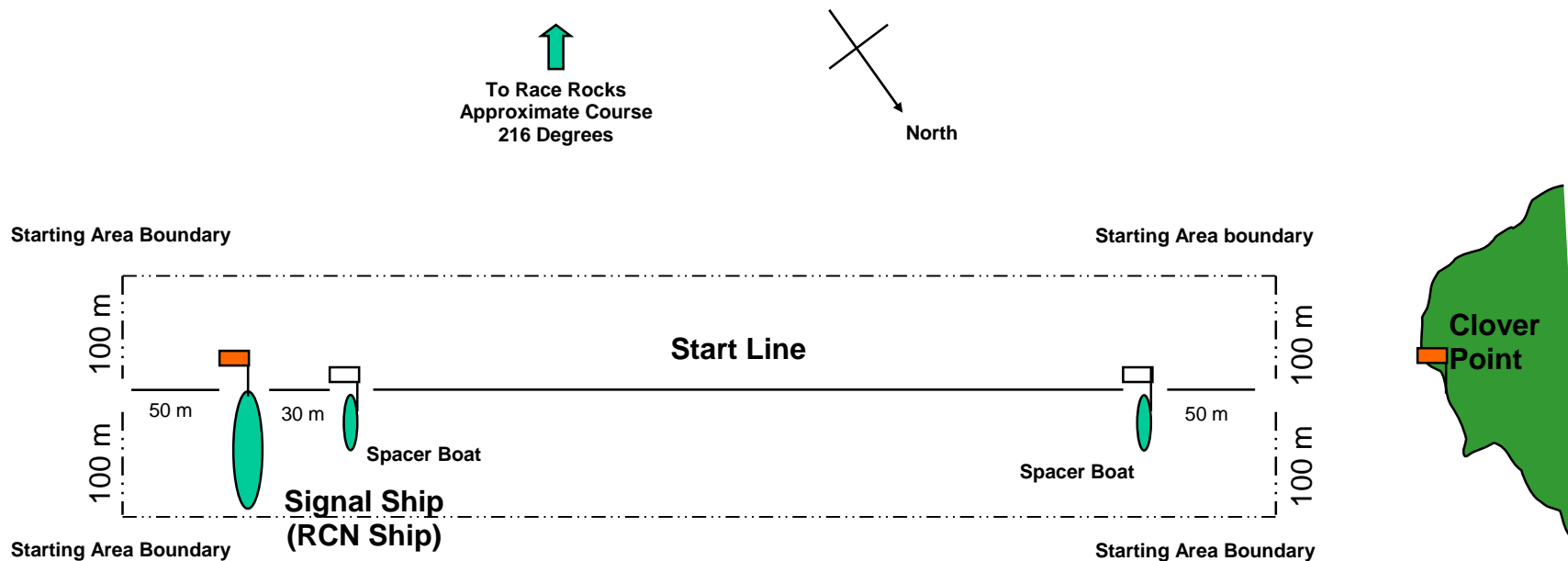
## **20 DISCLAIMER OF LIABILITY**

- 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 Swiftsure International Yacht 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



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

# VHF MARINE RADIO

### Channel Uses

- Marine 06 – Contacting Mark Rounding Vessel and Finish line. Hail “Swiftsure Mark, Neah Bay Mark, Clallam Bay Mark or Finish line as applicable on low power.
- Marine 09 – Monitoring Vessel Traffic Services and monitoring start sequence.
- Marine 16 – Distress and Calling
- Marine 26 – Canadian or International Mode (Duplex) Contacting Race Committee. Hail “Race Committee” Also used for reporting roundings at ODAS 46088 mark near Hein Bank
- Marine 70 – Digital Selective Calling used by RC to contact racers

### Additional Communication Information

From 0700 Saturday May 28 until 0600 Monday May 30, 2016 you should contact the RC by phone at 250 360-3306 or on VHF channel 26 to report crew changes, (SI 14.1), protests or your withdrawal.

SI 7.4 and 9.2 requires all yachts to give advance notice of their rounding of the turning marks and their approach to the finish on VHF channel 06 using low power.

SI 7.5.3 requires yachts competing in the Hein Bank Race to, as soon as practicable after rounding the ODAS 46088 mark near Hein Bank, contact the RC on VHF channel 26 using high power to provide their time of rounding this mark.

When calling on **VHF channel 26 east of Cape Flattery** you will hear a “beep” when you complete your transmission. This confirms that the Swiftsure radio repeater has received and relayed your transmission. If you do not hear a “beep,” then your radio may be set in US mode or you are on the wrong channel. Please check your settings before the race.

