SWIFTSURE
FACTS AND STATS

Current to Swiftsure Race 2012

Royal Victoria Yacht Club
Victoria, British Columbia
Canada

***This guidebook is dedicated to the memory of
Chris Caple
who was instrumental in its conception and launch.***

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"SWIFTSURE"

An Elizabethan compound name said to signify "swift pursuer."

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FORWARD

A DISTRESS CALL ANSWERED

From the yachtsmen and would-be yachtsmen who follow with interest the Pacific International Yachting Association's annual Swiftsure Lightship Classic, a perennial cry has gone up that it has been difficult to find in one place readily referred to comparative statistics and racing history of this important race.

"SWIFTSURE '66 is the first known attempt to present in one volume the detailed information."

> Dorothy and Bill Ouimette
> Editors and Publishers of SWIFTSURE '66
> (Cover Price: $1.00)

In the more than 40 years since the first guide was developed, the Swiftsure International Yacht Race has grown and evolved. Information about the annual event up to 1980 improved greatly with the publication of Swiftsure: *The First Fifty Years*, by Humphrey Golby and Shirley Hewett. Still, there have now been almost 30 more contests and, with the death of Humphrey Golby, a great loss of both first-hand knowledge and old lore.

The volunteers who assembled this improved and updated guide hope that sailors, spectators and the media will find this information useful. The guide does not tell the Swiftsure story; it is a compendium of core information for reference purposes.

The Swiftsure Committee always appreciates any suggestions or ideas as to materials, which should be added in the future, as well as corrections to the information presented. Thanks to the people who informed us of mistakes and omissions in our first attempt. We believe we corrected all but, no doubt, there are still errors and omissions and for these we apologize.

WHAT IS SWIFTSURE?

It is rugged, exacting, colourful, and international in competition. Or a boring "Driftsure," sometimes accompanied by fog and drizzle. Every year, the Swiftsure International Yacht Race is a major community event - the premiere long distance sailing race in the B.C. and US Pacific Northwest area and a festival on shore. It is a race in which yachts, both racing and cruising, and crews capable of adventure in exposed waters are encouraged to compete and test their skills.

Swiftsure has drawn boats and sailors from California, Hawaii, New Zealand and even Russia. The nature of the course and the potential variety of sailing conditions provide an exacting review of good seamanship. Swiftsure is now actually five different races over three separate courses, plus an inshore regatta. Therefore, it offers wide appeal to the experienced amateur sailor who takes pride in his or her boat, big or small. The skipper and crew must be willing to test their collective knowledge and sailing experience to maximize their overall performance.

The races may look glamorous, especially if there is a downwind spinnaker start, but the Swiftsure International Yacht Race demands a combination of a great deal of hard work, and a bit of luck. One needs endurance but strategy is also a major factor. Yacht racing is not only about going as fast as possible; it also requires much thought about how to take the most advantageous course, given the wind and the tides, and lots of concentration, especially in light airs. The winners in each race are often the skippers who guessed best where to sail in order to pick up the most useful winds.

Size is not always the most important factor. In theory, the longer the boat, the faster it can go because of its "waterline". The biggest boats may often be the first to finish (and are awarded "line honours" trophies to recognize this accomplishment). The overall winners, however, are based on corrected time, after applying a handicap system that takes into account a number of factors including the size and type of sails aboard. Swiftsure has and will continue to evolve, in response to changes in yacht design, technology and the preferences of the sailing community.

Backed by area municipalities, businesses, residents and a strong volunteer team, the Swiftsure International Yacht Race will be a Victoria-based festival and celebration of sailing for years to come.

Bill Conconi
Chair
Swiftsure Committee
1994 – 2010

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SHORT HISTORY OF SWIFTSURE

The first recorded sailboat racing in the Victoria area was in the late 1850s, between boats of the Royal Navy and the early Colonists. Interest in the sport grew in the following decades, and by 1930, a long distance race from Cadboro Bay around the Lightship on Swiftsure Bank, at the entrance to the Juan de Fuca Strait was proposed, and there were six entrants! By 1960, forty-five boats were entered in this now-classic race. However, in the following year, the Lightship was removed from service, and now sailors round a Navy Vessel temporarily on station at the same location.

In 1962, after considerable grumbling by skippers of boats that were too small to go to "the Bank", Royal Victoria Yacht Club introduced a shorter-course race to Clallam Bay, some fifteen miles west of Port Angeles, and called it the Juan de Fuca Race. Like the granddaddy classic, it too started with modest beginnings. In the first year of the Juan de Fuca race, there were but four entries; by 1969 this had risen to forty-nine boats.

With continued and increased participation, and faced with only two courses, one of 137 miles and the other of only 76 miles, the race organizers and many skippers found themselves in a dilemma. The solution was the introduction in 1988 of the Cape Flattery race, of 100 miles in length, halfway between the Swiftsure Bank and the Clallam Bay courses. This has proved to be a very popular race, attracting some of the very largest boats.

In the earlier years of Swiftsure, Eaton's major-display window at the corner of Douglas & View, in downtown Victoria was set up as "Swiftsure headquarters". A large map of the racecourse was installed, and moving miniature boats across the map showed the progress of the race. As the numbers of boats increased this became a daunting task. The event, and this way of graphically displaying progress, was very much appreciated by Victorians. "People used to line the sidewalks, sit on the curbs. There was a feeling of excitement right there, in the middle of town".

"Since the first radio broadcast from 'Does crazy yotsmen' competed with the fisherman's band to the outside world during the 1952 race, and L'Apache (later Diamond Head) broke her backstay during the effort, Humphrey Golby has been 'on the air'. Coverage expanded when Harold Elworthy's Island Tug and Barge Company generously provided tugboats for the press. Radio station CKDA pioneered with the limited ship-to-shore equipment of the day and 'The voice' was born."

For more details, refer to the 1980 publication of _Swiftsure: The First Fifty Years_, by Humphrey Golby and Shirley Hewett.

SWIFTSURE TIMELINE – EVENTS CHRONOLOGY

YEAR	EVENTS OF NOTE

1930
- First Swiftsure Lightship Classic race, under Royal Ocean Racing Club (RORC) rules; six boats entered. *Claribel*, a "skimming dish schooner," wins by 7 hours.

1931
- First Royal Victoria Yacht Club entry - *Minena,* skippered by Harry Barnes.
- First known communications report - a wireless message from the lightship to the Gonzales Wireless Station.

1934
- Start at 8:00 p.m. on Friday evening to tie into PIYA regatta in Vancouver.

1947
- First "modern" Swiftsure race. CC of A handicap system.
- *Owens Cutter* in Class BB (skipper Chas Ross) takes overall prize

1948-50
- Swiftsure race starts at Port Townsend and finishes in Victoria. Overall winner awarded Juan de Fuca Commemoration or Challenge Trophy.

1951
- First disqualification in Swiftsure event - *Maruffa.*
- Swiftsure Trophy re-dedicated for the race.
- First boat to miss the mark at Swiftsure Bank and head for Japan (a RCN patrol caught up with *Ono* 20 miles beyond the lightship and *Ono* quickly turned back. But they then missed the mark again and, since the boat did not round, it was disqualified.

1952
- First use of radio reports, from L *'Apache* - Humphrey Golby goes on the air as "the Voice of Swiftsure." Dr. Ben Nickells, a former R. Vic. Commodore and amateur ham radio operator, is the relay.

1953
- First boat to hit the lightship on rounding - *Dragoon* from RVic YC.
- First SAR search after 8-foot dinghy found off Neah Bay; all competitors spotted.

1955
- *HMCS Oriole 's* first Swiftsure.
- Start of the Friday evening ceremonies, including roll call of yachts and the Rainbow sea cadets' sunset ceremony; crowd of 1500.
- First time Eaton's window used as plotting centre for the public.
- First entry from Oregon - *Mischief,* from Portland Yacht Club, only 28.6 feet long.
- *Maruffa* finishes stern first, after losing main mast 100 metres from the finish line.

1956
- Swiftsure held in late June, as a part of the combined PIYA and PCYA regatta - R Vic YC last hosted this double event in 1925.
- CKDA's News Director, Andy Stephen, does a 32 hour marathon radio broadcast with reports every hour.

1957
- First "Triple Crown" winner - Maruffa - First to Swiftsure Bank

1958	• Driftsure! 16 of 39 starters finish. *HMCS Oriole* corrected time 76 hours.
	• A wicked flood tide at the start pushed most boats back some two miles after the gun.
	• Unofficial entry by the eight-person wardroom of HMCS Fraser in a 32-foot open ships cutter. With no self-bailing cockpit, could not enter race.
	• Crowd on Friday night estimated at 5000.
1960	• Smallest Swiftsure entry ever -*Aida*, a 26 foot Spitzgatter, owned by Hunter Vogel from R. Vic YC. Time allowance of seven hours.
	• Out of a fleet of 44, there are 12 brand new yachts on the start line.
1961	• *Winsome III* from Royal Van YC first Canadian boat to win Swiftsure since 1931. Bonar Davis is skipper as owner Ches Rickard was away.
1962	• Swiftsure grabs hold - 62 entries.
	• First Juan de Fuca race to Clallam Bay for smaller boats - 4 entries.
1963	• *Winsome III* becomes only yacht to ever win three successive Swiftsures.
	• *Thetis* loses Swiftsure Trophy on a protest by Lol Killam on *Velaris* about right of way at the start line. Initial hearing results in a DSQ for *Thetis* but the appeal in March 1964 reversed this. The 1963 race winner finally settled in September 1965(!) by the Canadian Yachting Association - *Thetis* is out.
	• Dorade and Troubadour experience major knockdowns - two of Jim McVie's most famous Swiftsure photos.
1964	• A tug with a log boom goes through the start line, delaying the race by a half hour.
	• Flood tides at Race Passage so strong that some boats take three tries to get through.
	• In the Juan de Fuca Race, winner is 17-year-old Huphrey Jones, skipper of *Saraband* from the West Van YC.
1965	• Ned Ashe, at age 70, sets record for Juan de Fuca Race in *May D II*.
1966	• *Mary Bower* beats *Diamond Head* by one second for first boat home; finish line crew did not even have time to reload the gun. *Diamond Head* tore all three of its spinnakers on the run back from the bank.
1967	• PHRF handicap system introduced for Juan de Fuca race. *Rain Bird* from Tacoma Yacht Club first PHRF winner.
1968	• *Diamond Head* again eclipsed at the finish, this time by *Porpoise III* by 2 seconds.
1969	• First PHRF group in Swiftsure race. *Intrepid* out of Seattle Yacht Club wins.
	• *Circe's* last Swiftsure.
1970	• *Endless Summer* takes all four top trophies - first sweep since 1957? - but misses beating 1957 elapsed time record.
	• First ferro-cement entry - Patricia Ann II, a 53 foot schooner chartered by Ken KcLean of R. Van. YC in the Juan de Fuca Race.

1971	• One of toughest races to date - 6 boats dismasted just after the start due to 35 knot winds; in all, 44 boats retire.
	• IOR rating system takes over from CCA.
	• Brand new R Vic YC sisterships *Scot Free* and *Shalimar* core of Race Committee Afloat. A 40 foot trawler designed by Monk and built at Philbrooks.
1972	• Swiftsure records shattered! *Endless Summer*, an ex America's Cup 12 Metre, completes the race in under 24 hours, knocking off more than two hours off *Maruffa's* 1957 record.
	• *Endless Summer* takes three top trophies but just misses line honours
1973	• Swiftsure moves into computer age. Results are slow as information had to be delivered by hand to the University of Victoria and then laboriously key punched.
	• *Graybeard's* revenge - sweeps top four trophies.
	• Safety inspections result in 11 DSQs.
1974	• Start delayed for 3 hours - no wind then the fog rolled in.
	• *Graybeard* repeats a four-trophy sweep.
	• Juan de Fuca race gains popularity - over 100 entries.
1975	• Ned Ashe, at age 81, helming *Andiamo* from Royal Victoria YC.
	• *Destiny* establishes new Juan de Fuca record, breaking Ned Ashe's eight-year-old pace by 45 minutes.
1976	• Swiftsure's only fatality. Wilbur Willard, skipper of *Native Dancer* was swept out of the cockpit off Bonilla Point in a 30-35 knot gale.
	• First aluminum boat in Swiftsure - Alvin Narod's 56-foot *Sunbird* from R. Van YC.
1978	• *Windward Passage* skins 3.5 hours off the record set in 1972 by *Endless Summer*. Five other yachts also eclipsed the old time. Swiftsure now aiming for a race in under 20 hours.
	• Beken of Cowes pays first visit to Victoria to photograph Swiftsure and ¾ Ton Worlds.
	• First official Oregon International Offshore Race, bringing Swiftsure competitors.
	• Infamous photo of a boat high and dry on Race Rocks at low tide, after being badly holed.
1979	• The wind blows! Some 130 boats knocked out of the race within two hours of the start. Two boats collide at the start and one of them almost sinks!
	• Dorade holes Zuben Ubi near Neah Bay; crew forced to take to the liferaft.
1980	• Swiftsure celebrates its 50th anniversary. A special lunch for skippers who have competed in 20+ races.
	• John Graham, crew member on *Claribel* in 1930, and later a skipper of *Maruffa* once again in the race with his new boat, *Elixir*.
	• *Cresset*, a competitor in 1930 and 1931, makes a return appearance.

1981
- *Heather* captures Swiftsure Trophy with a crew of Sea Scouts and Explorers.
- Threatened blockade of Victoria harbour by the commercial fishing fleet protesting changes to federal government regulations.
- A real Driftsure. In the Juan de Fuca Race, over 70% DNF.

1982
- The year of the safety crackdown - 31 yachts disqualified for infringements of safety equipment requirements. One did not even have the mandatory liferaft aboard.
- All skippers now required to two have done two qualifying overnight races.
- Fog causes one Juan de Fuca boat to run aground on Race Rocks.

1983
- Start of the "race week" concept - inshore races on Wednesday and Thursday.
- First attempt of a Harbour Fest, combining Victoria Days and Swiftsure.
- With a canned music rock concert too, a crowd of 30,000 to 40,000 downtown on the Friday night - 48 arrested. Even Saturday night, while the races were underway, a further 16 arrests as a result of a drunken brawl.

1984
- In the Juan de Fuca Race, *Knockout* bests the previous record set in 1978 by *Gogama*.
- Eight others all under 13 hours too.

1985
- A Royal Vic YC boat finally wins Swiftsure Trophy- Steve Merriman on his Crown 34, *Country Style.*
- Cape Flattery Race introduced.
- In the Inner Harbour, first "$100 Sailboat Race," sponsored by Royal Naval Sailing Association (different from CFSA).
- A carnival atmosphere prevailed most of the evening before the races; some problems from a rock concert.

1986
- Multihull division established for long course; *Chaak* first winner.
- Team racing introduced for all three courses.
- A crackdown on rowdiness and a greater police presence led to 128 arrests among spectators on the eve of the races.

1987
- *Magic Hempel*, a multihull, capsizes. Another yacht lands on Race Rocks.

1988
- The Russians arrive, sponsored by Bellingham Yacht Club.

1989
- No flying sails class (i.e., no spinnakers) tried for Juan de Fuca to encourage more cruising boats to participate.

1990
- Owen Point Race introduced; met with mixed success and not repeated.
- IMS rating system tested in Cape Flattery Race.
- First Mini 12 challenge races in the Inner Harbour - Dale Gann wins.

1991
- Last year of inshore/ race week experiment.
- Introduction of a written test for all Swiftsure skippers; complaints from freighters about yachts in the shipping lanes.
- Two men in a 21-foot boat drown mysteriously overnight after watching Swiftsure start.

1992
- Both Royal Victoria and Seattle Yacht Clubs celebrate their centennials.
- Driftsure again - more than 60% of fleet DNF.

1993	• 50th Swiftsure race (vs. 1980 being 50th anniversary of first race).
	• PHRF rating system used exclusively after IOR groups fade.
	• Swiftsure headquarters moved to the Inner Harbour.
	• Seattle-based People for Puget Sound organizes the "Love Your Puget Sound Regatta" as an alternative to Swiftsure, based on concerns about Victoria sewage system.
1994	• A major re-think of all aspects of Swiftsure over the winter almost leads to the demise of the long course. Leads to first time corporate and private sponsorships are sought.
	• *Rage* from Portland sweeps trophies on long course.
	• The 290-foot pocket cruise ship *World Discoverer* cuts through the Swiftsure start line.
1995	• Swiftsure renewed, thanks to Kathie White-Fryer's "Back to the Bank" Campaign. 48 entries. First recipient of the Jim McVie - Humphrey Golby Memorial Award.
	• Swiftsure celebrates "the Roaring 40s" a group of Cal 40 sailors from Seattle that helped save the Swiftsure Lightship Classic.
	• *Cassiopeia* from Seattle shaves 2.5 hours off *Windward Passage 's* 1978 record for best elapsed time - just under 18 hours. Also establishes a new corrected time record - first in under 20 hours.
	• In the Cape Flattery Multihull race, *Red Shift* reaches speeds of 20+ knots.
	• On board Bonar Davis' *Ksan* is the Rickard clan as crew - Ches, his, son, grandson and great grandson; Ches and Bonar are only three-time winners of Swiftsure (on Winsome III)
	• Humphrey Golby, the "Voice of Swiftsure," dies; 1995 races dedicated to his memory.
	• Swiftsure goes on the Internet.
1996	• Good winds and favorable tides lead to new records. Even so, a quarter of the fleet retires.
	• *Pyewacket* has downwind ride back to home - 22+ knots. Skipper Roy Disney from Los Angeles sets new Swiftsure record for First to Finish - 16 hours, 45 minutes and 39 seconds.
	• *Hanoman* sets new pace for multihulls; *Aldebaran* cracks Juan de Fuca mark.
	• All quiet downtown; Swiftsure returns to being a community event.
	Two weeks before Swiftsure, "Good Morning America" sees the arrival of the fleet in the Oregon Offshore feeder race
1997	• Multihull racing to both Swiftsure Bank and Neah Bay.
	• Exhibition Race introduced.
	• Start delayed two hours but then it blew! - Steve Fossett on the big multihull Stars & Stripes establishes course record for any kind of boat.
	• *Atalanta* foils *Cassiopeia's* try at tying the record for three consecutive wins. At 73 feet, *Atalanta* is indeed big but also relatively heavy; it weighs six times as much as a Santa Cruz 70.

1998	• Around the world sailor John Guzzwell of *Trekka* fame participates in Swiftsure.
	• Longtime Swiftsure veteran Doug Fryer of Seattle surprises everyone by winning overall honours aboard his Custom 42-footer *Nightrunner*. For Fryer, this marked a triumphant return to the racing circuit, having been absent for the past several years while cruising in the southern oceans.
1999	• All boats in Swiftsure Lightship Classic Race recorded a corrected time of 32 hours or greater.
2000	• Team Trophies introduced in Multihull Racing for the first time.
2002	• A boring "Driftsure," as there was an abundant amount of DNFs within each category of Swiftsure due to the lack of wind.
	• Swiftsure Lightship Classic Race had 28 registered, with 22 DNF.
	• Juan de Fuca Race had 34 registered, with 34 DNF.
	• Cape Flattery Race had 120 registered, with 95 DNF.
	• Cape Flattery Multihull Race had 8 registered, with 6 DNF.
2003	• From May 24th to May 26th, the Royal Victoria Yacht Club celebrated the 60th running of the Swiftsure International Yacht Race. To mark this special occasion, the committee saluted yachtsmen and boats from the "woodies" era. Their participation and sportsmanship established the race as one of North America's most challenging overnight events.
	• The following are those boats who represented an outstanding contribution to Swiftsure: *Mary Bower, Galatea, Circe, Adios, Diamond Head, HMCS Oriole, Cressett, Mara, Mistral, Rainbird, Ladybug, and Kate II.*
2004	• Inaugurated the "Classics Race" (Inshore) for yachts of either a class where the first boat in the class was launched prior to January 1, 1975 or one-off designs launched prior to January 1, 1975.
2005	• *Coruba* established new long course record with the new distance (140.4 N.M. instead of 136.8 N.M.).
	• *Circe* came back to race in the "Classics" race (first launched in 1932, raced and won the long course in 1934).
	• Pacific Western Brewing Company signed on to a five-year term agreement as the Swiftsure Presenting Sponsor.
	• Experimented with transponders in the Classics Inshore Race.
	• One of the best currents, tides, and wind conditions over all.
2006	• John Buchan and *Glory* were winners of this year's Swiftsure Lightship Classic (John's father William Buchan won with *Thunder* in 1965).
	• Multihull *Cat Sass* capsized during the race.
	• Transponders were used for all yachts, except the inshore races, making Swiftsure the largest offshore racing fleet to deploy this amazing technology.
	• Two new races were added to the event: the Rosedale Rock Race (an inshore race formally incorporating the "Sookesure") and the Juan de Fuca Race for Multihulls.

2007
- R. Flemming and *Coruba* finished the Swiftsure Lightship Classic race of a corrected time of 17:21:48.
- C. Burnett III and *Braveheart* had the fastest elapsed time at 15:08:02.
- S. Travis and *Flash* had the fastest elapsed time of 12:51:13 in the Cape Flattery Race
- C. Lees and *Bullitt* finished the Juan de Fuca Race with the fastest elapsed time of 11:20:50.
- 5 boats finished the Swiftsure Lightship Classic by a hour under the fastest time marked (16:48:52 by Coruba) in 2005

2008
- John Buchan and *Glory* won the Swiftsure Lightship Classic race in a corrected time of 24:46:25. Glory was the fastest rated boat to ever enter Swiftsure races with a rating of -126 s/m.
- Only two boats in the inshore races made it to the Pedder Bay rounding mark. These two boats were, *Hi5* and *Sauterelle*
- Seventy-six boats did not finish their assigned races.

We used a new tracker system provided by Flagship.

2009
- John Buchan and *Glory* triple crowned for the second year in a row in the Swiftsure Lightship Classic race.
- Two RVYC boats also triple crowned in their classes. They were Richard Ackrill and *Dragonfly*, and Larry McFadden and *Ghost Dancer*.

2010
- The race began with too much wind, then not enough
- 30% of the entries were DNF (did not finish)
- One boat, Kevin Reith's Something Wicked of the Sidney North Saanich Yacht Club, won 5 firsts (first around the mark, first to finish, first overall in the Cape Flattery race, first in division, and first in class)

HMS SWIFTSURE

The following article first appeared in the June 1988 edition of the Maritime Museum of BC's "Resolution." It is based on information derived largely from an earlier article by Admiral G.A. Ballard, entitled "British General Battery Ship: Swiftsure and Triumph" in the April, 1948 Mariner's Mirror.

"The Swiftsure Race is of course named after the Swiftsure Bank, which is located southwest of Carmanah Point, just outside the entrance to the Strait of Juan de Fuca. The Bank, in turn, was named after the 19th century Royal Navy battleship, which served as Pacific flagship stationed at Esquimalt."

"H.M.S. Swiftsure, 1870 to 1908, was the seventh ship in the Royal navy to have that name. The earliest H.M.S. Swiftsure , a 360-ton, 41-gun galleon, had been launched at Deptford in 1543. That ship was involved in action against the Spanish Armada in 1588, so "our" Swiftsure has a particularly honourable lineage!"

"The Swiftsure was launched in 1870 and commissioned two years later at Plymouth. An 'armoured central battery' screw ship, she and her sistership Triumph were designed specifically for service at remote Royal navy stations, such as Esquimalt. She was 280 feet long, had a beam of 55 feet and a draft of 24.5 feet. Her registered tonnage was 6,910."

"During the 1870s, she was stationed in the Mediterranean, and was then refitted to replace Triumph eventually as flagship in the Pacific. In 1882 she arrived on the British Columbia coast to assume duty as flagship."

"In The Mariner's Mirror, Admiral G.A. Ballard stated, "during her three years west of the Horn … she sometimes passed a couple of months or more (under way), and occasionally had to hold a course in only half-surveyed seas, where many islands on the chart were still marked P.D. (position Doubtful) and lighthouses and buoys were absolutely non-existent.""

"At that time of a growing Canadian presence on this coast - the Canadian Pacific Railway, that would finally tie British Columbia to the rest of Canada, was then under construction - the Swiftsure's presence would have been a strong reminder that this area was still part of the British Empire."

"In 1885, she was relieved by Triumph, and returned to Britain for an extensive refit, including new boilers. At the end of the Triumph's three-year commission on the Pacific, the Swiftsure returned to British Columbia waters."

"When relieved by the armoured and pole rigged cruiser Warspite in 1891, the Swiftsure was the last flagship to carry sails. Ballard states, "it fell to the lot of the Swiftsure … to become the

very last in a succession reaching back for centuries to observe to the letter the ancient regulation ordaining a 'top gallant masthead' as the proper place to fly an admiral's flag …."

"That was the end of the **Swiftsure's** overseas service. After retention at Plymouth as a guard and supply ship, she was removed from the effective list, used as a store hulk and broken up."

- **HMS Swiftsure** arrived in Victoria in April, 1883 as the new Pacific flagship for Admiral Algernon McL. Lyons and was on station until 1885.

- She returned to England in 1885 for a refit, being replaced by a sistership **HMS Triumph**. The Swiftsure's second tour of duty was from April, 1889 to June, 1890, with Admiral Algernon C.F. Heneage. She arrived back in England in September, 1890 and was paid off the following month.

- **HMS Swiftsure** cost some £257,000. The ships complement was 450 and it had a range of 1,600 nautical miles at a cruising speed of six knots (maximum speed during trials after the refit was 13.75 knots). In 1883, she made 41 miles in only four hours under sail alone on a run from Hawaii.

- Between the original galleon and the 1870 ship, five others bore the name Swiftsure. In 1903, the battleship **HMS Swiftsure** was launched and then on active duty until 1920. This was followed by the 1943-1962 group of Swiftsure Class cruisers and, more recently, submarines.

More information is available on the ship's officers and armament. The Maritime Museum has research on hand about each of the **HMS Swiftsure**.

SWIFTSURE LIGHTSHIP

The following article by Robert L. Spearing first appeared in the June 1988 edition of the Maritime Museum of BC's "Resolution."

"The Swiftsure lightship station, which became the midway turning point of the Swiftsure Race, was established by the United States Government in 1909. It was the last of five lightship stations established on the Pacific Coast by the United States and was served over its period of existence by two lightships and their relief ships.

"The purpose of this lightship was to mark Swiftsure Bank, thirteen miles northwest of Cape Flattery and ten miles southwest of Carmanah Point, off the entrance to the Strait of Juan de Fuca. The three and one half mile (five and three-fifths kilometre) bank was named after H.M.S. Swiftsure, which recorded the first official soundings at the bank in 1889.

"The first vessel assigned to Swiftsure station in 1909 was lightship No. 93. She was built on the Atlantic Coast of the United States and had sailed around Cape Horn with a fleet of United States lightships and lighthouse tenders.

"No. 93 was painted yellow, with 'Swiftsure' in large black letters on hers sides, the reason for this unique paint job being to distinguish her from the Umatilla lightship, twelve miles south. No. 93 was replaced on Swiftsure station in 1930 and to Umatilla Reef and later to the Columbia River station. I do not know her fate, but I assume she was scrapped.

"The replacement lightship for No. 93 in 1930 was the No. 113, one of the United States' first diesel- electric lightships. She was a steel ship built in 1930 at Portland, Oregon, and was 133 feet 9 inches long (40 metres), 30 feet beam (9 metres), and 15 feet deep (4.5 metres) and had a displacement of 630 tons. She had a red hull with white letters on her sides.

"Both lightships had many experiences in rough weather on this exposed station. In December 1932, No. 113 was hit by a storm, which caused her to drag her anchor with her engines running full speed ahead. A sea boarded her bow and broke in her wheelhouse portlights. The force of the water flattened the helmsman against the wheel and broke three spokes, and a foot of water sloshed about on the wheelhouse deck.

"On December 30, 1952 a gale broke No. 113's moorings and she was swept two miles off station before she could beat her way back and drop a second anchor.

"On July 1, 1961, with a notable lack of protest, the Swiftsure lightship station was considered unnecessary and No. 113 was recalled. The lighthouses at Carmanah Point and Tatoosh Island had been re-equipped with much more powerful lights and Carmanah Point had been fitted with a radio direction finding signal.

"No. 113 was transferred to the Umatilla lightship station on July 10, 1961, and finally retired in 1972. It was proposed to make her the flagship of the projected Puget Sound Maritime Museum at Tacoma, Washington. The museum, however, was not built, and she was used by the Tacoma sea scouts.

"Later she was sold for scrap to Schintzer Steel Company of Portland, Oregon, and while tied up on the Columbia River, she sank. She was refloated and in 1982 was towed to South Beach, Newport, Oregon. Her engines were removed, a special spot was dredged at a small boat marina, and the old Swiftsure lightship was moored there and converted into a floating restaurant. In 1987, this last connection with the Swiftsure lightstation was seized for debts and was offered for sale by her creditors."

- When the first lightship went into service in 1909, she carried lanterns burning sperm whale oil, later changing to lard oil and then kerosene before being refitted with diesel electric generators.

- During WW II, the lightship was fitted with anti-aircraft guns and patrolled Alaskan waters. Swiftsure Bank was marked by a lighted whistle buoy.

- Mushroom anchors weighing up to 8,000 pounds each were used to secure the lightship in position. Additional anchors were kept on board for emergency use during high winds. In fact, every piece of equipment was carried in duplicate so that there could be speedy repairs in the case of a breakdown.

- Sharp-eyed readers of "Swiftsure: The First Fifty Years" may have noticed that some photos show a lightship with RELIEF rather than SWIFTSURE on her hull. This is the 94-year old Lightship No. 83 which filled in for the Swiftsure, Umatilla and Columbia vessels as they went in for their annual overhauls (usually two months). It was decommissioned in July, 1960 after serving for 55 years.

- One of these relief vessels was No. 83. Listed in the US National Register of Historic Places (1975) and designated as an American National landmark (1989), it is the only US lightship left with its original steam power plant intact. She now is viewable to the public at Northwest Seaport at Historic Ships Wharf in Seattle's Lake Union Park. In 1995, the hull lettering was changed to SWIFTSURE to recognize the nearest lightship station.

- Northwest Seaport is soliciting contributions to fund SWIFTSURE restoration and education activities. Contact PO Box 9744, Seattle, WA 98109, email info@nwseaport.org, phone (206) 447-9800, fax (206) 447-0598, website, http://nwseaport.org

OVERVIEW OF THE RACES

For 2012, the Swiftsure International Yacht Race was made up of multiple races over four distinct courses, as well as an Inshore Regatta:

- To Swiftsure Bank and back   138.7 nautical miles
- To Neah Bay and back   103.4 nautical miles
- To Clallam Bay and back   79.7 nautical miles
- Inshore Classic   course destination and length set on-the-day

The Swiftsure Lightship Classic is the premier event, with the longest course and venturing out into the Pacific Ocean. Yachts must rate 165 or faster Pacific Handicapped Racing Fleet (PHRF).

On the middle course, there are three races:
- The Cape Flattery Race for (monohull) yachts rating 40-198 PHRF handicap
- The Cape Flattery Race for Multihulls, previously known as the Port San Juan Race (rating 198 or faster PHRF handicap).
- The Cape Flattery Unlimited Race is open to monohull yachts rating 39 PHRF or faster.

On the shortest course, the Juan de Fuca Race has two distinct classes based on Sail Area/Displacement ratios: heavy and light and is for yachts rating 40 and higher PHRF.

The Inshore Regatta is open to multihulls, flying sails yachts, and non-flying sails yachts (i.e., without use of a spinnaker).
- The race starts from the Swiftsure start line and finishes in Cadboro Bay, near Royal Victoria Yacht Club followed by an awards celebration at the club.

Within each race, boats are divided into divisions based on their ratings and number of entries, so that yachts are competing with similar yachts within a division and also seeking a win overall.

In earlier years when two parallel rating systems were often being used, there were in effect two Swiftsure races and two Juan de Fuca's - one for the IOR (International Offshore Rule) fleet and one for the PHRF fleet each with their own starts and series of prizes.

INNOVATIONS

Over the years, the organizers of Swiftsure have introduced a number of innovations to increase the event's appeal and popularity, as well as responding to the wishes of participants. The key ones include:

1960	• Swiftsure start moved from Friday to Saturday to encourage more US entries - Memorial Day.
1962	• Juan de Fuca Race, called "the little Swiftsure", so that smaller yachts could participate. In the 1966 and 1967 races, even Cal 20s entered.
1965	• PIYA safety categories updated.
1975	• Club team circuit racing - best overall in Swiftsure, Southern Straits and Great Equalizer races.
1982	• Offer to establish One Design classes in long course.
1983	• Race Week concept introduced.
1985	• Cape Flattery Race started after several "Driftsures" led to so many withdrawals due to people having to get back to their home ports.
1986	• Multihull group inaugurated.
	• Club team racing introduced for each race in Swiftsure.
1990	• Owen Point Race experiment.
	• Introduction of experimental International Measurement System (IMS) ratings.
1991	• IMS group proposed for Swiftsure Lightship Classic but no entrants.
1992	• Concept of a division for older wooden boats in the Juan de Fuca Race so that they would not be competing with "the Tupperware fleet."
1993	• Swiftsure nexus based in the Inner Harbour, for greater public access
1994	• One Design class for Cal 40s, recognizing "the Roaring 40s" rally to help save the Swiftsure Lightship Classic.
1997	• Swiftsure Exhibition Race introduced
	• Both long and middle courses for multihulls.
1998	• Official "unofficial" start for Sookesure Race
2000	• Start line change to Clover Point
2001	• 30-Foot Express introduced
2002	• Swiftsure Exhibition race changed to the Unlimited Flattery for faster boats wanting to sail the Neah Nay Course.
2003	• 30-Foot Express removed
2004	• Classics Race (Inshore) introduced for yachts' design prior to 1975
	• Start time for Swiftsure Lightship Race changed to 10:05AM
2005	• New logo
2006	• Addition of the Rosedale Rock Race (formally the "Sookesure") and Juan de Fuca Race for Multihulls
	• The use of transponders for the entire fleet (except inshore)

2007	• New Orca Class Vessel was used as the start vessel
	• Development of the new race tracker program
	• Got rid of the barge and created the "bimini" which is located directly on Ship Point
2008	• Radio equipment provided by the Base Amateur Radio Association (BARS) and the emergency programs of several Capital Region municipalities allowed the race officers on the four mark-rounding vessels to deposit race participant rounding times directly into the Swiftsure information system from those far-flung locations. Also, these amateur radio organizations tested their ability to send in digital video and audio files from ships at sea. If successful, these connections will allow people on shore to see almost real-time video shots taken on board the mark rounding vessels.
2009	• The communications team put in place the new Mt. Survey Repeater. This repeater will automatically and directly relay voice and Airmail traffic from all stations between Victoria to Swiftsure Bank.
	• Moving the data entry personnel into the CRD radio station was a success. The duty race officers at Ship Point appear to have liked having liaison radio operators attached to them.
	• The Sunday Race was a success. In the future this will allow the inshore racing crowd to participate in Swiftsure for both days of racing.
2010	• Every boat in Swiftsure Lightship Classic was given a SPOT (Satellite GPS messenger) as a backup safety device and to enable non-racers to watch the track sailed by competitors.
	• An increase in attention paid towards ensuring the race is environmentally friendly (e.g. recycling).

INTERESTING PARTICIPATING YACHTS

Biggest

Extra Beat from the Seattle Yacht Club is the largest yacht to date at 120 feet. She was the sole entrant in the 1997 Swiftsure Exhibition Race. The Frers 120 was not eligible to compete with other yachts as the International Sailing Federation Racing Rules of Sailing do not permit boats with movable ballast.

The biggest competitor over the years has been *HMCS Oriole* at 91 feet (with bowsprit, 102 or 110 feet LOA?). She weighs some 100 tons and has a beam of 18 feet. Originally, known as *Oriole IV*, she was launched as a private yacht in June, 1921. She was commissioned into the Royal Canadian Navy in 1952, but had been used as a Sea Cadet training vessel since 1941. Originally her mainmast was 105 feet high and her mizzen was 55 feet. Later it was found necessary to shorten her main to a little over 89 feet, which slowed her down except in the strongest of breezes.

For more information on the Oriole, see applicable section in this guide.

Smallest

For the Swiftsure Lightship Classic, it seems *Aida* has been the smallest ever competitor, entered in 1960 and 1961. This 26-foot boat was a Spitzgatter, a Danish design, owned and skippered by Hunter Vogel of the Royal Victoria Yacht Club. On her first time out, she won among the seven yachts in "B" class and placed 31 out of 36 overall. *Aida* then switched to the shorter Juan de Fuca course in 1963 and took first place overall, racing out of the Royal Vancouver Yacht Club.

In more recent years, the smallest Swiftsure entry has been *Giant Slayer,* a Santa Cruz 27 skippered by John Knudson from the Sloop Tavern Yacht Club.

The smallest boats in any of the races were probably the group of Cal 20s, based at the Royal Victoria Yacht Club, in some of the early Juan de Fuca races (1966 and 1967). The first was likely *Galenaia*, owned by George and Pat Dufour. Upgraded safety rules in later years meant these solid yachts could no longer compete.

Oldest

HMCS Oriole is the most likely candidate as she was 89 years old in her 2010 Swiftsure appearance. Her first time in Swiftsure was in 1955.

Ray Cooke in *Circe,* the winner of the 1934 Swiftsure, was still sailing her in the 1963 race and

J. Seaborn from Seattle also entered her in 1965 and 1966. Her last Swiftsure was in 1969.
Now, she often comes to Victoria for the annual Classic Boat Festival.
Cresset, a competitor in the second Swiftsure in 1931, has come back to visit from time to time.
Her last race was a special appearance in 1980 to help mark Swiftsure's 50th anniversary.

Minena, the earliest R Vic YC entry in 1931, is now based in Australia and still competes in
classic yacht races.
Maruffa, owned for years by John Graham of the Seattle Yacht Club, was usually the first home
all through the 1950s but finally won the overall title in 1957. She ended up in New Zealand and
was lost on a reef there in 1979.

Most Unusual

- Buchan's daggerboard vs. keelboats in 1978
- *Stars & Stripes* - 60 foot long with 60 foot beam - America's Cup vs. New Zealand
- *Endless Summer* and *Weatherly* - ex 12 Metres
- *Gometra* - the gold ship
- *Glory* - The fastest rated boat to ever enter Swiftsure with a rating of -126.

For further information on *Gometra*, see "*Swiftsure: The First Fifty Years,*" Golby, H., &
Hewett, S. (1980). Sidney, BC: Manning Press.

From Afar

The first yacht from beyond the local waters of Puget Sound, Georgia Strait and Juan de Fuca
Strait was *Mischief* from Portland in 1955. Skippered by R. Smith, she was 28 feet 7.5 inches
long.

The first visitor from California was *Tasco II,* a 48.6 foot "A" class yacht from the St. Francis
Yacht Club in San Francisco, skippered by T.R. Short. One of the famous boats from California
was Pyewacket, an 87-foot yacht skippered Roy Disney in 1996. Pyewacket remained in
Victoria to do the Vic-Maui race that same year.

