



# SWIFTSURE INTERNATIONAL YACHT RACE

Saturday to Monday, May 27 to 29, 2017

Victoria, British Columbia, Canada

## SAILING INSTRUCTIONS FOR THE SWIFTSURE INSHORE CLASSIC



Hosted By  
The Royal Victoria Yacht Club  
Swiftsure Organizing Authority

(See separate Sailing Instructions for The Four Long Courses)

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*The notation '[DP]' denotes a rule for which the penalty is at the discretion of the protest committee. The notation '[NP]' denotes that a breach of this rule will not be grounds for protest by a boat. This changes RRS 60.1(a)*

## **1 RULES**

- 1.1 The Swiftsure International Yacht Race shall be governed by the rules as defined in [Racing Rules of Sailing \("RRS"\)](#).
- 1.2 The prescriptions of Sail Canada will apply (See Appendix A).
- 1.3 The RRS will be changed as follows:
  - 1.3.1 RRS 52 will be changed by adding, "Boats entered in a Single-Handed division are allowed to use autopilot mechanisms.
  - 1.3.2 An exemption to RRS 63.1 is made in that boats which intend to fly sails that display numbers other than the boat's official sail number shall report those numbers to the race committee by 1800 Friday May 27, 2017. 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 also changes RRS A5.
  - 1.3.3 [DP] Boats that do not have their official sail number on their mainsail shall display this sail number on the port and starboard lifelines. Size of numerals will be similar to that required in RRS Appendix G1.2 for sail numbers.
  - 1.3.4 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 race committee 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 RRS 62.1(a).
  - 1.3.5 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 an orange inflatable buoy. After this time the start line will be between the orange inflatable buoy and the orange flag on shore. This line will remain in place for one hour or until the last boat 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.
- 1.4 [NP] A boat whose actions or manoeuvres result in a danger signal (5 or more blasts) from commercial or military traffic shall be protested by the race committee.
- 1.5 [NP][DP] For **monohull boats** the [Safety Equipment Requirements \("SERs"\) for Monohulls for the 2017 Swiftsure International Yacht Race, 'Inshore Category'](#), will apply (The 5<sup>th</sup> column in that document). A boat that fails inspection of one or more items contained in these SER's shall be assessed a corrected time penalty(ies) without a hearing. This changes RRS A5.

- 1.6 [NP][DP] For **multihull boats** the [Safety Equipment Requirements \(SERs\) for Multihulls for the 2017 Swiftsure International Yacht Race](#), 'Inshore Category' will apply (The 5<sup>th</sup> column in that document). A boat that fails inspection of one or more items contained in these SER's shall be assessed a corrected time penalty(ies) without a hearing. This changes RRS A5.

## 2 NOTICES TO COMPETITORS

Notices to competitors including amendments to these SIs will be posted on the [Official Notice Board](#) located at the Race Info, Official Notice Board page on the Swiftsure International Yacht Race's website. Protest notices will be posted on the Official Notice Board located on the patio north of the Royal Victoria Yacht Club's clubhouse.

## 3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted on the [Official Notice Board](#). Changes made prior to Friday May 19 will also be included as a printed Addendum to the SIs in the race package which will be given to persons in charge when they check-in at Swiftsure Centre.

## 4 SCHEDULE OF RACES

First Start - The Juan de Fuca Race for Monohulls

Second Start - The Cape Flattery Race for Monohulls

Third Start - The Cape Flattery Race for Multihulls

Fourth Start - The Swiftsure Lightship Classic Race for Monohulls, and The Hein Bank Race for Monohulls

Fifth Start - The Swiftsure Inshore Classic

## 5 CLASS FLAGS

Each boat 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.

## 6 RACING AREAS

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.

## 7 THE COURSES

- 7.1 The courses will be determined after consideration of the weather prediction and tidal currents.

- 7.2 The course selection will be a number from the listing of courses in Appendix B of these SIs.