When calling on **VHF channel 26 west of Cape Flattery** you will likely be outside the radio repeater’s range and you will not hear a “beep”. Radio volunteers at Sombrio will make every attempt to monitor for this situation and make contact with you. If repeated attempts to make contact on VHF channel 26 are unsuccessful, you should try reaching the mark rounding vessel on VHF channel 06 and they will forward messages to the RC through the Amateur repeater system.

### VTS Special Swiftsure Race Broadcasts

Vessel Traffic Services will broadcast commercial traffic advisories in real time (i.e., current position of vessels, direction, and speed) for the Puget Sound, Victoria and Tofino vessel traffic service zones on VHF channel 09 at 15 minutes and 45 minutes past the hour. VTS will attach to these broadcasts any safety announcements from the RC, as well as requests for yachts to contact the RC on VHF channel 26.

### Emergency Communications

If you require emergency assistance, request it from the Coast Guard on VHF channel 16; by dialing #727 on a cellular telephone (solely for reporting marine or aeronautical distress); or by dialing 1-800-567-5111 in Canadian waters, or 250 413 8933 on a satellite phone. Your **first choice** should be VHF channel 16 and use of your DSC as other vessels in your vicinity will hear you immediately.

### **Assistance After the Race**

If, after crossing the finish line, your yacht is disabled and you require assistance, call the RC on VHF channel 09. If you are about to drift into one of the seaplane taxiways or runways in Victoria Harbour, immediately contact the Victoria Harbourmaster on VHF channel 18A (US mode).

## **Appendix C**

### **SPOT Transponders Instructions for Mounting and Use**

- 1 The SPOT unit shall be mounted on the pushpit or other location such that the plastic see-through window always faces skyward (so it points toward the Globalstar satellites). You may have to use tape or zap straps to hold it in this position as facing skyward toward the satellites is critical to its operation.
- 2 The SPOT unit shall be turned on between 0700 and 0730 Saturday May 28th (the morning of the start of the race), turned off and back on shortly after rounding each turning mark, and not turned off again until handed in at the Inspection Dock.
- 3 Before the Start of the Race:
  - a) Turn the SPOT unit on by pressing and holding the Power button for 4 seconds (it is the top button with an Exclamation Mark). This button will flash green if the unit has been successfully turned on.
  - b) Then press and hold the tracker Footprint button for 4 seconds (it looks like the footprint of a shoe). The Footprint button will flash green if the tracker is on and ready to transmit your position to the Race Tracker system.
- 4 Upon rounding the Swiftsure Bank mark, Neah Bay mark for Cape Flattery and Hein Bank, ODAS 46088 for Hein Bank, or Clallam Bay mark for the Juan de Fuca race, the SPOT unit shall be turned off and turned back on again. This is done as follows:
  - c) Turn the SPOT unit off by pressing and holding the Power button for 4 seconds. The green flashing light will go off if the SPOT unit has been successfully turned off.
  - d) Turn the SPOT unit and tracker function back on by repeating the two steps in 3a) and b) above.
- 5 After crossing the finish line the SPOT unit should be left on until given to the RC at the Inspection Dock.



## Appendix D

# Special Regulations applicable while Racing in USA Waters

- 1 Security zones are in place for US Navy vessels and tankers that require competitors to stay clear by at least 100 yards and to avoid being within 500 yards of their direction of travel.
- 2 While racing in USA waters the following must be complied with:
  - 2.1 Do not approach within 100 yards of any Navy Vessel, Washington State Ferry or, tank ship. If you need to pass within 100 yards of these vessels in order to ensure a safe passage in accordance with the Navigation Rules, you must contact the tank ship on VHF-FM channel 16 or 13.( 33 CFR 165.2030, 165.1317, 165.1313.) You must operate at minimum speed within 500 yards of any of these vessel types.
  - 2.2 Do not approach within 1000 yards of any escorted US Navy Submarine. If you need to pass within 1000 yards of a submarine to ensure safe passage in accordance with the Navigation Rules you must contact the USCG Escort on VHF-FM Channel 16 or 13 (33 CFR 165.1327).

### 3 Protection of Whales

Washington State Law, RCW 77.15.740 makes it illegal to:

- 3.1 Cause a vessel or other object to approach, in any manner, within two hundred yards of a southern resident orca whale:
- 3.2 Position a vessel to be in the path of a southern resident orca whale at any point located within four hundred yards of the whale. This includes intercepting a southern resident orca whale by positing a vessel so that the prevailing wind or water current carries the vessel into the path of the whale at any point located within four hundred yards of the whale:
- 3.3 Fail to disengage the transmission of a vessel that is within two hundred yards of a southern resident orca whale; or
- 3.4 Feed a southern resident orca whale.

## Appendix E

### 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.