



SWIFTSURE INTERNATIONAL YACHT RACE

May 23-25, 2015
Victoria, British Columbia



SWIFTSURE

Hosted by
The Royal Victoria Yacht Club

NOTICE OF RACE FOR THE FOUR LONG COURSES

(THE SWIFTSURE LIGHTSHIP CLASSIC, THE HEIN BANK, THE CAPE FLATTERY RACES, AND THE JUAN DE FUCA RACE)

The [Royal Victoria Yacht Club](#) is pleased to announce details for the 2015 Swiftsure International Yacht Race, and extends a cordial invitation to yacht owners who meet eligibility requirements to enter

1 RULES

- 1.1 The Swiftsure International Yacht Race shall be governed by the rules as defined in [The Racing Rules of Sailing \(“RRS”\)](#) with the following exceptions:
 - a) RRS rule 52, Manual Power, is amended for monohulls to include:
Yachts entered as a Double-Handed crew in the Cape Flattery and Juan de Fuca course races are allowed to use autopilot mechanisms for sail changes and other situations where having one crew member assigned to steering the yacht may compromise the safety of crew and craft.
- 1.2 Prescriptions of Sail Canada that shall apply are provided in Appendix A of this Notice of Race.
- 1.3 Competitors shall have current charts on board showing the Traffic Separation Scheme in the area they will be racing. Charts that meet this requirement are Canadian chart 3606 as revised and published November 29, 2002 or US charts 18460 (edition 13 or 14) and 18465 (edition 38 or 39).
- 1.4 Between sunset and sunrise, the “International Regulations for Preventing Collisions at Sea” shall replace the rules of Part 2 of the RRS.
- 1.5 A yacht that impedes or obstructs commercial traffic may be subject to disqualification.
- 1.6 Each competing yacht shall display its official sail numbers on both the port and starboard lifelines or hull while racing. Size of letters and numbers shall be similar to that required in the RRS Appendix G1.2 for sail numbers.
- 1.7 Competitors who intend to fly sails that display numbers other than the yacht’s official sail number shall report those numbers to the Race Committee (RC) by **1800 Friday May 22, 2015**. Failure to comply shall result in a time penalty of 15 minutes added to the corrected finish time of the competitor without a hearing. This changes RRS 63.1 and A5.
- 1.8 All yachts shall display a numeral pennant according to the planned starting order: the Swiftsure Lightship Classic Race and the Hein Bank Race, numeral 1; the Cape Flattery Race for Multihulls, numeral 2; the Cape Flattery Race, numeral 3; and the Juan de Fuca

Race, numeral 4 (yachts competing in the Swiftsure Inshore Classic will display a numeral 5 pennant).

- 1.9 All competitors shall mount Swiftsure-issued transponders on their yachts and shall operate them in the prescribed manner. The transponder units, which will transmit competitors' position to Swiftsure's Tracker System, will be distributed along with race packages at the Swiftsure Centre commencing on **Thursday May 21, 2015**. A deposit of \$200 shall be required to ensure the safe return of the units.
- 1.10 All competitors shall be required to report their position to the Race Committee when crossing 124° 00.00' W both outbound to and inbound from their rounding mark. Swiftsure Lightship Classic Race competitors are also required to report their position when crossing 124° 45.00' W both outbound and inbound. Any yacht that fails to report each of these outbound and inbound crossings may be subject to protest by the Race Committee and a time penalty of 30 minutes for each failure added to the corrected finish time of the competitor.
- 1.11 For **monohull** yachts racing under PHRF Handicap and IRC Handicap:

The 2015 [Pacific International Yachting Association's Safety Equipment Requirements \("SER"\)](#), '**Coastal' Category** (column F in the Excel version), shall apply to monohulls, but with changes to the following sections:

 - 2.4.4 Hull and Structure: Lifelines, the first sentence is replaced with the following:

Lifelines shall be either uncoated or coated stainless steel wire or high molecular weight polyethylene (HMPE) line with spliced terminations or terminals specifically intended for the purpose.
 - 2.7.2 Hull and Structure: Mechanical Propulsion is replaced with the following:

A boat shall have a mechanical propulsion system that is ready for immediate use and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in meters) for at least 10 hours.
 - 3.6.1, 3.6.2, and 3.6.3 Safety Equipment: Visual Distress Signals are replaced by making 3.6.4 required; that is:

