



SWIFTSURE INTERNATIONAL YACHT RACE

Saturday to Monday, May 26 to 28, 2018

Victoria, British Columbia, Canada

SAILING INSTRUCTIONS FOR THE FOUR LONG COURSES


(The Swiftsure Lightship Classic, The Hein Bank Race, The Cape Flattery Races,
and The Juan de Fuca Races)



Hosted by
Royal Victoria Yacht Club, the
Swiftsure Organizing Authority

(See separate Sailing Instructions for the Swiftsure Inshore Classic)

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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 shall apply (See Appendix A).
- 1.3 The RRS are changed as follows:
 - 1.3.1 RRS rule 52, Manual Power, is amended for monohulls to include:
Boats entered as a Double-Handed crew in the Juan de Fuca for Monohulls or the Cape Flattery for Monohulls are allowed to use autopilot mechanisms to ensure safe boat handling such as during sail changes or to avoid fatigue.
 - 1.3.2 [DP] In addition to the requirements of RRS Appendix G, all boats shall display their official sail number on both their port and starboard lifelines or hull while racing. Size of numerals shall be similar to that required in RRS Appendix G1.2 for sail numbers.
 - 1.3.3 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 at Swiftsure Centre or by email to registrar@swiftsure.org by 1800 Friday May 25. 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 A5.
 - 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).
- 1.4 [DP] Boats shall have navigation charts on board showing the Traffic Separation Scheme in the area they will be racing. Charts that meet this requirement are either the Canadian chart 3606 as revised and published November 29, 2002 or both the US charts 18460 (edition 13 or 14) and 18465 (edition 38 or 39)
- 1.5 Between sunset and sunrise, the "International Regulations for Preventing Collisions at Sea, 1972" will replace the rules in Part 2 of the RRS.
- 1.6 [DP] Between sunset and sunrise while on deck all crew shall wear life jackets which comply with 3.1.1 in the Safety Equipment Requirements identified in 1.9 (for monohull boats) or 1.10 (for multihull boats) of these rules.
- 1.7 Boats shall not impede or obstruct commercial traffic.
- 1.8 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.
- 1.9 [NP][DP] For **monohull boats** racing under PHRF Handicap and ORC Handicap the [Safety Equipment Requirements \("SERs"\) for Monohulls for the 2018 Swiftsure International Yacht Race](#), 'Coastal', will apply (The 4th 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.

- 1.10 [NP][DP] For **multihull boats** racing under PHRF Handicap the [Safety Equipment Requirements \(SERs\) for Multihulls for the 2018 Swiftsure International Yacht Race](#), 'Coastal' will apply to multihulls (The 4th 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](#) as soon as reasonably possible.

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 18 will 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 ----- Juan de Fuca Race for Monohulls

Second Start ----- Cape Flattery Race for Monohulls

Third Start ----- Cape Flattery Race for Multihulls and Juan de Fuca Race for Multihulls

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

Fifth Start ----- Inshore Classic: Flying Sails

Sixth Start ----- Inshore Classic: Legends of Swiftsure, Cruising (Flying Sails), Cruising (Non-flying Sails), and Six Metre

5 CLASS FLAGS

- 5.1 Class Flags will be:

Swiftsure Lightship Classic Race for Monohulls

and Hein Bank Race for Monohulls ----- Numeral Pennant 1

Juan de Fuca Race for Multihulls ----- Numeral Pennant 2

Cape Flattery Race for Multihulls ----- Numeral Pennant 2

Cape Flattery Race for Monohulls ----- Numeral Pennant 3

Juan de Fuca Race for Monohulls ----- Numeral Pennant 4

Inshore Classic: Flying Sails Race ----- Numeral Pennant 5

Inshore Classic: Legends of Swiftsure,

Cruising (Flying Sails), Cruising (Non-flying

Sails), and Six Metre races ----- Numeral Pennant 6

- 5.2 Boats shall fly from their backstays their Class flag. Size of the Class flag shall be approximately 12 inches on the hoist.

6 THE COURSES

6.1 Swiftsure Lightship Classic Race for Monohulls

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 Hein Bank Race for Monohulls

From a starting line at Clover Point, leaving a mark at Neah Bay to port, leaving to port the ODAS 46088 (located approximately 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 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 Juan de Fuca Race for Monohulls and Juan de Fuca Race for Multihulls

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.

