



SWIFTSURE

SWIFTSURE INTERNATIONAL YACHT RACE

Saturday May 25, 2019

Victoria, British Columbia, Canada


SAILING INSTRUCTIONS FOR THE SWIFTSURE INSHORE CLASSIC



Hosted by
Royal Victoria Yacht Club, the
Swiftsure Organizing Authority

(See separate Sailing Instructions for The Four Long Courses)


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1. RULES

The notation of '[DP]' in a rule means the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification. The notation '[NP]' means that a breach of the rule will not be grounds for protest by a boat. This changes RRS 60.1(a).

- 1.1 The Swiftsure International Yacht Race shall be governed by the rules as defined in [Racing Rules of Sailing \("RRS"\)](#).
- 1.2 The RRS are changed as follows:
 - 1.2.1 **In addition to the requirements of RRS Appendix G**, boats that have an official sail number, but it is not on their mainsail, shall display this sail number on the port and starboard lifelines or on their hull on the port and starboard sides. Boats that do not have an official sail number shall display the number assigned by the Swiftsure Organizing Authority on the port and starboard lifelines or on their hull on the port and starboard sides. Size of numerals shall be similar to that required in RRS Appendix G1.2 for sail numbers (about 18 inches or 45.7 centimetres in height). [DP]
 - 1.2.2 Boats which intend to fly sails that display numbers other than the boat's official sail number or the number assigned by the organizing authority shall report those numbers to the race committee at Swiftsure Centre or by email to registrar@swiftsure.org by 1800 Friday May 24. Failure to comply shall result in a time penalty of 15 minutes added to the corrected finish time of the competitor without a hearing. This changes RRS A5. [NP]
 - 1.2.3 If any part of a boat's hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel 09. Failure to make a broadcast or to time it accurately will not be grounds for redress. This changes RRS 62.1(a).
- 1.3 The prescriptions of Sail Canada will apply (see Appendix A).
- 1.4 Boats shall be familiar with the Traffic Separation Scheme and have navigation charts on board for the area where they will be racing. [DP]
- 1.5 Boats shall not impede or obstruct commercial traffic.
- 1.6 A boat whose actions or manoeuvres result in a danger signal (5 or more blasts) from commercial or military traffic shall be protested by the race committee.
- 1.7 Commencing at the time 30 minutes prior to the warning signal for the First Start (for the Long Courses) and at all times while racing, a boat shall not operate or receive images or media from a drone (UAV).
- 1.8 Boats racing in the Flying Sails Race shall comply with the requirements in column 5 ('Inshore') in the [Safety Equipment Requirements \("SERs"\) for Monohulls for the 2019 Swiftsure International Yacht Race](#). [NP][DP]
- 1.9 Boats racing in the Cruising (Flying Sails) and Cruising (Non-Flying Sails) Race shall comply with the safety equipment requirements of the regulatory authority of their flag country (e.g.; US Coast Guard, Transport Canada). [NP][DP]

2 NOTICES TO COMPETITORS

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

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted on the [Official Notice Board](#). Changes made prior to Friday May 17 will also be included as a printed Addendum to the SIs in the race package which will be given to the persons in charge when they check-in at Swiftsure Centre.

4 SCHEDULE OF RACES

First Start ----- Juan de Fuca Race for Monohulls

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

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

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

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

Sixth Start ----- Inshore Classic: Cruising (Flying and Non-flying Sails)

5 CLASS FLAGS

5.1 Class Flags will be:

Swiftsure Lightship Classic Race for Monohulls

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

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

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

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

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

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

Inshore Classic: Cruising Races ----- Numeral Pennant 6

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

6 RACING AREAS

Racing will be in the vicinity of Juan de Fuca Strait and the Victoria waterfront reaching from William Head to Trial Island, and in the vicinity of Haro Strait, as far easterly as Beaumont Shoal and northerly to D'Arcy Shoals and Zero Rock.