A boat shall carry Coast Guard/National Safety Authority approved flares of their country of residence meeting day-night requirements, and not older than the expiration date.
 - 3.8.1 Safety Equipment: Emergency Communications is amended by deleting the need for a masthead antenna.
 - 3.33.1 Sails: Mainsail Reefing is replaced with the following:

Unless the person in charge of the boat has an alternative sail plan for dealing with heavy weather, a boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.
 - 4.3.2 Skills: Safety Training is replaced with the following:

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

The Safety Equipment Requirements for Multihulls for the 2015 Swiftsure International Yacht Race, ‘**Coastal (The Four Long Courses)**’ shall apply to multihulls (see 4th column). This document is located at www.swiftsure.org, Race Info tab, Notices of Race subtab.

2 ADVERTISING

Yachts may be required to display advertising chosen and supplied by the Organizing Authority.

3 ELIGIBILITY AND ENTRY

- 3.1 Yachts may enter by completing the online registration form beginning on **Monday January 5, 2015**, see: www.swiftsure.org. If registration is by paper, completed entries shall be delivered or mailed so they are received by the Swiftsure Office by **Friday May 15, 2015**. The Swiftsure Office is located at the Royal Victoria Yacht Club, 3475 Ripon Road, Victoria, BC, Canada, V8R 6H1.
- 3.2 The deadline for registering is **Friday May 15, 2015**. If received after **Friday May 15, 2015**, the entry may be accommodated subject to the decision of the Organizing Authority.
- 3.3 The Swiftsure Office will notify entrants of acceptance or rejection, subject to verification of ratings and payment of the registration fee.
- 3.4 Yachts must provide a complete crew list and for each person on the yacht their position/role during the race, home town, emergency contact name and phone number. Crew updates and substitutions may be made online, and by contact with the Race Committee using VHF or mobile telephone up to **0845 on Saturday May 23, 2015**.
- 3.5 A request to change the race in which a yacht has been registered will not be accepted after **Tuesday May 19, 2015** unless the request is submitted in writing to, and approved by, the Organizing Authority by **1300 on Friday May 22, 2015**.
- 3.6 With registration each skipper is asked to provide a photograph of their yacht for yacht identification and publicity.
- 3.7 With registration each skipper is asked to provide a brief biography of the crew for use in publicity and race commentary.
- 3.8 For Yachts Racing Under PHRF Handicap:
 - 3.8.1 All yachts shall have a valid PHRF-NW, PHRF-BC or PHRF Multihull rating certificate. Those entrants rated by rating authorities other than PHRF-NW, PHRF-BC, or PHRF Multihull (BC or Washington) are required to apply to PHRF-NW, PHRF-BC, or PHRF Multihull (BC or Washington) for a rating certificate. Ratings will be adjusted if required by the Royal Victoria Yacht Club’s handicapper at no charge in order to align PHRF-NW and PHRF-BC ratings.
 - 3.8.2 Ratings for all entrants will be confirmed with PHRF-NW, PHRF-BC or PHRF Multihull by **Monday May 18, 2015**.
 - 3.8.3 In the event that a yacht’s rating has been changed after the entry has been accepted the skipper is required to notify the Race Committee. No rating changes will be accepted after **Friday May 15, 2015**. Failure to provide a valid and correct rating may result in

protest by the Race Committee. In addition, all ratings are subject to review by the Race Committee.

- 3.9 For Yachts Racing Under IRC Handicap:
 - 3.9.1 All yachts shall have a valid IRC Certificate. It does not need to be an Endorsed IRC certificate.
 - 3.9.2 Yachts shall provide their IRC rating to the Organizing Authority through the registration process by **Friday May 15, 2015**.
 - 3.9.3 No change in a yacht's Time Correction Coefficient ("TCC") will be permitted after **Friday May 15, 2015**, except as provided for in Section 9 Rating Review and Section 10 Rating Protests as specified in the IRC Rules issued October 2013, which became effective January 1, 2014.