7 MARKS

- 7.1 **Swiftsure Bank Mark** - the Swiftsure Lightship Classic Race for Monohulls rounding mark will be an anchored Royal Canadian Navy vessel (HMCS Nanaimo, a Kingston Class vessel) located at Swiftsure Bank in approximate position 48° 33.09' N, 125° 00.44' W. To assist in locating the mark, the mark vessel will fly an orange flag and, at night, display a yellow flashing light consisting of a single flash followed by three short flashes.

- 7.2 **Neah Bay Mark** - the Cape Flattery Race for Monohulls, Cape Flattery Race for Multihulls, and the first mark for The Hein Bank Race for Monohulls will be an anchored Royal Canadian Navy vessel (WOLF 59) 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 fly an orange flag and, at night, display a yellow flashing light consisting of a single flash followed by two short flashes.

- 7.3 **Hein Bank Mark** - the second mark for the Hein Bank Race for Monohulls is an ODAS buoy specifically identified as "46088" and with a yellow flashing light [Y FL (4) Y 20S] in approximate position 48° 20.000 N, 123° 09.850 W (located 5 nautical miles bearing approximately 238° magnetic from Hein Bank). This mark will not be flying an orange flag and there will not be a race committee vessel at this mark.

- 7.4 **Clallam Bay Mark** – the Juan de Fuca Race for Monohulls rounding mark will be an anchored vessel (MV Jo-Kepa V, a 42' Nordic Tug) 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 fly an orange flag and, at night, display a yellow flashing light consisting of two short flashes.

8 PROCEDURES FOR ROUNDING MARKS

8.1 Identifying Boat to Race Committee

- 8.1.1 All boats 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 1 nautical mile away, in order to assist with identification.
- 8.1.2 Boats shall identify themselves by their sail number. Boats 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 mainsail while rounding the mark vessel.
- 8.1.3 The mark vessel will make every effort to acknowledge each boat as soon as possible after rounding. If a boat does not hear acknowledgement then they should contact the mark vessel on VHF Channel 06 to ensure their rounding time was recorded.

8.2 Recording Rounding Times

- 8.2.1 When rounding the Swiftsure Bank, Neah Bay, or Clallam Bay marks, each boat 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.
- 8.2.2 When rounding the Hein Bank mark, each boat 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.

8.3 Reporting when Rounded Hein Bank Mark

Boats competing in the Hein Bank Race for Monohulls shall, as soon as reasonably possible after rounding the ODAS 46088 mark near Hein Bank, contact the race committee using VHF channel 26 on high power or email comms@swiftsure.org to provide their time of rounding this mark.

8.4 If a Rounding Mark is Missing

- 8.4.1 In the event that a mark vessel is not in the position identified in SI 7 or if there is a malfunction with the flashing light at night, the race committee will broadcast their updated latitude and longitude, or their light status on VHF 26.
- 8.4.2 If the mark vessel is not in position and has not broadcast any update to the fleet at the time a boat is ready to round that mark, the boat shall round the latitude and longitude position for that mark (see section 7 of these SIs), record the time on the Rounding & Finish Record card, and report this to the race committee on VHF 26 or by email to

comms@swiftsure.org as soon as reasonably possible. This changes RRS 34.

9 THE START

- 9.1 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 B, Races and Signals).
- 9.2 The scheduled time of the warning signal for the First Start is 0851 on Saturday May 26, 2018.
- 9.3 The starting line will be between a staff displaying an orange flag on the signal vessel (the Royal Canadian Navy vessel HMCS Nanaimo) 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.
- 9.4 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 Clover Point shore. When approaching the start line, boats shall pass between the spacer boat and the spacer mark (see Appendix B, Starting Area). **Note: the spacer boat and spacer mark do not indicate the position of the start line itself as per SI 9.3.**
- 9.5 [NP] 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 mark.
- 9.6 [DP] Boats whose warning signal has not been made shall stay clear of the starting area.
- 9.7 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.
- 9.8 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.
- 9.9 **All boats shall check-in with the race committee** sometime between 0700 and the warning signal for their race (See Appendix B, Races and Signals). Boats can check-in by either checking whether or not their boat is showing on the Tracker System (at Swiftsure.org) or they can call Swiftsure Radio using VHF channel 26 or by calling 250 360 3306. **NOTE:** check in with Swiftsure Radio is to be done by VHF 26 or telephone 250 360 3306; not by sailing past the start boat.