With the start of the Vic-Maui races in the late 1960s, it is thought some Lahaina Yacht Club
boats came up in the early 1970s to first try Swiftsure and then race home. The old results do not
confirm this.

When Royal Victoria Yacht Club hosted the IOR Three Quarter Ton World Championships in
June 1978, a record number of competitors took the opportunity to use that year's Swiftsure as a
warm up. Those from afar, included *Windward Passage* (New York YC); *Bravura* and *Drifter*
(Lahaina YC); *Pendragon* (California YC); *Chocolate Chips* (Michigan City YC) and *Lobo* and
Discovery I from other clubs on the Great Lakes.

In 1988, the Russians made their Swiftsure debut with the *Kapitan Panev,* skippered by Viktor

Bukhalsky from the Antares Yacht Club in Nakhodka, near Vladivostok. The boat arrived by freighter, with the crew sponsored by the Bellingham Yacht Club. Unfortunately, the *Kapitan Panev* was involved in a collision at the start line and had to retire from the race.

PARTICIPANT SUMMARY AND OVERVIEW

NUMBER OF ENTRIES OVER THE YEARS

Year	Swiftsure Bank (Lightship Classic & Multihull/Exhibition)	Neah Bay (Cape Flattery & Unlimited Flattery (Port San Juan Races))	Clallam Bay (Juan de Fuca Race)	Inshore	Total
1947	15				15
1948	10				10
1949	21				21
1950	12				12
1951	10				10
1952	19				19
1953	21				21
1954	15				15
1955	19				19
1956	23				23
1957	25				25
1958	39				39
1959	39				39
1960	44				44
1961	62				62
1962	65		4		69
1963	67		8		75
1964	71		14		85
1965	72		14		86
1966	65		18		83
1967	93		29		122
1968	90		46		136
1969	114		48		162
1970	115		50		165
1971	123		67		190
1972	135		75		210
1973	162		81		243
1974	156		102		258
1975	192		120		312
1976	218		95		313
1977	197		121		318
1978	219		144		363
1979	236		161		397
1980	253		158		411

Year	Swiftsure Bank (Lightship Classic & Multihull/Exhibition)	Neah Bay (Cape Flattery & Unlimited Flattery (Port San Juan Races))	Clallam Bay (Juan de Fuca Race)	Inshore	Total
1981	260		180		440
1982	247		177		424
1983	225		175		400
1984	232		152		384
1985	145	130	81		356
1986	115	131	74		320
1987	101	120	79		300
1988	90	136	70		296
1989	71	125	65		261
1990	74	126	61		261
1991	40	163	61		264
1992	29	150	57		236
1993	18	122	53		193
1994	48	108	64		220
1995	24	114	56		194
1996	36	108	51		195
1997	35	110	42		187
1998	32	113	41		186
1999	22	118	43		183
2000	22	106	40		168
2001	31	126	45		202
2002	28	121	39		188
2003	22	113	49		184
2004	29	109	45	16	199
2005	30	116	41	28	215
2006	21	96	58	46	221
2007	29	90	46	41	206
2008	20	76	40	46	182
2009	20	82	37	44	183
2010	21	81	36	40	178
2011	17	67	36	32	152
2012	24	75	44	40	183

NUMBER OF PARTICIPANTS BY RACE

Year	Swiftsure Lightship Classic RORC / CC of A	IOR	PHRF	Multi/ Other	Total	Juan de Fuca Race CC of A	IOR	PHRF		Total
1930	6				6					
1931	4				4					
1934	4				4					
1947	15				15					
1948	10				10					
1949	21				21					
1950	12				12					
1951	10				10					
1952	19				19					
1953	21				21					
1954	15				15					
1955	19				19					
1956	23				23					
1957	25				25					
1958	39				39					
1959	39				39					
1960	44				44					
1961	62				62					
1962	65				65	4				4
1963	67				67	8				8
1964	71				71	14				14
1965	72				72	14				14
1966	65				65	18				18
1967	93				93	24		5		29
1968	90				90	33		13		46
1969	102		12		114	38		10		48
1970	104		11		115	32		18		50
1971		92	31		123		29	38		67
1972		107	28		135		28	47		75
1973		117	46		162		40	41		81
1974		111	45		156		55	47		102
1975		100	92		192		51	69		120
1976		90	128		218		36	58		95
1977		87	110		197		27	94		121

| Year | Swiftsure Lightship Classic | | | | | Juan de Fuca Race | | | | |
	RORC / CC of A	IOR	PHRF	Multi/ Other	Total	CC of A	IOR	PHRF	Multi/ Other	Total
1978		86	133		219		31	113		144
1979		76	160		236		27	134		161
1980		83	170		253		36	122		158
1981		79	181		260		29	151		180
1982		79	168		247		26	151		177
1983		63	162		225		22	153		175
1984		67	165		232		15	137		152
1985		41*	104*		145*			81*		81*
1986		44	71		115			74		74
1987		29	72	3	101			79		79
1988		20	65	5	90			70		70
1989		19	52		71			65		65
1990		24	45	5	74			61		61
1991		11	26	3	40			61		61
1992		10	19		29			57		57
1993			18		18			53		53
1994			39**	9**	48**			64		64
1995			24		24			56		56
1996			36		36			51		51
1997			28	7	35			42		42
1998			28	4	32			41		41
1999			22		22			43		43
2000			22		22			40		40
2001			24		24			43		43
2002			28		28			34		34
2003			17		17			49		49
2004			29		29			51		51
2005			30		30			41		41
2006			21		21			54	4	58
2007			22		22			46		46
2008			20		20			40		40
2009			20		20			37		37
2010			21		21			36		36
2011			17		17			36		36
2012			24		24			44		44

* = start of Cape Flattery Race   ** = "Back to the Bank" campaign

Year	Cape Flattery Race IOR	PHRF	IMS	Total	Multi-hulls	G/Total
1985	16	114		130		
1986	13	118		131		
1987	8	112		120		
1988	12	124		136		
1989	11	114		125		
1990	0	95	24	126*		
1991	9	126	28	163	**	**
1992	5	119	26	150	6	
1993	8	103	11	122	3	
1994		118		108	7	
1995		114		114	6	
1996		108		108	4	
1997		110		110	8	
1998		105		105	8	
1999		108		108	10	
2000		94		94	10	
2001		108		108	10	
2002		120		120	8	
2003		102		102	11	
2004		98		98	11	
2005		102		102	14	
2006		96		96	13	
2007		97		97	7	
2008		69		69	7	
2009		77		77	5	
2010		61		61	7	
2011		62		62	5	
2012		72		72	3	75

* = includes 7 entries in experimental Owen Point Race
** = from 1986 to 1991, multihull category in Swiftsure Race; re-started in 1997

NUMBER OF RACE PARTICIPANTS BY DIVISION

Swiftsure Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
1930	6	RORC	6	AA	A			3		50%	0
1931	4	RORC	4	AA				3		75%	0
1934	4	RORC	4	AA				3		75%	0
1947	15	CC of A	15	AA		BB		8		53%	0
1948	10	CC of A	20	AA	A			3		15%	0
1949	21	CC of A	21		A			8		38%	1
1950	12	CC of A	12	AA = 8	A = 3	BB = 1		2		17%	0
1951	10	CC of A	10	AA = 5	A = 4	BB = 1		0		0	1
1952	19	CC of A	19	AA = 7	A = 3	BB = 2	B = 3	3		16%	0
1953	21	CC of A	21	AA = 9	A = 5	BB = 4	B = 3	13		62%	0
1954	15	CC of A	15	AA = 9	A = 2	BB = 2	B = 1	4		27%	0
1955	19	CC of A	19	AA = 8	A = 5	BB = 3	B = 3	5		26%	0
1956	23	CC of A	23	AA = 5	A = 8	BB = 7	B = 3	6		26%	0
1957	25	CC of A	25	AA = 9	A = 7	BB = 8	B = 1	1		4%	0
1958	39	CC of A	39	AA = 11	A = 11	BB = 12	B = 5	23		59%	0
1959	39	CC of A	39	AA = 10	A = 12	BB = 13	B = 4	10		26%	0
1960	44	CC of A	44	AA = 10	A = 14	BB = 14	B = 6	8		18%	0
1961	62	CC of A	62	AA = 11	A = 19	BB = 16	B = 16	2		3%	0
1962	65	CC of A	65	AA = 10	A = 22	BB = 16	B = 17	8		12%	0
1963	67	CC of A	67	AA = 10	A = 21	BB = 19	B = 17	6		9%	1
1964	71	CC of A	71	AA = 9	A = 26	BB = 21	B = 15	36		51%	0
1965	72	CC of A	72	AA = 7	A = 24	BB = 20	B = 21	5		7%	0
1966	65	CC of A	65	Div.1 = 6	Div.2 = 16	Div.3 = 19	Div.4 = 21	30		46%	0
1967	93	CC of A	93	Div.1 = 9	Div.2 = 28	Div.3 = 33	Div.4 = 23	56		60%	0
1968	90	CC of A	90	Div.1 = 7	Div.2 = 34	Div.3 = 30	Div.4 = 19	5		6%	1
1969	114	CC of A	102	Div.1 = 16	Div.2 = 29	Div.3 = 31	Div.4 = 22	24	19	19%	0
		PHRF	11					21%	5	46%	0
1970	115	CC of A	104	Div.1 = 17	Div.2 = 38	Div.3 = 25	Div.4 = 24	9	8	8%	1
		PHRF	12					8%	1	8%	0
1971	123	IOR	92	Div.1 = 17	Div.2 = 36	Div.3 = 24	Div.4 = 15		23	25%	0
		PHRF	31					32%	16	52%	0
1972	135	IOR	107	Div.1 = 18	Div.2 = 26	Div.3 = 29	Div.4 = 34	7	5	5%	0
		PHRF	28	Div A = 16	Div.B = 12			5%	2	7%	0
1973	162	IOR	117	Div.1 = 23	Div.2 = 24	Div.3 = 46	Div.4 = 25	67	41	35%	6
		PHRF	46	Div.A = 20	Div.B = 26			41%	26	57%	0
1974	156	IOR	111	Div.1 = 21	Div.2 = 27	Div.3 = 34	Div.4 = 29	16	8	7%	0
		PHRF	45	Div.A = 32	Div.B = 13			10%	8	18%	0

Swiftsure Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
1975	192	IOR	100	Div.1 = 17	Div.2 = 20	Div.3 = 29	D.4/5 = 34	48	14	14%	5
		PHRF	92	Div.A = 40	Div.B = 28	Div.C = 24		25%	34	37%	0
1976	218	IOR	90	Div.1 = 20	Div.2 = 17	Div.3 = 28	Div.4 = 25	45	13	14%	0
		PHRF	128	Div.A = 42	Div.B = 55	Div.C = 31		21%	32	25%	2
1977	197	IOR	87	Div.1 = 16	Div.2 = 18	Div.3 = 26	Div.4 = 27	17	2	2%	1
		PHRF	110	Div.A = 42	Div.B = 43	Div.C = 25		9%	15	14%	1
1978	219	IOR	86	Div.1 = 20	Div.2 = 22	Div.3 = 27	Div.4 = 17	37	10	12%	1
		PHRF	133	Div.A = 51	Div.B = 53	Div.C = 29		17%	27	20%	3
1979	236	IOR	76	Div.1 = 16	Div.2 = 14	Div.3 = 30	Div.4 = 16	83	12	16%	3
		PHRF	160	Div.A = 32	Div.B = 42	Div.C = 45	Div.D= 43	35%	71	44%	1
1980	253	I - IOR	83	Div.1 = 20	Div.2 = 15	Div.3 = 28	Div.4 = 14	40	5	6%	1
		II - PHRF	97	Div.A = 31	Div.B = 60			16%	9	9%	0
		III -PHRF	73	Div.C = 39	Div.D = 34				26	36%	1
1981	260	I - IOR	79	Div.1 = 14	Div.2 = 20	Div.3 = 27	Div.4 = 18	184	50	52%	1
		II - PHRF	105	Div.A = 51	Div.B = 54			72%	77	73%	0
		III - PHRF	76	Div.C = 30	Div.D = 20	Div.E = 26			57	75%	0
1982	247	I - IOR	79	Div.1 = 24	Div.2 = 22	Div.3 = 21	Div.4 = 12	12	1	1%	2
		II - PHRF	110	Div.A = 60	Div.B = 50			5%	4	4%	1
		III - PHRF	58	Div.C = 24	Div.D = 15	Div.E = 19			7	12%	4
1983	225	I - IOR	63	Div.1 = 18	Div.2 = 25	Div.3 = 13	Div.4 = 7	8	2	3%	0
		II - PHRF	112	Div.A = 65	Div.B = 47			4%	4	4%	2
		III - PHRF	50	Div.C = 25	Div.D = 12	Div.E = 13			2	4%	1
1984	232	I - IOR	67	Div.1 = 22	Div.2 = 21	Div.3 = 15	Div.4 = 9	154	28	42%	0
		II - PHRF	94	Div.A = 47	Div.B = 45			66%	61	65%	0
		III - PHRF	71	Div.C = 24	Div.D = 33	Div.E = 14			65	92%	0
1985	145	I - IOR	41	Div.1 = 11	Div.2 = 17	Div.3 = 13		18	2	5%	0
		II-PHRF	104	Div.A = 31	Div.B = 28	Div.C = 31	Div.D =14	12%	16	15%	2
1986	115	I - IOR	44	Div.1 = 19	Div.2 = 15	Div.3 = 9		54	16	36%	0
		II-PHRF	71	Div.A = 25	Div.B = 17	Div.C = 21	Div.D = 8	47%	38	54%	0
1987	101	I - IOR	29	Div.1 = 13	Div.2 = 16			8	0	0	0
		II-PHRF	72	Div.A = 29	Div.B = 18	Div.C = 25		8%	8	11%	0
1988	85	I - IOR	20	Div.1 = 8	Div.2 = 12			10	1	5%	0
		II-PHRF	65	Div.A = 28	Div.B = 20	Div.C = 17		9%	9	14%	1
1989	71	I - IOR	19	Div.1 = 8	Div.2 = 11			34	5	26%	0
		II-PHRF	52	Div.A = 21	Div.B = 20	Div.C = 11		48%	29	56%	0
1990	69	I - IOR	24	Div.1 = 24				9	2	8%	0
		II-PHRF	45	Div.A = 21	Div.B = 24			13%	7	16%	0

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Swiftsure Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
1991	37	IOR	11	Div.A = 11				0	0	0	0
		PHRF	26	Div.B = 16	Div.C = 10			0	0	0	0
1992	29	IOR	10	Div.A = 10				9	1	10%	0
				Div.B = 19				31%	8	42%	0
1993	18	PHRF	18	Div.B = 18					3	17%	0
1994	48	PHRF-L	13	Div.A =13				21	4	31%	0
		PHRF-H	26	Div.B = 14	Div.C = 12			44%	14	54%	0
		Cal 40	9	Div.D = 9					4	44%	0
1995	24	PHRF	24	Div.A = 15	Div.B = 9				3	13%	0
1996	36	PHRF	36	Div.A = 5	Div.B = 8	Div.C = 12	Div.D = 9		14	39%	0
1997	28	PHRF	28	Div.1 = 4	Div.A = 8	Div.B = 8	Div.C = 8		0	0	0
1998	33	PHRF	33	Div.A = 5	Div.B = 11	Div.C = 7	Div.D = 10	12	12	36%	0
1999	22	PHRF	22	Div. A = 12	Div. B = 10			9	9	41%	0
2000	22	PHRF	22	Div. A = 13	Div. B = 9			6	6	27%	0
2001	24	PHRF	24	Div. A = 6	Div. B = 10	Div. C = 8		4	4	17%	0
2002	28	PHRF	28	Div. A = 9	Div. B = 9	Div. C = 10		22	22	79%	0
2003	23	PHRF	23	Div. A = 7	Div. B = 8	Div. C = 8		4	4	17%	0
2004	29	PHRF	29	Div. A = 6	Div. B = 7	Div. C = 8	Div. D = 8	17	17	59%	0
2005	30	PHRF	30	Div. A = 4	Div. B = 5	Div. C = 8	Div. D = 7	13	13	43%	0
2006	21	PHRF	21	Div. A = 6	Div. B = 5	Div. C = 6	Div. D = 4	1	1	4.8%	0
2007	22	PHRF	22	Div.A =6	Div. B = 9	Div. C = 7		4	4	18.2%	0
2008	20	PHRF	20	Div A = 5	Div B = 5	Div C = 5	Div D = 5	3	3	15%	0
2009	20	PHRF	20	Div A = 5	Div B = 4	Div C = 6	Div D = 5	4	4	20%	0
2010	21	PHRF	21	Div A = 6	Div B = 7	Div C =	Div D = 8	4	4	19%	0
2011	17	PHRF	17	Div 1 = 5	Div 2= 6	Div 3= 6		3	3	17.6%	0
2012	24	PHRF	24	Div 1=7	Div 2=8	Div 3=9	Div D=1	9	9	37%	0

Swiftsure Multihull Race Participants *(* 1998 was the last year of this race)*

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
1986											
1987	3						Div . K	1			0
1988	5	VIII						4			0
1989											
1990	5	IX					Div. N	1			0
1991	3						Div. P	0			0
1997	6	2					Div. P	0			0

1998*	3	2					Div. E	0		0

Juan de Fuca Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Total DNF	Class DNF	% of boats	DSQ
1962	4	CC of A	4					1	1	25%	0
1963	8	CC of A	8					0	0	0	0
1964	14	CC of A	14					0	0	0	0
1965	14	CC of A	14					0	0	0	0
1966	18	CC of A	18					5	5	28%	0
1967	29	CC of A	24					4	3	13%	0
		PHRF	5					14%	1	20%	0
1968	46	CC of A	33	Div.1 = 29	Div.2 = 4			3	1	3%	0
		PHRF	13					7%	2	15%	0
1969	48	CC of A	38	Div.1 = 15	Div.2 = 23			10	4	11%	0
		PHRF	10					21%	6	60%	0
1970	50	CC of A	32	Div.1 = 12	Div.2 = 20			3	3	9%	1
		PHRF	18					6%	0	0	0
1971	67	IOR	29	Div.1 = 17	Div.2 = 12			15	5	17%	0
		PHRF	38					22%	10	26%	0
1972	75	IOR	28	Div.1 = 20	Div.2 = 8			3	0	0	0
		PHRF	47	Div.C = 23	Div.D= 24			4%	3	6%	0
1973	81	IOR	40	Div.1 = 28	Div.2 = 12			5	2	5%	2
		PHRF	41	Div.C = 25	Div.D= 16			6%	3	7%	2
1974	102	IOR	55	Div.1 = 40	Div.2 = 15			25	12	22%	0
		PHRF	47	Div.C = 47	Div.D= 12			25%	13	28%	0
1975	120	IOR	51	Div.1 = 24	Div.2 = 27			18	7	14%	2
		PHRF	69	Div.D = 30	Div.E =22	Div.F = 17		15%	11	16%	4
1976	95	IOR	36	Div.6 = 12	Div.7 = 24			15	2	6%	2
		PHRF	58	Div.D = 26	Div.E =19	Div.F = 13		16%	13	22%	2
1977	121	IOR	27	Div.5 = 11	Div.6 = 16			3	2	7%	0
		PHRF	94	Div.D = 49	Div.E= 26	Div.F = 19		3%	1	1%	6
1978	144	IOR	31	Div.5 = 16	Div.6 = 15			23	5	16%	1
		PHRF	113	Div.D = 46	Div.E =39	Div.F = 28		16%	18	16%	5
1979	161	IOR	27	Div.5 = 15	Div.6 = 12			63	10	37%	0
		PHRF	134	Div.E = 42	Div.F =52	Div.G = 39		39%	53	40%	1
1980	158	IV - IOR	36	Div.5 = 21	Div.6 = 15			4	0	0	0
		V - PHRF	49	Div.E = 49				3%	1	2%	0
		VI - PHRF	73	Div.F = 45	Div.G= 28				3	4%	0
1981	180	IV - IOR	29	Div.5 = 19	Div.6 = 10			46	6	21%	3
		V - PHRF	92	Div.F = 58	Div.G= 34			26%	25	27%	2

Juan de Fuca Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Total DNF	Class DNF	% of boats	DSQ
		VI - PHRF	59	Div.H = 34	Div.I = 25				15	25%	1
1982	177	IV - IOR	26	Div.5 = 15	Div.6 = 11			10	2	8%	0
		V - PHRF	101	Div.F = 54	Div.G= 47			6%	5	5%	12
		VI - PHRF	50	Div.H = 25	Div.I = 25				3	6%	12
1983	175	IV - IOR	22	Div.5 = 15	Div.6 = 7			6	1	5%	0
		V - PHRF	107	Div.F = 70	Div.G= 37			3%	4	4%	2
		VI - PHRF	46	Div.H = 27	Div.I = 19				1	2%	0
1984	152	IV - IOR	15	Div.5 = 8	Div.6 = 7			9	1	7%	0
		V - PHRF	81	Div.F = 52	Div.G= 29			6%	2	2%	0
		VI - PHRF	56	Div.H = 33	Div.I = 23				4	7%	0
1985	81	VI - PHRF	81	Div.I = 20	Div.J= 30	Div.K = 31		3	3	4%	0
1986	74	VII - PHRF	74	Div.I = 20	Div.J= 24	Div.K = 30		28	28	38%	0
1987	79	VI - PHRF	79	Div.H = 20	Div.I = 31	Div.J = 28		2	2	3%	0
1988	70	VI - PHRF	67	Div.I = 22	Div.J = 23	Div.K = 22		13	13	19%	0
		VII - PHRF	3	Div.L = 3				19%	0	0	0
1989	65+	VI - PHRF	65	Div.I =19	Div.J = 26	Div.K = 20		41	41		6
		VII - PHRF	?	?							
1990	61	VIII- PHRF	61	Div.K = 19	Div.L = 19	Div.M = 23		2	2	3%	0
1991	61	PHRF	61	Div.M = 19	Div.N= 18	Div.O = 24		3	3	5%	1
1992	57	PHRF	57	Div.O = 7	Div.P =15	Div.Q = 18	Div.R =17	9	9	16%	2
1993	53	PHRF	53	Div.P = 15	Div.Q= 19	Div.R = 19		1	1	2%	0
1994	64	PHRF - L	9	Div.L = 9				3	3	33%	0
		PHRF - H	55	Div.M = 19	Div.N = 17	Div.O = 20		5%	0	0	1
1995	56	7 PHRF-L	5	Div.J = 5				12	1	20%	0
		8 PHRF-H	51	Div.K = 17	Div.L = 16	Div.M = 18		21%	11	22%	0
1996	51	5 PHRF-L	7	Div.L = 7				12	1	14%	0
		6 PHRF-H	44	Div.M = 13	Div.N= 14	Div.O = 16		24%	11	25%	0
1997	42	5 PHRF	42	Div.L = 15	Div.M =12	Div.N = 15		3	3	7%	0
1998	41	6 PHRF-L	8	Div.O = 8				1	0		0
		7 PHRF-H	33	Div.P = 11	Div.Q= 11	Div.R = 11			0		0
1999	43	5 PHRF-L	7	Div. L = 7				4	4	9%	0

Juan de Fuca Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Total DNF	Class DNF	% of boats	DSQ
		6 PHRF-H	36	Div. M = 11	Div. N = 13	Div. O = 12		28	28	65%	0
2000	40	5 PHRF-L	7	Div. K = 7				3	3	8%	0
		6 PHRF-H	33		Div. L = 17	Div. M = 16		13	13	33%	1
2001	43	6 PHRF-L	8	Div. M = 8				0	0	0	0
2001		7 PHRF-H	35	Div. N = 11	Div. O = 11	Div. P = 13		4	4	9%	0
2002	34	5 PHRF-L	4	Div. N = 4				4	4	12%	0
		6 PHRF-H	30	Div. O = 14	Div. P = 16			30	30	88%	0
2003	30	6 PHRF-L	5	Div. N = 5				1	1	3%	0
		7 PHRF-H	25	Div. O = 13	Div. P = 12			5	5	17%	0
2004	45	7 PHRF-L	22	Div. O = 11	Div. P = 11			3	3	7%	0
		8 PHRF-H	23	Div. Q = 14	Div. R = 9			7	7	16%	0
2005	41	5 PHRF-L	12	Div. P = 12				3	3	25%	
		6 PHRF-H	29	Div. Q = 14	Div. R = 14			8	8	28%	
2006	54	5 PHRF	7	Div. O = 7				1	1	1.4%	0
2007	81	4 PHRF	39	Div.F =9	Div.G =13	Div.H =7	Div.I =10	5	5	6.2%	0
		5 PHRF	42	Div.J =12	Div. K =9	Div.L =11	Div.M =10				
2008	40	6 PHRF	9	Div. M = 9	Div. N = 12	Div. O = 9	Div. P = 10	14	5	35%	0
		7 PHRF	31						9		
2009	10	7 PHRF	10	Div R = 5	Dive S = 5			3			0
2010	13	6 PHRF	13	Div K = 11				7		54%	0
2011 Heavy	23	PHRF	23	Div 1= 8	Div 2= 7	Div 3= 8		5	5	21.7%	0
2011 Light	13	PHRF	13	Div 1=8	Div 2=6			0	0	0	0
2012 Heavy	32		32	Div 1=9	Div 2=8	Div 3=7	Div 4=6 Div D=1	5	DNC= 1	6.4%	0
2012 Light	12		12	Div 1=6	Div 2=5	Div D=1		2	D1=1 D2=1	16.6%	0

Unlimited Juan de Fuca Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
2003	19	8 PHRF	19	Div.Q = 19				3	Div. Q = 3	15.8 %	0
2004	23	8 PHRF	23	Div.Q = 14	Div.R = 9			7	Div.Q =4 Div.R =3	30.4 %	0
2005	29	6 PHRF	29	Div.Q =15	Div.R = 14			8	Div.Q =5 Div. R =3	28%	0

Unlimited Juan de Fuca Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
2006		8 PHRF	47	Div.S =11 Div.W= 7	Div.T =12	Div.U =9	Div.V =8	1	1	.2%	0
2007	34	7 PHRF	34	Div.O =11	Div.P =9	Div.Q =14		3	Div.O =2 Div.Q =1	8.8%	0
2008	31	7 PHRF	34	Div. N = 12	Div. O = 9	Div. P = 10		14	Div. N = 5 Div. O = 6 Div. P = 3	45.2 %	0
2009	27	6 PHRF	25	Div O = 10	Div P = 6	Div Q = 9		2			0
2010 *	23	7 PHRF	27	Div L = 9	Div M = 9	Div N = 9		13	Div L = 5 Div M = 6 Div N = 2	56.5 %	0

* 2010 was the last running of this race, subsequent years Juan de Fuca split in to Heavy and Light classes.

Juan de Fuca Race for Multihulls Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
2006	4	6 PHRF	4	Div.P = 4				0	0	0	0
2007	*										

* Due to lack of participants, this race was cancelled in 2007.

Cape Flattery Multihull Race Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
1992	6		6	Div.N				1		16.7%	1
1993	3		3	Div.N				0		0	0
1994	7		7	Div.K				3		42.9%	0
1995	6	6 PHRF	6	Div.L				1		16.7%	0
1996	4	4 PHRF	4	Div.K				1		25%	0
1997	8	6 PHRF	8	Div.O				0		0	0
1998	8	5 PHRF	8	Div.N				1		12.5%	0
1999	10	4 PHRF	10	Div.K				5		50%	0
2000	10	4 PHRF	10	Div.J				3		30%	0
2001	10	5 PHRF	10	Div.L				4		40%	0
2002	8	2 PHRF	8	Div.D				6		75%	0
2003	11	4 PHRF	11	Div.D				3		27.3%	0
2004	11	4 PHRF	11	Div.E				2		18.2%	0
2005	14	2 PHRF	14	Div.F				5		35.7%	0
2006	13	4 PHRF	13	Div.M =8 Div.N =5				1	Div.M =1	7.7%	0
2007	7	3 PHRF	7	Div.E = 7				1	Div. E = 1	14.3%	0
2008	7	3 PHRF	7	Div. F = 7				1	Div. F = 1	14.3%	0
2009	5	5 PHRF	5	Div N = 5				1	Div N = 1	20%	0

Year											
2010	7	3 PHRF	8	Div E = 8				5		71.4%	0
2011	5	PHRF	5					1		20%	0
2012	3	PHRF	3	Div 1=3				0		0	0

Cape Flattery Unlimited Race Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
2003	8	5 PHRF	8	Div.R =8				0	0	0	0
2004	6	3 PHRF	6	Div.S =6				4	4	66.7%	0
2005	8	7 PHRF	8	Div.O =8				2	2	25%	0
2006	11	7 PHRF	11	Div.Q =11				0	0	0	0
2007	9	2 PHRF	9	Div.D =9				1	1	11.1%	1
2008	10	2 PHRF	10	Div. E = 10				1	1	10%	0
2009	11	4 PHRF	11	Div L = 5	Div M = 6			2	Div M = 1	33%	0
2010	13	2 PHRF	13	Div D = 13				6		46%	0
2011	6	PHRF	6					1		16.6%	0
2012	11	PHRF	11	Div 1=11				1		10%	0

Swiftsure "Classics" Race Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
2004	16	9 PHRF	16					10	10	62.5%	0
2005	28	8 PHRF / 9 PHRF	16 / 12	Div.T =10	Div.U =6	Div.S =12		4	8 PHRF =3 / 9 PHRF =1	14.3%	0
2006	27	9 PHRF	27	Div.AA =12	Div.BB =15			12	12	44%	0
2007	18	8 PHRF	18	Div.R =11	Div.S =7			2	Div.R =1 Div.S =1	11.1%	0
2008	23	8PHRF	23	Div. Q = 9	Div. R = 14			23	Div. Q = 9 Div. R = 14	100%	0
2009	20	9 PHRF	20	Div W = 8	Div X = 12			2	Div X = 2	17%	0
2010	18	8 PHRF	18	Div 0 = 8	Div P = 10			2	Div O = 1 Div P = 1	11%	0
2011*	17	PHRF	17	Div 1= 5	Div 2= 6	Div 3= 6		3	Div 3= 3	17.6%	0

* 2011 was the last running of this race, subsequent years combined with Rosedale Rock to form Inshore Races.

Rosedale Rock Race Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
2006	19	10 PHRF	19	Div.CC =5	Div.DD =13	Div.EE =1		13	13	68%	0
2007	23	9 PHRF	23	Div.T =13	Div.U =10			3	Div.T =1	13%	0

Rosedale Rock Race Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Tot DNF	Class DNF	% of Class	DSQ
									Div.U =2		
2008	23	9 PHRF	23	Div S. = 14	Div. T = 9			21	Div. S = 12	91.3%	0
									Div. T = 9		
2009	24	8 PHRF	24	Div T = 5	Div U = 11	Div V = 8		2	Div U = 1	8%	0
									Div V = 1		
2010	22	9 PHRF	22	Div Q = 5	Div R = 8	Div S = 9		8	Div Q = 1	36%	0
									Div R = 2		
									Div S= 5		
2011* (SAT)	32	PHRF	IFS= 22	INFS= 7	IM = 3				IFS= 22 NFS= 7	90%	
(SUN)	32	PHRF	IFS= 22	INFS= 7	IM = 3				IFS= 8 INFS=1	28%	

* 2011 was the last running of this race, subsequent years combined with "Classics" to form Inshore Races.

Inshore Race Participants

Year	Total Boats	Class	# in Class	Div	Div	Div	Div	Total DNF	Class DNF	% of boats	DSQ
2012 INN	6	PHRF	6	Div 1=6				3	3	50%	0
2012 INF	28	PHRF	28	Div 1=9	Div 2=9	Div 3=8	Div S=2	1		3.5%	0
2012 INM	6	PHRF	6	Div 1=5	Div S=1						0

(INN = Inshore Non-flying Sails; INF = Inshore Flying Sails; INM = Inshore Multihulls)

VISUAL REPRESENTATIONS OF SWIFTSURE PARTICIPANTS

Registration Breakdown by Location 2012

Washington
BC
Oregon
Alberta
Other/Unknown

Registration by Race 2012

Swiftsure Lightship Classic
Cape Flattery
Umlimited Cape Flattery
Cape Flattery Multihulls
Juan De Fuca
Inshore Flying Sails
Inshore Non Flying Sails
Inshore Multihulls

Participant Summary and Overview: Number of Entries over the Years
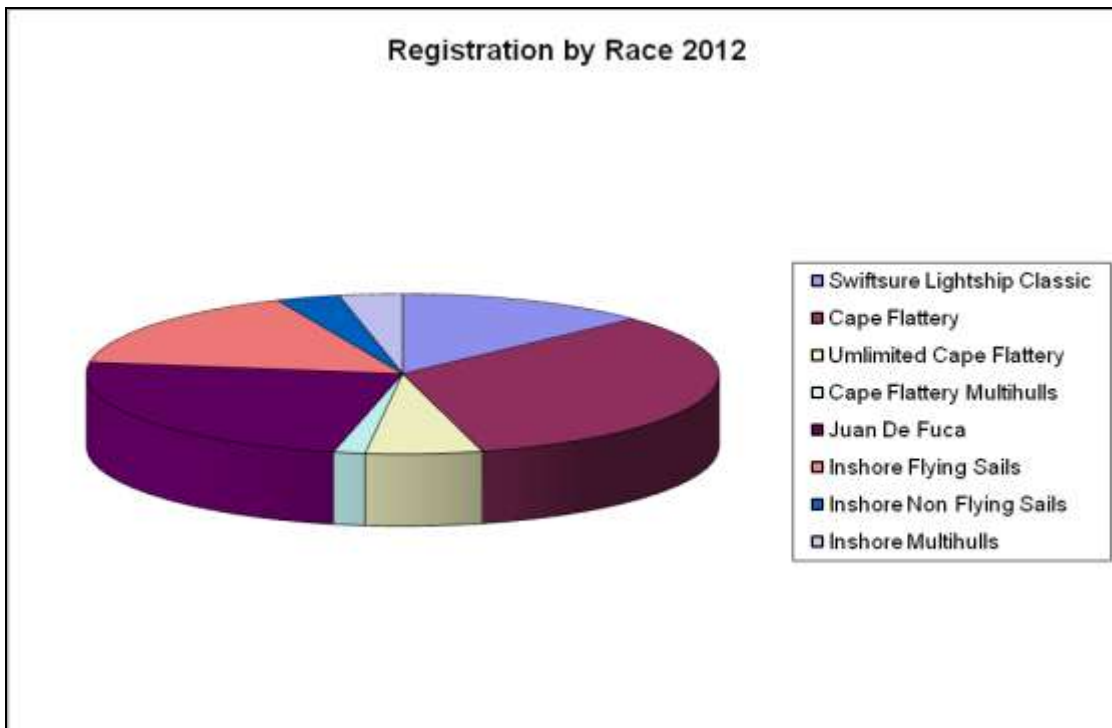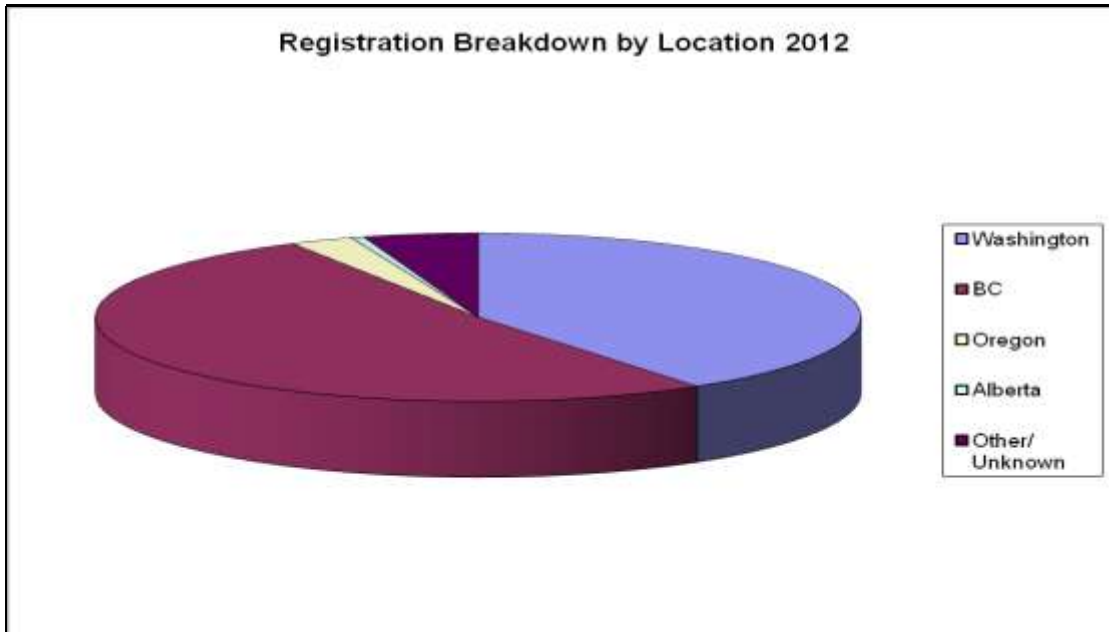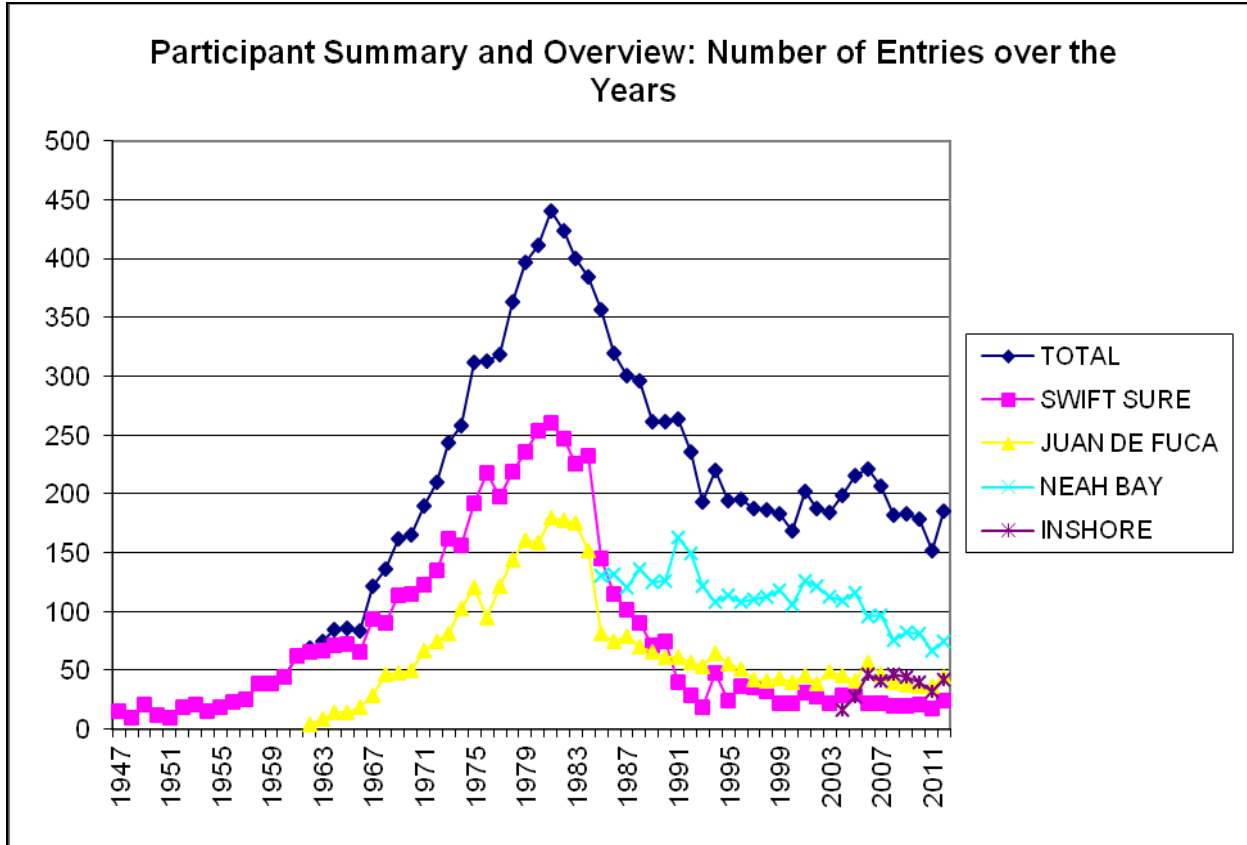
SAFETY AFLOAT

Safety on the water is necessarily uppermost in the minds of all - the Swiftsure Committee, the skippers and crews and the support fleet. Experienced sailors know and respect the vagaries of weather and tides in the Strait of Juan de Fuca because they realize the races are over some of the most demanding of courses.