4 FEES

- 4.1 **Early Bird:** if received **on or before Monday May 4, 2015**, the entry fee is **CAD \$6.15** per foot of length overall, and **CAD \$166.05** for yachts with an overall length of 27 feet or less (8.2 metres or less). Federal GST of 5% will be added.
- 4.2 **Regular:** if received **Tuesday May 5, 2015**, or thereafter the entry fee is **CAD \$7.30** per foot of length overall or **CAD \$197.10** for yachts with an overall length of 27 feet or less (8.2 metres or less). Federal GST of 5% will be added.
- 4.3 For 2015 USA currency will be accepted at the rate of \$1.10 Canadian for registration fees paid by cash or personal cheque. Credit card payments are automatically exchanged from USA to Canadian dollars during the credit card transaction.
- 4.4 The entry fee must be paid at the time of registration. Payment is accepted by VISA, MasterCard, cash, cheque or Royal Victoria Yacht Club member account. Please make cheques payable to the Royal Victoria Yacht Club.
- 4.5 Refunds, less \$20.00, may be claimed if withdrawal is advised prior to **Friday May 15, 2015**. At the sole discretion of the Organizing Authority refunds less \$20 may be given if withdrawal for exceptional circumstances is advised from May 16 to May 22.

5 SKIPPER CHECK-IN

- 5.1 Each registered skipper, or their representative, is required to report to Swiftsure Centre in the Victoria Inner Harbour no later than **1800 Friday May 22, 2015**. At that time the yacht's moorage location will be recorded, the crew list verified, and the transponder unit and other race package information picked up.
- 5.2 Crew list verification, and pickup of transponder units and race package materials at the Royal Victoria Yacht Club can be accommodated on **Thursday May 21, 2015**, but only by prior arrangement. Call the Swiftsure Office at 250-592-9098 to make such arrangements.
- 5.3 Registered entrants who do not check-in and pick up their race package and transponder unit will be recorded as "Did Not Compete (DNC)".
- 5.4 Registered entrants who do pick up their race package and transponder unit but are otherwise unable to start must inform the Race Committee of their withdrawal. As failure

to report withdrawal may initiate mobilization of search and rescue assets, entrants failing to do so will be subject to protest and may be excluded from future races.

- 5.5 An Awards ceremony will be held starting at **1500 on Friday May 22, 2015** at the Distrikt in the Strathcona Hotel to recognize the winners of the Three Long Courses in Swiftsure 2014. The Distrikt is located at 919 Douglas Street in Victoria, BC (within easy walking from the docks in the Victoria Harbour).
- 5.6 The Skippers' Meeting for the Four Long Courses and the Swiftsure Inshore Classic will start at **1600 on Friday May 22, 2015** at the Distrikt in the Strathcona Hotel located at 919 Douglas Street in Victoria, BC (within easy walking from the docks in the Victoria Harbour). It is highly recommended that skippers and navigators attend.

6 SCHEDULE

- 6.1 **Friday May 15, 2015**– Closing date for race entries and competitor initiated rating changes.
- 6.2 **Thursday May 21, 2015** – Swiftsure Centre, which will be located in the Victoria Inner Harbour, will be open between 1400 and 1800 for registered skippers to collect their race packages.
- 6.3 **Friday May 22, 2015** – Swiftsure Centre, which will be located in the Victoria Inner Harbour, will be open between 1000 and 1800 for registered skippers to collect their race packages.
- 6.4 **Friday May 22, 2015** – Awards Ceremony recognizing winners of the Three Long Courses in Swiftsure 2014 will start at 1500 at the Distrikt in the Strathcona Hotel located at 919 Douglas Street in Victoria, BC (within easy walking from the docks in the Victoria Harbour).
- 6.5 **Friday May 22, 2015** – The Skippers' Meeting will start at 1600 at the Distrikt in the Strathcona Hotel located at 919 Douglas Street in Victoria, BC (within easy walking from the docks in the Victoria Harbour). It is highly recommended that skippers and navigators attend.
- 6.6 **Saturday May 23, 2015** – The Swiftsure International Yacht Race starting sequence will commence at 0851. The first race is scheduled to start at 0900 (warning signal at 0851) with subsequent starts to follow. The Starting Line will be located adjacent to Clover Point.
- 6.7 **Monday May 25, 2015** – The time limit for all races will be 0600.