10 SHORTENED COURSE

- 10.1 In the event that no boat in a division finishes the course, scoring will be based on Rounding Times at the last mark that any boat in the division in question rounded.
- 10.2 The course may be shortened at any of Swiftsure Bank, Neah Bay, Clallam Bay, and ODAS 46088 marks. The race committee will not display flag S or make any sound signals. This changes Rule 32.
- 10.3 The course distance from the start line to the shortened course rounding mark will be used for purposes of calculating scores.
- 10.4 If the course is shortened, to be scored in the race, boats do NOT have to still be racing until the time limit expires (see SI 14.1).

11 THE FINISH

- 11.1 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 dual yellow flashing light during darkness) on the west side of the harbour approximately located at 48° 25.08' N, 123° 24.22' W (See Appendix C).
- 11.2 All boats shall contact the race committee at the finishing line on **VHF Channel 06**, using low power, prior to reaching Ogden Point Breakwater (approximately 2 miles before expected crossing of the finishing line) in order to assist with identification. Boats shall identify themselves by their boat name and sail number. Boats shall also advise of any scoring penalties they may have accepted according to SI 13.
- 11.3 Boats finishing after dark shall make every effort to ensure their sail numbers are identifiable by shining a light on the west side of their sails while crossing the finishing line.
- 11.4 A sound signal will be made for each finishing boat and the race committee will attempt to broadcast the sail numbers of boats as they finish. If a boat does not hear acknowledgement, they should contact the race committee on VHF Channel 06 to ensure their finish was recorded.
- 11.5 Boats 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 boat immediately ahead and immediately astern.

12 POSITION REPORTING

- 12.1 Position reports are to be given to the race committee as follows:
 - 12.1.1 Boats in the Swiftsure Lightship Classic course shall report as soon as reasonably possible their position to the race committee when crossing 124° 00.00' W both outbound and inbound AND when crossing 124° 45.00' W both outbound and inbound.
 - 12.1.2 Boats in the Cape Flattery Race for Monohulls and Cape Flattery Race for Multihulls shall report as soon as reasonably possible their

position to the race committee when crossing 124° 00.00' W both outbound and inbound.

12.1.3 Boats in the Hein Bank Race:

20.1.3.1 Shall report as soon as reasonably possible their position to the race committee when crossing 124° 00.00' W both outbound and inbound.

20.1.3.2 As soon as reasonably possible after rounding the Hein Bank mark boats shall report their time of rounding this mark (see 8.3).

12.1.4 Boats in the Juan de Fuca Race shall report as soon as reasonably possible their position to the race committee when crossing 124° 00.00' W both outbound and inbound.

12.2 Position reports are to be given to the race committee using VHF Channel 26 or by email to comms@swiftsure.org.

12.3 Position reports shall include, in the following order: boat name, sail number, boat's position, the time at that position, and which report is being given (inbound or outbound). Boat's position shall be stated in terms of VTS Map grid square OR latitude and longitude in degrees and minutes. The position and time at that position for each report are to be recorded on the boat's Rounding & Finish Record card.

12.4 [DP] Boats failing to report their positions as required in this section may be subject to protest.

12.5 See Appendix D for additional communications information.

13 PENALTY SYSTEM

RRS rule 44.3 shall apply when a boat breaks a rule of part 2 or RRS 31 while racing. 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 boat's division, to a maximum of 30 minutes, added to the corrected finish time of the boat accepting the penalty. This modifies RRS 44.3[c].

14 TIME LIMITS

14.1 The time limit for all races will be 0600 on Monday, May 28. If no boat 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 boats that rounded (See section 10).

14.2 Any boat failing to round the Swiftsure Bank mark by 1400 on Sunday, May 27 or failing to round the Neah Bay mark or the Clallam Bay mark by 1200 on Sunday, May 27 will be recorded as DNF.