- 7.3 There will be three courses chosen; one for the Multihull Race, one for boats in the Monohull Flying Sails Race, and one for boats in the Monohull Non-Flying Sails Race.
- 7.4 The courses will be announced via **VHF channel 09 at 0845, Saturday, May 27** and again, prior to the preparatory signal for the Swiftsure Inshore Classic. The course numbers will also be displayed on the starboard side of the start line vessel (HMCS Brandon) located at the port end of the start line.
- 7.5 A boat's failure to monitor VHF channel 09 or to check the course indications on the start line vessel will not be grounds for redress.

## **8 MARKS**

- 8.1 The marks, the rounding sequence, bearing for recording rounding time, and approximate course length are detailed in Appendix B of these SIs.
- 8.2 When rounding each mark, boats shall record their rounding time on the Inshore Rounding Record form provided when checking in at Swiftsure Centre, in GPS time using the 24-hour clock.

## **9 [DP] AREAS THAT ARE OBSTRUCTIONS**

The following areas are designated as obstructions and boats shall not sail:

- a) Between Mouat Reef and Gonzales Point which is located north and northeast of Enterprise Channel
- b) Between  $48^{\circ} 24.507' N$   $123^{\circ} 18.514' W$  (Prima Rock) and the north extension of the Trial Islands Group
- c) Between Fulford Reef and Chatham Island
- d) Between Brin Rock and Discovery Island.

## **10 THE START**

- 10.1 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 Swiftsure Lightship Classic Race for Monohulls and the Hein Bank Race for Monohulls (See Appendix C).
- 10.2 There will be one start for all 3 races in the Swiftsure Inshore Classic.
- 10.3 The starting line will be between a staff displaying an orange flag on the signal vessel (the Royal Canadian Navy vessel HMCS Brandon) 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.

- 10.4 A spacer boat (rigid hull inflatable) displaying a large green flag will be on-station near the start line approximately 30 meters (100 feet) from the signal vessel. A spacer mark, a 5½ foot green tetrahedron, will be on-station approximately 150 meters (500 feet) from the shore. When approaching the start line, boats shall pass between the spacer boat and the spacer mark (see Appendix B). **Note: the spacer boat and spacer mark do not indicate the position of the start line itself as per SI 10.3.**
- 10.5 [NP] 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 mark.
- 10.6 [DP] Boats whose warning signal has not been made shall stay clear of the starting area.
- 10.7 Race signals will be displayed from the signal vessel at the port end of the starting line. The race committee will broadcast the starting sequence (including the warning signal, preparatory signal and count down to the starting gun) on VHF Channel 09.

## 11 THE FINISH

- 11.1 The finishing line will be between a orange flag flying from the finish boat, MV Unique, and a yellow inflatable buoy, both anchored in Cadboro Bay near the Royal Victoria Yacht Club.
- 11.2 Boats 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 boat immediately ahead and immediately astern.
- 11.3 Boats shall **NOT** radio the race committee at the finish line to advise they are approaching the finish line.
- 11.4 If boats which are not normally moored at RVYC's Cadboro Bay marina wish to be accommodated with moorage they shall call RVYC Dockmaster using VHF 26 to obtain instructions about their assigned moorage.
- 11.5 The completed Inshore Finish Record Card shall be handed in at the race committee's desk on the deck at the top of the stairs leading up to the clubhouse as soon as possible after docking at the Royal Victoria Yacht Club.
- 11.6 In the event of a shortened course finish for boats who choose not return to the Royal Victoria Yacht Club, the completed Inshore Finish Record Card information shall be sent by email to [inshore@swiftsure.org](mailto:inshore@swiftsure.org) as soon as possible to allow for the scoring of the race.

## 12 PENALTY SYSTEM

RRS rule 44.3 will apply. The penalty shall be 20% of the difference between the corrected time of the first boat and the corrected time of the last boat in the Division, to a maximum of 10 minutes, added to the corrected finish time of the boat accepting the penalty. This changes RRS 44.3[c].

### **13 TIME LIMITS**

- 13.1 The time limit is 7.5 hours after the start for the first boat in each division to finish. If at least one boat finishes in a division, all other boats will have nine (9) hours after the start to finish.
- 13.2 If no boat in a division has finished within the time limit, the time of rounding the previous mark where at least 25% 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 boats 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 RRS 32.