With new and more radical light-weight yachts carrying larger sails, vessels can get into trouble very quickly when the wind pipes up. Still, the fundamental message is clear: when a racing skipper enters a boat and crew in a long distance competition in exposed waters, he or she must give every consideration to the fact that when the yacht puts to sea she is completely on her own.

All entries in the Swiftsure International Yacht Race must meet stringent safety rules and carry certain prescribed equipment. Boats on the Swiftsure Lightship Classic race must carry a life raft and/or survival suits, and it is recommended but not mandatory that yachts on the other races do likewise. The level of required safety equipment is laid out in the PIYA Category Requirements and each skipper must have a signed copy at hand.

There are random safety inspections after the race - first boats home and prospective division winners should expect a request from the Race Committee to visit the inspection dock. In some cases, this has resulted in disqualification and, if appropriate, refusing entry in the next year's event.

The Maritime Forces Pacific, and the Canadian and US Coast Guards provide emergency response should a yacht get into distress situations.

Over the years, competitors have experienced torn sails, dis-mastings, collisions with other boats (especially at the start) and an occasional hard landing on the reefs and rocks which dot the shorelines.

Out of the thousands of yachts and perhaps 10,000 people that have participated in the Swiftsure International Yacht Race over the years, there has been only one fatality - in 1976. This experience, combined with the tragedy at the 1979 Fastnet Race in the Irish Sea led to a careful review of safety requirements and procedures.

Technical: see copy of PIYA category requirements, at: www.piyasailing.com

STRAIT OF JUAN DE FUCA VESSEL TRAFFIC SYSTEM

Swiftsure sailors have to contend with more than just wind and tide. There is all the deep sea shipping and other commercial traffic - tugs with barges, fish boats and even ferries. One must remember that every freighter going to or from the ports of Vancouver, Seattle and Tacoma has to transit the straits and, at that point, the sea-going vessels do not have a local pilot on board. Imagine some 200 yachts racing through the night, crossing the vessel traffic lanes while some of the biggest freighters in the world plow through the racecourse at speeds of 15 knots.

The American and Canadian Coast Guards operate a traffic separation system in the Strait of Juan de Fuca. Inbound vessels must use the lane marked on charts to the south of the Strait; outbound vessels are to stay in the lane to the north. A one to three mile wide separation zone lies between the lanes. The Coast Guards' vessel traffic control centers track all commercial ships in transit, much like air traffic controllers at airports.

A part of Swiftsure racing rules is the application of the International Regulations for Preventing Collisions at Sea - in effect a worldwide treaty. Sailboats are not to impede larger commercial vessels. But the tide and wind do not always cooperate. Also, for most racers the rounding marks are on the other side of the shipping lanes.

In 1984, Swiftsure had some 385 participating yachts and the following transcript of a conversation between Seattle Vessel Traffic Control and the freighter Newark that year gives the view from the bridge of a big cargo ship. Channel 14 on May 27, 1984 at a half hour past midnight:

Seattle Traffic, Newark.

Newark, Seattle Traffic. How do you copy?

Loud and clear. Newark, Seattle Traffic. Just for our information, we would like to know your observations as you transited through the Swiftsure fleet out there. Over.
This is Captain Dees on the Newark. Over.

Newark, Seattle Traffic roger. This is Lt. Schmied over at Seattle Traffic. How are you doing captain?

Well, I'm finally breathing a sigh of relief but I've never been in anything like that in forty years or since I've been going to sea and that's …, I don't see why anybody could let anybody do something like that. They had this whole complete strait covered. Over.

Newark, Seattle Traffic roger. This is one of the reasons we are calling you is just to find out what the situation was aboard your vessel and if you would like to go ahead we've got this on tape. Over.

I was in that so thick that I had to maneuver back and forth around and finally went down to around 230 degrees to get out of them and still had to maneuver and finally I got outside of

them. I'm back on my regular course of 306 now but I don't see how somebody hadn't been killed in that. Over.

Newark, Seattle Traffic. Roger Captain. Did you notice any rules of the road violations? Over.

Well they didn't pay any attention to the rules of the road. They cut across your bow either way, showing a green or red. Over.

Newark, Seattle Traffic roger. It was pretty dark out there. You didn't happen to get any sail numbers or vessel names? Over.

No. It was dark. All you could see were the lights, and that's all. You couldn't even see the sails, except once in a while one would shine his lights on the sails. I slowed my vessel down to 75 RPM so I could keep maneuverability but I was afraid I would run over somebody. Over.

The radio conversation continued.

HANDICAPPING AND RATINGS

Perhaps the most frequently asked question to the Swiftsure organizers is how do you determine the placings in each division and the overall winner of each race with so many different kinds of yachts competing? Like horse racing, a handicap or rating system is applied so that each boat, no matter how big or small, should have the same mathematical chance of winning. This time allowance or differential is applied to a boat's elapsed time to give its "corrected" time.

Rating systems usually take into account length, weight, sail area and, under some systems, past performance. Some yachts do better in certain types of conditions than others.

For the past few years, the Pacific Handicap Racing Fleet of the Northwest (PHRF) system has been used for Swiftsure, with the multihulls using ratings from the North West Multihull Association or the Western Multihull Association. The numbers show a yacht's rating in seconds per mile it will be given as a time allowance. The difference between the ratings of two competing yachts, multiplied by the distance of the race, shows a skipper of a faster boat how much sooner he must finish in order to still place above a slower boat.

Over the years, a number of different rating systems have been used. This has sometimes been in parallel, so there have been, in effect separate races within a race (e.g. Juan de Fuca PHRF and IOR classes each with an overall winner). The major systems have been:

Royal Ocean Racing Club (RORC)   1930s

Cruising Club of America
      Swiftsure   1947 - 1970
      Juan de Fuca   1962 - 1970

International Offshore Rule (IOR)
      Swiftsure   1971 - 1992
      Cape Flattery   1985 - 1993
      Juan de Fuca   1971 - 1984

Pacific Handicap Racing Fleet (PHRF)
      Swiftsure   1969 -
      Cape Flattery   1985 -
      Juan de Fuca   1967 -
      "Classics" and Rosedale Rock Race   2006 - 2011
      Inshore Races   2012 -

International Measurement System (IMS)
      Cape Flattery   1990 - 1993

Northwest Multihull Association or Western Multihull Association
      Swiftsure and Cape Flattery Multihull Races   1986 -

To accommodate yachts that do not have or cannot obtain valid rating certificates, the Swiftsure Exhibition Race was introduced in 1997.

In the past, yacht designers paid very close attention to the handicap systems, striving to gain every possible advantage but still stay within the rating rules. Since the early 1980s, however, a different philosophy has gained momentum - "fast is fun".

One prominent advocate is Bill Lee, the California-based designer of the popular Santa Cruz yachts. The bigger 50 and 70 footers are called ULDBs for ultra-light displacement boats. In more popular terms, they are known as the big sleds or rockets and to maximize their power is called "turbo charging."

The goal for these boats is line honors - first boat to finish. The development of ULDBs (ultra light displacement boats) played havoc with the handicapping systems. New calculations had to be done as the handicaps were off the chart. The result has been "negative" ratings - the ULDBs not only have to give everyone else time; they have to beat themselves in order to win on correction!

The combination of the rating system and the wind conditions can lead to the fast boats being favored in some years and, in other years, being penalized. Two examples:

1997: With lots of wind, eight out of the top 10 in the Swiftsure Lightship Classic were ULDBs. They just took off at speeds approaching 20 knots to outdistance the smaller boats and save sufficient time on correction.

1985: A *driftsure*, with boats taking 35 hours to sail the long course. *Meridian*, a 70 footer from Seattle, was the first PHRF boat home therefore won a trophy. On correction, however, she placed last in her division and 87th among the Swiftsure PHRF fleet.

The PHRF handicapping system changed in the late 1980s. Until then, a boat's rating was expressed in minutes per mile (and tenths of minutes). For example, a Catalina 27 rated at 3.3. Taking the standardized length of the course, skippers could calculate the relative times needed to place better than another yacht.

The change in the late 1980s was to express ratings in seconds per mile. The same Catalina 27 would now rate 198. With the changeover however, there were also adjustments in many ratings to reflect data collected on actual relative performance.

THE SWIFTSURE VOLUNTEER ORGANIZATION

From its inception, Swiftsure has been both a volunteer effort and a partnership with its supporters. Until the mid 1970s, the race was conducted under the auspices of the Pacific International Yachting Association (PIYA), the governing regional body for yacht racing from Oregon to Alaska.

From 1950 onwards, the Royal Victoria Yacht Club has been the permanent host of Swiftsure and some 300 of its members volunteer their time to organize the multitude of tasks required for the event (RVYC's membership is only about a thousand, including spouses and juniors). In the mid 1970s, the Yacht Club took over complete responsibility for the event but some of the trophies are still owned technically by the PIYA.

The PIYA is still involved in Swiftsure. The Swiftsure Committee hears protests regarding infractions of the racing rules between participating yachts. If one party disagrees with the decision, they can make an appeal to the PIYA. In rare cases, even the PIYA decision of an appeal is reviewed, usually by the Canadian Yachting Association.

Not enough can be said of all the added work performed by the small staff at the Royal Victoria Yacht Club. A coop program is in place for Swiftsure for only a few months a year.

2012 SWIFTSURE COMMITTEE:

Chairman	Vern Burkhardt
Race Officer	Jennifer Guest
Logistics Chair	Steve White
Sponsorship Chair	Sherry Brown
Technology Chair	Dennis McMillan
Entertainment Chair	Richard Jacques
Publicity/Promotion	Cleve Molsberry
Volunteer Coordination	Charlotte Gann
Finance Chair	Heather Brazier
Racer Relations Chair	John Green
Environmental Coordinator	Beat Mertz
Trophy Coordinator	Rhys Williams
Swiftsure Coordinator	Emily Boardman
Special Advisor	Bill Conconi

There are many different groups under each of the sub-committees. Race Management in particular has some 15 distinct responsibilities covering all aspects of race operations. As well, in 1999, Swiftsure developed a partnership with the University of Victoria, where a coop placement for students was set up to aid in Swiftsures' success.

WHAT IS CO-OPERATIVE EDUCATION?

Co-operative Education at UVIC enables bright, highly motivated and enthusiastic students to combine academic training with relevant work experiences. After beginning an academic study on campus, students are then able to alternate paid, full-time employment with academic terms. Work terms will be arranged in various locations in British Columbia, in other provinces and possibly in other countries.

The practical experience gained on these structured and supervised work terms is an integral part of the student's education. Hence, the term "co-operative education" emphasizes the relationships among the employer, the student and the university.

CO-OPERATIVE EDUCATION STUDENTS AT SWIFTSURE

STUDENT NAME	YEAR
Tara Taggart	1999
Tara Taggart	2000
Kele Nicholas	2000
Kele Nicholas	2001
Bianca Scott	2001
Bianca Scott	2002
Kate Ongaro	2002
Megan Ramsay	2003
Kate Johnston	2003
Kate Johnston	2004
Julie Patterson	2004
Julie Patterson	2005
Kelly Young	2005
Kelly Young	2006
Laurel Beveridge	2006
Laurel Beveridge	2007
Andrea Chiasson	2007
Andrea Chiasson	2008
Stephanie Choo	2008
Stephanie Choo	2009
Kendal Alston	2009
Kendal Alston	2010
Moira Pollock	2010
Moira Pollock	2011
Emily Boardman	2011
Emily Boardman	2012

PAST SWIFTSURE COMMITTEE CHAIRS AND RACE OFFICERS

Year	Swiftsure Committee Chairs or Vice-Chairs	Race Management Committee Chair or Race Officers
2012	Vern Burkhardt	Jennifer Guest
2011	Vern Burkhardt	Jennifer Guest
2010	Bill Conconi	Jennifer Guest
2008 - 2009	Bill Conconi	Guy Tyrwhitt-Drake
2002 - 2007	Bill Conconi	Andrew McBride
1995 - 2002	Bill Conconi	Gerry Guest
1994	Bill Conconi	Hugh Porter
1993	Trevor Hayward Vice-chair, Bill Conconi	
1991 - 1992	Dick Readshaw Vice-chair, Trevor Hayward	92 - H. Porter; M. Turner; J. Newton 91 - H. Porter; M. Turner
1990	Dick Readshaw	H. Porter; G. Nickells; T. Stamper; R. Ginniver
1989	Roy Barber	G. Cooper; G. Guest; D. Reedshaw; R. Ginniver
1987 - 1988	Hugh Porter	88 - S. Bryant; T. Raymond; D. Reedshaw 87 - S. Bryant; W. Roots; T. Raymond; T. Stamper
1984 - 1986	Roy Barber (for 1986, Vice- chair, H. Porter)	86 - W. Roots; S. Bryant; B. Wright; G. Screech 85 - S. Bryant; W. Roots; H. Porter; T. Stamper; B. Wright 84 - S. Bryant; W. Roots; B. Wright
1973 - 1983	Frank Piddington	Sid Bryant
1972	Frank Piddington	Walter Roots
1971	Frank Piddington	Dick Readshaw
1969 - 1970	Frank Piddington	
1968	Frank Piddington	
1966 - 1967	Sid Bryant	Neville Life
1962 - 1965	Dave Angus	Frank Piddington
1961	Jack Gann	
1960	Bud Trythall	Jack Gann
1960	Monty Christopher	Jack Gann
1959	Bud Trythall	Monty Christopher
1958	Jack Gann	Monty Christopher
1957	Jack Gann	Bud Trythall
1956		Jack Gann
1952 - 1955	Beau Orht	

SWIFTSURE SUPPORT FLEET 2012

Canadian Maritime Forces Pacific:

HMCS Malahat
HMCS Edmonton
RCMP RHIB
HMCS Malahat RHIB

Canadian Coast Guard:

CCGC Cape Naden
CCGS Tanu
Canadian Vessel Traffic Services: Victoria Traffic & Tofino Traffic

United States Coast Guard:

USCGC Orca
U.S. Vessel Traffic Services: Seattle Traffic

Private Boats:

Bob Conconi	*Aurora*	Simon Gattrel	*Tolonen*
John Malleson	*Lulu*	Gary Townsend	*SV Naktuka*
David Trace	*MY Lobo*		

It is always a pleasure to receive so much support from owners of private boats along with the Canadian Maritime Forces Pacific, Canadian Coast Guard and the United States Coast Guard.

SUMMARY OF FLEET SUPPORT PARTICIPANTS

Note: *Lightship at Swiftsure Bank operating through 1961*

Year	Canadian Navy	Other Canadian Vessel Support	US Coast Guard Vessels	Private Boats	
2011	HMCS Malahat HMCS Saskatoon HMCS Renard RCMP RHIB x2	CCGMLB Cape Palmerston Canadian Vessel Traffic Services: Victoria Traffic & Tofino Traffic	USCGC Adelie U.S. Vessel Traffic Services: Seattle Traffic	Bob Conconi *Aurora*	
2010	HMCS Whitehorse M/ V Discovery Isle CFAV Caribou HMCS ORCA HMCS Oriole RCMP RHIB x2	Canadian Coast Guard: Canadian Vessel Traffic Services: Victoria Traffic & Tofino Traffic	USCGC Terrapin U.S. Vessel Traffic Services: Seattle Traffic	Bob Conconi *Aurora*	*Coyote Moon* *Aquavit*
2009	HMCS Edmonton CFAV Tug, Glen Dyne HMCS Oriole HMCS Malahat (2 x RHIB)	Canadian Coast Guard: Canadian Vessel Traffic Services: Victoria Traffic & Tofino Traffic	USCG Sea Lion U.S. Vessel Traffic Services: Seattle Traffic	Bob Conconi *Aurora* Bob Serviss *Hula Moon* Brian Stilling *Leisure Too*	Dave Letson *Dieflyn* John Newton *Pachina Princess*
2008	HMCS Edmonton CFAV Tug Glen Dyne Orca Class Training Vessel	Canadian Vessel Traffic Services: Victoria Traffic & Tofino Traffic RCC RCMP and Coast Guard Auxillary	USCG Sea Lion U.S. Vessel Traffic Services: Seattle Traffic	Aquavit Hula Moon Leisure Too Resonance Souvenir Solsken	Erik Bentzon Bob Serviss Brian Stilling Roger Palmer Kim Alfred Steve White
2007	HMCS Saskatoon Orca Class Training Vessel	CG Gordon Reid RCC RCMP and Coast Guard Auxillary		Private Affair Daphne Isle Hula Moon Echo Lark Leisure II Tropic Isle Grilse	John Stenstrom John Mallseon Bob Serviss Bill Conconi Brian Stilling Rowland Brown Hugh Caroll

Year	Canadian Navy	Other Canadian Vessel Support	US Coast Guard Vessels	Private Boats	
2006	HMCS Saskatoon	CCG Gordon Reid Canadian Vessel Traffic Services: Victoria Traffic & Tofino Traffic RCC RCMP and Coast Guard Auxillary	USCG Sea Lion U.S. Vessel Traffic Services: Seattle Traffic	Scot Free Shelimar Private Affair Fighting Irish Hula Moon Deiflyn Daphne Isle Echo Lark	Bob Smith Gerry Williams John Stenstrom Michael O'Conner Peter Sou Dave Letson John Malleson Bill Conconi
2005	HMCS Yellowknife	CCG Ship Tanu Canadian Vessel Traffic Services: Victoria Traffic & Tofino Traffic RCC RCMP and Coast Guard Auxillary	USCG Sea Lion U.S. Vessel Traffic Services: Seattle Traffic	Scot Free Shelimar Private Affair Fighting Irish Hula Moon Deiflyn Daphne Isle	Bob Smith Gerry Williams John Stenstrom Michael O'Conner Peter Sou Dave Letson John Malleson
2004	HMCS Yellowknife HMCS Whitehorse	CCG Ship Tanu Canadian Vessel Traffic Services: Victoria Traffic & Tofino Traffic	USCG Cutter Cuttyhunk U.S. Vessel Traffic Services: Seattle Traffic	Scot Free Shelimar Gander Deiflyn Tropic Isle Leisure II Private Affair Fighting Irish Hula Moon	Bob Smith Gerry Williams John Andersen Dave Letson Rolly Brown Brian Stilling John Stenstrom Michael O'Conner Peter Sou
2003	HMCS Brandon HMCS Edmonton	CCG Ship Gordon Reid	USCG Cutter Cuttyhunk	Scot Free Shelimar Gander Deiflyn Tropic Isle Leisure II Private Affair Fighting Irish	Bob Smith Gerry Williams John Andersen Dave Letson Rolly Brown Brian Stilling John Stenstrom Michael O'Conner
2002	HMCS Saskatoon HMCS Yellowknife	CCG Ship Gordon Reid	USCG Cutter Cuttyhunk	Scot Free Shelimar Gander Deiflyn	Bob Smith Gerry Williams John Andersen Dave Letson

Year	Canadian Navy	Other Canadian Vessel Support	US Coast Guard Vessels	Private Boats	
2001	HMCS Nanaimo HMCS Yellowknife	CCG Ship Gordon Reid	USCG Cutter Cuttyhunk	Scot Free Shelimar Gander Deiflyn	Bob Smith Gerry Williams John Andersen Dave Letson
2000	HMCS Saskatoon HMCS Brandon	CCG Ship Gordon Reid	USCG Cutter Cuttyhunk	Scot Free Shelimar Gander Deiflyn	Bob Smith Gerry Williams John Andersen Dave Letson
1999	HMCS Yellowknife HMCS Saskatoon	CCG Ship Gordon Reid	USCG Cutter Cuttyhunk	Scot Free Shelimar Gander Deiflyn	Bob Smith Gerry Williams John Andersen Dave Letson
1998	HMCS Nanaimo HMCS Edmonton HMCS Chaleur HMCS Cowichan HMCS Thunder HMCS Miramichi	CCG Cutter Tsekoa II CCG Ship Narwahl RCMP Patrol Vessel Higgit	USCG Cutter Cuttyhunk	Shelimar Tetu Gander Scot Free Deiflyn	Gerry Williams Roger Palmer John Andersen Bob Smith Dave Letson
1997	HMCS Nanaimo HMCS Edmonton HMCS Chaleur HMCS Cowichan HMCS Thunder HMCS Miramichi	CCG Cutter Tsekoa II CCG Ship Narwahl RCMP Patrol Vessel Higgit	USCG Cutter Cuttyhunk	Shelimar Tetu Gander Scot Free	Gerry Williams Roger Palmer John Andersen Bob Smith
1996	HMCS Vancouver HMCS Cowichan HMCS Thunder Porte de la Reine Porte Quebec		USCG Cutter Point Richmond	Scot Free Shelimar Gander Tetu Lady Diane	Bob Smith Gerry Williams John Andersen Roger Palmer Irv Doman
1995	HMCS Cowichan HMCS Chignecto HMCS Chaleur	CCG Cutter Tsekoa II	USCG Cutter Point Doran	Scot Free Shelimar Tetu Sayonara Princess Pachena Naktuka	Bob Smith Gerry Williams Roger Palmer Bill Trenholme J. & L. Newton Bill Conconi
1994	Porte Quebec Porte de la Reine			Scot Free Shelimar	Bob Smith Gerry Williams

Year	Canadian Navy	Other Canadian Vessel Support	US Coast Guard Vessels	Private Boats	
1993	Porte Quebec Porte de la Reine Porte Dauphine		USCG Cutter Point Bennett USCG YMT 10	Scot Free Shelimar Honu II Helford Passage Gander Lady Dianne Ballena Sunny Daze Naktuka	Bob Smith Gerry Williams Albin Nelson Frank Roberts John Andersen Irv Dowman Graham Hollins Glen Higgins Bill Conconi
1992	HMCS Saskatchewan HMCS Yukon Porte de la Reine Porte Dauphine	RCMP P/V Harvison	USCG Cutter Point Bennett	Scot Free Shelimar Sea Mouse Lady Dianne Sunny Daze Helford Passage Honu II Beneva	Bob Smith Gerry Williams Keith Stockdale Irv Dowman Glen Higgins Frank Roberts Albin Nelson Lloyd Davies
1991	Porte Quebec Porte de la Reine Porte Dauphine YTD 10; YFPs	RCMP P/V Harvison CCG Cutter Racer	USCG Cutter Point Bennett	Scot Free Shelimar	Bob Smith Gerry Williams
1990	Porte Dauphine Porte Quebec YTD 10			Scot Free Shelimar Gander Seaborn Sea Shanty Sea Mouse Sayonara Lady Dianne Helford Passage	Bob Smith Gerry Williams John Andersen John Newton Dave Anstey Keith Stockdale W. Trenholme Irv Dowman Frank Roberts
1989	Porte Dauphine Porte Quebec Porte de la Reine	RCMP P/V Harvison	USCG Cutter Point Bennett	Scot Free Shelimar Sea Mouse	Bob Smith Gerry Williams Keith Stockdale
1988	Porte Dauphine Porte Quebec Porte de la Reine	CCG Cutter Ready	USCG Cutter Point Countess	Scot Free Shelimar Tom Tom Gander Ballena Naktuka	Bob Smith Gerry Williams T. Hatcher J. Andersen D. Lawson Bill Conconi
1987	Porte Dauphine Porte Quebec Porte de la Reine YTD 10; YAGs			Scot Free Shelimar Kalva Naktuka	Bob Smith Gerry Williams P. Weston Bill Conconi

Year	Canadian Navy	Other Canadian Vessel Support	US Coast Guard Vessels	Private Boats	
1986	Porte Dauphine Porte Quebec Porte de la Reine YTD 10; YAGs 306 & 312		USCG Cutter Point Countess	Scot Free Shelimar Lady Karen	Bob Smith Gerry Williams Bob Conconi
1985	Porte Dauphine Porte de la Reine YTD 10; 3 YAGs AFYU Wildwood	RCMP P/V Harvison	USCG Cutter Point Countess	Scot Free Shelimar Sayonara Summer Star	Bob Smith Gerry Williams W. Trenholme O. Summers
1984	Porte Dauphine Porte de la Reine YTD 10; AFYU Wildwood	RCMP P/V Harvison		Scot Free Shelimar	Bob Smith Gerry Williams
1983	Porte de la Reine Porte Quebec YAGs 312 & 319			Scot Free Shelimar	Bob Smith Gerry Williams
1982	Port de la Reine Port Dauphine YTD 10			Scot Free Shelimar	Bob Smith Gerry Williams
1981	Port de la Reine Port Quebec YDT 10; YAG 314; YAG 320			Wells Gray Scot Free Shelimar	Paul Stenner Bob Smith Gerry Williams
1980				Scot Free Shelimar	Bob Smith Gerry Williams
1979	Porte Quebec		USCG Cutter Point Richmond USCG YMT 10	Scot Free Shelimar	Bob Smith Gerry Williams
1978	Port de la Reine YMT 10		USCG Cutter Point Bennett	Scot Free Shelimar Lady Diane Temeraire Pacific Pilot 5	Bob Smith Gerry Williams Dick Alexander Stu Vinnals Paul Stenner
1977				Scot Free Shelimar	Bob Smith Gerry Williams
1976				Scot Free Shelimar	Bob Smith Gerry Williams
1975	Porte de la Reine YFPs 312 and 320		USCG Cutter Point Bennett	Scot Free Shelimar	Bob Smith Gerry Williams
1974	Porte de la Reine Porte Quebec YFPs 312 and 308 CFAVs Otter and Lynx YMGs 184 and 185		USCG Cutter Point Countess	Scot Free Shelimar	Bob Smith Gerry Williams

Year	Canadian Navy	Other Canadian Vessel Support	US Coast Guard Vessels	Private Boats	
1973	Porte de la Reine	CCG Cutter Racer CCG Cutter Rider	USCG Cutter Point Bennett	Scot Free Shelimar Summer Star Sayonara	Bob Smith Gerry Williams O. Summers B. Trenholme
1972	No navy ships	CCG cutter HBC Nonsuch	USCG Cutter Point Countess Second cutter	Scot Free Shelimar Marlin III	Bob Smith Gerry Williams D. Alexander
1971	HMCS Chignecto HMCS Fundy Porte Quebec	SS Beaver	USCG Cutter Point Countess	Scot Free Shelimar	Bob Smith Gerry Williams
1970	Port Quebec Port de la Reine		USCG Cutter Point Bennett YMT 9		
1969	HMCS Miramichi HMCS Cowichan Port de la Reine Port Quebec	RCMP P/V Victoria	USCG Cutter Point Countess		
1968	HMCS Cowichan Port Quebec Port de la Reine	CCG RCMP P/V Victoria Island Navigator	USCG Cutter Cape Henlopen	Active Lass - F. Douglas	
1967	HMCS Beacon Hill HMCS Cowichan	RCMP P/V Victoria CCG Cutter Ready Island Tug & Barge	USCG Cutter Cape Henlopen	Hussar - H. Andrae	
1966	HMCS Sussexvale CNAV Dundurn	Island Champion SS Yukon Belle CCG Cutter Racer RCMP P/V Victoria	USCG Cutter Cape Henlopen	Iolani - A. Penn	
1965	HMCS Beacon Hill CNAV Whitethroat CNAV Dundurn	RCMP P/V Victoria CCG Cutter Racer Island Monarch SS Yukon Belle	USCG Cutter Cape Henlopen	Doken - J. Beattie	
1964	HMCS Oshawa HMCS Jonquiere	RCMP P/V Victoria CCG Cutter Ready SS Yukon Belle Sirmac (tug)	USCG Cutter Cape Henlopen		
1963	HMCS Beacon Hill HMCS Ste. Therese	Sudbury II		USCG cutter	
1962	HMCS Stettler	RCMP P/V Victoria	USCG Cutter Yocona USCG 95328		
1961	HMCS Stettler	Sudbury	USCG Cutter Wachusett	USCG cutter Wachusett	
1960	HMCS Cowichan HMCS Miramichi	Sudbury	USCG 95328		
1959	HMCS New Glasgow CNAV Clifton	Sudbury			
1958	HMCS Cowichan HMCS James Bay	Sudbury SS Commodore	USCG 83483		

Year	Canadian Navy	Other Canadian Vessel Support	US Coast Guard Vessels	Private Boats
1957	HMCS Fortune HMCS James Bay	Sudbury Island Challenge	USCG 83483	
1956	HMCS James Bay HMCS Fortune Porte Quebec	Sudbury	USCG 83483	
1955				
1954	HMCS Sioux			
1953	HMCS Sault Ste. Marie			
1952	HMCS Sault Ste. Marie?			
1951	HMCS Sault Ste Marie CNAV Glendevon		Yes	
1950	HMCS Athabaskan		Yes	
1949	ML 124		USCG #93484?	
1948	HMCS Antigonish HMCS Crescent CNAV Glendevon ML 124		an unnamed cutter	
1947	HMCS Crescent a navy "ML"		an unnamed cutter	

SWIFTSURE – RELATED ARTICLES

The following articles and press releases from the previous year's races are from various authors and skippers who have raced in Swiftsure over the years, and provide perspective about the international yacht race.

NEWS RELEASE

Victoria, B.C.
February 15, 2012 *for immediate release*

50th Anniversary of the Juan da Fuca Race: The "Little Swiftsure"

In 1962, the Swiftsure Committee created the Juan da Fuca race for yachts that were too small to comfortably complete the 137 mile Swiftsure Lightship Classic. With only four entries at its inception, the Juan da Fuca race grew quickly during the 1970's and had 36 boats in 2011.

Even at just over half the distance of the big race (79.5 nautical miles), the Juan da Fuca race requires similar boat preparation and crew training. It also allows sailors to compete within sight of the big boats on the long outward beat through Race Passage, then round the mark in Clallam Bay and finish within a reasonable time (often as the bigger boats roar home from Swiftsure Bank).

The race immediately developed its own brand of strategy and tactics and has always been closely contested. For example, deciding when to head across Juan da Fuca strait becomes more critical when there's less time to make up for an error in judgment. In addition, while the original "family cruiser/motley crew" flavour of the Juan da Fuca race still remains, technological and design advances have brought sport boats and multihulls into the fray with changes in tactics and impressive results. The Juan da Fuca race has evolved into a premiere overnight distance race that features many one-design and boat-to-boat battles. This makes for exciting starts, close finishes at the line and heartbreaking results on correction.

The Juan da Fuca race offers a variety of sailors the chance to enjoy all the festivities and social aspects of race weekend and participate in a sanctioned Swiftsure race with a manageable commitment in time and money. In addition to strengthening ties between clubs and across borders, many competitors look forward to the Juan da Fuca race as an opportunity to renew old friendships and rivalries. This year the Juan da Fuca race will offer singlehanded and double handed categories to recognize those particular challenges.

For more information on the history of the Swiftsure International Yacht Race; including photos, past results, trophies and records visit: www.swiftsure.org

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NEWS RELEASE: What's New for Swiftsure 2012?

For those intrepid sailors who like single handed and double handed racing, check out the Notice of Race (online) for the revised Swiftsure Inshore Classic and the Three Long Courses (The Swiftsure Lightship Classic, The Cape Flattery Races and the Juan de Fuca Race).

For the first time, a single-handed division will be added to the Inshore Classic if there are enough registrants to create a division. For the Three Long Courses a double-handed division will be added for each of the races if there are at least five boats registered as double-handed for that race. This is an exciting opportunity to show off your sailing skills.

The Swiftsure Inshore Classic is also taking on a new look. This year a course will be selected on race day taking into account the winds and tide. The fun part is that the finish line will be in Cadboro Bay at the Royal Victoria Yacht Club. Sailors will be welcomed to celebrate the end of day racing by enjoying the club's facilities, including free moorage overnight.

The inner harbor festivities have changed as well. A dock party will be held in front of the Empress Hotel in the late afternoon on Thursday and Friday. We listened to those that answered our Swiftsure Survey and found there was a desire to host events that encouraged pre-race opportunities to meet and greet fellow racers. What a better place than the docks in front of the Empress and at your own boat!

This year the registration tent will be on Ship Point and the skippers meeting and the 2011 Trophy Presentations will be held at a downtown facility within walking distance from the downtown docks.

We look forward to meeting past participants and welcome those who will be experiencing Swiftsure for the first time. There are enough race venues to appeal to all racers and it is a great gathering for sailors of all stripes. See you in May 2012!

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MEDIA RELEASE: 2010 The Cat came back

Bad Kitty (originally *Tardis*) has been racing in Swiftsure for 25 years. She is a *one-off Uthoff* 34-foot catamaran designed, and originally built, by Karl Uthoff in about 3 months. Fast, but not much to look at, we often joked she was "a hundred foot yacht".… she looked great from 100 feet away. Upon close inspection, people marveled that we could cross Georgia strait in "that thing", much less complete four Van Isle 360s, countless Swiftsures, Newport-Ensenada and many other races.

Not being one for creature comforts, Karl kept *Bad Kitty* pretty Spartan. *Bad Kitty* was often used by other Captains as a comparative example when countering complaints from their crews.

Bad Kitty was always a work in progress. Karl liked to change things just to see what would happen, so each year various pieces were added, changed or removed. Spring would find her back on the Swiftsure starting line, sometimes with the crew still hard at work finishing those 'improvements'.

The Cat always came back.

Karl liked the "swift" part of the Swiftsure race much better than the "Drift" part. He eagerly switched from the Swiftsure Bank Race to the Cape Flattery race for multihulls when the opportunity arose more than 20 years ago. No more flopping about all night on the Swiftsure bank for him!

Karl was an excellent sailor and just loved to be on the water. He helmed better while asleep than most can while awake. Over the years Karl won his share of races and, as suited his nature, allowed others to beat him from time to time.

Karl introduced many people to sailing. In the early days he was often short of crew and would shanghai just about anyone off the beach. Most would return to shore a few hours later, visibly shaken and seeking the shade of an Oak tree, but occasionally one would come back with a smile and go on to become a good sailor. Sailing with Karl was always an adventure: things broke - we fixed them; sprung leaks – we bailed; overly exciting things happened – we had a quite moment and then moved on.

Karl missed the last three Swiftsure races due to declining health. Karl's crew kept up the tradition and raced *Bad Kitty* for him when he was unable to, capturing line-honours in 2008 and making Karl happy for our win, yet sad he was not onboard.

In the grand tradition, the *Bad Kitty* crew, with help from many multihull friends, once again rebuilt *Bad Kitty* this past winter. Karl never got to see the final results - he died in late February. If he could see her now, I think he would be pleased with the changes, but already planning next years' improvements.

Look for *Bad Kitty* on the inside dock once again this year. Under the bright new coat of yellow paint you will see the same old, yet once again 'new and improved', *Bad Kitty*.

The Cat is coming back.
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For 2008, Swiftsure "slow" but "sure"

May 25, 2008
for immediate release

Victoria, BC – While the weather gods sent sunshine to Victoria during the 2008 Swiftsure weekend, light winds during the first ten hours of the race created interesting challenges to the

skippers and crews. Despite the light winds, all starts were executed on time, and without postponements or recalls.

Those racers who persevered and did not withdraw during the early hours were rewarded by a building westerly breeze early on Saturday evening, which continued to build throughout the night culminating at 30-knots in Race Passage in the early morning hours of Sunday.

The new Andrews 77-footer from Seattle, John Buchan's *Glory*, was first boat home as well as a "triple crown" winner (first in race, class and division) in the Swiftsure Lightship Classic, completing the 140-mile course in just under 20 hours. Second-pace *Mystic* finished 5 hours later, but after the handicap was applied, lost by only 11 minutes. Third place went to *Mayhem*, and all 3 finishers were from Seattle.

Boats representing BC yacht clubs faired much better in the other Swiftsure races, including *The Shadow* from West Vancouver (1st in the Unlimited Flattery race), *Mad Max* (Vancouver) and *Kairos* (Victoria) placing 2nd and 3rd respectively in the Cape Flattery Race, and Vancouver Island entrants *My-Tai* (2nd) and *Light Scout* (3rd) in the Unlimited Juan de Fuca race. Flattery multihull winners included Vancouver's *Bad Kitty* (2nd) and *Redshift* (3rd) from Nanaimo.

"This was a most typical Swiftsure", said Race Chairman Bill Conconi, "with wind conditions ranging from non-existent to gale-force, mixed with strong currents. In addition, we heard many positive comments about both the venue and race, along with promises to return in 2009."

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Monitoring Swiftsure 2008 – the 65th Annual Yacht Racing Classic

By Janet Renouf

What's in store for the Swiftsure suite of races this year? Will sailors and boats face skill-testing, gear-breaking winds and swells as they did during last year's thrilling and at times terrifyingly wild ride? And, how will those on land be able to follow the action?

For families, friends, and followers left ashore during that last two years of Swiftsure, the installation of transponders on boats in the longer races was to have eased the tension of not knowing what's happening out on the course, as well as provide the public and race organizers with frequently reported boat positions, which could be tracked on-line. However, for several reasons, general on-line access was intermittent, at best.

This year, race officials have selected Flagship Integration Services to supply transponders and support. Flash Tracker, their state-of-the-art, satellite-based tracking technology for yacht racing, features technology this company has been refining over more than 20 years.   This technology has followed major international yacht racing events, including the North America to Hawaii TransPac and Vic-Maui races. Clear, easily followed directions enable monitoring by division or group for race updates, and the ability to zoom in and out, and add in a grid, along

with distance, wind, barometric, and wave factors, create a real feel for the situation the competitor is facing.