14.3 There is no time limit for rounding the ODAS 46088 (Hein Bank) mark except for the 0600 time limit for finishing this race on May 28.

15 PROTESTS AND REQUESTS FOR REDRESS

- 15.1 Protest forms shall be available at the Inspection Dock at Ship Point in Victoria's Inner Harbour. Protests and requests for redress shall be delivered there within the protest time limit.
- 15.2 The protest time limit is 3 hours after the boat has finished its race or has withdrawn from its race.
- 15.3 In the event that a boat has withdrawn and is unable to deliver its protest form to the Inspection Dock within 3 hours of withdrawal, a request shall be made to the race committee using VHF 26 or by email to comms@swiftsure.org to request an extension of the 3 hour time limit and, if necessary, an alternative means of delivering its protest form.
- 15.4 Notices will be posted on the [Official Notice Board](#) as soon as reasonably possible but no later than 1800 on Sunday May 27 to inform competitors of hearings in which they are parties or named as witnesses. Notices related to protest forms received after that time will be posted as soon as reasonably possible but no later than 0930 on Monday May 28. The location of protest hearings will be posted with the hearing schedule.
- 15.5 Notices of protests by the race committee, technical committee, or protest committee will be posted on the [Official Notice Board](#) to inform boats under RRS 61.1(b).
- 15.6 RRS Appendix T Arbitration will apply except that T1(b) is modified to read: The post-race penalty shall be 25% of the difference between the corrected time of the first boat and the corrected time of the last boat in the boat's division, to a maximum of 40 minutes, added to the corrected finish time of the boat accepting the penalty.

16 SCORING

The scoring system is as follows:

For boats racing under the PHRF handicap system, the results will be calculated by Time on Distance.

For boats 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 which shall be selected by the race committee:

- Low Range (8 knots or less)
- Medium Range (between 8 and 14 knots)
- High Range (equal to or greater than 14 knots)

17 SAFETY REGULATIONS

- 17.1 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.

- 17.2 [DP] All boats shall monitor VHF Channel 09 for Puget Sound Vessel Traffic Services, Victoria Vessel Traffic Services, and Prince Rupert Vessel Traffic Services (“VTS”) broadcasts in the following circumstances even if monitoring AIS:
- 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 to persons in charge during 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.
- 17.3 See Appendix F for special regulations applicable while racing in USA waters.
- 17.4 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 as soon as the loss is discovered.
- 17.5 It is the responsibility of all crew to wear personal flotation devices adequate for the conditions.
- 17.5.1 Persons in charge are encouraged to establish a safety protocol for their crew about when life jackets are to be worn and tethers used during daylight hours to ensure safety. It is recommended that personal flotation devices be worn at all times and that tethers be used when conditions warrant and definitely when winds are over 20 knots, seas are over 3 feet, in diminished visibility (fog), or when sailing short-handed.
- 17.5.2 Rule 1.6 of these SIs requires all crew to wear life jackets when on deck between sunset and sunrise.
- 17.6 All boats shall mount Swiftsure-issued SPOT transponders on their boats and will operate them in the prescribed manner (see Appendix E for instructions).
- 17.6.1 [DP] As the SPOT transponder is an integral part of race safety, boats that fail to turn on the transponder prior to the start of the race, or to restart the transponder upon rounding a turning mark (as required in Appendix E of these SIs), or boats that turn off the transponder (other than during the restart procedure) during the race may be subject to protest.
- 17.6.2 If a SPOT unit on a boat is not transmitting and the race committee is unable to contact that boat on VHF Channel 26, Swiftsure Radio will attempt to make contact using DSC. If this fails VTS will make a broadcast on VHF Channel 16 for the boat to contact the race committee. 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.
- 17.7 Boats withdrawing from a race for whatever reason shall notify the race committee on VHF Channel 26 or by email to 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, thereby compromising the timely response to real emergencies.

17.8 Boats that withdraw from a race shall continue to monitor VHF 26 and leave their SPOT transponder turned on until they reach safe haven.

17.9 [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 boat shall give a written report to the race committee at the Inspection Dock. The report shall include time of 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.