### **14 PROTESTS AND REQUESTS FOR REDRESS**

- 14.1 Protest forms are available from the race committee at the race committee's desk on the deck at the top of the stairs leading up to the clubhouse. Completed forms shall be given to the race committee representative immediately north of the clubhouse at Royal Victoria Yacht Club.
- 14.2 The protest time limit is earlier of one hour after the last boat in a division finishes or one hour after the time limit expires.
- 14.3 Notices will be posted as soon as reasonably possible but no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 14.4 Protest hearings will be held in the upstairs boardroom of the Royal Victoria Yacht Club's clubhouse as soon as reasonably possible after all affected parties have finished racing.
- 14.5 Notices of protests by the race committee, technical committee, or protest committee will be posted to inform boats under RRS 61.1(b).
- 14.6 RRS Appendix T Arbitration will apply.

### **15 SCORING**

The results will be calculated by Time on Distance.

### **16 SAFETY REGULATIONS**

- 16.1 The "International Regulations for Preventing Collisions at Sea (IRPCAS)" Rule 10 applies to traffic separation schemes. Boats in the Swiftsure International Yacht Race shall not impede the passage of any power-driven vessel following a traffic lane.

- 16.2 During times of reduced visibility all boats 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.

- 16.3 Loss of floatable personal and boat safety equipment shall be reported to the race committee on VHF Channel 26 or by email to [comms@swiftsure.org](mailto:comms@swiftsure.org) as soon as the loss is discovered.

- 16.4 It is the responsibility of all crew to wear personal flotation devices adequate for the conditions. Persons in charge are encouraged to establish a safety protocol for their crew about when PFDs are to be worn and tethers used to ensure safety. It is recommended 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.

- 16.5 Boats withdrawing from a race shall notify the RC on VHF Channel 26 or by email to [comms@swiftsure.org](mailto:comms@swiftsure.org) to obtain an acknowledgment number, and to provide their current position and intention about proceeding to a safe haven. Failure to report withdrawal may result in a SAR being initiated and a protest being lodged by the race committee. False SAR cases can compromise the timely response to real emergencies.

- 16.6 [DP] As permitted by RRS 42.3(i), a boat may use its engine for propulsion 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 person in charge shall give a written report to the race committee located immediately north 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, the reason for using engine power, and whether or not redress is being requested in relation to b) or c).

## 17 [DP] REPLACEMENT OF CREW

Changes of crew (additions and deletions) will be allowed up to 0845 on May 27, 2017 provided that the race committee is advised of all changes. After the person in charge has checked-in at Swiftsure Centre, a boat may advise the Race Committee of crew changes via email to [registrar@swiftsure.org](mailto:registrar@swiftsure.org) up to 2200 on May 26 or to Swiftsure communications between 0700 and the warning signal for the boat's start using VHF channel 26 or by email to [inshore@swiftsure.org](mailto:inshore@swiftsure.org).



## **18 [NP][DP] EQUIPMENT CHECKS**

- 18.1 Prior to the start of the race a member of the race committee or technical committee may inspect a boat. A boat that is found to not be in compliance with Rule 1.5 or 1.6 of these SIs, as the case may be, may be deemed to be ineligible to race unless the items not in compliance are corrected prior to 1800 on May 26, 2017.
- 18.2 After finishing the race boats may be inspected for compliance with Rule 1.5 or 1.6 of these SIs, as the case may be.

## **19 EVENT ADVERTISING**

Boats may be required to display advertising supplied by the Swiftsure Organizing Authority while moored in the Inner Harbour between 0700 May 25 and 0800 May 27, 2017 and at the Royal Victoria Yacht Club after finishing the race until 2230 on May 27, 2017.