7 THE COURSES

- 7.1 The courses will be determined after consideration of the weather prediction and tidal currents.
- 7.2 The course selection will be a number from the listing of courses in Appendix B of these SIs.
- 7.3 There will be a separate course selection for each of the following:
 - Flying Sails Race
 - Cruising (Flying Sails) Race
 - Cruising (Non-flying Sails) Race
- 7.4 The courses will be announced via **VHF channel 09 at 0845, Saturday, May 25** and again, prior to the preparatory signal for boats flying Numeral Pennant 5 and prior to the preparatory signal for boats flying Numeral Pennant 6.
- 7.5 A boat's failure to monitor VHF channel 09 and hear the announced courses will not be grounds for redress.

8 MARKS

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

9 AREAS THAT ARE OBSTRUCTIONS [DP]

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

- a) Between Mouat Reef and Gonzales Point which is located north and northeast of Enterprise Channel
- b) Between 48° 24.507' N 123° 18.514' W (Prima Rock) and the north extension of the Trial Islands Group
- c) Between Fulford Reef and Chatham Island
- d) Between Brin Rock and Discovery Island
- e) In the Oak Bay Marina and its entrances: west of Emily Islet (north entrance) and the Robson Reef day marker (south entrance).

10 THE START

- 10.1 The races will be started using RRS 26 with the warning signal made 9 minutes before the starting signal.

- 10.1.1 Subject to postponements and general recalls, the warning signal for boats in the Inshore Classic Flying Sails Race will be made one minute after the start of the Swiftsure Lightship Classic Race for Monohulls and the Hein Bank Race for Monohulls (see Appendix C, Race Starts and Signals).
- 10.1.2 Subject to postponements and general recalls, the warning signal for boats in the Cruising (Flying and Non-flying Sails) Races will be made one minute after the start of the boats racing in Inshore Classic Flying Sails (See Appendix C, Race Starts and Signals).
- 10.2 The scheduled time of the warning signal for the First Start (for the Long Courses) is 0851 on Saturday May 25, 2019.
- 10.3 The starting line will be between a staff displaying an orange flag on the signal vessel (the Royal Canadian Navy vessel HMCS Edmonton) and a flagpole approximately 10 meters (30 feet) tall on Clover Point displaying an orange flag marking the pin end of the line. The starting line will lie in a southeast direction from Clover Point.
- 10.4 A spacer boat (rigid hull inflatable) displaying a large green flag will be on-station near the start line approximately 30 meters (100 feet) from the signal vessel. A spacer mark, a 5½ foot green tetrahedron, will be on-station approximately 150 meters (500 feet) from Clover Point. When approaching the start line, boats shall **NOT** pass between the spacer boat and the signal vessel, OR the spacer mark and Clover Point (see Appendix C, Starting Area). **Note: the spacer boat and spacer mark do not indicate the position of the start line.** [DP]
- 10.5 The starting area is that area within 100 meters (328 feet) either side of the starting line and 50 meters (164 feet) outboard of the signal vessel and the inshore spacer mark.
- 10.6 Boats whose warning signal has not been made shall stay clear of the starting area. [DP]
- 10.7 Race signals will be displayed from the signal vessel at the port end of the starting line. The race committee will broadcast the starting sequence (including the warning signal, preparatory signal and count down to the starting gun) on VHF Channel 09.
- 10.8 The signal vessel will be removed from the start line approximately 30 minutes after the final start signal. If all competitors have not cleared the start line within 30 minutes of the last start signal, the outer spacer boat will be replaced with an orange inflatable buoy. After this time, the start line will be between the orange inflatable buoy and the orange flag on shore. This line will remain in place for one hour or until the last boat has started, whichever comes first. A boat not starting within 60 minutes after the final starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

11 SHORTENED COURSE

- 11.1 In the event that no boat in a division finishes the course, scoring will be based on Rounding Times at the last mark that at least 25% of the boats in a division rounded.
- 11.2 The course may be shortened at any of the marks included in Appendix B. The race committee will not display flag S or make any sound signals. This changes Rule 32.
- 11.3 The course distance from the start line to the shortened course rounding mark will be used for purposes of calculating scores.
- 11.4 If the course is shortened, to be scored in the race, boats do NOT have to still be racing until the time limit expires (see SI 14.1).