Kim Flagstad, President of Flagship Integration Services, who will be speaking on the topic of Mapping Sailboat Races in Real Time, to the prestigious Chicago Map Society, just before she comes to Victoria for Swiftsure, notes that "while sailboat races are adrenaline-producing occasions for the crew, for interested parties ashore, those hours are about as exciting as watching paint dry. And now, through an exciting new application of GPS and web-based tracking displays, it is possible for folks on shore to view an entire race in real time." Pausing for a moment, Kim adds, "As sailors, our unique combination of our racing and technological expertise has resulted in us developing ideas for a better racing experience."

Janet Renouf is a veteran sailor who loves yacht racing. This will be her third year as part of the Swiftsure News Update Team, and she delights in the opportunity to help keep all interested parties abreast of the race progress at swiftsure.org, *and, in the process, to interview enthusiastic race participants.*

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The Dragons Come Home ... to Fly Again

by Donna F. Randall

Mention *Dragonfly* to anyone involved in, or even remotely connected to, yacht racing in the Pacific Northwest and, in return, you'll see a pause, a gaze, and a smile, and will hear a story, delivered with gusto.

Dragonfly, a Formula 40 catamaran, is well traveled. Built in Australia in 1987 and christened *Simply the Best*, she raced extensively, setting a record for 67 consecutive "line honour" finishes. This means she was the first boat to finish, but not necessarily that she won the race, taking into account corrected time within the handicapping system. The year 1998 saw *Simply the Best* sold to a Hollywood-based movie production company for the purpose of shipping her to Thailand to film a television commercial, which featured "two Formula 40s flying hulls and playing 'chicken' in 15 knots of breeze", explains Pat McGarry, the next owner of this yacht. It was for this commercial that the dragons were added to the hulls, thus inspiring her future name.

Many sailors read, in *Multihulls Magazine*, about the filming of this commercial and, in January 1999, Pat McGarry purchased *Simply the Best*, and moved her to Seattle. Commenting on the boat's speed during her maiden sail in Seattle, Carol, Pat's wife, exclaimed, "Wow, do these dragons fly!" And so, *Dragonfly* was born.

From 1999 to 2006, this beautiful, agile, and fast catamaran (a yacht with twin hulls) has competed in the multihull fleet in most major yacht racing events in the Pacific Northwest,

winning many and setting records. She has graced six Swiftsures and has completed the Van Isle 360 race on three occasions, recording an elapsed time of 69.7 hours. Amongst the Swiftsure records set by *Dragonfly* is her earliest and fastest time in 2001, when she crossed the finish line at 20:30 hours (8:30 pm), just nine hours and three minutes after starting the race.

And then, in October 2006, it happened: having experienced the thrill of the flying dragons for seven years and having accomplished more with the boat than he had ever imagined, without any of her crew having sustained major injuries, Pat McGarry sold *Dragonfly* to a Florida couple, Grant and Jannie Killian, and thus she left the Pacific Northwest yachting community. While many of us were stunned and figured that our *Dragonfly* thrills were a thing of the past, her former owner and crew kept tabs on her, noting that she was being sailed only sporadically and worrying for her well being.

As you can imagine, sailing a yacht such as *Dragonfly takes a special crew*, which Pat assembled from sailors in the Seattle area, along with two from the Royal Victoria Yacht Club. Having become involved with the *Dragonfly* campaign early on, Nick Banks introduced Richard Ackrill to Pat and, as "they" say, the rest is history. Within a year of their beloved ride moving to Florida, and having confirmed that the Pacific Northwest crew *of Dragonfly* wanted to become involved again, Richard made an offer to purchase. With the offer accepted and the deal done, the planning began in earnest to bring her home.

Following a multitude of phone calls and email messages, three of the *Dragonfly* crewmembers flew to Miami on October 12, 2007. Between October 13 and 17 the boat and all extra equipment and paraphernalia was moved from Miami to Jacksonville – the "stuff" via truck and the boat via a wild ride in challenging winds and seas, which saw one crew member of three ill and another suffer a cracked rib. Then, between October 18 and 21, she was dismantled and sent via truck to Seattle, with her crew members returning to Seattle on October 22 in preparation to greet and unpack her, and begin the many labours of love to get her ready to race again.

Richard estimates that the dedicated crew *of Dragonfly* has spent between 1,500 and 1,800 person-hours repairing and refitting her, since her return to the Pacific Northwest. Explains Richard emphatically, "Without the selflessness of the crew members volunteering huge amounts of time, and without the use of a fantastic storage facility, campaigning *Dragonfly* here again would be impossible." She's back living where she was when Pat owned her, and every time she races, she is lowered into the Dwamish River and interrupts traffic on Spokane Street as the swing bridge opens to allow her to pass. Asked why he decided to expend all the effort to bring *Dragonfly* back home, Richard thinks for a moment and then explains, "It's for the people I sail with ... and the rush!" Then he adds, "And, the next time Pat is at the helm and has been forced to slow the boat to round a mark, and then looks at the tactician and asks his infamous 'Can I go fast now?' question, I'll know for sure I've done the right thing."

This writer will never forget her first encounter with *Dragonfly*, while attending her first yacht race. The year was 2002 and the race was the Cowichan Bay Regatta. Alone on our crew's mothership anchored in the bay, suddenly I caught a glimpse of one of her dragon-adorned hulls,

which, along with her deep-red spinnaker, memorized me. I couldn't take my eyes off her as she maneuvered, with grace and agility, while jockeying for position on the start line. Then, during Swiftsure 2003, while having the pleasure of recording yacht positions from a floatplane, once again *Dragonfly* took my breath away. On the Saturday evening of the race, while many yachts were still on their way out to their rounding marks, we spotted white water coming off the hulls of a boat with a red spinnaker and asked the pilot to head in that direction. The yacht was *Dragonfly* and she was headed home at an incredible speed – most likely 30 knots! We couldn't help but follow her for a while, before peeling off to report that *Dragonfly* was coming home.

And now, having left us for the better part of two years, the dragons are home and ready to take flight during the 65th running of the Swiftsure International Yacht Race.

Donna F. Randall was part the Swiftsure Publicity & Promotion Committee from 2003 to 2005.
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The Glory Years (and beyond) of the Buchans

by Donna F. Randall

It all started with a fisherman who liked to build small boats. While most were built in the back yard, that first one was built on the back porch of the house, using the dining room table for the transom. Unbeknownst to the boat builder's wife. From there, the Buchan Boat Company was born, and a family racing tradition launched.

As far back as John Buchan can remember, the family back yard contained at least one boat in the process of being built. His father would begin by carving a model of a boat design he had in mind, and then the model would, in fact, serve as a model for the full-sized boat. In the 1940s, his family would enter the various PIYA (Pacific International Yachting Association) races, as part of their summer vacations. He can remember their first one when his sister was 5 years old, and he had attained the ripe old age of 9. One year, while sailing to Victoria for a vacation, they almost sank their boat, and ended up having to sleep on her the first night here, with everything aboard soaking wet!

John's brother, Bill, started racing Star boats at the age of 13, and at 72 now, he still races Star boats. It is Bill's son, Carl, who carrying on the Buchan family tradition, started by his grandfather, of both building and racing boats.

The true launch of the Buchan Boat Company started with Thistle, a boat similar to the Lapworth designs. From there, the Buchans built 12 40s and raced them. In fact, it was in 1959 that John first raced Swiftsure, on one of these 40s. Then, one day when his father was going away, he asked John to take a look at making the 40 shorter and wider, and the Buchan 37s were born, in the form of a boat called Thunder. On this boat, John won Swiftsure. From there, they built 50 of these 37s. Although John decided to leave the boat building business and move into building houses, his love of boats and racing continued.

The majority of John's boats have been named Glory, after his wife, Gloria. But, there have also been a few Heather's after which their daughter was named. John has owned two boats jointly with Steve Travis (who currently owns Flash) --a Sovril 50 named Persuasion, and an Ideal 48 called Irene, who was named after John's mother.

For a long time, John has had a dream to race in Europe, so determined he needed a different type of boat; and so he purchased the new Glory, an Andrews 77. Swiftsure 2008 is her inaugural race with John and crew, and they have been anticipating a good time, and ideally, a good result. Speaking about the latest Glory, John Buchan notes that given her rating, "If I can even see another boat, I'm sunk!" However, sunk or not, in the true spirit of the Buchan family, John will endeavor to enjoy this year's trek to Swiftsure Bank, and will look forward to many more rides on the new Glory.

Donna F. Randall was part the Swiftsure Publicity & Promotion Committee from 2003 to 2005.
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The Swiftsure and those who sail it have earned distinction in the world of offshore ocean racing. The course, set against the rugged American Northwest, offers a rare blend of treachery and challenge, opportunity and ambiance, making Swiftsure a logical starting point for YACHTING's coverage of the blue-water classics.

By Phil Johnston

This article first appeared in the May 1982 edition of Yachting.

On a good day, the scenery is grand. You pass from Victoria's beckoning foreshore to the Strait, which passes between the 10, 000-foot backbone of Vancouver Island and the equally high Olympics to the south. Then you race into the ocean, with its backdrop of shrouded, rocky shores. Enough of this and you can easily imagine the silent passage of a Haida Indian war canoe, or the sailing ships of early traders.

The strong tides encountered in the area alternately smooth the water or set up hideously sharp breaking seas, under-run by a substantial swell in the outer part of the Strait of Juan de Fuca. Westerly airflow, encouraged by a strong thermal gradient, produces afternoon winds to 25 or 30 knots, usually flowing in opposition to a strong ebbing tide.

The Swiftsure Bank, named after a British survey ship of the late 1880s, is the turning mark for the race, which has developed into a premier Northwest racing event - neither our longest nor always the most challenging tactically, but taken in sum a most ideal off-shore test.
The race began in 1930 and was contested only three times before the start of World War II. But that was enough to set a pattern. Racing began again in 1947, attracting from 10 to 25 boats. Until 1947, most of the competitors came from the Seattle-Tacoma area, joined by a few Canadians. William Buchan, Sr., sailed in the '47 Swiftsure. The Buchans have dominated the racing ever since.

After 1957, the Canadians began to take a serious interest again, particularly Ches Rickard, Pat Leslie and Bill Moore from Vancouver. During these years, two fine old boats came to stay and compete successfully. Olin Stephens's world-beater *Dorade,* owned and sailed by Franklin Eddy, and *Mary Bower* from England, possessing a similarly stellar history. In 1958, the entry list doubled, and doubled again, approaching 100 by 1967.

Through all these years, the Swiftsure has built upon itself, each race intertwining in an endless voyage. Friday evening before the race, Victoria's Inner Harbor is filled with the bulk of the racing fleet. Boats of all sizes form a solid raft. There is a pervasive, but slightly subdued, carnival air about it all - subdued, I think, because of the anticipation of the start the following morning. By 11 o'clock, the harbor is still.

Planning for a nine o'clock start, we are up at six to eat, probably at the Crest Motor Inn coffee shop, or the Empress Hotel's Garden Court, both of which open early this morning as an accommodation to the racers. The raft breaks quietly sometime after eight o'clock in order to motor and sail the three miles to the starting area, with skipper and crew waiting for the first true taste of the morning winds.

These mornings are typified by flat, protected seas and rippling breezes to 15 knots. While Race Rocks is not a mark of the course, the passage inside it is closest to the rhumb line. Normally the timing of the start makes it possible to clear the Race with an ebbing tide. Toward the middle of the afternoon, or a bit later, the ebb will have turned to flatten the sea, and the winds become light and puffy. For the next three hours, there is hard work, with little progress against a two-knot flood.

Past the middle of the Strait, the roll from the Pacific becomes more evident. By sundown you hope to be off Cape Flattery, making a departure for the Swiftsure Bank. You begin to sense the northerly pull of the counter-current coming up the ocean beaches of the Washington Coast. Typical rounding time at the Swiftsure Bank is between midnight Saturday and four to five o'clock Sunday morning. Often, as the fleet waits in light air, widely scattered between the shores of the outer Strait, the race seems to start again.

Often after rounding, there is a good chance that a strong westerly will build slowly. The fleet picks up speed. It's more comfortable now. You settle into it. Soon, the boats are beginning to surf. The wind continues to rise, as does the excitement. The tender boats with tentative helmsmen experience knockdowns.

For the few hours it takes, the sailing receives your full attention. Now the boats pass into an area of cross-rips as they approach Beachey Head, three miles west of the Race. Knockdowns are more common in the confused breaking seas. As the current picks up and the boats get farther into the race, the water smoothes and you brace for the next event - a wild reach and run to the Victoria breakwater and the finish. There have been many classic duels here. In 1966, John Long's *Mary Bower* picked off Henry Kotkins's *Diamond Head* by less than a second at the breakwater, capturing the prized "City of Victoria" trophy. Several hundred spectators cheered

him on, and seemed to duck the spinnaker of the *Mary Bower* as she drove across.

Impressions are built up over the years and trigger recollections. I retain a strong, very physical impression of the power of the sea, gathered in 1964 while driving Bill Baillargeon's 31-foot *Mistral* through the ten-foot breaking waves off the mouth of the Strait at night. And one night aboard my 39-foot sloop *Sqaip,* in moderate conditions with much phosphorescence on the water, I spent two hours lying on the bow, fascinated with the star streaks of the hundreds of dogfish darting at random across the bow as they raced the boat through the water.

And I remember the crew. Larry Clein saw me through two of my boats and into the third before retiring. He was a provisioner, general supervisor, ship's morale officer and sometimes cook if he was treated well. He was a man who could nap all day and stay wake all night; an indispensable man. Jack Cahill sailed with me for several years before .he knew that it was time to do it himself. Jack now sails his Cal 40 *Spectre,* and with each rising dawn who's there? *Spectre* and Jack. The youngsters from the Seattle YC, Rick Martin and Ro Pearsall, started sailing with me in their teens, lending me their well-honed dinghy skills. All of them are individuals, but they share one characteristic - to give themselves wholly to the ship, asking nothing in return except the opportunity.

Despite the common strain that has characterized Swiftsure, there have been some changes. The Juan de Fuca Race for smaller boats was inaugurated in '62, and is now almost as large as Swiftsure. And a broad sweep of varying yachts - in size and design - sail through the memory. In 1976 Jim Kilroy brought *Kialoa.* In 1978, it was Mark Johnson's *Windward Passage.* Throughout the seventies, the 12-Meter *Weatherly* has sailed out of Tacoma with Alan Buchan at the helm. Also in '78, we were treated to a match race between *Drifter* and *Merlin,* the ultralights. Each year, new boats like the 101s, the Olson 30s, and this year's expected crop of Santa Cruz 50s can make their mark in the race.

It is all a kaleidoscopic image of competition, people, boats, sea conditions, dinners, parties and imaginings. It's a few sails home to Seattle the day after the race under an easy-riding spinnaker, across the Straits and down through the inlets forming our inland sea, with rum, funny stories and a relaxed crew. I keep coming back. We all keep coming back.

The 1982 Swiftsure Lightship Classic marks Johnston's 20th.

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LOCAL KNOWLEDGE: A CONSISTENT PRIZE WINNER DESCRIBES THE INTRICACIES OF RACING SWIFTSURE

By Bruce Hedrick

This article first appeared in the May 1982 edition of Yachting. The author also wrote an

updated article in the May 1984 edition of 48° North.

Perhaps one of the reasons why the Swiftsure is so popular in the Northwest is that no two Swiftsures are even the same. It's said, in fact, that NOAA sends its weather forecasters to the Pacific Northwest to teach them humility.

If it can be summarized, there are two weather situations that generally occur in Swiftsure. The most common is the westerly wind down the Straits. This is usually caused by a semi-stable weather system off the coast producing an onshore flow. It doesn't seem to matter whether you have a high pressure or a low pressure system off the coast because the mountains that form the geographic boundaries of the Straits seem to be the dominant factor.
The uncommon and certainly the least predictable situation is the easterly. This is caused by a changing weather pattern. The first of the easterlies is very temporary and the result of a fast-moving front coming off a deep low-pressure cell sitting off the coast. The other easterly that occurs is the result of a high-pressure system that moves off the ocean and positions itself to the east and slightly to the north of the Straits.

The other aspect of Swiftsure that can't be ignored is tide and tidal currents. In the Pacific Northwest, we are under the influence of what is known as a semi-diurnal inequality. This means that there are two highs and two lows in a 24-hour period, with a high high and a low high, a low low and a high low. This makes for a particularly interesting situation this year with the high low and the low high tides being so close in height that there never is a second flood. Instead, there is only a decrease in the velocity of the ebb current. The rotary current at the Swiftsure Bank is another interesting phenomenon, which completes its cycle twice every 24 hours.

The race is probably best analyzed when divided into six sections: starting line to Race Passage, Race Passage to the Straits entrance, entrance of the Straits to Swiftsure Bank, Swiftsure Bank back to the entrance of the Straits, entrance of the Straits to Race Passage, and Race Rocks to the Finish.

Starting line to Race Passage:
The starting line is positioned between Brotchie Ledge and a large Canadian Naval vessel anchored off the entrance to Victoria Harbor. The line is normally square to. Race Passage, thus making it very rarely square to the wind direction. This year the start will be during an ebb tide that will get progressively stronger as the starting sequence wears on. In the starting area the westerly wind will appear as a south southwesterly. The best start is on starboard a third of the way down the line from Brotchie Ledge in a position to tack to port and head toward the beach between Albert Head and Rodd Point. There is usually a small lift just before Albert Head. At Albert Head expect a small knock. Tack, and then tack back into the beach on port. At the beach, tack back to starboard when you can just lay North Race Rock.
With an easterly wind at the start, be prepared for a lot of confused air. Again, because of the size of the fleet, the favored end (in this case, the boat end) is not the place to be. Starting a third to two-thirds down the line in some kind of semi-clean air is more important.

Race Passage to the Straits entrance:
The typical westerly has you sailing through Race Passage on starboard tack with a projected landfall somewhere between Low Point and Twin on the U.S. side. As you proceed across the Straits, you'll be lifted to somewhere between Twin and Pillar Point. As you get within a mile or two of the beach, you should get knocked. As the tide will still be ebbing, , you can take the knock and tack, or if it looks like the wind is holding into the beach, go in until the wind drops, then tack and ride the lift out.

If you find yourself through Race Passage on starboard tack and headed towards Freshwater Bay on the U.S. side in a southwesterly, port tack will take you toward Sheringham Point. If that is the case, tack to port and head out. The wind will almost certainly clock around to the traditional westerly and then northwesterly as you head out of the Straits. You should be headed as you approach the beach between Otter Point and Sheringham Point. Carry the knock right into the beach, tack back to starboard and then head across to the U.S. side. This puts you on the inside of a nice lift all the way across the Straits.

In the case of the easterly wind and resultant spinnaker run out the Straits, hold a course that's slightly high of the rhumb line once you clear Race Passage under spinnaker. The breeze can be spotty. Remember, the tide turns at 1750 and begins at a relatively small flood of .9 knots.

Entrance of the Straits to Swiftsure Bank:
Knowing exactly where you are is the key to rounding in good shape. The tidal current situation at the bank is unique. As mentioned earlier, the current turns clockwise twice each day. As you can see from the plot, the velocity of this current can range anywhere from .3 knots to .9 knots. Remember also, that if the wind has been blowing all day long at 20 knots, it can add another .5 knots of wind-generated current to the tidal current.

In the westerly, as you leave Waadah Island and head out, you'll be close to VTS buoy J. This is again another solid reference point for your navigator. Generally when you are knocked, the wind speed will drop. If it doesn't come back, tack and work back towards the south layline. In an easterly, by the time you have reached the mouth of the Straits, a rhumb course out to the mark is the safest. Again, knowing what sort of current will be at the mark can help you plan your spinnaker drop and subsequent rounding.

Swiftsure Bank back to the entrance of the Straits:
With a westerly wind and a port rounding at the mark, a bear-away spinnaker set with the pole to starboard is in order. While a jibe set may be more comfortable because you will be running down the face of the southwest swell, it will also take you into the calm encountered at Carmanah Point. Therefore, reach (if the air is light0 and try to work down in the puffs. , sailing a course as close to the rhumb line to Race Rocks as possible. If it is blowing real hard, chances are the wind will be out of the south southwest and a chute set will be difficult. You will be better off to shake out the reefs, change up to a larger headsail, and reach back down the Straits.

After your great easterly spinnaker run to the mark, with a daylight rounding, hold a port tack

back in toward Tatoosh until you get about half way between J buoy and Tatoosh. At this point, tack back toward the Canadian shore.

Entrance of the Straits to Race Passage:
Once you have made it back to the entrance under spinnaker on starboard tack, two things will happen - the seas won't be quite so confused and the wind will continue to back. At this point, jibe to port and reach up toward the Canadian shore. You should make a landfall between Cowper Bay and Sombrio Point. As you get closer to the Canadian shore, you may be headed to the point where you have to go back to a genoa. Be sure to avoid the calm patch that extends from 100 yards to two miles off the beach. In spite of the ebb tide, you are better to stay out in the wind regardless. The westerly would build, providing one of the reasons why everyone goes to Swiftsure - a great spinnaker ride home. Since there is a constant ebb, staying next to the beach will be important. Jibes in Race Passage are more fun to watch than to had to do. And is the wind is light, staying next to the rocks is important, as well as having confidence in your foredeck crew.

In the easterly, where you've rounded in daylight and tacked back toward the Canadian shore, you should be headed on starboard as you approach the beach. Sail well into the knock and tack back to port. This tack should hold all the way back to Sheringham Point; in this area, that means tacking the beach. Be careful not to get caught in the calms that can develop next to the beach as you approach Race Passage. In a south southeasterly, approach Tatoosh on port and carry it right into Waadah Point, then tack to starboard. This should put you on a constant lift all the way to Donaldson Island off Possession Point on the Canadian side of the Straits. From there to Race Passage, a short tack to the beach again is appropriate, watching for holes that can develop.

Race Rocks to the Finish:
For the final spinnaker run to the finish, in the typical westerly, if it is very light the wind will back as you get closer to the finish. Don't hesitate to jibe on the lift and keep your speed up. In a medium-strength westerly, the wind will normally provide you with a nice broad run on the rhumbline into the finish.

If it is blowing real hard in Race Passage, don't feel that you have to sail a course straight to the finish line. You are better off to keep the boat on its feet and sail off towards the Pilot and Quarantine Buoy. Usually the wind will back and drop. If you've sailed off in this direction you can usually reach up and maintain speed to the finish line

In an easterly, you end up reaching through Race Passage towards the finish line. This wind can either head you, necessitating a short tack to get to the finish, or lift you, allowing a starboard spinnaker reach into the finish. Being prepared for almost anything is the key.

What I have outlined here are generalizations. The actual race can be a combination of all of these with a dash of the unexpected thrown in for good measure. If I had to make a prediction

about who will do the best, it will almost certainly be the crew that works the hardest Saturday night and gets the nod from Mother Nature.

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SWIFTSURE WEEKEND: THE TRADITION CONTINUES

By Donna F. Randall, 2005

Yes, it's that time of year again. In Victoria, you can set your calendar by it. Once the Victoria Day weekend is behind us, the United States' Memorial Day weekend is upon us. And, that means it's time for hundreds of yachts and sailors to descend upon Victoria for the Swiftsure International Yacht Race!

If you grew up in Victoria, you probably remember many years of Swiftsure and assume it has been around forever. If you are new to the nautical city, perhaps you are wondering what all the fuss it about. In either case, read on to spark childhood memories or to learn about what you've missed. Either way, the voyage into local racing history will serve you well as you check out the racing action and accompanying events this coming weekend.

Starting with the first recorded yacht race in Victoria and right on up through the decades to the present day, recreational and professional sailors have been keen competitors, sharing their love of both the sea and of sea-going vessels powered by the wind. The first recorded sailboat racing in the Victoria area took place in the late 1850s between boats of the Royal Navy and the early colonists.

Interest in the sport grew in the following decades and, by 1930, six boats competed in a long distance race from Cadboro Bay around the lightship on Swiftsure Bank, at the entrance to the Juan de Fuca Strait. Conducted under the rules of the Royal Ocean Racing Club, the race saw *Claribel*, a "skimming dish schooner", win by 7 hours. And so, the Swiftsure Lightship Classic Race was born.

While the Swiftsure yacht race was so named because its furthest most point is Swiftsure Bank, the bank itself got its name from the 19th century Royal Navy battleship that served as the Pacific flagship stationed at Esquimalt. The H.M.S. Swiftsure, 1870 to 1908, was the seventh ship in the Royal Navy to carry that name. The earliest ship of that name was launched in 1543 and was involved in action against the Spanish Armada in 1588. Now that's history!

In turn, the Swiftsure lightship station, which became the midway turning point of the Swiftsure yacht race, was established by the United States government in 1909 to mark the entrance to the Strait of Juan de Fuca. The first vessel assigned to this station was painted yellow, with "Swiftsure" in large black letters on her sides. However, her relief ship, which filled in while the Swiftsure lightship was sent for her annual overhaul, carried the name "Relief" on her hull. So, should you have happened to notice rounding marks carrying both these name in photos from the

Swiftsure Lightship Classic Race, you are very observant and now know the reason for what might have seemed a discrepancy.

Over the years the Swiftsure lightship endured much rough weather on this exposed station, and on July 1st, 1961, with almost no protest, the Swiftsure lightship was considered unnecessary and recalled, causing a dilemma for the organizers of the Swiftsure International Yacht Race –what to do without a rounding mark? Since that time, the Navy has provided ships equipped to anchor in such deep and unpredictable waters for just this purpose.

Whether you've followed Swiftsure over the years or have come to know of the race more recently, you might have noticed that no longer do all participating yachts race to Swiftsure Bank and back. While the long course, the Swiftsure Lightship Classic, still exists and still is considered by many to be "the" Swiftsure race, three other courses now exist.

In 1962, after considerable grumbling by skippers of boats too small to go to "the Bank", the Royal Victoria Yacht Club introduced a shorter course to Clallam Bay, some fifteen miles west of Port Angeles, and called it the Juan de Fuca Race. With increased participation in the Swiftsure International Yacht Race, and with only two courses from which to choose –one of 137 miles and one of only 76 miles –the Cape Flattery Race was born in 1988. At 100 miles, this new course length fell almost exactly half way between the longer and the shorter courses and proved very popular, attracting some of the very largest yachts.

Then, in 2004, taking into consideration the older yachts (not to mention the older skippers and crew members!), an inshore course of approximately 20 miles was added to the mix, for yachts designed prior to January 1975. This race has the attraction of returning the yachts to the inner harbour in time for a Saturday evening celebration, while all but the fastest multi-hulls remain in the straits, either on their way out to their rounding mark or back in to the finish line.

Now why, you might ask, is Swiftsure called an "international" yacht race? Well, first of all, as you might have noticed above, the Swiftsure lightship –the original rounding mark for the race – arrived on the scene courtesy of the United States Government. But further, Swiftsure has attracted yachts and sailors from Washington, Oregon, California, and Hawaii, from New Zealand, and even from Russia. In addition, from 1948 to 1950 the race started in Port Townsend and finished in Victoria. And, based on its reputation amongst racers, it truly is a race of international scope and stature –and we're lucky enough it have it in our own back yard, so to speak.

Speaking of our own back yard, over the years the Swiftsure organizing committee and the City of Victoria officials have explored various methods of combining land and sea during the Swiftsure "weekend". Starting in 1955, the Eaton's display window at the corner of Douglas and View streets was set up as "Swiftsure headquarters", where a large map of the racecourse was installed and the progress of the race shown by moving miniature boats across the map. As the race grew, this became a daunting task. But the event, and this way of graphically displaying its progress, was very much appreciated by Victorians. People used to line the sidewalks and sit at the curbs, and a strong feeling of excitement about the race occurred right there, in the middle of town.

In 1958, at a time when Swiftsure involved a roll call of all entering yachts and a sunset ceremony courtesy of the Sea Cadets in the inner harbour, the Friday night crowd for these opening ceremonies was estimated at 5,000. The 1983 version of Swiftsure marked the start of the "race week" concept, with inshore races held on Wednesday and Thursday and with Harbour Fest combining both Victoria Days and Swiftsure. This arrangement lasted until 1991. With a canned music rock concert offered, a crowd of 30,000 to 40,000 people were attracted to downtown Victoria, and perhaps the arrests for disorderly and drunken behaviour helped bring to an end to this once good idea!

Returning back to the Eaton's window as a "low tech" way of tracking the race invites an investigation into the technological advances employed by the Swiftsure International Yacht Race to determine and publish race results. The year 1973 marks the entry of Swiftsure into the "computer age", but results were slow to appear as information had to be delivered by hand to the University of Victoria and then laboriously key punched. Since Swiftsure's 1995 foray into the Internet, significant technological progress has been made, with race results electronically tabulated to the point of accurately predicting the winners even before all yachts have crossed the finish line. And, should Swiftsure obtain an interested sponsor and follow a growing but expensive trend, we just might see the use of transponders on all yachts entered into the race, thus allowing for continuous tracking and immediate production of statistics and calculation of race results.

Of course, no look at technological advances would be complete without reviewing the valuable role played by technology in keeping people informed about the progress of the race as it unfolds, and in bringing the "human side" of the race to the public.

It was way back in 1931, during the second Swiftsure yacht race, that the first known communications report was successfully transmitted, in this case from the Swiftsure lightship to the Gonzales Wireless Station. Swiftsure 1952 saw the first use of radio reports to apprise people of yacht positions and progress, as Humphrey Golby went on the air to become "the voice of Swiftsure". In 1956 CKDA's news director, Andy Stephen, conducted a 32-hour marathon radio broadcast with reports every hour. Over the years, C-FAX radio has conducted live broadcasts of the race start and hourly race updates throughout the weekend, while CH TV and Shaw Cable have shot footage from boats at the start line and from float planes throughout the race to embellish their news broadcasts, thereby keeping the public informed in a timely fashion. And, the Times Colonist has used technological advances to get photos and stories from the water to the newspaper within a highly condensed period of time.

Added to official media efforts, starting in 2004 at the Swiftsure Information Centre at ship point, a group of volunteers has made use of a VHF listen-only radio, cell phone calls to skippers on the water, and computers for immediate input to report the race progress to the public, via www.swiftsure.org and Shaw Cable TV. This team also interviews skippers and crewmembers to write stories about their Swiftsure race experience –all in an attempt to bring home the human side of the race while the yachts and crews are still on the water and upon their return to the inner

harbour.

As for the race itself, the lure of it remains the unpredictability of the winds and waters and, as is so often the case, a rewarding spinnaker run home that inspires racers to plans their return the following year before they even cross the finish line.

Make no mistake about the unpredictability of Swiftsure! While we often hear about the years virtually void of wind, known as "Driftsure" years, Swiftsure has offered its share of big weather and seas. In 1971, for example, six yachts were dismasted just after the start in 35-knot winds, with 44 yachts retiring during the course of the race. In 1979 some 130 yachts were knocked out of the race within two hours of the start, with two yachts colliding just off the start line and one of them coming very close to sinking. But through it all, Swiftsure has suffered just one fatality during its many years –a testament to the team of dedicated volunteers running a tight ship, the safety standards employed, and the skill level of the racers.

From May 28th to 30th, 2005, the Royal Victoria Yacht Club will host the 62nd running of the Swiftsure International Yacht Race, to continue the proud tradition of providing challenging racing that includes the return of many strong competitors, including some formerly retired classic yachts. Among these classics look for *Circe*, winner of the 1934 Swiftsure race. In 1969 she raced her last Swiftsure until she returned for the 60th Swiftsure in 2003, and again for the first Swiftsure Classics Race in 2004 to win the Wooden Boat Division trophy. And, of course, keep an eye on the *Oriole*, as she continues the tradition of recreational versus military sailing competition. The *Oriole* first entered Swiftsure in 1955 when she was 34 years young!

Asked why they return year after year to compete in the Swiftsure International Yacht Race, skippers and crewmembers always speak about the challenges of the race, the camaraderie, and the beauty and hospitality of Victoria and Victorians. We in Victoria carry a proud tradition of hosting this challenging and enjoyable race and related events. While no one can predict the race conditions, tradition would have it that we can expect a well planned event both on and off the water as Victoria welcomes yachts and racers from near and far to continue to make Swiftsure history.

Donna F. Randall was part the Swiftsure Publicity & Promotion Committee from 2003 to 2005.
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SWIFTSURE BON MOTS AND ONE-LINERS

- "Most long-time sailors maintain it is never the same twice. But one thing is certain - every participant had better be ready for the race of his or her life."

- "A challenge of hull and soul."

- "Swiftsure is a classic race which has equal amounts of terror, boredom, and racing thrills."

- On Royal Vancouver's Stu Watts (Pendragon; Sly'd Away) marrying one of his crewmembers in 1992, the new bride said "he's gaining both a wife and a good jib trimmer." At that point she had already competed in 10 Swiftsures.

- On organizing Swiftsure: "Royal Vic has a logistics problem similar to the Normandy invasion."

- *Rage* skipper Steve Rander, 2005: "Victoria is Disney Land for adults."

- *Rage* skipper Steve Rander, 2005: "[Swiftsure involves] a mixture of adventure, a chance to challenge yourself, and a way to see if you still have what it takes –and you get to share these experiences with the others of your crew and see them grow over the years."

- Nick Banks, crewmember on *Dragonfly*, 2005: "Although we're looking forward to the good competition at Swiftsure again next year, and for years to come, we do like to win! That's what Swiftsure's all about –good companionship and competition."

- Jeremy Smith, skipper *Yummy:* "The best ride any of us have ever had and probably ever will have" about the 2005 race when *Yummy* completed the Juan de Fuca course in a record-breaking 9:18:53.

- Bob Bentham, 2006: "The more competition, the merrier."

- As of 2006, Ed Life, skipper of *Surt,* has participated in "33 consecutive races." He says, "It's such a great race … Although everyone has an opportunity to win, those who win and place consistently are sailors to be admired – it brings out the champions."

- Ed Life, skipper of *Surt*, 2006: "[Swiftsure is] part of the beginning of summer in Victoria."

- Michael Pack, skipper of *Caelestis*, 2007: "[Swiftsure] is the pre-eminent event in the Pacific Northwest. Ideally, we would also have a fall Swiftsure Race."

- "Everyone feels like Kings and Queens. It is nice to feel special" Roger Aubin skipper of *Annie*, 2007: on what he enjoys the most about racing in the Swiftsure International Yacht Race.

- "Went it comes to Swiftsure our crew works all year round for the Triple Crown (Patos, Saltspring, and Swiftsure). Swiftsure to us is not Swiftsure weekend, or even the week after the May Long Weekend. It is just called "The Weekend!" It is the one race I dream about winning one year... or even this!" Roger Aubin Skipper of *Annie,* 2008

TROPHIES AND PRIZES

TROPHIES

A trophy donated by the Royal Vancouver Yacht Club was the sole prize in the first Swiftsure Lightship Classic Race in 1930. It was not 1956 through 1959 that additional trophies were donated to recognize class or division winners and first to finish.

More trophies were acquired with the start of the Juan de Fuca Race and increased participation in all events. Even so, the explosive growth of the Swiftsure International Yacht Race in the late 70s and early 80s meant there were not a sufficient number of awards to cover all the divisions.

The start of the Cape Flattery Race and the participation of multihull yachts in the later 1980s led to a further growth in the Swiftsure trophy collection. It now numbers 45.

Each year, trophies are assigned for specific achievements, based on their past use, conditions in their deeds of gift, the number of divisions and other factors. From time to time it has been necessary to reallocate trophies as Swiftsure evolves.

PRIZES

While winners were permitted to retain trophies for a year, it is customary to also provide them with "keeper" prizes as permanent mementos of their achievements. For the past several years, many of these have been West Coast First Nations carvings mounted on a wood base with a suitably engraved plaque. Comments from recipients have been tremendously positive.

Yachts placing second and third in each division also receive keeper prizes, also usually in the form of First Nations artwork. An alternate system that had been used previously was one prize for every five or eight boats entered in a division. In the early 1980s, this meant the top 10 or 12 yachts in a division might have gotten a prize.

AWARDS CEREMONIES

With the post-war Swiftsures initially held under the auspices of the PIYA, it was customary to present the Swiftsure trophies at the annual PIYA regatta, held on the July 1-4 weekends, in conjunction with other PIYA trophies.

This evolved in later years to a formal Swiftsure luncheon and trophy ceremony at Royal Victoria Yacht Club on the Friday before the next race. Skippers wore their white pants and blazers and the silver trophies shone; it was still manageable through the mid 1970s as the number of people attending was relatively small. By the late 1980s, increased participation forced a change.

In line with the desire to make the Inner Harbour a focal point for Swiftsure ashore, the trophy ceremony is now held downtown on the Friday before the races.