18 [DP] REPLACEMENT OF CREW

Changes of crew (additions and deletions) will be allowed up to the warning signal for the boat's start 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 by email to comms@swiftsure.org. Such advice may also be given between 0700 and the warning signal for the boat's start by calling Swiftsure Radio using VHF channel 26, by calling [250 360 3306](tel:2503603306), or by emailing comms@swiftsure.org.

19 [NP][DP] EQUIPMENT CHECKS

19.1 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 1.9 or 1.10 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 25, 2018.

19.2 After finishing, all boats shall proceed directly to the Inspection Dock located at Ship Point in the Victoria Inner Harbour (marked by a "Swiftsure Inspection" banner and at night a flashing amber light). Boats that fail to proceed directly to the Inspection Dock shall be subject to protest.

19.3 At the Inspection Dock monohull boats will be inspected for compliance with the Safety Equipment Requirements as outlined in 1.9 of these SIs, and multihull boats will be inspected for compliance with the Safety Equipment Requirements as outlined in Rule 1.10 of these SIs.

19.4 At the Inspection Dock boats will submit their completed Rounding and Finish Record Card, return their SPOT unit, and return their grid map.

19.5 The Inspection Dock will be open until all boats have finished, withdrawn, or until the time limit has expired.

20 EVENT ADVERTISING

Boats may be required to display advertising supplied by the Swiftsure Organizing Authority while moored in the Inner Harbour between 0800 May 24 and 1100 May 28, 2018.

21 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 flag indicating ‘RC’
- Judge’s boat (starting area) – Placard or white flag indicating ‘J’
- Press and photographer boats – Placard or pink flag indicating ‘Press’
- Royal Canadian Mounted Police patrol boat – Police markings with blue flashing light (if needed)
- Mark vessels – orange flag and at night one or more yellow flashing lights

22 [NP] RADIO COMMUNICATION

- 22.1 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 to anyone 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 shall also monitor VHF channel 26 (Canadian or International Mode) at all times subsequent to one half hour after their start until crossing the finish line.
- 22.4 Boats should monitor VHF channel 09 during the race starts.
- 22.5 See Appendix D for a summary of communications for the race.

23 PRIZES

Refer to Section 13 in the [NoR](#).

24 DISCLAIMER OF LIABILITY

- 24.1 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](#)).
- 24.2 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 2018 Swiftsure](#)

[International Yacht Race](#) or 1.2 of the [Safety Equipment Requirements for Multihulls for the 2018 Swiftsure International Yacht Race](#), as applicable).

- 24.3 The Royal Victoria Yacht Club, the Organizing Authority for the Swiftsure International Yacht Race, the Swiftsure Race Committee, and their respective organizers, agents, officials, servants, representatives, and volunteers (“the Organizers”) do not accept any liability for death, injury, loss, or damage to person or property howsoever caused, arising out of, or connected with competitors’ participation in the Swiftsure International Yacht Race notwithstanding that the same may have been contributed to, caused, or occasioned by the negligence of the Organizers or any of them.

25 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 must 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.