12 THE FINISH

- 12.1 The finishing line will be between a orange flag flying from the finish boat, MV Miss Eliza (32 foot Grand Banks), and a yellow inflatable buoy, both anchored in Cadboro Bay near the Royal Victoria Yacht Club.
- 12.2 Boats shall record their own finishing time, on the supplied Inshore Finish Record card, in GPS time using the 24 hour clock and, if possible, the name or sail number of the boat immediately ahead and immediately astern.
- 12.3 Boats shall **NOT** radio the race committee at the finish line to advise they are approaching the finish line.
- 12.4 If boats which are not normally moored at RVYC's Cadboro Bay marina wish to be accommodated with moorage they shall call RVYC Dockmaster using VHF 26 to obtain instructions about their assigned moorage.
- 12.5 The completed Inshore Finish Record Card shall be handed in at the race committee's desk on the deck at the top of the stairs leading up to the clubhouse as soon as possible after docking at the Royal Victoria Yacht Club. Boats who choose to not dock at the Royal Victoria Yacht Club after finishing the race or in the event of a shortened course shall send their completed Inshore Finish Record Card information by email to inshore@swiftsure.org as soon as possible to allow for scoring of the race prior to the awards ceremony.

13 PENALTY SYSTEM

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

14 TIME LIMITS

The time limit is 7.5 hours after the start for the first boat in each division to finish. If at least one boat finishes in a division, all other boats will have nine (9) hours after the start to finish.

15 PROTESTS AND REQUESTS FOR REDRESS

- 15.1 Protest forms shall be available from the race committee at the race committee's desk on the deck at the top of the stairs leading up to the RVYC clubhouse. Completed forms shall be given to the race committee representative immediately north of the Royal Victoria Yacht Club's clubhouse.
- 15.2 The protest time limit is the earlier of one hour after the last boat in a division finishes or one hour after the time limit expires.
- 15.3 Notices will be posted on the [Official Notice Board](#) as soon as reasonably possible but no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 15.4 Protest hearings will be held in the upstairs boardroom of the Royal Victoria Yacht Club's clubhouse as soon as reasonably possible after all affected parties have finished racing.
- 15.5 Notices of protests by the race committee, technical committee, or protest committee will be posted on the [Official Notice Board](#) to inform boats under RRS 61.1(b).
- 15.6 RRS Appendix T Arbitration will apply except that T1(b) is modified to read: The post-race penalty shall be 25% of the difference between the corrected time of the first boat and the corrected time of the last boat in the boat's division, to a maximum of 15 minutes, added to the corrected finish time of the boat accepting the penalty.

16 SCORING

The results will be calculated by Time on Distance.

17 SAFETY REGULATIONS

- 17.1 The "International Regulations for Preventing Collisions at Sea (IRPCAS)" Rule 10 applies to traffic separation schemes. Boats in the Swiftsure International Yacht Race shall not impede the passage of any power-driven vessel following a traffic lane.
- 17.2 During times of reduced visibility all boats shall monitor VHF Channel 09 Vessel Traffic Services (VTS) broadcasts in the following circumstances:
- Before entering a VTS Lane; and
 - While operating in a VTS Lane or in a VTS Separation Zone.
- Refer to the VTS Grid map (issued at check in) for a depiction of these areas. VTS broadcasts occur at 15 minutes and 45 minutes past the hour and give the grid location, direction and steaming speed of large vessels including naval vessels.
- 17.3 Loss of floatable personal and boat safety equipment shall be reported to the race committee on VHF channel 26 or by email to comms@swiftsure.org as soon as the loss is discovered.
- 17.4 It is the responsibility of all crew to wear personal flotation devices adequate for the conditions. Persons in charge are encouraged to establish a safety protocol for

their crew about when life jackets are to be worn and tethers used to ensure safety. It is recommended personal flotation devices be worn at all times and that tethers be used when winds are over 20 knots, seas are over 3 feet, in diminished visibility (fog), or when sailing short-handed.