## **20 OFFICIAL BOATS**

Official boats will be marked as follows:

- The Signal vessel (start line) – orange flag
- Spacer (signal vessel end of start line) – green flag on RHIB
- Starting Area Patrol boats – Placard or banner indicating ‘RC’
- Judge’s boat (starting area) – White banner indicating ‘Jury’
- Press and photographer boats – Placard or banner indicating ‘Press’
- Royal Canadian Mounted Police patrol boat – Police markings with blue flashing light (if needed)

## **21 [NP] RADIO COMMUNICATION**

- 21.1 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 and mobile phone communications, required in order to comply with the NoR and SIs for the Swiftsure International Yacht Race or for personal messages not related to a yacht’s performance in the race is permitted.
- 22.2 Boats shall monitor VHF channel 16 at all times.
- 22.3 Boats should monitor VHF channel 09 during the race starts.

## **22 PRIZES**

Refer to Section 13 in the NoR.

## **23 DISCLAIMER OF LIABILITY**

- 23.1 Competitors participating in the Swiftsure International Yacht Race agree that the responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone (See the [RRS fundamental rule 4, Decision to Race](#)).
- 23.2 Competitors acknowledge and agree that the safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his incapacitation. (See 1.2 of the [Safety Equipment Requirements \(SERs\) for monohulls for the 2017 Swiftsure International Yacht Race](#) or 1.2 of the [Safety Equipment Requirements \(SERs\) for Multihulls for the 2017 Swiftsure International Yacht Race](#), as applicable).
- 23.3 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, prior to, during, or after the Swiftsure International Yacht Race.

## **24 INSURANCE**

Each participating boat 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 boat racing activities.

## Appendix A

### Sail Canada Prescriptions 2017-2020

Effective 1 January 2017

#### **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 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 86.3 – Changes to the Racing Rules**

*Sail Canada so prescribes.*

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

*Sail Canada prescribes that the sailing instructions for events with an international jury or no-appeal protest committee may change or delete any Sail Canada prescription except the prescriptions to rule 61.2, 67 and 91(b). The sailing instructions for other events may not change or delete any Sail Canada prescription.*

#### **Rule 91(b) – Protest Committee**

*Sail Canada prescribes that a request for an international jury formed under rule N1.7 comprised of only three members requires written approval be obtained from Sail Canada before making the request to World Sailing.*

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

*Sail Canada prescribes that this rule applies to Canadian boats in all classes.*

## **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 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 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 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, 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 Sail Canada. 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 2017 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
ODAS	Yellow special purpose buoy "46088" approx. 5nm bearing 238° from Hein Bank	48° 20.000	123° 09.850	180 Magnetic
FINISH	Finish at RVYC Cadboro Bay	48:27:207	123:17:647	