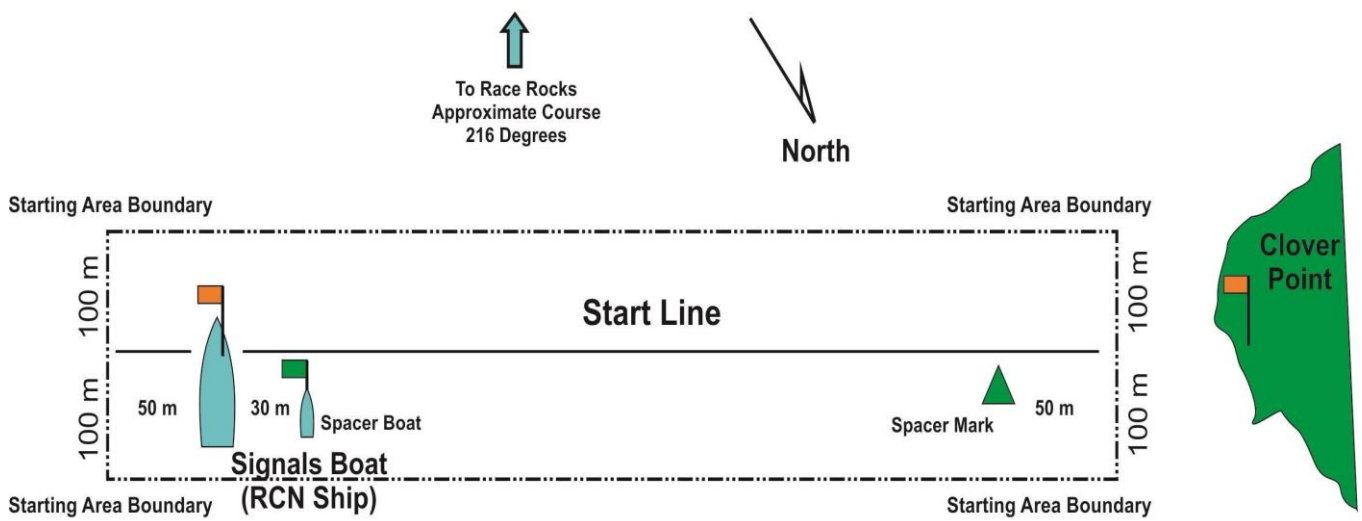
When a decision of an association appeals committee is further appealed, Sail Canada shall send to the parties, protest committee and association appeals committee copies of the appeal. No member of the association appeals committee shall take any part in the discussion or decision on the appeal.

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

Starting Area



Not to Scale

Races and Signals

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.

Time	Signal	Flag	Sound	Race Starting
0851	Warning	Numeral 4 Raised	Horn	Juan de Fuca Race for Monohulls
0856	Prep	"P" flag Raised	Horn	
0859	1-minute	"P" flag Lowered	Horn	
0900	Start	Numeral 4 Lowered	Gun	
0901	Warning	Numeral 3 Raised	Horn	Cape Flattery Race for Monohulls
0906	Prep	"P" flag Raised	Horn	
0909	1-minute	"P" flag Lowered	Horn	
0910	Start	Numeral 3 Lowered	Gun	
0911	Warning	Numeral 2 Raised	Horn	Cape Flattery Race for Multihulls & Juan de Fuca Race for Multihulls
0916	Prep	"P" flag Raised	Horn	
0919	1-minute	"P" flag Lowered	Horn	
0920	Start	Numeral 2 Lowered	Gun	
0921	Warning	Numeral 1 Raised	Horn	Swiftsure Lightship Classic for Monohulls & Hein Bank Race for Monohulls
0926	Prep	"P" flag Raised	Horn	
0929	1-minute	"P" flag Lowered	Horn	
0930	Start	Numeral 1 Lowered	Gun	
0931	Warning	Numeral 5 Raised	Horn	Inshore Classic: Flying Sails Race
0936	Prep	"P" flag Raised	Horn	
0939	1-minute	"P" flag Lowered	Horn	
0940	Start	Numeral 5 Lowered	Gun	
0941	Warning	Numeral 6 Raised	Horn	Inshore Classic: Legends of Swiftsure, Cruising (Flying & Non-flying Sails), Six Metre races
0946	Prep	"P" flag Raised	Horn	
0949	1-minute	"P" flag Lowered	Horn	
0950	Start	Numeral 6 Lowered	Gun	