- 17.5 Boats withdrawing from a race for whatever reason shall notify the race committee on VHF channel 26 or by email to comms@swiftsure.org to obtain an acknowledgment number, and to provide their current position and intention about proceeding to a safe haven. Failure to report withdrawal may result in a SAR being initiated, thereby compromising the timely response to real emergencies. Failure to report withdrawal may result in a protest. [DP]
- 17.6 As permitted by RRS 42.3(i), a boat may use its engine for propulsion when she is:
- a In danger of being run down or impeding commercial or other traffic, in which case she may use engine propulsion to gain a safe position;
 - b Required to aid another person or vessel in danger, or need of assistance;
 - or
 - c Engaged in search and rescue activities including MOB recovery.

If engine propulsion is used, after finishing the race, the boat shall give a written report to the race committee located immediately north of the Royal Victoria Yacht Club's clubhouse. The report shall include time of the incident, duration of use of power, speed, direction, wind and current conditions, the reason for using engine power, and whether or not redress is being requested in relation to b or c. Use of a boat's engine for reasons other than specified in a, b, and c may result in a protest. [DP]

18 REPLACEMENT OF CREW [DP]

Changes of crew (additions and deletions) will be allowed up to the warning signal for the boat's start provided that the race committee is advised of all changes. After the person in charge has checked-in at Swiftsure Centre, a boat may advise the race committee of crew changes by email to comms@swiftsure.org. Such advice may also be given between 0700 and the warning signal for the boat's start by calling Swiftsure Radio using VHF channel 26, by calling [250 360 3306](tel:2503603306), or by emailing inshore@swiftsure.org.

19 EQUIPMENT CHECKS [NP][DP]

- 19.1 Prior to the start of the race a member of the race committee or technical committee may inspect a boat. A boat that is found to not be in compliance with Rule 1.7 or 1.8 of these SIs, as the case may be, may be deemed to be ineligible to race unless the items not in compliance are corrected prior to 1800 on May 24, 2019.
- 19.2 After finishing the race boats may be inspected for compliance with Rule 1.7 or 1.8 of these SIs.

20 EVENT ADVERTISING

Boats may be required to display advertising supplied by the Swiftsure Organizing Authority while moored in the Inner Harbour between 0800 May 23 and 0700 May 25 and at the Royal Victoria Yacht Club after finishing the race until 2130 on May 25, 2019.

21 OFFICIAL BOATS

Official boats will be marked as follows:

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

22 RADIO COMMUNICATION [NP]

- 22.1 The transmission or receipt while racing of any communication for the direct or indirect benefit of an individual yacht is prohibited, per RRS 41. Boats may receive weather information and fleet position information in any form, providing that the information is public and in a form that is available to anyone without charge. Communication, including electronic and mobile phone communications, required in order to comply with the NoR and SIs for the Swiftsure International Yacht Race or for personal messages not related to a boat’s performance in the race is permitted.
- 22.2 Boats shall monitor VHF channel 16 at all times. DSC monitoring shall be considered as compliant with this requirement.
- 22.3 Boats should monitor VHF channel 09 during the race starts.

23 PRIZES

Refer to Section 13 in the NoR.