#### COURSES: Marks On Each Course

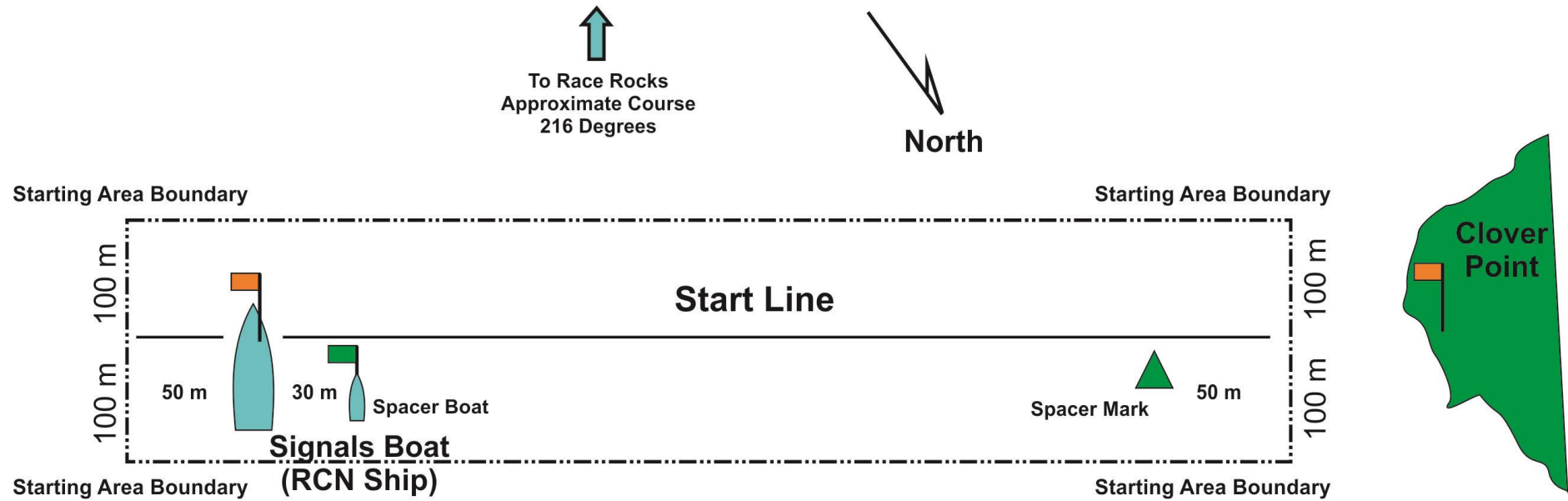
No.	_____	_____	_____	_____	_____	_____	_____	NM
1	VH	TRIAL	FINISH					10
2	VH	TRIAL	DISC	CHAT	FINISH			14
3	VH	TRIAL	DISC	CHAT	JOHN	FINISH		17
4	VH	TRIAL	DISC	BEAU	CHAT	FINISH		17
5	VH	ODAS	FINISH					21
6	VH	TRIAL	DISC	CHAT	ZERO	FINISH		23
7	VH	ODAS	BEAU	CHAT	FINISH			24
8	VH	TRIAL	DISC	BEAU	CHAT	DARCY	FINISH	30
9	ALBERT	VH	TRIAL	FINISH				15
10	ALBERT	VH	TRIAL	DISC	CHAT	FINISH		19
11	ALBERT	VH	TRIAL	DISC	BEAU	CHAT	FINISH	23
12	ALBERT	VH	TRIAL	DISC	CHAT	JOHN	FINISH	23
13	ALBERT	VH	TRIAL	DISC	BEAU	JOHN	FINISH	27
14	ALBERT	VH	TRIAL	DISC	CHAT	ZERO	FINISH	28
15	PEDDER	VH	TRIAL	FINISH				23
16	PEDDER	VH	TRIAL	DISC	CHAT	FINISH		26

### 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.	_____

Appendix C

**Swiftsure International Yacht Race - Starting Area**



Not to Scale

## Race Starts and Signals

<b>Time</b>	<b>Signal</b>	<b>Flag</b>	<b>Sound</b>	<b>Race Starting</b>
0851	Warning	Numeral 4 UP	Horn	<b>Juan de Fuca Race for Monohulls</b>
0856	Prep	“P” flag UP	Horn	
0859	1-minute	“P” flag DOWN	Horn	
0900	Start	Numeral 4 DOWN	Gun	
0901	Warning	Numeral 3 UP	Horn	<b>Cape Flattery Race for Monohulls</b>
0906	Prep	“P” flag UP	Horn	
0909	1-minute	“P” flag DOWN	Horn	
0910	Start	Numeral 3 DOWN	Gun	
0911	Warning	Numeral 2 UP	Horn	<b>Cape Flattery Race for Multihulls</b>
0916	Prep	“P” flag UP	Horn	
0919	1-minute	“P” flag DOWN	Horn	
0920	Start	Numeral 2 DOWN	Gun	
0921	Warning	Numeral 1 UP	Horn	<b>Swiftsure Lightship Classic Race for Monohulls and The Hein Bank Race for Monohulls</b>
0926	Prep	“P” flag UP	Horn	
0929	1-minute	“P” flag DOWN	Horn	
0930	Start	Numeral 1 DOWN	Gun	
0931	Warning	Numeral 5 UP	Horn	<b>Swiftsure Inshore Classic Race (Flying Sails, Non Flying Sails, Multihulls)</b>
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 times of the Warning signal at its sole discretion and, if this occurs, the timing of the race sequence will comply with RRS 26.