Appendix C

Swiftsure International Yacht Race - Finishing Line



Appendix D

COMMUNICATIONS BY VHF MARINE RADIO & EMAIL

VHF 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 half hourly report of vessel traffic in all of Strait of Juan de Fuca race area, and monitoring start sequence.
- Marine 16 – Distress and Calling
- Marine 26, Canadian or International Mode (Duplex) - Contacting Race Committee (Hail “Race Committee”). Race Committee contacting the race fleet or an individual boat
- Marine 70 – Digital Selective Calling used by race committee to contact racers
- Should you have a safety concern as you transit across the traffic lanes and need to communicate with Vessel Traffic Services or commercial vessels, use one of the following three channels depending on the location you are in:
 - Marine 11 – Victoria Traffic and vessels participating in the Co-operative Vessel Traffic Services Area of Operation (all Canadian and United States waters north and east of a line from Church Point to Race Rocks light to the intersection of the Canada/United States International boundary to Hein Bank light and bell buoy to Cattle Point including all of Haro Strait, Boundary Passage and the southern portion of the Strait of Georgia)
 - Marine 5A – Seattle Traffic and vessels participating in the Co-operative Vessel Traffic Services Area of Operation (all Canadian and United States waters from 124°40’00’’W which intersects the Canadian and United States shorelines thence easterly through the Juan de Fuca Strait, including all waters south and east of a line from Church Point to Race Rocks light to the intersection of the Canada/United States International boundary to Hein Bank light and bell buoy to Cattle Point, and south of a line from Patos Island to Alden Bank lighted gong buoy "A" and north to the 49th parallel, including the United States Gulf Island waters)
 - Marine 74 – Prince Rupert Traffic and vessels participating in the Co-operative Vessel Traffic Services Area of Operation (from 124°40’00W in Juan de Fuca Strait westward to 125°15’00’’W, and intersecting to the south to 48°00N from the west coast of Washington State)

Additional Communication Information

After the person in charge has checked-in at Swiftsure Centre, a boat may advise the Race Committee of crew changes by email to comms@swiftsure.org . Such advice may also be given between 0700 and the warning signal for the boat’s start by calling

Swiftsure Radio using VHF channel 26, by calling 250-360-3306, or by emailing comms@swiftsure.org. (SI 18).

Boats shall advise the race committee of their intention to withdraw from the race by using VHF channel 26 or by email to comms@swiftsure.org (SI 17.7).

Boats that withdraw from the race shall continue to monitor VHF 26 and leave their SPOT unit turned on until they reach safe haven (SI 17.8)

If intending to file a protest, boats that have withdrawn from their race and are unable to deliver their protest form to the Inspection Dock within 3 hours of withdrawal shall contact the race committee using VHF 26 or by email to comms@swiftsure.org (SI 15.3).

Boats shall give advance notice of their rounding of the turning marks (SI 8.1) and their approach to the finish (SI 11.2) on VHF channel 06 using low power.

Boats competing in the Hein Bank Race shall, as soon as practicable after rounding the ODAS 46088 mark near Hein Bank, contact the race committee using VHF channel 26 on high power or email to comms@swiftsure.org to provide their time of rounding this mark (SI 8.3).

Boats shall monitor VHF channel 16 at all times (SI 22.2).

Boats shall monitor VHF channel 26 at all times (SI 22.3).

When calling on **VHF channel 26 east of Cape Flattery** boats will hear a “beep” when completing their transmissions. This confirms that the Swiftsure radio repeater has received and relayed the transmission. If a “beep” is not heard, then the boat’s radio may be set in US mode or on the wrong channel.

When calling on **VHF channel 26 west of Cape Flattery** boats will likely be outside the radio repeater’s range and a “beep” will not be heard. Swiftsure Radio located at Sombrio Point will make every attempt to monitor for this situation and contact boats which experience this. If repeated attempts to make contact on VHF channel 26 are unsuccessful, a boat should try reaching the mark rounding vessel on VHF channel 06 and they will forward messages to the race committee 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.).

Emergency Communications

If a boat requires emergency assistance, boats' **first choice** should be requesting Coast Guard assistance using VHF channel 16 and DSC (digital select calling) as other vessels in the vicinity will hear the distress call and be the closest vessels to lend assistance. The Victoria Joint Rescue Coordination Centre can be called at 1 250 413 8933. The JRCC can also be called at 1 800 567 5111 or #727 on a cellular phone (most areas within British Columbia waters).

Assistance After the Race

If, after crossing the finish line, a boat is disabled and requires assistance, the race committee can be called on VHF channel 09. A Royal Victoria Yacht Club RHIB ("Beaker") will be on standby in the Victoria Inner Harbour to lend assistance.

If a boat is about to drift into one of the seaplane taxiways or runways in Victoria Harbour, it should immediately contact the Victoria Harbourmaster on VHF channel 18A (US mode).

Emergency assistance should be requested from the Coast Guard on VHF channel 16.

Appendix E

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 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 26th (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. A green flashing light will be activated 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 F

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.