24 DISCLAIMER OF LIABILITY

- 24.1 The Royal Victoria Yacht Club, the organizing authority for the Swiftsure International Yacht Race, the Swiftsure Race Committee, and their respective organizers, agents, officials, servants, representatives, and volunteers (“the Organizers”) shall not be liable for any injury or damage whatsoever to persons or property howsoever caused which may occur during, arise out of, or in connection with this Race notwithstanding that the same may have been contributed to, caused, or occasioned by the negligence of the Organizers or any of them.
- 24.2 Notice is hereby given to all participants including spectators, officials, and others that they participate in this event solely at their own risk.

25 INSURANCE

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

Appendix A

Sail Canada Prescriptions 2017-2020

Effective 1 January 2017

Rule 46 – Person in Charge

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

Rule 61.2 – Protest Contents

Sail Canada prescribes that no fee shall be charged for delivering a protest or a request for redress

Rule 64.3 – Decisions on Protests Concerning Class Rules

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

Rule 67 – Damages

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

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

Sail Canada so prescribes.

Rule 86.3 – Changes to the Racing Rules

Sail Canada so prescribes.

Rule 88.2 – National Prescriptions

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

Rule 91(b) – Protest Committee

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

Appendix E8 – Appendix G Changes to Identification on Sails

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

Appendix R – Procedures for Appeals and Requests

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

Appendix R2.1(a) – Submission of Documents

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

Appendix R2.2 – Submission of Documents

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

Appendix R3 – Responsibilities of National Authority and Protest Committee

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

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

Appendix R4 – Comments and Clarifications

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

Appendix B

Race Course Options for the 2019 Swiftsure Inshore Classic

MARKS → ALL MARKS SHALL BE ROUNDED TO PORT

Mark Code	Description	Latitude	Longitude	Bearing to Mark
VH	Quarantine Buoy VH	48:22:521	123:23:567	135 Magnetic
ALBERT	Albert Head 7' Orange Tetra	48:23:480	123:27:570	90 Magnetic
PEDDER	Pedder Bay Navy Buoy	48:19:874	123:32:217	90 Magnetic
TRIAL	Trial Island light south end	48:23:642	123:18:213	0 Magnetic
DISC	Discovery Island light south end	48:25:263	123:13:543	0 Magnetic
BEAU	Beaumont Shoals Buoy	48:27:087	123:10:851	270 Magnetic
BROT	Brotchie Ledge Marker	48:24:389	123:23:282	180 Magnetic
ZERO	Zero Rock Marker	48:31:422	123:17:515	180 Magnetic
JOHN	Johnstone Reef Buoy	48:28:756	123:16:363	180 Magnetic
CHAT	Cardinal Buoy NE Chatham Is	48:26.880	123:14.378	180 Magnetic
ODAS	Yellow special purpose buoy "46088" approx. 5nm bearing 238° from Hein Bank	48° 20.000	123° 09.850	180 Magnetic
FINISH	Finish at RVCY Cadboro Bay	48:27:207	123:17:647	

COURSES: Marks On Each Course

No.	1st	2nd	3rd	4th	5th	6th	7th	NM
1	VH	TRIAL	FINISH					10
2	VH	TRIAL	DISC	CHAT	FINISH			14
3	VH	BROT	VH	TRIAL	FINISH			14
4	ALBERT	VH	TRIAL	FINISH				15
5	VH	TRIAL	JOHN	FINISH				15
6	VH	TRIAL	DISC	CHAT	JOHN	FINISH		17
7	VH	TRIAL	DISC	BEAU	CHAT	FINISH		17
8	VH	BROT	VH	TRIAL	DISC	CHAT	FINISH	18
9	ALBERT	VH	TRIAL	DISC	CHAT	FINISH		19
10	ALBERT	VH	BROT	VH	TRIAL	FINISH		19
11	VH	ODAS	CHAT	FINISH				22
12	VH	TRIAL	DISC	CHAT	ZERO	FINISH		23
13	ALBERT	VH	TRIAL	DISC	BEAU	CHAT	FINISH	23
14	ALBERT	VH	TRIAL	DISC	CHAT	JOHN	FINISH	23
15	PEDDER	VH	TRIAL	FINISH				23
16	VH	ODAS	BEAU	CHAT	FINISH			24
17	PEDDER	VH	TRIAL	DISC	CHAT	FINISH		26
18	PEDDER	VH	BROT	VH	TRIAL	FINISH		26
19	ALBERT	VH	TRIAL	DISC	BEAU	JOHN	FINISH	27
20	ALBERT	VH	TRIAL	DISC	CHAT	ZERO	FINISH	28
21	PEDDER	VH	TRIAL	DISC	BEAU	CHAT	FINISH	29