7 SAILING INSTRUCTIONS

- 7.1 The Sailing Instructions will be available online after **Monday May 4, 2015** on the Swiftsure website (www.swiftsure.org) under the Race Info tab, Sailing Instructions subtab. Printed copies will be included in the race package, which will be available when registered skippers check-in at the Swiftsure Centre.
- 7.2 Questions regarding the Sailing Instructions will be accepted by e-mail to racedirector@swiftsure.org until **1800 Thursday May 21, 2015**.
- 7.3 Questions received up to **1800 Thursday May 21, 2015** and their answers will be posted on the Swiftsure website under the Race Info tab, Notices to Competitors subtab (www.swiftsure.org).

- 7.4 All amendments to the Sailing Instructions issued prior to **Friday May 15, 2015** will be provided in a printed addendum included in the race package, and they will be posted on the Swiftsure website under the Race Info tab, Notices to Competitors subtab (www.swiftsure.org) and on the official Notice Board located at Swiftsure Centre. Amendments issued after **Friday May 15, 2015** will be posted on the Swiftsure website (www.swiftsure.org) and on the official Notice Board located at Swiftsure Centre.
- 7.5 No changes to the Sailing Instructions will be made after **0700 Saturday May 23, 2015**.

8 THE COURSES

8.1 The Swiftsure Lightship Classic Race for Monohulls (PHRF handicapped class and IRC handicapped class)

From a starting line at Clover Point, leaving a mark at Swiftsure Bank to port, and crossing a finish line across the Victoria Harbour – 138.2 NM

Open to monohull yachts with a PHRF rating, and monohull yachts with an IRC rating. The fleets in the PHRF and IRC classes may be split into divisions, in order to create the best competition possible, it being understood that PHRF and IRC handicapped yachts will compete and be scored as separate classes. The Race Committee will use PHRF Rating Certificates and IRC Rating Certificates, as applicable.

8.2 The Hein Bank Race for Monohulls (PHRF handicapped class and IRC handicapped class)

From a starting line at Clover Point, leaving to port a separation buoy (with RACON and flashing Y) located 2.4 nautical miles bearing approximately 208⁰ M from Clover Point, leaving to port ODAS 46088 (located 5 nautical miles bearing approximately 238⁰ M from Hein Bank), leaving a mark at Neah Bay to port, and crossing a finish line across the Victoria Harbour – 123.5 NM

Open to monohull yachts with a PHRF rating, and monohulls yachts with an IRC rating. The fleets in the PHRF and IRC classes may be split into divisions, in order to create the best competition possible, it being understood that PHRF and IRC handicapped yachts will compete and be scored as separate classes. The Race Committee will use PHRF Rating Certificates and IRC Rating Certificates, as applicable.

8.3 The Cape Flattery Race for Monohulls (PHRF handicapped yachts)

From a starting line at Clover Point, leaving a mark at Neah Bay to port, and crossing a finish line across the Victoria Harbour– 101.9 NM

Open to monohull yachts with a PHRF rating.

The fleet will be split into Heavy, Light, and Double-handed Classes, and each class may be grouped into divisions, in order to create the best competition possible. The Race Committee will use PHRF measurements as per rating certificates.

8.4 The Cape Flattery Race for Multihulls (PHRF handicapped yachts)

From a starting line at Clover Point, leaving a mark at Neah Bay to port, and crossing a finish line across the Victoria Harbour– 101.9 NM

Open to multihull yachts with a PHRF rating.

The fleet may be split into divisions, in order to create the best competition possible. The Race Committee will use PHRF measurements as per rating certificates.

8.5 The Juan de Fuca Race for Monohulls (PHRF handicapped yachts)

From a starting line at Clover Point, leaving a mark at Clallam Bay to port, and crossing a finish line across the Victoria Harbour – 78.7 NM

Open to yachts rating 40 PHRF and slower.

The fleet will be split into Heavy, Light, and Double-handed Classes and each class may be grouped into divisions, in order to create the best competition possible. The Race Committee will use PHRF measurements as per rating certificates.

- 8.6 The Organizing Authority is encouraging **double-handed monohull** entries for the Cape Flattery Race and the Juan de Fuca Race. For either race wherein at least 5 double-handed yachts register, a double-handed class will be created. By special decision of the Organizing Authority a division within the double-handed class may be created where there are fewer than 5 double-handed yachts registered. The entrants in the double-handed classes will be eligible for the First to Round and First Overall in the Race in which they are entered.