DIVISION WINNERS

Year	Class	SWIFTSURE LIGHTSHIP CLASSIC Division Winners – Corrected Time (Bold indicates Overall Winner)				First to Finish – Elapsed Time
1947	CC of A					Maruffa
1948	CC of A					
1949	CC of A					Maruffa
1950	CC of A					Maruffa
1951	CC of A					Amorita
1952	CC of A	AA = Dorade	A = Gossip	BB = **Ono**	B = Revenge	Maruffa
1953	CC of A	AA = Maruffa	A = **Gossip**	BB = all DNF	B = Elusive	Gossip
1954	CC of A	AA = Dorade	A = Polho III	BB = **Totem**	B = Elusive	Dorade
1955	CC of A	AA = Maruffa	A = **Serada**	BB = Totem	B = Armida	Maruffa
1956	CC of A	AA = **Adios**	A= Gossip	BB = Ono	B = Mischief	Maruffa
1957	CC of A	AA = **Maruffa**	A = Kate II	BB = Rebel	B = Treveda	Maruffa
1958	CC of A	AA = Alatola	A = Kate II	BB = **Ono**	B = all DNF	Diamond Head
1959	CC of A	AA = **Cotton Blossom**	A = Mary Bower	BB = Ono	B = Vagabond	Cotton Blossom
1960	CC of A	AA = Sea Fever	A = **Kate II**	BB = Tricia	B = Aida	Maruffa
1961	CC of A	AA = Sea Fever	A = Kate II	BB = **Winsome III**	B = Jay Jay	Troubador
1962	CC of A	AA = Adios	A = Kate II	BB = **Winsome III**	B = Cirrus	Maruffa
1963	CC of A	AA = Sea Fever	A = Odusa	BB = **Winsome III**	B = Cirrus	Adios
1964	CC of A	AA = Dorade	A = Hussy	BB = **Bandit**	B = Allegro	Hussy
1965	CC of A	AA = Helene	A = Kioloa	BB = **Thunder**	B = Mistral	Diamond Head
1966	CC of A	AA = Sea Fever	A = Odusa	BB = Terna	B = **Mistral**	Mary Bower
1967	CC of A	AA = Hussy	A = Norwester	BB = **Mara**	B = Mistral	Hussy
1968	CC of A	AA = Diamond Head	A = Moonglow III	BB = Monique	B = **Mistral**	Moonglow III
1969	CC of A	AA = **Mary Bower**	A = Moea	BB = Hyak	B = Swallow	Diamond Head
	PHRF	**Intrepid**				Intrepid
1970	CC of A	Div. 1=**Endless Summer** Div. 2 = Mara		Div. 3 = Firecracker	Div. 4 = Eagle	Endless Summer
	PHRF	**Kaiulani**				Kaiulani

Year	Class	SWIFTSURE LIGHTSHIP CLASSIC Division Winners – Corrected Time (Bold indicates Overall Winner)				First to Finish – Elapsed Time
1971	IOR	Div. 1 = Pemaquid	Div. 2 = Terna	Div. 3 = Hyak	Div. 4 = **Hooligan**	Adios
	PHRF	**Emeraude**				?
1972	IOR	Div. 1=**Endless Summer**		Div. 3 = Jubilee	Div. 4 = Hooligan	Endless Summer
		Div. 2 = Caroline				
	PHRF	Div. A = **Jeunesse II**	Div. B = Predicament II			Jeunesse II
1973	IOR	Div. 1 = **Graybeard**	Div. 2 = Wingaway	Div. 3 = Bydand	Div. 4 = Orad	Graybeard
	PHRF	Div. A =**White Squall**	Div. B = Swift I			White Squall
1974	IOR	Div. 1 = **Graybeard**	Div. 2 = Pachena	D3=Distant Drummer	Div. 4 = Gemini	Graybeard
	PHRF	Div. A =**White Squall**	Div. B = Swift I			White Squall
1975	IOR	Div. 1 = Scaramouche	Div. 2 = Brer Rabbit	Div. 3 = Pearce Arrow	Div. 4=Outward Bound	Warrior
	PHRF	Div. A = Terna	Div. B = Bandit	Div. C =**Predicament**	Div.5 = **Elusive I**	Terna
1976	IOR	Div. 1 = Joli	Div. 2 = Surprise	D3 =Distant Drummer	Div. 4 = **Lady Bug**	Kialoa
	PHRF	Div. A = Saga	Div. B = Borderlord	Div. C = **African Star**		Saga
1977	IOR	Div. 1 = Warlock	Div. 2 = **Kanata**	Div. 3 =Sally Lightfoot	Div. 4 = Big Sister	Warlock
	PHRF	Div. A = Jubilee	Div. B=Outward Bound	Div. C = **African Star**		Jubilee
1978	IOR	Div. 1 = Outrageous	Div. 2 = Heather	Div. 3 = Prospector	Div. 4 = **Sachem**	Windward Passage
	PHRF	Div. A = Meltemi	Div. B = Windsong II	Div. C = **Apparition**		Baccarat
1979	IOR	Div. 1 = Wizard	Div. 2 = Heather	D3 =**Pearce Arrow**	Div. 4 = Bumper	Graybeard
	PHRF	Div. A = Indigo	B = Thunder Chicken	Div. C = **Deliverance**		Reality

Year	Class	SWIFTSURE LIGHTSHIP CLASSIC Division Winners – Corrected Time (Bold indicates Overall Winner)				First to Finish – Elapsed Time
1980	IOR	Div. 1 = Warrior	Div. 2 = Tomahawk	Div. 3 = Wotan	Div. 4 = **Lady Bug**	Warrior
	PHRF	Div. A = Jazz	B =**Delicate Balance**	Div. C = Bankshot	Div. D = **Encounter**	Jazz
1981	IOR	Div. 1 = Defiance	Div. 2 = **Heather**	Div. 3 = Brigadoon	Div. 4 = Expediter	Glory
	PHRF	Div. A = **Pietarsaari**	Div. B = Surprise	Div. C = **Maria XI**	Div. D = Foreign Affair	Pietarsaari
1982	IOR	Div. 1 = **Pachena**	Div. 2 = Circle Game	Div. 3 = Arluk II	Div. 4 = Expediter	Octavia
	PHRF	Div. A = 'Ksan	Div. B = Surprise	Div. C= Small World II	Div. D = Beluga	Sydeilsuma
1983	IOR	Div. 1 = Glory	Div. 2 = Canvasback	Div. 3 = **Slick Silver**	Div. 4 = Expediter	Sachem
	PHRF	Div. A = 'Ksan	Div. B = **Surprise**	Div. C = Cheetah	Div. D = **Icarian**	Ajax
1984	IOR	Div. 1 = **Charley**	Div. 2 = Pachena III	Div. 3 = Arluk II	Div. 4 = Alert	Charley
	PHRF	Div. A = **Bonnie**	Div. B = Bohenia	Div. C = **Courtship**	Div. D = Madeleine	Ambiance
1985	IOR	Div. 1 = Glory	Div. 2 = Pachena III	Div. 3 = **Country Style**		Climax
	PHRF	Div. A = Sanfire	Div. B = Katana	Div. C = Omega	Div. D = **Cheetah**	Meridian
1986	IOR	Div. 1 = **Sorcery**	Div. 2 = Countess III	Div. 3 = Tahiya		Sorcery
	PHRF	Div. A = **Wind Bird**	Div. B = Cygnet	Div. C = Maria	Div. D = Hillton	Wind Bird
1987	IOR	Div. 1 = **Sachem**	Div. 2 = Jolly Olly IV			Lucille
	PHRF	Div. A = White Rabbit	Div. B = 'Ksan	Div. C = **Thursday's Child**		Meridian
1988	IOR	Div. 1 = **Sachem**	Div. 2 = Chimera			Meridian
	PHRF	Div. A = Jack Rabbit	Div. B = Jeunesse III	Div. C = **Deliverance**		Palm Tree Express
1989	IOR	Div. 1 = Glory	Div. 2 = **Resusitation**			Glory
	PHRF	Div. A = Night Runner	B= **Dancing Bear II**	Div. C = Bodacious		Earl of Mar
1990	IOR	Div. 1 = **Allure**				Allure

Year	Class	SWIFTSURE LIGHTSHIP CLASSIC Division Winners – Corrected Time (Bold indicates Overall Winner)				First to Finish – Elapsed Time
	PHRF	Div. A = **Atalanta**	Div. B = Pilar			Meridian
1991	IOR	Div. A = **Sachem**				Heather
	PHRF	Div. B = **Meridian**	Div. C = Cosmos			Meridian
1992	IOR	Div. A = **Lucille**				Lucille
	PHRF	Div. B = **Meridian**				Merlin
1993	PHRF	Div. B = **Meridian**				Rage
1994	PHRF	Div. A = **Rage**	Div. B = **Reality**	Div. C = Challenge		Rage
	L/H					
	Cal 40	Div. D = **Kismet**				
1995	PHRF	Div. A = **Cassiopeia**	Div. B = Hard Drive			Cassiopeia
1996	PHRF	Div. A = **Cassiopeia**	Div. B = Infinity 1	Div. C = Fairwind	Div. D = Tigger J	Pyewacket
1997	PHRF	Div. 1 = Cassiopeia	Div.A = Diehler	Div. B = **Atalanta**	Div. C = Darby	Cassiopeia
1998	PHRF	Div. A = Cassiopeia	Div. B = Persuasion	Div. C = **Nightrunner**	Div. D = Darby	Cassiopeia
1999	PHRF	Div. A = China Cloud	Div. B = Freedom 10			Rage
2000	PHRF	Div. A = **Jam**	Div. B = Night Runner			Renegade
2001	PHRF	Div. A = **Jam**	Div. B = Ginny	Div. C = Alkahest		Rage
2002	PHRF	Div. A = **Icon**	Div. B = Carene			Icon
2003	PHRF	Div. A = **Coruba**	Div. B = Scooter	Div. C = Perfect Tan		Rage
2004	PHRF	Div. A = **Icon**	Div. B = Voodoo Child	Div. C = Night Runner		Icon
2005	PHRF	Div. A = **Coruba**	Div. B = Artemis	Div. C = Kahuna	Div. D = Panta Rhei	Coruba
		Div. E = Skeeter				
2006	PHRF	Div. A = **Glory**	Div. B = Voodoo Child	Div. C = Carene	Div. D = Freedom X	Glory
2007	PHRF	Div. A = **Coruba**	Div. B = Finale	Div. C = Seeker		Braveheart
2008	PHRF	Div. A = **Glory**	Div. B = Mystic	Div. C = Lightning	Div. D = Cariad	Glory

Year	Class	SWIFTSURE LIGHTSHIP CLASSIC Division Winners – Corrected Time (Bold indicates Overall Winner)				First to Finish – Elapsed Time
2009	PHRF	Div. A = **Glory**	Div. B = Marda Gras	Div. C = Different Drum	Div. D = Freedom X	Glory
2010	PHRF	Div. A = **Strum**	Div. B = Kairos	Div. C = Different Drummer		Icon
2011	PHRF	Div. 1 = **Icon**	Div. 2 = Night Runner	Div. 3 = Cariad		Icon
2012	PHRF	Div 1 = **Icon**	Div 2 = Terremoto	Div 3 = Different Drummer		Icon

Note: For 1981 - 1984, Swiftsure PHRF was divided into two separate Classes with individual starts. Class II consisted of Div.A and B. Class III was C, D and E.

Class III:

1981: Div. E = Encounter   Maria XI
1982: Div. E = Scamp   Main Brace
1983: Div. E = Pro Tanto   Icarian
1984: Div E = Sannu Sannu   Courtship

Year	Class	CAPE FLATTERY RACE Division Winners – Corrected Time (Bold indicates Overall Winner)			First to Finish - Elapsed Time
1985	IOR	Div. 4 =Skookumchuck	Div.5 = **Mo Bettah Two**		Mo Bettah Two
	PHRF IV	Div.E = **Sally**	Div.F = Chesapeake		Sally
	PHRF V	Div.G = Gamin	Div.H = **Beluga**		Scrimshander
1986	IOR	Div. 4 = Mikado	Div.5 = **Ladybug**		Madam X
	PHRF IV	Div.E = **Coruba**	Div.F = Celerite		Coruba
	PHRF V	Div.G= Scrimshander	Div.H = **Pacific Lady II**		Pacific Lady II
1987	IOR	Div. 4 = **Ladybug**			Ladybug
	PHRF IV	Div. D = French Kiss	Div.E = **Tahlequah**		Coruba
	PHRF V	Div.F = **Whisper**	Div.G = Jolly Roger		Whisper
1988	IOR	Div. 3 = **Mo Bettah Two**			Pretender
	PHRF IV	Div. D = **Coruba**	Div.E = Border Reiver		Coruba
	PHRF V	Div.F = **Carolina**	Div.G = Aphrodite	Div.H = Pacific Lady III	Carolina
1989	IOR	Div. 3 = **Ladybug**			Desperado
	PHRF IV	D = Optical Illusion	Div.F = **Cheers**		O My God
	PHRF V	Div.F = Pachena	Div.G = Schuss	Div.H = Argosy	Pachena
1990	Owen Pt	**Renaissans**			Heather
	IMS	D = **Mother Nature**	Div.E = Olympian		Mother Nature
	PHRF VI	F= **Vitesse&Finesse**	Div.G = Ballenas		Harwar
	PHRF VII	Div.H = **Radiant**	Div.I = Omega	Div.J = Europa	Radiant

Year	Class	CAPE FLATTERY RACE Division Winners – Corrected Time (Bold indicates Overall Winner)				First to Finish - Elapsed Time
1991	IOR	Div. D = **Pendragon III**				Pendragon III
	IMS	Div.E = **Rascal**	Div.F = Viva			Jo
	PHRF L	Div.G = **Oxaca**	Div.H = Ballenas			Oxaca
	PHRF H	Div.I = **Pachena**	Div.J = Country Style	Div.K = Another Child	Div.L = 3 Bouys	Pachena
1992	IOR	Div. C = **Pendragon III**				Pendragon III
	IMS	Div.L = **Rascal**	Div.M = Madrugador			Rascal
	PHRF L	Div. D = Northern Girl	Div.E = **Harwar**	Div.F = Ballenas	Div.G = Haytor	Northern Girl
	PHRF H	Div.H = **Pachena**	Div.I = Consort	Div.J = Gamin	Div.K = Airloom	Pachena
1993	IOR	Div. C = **Mad Max**				Mad Max
	IMS	Div.L = Viva	Div.M = **Expediter**			Jo
	PHRF L	Div. D = **Wind Bird**	Div.E = Harwar	Div.F = Black Ice		Coruba
	PHRF H	Div.G = **Pachena**	Div.H = 'Ksan	Div.I = Gamin	Div.J = Happy Squid	Pachena
1994	PHRF L	Div.E = **Dauntless**	Div.F = Hobbes	Div.G = Conbrio		Marda Gras
	PHRF H	Div.H = **Pachena**	Div.I = Windshadow X	Div.J = Camelot		Pachena
1995	PHRF L	Div. C = **Wind Bird**	Div. D = Carpe Diem	Div.E = Il Pelicano		Wind Bird
	PHRF H	Div.F = **Pachena**	Div.G = Kismet	Div.H = Whisper		Pachena
1996	PHRF L	Div.E = **Wind Bird**	Div.F = Jamoca	Div.G = Il Pelicano		Wind Bird
	PHRF H	Div.H = **Kasatka**	Div.I = Maestro	Div.J = Arcades Ambo		Kasatka
1997	PHRF L	Div.E = **Sly'd Away**	Div.F = Jammin'	Div.G = Light Scout		Sly'd Away
	PHRF H	Div.H = **Time Bandit**	Div.I = Windshadow X	Div.J = Alert	Div.K = Gamin	Time Bandit
1998	PHRF L	Div.F = Mad Max	Div.G = Keladi	Div.H = **Myrrh**	Div.I = Midsummer	Jazz
	PHRF H	Div. J = White Lightning	Div.K = Hessian	Div.L = Gamin	Div.M = **Wy'East**	White Lightning

Year	Class	CAPE FLATTERY RACE Division Winners – Corrected Time (Bold indicates Overall Winner)				First to Finish - Elapsed Time
1999	PHRF L	Div.C = Time Bandit	Div. D = Shockwave	**Div. E = XS**	Div. F = Electra	Time Bandit
	PHRF H	Div. G = Surt 2	Div. H = Airmanship	Div. I = Victoria!	**Div. J = Ginny**	Farr-Ari
2000	PHRF L	**Div. C = Paddy Wagon**	Div. D = Phantom	Div. E = First Kiss	Div. F = Betty Boop	Paddy Wagon
	PHRF H	**Div. G = Farr-Ari**	Div. H = Ginny	Div. I = Cherokee		Farr-Ari
2001	PHRF L	**Div. D = Snake Oil**	Div. E = Tahlequah	Div. F = Bullitt	Div. G = Betty Boop	Snake Oil
	PHRF H	Div. H = **Opus**	Div. I = Hakuna Matata	Div. J = White Squall	Div. K = Cherokee	Opus
2002	PHRF L	Div. E = Time Bandit Div. I = Rhumb Line	Div. F = Declaration of Independence	**Div. G = Harwar**	Div. H = Ginny	Ginny
	PHRF H	Div. J = Opus	Div. K = Re-Treat	**Div. L = Phantom**		Re-Treat
2003	PHRF L	Div. E = **General Hospital** Div. I = Ragtime	Div. F = Future Primitive	Div. G = Showtime	Div. H = Grafix	
	PHRF H	Div. J = Smoke	Div. K = Aeriel	Div. L = Sunstone	Div. M = Cherokee	
2004	PHRF L	Div. F = **Time Bandit**	Div. G = Harwar	Div. H = Absolute Kaos		
	PHRF H	Div. I = Orange Blossom Special	Div. J = Magic Carpet	Div. K = Savage Spirit	Div. L = Appleseeds Div. M = Airloom	
2005	PHRF L	Div. G = **Time Bandit**	Div. H = Tahlequah	Div. I = Corvo	Div. J = Wildflower	Time Bandit
	PHRF H	Div. K = **Ginny**	Div. L = Radiant	Div. M = Blue	Div. N = Cherokee	Ginny
2006	PHRF L	Div. E = Mad Max	Div. F = **Declaration of Independence**	Div. G = Harwar	Div. H = Ragtime	Tripp Tease
	PHRF H	Div. I = Beauty	Div. J = Cheetah	Div. K = Balder	Div. L = Cherokee	Beauty

Year	Class	CAPE FLATTERY RACE Division Winners – Corrected Time (Bold indicates Overall Winner)				First to Finish - Elapsed Time
2007	PHRF L	Div. F = Time Bandit	Div. G = **Declaration of Independence**	Div. H = Bifost 3	Div. I = Blackout	Time Bandit
	PHRF H	Div. J = **Riva**	Div. K = Whistler	Div. L = Radiant	Div. M = Cherokee	Riva
2008	PHRF L	Div. F = Makika	Div. G = **Mad Max**	Div. H = **Declaration of Independence**	Div. I = Radiant	Kairos
	PHRF H	Div. J = Caelestis	Div. K = Wildflower			Declaration of Independence
				Div. L = Cherokee		
2009	PHRF H	Div. E = **Riva**	Div. F = VIGILANT	Div. G = Radiant	Div. H = CHEROKEE	Riva
	PHRF L	Div. I = **Kairos**	Div. J = HARWAR	Div. K = Bifrost 3		Kairos
2010	PHRF H	Div. F = **Wildflower**	Div. G = Cherokee			Shock Therapy
	PHRF L	Div. H = **Something Wicked**	Div. I = Intuition	Div. J = Ragtime		Something Wicked
2011	PHRF H	Div. 1 = **Ptolemy**	Div. 2 = Whistler	Div. 3 = Penetration	Div. 4 = Wy' East	Riva
	PHRF L	Div. 1 = **Anam Cara**	Div.2 = Alchemy	Div. 3 = Magic		Anam Cara
2012	PHRF H	Div. 1 = **Jaz**	Div. 2 = Buck'aneer	Div. 3 = Penetration	Div. 4 = Airloom	Riva
	PHRF L	Div. 1 = **Kairos**	Div.2 = Elusive	Div. 3 = Dominatrix	Div 4 = Lunch Box	Kairos

Year	Class	JUAN DE FUCA RACE Division Winners – Corrected Time (Bold indicates Overall Winner)			First to Finish – Elapsed Time
1962	CC of A	**Celtic Childe**			Celtic Childe
1963	CC of A	**Aida**			Aida
1964	CC of A	**Sarabad**			Sarabad
1965	CC of A	**May D II**			May D II
1966	CC of A	**Doxy II**			Tandem
1967	CC of A	Div. 1 = **Seaquin**	Div. 2 = Scutum		Aphrodite
	PHRF	**Rain Bird**			African Star
1968	CC of A	Div. 1 = **Lara**	Div. 2 = Mont Mare		Lara
	PHRF	**Rain Bird**			Haida
1969	CC of A	Div. 1 = **Ariki IV**	Div. 2 = Seaquin		Ariki IV
	PHRF	**Telani**			Jellybean
1970	CC of A	Div. 1 = Doxy II	Div. 2 = **Kehloke**		Kehloke
	PHRF	**Wildish**			Vayu
1971	IOR	Div. 1 = **Gypsy G**	Div. 2 = Ariki V		Gypsy G
	PHRF	**Te-Pah**			?
1972	IOR	Div. 1 = **Climax**	Div. 2 = Vandal		Ambush
	PHRF	Div. C = White Squall	Div. D = **Avenger II**		White Squall
1973	IOR	Div. 1 = **Ambush**	Div. 2 = Seaquin		Ambush
	PHRF	Div. C = **Malda**	Div. D = Lairig Grhu		Malda
1974	IOR	Div. 1 = **June Bug**	Div. 2 = FRED		Gem
	PHRF	Div. C = **Filey Brig**	Div. D = Errigal		Gazelle
1975	IOR	Div. 1 = Double Entry	Div. 2 = **Blue Fox**		Blue Fox
	PHRF	Div. D = Union Depot	Div.E = Auriga	Div.F = **Lucy Alice**	Union Depot
1976	IOR	Div.6 = **Sea Spell**	Div.7 = FRED Again		Sea Spell
	PHRF	Div. D = **Lara**	Div.E = Courage Plus	Div.F = Sara	Lara
1977	IOR	Div.5 = First Morning	Div.6 = **Gotchagain**		Gotchagain
	PHRF	Div. D = Skilfish	Div.E = Salty Dream	Div.F = **Seaquin**	Skilfish

Year	Class	JUAN DE FUCA RACE Division Winners – Corrected Time (Bold indicates Overall Winner)				First to Finish – Elapsed Time
1978	IOR	Div.5 = **Gogama**	Div6= Fowlweather Bluff			Gogama
	PHRF	Div. D= **Piece O'Cake**	Div.E = Bad News	Div.F = Marilyn		Piece O'Cake
1979	IOR	Div.5 = Hagar	Div.6 = **Outlaw**			Hagar
	PHRF	Div.E = **Mirage**	Div.F = Tonic	Div.G = Aratai		Mirage
1980	IOR	Div.5 = Hagar	Div.6 = **Outlaw**			Hagar
	PHRF	Div.E = **Romada**	Div.F = **Bad News**	Div.G = Demara		Tarka
1981	IOR	Div.5 = **Hagar**	Div.6 = Bullet			Hagar
	PHRF	Div.F = Seahawk	Div.G. = **Lucky Lady**	Div.H = Surt	Div.I = **Sabeto**	Hanalei Express
1982	IOR	Div.5 = **Serada**	Div.6 = Bumper			Serada
	PHRF	Div.F = **Sea Spell II**	Div.G = FRED Again	Div.H = Apogee IV	Div.I = **Olympic Mist**	Sea Spell II
1983	IOR	Div.5 = **Clockwork**	Div.6 = Magic Dragon			Clockwork
	PHRF	Div.F = Holiday III	G= **Cheeseburger Dlx**	Div.H = **Pleiades**	Div.I = Olympic Mist	Holiday III
1984	IOR	Div.5 = Hagar	Div.6 = **FRED Again**			Hagar
	PHRF	Div.F = **Knockout**	Div.G = Poudre d'Or	Div..H = Dystocia	Div.I = Sine	Knockout
1985	PHRF	Div.I = Sunrise	Div.J = Warhawk	Div.J = **Sea Jay**		Warhawk
1986	PHRF	Div.I = Sunrise	Div.J = **Teaser**	Div.K = Spectrum		Sunrise
1987	PHRF	Div.H = Pegasus	Div.I = **Dystocia**	Div.J = Teaser		Pegasus
1988	PHRF	Div.I = **Dystocia**	Div.J = Gus	Div.K = Spectrum		Pegasus
1989	PHRF	Div.I = **Strait Shot**	Div.J = Alakazam	Div.K = Surt	Div.L = Avanti III	Strait Shot
1990	PHRF	Div.K = **Strait Shot**	Div.L = Alakazam	Div.M = Surt		Strait Shot
1991	PHRF	Div.M = **Sky Walker**	Div.N = Poudre D'Or	Div.O = March Hare		Horizon
1992	PHRF	Div.O = Light Scout	Div.P = Dystocia	Div.Q = Bedford Lass	Div.R = **Majic**	Majic
1993	PHRF	Div.P = Wildfire	O = Crew's Control	Div.R = **Catspaw**		Handy Man
1994	PHRF	Div.L = **Sidecar**	Div.M = Cajun	Div.N = **Alphie**	Div.O = Tokolosh	Sidecar

Year	Class	**JUAN DE FUCA RACE** Division Winners – Corrected Time (Bold indicates Overall Winner)				First to Finish – Elapsed Time
1995	PHRF	J =**One Moore Time**	Div. K = Freya	Div.L = Poudre D'Or	Div.M = Razz	One Moore Time
1996	PHRF	Div.L = **Aldebaran**	Div.M = **Eventide**	Div.N = Poudre D'Or	Div.O = Hail Merry	Aldebaran
1997	PHRF	Div.L = **Red Dwarf**	Div.M = Poudre D'Or	Div.N = Lone Ranger		Red Dwarf
1998	PHRF	Div.O = Arturo	Div.P = Flight	Div.Q = Sisu	Div.R = **Minotaur**	Red Dwarf
1999	PHRF	Div. L = Red Dwarf	Div. M = Escape	Div. N = Lone Ranger	Div. O = Maistral	Red Dwarf
2000	PHRF	Div. K = Roxanne	Div. L = **Teaser**	Div. M = Bravado		Teaser
2001	PHRF	Div. M = Wood$tock	Div. N = **Corvus**	Div. O = Jade	Div. P = Aeolia	Corvus
2002	PHRF	No boats finished the race				
2003		Div. N = **Norn**	Div. O = Corvus	Div. P = Green Card		Norm
2004		Div. O = **Dreamscape**	Div. P = Green Card			Dreamscape
2005		Div. P = **Farr Out**				Farr Out
2006	PHRF	Div. O = **Handy Man**				Duke
2007	PHRF	Div. N = **Stimulus**				Stimulus
2008	PHRF	Div. M = **Runner**				Runner
2009	PHRF 7	Div. R = **Giant Slayer**	Div. S = Annie			Giant Slayer
2010	PHRF 6	Div. K = **Kaysaren**				Giant Slayer
2011	PHRF H	Div. 1 = **Jeunesse III/ ReignMaker**	Div. 2 = Beyond Chaos	Div. 3 = Sirocco		Jeunesse III
	PHRF L	Div. 1 = **Baaad Kitty!**	Div. 2 = Emma			Baaad Kitty!
2012	PHRF H	Div. 1 = **Diva**	Div. 2 = Flying Circus	Div. 3 = Mata-Hari	Div 4 = Magnum	Diva
	PHRF L	Div. 1 = **My-Tai**	Div. 2 = Muffin			My-Tai

For 1980-1984, PHRF was split into two groups, each with a separate start. First to finish for "higher" PHRF ratings were:

1980: Bad News 1981: Thistle 1982: Apogee IV 1983: Pleiades 1984: Dystocia

Note: in 2011, Juan de Fuca was split into Heavy and Light Classes.

Year	Class	SWIFTSURE "CLASSICS" RACE Division Winners-Corrected Time (Bold Indicates Overall Winner)			First to Finish - Elapsed Time
2005	PHRF 8	Div. TT = Lifestyle	Div. UU= **Lemon Pie**		TT = Lifestyle
	PHRF 9	Div. S = Dystocia			S = Sparkle
2006	PHRF 9	Div. AA = White Squall	Div. BB = **Lifestyle**		AA = White Squall BB = Lifestyle
2007	PHRF 8	Div. R = **Zephyr**	Div. S = Brother Wind		Weigh To Go
2008	PHRF 8	N/A			N/A
2009	PHRF 9	Div. W = **Peptide**	Div. X = Ghost Dancer		Peptide
2010	PHRF 8	Div. O = Peptide	Div. P = **Prairie Sun**		Prairie Sun
2011	Inshore	DNF (Sat - Flying Sails)			

Note: *This race no longer run after 2011. Combined with "Rosedale Rock" race to become one-day "Inshore Classics" Race.*

Year	Class	ROSEDALE ROCK RACE Division Winners-Corrected Time (Bold Indicates Overall Winner)			First to Finish - Elapsed Time
2006	PHRF	Div. CC = Darwin's Folly	Div. DD = **Quicksilver**	Div. EE = Fast Company (DNF)	Darwin's Folly
2007	PHRF 9	Div. T = Lickety-Split	Div. U = **Phoenix**		Claymore
2008	PHRF 9	Div. S = **Hi5**			Hi5
2009	PHRF 8	Div.T = **Geneva**	Div. U = Orange Blossom	Div. V = Bel Esprit	Geneva
2010	PHRF 9	Div. R = **Surt**	Div. S = Desiderata		Surt
2011	Inshore Sun INF (Flying)	Div. 1 = Surt Div. 1 = Annie	Div. 2 = Zephyr	Div. 3 = Lifestyle	Zephyr Annie

Note: *This race no longer run after 2011. Combined with "Classics" race to become one-day "Inshore Classics" Race.*

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Year	Class	INSHORE CLASSICS RACE Division Winners-Corrected Time (Bold Indicates Overall Winner)			First to Finish - Elapsed Time
2012	PHRF	INF Div 1 = Swish	INF Div 2 = Zephyr	INF Div 3 = **Final Merry**	Swish
		INN = **Annie**			Annie

Note: INF = Inshore Flying Sails; INN = Inshore Non-flying Sails

Year	Class	UNLIMITED FLATTERY RACE Division Winners-Corrected Time (Bold Indicates Overall Winner)		First to Finish - Elapsed Time
2003	PHRF 5	Div. R = **Bandolier**		Bandolier
2004	PHRF 5	Div. S = **Braveheart**		Braveheart
2005	PHRF 7	Div. O = **Addiction**		Braveheart
2006	PHRF 7	Div. Q = **Flash**	Div. R = White Cloud	Braveheart
2007	PHRF 2	Div. D = **Artemis**		Flash
2008	PHRF 2	Div. E = **The Shadow**		The Shadow
2009	PHRF 4	Div. L = **Flash**	Div. M = The Shadow	Flash
2010	PHRF 2	Div. D = **Flash**		Flash
2011	PHRF	Div. 1 = **Flash**		Flash
2012	PHRF	Div. 1 = **Flash**		Flash

Year	Class	UNLIMITED JUAN de FUCA RACE Division Winners-Corrected Time (Bold Indicates Overall Winner)				First to Finish - Elapsed Time
2003	PHRF 8	Div. Q = **Ariel**				Ariel
2004	PHRF 8	Div. Q = Bullitt	Div. R = **Norn**			Gaia
2005	PHRF 6	Div. Q = **M.O.F**	Div. R = Magic Bullet			Yummy
2006	PHRF	Div. S = Ula Koa Div. W = Black Dragon	Div. T = **Road Runner**	Div. U = Betty Boop	Div. V = Meltemi	Ula Koa
2007	PHRF 7	Div. O = **Bullitt**	Div. P = Wildflower	Div. Q = TRACKS		Teddy Bear
2008	PHRF 7	Div. N = **Grafix**	Div. O = Songbird	Div. P = Magic Bullet		Grafix
2009	PHRF 6	Div. O = **Tiger Lily!**	Div. P = Obsession	Div. Q = Tryste		Tiger Lily!
2010	PHRF 7	Div. L = **My- Tai**	Div. M = Crazy Ivan	Div. N = Bulletproof		My- Tai

Note: In 2011, Juan de Fuca was split into Heavy and Light Class and this race no longer run.

MULTIHULLS

Swiftsure Bank

Year	Class	Division Winner – Corrected Time	First to Finish – Elapsed Time
1986	Multi	**Invictus**	Invictus
1987	Multi	Div.K = **Chaak**	Chaak
1988	Multi	Class VIII = **Chaak**	Chaak
1989	Multi	**Chaak**	Chaak
1990	Multi	Div.N = **Chaak**	Chaak
1991	Multi	Div.P = **Cha Cha**	Cha Cha
1997	Multi	Div.P = **Stars & Stripes**	Stars & Stripes
1998*	Multi	Div.E = **Humdinger**	Stars & Stripes

*** Note:** *1998 was the last year for this category.*

Cape Flattery Race

Year	Class	Division Winner – Corrected Time	First to Finish - Elapsed Time
1992	Multi	Div.N = **Tardis**	Tardis
1993	Multi	Div.N = **Flipper**	Flipper
1994	Multi	Div.K = **Tardis**	Tardis
1995	Multi	Div.I = **Redshift**	Flipper
1996	Multi	Div.K = **Hanoman**	Hanoman
1997	Multi	Div.O = **Hanoman**	Hanoman
1998	Multi	Div.N = **Hanoman**	Running with Scissors
1999	Multi	Div. K = **Cheekee Monkee**	Cheekee Monkee
2000	Multi	Div. J = **Dragonfly**	Dragonfly
2001	Multi	Div. L = **Dragonfly**	Dragonfly
2002	Multi	Div. D = **Bad Kitty**	Bad Kitty
2003	Multi	Div. D = **Dragonfly**	Dragonfly
2004	Multi	Div. E = **Redshift**	Redshift
2005	Multi	Div. F = **Cheekee Monkee**	Cheekee Monkee
2006	Multi	Div. M = **Redshift** Div. N = **Danger Zone**	Makika
2007	Multi	Div. E = **Blue Lightening**	DanGereaux
2008	Multi	Div. F = **Makika**	Bad Kitty
2009	Multi	Div N = **Dragonfly**	Dragonfly
2010	Multi	Div. E = **Dragonfly**	Dragonfly
2011	Multi	Div 1 = **Dragonfly**	Dragonfly
2012	Multi	Div 1 = **Dragonfly**	Dragonfly

Juan de Fuca Race for Multihulls

Year	Class	Division Winner – Corrected Time	First to Finish - Elapsed Time
2006	Multi	Div. P = **Scooter**	Scooter
2007-12*			

* DENOTES NO RACE.

Inshore for Multihulls

Year	Class	Division Winner – Corrected Time	First to Finish - Elapsed Time
2011	Multi	**Drum**	Cat Sass
2012	Multi	**Flying Kiwi**	Cat Sass

TROPHY DEDICATIONS /ALLOCATIONS AND TROPHY WINNERS

TROPHY LIST: SWIFTSURE AND ASSOCIATED RACES

Trophy Name	Trophy No.	SW#
ANACORTES YACHT CLUB TROPHY	105	SW#25
CANADIAN COAST GUARD TROPHY	146	SW#35
CAPE FLATTERY TEAM TROPHY	89	SW#30
CAPE FLATTERY TROPHY	122	SW#13
CARMANAH POINT TROPHY	145	SW#34
CITY OF SEATTLE TROPHY (Seattle Yacht Club Trophy)	120	SW#5
CITY OF VICTORIA TROPHY	36	SW#2
CLALLAM BAY TROPHY	98	SW#23
CORINTHIAN YACHT CLUB TROPHY	101	SW#9
ENDEAVOUR TROPHY	30	SW#29
GANN INTERNATIONAL TROPHY IOR	140	SW#27
GANN INTERNATIONAL TROPHY PHRF	141	SW#28
HARRY HERLIHY MEMORIAL SHIELD	100	SW#24
HUMPHREY GOLBY TROPHY	125	SW#16
JIM MCVIE / HUMPHREY GOLBY MEMORIAL AWARD	137	SW#33
JUAN DE FUCA COMMEMORATION TROPHY	33	SW#20
JUAN DE FUCA PERPETUAL CHALLENGE TROPHY	51	SW#14
LEWMAR TROPHY	147	SW#36
NEAH BAY TROPHY	111	SW#32
NED ASHE JUAN DE FUCA TEAM TROPHY	114	SW#31
OCEAN CEMENT TROPHY	34	SW#3
PACIFIC RIM TROPHY	128	SW#6
PORT ANGELES YACHT CLUB TROPHY	97	SW#22
ROYAL CANADIAN NAVY - JUAN DE FUCA	126	SW#12
ROYAL CANADIAN NAVY TROPHY – SWIFTSURE	72	SW#7
ROYAL VANCOUVER YACHT CLUB TROPHY	65	SW#19
RVICYC PAST COMMODORES TROPHY	91	SW#15
SAN JUAN TROPHY	47	SW#11
SIDNEY NORTH SAANICH YACHT CLUB TROPHY	117	SW#26
STORMY WEATHER TROPHY	129	SW#10
SWIFTSURE TROPHY	127	SW#1
T. EATON CO. LTD. TROPHY	37	SW#4
TACOMA YACHT CLUB INTERNATIONAL TROPHY	124	SW#18
VANCOUVER ROWING CLUB TROPHY	138	SW#21
WAADAH ISLAND TROPHY	139	SW#17
WEST VANCOUVER YACHT CLUB SWIFTSURE TROPHY	130	SW#8

ENDEAVOUR TROPHY
Presented to
ROYAL VICTORIA YACHT CLUB
By
H.A.Wallace, Esquire
1952

Dedications/Allocations

1984-1990	Swiftsure	Team Racing
1991-1993	Not awarded	
1997-1998	Not awarded	
1999-2004	Endeavour	Team Racing
2005-2012	Swiftsure	Team Racing

Winners

1952	Royal Vancouver Yacht Club
1953	Royal Victoria Yacht Club
1954-1956	*no contests recorded*
1957	Royal Vancouver Yacht Club
1958-1983	*inactive*
1984	Seattle Yacht Club
1985	Royal Victoria Yacht Club
1986	Seattle Yacht Club
1987	Royal Vancouver Yacht Club
1988	Royal Vancouver Yacht Club
1989	Royal Victoria Yacht Club
1990	Seattle Yacht Club
1994	Royal Victoria Yacht Club
1995	Seattle Yacht Club
1996	Seattle Yacht Club
1999	Shilsole Bay Yacht Club
2000	*not competed for*
2001	Seattle Yacht Club
2002	Seattle Yacht Club
2003	Seattle Yacht Club
2004	Seattle Yacht Club
2005	Seattle Yacht Club
2006	Seattle Yacht Club
2007	Seattle Yacht Club
2008	Seattle Yacht Club
2009	Seattle Yacht Club
2010	Seattle Yacht Club
2011-2012	*not competed for*

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Juan De Fuca Commemoration Trophy
1936

JUAN DE FUCA COMMEMORATION TROPHY
ROYAL VICTORIA YACHT CLUB
1962

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*(NOTE: Also known as **ROYAL VICTORIA YACHT CLUB TROPHY** in some Swiftsure records.)*

Dedications/Allocations

1936-1960	trophy used in PIYA regattas: check vs. Juan de Fuca Challenge	
1947-1950	trophy used in place of Swiftsure Trophy	
1962-1966	Juan de Fuca	Overall in C Class (CC of A)
1967-1969	Juan de Fuca	First in Div. I (CC of A)
1971-1972		First in Div. I (IOR)
1973-1975		First in Div. 1 (IOR)
1976		First in Div. 6 (IOR)
1977-1984		First in Div. 5 (IOR)
1985-1986	Cape Flattery	First in Div. 5 (IOR)
1987		Not used/awarded
1988-1991	Cape Flattery	First to Finish (PHRF - Light)
1992		First in Div. E (PHRF - Light)
1993		First in Div. E (PHRF - Light)
1994		First in Div. F (PHRF - Light)
1995		First in Div. D (PHRF - Light)
1996		First in Div. F (PHRF - Light)
1997		First in Div. F (PHRF - Light)
1998		First in Div. G (PHRF - Light)
1999-2000		First in Div. D (PHRF - Light)
2001		First in Div. E (PHRF - Light)
2002-2004		First in Div. F (PHRF - Light)
2005		First in Div. N (PHRF – Light)
2006		First in Div. N (Multihull)
2007		First in Div. N (PHRF 6)
2008		First in Div. N (PHRF 7)
2009		First in Div. H (PHRF 2)
2010		*Not awarded*
2011-2012		Heavy- First in Div. 4

Juan de Fuca Commemoration Trophy Winners:

Year	Boat	Skipper
1955	ATOTALA	C. Frisbie
1962	CELTIC CHILDE	A.G. Cutler
1963	AIDA	H. Vogel
1964	SARABAND	H. Jones
1965	MAY D II	E.P. Ashe
1966	DOXY II	P.R.A. Coombs
1967	SEAQUIN	R. Marshall
1968	LARA	W. Herman
1969	ARIKI IV	G. Hill
1970	DOXY II	P. Coombs
1971	GIPSY G	D.S. Gibberd
1972	CLIMAX	D. Smith/Michael R.Smith
1973	AMBUSH	Vance Bingham
1974	JUNE BUG	Robert Vynne
1975	DOUBLE ENTRY	O.A. Liebert
1976	SEA SPELL	Jan Huibers
1977	FIRST MORNING	G. Hodge
1978	GOGAMA	Dr. G Wilkins
1979	HAGAR	G. Duncan
1980	HAGAR	G. Duncan
1981	HAGAR	G. Duncan/W. Randolph
1982	SERADA	John Kirner
1983	CLOCKWORK	Al Whitfield
1984	HAGAR	P. Strelinger
1985	MO BETTA TWO	C. Pepka
1986	LADY BUG	Alan Holt
1987	not awarded	
1988	CAROLINA	Fred S.Davis
1989	PACHENA	John Newton
1990	RADIANT	J. van Poele
1991	BALLENAS	D. Race
1992	HARWAR	R. Hossack/ W. Wong
1993	HARWAR	R. Hossack/W. Wong
1994	HOBBES	R. Lubowiki
1995	CARPE DIEM	M. Schmeidl
1996	JAMOCA	R. Warner
1997	JAMMIN'	J. Arndt
1998	KELADI	F. Repanich
1999	SHOCKWAVE	R. Turko
2000	PHANTOM	F. Hazzard
2001	TAHLEQUAH	D. & G. Leighton
2002	DECLARATION OF INDEPENDENCE	B. Watkins
2003	PHANTOM	F. Hazzard
2004	TIME BANDIT	R. Brunius
2005	CHEROKEE	Pat Stewart
2006	DANGER ZONE	James Thompson
2007	STIMULUS	Adrian King-Harris
2008	GRAFIX	D. Homan
2009	NOT AWARDED	
2010	NOT AWARDED	
2011	WY' EAST	F. Colistro
2012	MAGNUM	A. Belcourt

OCEAN CEMENT TROPHY
Presented to
ROYAL VICTORIA YACHT CLUB
for competition in the Swiftsure Lightship Classic

WINNER
AA CLASS YACHTS

*(Note: for 1957-1962, known as **B.C. CEMENT TROPHY**.)*

Dedications/Allocations

1957-1966	Swiftsure	First in AA Class (CC of A)
1967-1970		First in Div. I (CC of A)
1971-1972		First in Div. I (IOR)
1973-1990		First in Div. 1 (IOR)
1991	Multihull	
1997	Port San Juan	First Overall (Div. O)
1998	Flattery Multihull	First Overall (Div. N)
1999		First in Div. K
2000		First in Div. J
2001		First in Div. L
2002		First in Div. D
2003-2004		*not awarded*
2005		First to Finish in Div. F
2006		First to Finish in Div. M
2007		First to Finish in Div. E
2008		First to Finish in Div. F
2009		First to finish in Div. N
2010		First to finish in Div. E
2011-2012		Line Honours

Winners

1957	MARUFFA	1970	ENDLESS SUMMER	
1958	ALOTOLA	1971	PERMAQUID	SYC
1959	COTTON BLOSSOM	1972	ENDLESS SUMMER	RVYC
1960	SEA FEVER	1973	GRAYBEARD	RVYC
1961	SEA FEVER	1974	GRAYBEARD	RVYC
1962	ADIOS	1975	SCARAMOUCHE	SYC
1963	SEA FEVER	1976	JOLI	SYC
1964	DORADE	1977	WARLOCK	TYC
1965	HELENE	1978	OUTRAGEOUS	BYC
1966	SEA FEVER	1979	WIZARD	Portland
1967	HUSSY	1980	WARRIOR	SYC
1968	DIAMOND HEAD	1981	DEFIANCE	TYC
1969	MARY BOWER	1982	PACHENA	West Van

1983	GLORY	SYC
1984	CHARLEY	R Van
1985	GLORY	SYC
1986	SORCERY	California
1987	SACHEM	COR Sea
1988	SACHEM	COR Sea
1989	GLORY	SYC
1990	ALLURE	Monterey
1991	CHA CHA	Sloop Tavern
1992	TARDIS	VRC
1993	FLIPPER	VRC
1994	TARDIS	VRC
1995	FLIPPER	VRC

1996	HANOMAN	COR Sea
1997	HANOMAN	COR Sea
1998	HANOMAN	COR Sea
1999	CHEEKEE MONKEY	Bellingham
2000	DRAGON FLY	NWMultihul
2001	DRAGON FLY	NWMultihul
2002	BAD KITTY	Bcms
2005	CHEEKEE MONKEY	Bellingham
2006	RED SHIFT	Nanaimo
2007	BLUE LIGHTENING	IYC
2008	BAD KITTY	BCMS
2009	NOT AWARDED	
2010	DRAGONFLY	RVicYC
2011	DRAGONFLY	RVicYC
2012	DRAGONFLY	RVicYC

CITY OF VICTORIA PERPETUAL TROPHY
SWIFTSURE CLASSIC

Dedications/Allocations

1955-1970	Swiftsure	First to finish (CC of A)
1971-1990		First to finish (IOR)
1991-2010		First to finish (PHRF)
2011-2012		Line Honours

Winners

1955	MARUFFA			1985	CLIMAX	SYC
1956	MARUFFA			1986	SORCERY	California
1957	MARUFFA			1987	LUCILLE	Seattle
1958	DIAMOND HEAD			1988	MERIDIAN	Seattle
1959	COTTON BLOSSOM			1989	GLORY	Seattle
1960	MARUFFA			1990	ALLURE	Monterey
1961	TROUBADOUR			1991	MERIDIAN	Seattle
1962	MARUFFA			1992	MERLIN	R Van YC
1963	ADIOS			1993	RAGE	Portland
1964	HUSSY			1994	RAGE	Portland
1965	DIAMOND HEAD			1995	CASSIOPEIA	SYC
1966	MARY BOWER			1996	PYEWACKET	Los Angeles
1967	HUSSY			1997	CASSIOPEIA	COR Sea
1968	MOONGLOW III			1998	CASSIOPEIA	COR Sea
1969	DIAMOND HEAD			1999	RAGE	PORTLAND
1970	ENDLESS SUMMER			2000	RENEGADE	R VAN YC
1971	ADIOS	SYC		2001	RAGE	Portland
1972	ENDLESS SUMMER	R Van YC		2002	ICON	SYC
1973	GRAYBEARD			2003	RAGE	Portland
1974	GRAYBEARD			2004	ICON	SYC
1975	WARRIOR			2005	CORUBA	SYC
1976	KIALOA III	SYC		2006	GLORY	Seattle
1977	WARLOCK	TYC		2007	CORUBA	Seattle
1978	WINDWARD PASSAGE	NYYC		2008	GLORY	Seattle
1979	GRAYBEARD	R Van YC		2009	*not awarded*	
1980	WARRIOR	SYC		2010	ICON	Anacortes YC
1981	GLORY	SYC		2011	ICON	Anacortes YC
1982	OCTAVIA	Santa Cruz		2012	ICON	Anacortes YC
1983	SACHEM	CYC				
1984	CHARLEY	R Van YC				

Trophy No. 37

THE T. EATON CO. LIMITED
Annual Trophy
Presented to
ROYAL VICTORIA YACHT CLUB
for competition by "A" Class vessels in the
SWIFTSURE LIGHTSHIP CLASSIC

Dedications/Allocations

1956-1966	Swiftsure	First in A Class (CC of A)
1967-1970		First in Div II (CC of A)
1971-1972		First in Div II (IOR)
1973-1989		First in Div 2 (IOR)
1990-1996		*not awarded (no IOR Div 2)*
1997- 1998	Swiftsure Multihull	Overall Handicap Winner
1999-2004		*not awarded*
2005-2007		First in Div B
2008-2012	Swiftsure	First in Div 2

Winners

1957	KATE II	D.E. Skinner	SYC
1958	KATE II	D.E. Skinner	SYC
1959	MARY BOWER	K.J. McRae	R Van YC
1960	KATE II	D.E. Skinner	SYC
1961	KATE II	D.E. Skinner	SYC
1962	KATE II	D.E. Skinner	SYC
1963	ODUSA	E.H. Zahn	CYC
1964	HUSSY	R.G. Page	SYC
1965	KIOLOA	C.W. Brasier	TYC
1966	ODUSA	E.H. Zahn	SYC
1967	NORWESTER	W.D. Hofius/ K.W. Browne	SYC
1968	MOONGLOW III	D.D. Neilsen	
1969	MOEA	W.C. Whipple	CYC
1970	MARA	W.M. Buchan	CYC
1971	TERNA	P. Christoffersen	WVYC
1972	CAROLINE	Edgar Kaiser Jr.	RVYC
1973	WINGAWAY	H. Davidson/B. Lane	RVYC
1974	PACHENA	John Newton	WVYC
1975	BRER RABBIT	B. Connor	CYC
1976	SURPRISE	Gerry Maurer	SYC

1977	KANATA	V. Plasvic	WVYC
1978	HEATHER	John Buchanan	SYC
1979	HEATHER	John Buchanan	SYC
1980	TOMAHAWK	J.E. Arens	Balboa
1981	HEATHER	Fred Roswold	SLP TVRN
1982	CIRCLE GAME	Barry Foss	R Vic YC
1983	CANVASBACK	J. Anderson	Sidney
1984	PACHENA III	J. Newton	W Van
1985	PACHENA III	J. Newton	W Van
1986	COUNTESS III	P. Jefferson	R Van YC
1987	JOLLY OLLY IV	Vern Ruskin	R Van YC
1988	CHIMERA	C. Lazinger	COR Sea
1989	RESUSITATION	F. Thompson	R Van YC
1997	STARS & STRIPES	S. Fossett	Chicago
1998	HUMDINGER	D. Young	SYC
2005	ARTEMIS	L. Bianco	CYC
2006	Voodoo Child	Brian Duchin	Tacoma
2007	Finale	C.&R. Hills	CYC
2008	MYSTIC	S. Crary	Seattle YC
2009	Marda Gras	M. Phelps	Seattle YC
2010	Kairos	R. Jewula	RVicYC
2011	Night Runner	D. Fryer	Anacortes YC
2012	Terremoto	W. S. Weinstein	

SAN JUAN TROPHY
First to Finish in Juan de Fuca Race
Presented by
COMM & Mrs. F.A.GRIFFITHS   WVYC

Dedications/Allocations

1962-1970	Juan de Fuca	First to finish (CC of A)
1971-1984		First to finish (IOR)
1985-1990	Cape Flattery	Overall Handicap Winner (IOR)
1990-2002		*not awarded (no IOR)*
2003-2007	Juan de Fuca	First to Finish (PHRF)
2008-10		Line Honours
2011		*not awarded*
2012	Juan de Fuca	Line Honours

Winners

1962	CELTIC CHILDE	WVYC		1988	MO BETTAH TWO	SEATTLE
1963	EIDA	R VAN YC		2003	NORN	Orkus Island
1964	SARABAND	WVYC		2004	DREAMSCAPE	Point Roberts
1965	MAY D II	R VIC YC		2005	FARR OUT	CFSA
1966	TANDEM	R VIC YC		2006	HANDY MAN	Anacortes
1967	APHRODITE III	WVYC		2007	STIMULUS	RVicYC
1968	LARA	CYC		2008	GIANT SLAYER	Three Tree Point
1969	ARIKI IV	WVYC		2009	GIANT SLAYER	Three Tree Point
1970	KELOKE	WVYC		2010	GIANT SLAYER	Three Tree Point
1971	GYPSY G	WVYC		2012	DIVA	
1972	AMBUSH	TYC				
1973	MALDA	MBYC				
1974	GEM	CYC				
1975	BLUE FOX	TYC				
1976	SEA SPELL	R VIC YC				
1977	SKILFISH	WVYC				
1978	GOGAMA	R VAN YC				
1979	HAGAR	SYC				
1980	HAGAR	SYC				
1981	HAGAR	SYC				
1982	SERADA	S SOUND				
1983	CLOCKWORK	TSAWWASSEN				
1984	HAGAR	COR Sea				
1985	MO BETTAH TWO	SEATTLE				
1986	LADY BUG	SEATTLE				
1987	LADY BUG	SEATTLE				

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Trophy No. 51

THE JUAN DE FUCA PERPETUAL CHALLENGE TROPHY
FOR OCEAN CRUISERS
(Burgees of Royal Victoria, Royal Vancouver and Seattle Yacht Clubs)

*(**Note**: 1937-1947 used at PIYA regattas. For 1948/49, used for Swiftsure winner.
Sometimes known as the **SAN JUAN BOWL**.)*

Dedications/Allocations

1948-1949	Swiftsure - Pt Townsend races	
1950-1973	PIYA regattas - for largest cruiser class	
1974-1984		*not awarded*
1985-1990	Cape Flattery	Overall Handicap Winner (PHRF - Light)
1991		First Overall (PHRF - Light)
1992		First in Div. D (PHRF - Light)
1993		First in Div. D (PHRF - Light)
1994		First in Div. E (PHRF - Light)
1995		First in Div. C (PHRF - Light)
1996-1997		First in Div. E (PHRF - Light)
1998		First in Div. F (PHRF - Light)
1999-2000		First in Div. C (PHRF - Light)
2001		First in Div. D (PHRF - Light)
2002-2003		First in Div. E (PHRF - Light)
2004-2005		*not awarded*
2006		First in Div. F (PHRF – Light)
2007-2009		First in Div. F (PHRF- Light)
2010		First in Div. G (PHRF- Heavy)
2011-2012		First in Div. 2 (Heavy)

Winners

1948	NAUTILUS II
1949	ALOTOLA
1950	RED JACKET
1951	DORADE
1952	DORADE
1953	*(No Engraving)*
1954	*(No Engraving)*
1955	ALOTOLA
1956	ADIOS
1957	*(No Engraving)*
1958	*(No Engraving)*
1959	WILD GOOSE
1960	GRAYLING
1961	REALITY
1962	OCEANUS
1963	SPIRIT
1964	DIAMOND HEAD

1965	DIAMOND HEAD		
1966	*(No Engraving)*		
1967	MARY BOWER		RVanYC
1969	PORPOISE III		RVanYC
1970	WINSOME IV		RVanYC
1971	COHO		RVYC
1972	ENDLESS SUMMER		RVanYC
1973	RACE PASSAGE/ JEUNESSE II		RVanYC
1974-84	*(No Engraving)*		
1985	SALLY	F. Palmer	Gig Harbour
1986	CORUBA	R. Fleming	CORC Sea
1987	TAHLEQUAH	G. Leighton	Cor.Sea
1988	BORDER REIVER	T. Stamper	RVicYC
1989	CHEERS	M. Beirmann	Portland
1990	VITESSE & FINESSE	R.& P. Hatch	RVanYC
1991	OAXACA	G. Twiner	Shilshole
1992	NORTHERN GIRL	J. Graham	RVanYC
1993	WIND BIRD	G. Utgaard	Cor.Sea
1994	DAUNTLESS	T. Allard; G. Ball	RVanYC
1995	WIND BIRD	G. Utgaard	Shilshole
1996	WIND BIRD	G. Utgaard	Shilshole
1997	SLY'D AWAY	S. Watts	RVanYC
1998	MAD MAX	S. Koreman	RVanYC
1999	TIME BANDIT	Orcas	
2000	PADDY WAGON	Seattle YC	
2001	SNAKE OIL	Seattle YC	
2002	TIME BANDIT	R. Brunius	Orcas
2003	GENERAL HOSPITAL	A. Verhoeven	RvanYC
2006	Declaration of Independence	Brian Watkins	Seattle
2007	TIME BANDIT	Robert Brunius	Orcaslsld
2008	MAKIKA	J. Stoller	NWMA
2009	VIGILANT	R. Fitzpatrick	Seattle
2010	CHEROKEE	Pat Stewart	Three Tree Point
2011	WHISTLER	G. Emanuel	Portland
2012	BUCK'ANEER	H. Buck	

THE ROYAL VANCOUVER YACHT CLUB TROPHY
For "B" CLASS WINNER
SWIFTSURE LIGHTSHIP CLASSIC

Dedications/Allocations

Note: B Class of CCofA established in 1957 race; in 1958 all DNF

Year		Description
1959-1966	Swiftsure	First in B Class (CC of A)
1967-1970		First in Div. IV (CC of A)
1971-1972		First in Div. IV (IOR)
1973-1974		First in Div. 4 (IOR)
1975		First in Div. 5(IOR)
1976-1984		First in Div. 4 (IOR)
1985-1986		First in Div. D (PHRF)
1987-1990		*not awarded/no IOR*
1991	Swiftsure	First overall (IOR)
1992-1993		First in Div. A (PHRF)
1994-1996		First in Div. A (PHRF)
1997		First in Div. 1 (PHRF)
1998-1999		First in Div. A (PHRF)
2000-2012		First in Div. 1

Winners

Year	Boat	Skipper	Club
1959	VAGABOND		
1960	AIDA	H. Vogel	
1961	JAY JAY	J. Reed	RVYC
1962	CIRRUS	J.H. Galbraith	TYC
1963	CIRRUS	R.B. Gregory/ J.H. Galbraith	TYC
1964	ALLEGRO	R.A. Spenser	TYC
1965	MISTRAL	J.C. Baillargeon	SYC
1966	MISTRAL	J.C. Baillargeon	SYC
1967	MISTRAL	J.C. Baillargeon	SYC
1968	MISTRAL	J.C. Baillargeon	SYC
1969	SWALLOW	P.G. Johnson Jr	SYC
1970	EAGLE	L. Shorett	CYC
1971	HOOLIGAN	Tom O'Brien	SYC
1972	HOOLIGAN	W. Lerch/ D.McVittie	CYC

Year	Boat	Skipper	Club
1973	ORAO	V. Plasvic	RVYC
1974	GEMINI	Fred Bieker	Portland
1975	ELUSIVE I	J.E. Sprouse	Portland
1976	LADYBUG	Alan Holt	CYC
1977	BIG SISTER	J. Evetts	KYC
1978	SACHEM	Bill Buchan	CYC
1979	BUMPER	C. Clark	SYC
1980	LADYBUG	A. Holt	SYC
1981	EXPEDITER	John Morch	RVic
1982	EXPEDITER	John Morch	RVic
1983	EXPEDITER	John Morch	RVic
1984	ALERT	E. Vynne	Friday Hbr
1985	CHEETAH	P. Clark/G.Millar	Quartermaster
1986	HILLTON	Barry Hill	Pt. Roberts

Year	Boat	Skipper	Club
1991	SACHEM	W. Buchan	COR Sea
1992	LUCILLE	K. Stamper	SYC
1993	RAGE	S. Rander	Portland
1994	RAGE	S. Rander	Portland
1995	CASSIOPEIA	C. Burnett III	COR Sea
1996	CASSIOPEIA	C. Burnett III	COR Sea
1997	CASSIOPEIA	C. Burnett III	COR Sea
1998	CASSIOPEIA	C. Burnett III	COR Sea
1999	CHINA CLOUD	W. Buchan, Jr.	COR Sea
2000	JAM	J. McPhail	Gig Harbor
2001	JAM	J. McPhail	Gig Harbor
2002	ICON	D. Robbins	Seattle
2003	CORUBA	R. Flemming	Seattle
2004	ICON	D. Robbins	Seattle
2005	CORUBA	R. Flemming	Seattle
2006	GLORY	J. Buchan	Seattle
2007	CORUBA	R. Fleming	Seattle
2008	GLORY	J. Buchan	Seattle
2009	GLORY	J. Buchan	Seatle
2010	STRUM	R. MacDonald	RVanYC
2011	ICON	K. Welch	Anacortes
2012	ICON	K. Welch	Anacortes

ROYAL CANADIAN NAVY SWIFTSURE TROPHY
Presented by
ROYAL CANADIAN NAVAL SAILING ASSOCIATION

Dedications/Allocations

1967-1970	Swiftsure	First to round Swiftsure (CC of A)
1971-1976		First to round Swiftsure (IOR)
1977-1979		First to finish (PHRF)
1980-1984		First to finish (PHRF Class II)
1985-1990		First to finish (PHRF)
1991-1996		*not awarded; replaced by City of Victoria Trophy*
1997-2012	Swiftsure	First to Round Swiftsure Bank

Winners

1966	MARY BOWER	RVanYC		1990	MERIDIAN	COR Sea
1967	MARA	CYC		1991-96	*not awarded*	*check vs RCN Juan de Fuca trophy*
1968	MARY BOWER	RVanYC		1997	CASSIOPEIA	COR Sea
1969	SIX PACK	Rose City YC		1998	CASSIOPEIA	COR Sea
1970	ENDLESS SUMMER	RVanYC		1999	CHINA CLOUD	COR Sea
1971	PERMAQUID	SYC		2000	RAGE	Portland
1972	ADIOS	SYC		2001	RENEGADE	RVan
1973	GRAYBEARD	RvanYC		2002	RENEGADE	RVan
1974	GRAYBEARD	RvanYC		2003	NEPTUNE'S CAR	PrtMadison
1975	ENDLESS SUMMER	RVYC		2004	ICON	Seattle
1976	KIALOA III	SYC		2005	CORUBA	Seattle
1977	KANATA	WVYC		2006	CORUBA	Seattle
1978	BACCARAT	SYC		2007	Declaration of Independence	Seattle
1979	REALITY	R Vic YC		2008	GLORY	Seattle
1980	JAZZ	Anacortes		2009	NEPTUNE'S CAR	CYCSeatle
1981	PIETARSAARI	CYC (Sea)		2010	ICON	Anacortes
1982	SYDEILSUMA	KITSILANO		2011	ICON	Anacortes
1983	AJAX	Anacortes		2012	ICON	
1984	AMBIENCE	3 TREE POINT				
1985	MERIDIAN	COR Sea				
1986	WINDBIRD	COR Sea				
1987	MERIDIAN	COR Sea				
1988	PALM TREE EXPRESS	COR Sea				
1989	EARL OF MAR	COR Sea				

CAPE FLATTERY TEAM TROPHY
Presented by
ROYAL VICTORIA YACHT CLUB

Dedications/Allocations

1986-	Cape Flattery	Team Racing

Winners

1986	Three Tree Pt.Y.C.
1987	Seattle Yacht Club
1988	R Van YC
1989	Seattle Yacht Club
1990	R Vic YC
1991	R Van YC
1992	R Van YC
1993	R Vic YC
1994	Seattle Yacht Club
1995	Seattle Yacht Club
1996	Seattle Yacht Club
1997	R Vic YC
1998	Tiddlycove YC
1999	R Vic YC
2000	R Vic YC Team 1
2001	West Vancouver Yacht Club
2002	Vancouver Rowing Club
2003	International Yacht Club
2004	Seattle Yacht Club
2005	Seattle Yacht Club
2006	Seattle Yacht Club
2007	Seattle Yacht Club - C
2009	R Vic YC
2010-2012	*not awarded*

ROYAL VICTORIA YACHT CLUB
PAST COMMODORES' TROPHY
CAPE FLATTERY RACE
1988

Dedications/Allocations

1988-1989	Cape Flattery	First in Div. E (PHRF - Light)
1990		First in Div. G (PHRF - Light)
1991		First in Div. E (IMS)
1992		First in Div. L (IMS)
1993		First in Div. L (IMS)
1994	Juan de Fuca	First in Div. I (PHRF - Light)
1995		First in Div. J (PHRF - Light)
1996		First in Div. I (PHRF - Light)
1997		First in Div. L (PHRF)
1998		First in Div. O (PHRF - Light)
1999		First in Div. L (PHRF – Light)
2000		First in Div. K (PHRF – Light)
2001		First in Div. M (PHRF – Light)
2002		*not awarded*
2003-2004		Not used; replaced by Multihulls Team Racing (CF)
2005		Awarded to Multihull Team Racing
2006		Awarded to Multihull Team Racing
2007		Awarded to Multihull Team Racing
2008		Not Awarded
2009		First in Div. S
2010-2011		*not awarded*
2012		First in Div 2, Heavy

Winners

1988	BORDER REIVER	T. Stamper	R Vic YC	1998	ARTURO	S. Wynn/	Bellingham
1989	CHEERS	M. Biermann	Portland		THE AQUA BOY	A. Schwenk	
1990	BALLENAS	D. Race	R Van YC	1999	RED DWARF	W. Campbell/R. Hargreaves	False Creek
1991	RASCAL	B. Watkins	Seattle YC	2000	ROXANNE	G. Johnston	R Van YC
1992	RASCAL	B. Watkins	Seattle YC	2001	WOOD$TOCK	M. Woodward	Canoe Bay
1993	VIVA	D. Blakemore	COR Sea	2005	TEAM USA 2		

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1994	SIDECAR	A. L'Hirondelle	SNSYC	2006	TEAM USA		
1995	ONE MOORE TIME	R. DePass	R Vic. YC	2007	TEAM USA		
1996	ALDEBARAN	S. Kubas	Sloop Tavern	2009	ANNIE	R. Aubin	R Vic YC
1997	RED DWARF	W. Campbell/ R. Hargreaves	False Creek	2012	FLYING CIRCUS	E. Yaremko	

PORT ANGELES YACHT CLUB TROPHY

Dedications/Allocations

1978-1979	Juan de Fuca	Overall Handicap Winner (PHRF)
1980-1984		Overall Handicap Winner (PHRF Class VI)
1985-2001		Overall Handicap Winner (PHRF)
2002		Not Awarded
2003-2004		First in Div O (PHRF-Heavy)
2005		First in Div R
2006		First in Div T
2007-2008		*not awarded*
2009-2010	Rosedale Rock	First in Div 3
2011-2012	Inshore Flying Sails	First in Div 1

Winners

1979	MIRAGE	V.F. Bingham	Pt.Angeles
1980	BAD NEWS	R. Lefeaux	Tiddly Cove
1981	SABITO	Guy Screech	R Vic Y C
1982	OLYMPIC MIST	M. Kalahar	Pt. Angeles
1983	PLEIADES	R. Morton	3 Tree Point
1984	DYSTOCIA	B. Bentham	Canoe Bay
1985	SEA JAY	G. Redzich	R Vic Y C
1986	TEASER	P. Stanley	Tacoma
1987	DYSTOCIA	B. Bentham	Canoe Bay
1988	DYSTOCIA	B. Bentham	Canoe Bay
1989	STRAIT SHOT	S. Wilson	Seattle YC
1990	STRAIT SHOT	S. Wlson/M. Lemon	Seattle YC
1991	POUDRE D'OR	B. Hulscher	VRC
1992	MAJIC	C. Lees	WVYC
1993	CATSPAW	P. Vanderwood	Tsawassen
1994	ALPHIE	K. Rushton/A. Fox	Comox Bay
1995	FREYA	G. Frahm	SBYC
1996	ALDEBARAN	S. Kubas	Sloop Tavern
1997	RED DWARF	W. Campbell/ R. Hargreaves	False Creek
1998	MINOTAUR	K. Kersh	South Sound
1999	MAISTRAL	C. Jongbloed	R Vic YC
2000	TEASER	J. Thomson	Tacoma
2001	CORVUS	T. Kerr	Shilshole
2003	CORVUS	T. Kerr	Shilshole
2004	DREAMSCAPE	G. Parenteau	PntRbrtsYC
2005	MAGIC BULLET	Nigel Martin	R Vic Y C
2006	ROAD RUNNER	Peter McCarthy	West Vancouver
2009	BEL ESPRIT	R. Wudnderich	Sidney NS
2010	DESIDERATA	B. Davies	Van Rowing Club
2011	SURT	E. Life	R Vic YC
2012	SWISH	Jeremy Smith	RVicYC

THE CLALLAM BAY TROPHY
Presented by
PACIFIC YACHTING

Dedications/Allocations

1984	Juan de Fuca	Overall Handicap Winner (IOR)
1985-2001		First to Finish (PHRF)
2002		*not awarded*
2003-2012		First Overall (PHRF – Light)

Winners

1984	FRED AGAIN	G. Wilkins	R.Van YC
1985	WARHAWK	E. Fish	3 Tree Pt
1986	SUNRISE	M. Linrothe	3 Tree Pt
1987	PEGASUS	J. Becker	Cor Portland.
1988	PEGASUS	J. Becker	Cor Portland
1989	STRAIT SHOT	S. Wilson	Seattle YC
1990	STRAIT SHOT	S. Wilson/M. Lemon	Seattle YC
1991	HORIZON	D. Cook	R Vic YC
1992	LIGHT SCOUT	K. Palmer	R Vic YC
1993	WILDFIRE	H. Frey	Pt. Madison
1994	ALPHIE	K. Rushton/A. Fox	Comox Bay
1995	FREYA	G. Frahm	SBYC
1996	ALDEBARAN	S. Kubas	Sloop Tavern
1997	RED DWARF	W. Campbell/ R. Hargreaves	False Creek
1998	RED DWARF	W. Campbell/ R. Hargreaves	False Creek
1999	RED DWARF	W. Campbell/ R. Hargreaves	False Creek
2000	TEASER	J. Thomson	Tacoma
2001	CORVUS	T. Kerr	Shilshole
2003	NORN	A. Hammer	Orcas
2004	DREAMSCAPE	G. Parenteau	PntRbrtsYC
2005	FARR OUT	Michael Beattie	CFSA
2006	HANDY MAN	Girts Rekevics	Anacortes
2007	STIMULUS	Adrian King-Harris	Royal Victoria YC
2008	RUNNER	D. Randolph	Slooptvrn
2009	GIANT SLAYER	D. Garman	Three Tree Point
2011	Baaad Kitty!	Ben Power	RvicYC
2012	My-Tai	Daryl Homan	SNSYC

THE HARRY HERLIHY
MEMORIAL SHIELD
SWIFTSURE CLASSIC

Dedications/Allocations

1981-1984	Juan de Fuca	First in Div H (PHRF class VI)
1985-1986		First in Div I (PHRF)
1987		First in Div H (PHRF)
1988-1989		First in Div I (PHRF)
1990		First in Div K (PHRF)
1991		First in Div M (PHRF)
1992		First in Div P (PHRF)
1994		First in Div M (PHRF)
1995		First in Div K (PHRF)
1996-1997		First in Div M (PHRF)
1998		First in Div P (PHRF)
1999		First in Div M (PHRF)
2000		First in Div L (PHRF)
2001		First in Div N (PHRF – Heavy)
2002		*not awarded*
2003-2004		First in Div N (PHRF – Light)
2005		*not awarded*
2006		First in Div W
2007-2008		*not awarded*
2009		First in Div
2010		First in Div K
2011-2012		First in Div 1, Heavy

Winners

1981	SURT	E. Life	R Vic YC
1982	APOGEE IV	Hibbert/Day	Cor Tac
1983	PLEIADES	A. Morton	3 Tree Pt
1984	DYSTOCIA	B. Bentham	Canoe Bay
1985	SUNRISE	M. /D. Linrothe	3 Tree Pt
1986	SUNRISE	M. Linrothe	3 Tree Pt
1987	PEGASUS	J. Becker	Cor Portland
1988	DYSTOCIA	B. Bentham	Canoe Bay
1989	STRAIT SHOT	S. Wilson	Seattle YC
1990	STRAIT SHOT	S. Wilson/M. Lemon	Seattle YC
1991	SKY WALKER	G. Cooper	R Vic YC
1992	DYSTOCIA	B. Bentham	Canoe Bay
1994	CAJUN	J. Leyland	Windward
1995	FREYA	G. Frahm	SBYC
1996	EVENTIDE	C. Ashcroft	Anacortes
1997	POUDRE D'OR	B. Hulscher	WVYC

1998	FLIGHT	B. Robinson	Schooner Cove
1999	ESCAPE	J. Hillis	Shilshole Bay
2000	TEASER	J. Thomson	Tacoma
2001	CORVUS	T. Kerr	Shilshole
2003	NORN	A. Hammer	Orcas
2004	BALDER	J. DeMeyer	Olympia Yacht Club
2006	BLACK DRAGON	L. Leader	Royal Vic YC
2009	GIANT SLAYER	D. Garman	Three Tree Point
2010	KAYSAREN	E. Ozker	Canoe Bay YC
2011	Jeunesse III	H. Buck	R Van YC
	ReignMaker	G. Pentz	Bremerton YC
2012	Diva	Jim Prentice	

Trophy No. 101   **SW #9**

CORINTHIAN YACHT CLUB TROPHY

Dedications/Allocations

1968-1969		
1970-1971		*not awarded*
1972-1977	Swiftsure	First in Div. A (PHRF)
1978-1979		First in Div. B (PHRF)
1980-1984		First in Div. B (PHRF Class II)
1985-1990		First in Div. B (PHRF)
1991-1994		First in Div. C (PHRF)
1995		*not awarded*
1996	Swiftsure	First in Div. C (PHRF)
1997		First in Div. B (PHRF)
1998		First in Div. C (PHRF)
1999-2000		*not awarded*
2001	Rededication	First in Div. C (PHRF)
2002-2004		Not Used/Awarded
2005		First in Div. E (PHRF)
2006	Juan de Fuca	First Overall, Multihull
2007-2008		*not awarded*
2009-2010	Juan de Fuca	Line Honours, Unlimited
2011		Line Honours
2012		Line Honours, Light

Winners

1968	HAIDA	Bob Dawson	PMYC
1969	AFRICAN STAR	Doug Fryer	SYC
1972	JEUNESSE II	Paul Cote	RVYC
1973	WHITE SQUALL	G. Teats	TYC
1974	WHITE SQUALL	G. Teats	TYC
1975	TERNA	P. Christoffersen	WVYC
1976	SAGA	Sven Rasmussen	R Van YC
1977	JUBILEE	Bill Watkins	SYC
1978	MELTEMI	Frank Musson	WVYC
1979	THUNDER CHICKEN	G. Cole	CYC (Sea)
1980	DELICATE BALANCE	Dr.R. Gonsolus	SYC
1981	SURPRISE	Gerry Maurer	SYC
1982	SURPRISE	Gerry Maurer	SYC
1983	SURPRISE	Gerry Maurer	SYC
1984	BOHEMIA	R. Helsell	SYC
1985	KATANA	R. Suguki/ G. Davis	COR Sea
1986	CYGNET	M. Milburn	COR Sea
1987	'KSAN	Bonar Davis	R Van YC
1988	JEUNESSE III	P. Cote/R.Brooks Hill	R Van YC
1989	DANCING BEAR III	J. Gerhardt	Tacoma

1990	PILAR	J. MacMillan	Nanaimo
1991	COSMOS	J. Mathews	Portland
1992	BALLENAS	D. Race	R Van YC
1993	BLACK ICE	M. Frampton	R Vic YC
1994	CHALLENGE	W.P. Jennings	COR Sea
1996	FAIRWIND	W. Putnam	Sloop Tavern
1997	ATALANTA	R. Hedreen	SYC
1998	NIGHTRUNNER	D. Fryer	SYC
2001	ALCAHEST	J. Tremblay	Shilshole
2005	SEEKER	Kenneth Greff	Anacortes
2006	SCOOTER	M.A. Wright	NWMA
2009	TIGER LILY!	J. Boyko	R Van YC
2010	MY- TAI	Daryl Homan	Sidney North Saanich YC
2011	Baaad Kitty!	Ben Power	R Vic YC
2012	MY-TAI	Daryl Homan	Sidney North Saanich YC

ANACORTES YACHT CLUB
JUAN DE FUCA RACE
PHRF CLASS TROPHY

Dedications/Allocations

1968-1971	Juan de Fuca	First overall (PHRF)
1972-1974		First in Div. C (PHRF)
1975-1978		First in Div. D (PHRF)
1979		First in Div. E (PHRF)
1980-1982		First in Div. E (PHRF Class V)
1983-1984		First in Div. F (PHRF Class V)
1985-1986		First in Div. J (PHRF)
1987		First in Div. I (PHRF)
1988-1989		First in Div. J (PHRF)
1990		First in Div. L (PRHF)
1991		First in Div. N (PHRF)
1992		First in Div. Q (PHRF)
1993		First in Div. Q (PHRF)
1994		First in Div. N (PHRF)
1995		First in Div. L (PHRF)
1996-1997		First in Div. N (PHRF)
1998		First in Div. Q (PHRF)
1999		First in Div. N (PHRF)
2000		First in Div. M (PHRF)
2001		First in Div. N (PHRF – Heavy)
2002		*not awarded*
2003-2006		First in Division, Heavy
2007-2010		First in Division, Unlimited
2011-2012		First in Div 1, Light

Winners

1968	RAINBIRD	W. B. Johnson	TYC	1975	UNION DEPOT	R.L. Rue	TYC
1969	TELANI	A. W. Priest	EYC	1976	LARA	Ken Clark	R Van
1970	WILDISH	E.C. Laserquist	PYC	1977	SKILLFISH	D.R. West	WVYC
1971	TE PAH	E.R. Oldham	CFSA	1978	PIECE O' CAKE	Don Clark	SYC
1972	WHITE SQUALL	Peter White	MBYC	1979	MIRAGE	V.F.Bingham	Pt. Ang
1973	MALDA	Colm Hogan	MBYC	1980	ROMADA	R. Hingley	R. Vic
1974	FILEY BRIG	J.M. Weir	R Vic	1995	POUDRE D'OR	B. Hulsher	VRC

Year	Boat	Skipper	Club	Year	Boat	Skipper	Club
1982	SEA SPELL II	Jan Huibers	R. Vic	1996	POUDRE D'OR	B. Hulsher	W Van YC
1983	HOLIDAY III	D. Barr/K. Lawrence	SYC	1997	LONE RANGER	G. Streadwick	Eagle Hbr
1984	KNOCKOUT	J. & G. Andrews	R. Van	1998	SISU	J. Tillmanns	CFSA
1985	WARHAWK	E. Fish	3 Tree	1999	LONE RANGER	J. Cameron	R Vic YC
1986	TEASER	P. Stanley	Tacoma	2000	BRAVADO	M. Goode	WVYC
1987	DYSTOCIA	B. Bentham	Canoe Bay	2001	JADE	E. Becker	CorSeattle
1988	GUS	B. Lungaard	Pt Madison	2003	GREEN CARD	N. Barron	SloopTvrn
1989	ALAKAZAM	P. Bergman	Anacortes	2004	GREEN CARD	N. Barron	SloopTvrn
1990	ALAKAZAM	P. Bergman	Anacortes	2005	FARR OUT	M. Beattie	CFSA
1991	POUDRE D'OR	B. Hulscher	VRC	2006	HANDY MAN	G. Rekevics	Anacortes
1992	BEDFORD LASS	J. Sterry	Shilshole	2007	BULLITT	Craig Lees	West Vancouver
1993	CREW'S CONTROL	W. Hale	Van Rowing	2008	SONG BIRD	L. Freedom	Sequim Bay
1994	ALPHIE	K. Rushton/ A. Fox	Comox Bay	2009	TIGER LILY!	J. Boyko	R Van YC
1981	SEAHAWK	R. Jenness/J. Mills	SYC	2010	MY- TAI	D. Homan	SNSYC
				2011	Baaad Kitty!	B. Power	R Vic YC
				2012	MY-TAI	D. Homan	SNSYC

Trophy No. 111   **SW #32**

NEAH BAY TROPHY
Donated by
BOSUN'S LOCKER LTD.