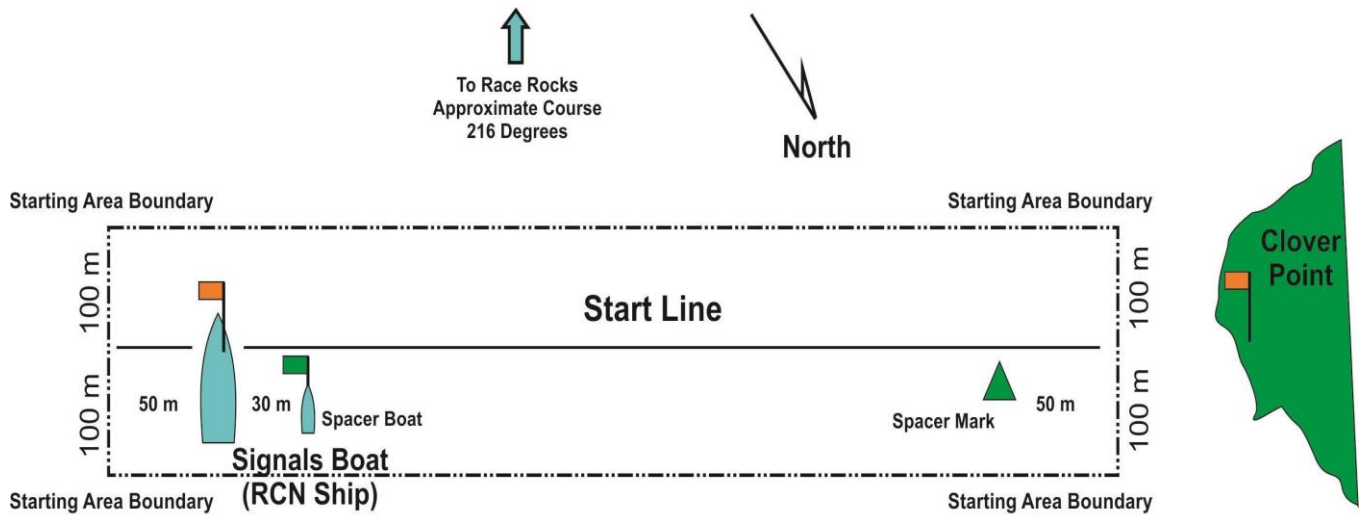
Courses Announced on VHF 09 Prior to Start

Sail Number and Name of Boat:	Marks of the Course (max 7)	GPS Rounding/Finish Times
_____	1.	_____
_____	2.	_____
Class (flying sails, cruising flying sails, cruising non-flying sails, Legends): _____	3.	_____
	4.	_____
	5.	_____
Course Number (see chart above for marks): _____	6.	_____
	7.	_____
	8.	_____

NOTE: IN ORDER TO BE SCORED, please complete the separate REPORTING CARD and hand in at the RACE COMMITTEE DESK at the top of the stairs leading up to the RVYC clubhouse. If you are not tying up at RVYC after the race, please email your reporting card information to inshore@swiftsure.org per SI 12.5.

Appendix C

Starting Area



Not to Scale

Race Starts and Signals

Note: The Race Committee may vary the times of the Warning signal at its sole discretion and, if this occurs, the timing of the race sequence will comply with RRS 26.

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