9 PENALTY SYSTEM

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

10 SCORING

- 10.1 For yachts racing under the PHRF handicap system, the results will be calculated by Time on Distance.
- 10.2 Scoring for yachts racing under an IRC handicap shall be in accordance with the following: the yacht's corrected time (CT) will be determined to the nearest second by multiplying her elapsed time (ET) by her IRC time correction factor (TCC).

11 MOORAGE

- 11.1 There will be no moorage charge for race entrants on the Thursday and Friday preceding the Swiftsure start if moored at the Greater Victoria Harbour Authority's Causeway Floats in front of the Fairmont Empress Hotel and at Ship Point. To make arrangements for moorage up to and including **Wednesday May 20, 2015** or after **Sunday May 24, 2015** contact the [Greater Victoria Harbour Authority](#) (you will pay the Greater Victoria Harbour Authority directly for moorage).
- 11.2 After the races, there will be no moorage charge for race entrants upon return to the harbour up to and including **Sunday night, May 24** at the Causeway Floats in front of the Fairmont Empress Hotel and at Ship Point.

12 COMMUNICATION

- 12.1 The transmission or receipt while racing of any communication for the direct or indirect benefit of an individual yacht is prohibited, per RRS rule 41. Yachts may receive weather information and fleet position information in any form, providing that the information is public and in a form that is available without charge. Communication, including electronic communications, required in order to comply with the Notice of Race and Sailing Instructions for the Swiftsure International Yacht Race or for personal messages not related to a yacht's performance in the race is permitted.
- 12.2 The Race Committee will be using marine VHF to communicate with yachts.

- 12.3 Every yacht shall have onboard during the race at least one designated cellular or satellite phone which can be used as a back up in case of VHF communications failure. The phone number for each onboard cellular or satellite phone shall be provided to the Race Committee through the Registration System prior to the race.

13 PRIZES

- 13.1 **Division Winners** – Prizes will be awarded as follows: a prize of first for a division of five yachts; a prize of first and second if there are from six to 10 yachts in a division; and prizes for first, second, and third if more than 10 yachts are in a division. The minimum entry required to form a separate division shall be five yachts, except by special decision of the Organizing Authority. If a division of less than five yachts is established, a prize will be awarded for first place in that division.
- 13.2 **First to Round and Overall Race Winners**
- 13.2.1 Where there is more than one division in a race and all yachts in the race are sailing the same course, a prize will be awarded for first to round and for first overall in that race.
- 13.2.2 In any of the courses where there are both PHRF and IRC handicapped classes (i.e., the Swiftsure Lightship Classic and Hein Bank courses) a prize for the first to round and for first overall for the course will be awarded based on PHRF ratings.
- 13.2.3 Yachts racing under their IRC handicap will be eligible for the first to round and for first overall for their course provided they have also entered in the Registration System or emailed to the Swiftsure Registrar (registrar@swiftsure.org) their approved PHRF rating by **Friday May 15, 2015**.
- 13.3 **Line Honours** – Prizes will be awarded for the first yacht to finish in each of the five courses, including line honours for light and heavy classes where such exists.

14 DISCLAIMER OF LIABILITY

- 14.1 Competitors participating in the Swiftsure International Yacht Race do so entirely at their own risk. See the [RRS fundamental rule 4, Decision to Race](#).
- 14.2 Overall Responsibility:
In accordance with Section 1.2 of the PIYA [Safety Equipment Requirements](#) (for monohulls) and Section 1.2 of the [Swiftsure 2015 - Safety Equipment Requirements for Multihulls](#), competitors acknowledge and agree that the safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS rule 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used. S/he shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his/her incapacitation.
- 14.3 The Royal Victoria Yacht Club, the Organizing Authority for the Swiftsure International Yacht Race, does not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the Swiftsure International Yacht Race.