Dedications/Allocations

1985-1986	Cape Flattery	First in Div. G (PHRF Class V)
1987		*not competed for*
1988-1989		First in Div. D (PHRF - Light)
1990		First in Div. F (PHRF - Light)
1991		First in Div. K (PHRF – Light)
1992		First Overall (PHRF)
1993		First in Div. G (PHRF – Light)
1994		First in Div. G (PHRF - Light)
1995		First in Div. E (PHRF - Light)
1996-1997		First in Div. G (PHRF - Light)
1998		First in Div. H (PHRF - Light)
1999-2000		First in Div. E (PHRF- Light)
2001		First in Div. F (PHRF – Light)
2002-2003		First in Div. G (PHRF – Light)
2004-2005		First in Div. 2 (Light)
2006		First in Div. 3 (Light)
2007		First in Div. 2 (Light)
2008		First in Div. 1 (Light)
2009		First in Div. 3 (Heavy)
2010		*not awarded*
2011-2012		First in Div. 3 (Heavy)

Winners

1985	GAMIN	L. Robinson	SYC
1986	SCRIMSHANDER	J. Miller	RVicYC
1988	CORUBA	R. Fleming	COR Sea
1989	OPTICAL ILLUSION	S. Waterman	Tiddly Cove
1990	VITESSE & FINESSE	R. & P. Hatch	RVan YC
1991	ANOTHER CHILD	L. Mathison	Tacoma
1992	PACHENA	J. Newton	RVic YC
1993	PACHENA	J. Newton	RVic YC
1994	CON BRIO	J. Gugins	Squamish
1995	IL PELICANO	G. Shoquist	NYC
1996	IL PELICANO	G. Shoquist	NYC
1997	LIGHT SCOUT	K. Palmer	RVic YC
1998	MYRRH	E. Jespersen	RVan YC
1999	XS	C. Nicolls	SNSYC
2000	FIRST KISS	M. Parent	Tacoma
2001	BULLITT	C. Currie	WestVan

2002	HARWAR	R. Hossack	TiddleyCve
2003	SHOWTIME	B. Mayfield	CorTacoma
2004	HARWAR	R. Hossack	TiddleyCve
2005	TAHLEQUAH	D. & G. Leighton	Cornthian YC Seattle
2006	HARWAR	R. Hossack & W. Wong	Tiddley Cove YC
2007	BLACKOUT	Jeff Eckard	Royal Victoria YC
2008	MAD MAX	M. Vanderheide	Other
2009	RADIANT	J. Van Poele	R Van YC
2011	PENETRATION	Chris Johnson	CYC Seattle
2012	PENETRATION	Chris Johnson	CYC Seattle

NED ASHE
JUAN DE FUCA TEAM TROPHY
Presented by
ROYAL VICTORIA YACHT CLUB

Dedications/Allocations

1986-2001	Juan de Fuca	Team Racing
2001		*not awarded*
2003-2004		Team Racing
2005		*not awarded*
2006-2007		Team Racing
2008		*not awarded*
2009	Unlimited Juan de Fuca Team	
2010-2011		*not awarded*
2012	Juan de Fuca	Team Racing

Winners

1986	Seattle Yacht Club
1987	Royal Victoria Yacht Club
1988	Royal Vancouver Yacht Club
1989	Sidney North Saanich Yacht Club
1990	Royal Victoria Yacht Club
1991	Canadian Forces Sailing Association
1992	Royal Victoria Yacht Club
1993	Royal Vancouver Yacht Club
1994	Royal Victoria Yacht Club
1995	Anacortes Yacht Club
1996	Shilshole Bay YC
1997	Shilshole Bay YC
1998	Royal Victoria Yacht Club
1999	Royal Victoria Yacht Club
2000	Royal Victoria Yacht Club
2001	Shilshole Bay Yacht Club
2003	Canadian Forces Sailing Association
2004	Royal Victoria Yacht Club
2006	West Vancouver Yacht Club
2007	West Vancouver Yacht Club - A
2009	Royal Victoria Yacht Club
2012	Sidney North Saanich Yacht Club (My-Tai, Radiant Heat, Gypsy Dream)

<u>**Trophy No. 117**</u>   <u>**SW #26**</u>

SIDNEY NORTH SAANICH YACHT CLUB
TROPHY

Dedications/Allocations

1984	Juan de Fuca	First in Div. I (PHRF Class VI)
1985-1986		First in Div. K (PHRF)
1987		First in Div. J (PHRF)
1988-1989		First in Div. K (PHRF)
1990		First in Div. M (PHRF)
1991		First in Div. O (PHRF)
1992		First in Div. R (PHRF)
1993		*not awarded*
1994		First in Div. O (PHRF)
1995		First in Div. M (PHRF)
1996		First in Div. O (PHRF)
1997		*not awarded*
1998		First in Div. R (PHRF)
1999		First in Div. O (PHRF)
2000		*not awarded*
2001		First in Div. P (PHRF – Heavy)
2002		*not awarded*
2003-2009	Cape Flattery	First in Div. M (PHRF – Heavy)
2010-2012		*not awarded*

Winners

1984	SINE	R. Hossack	Tiddley Cove
1985	SEA JAY	G. Redzich	R.Vic.Y.C.
1986	SPECTRUM	A. Harang	3 Tree Point
1987	TEASER	N. McConaghy	Tacoma
1988	SPECTRUM	Arlyn Harang	3 Tree Point
1989	SURT	E. Life	R.Vic.Y.C.
1990	SURT	E. Life	R.Vic.Y.C.
1991	MARCH HARE	B. Hodgkin	CFSA
1992	MAJIC	C. Lees	W.V.Y.C.
1994	TOKOLOSH	R. Schmidt	R.Vic.Y.C.
1995	RAZZ	E. Armstrong	Anacortes
1996	HAIL MERRY	T. Hayward	R. Vic. Y.C.
1998	MINOTAUR	K. Kersh	South Sound
1999	MAISTRAL	C. Jongbloed	R. Vic. Y.C.
2001	AEOLIA	C. Buchsel	SloopTvrn
2003	CHEROKEE	P. Stewart	3 TreePoint
2004	AIRLOOM	T. Morgenroth	SloopTvrn
2005	BLUE	E. Becker	Cornthian YC Seattle

2006	REDSHIFT	W. Gorrie	Nanaimo
2007	CHEROKEE	Pat Stewart	3 Tree Point
2008	RUNNER	D. Randolph	Slooptvrn
2009	THE SHADOW	P.McCarthy	West Van

**CITY OF SEATTLE
INTERNATIONAL YACHT RACING
PERPETUAL TROPHY**
SWIFTSURE RACE

*(Note: Also known as the **SEATTLE YACHT CLUB TROPHY**.)*

Dedications/Allocations

1959-1966	Swiftsure	First in BB Class (CC of A)
1967-1970		First in Div. III (CC of A)
1971-1972		First in Div. III (IOR)
1973-1974		First in Div. 3 (IOR)
1975		First in Div. 4 (IOR)
1976-1986		First in Div. 3 (IOR)
1987		*not awarded*
1988-1989	Cape Flattery	First in Div. 3 (IOR)
1990-1997		*not awarded; No IOR group*
1998		First in Div. I (PHRF - Light)
1999-2000		First in Div. F (PHRF – Light)
2001		*not awarded*
2002-2003		First in Div. 4 (PHRF – Light)
2004		First in Div. 3 (PHRF - Light
2005		First in Div. 2 (PHRF – Light)
2006		First in Div. 4 (PHRF – Light)
2007		First in Div. 3 (PHRF – Light)
2008		First in Div. 2 (PHRF – Light)
2009-2012		First to Round

Winners

1958	ONO		1980	WOTAN
1959	REBEL		1981	BRIGADOON
1960	TRICIA		1982	ARLUK II
1962	WINSOME III		1983	SLICK SILVER
1963	WINSOME III		1985	COUNTRY STYLE
1965	THUNDER		1986	TAHIYA
1966	TERNA		1988	MO BETTAH TWO
1967	MARA		1989	LADY BUG
1968	MONIQUE		1998	MIDSUMMER
1969	HYAK		1999	ELECTRA
1970	FIRECRACKER		2000	BETTY BOOP
1971	HYAK		2002	GINNY
1972	JUBILEE		2003	GRAFIX
1973	BYDAND		2004	ABSOLUTE KAOS

1974	DISTANT DRUMMER	2005	TAHLEQUAH
1975	OUTWARD BOUND	2006	RAGTIME
1976	DISTANT DRUMMER	2007	BIFROST 3
1977	SALLY LIGHTFOOT	2008	DECLARATION OF INDEPENDENCE
1978	PROSPECTOR	2009	ELECTRA
1979	THE PEARCE ARROW	2010	RAGTIME
		2011	LUNCH BOX
		2012	ANAM CARA

CAPE FLATTERY TROPHY
SWIFTSURE PHRF

Dedications/Allocations

1969?		
1970-1972		*not awarded*
1973-1974	Swiftsure	First in Div. B (PHRF)
1975-1978		First in Div. C (PHRF)
1979		First in Div. D (PHRF)
1980-1984		First in Div. D (PHRF Class III)
1985-1987	Cape Flattery	First in Div. 4 (IOR)
1988-1989		First in Div. H (PHRF - Heavy)
1990		First in Div. J (PHRF - Heavy)
1991		First in Div. E (IMS)
1992		Overall IMS Winner
1993		First in Div. M (IMS)
1994-1996		*not awarded*
1997	Cape Flattery	First in Div. K (PHRF Heavy)
1998		First in Div. M (PHRF - Heavy)
1999		First in Div. M (PHRF – Heavy)
2000		*not awarded*
2001	Cape Flattery	First in Div. K (PHRF – Heavy)
2002-2004		*not awarded*
2005-2009		First Overall (Unlimited Flattery)
2010		*not awarded*
2011-2012		First Overall (Unlimited Flattery)

Winners

1969	INTREPID	James Marta
1973	SWIFT I	Roger Hoffman
1974	SWIFT I	Roger Hoffman
1975	PREDICAMENT	J. Smith
1977	AFRICAN STAR	Jack Voll
1981	FOREIGN AFFAIR	G. Black
1982	BELUGA	Don Flynn
1983	ICARIAN	Chris Teasdale
1984	MADELEINE	Jim Morris
1985	SKOOKUMCHUCK	B. Skubi/H.Hunt
1986	THE MIKADO	S. Rulka
1987	LADY BUG	Alan Holt
1988	PACIFIC LADY II	K.C. Wilson
1989	ARGOSY	A. Kregan
1990	EUROPA	N. Stewart Jr.
1991	VIVA	D.M. Blakemore

1992	MADRUGADOR	J.S. Kelly/J.K. Fritz
1993	EXPEDITER	J. Morch
1997	GAMIN	L. Robinson/L. Robinson
1998	WY'EAST	F. Colistro
1999	GINNY	C. Mottl
2001	CHEROKEE	P. Stewart
2005	ADDICTION	P. Dion
2006	FLASH	S. Travis
2007	ARTEMIS	M. Gumley
2008	THE SHADOW	P. McCarthy
2009	FLASH	Steve Travis
2011	FLASH	Steve Travis
2012	FLASH	Steve Travis

Trophy No. 124

TACOMA YACHT CLUB
INTERNATIONAL TROPHY
1981

Dedications/Allocations

1983-1984	Swiftsure	Overall Handicap Winner (PHRF Class III)
1985-1989	Cape Flattery	Overall Handicap Winner (PHRF - Heavy)
1990		First in Div. J (PHRF Class VII)
1991		First in Div. L (PHRF)
1992		First in Div. K (PHRF)
1993		*not awarded*
1994-2002		Overall Handicap Winner (PHRF - Heavy)
2003-2012	Swiftsure	First in Div. 3

Winners

1983	ICARIAN	Chris Teasdale	Tsawwassen
1984	COURTSHIP	D. Collins	Eagle Harbour
1985	BELUGA	Don Flynn	Seattle
1986	PACIFIC LADY II	Ken Wilson	Royal Victoria
1987	WHISPER	D. Anderson	Seattle
1988	CAROLINA	Fred S. Davis	Tsawwassen
1989	CHEERS	M. Biermann	Portland
1990	RADIANT	J. van Poele	Royal Vancouver
1991	3 BOUYS	M. Madden	Gig Harbour
1992	AIRLOOM	T. Morgantoth	Sloop Tavern
1994	PACHENA	J. Newton	Royal Victoria
1995	PACHENA	J. Newton	Royal Victoria
1996	KASATKA	W. Grierson	Royal Vancouver
1997	TIME BANDIT	B. von Krosigh	False Creek
1998	WY'EAST	F. Colistro	Rose City
1999	GINNY	C. Mottl	Orcas Island
2000	FARR-ARI	W. Walton	Three Tree Point
2001	OPUS	J. Da Ponte	VanRowing
2002	RE-TREAT	T. J RE	SouthSoung
2003	PERFECT TEN	J.W. Knudson	SloopTvrn
2004	NIGHT RUNNER	D. Fryer	Seattle
2005	KAHUNA	J. Leitzinger	Tacoma
2006	CARENE	R. Lubowicki	Port Madison
2007	SEEKER	Kenneth Greff	Anacortes
2008	LIGHTNING	S. Milne	Seattle
2009	DIFFERENT DRUMMER	Charles Hill	CYC Seattle
2010	DIFFERENT DRUMMER	Charles Hill	CYC Seattle
2011	CARIAD	A. Weinert	Sleep Tvrn
2012	DIFFERENT DRUMMER	Charles Hill	CYC Seattle

Trophy No. 125   **SW #16**

HUMPHREY GOLBY TROPHY
CAPE FLATTERY RACE
Presented by
ROYAL VICTORIA YACHT CLUB
1988

Dedications/Allocations

1988-1990	Cape Flattery	First to finish (PHRF - Light)
1991		First in IOR
1992		First in Div. C (IOR)
1993		*not awarded*
1994-2002		Overall Handicap Winner (PHRF - Light)
2003-2008		First to Round Neah Bay Mark
2009-2012		First in Div. 1 - Heavy

Winners

1988	CORUBA	R. Fleming	COR Sea
1989	O MY GOD	R. Adler	S. Sound
1990	HARWAR	R. Hossack/W. Wong	Tiddly Cove
1991	PENDRAGON III	S. Watts	R Van YC
1991	PENDRAGON III	S. Watts	R Van YC
1992	MAD MAX	W. Vogel	R Van YC
1994	DAUNTLESS	T. Allard/G. Ball	R Van YC
1995	WIND BIRD	G. Utgaard	Shilshole
1996	WIND BIRD	G. Utgaard	Shilshole
1997	SLY'D AWAY	S. Watts	R Van YC
1998	MYRRH	E. Jespersen	R Van YC
1999	ELECTRA	R. Kibble	Saltspring
2000	PADDY WAGON	B. Huse/L.Hill	SYC
2001	SNAKE OIL	J. Marta	Seattle
2002	GINNY	C. Mottl	Orcas
2003	GERNERAL HOSPITAL	A. Verhoeven	RoyalVan
2004	TIME BANDIT	Bob Brunius	Orcas
2005	TIME BANDIT	Bob Brunius	Orcas
2006	CHEROKEE	P. Stewart	Three Tree Point
2007	RIVA	S. Campbell	Portland
2008	MAD MAX	M. Vanderheide	Other
2009	RIVA	S. Campbell	Portland
2010	WILDFLOWER	T. Mitchell	Gig Harbor YC
2011	PTOLEMY	E. Moulton	Orcas
2012	JAZ	Christopher Lemke	

ROYAL CANADIAN NAVY JUAN DE FUCA TROPHY
Presented by
ROYAL CANADIAN NAVAL SAILING ASSOCIATION

Dedications/Allocations

1967-1970	Juan de Fuca	First in Div. II (CC of A)
1971-1972		First in Div. II (IOR)
1973-1975		First in Div. 2 (IOR)
1976		First in Div. 7 (IOR)
1977-1979		First in Div. 6 (IOR)
1980-1984		First in Div. 6 (PHRF Class V)
1985-1989	Cape Flattery	First to finish (IOR)
1990		*not awarded*
1991-1993		First to finish (PHRF)
1994-1999		First to finish (PHRF - all)
2000-2002		Line Honours
2003-2012		First Overall

Winners

Year	Boat	Club		Year	Boat	Club
1967	SCUTUM			1988	THE PRETENDER	Tiddly Cove
1968	MONT MARE			1989	DESPERADO	COR Sea
1969	SEAQUIN			1991	OAXACA	Shilshole
1970	KEHLOKE			1992	HEATHER	SYC
1971	ARIKI IV	WVYC		1993	CORUBA	SYC
1972	VANDAL	R Vic YC		1994	MARDA GRAS	SYC
1973	SEAQUIN	CYC		1995	WIND BIRD	Shilshole
1974	FRED	R Van YC		1996	WIND BIRD	Shilshole
1975	BLUEFOX	TYC		1997	SLY'D AWAY	R. Van YC
1976	FRED AGAIN	R Van YC		1998	JAZZ	Tiddly Cove
1977	GOTCHAGIN	BYC		1999	TIME BANDIT	Orcas Island
1978	FOULWEATHER BLUFF	CYC		2000	PADDY WAGON	SYC
1979	OUTLAW	SYC		2001	SNAKE OIL	Seattle
1980	OUTLAW	SYC		2002	TIME BANDIT	Orkus Island
1981	BULLET	COR Sea		2003	GENERAL HOSPITAL	R Van YC
1982	BUMPER	COR Edm		2004	TIME BANDIT	Orkus Island
1983	MAGIC DRAGON	Tiddly Cove		2005	TIME BANDIT	Orcas Island
1984	FRED AGAIN	R Van YC		2006	DECLARATION OF INDEPENDENCE	Seattle
1985	MO BETTAH TWO	Seattle		2007	DECLARATION OF INDEPENDENCE	Seattle
1986	MAD MAX	Three Tree Point		2008	DECLARATION OF INDEPENCENCE	Seattle

1987	LADY BUG	Seattle

2009	HARWAR	W. Wong/R. Hassack
2010	SOMETHING WICKED	RVanYC
2011	ANAM CARA	Portland YC
2012	KAIROS	RVicYC

check against RCN Swiftsure trophy

Trophy No. 127   **SW #1**

SWIFTSURE TROPHY
Presented by
ROYAL VANCOUVER AND SEATTLE YACHT CLUBS
For
OCEAN RACING   1930

Dedication/Allocations

1930-1931	Swiftsure	Overall (RORC)
1932-1933		*Not Competed For*
1934	Swiftsure	
1935-1937		*Not Competed For*
1938-1940	Used in PIYA regattas for long distance race	
1941-1946		*No races*
1947	Swiftsure	Overall (CC of A)
1948-1949	Juan de Fuca Challenge trophy used; awarded at PIYA regatta	
1950-1970	Swiftsure	Overall (CC of A)
1971-1990	Swiftsure	Overall (IOR)
1991-1992		*Not used even though there was an IOR Div.;*
		for 1991, RVanYC Trophy awarded to First in IOR
1993-1997		*not awarded*
1998	Swiftsure	Overall (PHRF)
1999-2012		Overall Handicap Winner

Winners [*l]

1930	CLARIBEL	SYC	1960	KATE II	SYC
1931	WESTWARD H	RVYC	1961	WINSOME III	RVYC
1934	CIRCE	CYC	1962	WINSOME III	RVYC
1938	WESTWARD HO	Gulf Race	1963	WINSOME III	RVYC
		1938 [*2]	1964	BANDIT	TYC
1939	*No race*		1965	THUNDER	CYC
1940	RED JACKET	Cowichan	1966	MISTRAL	SYC
		1940 [*2]	1967	MARA	CYC
1947	OWENS CUTTER	CYC [*3]	1968	MISTRAL	SYC
1948	ANGELICA	SYC [*4]	1969	MARY BOWER	RVYC
1949	AVOLONTE	SYC	1970	ENDLESS	RVYC
1950	GOSSIP	SYC		SUMMER	
1951	AMORITA	SYC	1971	HOOLIGAN	SYC
1952	ONO	SYC	1972	ENDLESS	RVYC
1953	GOSSIP	SYC		SUMMER	
1954	TOTEM	CYC	1973	GRAYBEARD	RVYC
1955	SERADA	QCYC [*5]	1974	GRAY BEARD	RVYC
1956	ADIOS	SYC	1975	ELUSIVE II	Portland
1957	MARUFFA	SYC	1976	LADYBUG	CYC
1958	ONO	SYC	1977	KANATA	WVYC
1959	REBEL	SYC	1978	SACHEM	CYC

SWIFTSURE

Year	Name	Club
1979	THE PEARCE ARROW	R VAN YC
1980	LADYBUG	CYC
1981	HEATHER	SLP TVRN
1982	PACHENA	W VAN YC
1983	SLICK SILVER	Van Rowing
1984	CHARLEY	R VAN YC
1985	COUNTRY STYLE	R VIC YC
1986	SORCERY	California
1987	SACHEM	COR Sea
1988	SACHEM	COR Sea
1989	RESUSCITATION	R VAN YC
1990	ALLURE	Monterey
1998	NIGHTRUNNER	SYC
1999	FREEDOM 10	Sloop Tavern
2000	JAM	Gig Harbor
2001	JAM	Gig Harbor
2002	ICON	Seattle
2003	CORUBA	Seattle
2004	ICON	Seattle
2005	CORUBA	Seattle
2006	GLORY	Seattle
2007	CORUBA	Seattle
2008	GLORY	Seattle
2009	GLORY	Seattle
2010	STRUM	RVanYC
2011	NIGHT RUNNER	Anacortes YC
2012	ICON	Seattle

*Note 1 - Engraving not in order on the trophy.
*Note 2 - Not Swiftsure Races.
*Note 3 - Not engraved on trophy - extracted from records.
*Note 4 - Record shows NAUTILUS II as winner.
*Note 5 - Records show club as CYC not QCYC.

Trophy No. 128   **SW #6**

SWIFTSURE YACHTING CLASSIC
PACIFIC RIM TROPHY
Presented by
C.P.AIR
For
FIRST OVERALL
PACIFIC HANDICAP RACING FLEET

Dedications/Allocations

Note: PHRF for Swiftsure established in 1969 race

1978-1979	Swiftsure	Overall Handicap Winner (PHRF)
1980-1984		Overall Handicap Winner (PHRF Class II)
1985-1991		Overall Handicap Winner (PHRF)
1992	Cape Flattery	First in Div. G (PHRF - Light)
1993		First in Div. G (PHRF – Heavy)
1994	Cape Flattery	First in Div. I (PHRF - Heavy)
1995		First in Div. G (PHRF - Heavy)
1996-1997		First in Div. I (PHRF - Heavy)
1998		First in Div. K (PHRF - Heavy)
1999-2000		First in Div. H (PHRF – Heavy)
2001-2003		First in Div. 2 (PHRF – Heavy)
2004		First in Div. 3 (PHRF – Heavy)
2005		First in Div. 1 (PHRF – Heavy)
2006		First in Div. 3 (Heavy)
2007-2008		First in Div. 2 (Heavy)
2009-2012		First in Div. 3 (Light)

Winners

1978	APPARITION	M. Fiander/W. White	CorinthianYacht Club
1979	DELIVERANCE	G. Palo	CYC (TAC)
1980	DELICATE BALANCE	Dr. R. Gunsolus	Seattle Yacht Club
1981	PIETAR SAARI	Roger Barnes	CYC (Sea)
1982	SURPRISE	Gerry Maurer	Seattle
1983	SURPRISE	Gerry Maurer	SYC
1984	BONNIE	C. Badgley/K. Callaghan	COR Sea
1985	CHEETAH	P. Clarke/G. Millar	Quartermaster
1986	WINDBIRD	G. Utgaard	Cor.Seattle
1987	THURSDAY'S CHILD	C. Wilson	Eagle Harbour
1988	DELIVERANCE	S. Tuck	Quartermaster
1989	DANCING BEAR II	J. Gerhardt	Tacoma
1990	ATALANTA	J. Heron/D. Hedreen	COR Sea
1991	MERIDIAN	T. Clark	COR Sea
1992	TUFF STUFF	T. Knight/G. Denluck	R Vic YC
1993	PACHENA	J. Newton	R Vic YC

1994	WINDSHADOW X	A. Byers	Stamps
1995	KISMET	C. Guildner	Bellingham
1996	MAESTRO	D. Shore	False Creek
1997	WINDSHADOW X	L. Kimola/W. Clarke	CFSA
1998	HESSIAN	K. & S. Reath	R Van YC
1999	AIRMANSHIP	A. & J. Sheret	International
2000	GINNY	C. Mottl	Orcas Island
2001	HAKUNA MATATA	S. Huntingford	WestVan
2002	RE-TREAT	T. J Re	SouthSound
2003	AERIEL	W.C. Malone	Nanaimo
2004	SAVAGE SPIRIT	R. Hendricks	PtAngeles
2005	GINNY	C. Mottl	Orcas Island
2006	BALDER	J. DeMeyer	Olympia
2007	WHISTLER	G. Emanuel	Portland
2008	WILD FLOWER	T. Mitchell	Gig Harbour
2009	BIFROST 3	M. Pearson	Gig Harbour
2010	RAGTIME	P. Watson	RVanYC
2011	MAGIC	A. Bock	Other
2012	DOMINATRIX	Richard Stewart	

CORINTHIAN YACHT CLUB OF TACOMA
STORMY WEATHER TROPHY
SWIFTSURE

Dedications/Allocations

1976-1978	Swiftsure	First in Div. B (PHRF)
1979		First in Div. C (PHRF)
1980-1984		First in Div. C (PHRF Class III)
1985-1989		First in Div. C (PHRF)
1990		*not awarded*
1991-1993	Cape Flattery	Overall Handicap Winner (PHRF – Light)
1994	Swiftsure	One Design fleet (Cal 40)
1995		*not awarded*
1996		First in Div. D (PHRF)
1997		First in Div. C (PHRF)
1998		First in Div. D (PHRF)
1999-2000		*not awarded*
2001		First in Div. C (PHRF)
2002-2004		*not awarded*
2005		First in Div. E (PHRF – Light)
2006	Cape Flattery	First in Div. I (PHRF – Heavy)
2007		First in Div. 4 (PHRF – Light)
2008		First in Div. 3 (PHRF- Light)
2009-2012		First in Div. 1 (Light)

Winners

1976	BORDERLORD	CYC	1991	OAXACA	Shilshole
1977	OUTWARD BOUND	SYC	1992	HARWAR	R Van YC
1978	WINDSONG ll	BYC	1993	WIND BIRD	Tiddly Cove
1979	DELIVERANCE	CYC(Tac)	1994	KISMET	Bellingham
1980	BANKSHOT	Everett	1996	TIGGER J	Maple Bay
1981	MARIA +1	R.Van YC	1997	DARBY	Quartermaster
1982	SMALL WORLD II	Olympia	1998	DARBY	Quartermaster
1983	CHEETAH	Quartermaster	2001	ALKAHEST	Shilshole
1984	COURTSHIP	Eagle Harbour	2005	SEEKER	Anacortes
1985	OMEGA	Kitsilano	2006	BEAUTY	Meydenbaur
1986	MARIA	Seattle	2007	BLACKOUT	RVicYC
1987	THURSDAY'S CHILD	Eagle Harbour	2008	RADIANT	RVanYC
1988	DELIVERANCE	Qtrmaster	2009	KAIROS	RVicYC
1989	BODACIOUS	Meydenbauer	2010	SOMETHING WICKED	RVanYC
			2011	ANAM CARA	Portland YC
			2012	KAIROS	RVicYC

Trophy No. 130

WEST VANCOUVER YACHT CLUB
SWIFTSURE TROPHY

Dedications/Allocations

1980-1982		
1983	Swiftsure	First in Div. A (PHRF Class II)
1984-1990		First in Div. A (PHRF)
1991-1996		First in Div. B (PHRF)
1997		First in Div. A (PHRF)
1998-2004		First in Div. B (PHRF)
2005-2009		First in Div. D (PHRF)
2010-2011		*not awarded*
2012	Cape Flattery	Line Honours (Heavy)

Winners

Year	Boat	Skipper	Club
1980	INDIGO	R. Harrison	WVYC
1981	PIETARSARRI	Roger Barnes	CYC Sea
1982	KSAN	Bonar Davis	R.Van
1983	KSAN	Bonar Davis	R.Van
1984	BONNIE	C. Badgley/K. Callaghan	COR Sea
1985	SANFIRE	E./S. Liebert	R.Van
1986	WINDBIRD	G. Utgaard	COR Sea
1987	WHITE RABBIT	L. Turay/J. Riley/D. Robinson	STYC Seattle
1988	JACKRABBIT	D. Hebard	Port Madison
1989	NIGHTRUNNER	D. Fryer	SYC
1990	ATALANTA	J. Heron/D. Hendreen	COR Sea
1991	MERIDIAN	T. Clark	SYC
1992	MERLIN	D. Sinclair	R. VAN
1993	MERIDIAN	T. Clark	SYC
1994	REALITY	R. Brener	R Vic YC
1995	HARD DRIVE	R. Lawton	Maple Bay
1996	INFINITY 1	J. MacMillan	Nanaimo
1997	DIEHLER	R. Deihl	Bellingham
1998	PERSUASION	L. Bughi	Anacortes
1999	FREEDOM 10	J. Knudson	Sloop Tavern
2000	NIGHTRUNNER	D. Fryer	SYC
2001	GINNY	C. Mottl	Orcas
2002	CARENE	R. Lubowicki	PrtMadison
2003	SCOOTER	J. & J. Tallman	Shilshole
2004	VOODOO CHILD	B. Duchin	Tacoma
2005	PANTA RHEI	L. Nelson	Shilshole Bay
2006	FREEDOM X	A. Wigley	Quartermstr
2007	ARTEMIS	L. Bianco	CYC Seattle
2008	CARIAD	A. Weinert	Slooptvrn
2009	FREEDOM X	A. Wigley	Quarter Master
2012	RIVA	Scott Campbell	

JIM MCVIE / HUMPHREY GOLBY
MEMORIAL TROPHY/AWARD
Presented by
THRIFTY FOODS May 1994
Rededicated
In Memory of Humphrey Golby, May 1995

Dedications/Allocations

1994-2012   Swiftsure event   Special Recognition

Winners

1994   Kathie White-Fryer, Seattle Yacht Club
1995   Bill Conconi, Royal Victoria Yacht Club
1996   R. Admiral Russell D. Moore
1997   Mayor Bob Cross, City of Victoria
1998   USCG Cutter Cuttyhunk
1999   Dave and Cathi Featherby
2000   Swiftsure (Communications Afloat)
2001   Kelly O'Neil (Photography)
2002   Corinthian Yacht Club (Oregon Offshore Race – Portland, OR)
2003   The Crew at CFAX 1070
2004   Pacific Yachting Magazine
2005   John Green and Pat McGarry
2006   Amateur Radio Community of Victoria
2007   Swiftsure Technology Team
2008   Royal Canadian Navy
2009   Bruce and Bobbie Campbell, Royal Victoria Yacht Club / Seattle Yacht Club
2010   CHEK News
2011   Eric Moulton, Orcas Island Yacht Club
2012   Daphne Goode, Shaw TV

Trophy No. 138   **SW #21**

VANCOUVER ROWING CLUB
PERPETUAL TROPHY

Dedications/Allocations

1984	Juan de Fuca	First in Div. G (PHRF)
1985-1987		*not awarded*
1988	Cape Flattery	First in Div. G (PHRF - Heavy)
1989		First in Div. G (PHRF)
1990		First in Div. I (PHRF - Heavy)
1991		First in Div. J (PHRF - Heavy)
1992-1993		First in Div. I (PHRF - Heavy)
1994		First in Div. H (PHRF - Heavy)
1995		First in Div. F (PHRF - Heavy)
1996-1997		First in Div. H (PHRF - Heavy)
1998		First in Div. J (PHRF - Heavy)
1999-2000		First in Div. G (PHRF - Heavy)
2001		First in Div. H (PHRF – Heavy)
2002-2003		First in Div. J (PHRF – Heavy)
2004		First in Div. 2 (Heavy)
2005		First in Div. 4 (Light)
2006		First in Div. 2 (Heavy)
2007-2008		First in Div. 1 (Heavy)
2009-2012		First in Div. 2 (Light)

Winners

1984	POUDRE d'OR	B. Hulscher	VRC
1988	APHRODITE	H. Gordon	R Van YC
1989	SCHUSS	E. Webb	Gig Harbour
1990	OMEGA	A. DeKleer	VRC
1991	COUNTRY STYLE	R. Hyslop	Portland
1992	CONSORT	G. Meisner	Milltown YC
1993	GAMIN	L.&L. Robinson	SYC
1994	PACHENA	J. Newton	RVic YC
1995	PACHENA	J. Newton	RVic YC
1996	KASATKA	W. Grierson	Rvan YC
1997	TIME BANDIT	B.von Krosigh	False Creek
1998	WHITE LIGHTNING	D. Pennell	San Diego
1999	SURT2	E. Life	R Vic YC
2000	FARR-ARI	W. Walton	Three Tree Point
2001	OPUS	J.C da Ponte	VanRowing
2002	OPUS	J. C da Ponte	VanRowing
2003	SMOKE	D. Sargent	TurkeyHead
2004	MAGIC CARPET	M. McPherson	CYCPorland

2005	WILDFLOWER	T. Mitchell	Gig Harbour
2006	CHEETAH	P. Clarke	Quartermstr
2007	RIVA	S. Campbell	Portland
2008	CAELESTIS	M. Pack	Slooptvrn
2009	HARWAR	W. Wong/R. Hassack	Tiddley Cove
2010	INTUITION	R. Holbrook	Corinthian YC Tacoma
2011	ALCHEMY	R. Bailey	R Van YC
2012	ELUSIVE	Jeff Whitney	

WAADAH ISLAND TROPHY
Presented by
A ROYAL VICTORIA YACHT CLUB MEMBER WHO JOINED IN 1937

(Note: For some years, also known as the LOGAN MAYHEW TROPHY.)

Dedications/Allocations

1988-1989	Cape Flattery	First in Div. F (PHRF - Heavy)
1990		First in Div. H (PHRF - Heavy)
1991		First in Div. I (PHRF - Heavy)
1992-1993		First in Div. H (PHRF - Heavy)
1994		First in Div. J (PHRF - Heavy)
1995		First in Div. H (PHRF - Heavy)
1996-1997		First in Div. J ((PHRF - Heavy)
1998		First in Div. L (PHRF - Heavy)
1999-2000		First in Div. I (PHRF – Heavy)
2001		First in Div. J (PHRF – Heavy)
2002		First in Div. L (PHRF – Heavy)
2003		First in Div. 3 (Heavy)
2004		First in Div. 4 (Heavy)
2005		First in Div. 2 (Heavy)
2006		First in Div. 4 (Heavy)
2007-2008		First in Div. 3 (Heavy)
2009-2011	Flattery Unlimited	First in Div. 1
2012		Line Honours

Winners

1988	CAROLINA	F. Davies	Tsawwassen
1989	PACHENA	J. Newton	R Vic YC
1990	RADIANT	J. van Poele	R Van YC
1991	PACHENA	J. Newton	R Vic YC
1992	PACHENA	J. Newton	R Vic YC
1993	'KSAN	B. Davis	R Van YC
1994	CAMELOT	J. Urquia	Sequim Bay
1995	WHISPER	D. Anderson	SYC
1996	ARCADES AMBO	R. Garf	Tiddly Cove
1997	ALERT	K. Sargent/D. Krause	Shilshole
1998	GAMIN	L. & L. Robinson	SYC
1999	VICTORIA!	T. Lessley	Cor. Portland
2000	CHEROKEE	P.Stewart	Three Tree Point
2001	WHITE SQUALL	R. Deitz	Tacoma
2002	PHANTOM	B. Winfield	Eagle Hbr
2003	SUNSTONE	T. & V. Jackson	Rorc

2004	APPLESEEDS	P. Asselstine	R Van YC
2005	RADIANT	J. VanPoele	R Van YC
2006	CHEROKEE	P. Stewart	3 Tree Point
2007	RADIANT	J. Van Poele	Roayl Van YC
2008	CHEROKEE	P. Stewart	Three Tee Point
2009	FLASH	Steve Travis	CYC Seattle
2010	FLASH	Steve Travis	CYC Seattle
2011	FLASH	Steve Travis	CYC Seattle
2012	FLASH	Steve Travis	CYC Seattle

Trophy No. 140   **SW #27**

GANN INTERNATIONAL TROPHY
I O R

Dedications/Allocations

1983	Inshore Race	IOR
1984-1990	Race Week	IOR
1991-2000		*not awarded*
2001-2002	Express 30 Race	First in Div. Q
2003-2004		*not awarded*
2005	Juan de Fuca Unlimited	First in Div. Q
2006		First in Div. S
2007-2008		*not awarded*
2009-2011	Cape Flattery	First to Finish
2012		Line Honours (Light)

Winners

1983	SLICK SILVER	VRC
1984	PACHENA III	WVYC
1985	THE PRETENDER	Tiddly Cove
1986	COUNTESS III	RVanYC
1987	PER MARE	RVanYC
1988	NITIDUS	RVicYC
1989	RESUSCITATION	RVanYC
1990	ALLURE	Monterey YC
2001	LIGHT SCOUT	RVicYC
2002	TRACKS	RVicYC
2005	M.O.F.	RVicYC
2006	ULA KOA	Bellingham
2009	KAIROS	RVicYC
2010	SOMETHING WICKED	RVanYC
2011	ANAM CARA	Portland YC
2012	KAIROS	RVicYC

Trophy No. 141   **SW #28**

GANN INTERNATIONAL TROPHY
PHRF

Dedications/Allocations

1983	Inshore Race	PHRF
1984-1990	Race Week	PHRF
1991-2001		*not awarded*
2002-2003	Flattery Unlimited	First in Div. R (PHRF)
2004-2006		First Overall
2007	Unlimited Juan de Fuca	First in Div. 3
2008		*not awarded*
2009-2010		First in Div. 3
2011-2012	Juan de Fuca	First in Div. 3(Heavy)

Winners

1983	COYOTE	CYCT
1984	MAD DASH	VRC
1985	SEA JAY	RVicYC
1986	ICARIAN	Point Roberts YC
1987	H-BEE	Sloop Tavern
1988	DELIVERANCE	Quartermaster
1989	H-BEE	Sloop Tavern
1990	HORIZON	R Vic YC
2002	NEPTUNE'S CAR	Santa Cruz
2003	BANDOLIER	COR Seattle
2004	BRAVEHEART	COR Seattle
2005	ADDICTION	Royal Bermuda
2006	FLASH	CYC Seattle
2007	TRACKS	RVicYC
2009	TRYST	Sloop Tavern
2010	BULLETPROOF	RVicYC
2011	SIROCCO	RVicYC
2012	Mata hari	Paul Walchenbach

CARMANAH POINT TROPHY

Dedications/Allocations

1991	Cape Flattery	First in Div. K (PHRF)
1992-1993		First in Div. J (PHRF - Heavy)
1994-1996		*not awarded*
1997	Port San Juan	First to Finish
1998-2002	Flattery Multihull	First to Finish
2003-2012		First Overall

Winners

1991	ANOTHER CHILD	L. Mathison
1992	GAMIN	L.& L. Robinson
1993	HAPPY SQUID	H.& M. Ehlers
1997	HANOMAN	T. Reece
1998	RUNNING WITH SCISSORS	H. Jones
1999	CHEEKEE MONKEE	K. Alfreds
2000	DRAGONFLY	P. McGarry
2001	DRAGONFLY	P. McGarry
2002	BAD KITTY	K. Uthoff
2003	DRAGON FLY	P. McGarry
2004	REDSHIFT	W. Gorrie
2005	CHEEKEE MONKEE	K. Alfreds
2006	REDSHIFT	W. Gorrie
2007	BLUE LIGHTENING	M. Gumley
2008	MAKIKA	J. Stoller
2009	DRAGONFLY	Richard Ackrill
2010	DRAGONFLY	Richard Ackrill
2011	DRAGONFLY	Richard Ackrill
2012	DRAGONFLY	Richard Ackrill

Trophy No. 146

CANADIAN COAST GUARD TROPHY

Dedications/Allocations

1991	Cape Flattery	First in Div. E (IMS)
1992		First in Div. J (PHRF Heavy)
1993		First in Div. M (IMS)
1994-1997	Swiftsure	Overall Handicap Winner (PHRF)
1998-1999		*not awarded*
2000-2002	Cape Flattery	Multihull Team Racing
2003-2005		*not awarded*
2006	Unlimited Juan de Fuca	First in Div.V
2007		First in Div. P
2008		First in Div. P
2009-2010		First in Div. M
2011-2012	JDF Light	First in Div. 2

Winners

1991	RASCAL	B. Watkins	SYC
1992	RASCAL	B. Watkins	SYC
1993	EXPEDITER	J. Morch	RVicYC
1994	RAGE	S. Radner	Portland
1995	CASSIOPEIA	C. Burnett III	SYC
1996	CASSIOPEIA	C. Burnett III	SYC
1997	ATALANTA	R. Hedreen	SYC
2000	CANADA		
2001	USA		
2002	CANADA		
2006	MELTEMI	S. Hulscher	West Vancouver
2007	ALAKAZAM	P. Bergman	Anacortes
2008	MAGIC BULLIT	N. Martin	RVicYC
2009	OBSESSION	H. Owen	RVicYC
2010	CRAZY IVAN	C.White	Orcas Island YC
2011	EMMA	Eric Jespersen	SNSYC
2012	MUFFIN	Gary Greth	

LEWMAR TROPHY

Allocations

1997-1998	Swiftsure Multihull	First to Finish
1999-2002		*not awarded*
2003-2010	Unlimited Juan de Fuca	First Overall
2011		*not awarded*
2012	Cape Flattery	First in Div. 4 (Heavy)

Winners

1997	STARS & STRIPES	Steve Fossett
1998	STARS & STRIPES	Steve Fossett
2003	ARIEL	R. Van Den Driessche
2004	BULLIT	C. Currie
2005	M.O.F.	Trevor Hayward
2006	ROAD RUNNER	P. McCarthy
2007	BULLITT	C. Lees
2008	MY-TAI	Daryl Homan
2009	TIGER LILY!	J. Boyko
2010	MY-TAI	Daryl Homan
2012	AIRLOOM	Tim Morgenroth

RACE RESULTS

INTRODUCTION

Over the years, thousands of boats have participated in the Swiftsure International Yacht Race. For many, just being in the event is a personal triumph and a long-standing memory. For others, it is an annual rite as many skippers and crews come back to face a new challenge.

Each year, some new yachts appear, sometimes with first-timers, sometimes with hardened Swiftsure veterans at the helm. In other cases, boat names are very familiar but have changed hands.

FASTEST/SLOWEST SUMMARY

A summary of certain Swiftsure records has been developed - both the fastest elapsed and corrected times for the various races and the winners that took the longest to gain their achievements. Other records, such as the last to finish are of mixed distinction but still show that the Swiftsure International Yacht Race requires stamina, endurance and concentration. It is about personal challenges as well as vying with other yachts.

RACE RECORDS

Note 1: From 1963 to 1971, official results based on finish times and the time allowances were applied. Data recalculated to show elapsed times.
Note 2: From 2000, the course length for Fastest Elapsed Times calculations is 140.4 N.M. vs 136.8 N.M. for Pyewacket's 1996 record, a distance of 3.6 N.M. longer.

MONOHULL

A) SWIFTSURE LIGHTSHIP CLASSIC

1. Fastest Elapsed Times for First Boat Home - under 24 hours from start

hr.:min.:sec.

15:08:02	**Braveheart**	**PHRF**	**2007**
16:48:52	Coruba	PHRF	2005 (Based on 140.4 N.M)
16:45:39	Pyewacket	PHRF	1996 (Based on 136.8 N.M.)
17:44:11	Cassiopeia	PHRF	1997
17:52:33	Cassiopeia	PHRF	1995
20:36:35	Windward Passage	IOR	1978
21:11:50	Meridian	PHRF	1991
21:37:19	Heather	IOR	1991
21:43:03	Charley	IOR	1984
21:45:58	Sorcery	IOR	1986
21:55:06	Allure	IOR	1990
22:01:03	Meridian	PHRF	1990
22:28:17	Jam	PHRF	2001
22:52:40	Rage	PHRF	1994
23:38:46	Rage	PHRF	1993
23:53:00	Endless Summer	IOR	1972

2. Slowest Elapsed Times for First to Finish - 40 hours +

50:19:50	**Diamond Head**	**CC of A**	**1958**
46:26:51	Dorade	CC of A	1954
41:51:30	Terna	PHRF	1975
40:57:03	Wy'East	PHRF	2001
40:48:56	Graybeard	IOR	1973
40:18:50	Warrior	IOR	1975

3. Fastest Corrected Times for Swiftsure Winners - 24 hours or less

17:21:48	**Coruba**	**PHRF**	**2007**
18:23:12	Atalanta	PHRF	1997
19:02:14	Coruba	PHRF	2005
19:26:02	Cassiopeia	PHRF	1995
19:32:26	Cassiopeia	PHRF	1996
20:07:27	Sachem	IOR	1978
20:35:27	Atalanta	PHRF	1990
20:51:24	Allure	IOR	1990
21:16:06	Slick Silver	IOR	1983
21:25:27	Meridian	PHRF	1991
21:42:43	Charley	IOR	1984
21:43:21	Pearce Arrow	IOR	1979
21:45:18	Sorcery	IOR	1986
21:58:14	Surprise	PHRF	1983
22:14:15	Jam	PHRF	2001
22:47:37	Apparition	PHRF	1978
23:17:18	Endless Summer	IOR	1972
23:17:25	Sachem	IOR	1988
23:46:35	Jeunesse II	PHRF	1972
23:56:48	Coruba	PHRF	2003

4. Slowest Swiftsure Winners - Corrected times - 30 hours +

42:03:04	**White Squall**	**PHRF**	**1973**
41:16:49	Ono	CC of A	1958
40:37:42	Graybeard	IOR	1973
38:39:51	Totem	CC of A	1954
37:45:26	Renegade	PHRF	2002
36:58:36	Predicament	PHRF	1975
35:46:15	Intrepid	PHRF	1969
35:43:55	Elusive I	IOR	1975
35:06:24	Mary Bower	CC of A	1969
33:41:06	China Cloud	PHRF	1999
33:25:30	Dancing Bear	PHRF	1989
32:15:05	Wind Bird	PHRF	1986
32:13:06	Merlin	RHRF	1992
32:10:58	Resuscitation	IOR	1989
31:10:42	Pietarsarri	PHRF	1981
31:42:14	Terna	CC of A	1966
30:11:15	Heather	IOR	1981

5. Slowest Last Swiftsure Boat to Finish the race - Elapsed Time - 48 hours +

58:18:16*	**Sannu Sannu**	**PHRF**	**1984**
57:38:20	Totem	CC of A	1958
56:51:05	Rain Bird	CC of A	1956
55:15:00	Golden Eagle	IOR	1981
55:12:38	Cirrus	CC of A	1964
50:54:00	Hermes	PHRF	1975
50:36:15	Dude	IOR	1975
50:27:50	Rasputin	PHRF	1977
50:21:00	Oriole	CC of A	1970
49:27:50	Avatar	CC of A	1969
48:56:58	Dragoon	CC of A	1954
48:48:11	Amphitrite	PHRF	1970
48:02:46	Oriole	IOR	1990

* Start time for Sannu Sannu's class was 9:30 a.m. on Saturday, meaning the boat finished at 7:48 p.m. on Monday evening!

6. Slowest Last Swiftsure Boat to Finish the Race - Corrected Time - 48 hours +

57:18:08	**Oriole**	**CC of A**	**1959**
56:21:07	Oriole	PHRF	1973
52:03:07	Oriole	CC of A	1960
51:33:17	Elan	PHRF	1984
50:05:33	Oriole	CC of A	1970
49:14:24	Totem	CC of A	1958
48:48:28	Golden Eagle	IOR	1981

B) CAPE FLATTERY

1. Fastest Elapsed Times for First Boat Home - under 18 hours

12:51:13	**Flash**	**PHRF**	**2007**
14:51:13	Wind Bird	PHRF Light	1996
15:41:50	Sally	PHRF	1985
15:42:58	Kasatka	PHRF Heavy	1996
15:50:13	Wind Bird	PHRF Light	1995
16:02:29	Sly'd Away	PHRF Light	1997
16:05:46	Pachena	PHRF Heavy	1995
16:07:53	Time Bandit	PHRF Heavy	1997
16:18:48	Oaxaca	PHRF Light	1991
16:59:19	Coruba	PHRF Light	1993
17:06:24	Pendragon III	IOR	1991
17:07:24	Jo	IMS	1991
17:16:50	Pachena	PHRF Heavy	1991
17:30:19	Pachena	PHRF Heavy	1993

2. Slowest Elapsed Times for First to Finish - 30+ hours

34:42:08	**Wy'East**	**PHRF Heavy**	**2010**
33:24:39	Desperado	IOR	1989
33:03:20	O My God	PHRF Light	1989
33:02:57	Surt2	PHRF Heavy	1999
32:52:09	Pachena	PHRF Heavy	1989
32:49:34	Time Bandit	PHRF Light	1999
31:49:48	Passepartout	PHRF Heavy	2006
31:18:42	Madam X	IOR	1986
30:46:25	Pacific Lady II	PHRF Heavy	1986
30:43:05	Cygnet	PHRF Light	2006

3. Fastest Winner on Corrected Time - under 16 hours

11:27:23	**Pendragon III**	**IOR**	**1991**
12:51:15	Mo Bettah Two	IOR	1985
12:56:50	Sally	PHRF	1985
13:00:29	Mad Max	IOR	1993
13:17:19	Wind Bird	PHRF Light	1996
13:53:59	Kasatka	PHRF Heavy	1996
14:03:22	Pachena	PHRF Heavy	1995
14:11:18	Wind Bird	PHRF Light	1995
14:38:39	Sly'd Away	PHRF Light	1997
14:52:26	Time Bandit	PHRF Heavy	1997
15:01:50	Pachena	PHRF Heavy	1991
15:08:54	Mo Bettah Two	IOR	1988
15:15:19	Pachena	PHRF Heavy	1993
15:38:48	Oaxaca	PHRF Light	1991

4. Slowest Winner on Corrected Time - 24+ hours

32:49:34	**Time Bandit**	**PHRF Light**	**1999**
31:20:30	Passepartout	PHRF Heavy	2010
31:00:33	Surt2	PHRF Heavy	1999
29:58:43	Cheers	PHRF Light	1989
29:09:46	Argosy	PHRF Heavy	1989
27:32:11	Lady Bug	IOR	1989
26:46:25	Pacific Lady II	PHRF Heavy	1986
26:03:33	Lady Bug	IOR	1986

5. Last Boat to Finish - Elapsed Time

40:14:35	**Class Act**	**PHRF Heavy**	**1992**
39:03:43	Schuss	PHRF Light	1992
38:54:00	Chariot	IMS	1992
38:33:01	Outlaw	IOR	1986
37:49:44	Carmanah	IOR	1992
37:05:03	At Last	PHRF Heavy	1994
36:11:56	Medusa	PHRF Light	1986
35:59:08	Waterworks	PHRF Heavy	1986
35:22:28	Zephyr	PHRF Heavy	1989
35:23:12	Sisu	IMS	1990
35:22:44	Electra	PHRF Light	1996
35:22:14	Blue Chip	PHRF Heavy	1990
35:16:40	Goldcrest	PHRF Heavy	1996

6. Last Boat to Finish - Corrected Time

38:37:10	**Chariot**	**IMS**	**1992**
37:19:35	Class Act	PHRF Heavy	1992
35:46:10	Mad Dash	PHRF Light	1992
35:11:12	Sisu	IMS	1990
33:27:11	Eclipse	PHRF Light	1986
32:58:35	At Last	PHRF Heavy	1994
32:49:15	Outlaw	IOR	1986
32:42:28	Zephyr	PHRF Heavy	1989
32:39:08	Waterworks	PHRF Heavy	1986

C) JUAN DE FUCA

<u>1. Fastest Elapsed Times for First Boat Home - under 15 hours</u>

9:18:53	**Yummy**	**PHRF**	**2005**
11:20:50	Bullitt	PHRF	2007
11:45:26	Aldebaran	PHRF Light	1996
12:06:41	Poudre d'Or	PHRF Heavy	1996
12:22:24	Knockout	PHRF	1984
12:48:58	Hagar	IOR	1984
13:05:50	Goyama	IOR	1978
13:25:18	Hagar	IOR	1980
13:56:30	Red Dwarf	PHRF	1997
14:07:20	Warhawk	PHRF	1985
14:18:37	Tarka	PHRF	1980
14:32:57	Horizon	PHRF	1991
14:42:26	Serada	IOR	1982
14:50:28	Pachena	PHRF	1975
14:53:09	Sea Spell II	PHRF	1982

<u>2. Slowest Elapsed Times for First to Finish - 24+ hours</u>

36:09:50	**Jellybean**	**PHRF**	**1969**
33:54:37	Corsair	PHRF Heavy	1999
33:08:06	Red Dwarf	PHRF Light	1999
31:51:36	Lightcure	PHRF	2010
31:36:51	Ariki IV	CC of A	1969
31:28:11	Hanalei Express	PHRF	1981
31:00:42	Saraband	CC of A	1964
30:08:54	Aphrodite XII	CC of A	1967
29:43:54	Hagar	IOR	1981
28:00:11	Strait Shot	PHRF	1989
26:43:06	Kehloke	CC of A	1970
26:27:00	Malda	PHRF	1973
24:39:58	Light Scout	PHRF	1992
24:21:00	Aida	CC of A	1963

3. Fastest Corrected Times for Winners - under 12 hours

08:03:11	**Aldebaran**	**PHRF Light**	**1996**
08:04:07	Poudre d'Or	PHRF Heavy	1996
09:15:27	Fred Again	IOR	1984
09:38:06	Goyama	IOR	1978
09:43:39	Knockout	PHRF	1984
09:52:38	Outlaw	IOR	1980
10:20:36	Red Dwarf	PHRF	1997
10:24:50	Sea Jay	PHRF	1985
10:55:55	Romada	PHRF	1980
11:13:20	Serada	IOR	1982
11:26:47	Teaser	PHRF	2000
11:46:06	Outlaw	IOR	1979
11:59:17	Sea Spell II	PHRF	1982

4. Slowest Corrected Times for Winners - 24+ hours

28:40:33	**Ariki IV**	**CC of A**	**1969**
27:55:14	Lucky Lady	PHRF	1981
26:16:10	Hagar	IOR	1981
24:51:11	Strait Shot	PHRF	1989
24:31:18	Saraband	CC of A	1964

5. Last Boat to Finish - Elapsed Times - 32+ hours

43:06:29	**Sirocco**	**PHRF**	**1989**
42:18:15	Quest	PHRF	1975
37:38:32	Limfjord	PHRF	1970
36:44:11	Cognac	CC of A	1969
36:31:50	Liz	PHRF	1969
36:06:18	Sa - Han	CC of A	1970
36:05:03	Golden Hind IV	PHRF	1986
35:09:01	Spindrift V	CC of A	1967
35:02:12	Sandpiper	PHRF	1967
34:47:37	Calypso	PHRF	1981
34:46:58	Adversary	IOR	1981
34:40:30	Sea Urchin	CC of a	1966
34:30: 21	Handy Man	PHRF	1999
33:42:53	Wings	PHRF	1985
33:29:30	Blue Moon	CC of A	1964
32:08:10	Big Bird Too	PHRF	1987
32:03:59	Hanna	CC of A	1968

6. Last Boat to Finish - Corrected Times - 30+ hours

38:57:01	**Sirocco**	**PHRF**	**1989**
37:15:51	Quest	PHRF	1975
34:06:54	Le Cordon Bleu	CC of A	1969
32:58:40	Sa - Han	CC of A	1970
32:38:53	Joyeux	PHRF	1986
31:37:00	Liz	PHRF	1969
31:05:27	Limfjord	PHRF	1970
30:50:58	Jubilation	PHRF	1981
30:28:46	Adversary	IOR	1981
30:21:01	Escape	PHRF	1999
30:17:29	Sea Urchin	CC of A	1966

MULTIHULL

Note: these are all the results, not listed by highest or lowest.

A) SWIFTSURE LIGHTSHIP CLASSIC

Fastest Times for Winner

	Elapsed	Boat	Corrected
1986	40:38:11	Invictus	38:56:02
1987	29:52:20	Chaak	29:18:17
1988	29:41:37	Chaak	29:07:34
1989	not avail	Chaak	not avail
1990	30:05:45	Chaak	28:57:39
1991	25:59:36	Cha Cha	23:02:32
1997	**14:35:29**	**Stars & Stripes**	**23:19:53**
1998*	30:13:42	Humdinger	31:03:52

*Last year that this category was in place.

Last Boat to Finish

1986		only one boat entered	
1987	31:49:15	Invictus	29:57:06
1988		only one boat entered	
1989	not avail	Crazy Horse	not avail
1990	44:16:49	Invictus	42:34:40
1991	27:24:35	Drum	24:27:31
1997	32:04:11	Invictus	32:04:11
1998*	21:59:57	Stars & Stripes	31:57:19

*Last year that this category was in place.

B) NEAH BAY/ CAPE FLATTERY

Fastest times for winner

1992	24:47:00	Tardis	24:22:00
1993	26:20:25	Flipper	25:08:45
1994	20:24:29	Tardis	21:14:47
1995	14:35:04	Flipper	14:34:40
1996	12:44:20	Hanoman	11:57:23
1997	14:00:26	Hanoman	13:18:31
1998	28:11:30	Hanoman	27:31:16
2000	10:32:06	Dragonfly	14:07:31
2001	**09:03:00**	**Dragonfly**	**12:38:25**
2002	not available	Bad Kitty	35:12:17
2003	not available	Dragonfly	15:10:45
2004	13:23:53	Redshift	25:37:39
2005	6:58:55	Cheekee Monkee	12:09:49
2006	2:10:25	Redshift	21:14:51
2007	7:50:51	Blue Lightening	12:56:25
2008	19:30:39	Makika	19:72:53
2009	14:41:39	Dragonfly	17:42:33
2010	10:22:49	Dragonfly	13:23:43

Last Boat to Finish

1992	**38:16:06**	**Crazy Horse**	**36:06:06**
1993	34:26:19	Drum	32:46:19
1994	31:06:54	Alpha Wolf	30:16:36
1995	23:09:54	Tamerlane	21:29:18
1996	27:20:44	Drum	25:06:36
1997	25:58:08	Samish Spirit	23:20:32
1998	31:22:53	Y III	29:08:45
1999	31:33:26	Running w/ Scissors	35:28:10
2000	29:58:39	Almond Joy	27:58:01
2001	25:25:47	Y III	23:16:32
2002	not available	Spirit of Emu	36:44:50
2003	not available	Rosinante	27:32:37
2004	21:28:03	Blue Lightning	30:52:23
2005	22:58:00	Water Strider	28:04:54
2006	18:13:30	Slipper	27:21:25
2007	8:38:05	Freda Mae	15:19:34
2008	19:28:59	Dragonfly	22:29:53
2009	29:56:02	Son Of Raven	29:38:48
2010	20:10:56	Blue Lightning	20:26:26

ADDITIONAL INFORMATION ON WINNERS OF THE SWIFTSURE LIGHTSHIP CLASSIC

The last page of the Golby - Hewitt book provides some additional information on the winners of the Swiftsure Classic from 1930 to 1980. The following facts and stats updates list and provide similar information on the winners racing under other handicap systems (i.e. PHRF as well as IOR).

Year	Rating	Entries	Yacht Name	Skipper(s)	Yacht Club	LOA	Designer
1981	IOR	79	Heather	F. Roswold	Sloop Tavern	Custom 41'	Perry
1982	IOR	79	Pachena	J. Newton	W. Van YC		
1983	IOR	63	Slick Silver	D. Haddleton	Vancouver Rowing		
1984	IOR	67	Charley		R. Van YC	Custom	Ron Holland
1985	IOR	41	Country Style	S. Merriman	R. Vic YC	Crown 34	
1986	IOR	44	Sorcery		California		
1987	IOR	29	Sachem	W. Buchan	CYC Seattle		
1988	IOR	20	Sachem	W. Buchan	CYC Seattle		
1989	IOR	19	Resuscitation	F. Thompson	R. Van YC	C&C 40?	
1990	IOR	24	Allure			Custom 50'	Bill Lee
1991	IOR	11	Sachem	W. Buchan	CYC Seattle	Custom 41'	Peterson
1992	IOR	10	Sachem*	W. Buchan	CYC Seattle	Custom 41'	Peterson
1993 **	PHRF	18	Meridian	T. Clark	CYC Seattle	Custom 70'	C. Schiff; Perry
1994 **	PHRF	48	Rage	S. Rander	Portland	Custom 70'	Wylie
1995 **	PHRF	24	Cassiopeia	R. Burnett	CYC Seattle	Custom 72'	Laurie Davidson
1996 **	PHRF	36	Cassiopeia	R. Burnett	CYC Seattle	Custom 72'	Laurie Davidson
1997 **	PHRF	28	Atalanta	R. Hedreen	CYC Seattle	Custom 73'	Tripp
1998	PHRF	28	Night Runner	D. & K. Fryer	Seattle YC	Custom 42'	

Notes:
- *For 1992, winner of Swiftsure IOR fleet awarded R. Van YC Trophy, not Swiftsure Trophy.
- **For 1993-97, overall Swiftsure winner awarded Canadian Coast Guard Trophy.

While the Swiftsure Lightship Classic is the premiere race, for many years (until 1993) participation was limited to those racing under the IOR system. Only those boats got a crack at the Swiftsure Trophy. To recognize properly those winners under the PHRF system on the long course, a parallel listing has been prepared.

Year	Rating	Entries	Yacht Name	Skipper(s)	Yacht Club	LOA	Designer
1969	PHRF	12	Intrepid				
1970	PHRF	11	Kaiulani				
1971	PHRF	31	Emeraude				
1972	PHRF	28	Jeunesse II	P. Cote	R. Van YC	48' yawl	
1973	PHRF	46	White Squall	G. Teats	CYC Tacoma	Cal 40	
1974	PHRF	45	White Squall	G. Teats	CYC Tacoma	Cal 40	
1975	PHRF	92	Predicament	J. Smith		Columbia 30	
1976	PHRF	128	African Star	D. Fryer	SYC	35' cutter	Atkin
1977	PHRF	110	African Star	D. Fryer	SYC	35' cutter	Atkin
1978	PHRF	133	Apparition	M. Fiander W. White	CYC Seattle		
1979	PHRF	160	Deliverance	G. Palo	CYC Tacoma	Viking 33	
1980	PHRF	97	Delicate Balance	R. Gunsolus	CYC Seattle	Tartan 10 - 30'	
	PHRF	73	Encounter	H. Bacon	R. Vic YC	PT 10 - 30'	
1981	PHRF	105	Pietarsaari	R. Barnes	CYC Seattle	Baltic 39	
	PHRF	76	Maria XI		R. Van YC	CS 36	
1982	PHRF	110	Ksan	B. Davis	R. Van YC	Custom 41'	Peterson
	PHRF	58	Surprise	G. Maurer	SYC	C&C 35 Mark II	
1983	PHRF	112	Surprise	G. Maurer	SYC	C&C 35 Mark II	
	PHRF	50	Icarian	C. Teasdale		Cape North 43	Ted Brewer
1984	PHRF	94	Bonnie	C. Badgley K. Callaghan	CYC Seattle		
	PHRF	71	Courtship	D. Collins	Eagle Harbour	C&C 35	
1985	PHRF	104	Cheetah	P. Clark G. Millar	Quartermaster	Islander 36	
1986	PHRF	115	Wind Bird	G. Utgaard	CYC Seattle	Olson 40	

Year	Rating	Entries	Yacht Name	Skipper(s)	Yacht Club	LOA	Designer
1987	PHRF	101	Thursday's Child	C. Wilson	Eagle Harbour	Hotfoot 31	Doug Hempill
1988	PHRF	65	Deliverance	S. Tuck	Quartermaster		
1989	PHRF	52	Dancing Bear II	J. Gerhardt	CYC Tacoma		
1990	PHRF	45	Atalanta	R. Hedreen J. Heron	CYC Seattle	Custom 73'	Tripp
1991	PHRF	26	Meridian	T. Clark	SYC	Custom 70'	C. Schiff; Perry
1992	PHRF	19	Merlin	D. Sinclair	R. Van YC	Custom 73'	Bill Lee
1993	PHRF	18	Meridian	T. Clark	CYC Seattle		
1994	PHRF	48	Rage	S. Rander	CYC Portland		
1995	PHRF	26	Cassiopeia	C. Burnett	Other		
1996	PHRF	37	Cassiopeia	C.Burnett	CYC Seattle		
1997	PHRF	28	Atalanta	R. Hedreen	CYC Seattle		
1998	PHRF	33	Nightrunner	D. Fryer	Seattle	Custom 42'	
1999	PHRF	22	Freedom 10	J.W. Knudson	Sloop Tvrn	Tartan 10	
2000	PHRF	22	Jam	J. McPhail	Gig Harbour	J 160	
2001	PHRF	24	Jam	J. McPhail	Gig Harbour	J 160	
2002	PHRF	28	Icon	D. Robbins	Seattle	Custom	
2003	PHRF	23	Coruba	R. Fleming	Seattle	Nelson /mar 70	
2004	PHRF	29	Icon	J. Roser	Seattle		
2005	PHRF	30	Coruba	R. Fleming	Seattle	Nelson/ Mar 70	
2006	PHRF	21	Glory	J. Buchan	Seattle	Transpac 52	
2007	PHRF	22	Coruba	R. Fleming	Seattle	NM 70	
2008	PHRF	20	Glory	J. Buchan	Seattle	And 77	
2009	PHRF	20	Glory	J. Buchan	Seattle	And 77	
2010	PHRF	21	Strum	R. MacDonald	RVanYC	50ft	
2011	PHRF	17	Icon	K. Welch	Seattle	Custom	

HMCS ORIOLE - THE NAVY'S OLDEST COMMISSIONED VESSEL

INTRODUCTION

Sometimes she is called the "Grand Lady of Swiftsure" and is truly a Swiftsure veteran. The ship is the sentimental favorite among Victorians. Whenever the wind pipes up in late May, local sailors start to wonder if, perhaps this year, the Oriole might win a Swiftsure.

The basic facts and stats for HMCS Oriole are:

Designer:	George Owen of New York
Builder:	George Lawley and Sons Corporation of Boston
Length overall:	31 metres (102 feet)
Length waterline:	19 metres
Beam:	5.8 metres (19 feet)
Draught:	2.7 metres (10 feet)
Displacement:	92 tonnes (92 tons standard)
Mainmast height:	30 metres (96 feet plus attachments)
Mizzenmast height:	65 feet
Maximum sail area:	1, 100 square metres (11,000 square feet)
Working sails area:	(6133 square feet)
Spinnaker:	600 square metres (6,600 square feet)
Sail composition:	¾ to 12 ounce Dacron/Spectra/Mylar
Spinnaker poles:	42 feet long; each weighs 125 pounds
Standing rigging:	steel wire rope
Motor:	165 h.p. diesel
Accommodations:	24 (earlier, was 21)
Provisions:	can carry a 60-day supply
Water:	can make 500 gallons of fresh water a day

Oriole is a Burmudian or marconi rigged ketch. She has no winches for sail handling; instead, all halyards and running back stays are rigged luff upon luff to give sufficient mechanical advantage to sail her. Oriole remains very much the same vessel as the day she was launched, save improvements to the galley and the latest in electronic navigation and communication systems. She is still a beautiful yacht with graceful lines, commemorating an age that is nearly past.

Oriole's mission is to train men and women of the Canadian Forces in seamanship. She is both the oldest vessel and the longest serving commissioned ship in the Canadian Navy.

Complement: 1 officer; 4 men; 18 personnel under training;
10 regular crew act as trainers, volunteering for a two-year tour on the Oriole.

HISTORICAL HIGHLIGHTS

The following table chronicles some of the highlights in HMCS Oriole's history.

1880	• George Gooderham, Commodore of the Royal Canadian Yacht Club in Toronto, launches the first Oriole.
1886	• Gooderham has Oriole II built.
1909	• Gooderham launches Oriole III.
1919	• Initial work on the Oriole IV at the Dominion Ship Building Company of Toronto, but a prolonged strike put the company out of business.
	• The preliminary work was being sent by train to Boston but was lost on the way.
Jun 1921	• Launched at Neponset, Massachusetts as the Oriole IV.
	• A month later delivered to George Gooderam, a distillery owner.
1921-28	• Sailed under the burgee of the Royal Canadian Yacht Club in Toronto.
1923	• Modifications made: main mast shortened from 105' to 96'; centreboard removed.
1928	• More changes: jib boom added; mizzen mast extended from 55' to 65'
Apr 1941	• Sold to Gordon Leitch of Upper Canada Steamship Lines (or the Upper Lakes and St. Lawrence Transportation Co.)
May 1941	• Bequeathed to the Toronto Branch of the Navy League of Canada and used to train Sea Cadets on Georgian Bay
	• As the RCN took over the responsibilities for Sea Cadet training at this time, the Oriole, based at HMCS York came under naval control as well
1943	• RCN formally leases the Oriole from the Navy League for $1.00 a year. Year to year administrative arrangements varied over the next six years.
	• For 1943-45, navy personnel as well as cadets trained on board.
1949	• Oriole attached to HMCS Cornwallis to give basic seamanship training to ordinary seamen.
1950	• Too many ordinary seamen so Oriole used to train only cadets from the University Naval Training Division.
Late 1951	• Transferred to Halifax. Just made it out before the St. Lawrence freeze up. Refit. During this time, attached to HMCS Stadacona seamanship school and still known as Oriole IV.
Jun 1952	• Commissioned HMCS Oriole and attached to HMCS Cornwallis at Digby, Nova Scotia.
1954	• Oriole transferred to HMCS Venture, the Navy's officer training establishment at Esquimalt.
	• The 8,000 mile trip via the Panama Canal for five officers and men and 20 crew took 72 days. Arrived at Esquimalt on October 3, 1954.
1955	• Oriole's first Swiftsure, placing 14th with a corrected time of just over 39 hours.
1957	• Royal Canadian navy purchases Oriole for $14,500
1958	• Bellingham, Washington giver Oriole's skipper the freedom of the city.

Oct 1959	• Oriole rescues four stranded power boaters near Cowichan Bay.
1962	• Oriole's cruise to Alaska - 1,800 miles.
1963	• Oriole designated as senior ship of the four-vessel auxiliary training squadron.
Nov 1/63	• Initial report to Esquimalt that Oriole had gone down with all hands off Chatham Island in 60 knots of wind; later proved incorrect as Oriole ran before the wind then finally paid off.
	• A resident of Ten Mile Point thought the flapping sails were a result of a broken mast but when she looked again, the ship was gone. Oriole sailed safely to Swartz Bay.
1964	• On a trip to San Francisco, Oriole logs 213.5 miles in a 24-hour period. The 700-mile trip took four days.
1968	• Oriole in the first organized Vic -Maui race.
1969	• Oriole grounded on Clover Point and had to wait six hours for the tide to rise. No damage but Navy holds board of inquiry.
1971	• Oriole cannot enter Swiftsure due to a shortage of qualified crew. She was shore bound for a year due to budget pressures in the Navy.
1972	• Rigging replaced and new sails. Becomes senior ship in the Fourth Training Squadron.
1976	• The year of the big storm during Swiftsure., Oriole's best performance to date - 10th place overall with a corrected time of 26 hrs 16 mins and 44 seconds.
1977	• In the Swiftsure Race, Oriole returns from the Bank at 12 Knots under spinnaker in a 20-25 knot breeze but the wind later dies and Oriole is a DNF.
1978	• Oriole sweeps the silver in the Pacific International Sail Training Race from Diamond Head Hawaii to Victoria: first across the line and first overall - Cutty Sark Friendship Trophy.
	• This was Oriole's first big win in long distance racing, beating Lol Killams's Greybeard boat for boat.
	• This was part of the Captain Cook bicentennial events, in which Oriole acted as host ship.
1980	• Oriole participates as the first Canadian entry in the Swiftsure feeder race from Astoria. Since then called the Oregon International Offshore Race.
	• Replacement of original teak decks.
1981	• Refit to celebrate Oriole's Diamond anniversary.
1983	• Oriole's best elapsed time for Swiftsure: just over 27 hrs and 48 mins.
1984	• Oriole travels over 18,000 nautical miles to participate in Tall Ships events in Quebec City and Halifax.
1980s?	• Oriole in the TransPac race - California to Hawaii.
1990	• Oriole places second overall in the 5,500 mile Vic-Maui race.
1995	• Oriole logs more days at sea than any other ship in the Pacific Fleet. On average, Oriole spends some 180 days a year at sea for training each year.
Apr 1997	• Oriole gets a $400,000 refit.
Oct 1997	• Oriole starts a 17,000 nautical mile (31,000 km) trip to participate in Tall Ships Australia 98.
Jan 1998	• In the 760 nautical mile Sidney to Hobart Race, Oriole is first tall ship across the

finish line and also wins trophy for fastest 24 hour run.

- Two other prizes too: excellence in communications and for having traveled the longest distance to participate.
- Oriole placed seventh overall in the race, behind several modern racing yachts.

May 1998
- Oriole finally home. She attained speeds of 13 knots under double-reefed main and mizzen in the north Pacific.
- Best 24 run was 234.9 nautical miles.
- For the entire trip, Oriole used less than 500 gallons of fuel.

1998
- Oriole did not compete in the 1998 Swiftsure, having just returned from many months abroad.

1999
- Oriole, returning again for competition in the Swiftsure Lightship Classics race was under the command of Lt.-Cmdr. Larry Trim; will be joined in the race by HMC Sail Training Vessel *Goldcrest*.

2000
- Competing again in this year's Swiftsure Classic under the command of Lt.-Cmdr. Scott Crawshaw.
- This is the 43rd Swiftsure for Oriole, which will also compete in the Victoria-Maui yacht race in June.

2001
- HMCS Oriole is 80 years old this year, and will compete in her 44th Swiftsure Race.

2003
- HMCS Oriole, under the command of Lt.-Cmdr. Gary Davis, has a crew that is comprised of experienced navel officers and non-commissioned members (NCM), as well as naval officers and NCM trainees.

2004
- Oriole's Swiftsure crew is comprised of a wide variety of new sailors from several backgrounds with one or two "old salts" for experience.

2005
- After Swiftsure this year, in June, the Oriole was refitted with a new mizzenmast, and the booms were all refinished. This won't make the Oriole go faster for next year's race, but it certainly looks better!

2006
- Last year that Lt.-Cmdr. Gary Davis was the captain of the Oriole.

2007
- First year that Lt.-Cmdr. Jeffery White was that captain of the Oriole.

2008
- HMCS Oriole competed in her 51st Swiftsure race.

2010
- Oriole's captain donated a Trophy made from bits of her old mast. Oriole has more than 50 entries in Swiftsure and in part, the trophy recognized the 100th birthday of the Canadian Navy.
- This year Swiftsure was dedicated to the Navy in recognition of its 100th anniversary year, as well as over 60 years of service to the race.

HMCS ORIOLE'S SKIPPERS

Sailing has lots of jargon and so do Navy ships. On the Oriole, those in charge are:

CO	Commanding Officer
XO	Executive Officer
Buffer	Chief Bosun's Mate - responsible for keeping the ship clean and shiny
Stokes	Engineer
Doc	Medic
Cookshack	Cook
Swain	Coxswain

Years	Commanding Officer (usually Lieutenant-Commander)
2011-2013	Jeff Kibble
2010	Jeffery White
2009	Erik James
2007-2008	Jeffery White
2003-2006	Gary Davis
2000-2002	Scott Crawshaw
1998-1999	L. Trim
1995-98	M.J. Brooks
1992-95	M.E. Cooper
1989-92	K.J. Brown
1985-89	P. Watt
1983-85	J. Gracie
1981-83	P. Hunter
1976-81	W.D. Walker
1973-76	J.R. Horner
1970-73	R.D. Bissell and P. Cox
1968-70	G.S. Hilliard
1965-68	J.S. Butterfield
1963-65	W.D. Walker
1962-63	S.B. Watts
1958-62	J. Prosser
1955-58	R.C. MacLean
1954	E.T. Coggins (from Halifax)

SWIFTSURE PERFORMANCE

The Oriole began racing in Swiftsures in 1955. In 2007, it was her 50th race. She has both IOR and PHRF rating certificates, as the ship sometimes competes in one fleet or the other. The Oriole has only missed five Swiftsures and two or three were due to her being on extended voyages abroad. In 1971, the Oriole was shore bound due to lack of qualified crew.

Under Lt.-Cmdr Jeffery White, the Oriole came 2nd overall in her division, making 2007 her best finish ever. Her previous best finishes were 10th overall on correction in 1976 and 1993. The race proceeds to the Swiftsure Bank and back which covers 138.7 NM. The Oriole was able to produce a new fastest corrected time of 22 hrs: 03 mins: 26 secs. Back in 1983, she set her best elapsed time of 27 hrs: 48 mins: 11 secs.

While many of the Swiftsure Races have become a drifter, the Oriole does not fair well in such conditions. At her slowest elapsed time in 1973, she recorded almost 61 hours to finish. On at least three other occasions her corrected time was over 55 hours. Most of the boats retire and on their way home, the Oriole has been known to stay out there racing for as long as possible. Over the past 50 races she has entered she has recorded some 15 DNFs and quite a few "last boat home" distinctions.