15 INSURANCE

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

16 FURTHER INFORMATION

Swiftsure Office

Royal Victoria Yacht Club
3475 Ripon Road
Victoria, BC, Canada V8R 6H1
Telephone: 250-592-9098
General Info: info@swiftsure.org
Registration: registrar@swiftsure.org
Website: www.swiftsure.org

PHRF of the Northwest

Business Office
P.O. Box 489
Gig Harbour, WA, USA 98335
Telephone: 253-857-8858
Email: phrfnw@gmail.com
Website: www.phrf-nw.org

BC Sailing – PHRF-BC

Nancy Chow, Admin Assistant
195-3820 Cessna Drive
Richmond, BC, Canada V7B 0A2
Telephone: 604-333-3628
Email: crew@bcsailing.bc.ca
Website: www.bcsailing.bc.ca

Multihull Ratings (Washington)

Pat McGarry
188 Suquamish Way
La Conner, WA, USA 98257
Telephone: 206-601-1003
Email: patwindntide@gmail.com

Oregon Offshore International Yacht Race

Darroch Cahen
Corinthian Yacht Club of
Portland, Oregon
PO Box 220221
Portland, OR, USA 97269
Telephone: 971-295-7070
Email: darroch@frye.com
Website: <http://www.oregonoffshore.org/>

Multihull Ratings (BC)

Andy Robinson
11329 Chalet Road
North Saanich, BC, Canada
V8L 5M1
Telephone: 250-656-1349
Email: andy.robinson1@me.com

Pacific Northwest IRC Owners Association

Kevin Welch, Fleet Captain
Telephone: 360 708 8516
Email: kwelch@fidalgo.net

Appendix A

Applicable Prescriptions of Sail Canada Pertaining to [the RRS](#)

Rule 46 – Person in Charge

SAIL CANADA prescribes that the designated person in charge, if resident in Canada, shall be a member of a club affiliated with SAIL CANADA.

Rule 61.2 – Protest Contents

SAIL CANADA prescribes that no fee shall be charged for delivering a protest or a request for redress.

Rule 64.3 – Decisions on Protests Concerning Class Rules

SAIL CANADA prescribes that unless otherwise provided in its class rules, the ISAF Equipment Rules of Sailing shall apply to all classes racing in Canada.

Rule 67 – Damages

SAIL CANADA prescribes that a boat that has been found by a protest committee to have broken a rule and caused damage shall be considered at fault for the purposes of rule 67.

Rule 70.5(a) – Appeals and Requests to a National Authority

SAIL CANADA so prescribes.

Rule 88.2 National Prescriptions

SAIL CANADA prescribes that the sailing instructions of national or lesser events shall not change or delete any SAIL CANADA prescription. For events that have a no appeal protest committee or an international jury, prescriptions to rule 61.2 or 67 shall not be deleted.

Appendix E8 – Appendix G Changes to Identification on Sails

SAIL CANADA prescribes that this rule applies to Canadian boats in all classes.

Appendix J1.2 – Notice of Race and Sailing Instructions

SAIL CANADA prescribes:

(16) *when applicable that arbitration will be offered.*

Appendix J2.2 – Notice of Race and Sailing Instructions

SAIL CANADA prescribes:

(41) *when applicable arbitration will be offered. See Addendum C to Appendix L for recommended sailing instructions.*

Appendix R – Procedures for Appeals and Requests

SAIL CANADA prescribes that it may delegate an appeal or request for confirmation or correction to an association appeals committee, such as a provincial association appeals committee or a racing association appeals committee. Decisions of an association appeals committee may be further appealed to the SAIL CANADA.

Appendix R2.1(a) – Submission of Documents

SAIL CANADA prescribes that no later than 15 days after receiving the association appeals committee's written decision, the appellant may send a further appeal and a copy of the association appeals committee's decision to the SAIL CANADA. The appeal shall state why the appellant believes the association appeals committee's decision or its procedures were incorrect.

Appendix R2.2 – Submission of Documents

SAIL CANADA prescribes that in the case of a further appeal to the SAIL CANADA, this rule shall apply to the appellant as though it was an initial appeal, and to the appealed committee as though it was the protest committee.

Appendix R3 – Responsibilities of National Authority and Protest Committee

SAIL CANADA prescribes that when an appeal is delegated to an association appeals committee, the responsibilities and actions required of the national authority in this rule, and in rules R4, R5, 71.2 and 71.3, shall be performed by the association appeals committee.

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

Appendix R4 – Comments and Clarifications

SAIL CANADA prescribes that when a decision of an association appeals committee is further appealed, the parties, protest committee and association appeals committee may make comments on the appeal. Comments on the appeal shall be made no later than 15 days after receiving it from the SAIL CANADA. The SAIL CANADA shall send copies of the comments to the parties, protest committee and association appeals committee as appropriate.