



SWIFTSURE INTERNATIONAL YACHT RACE

Saturday to Monday, May 28 to 30, 2022

Victoria, British Columbia, Canada

SAILING INSTRUCTIONS

FOR THE

FOUR LONG COURSES

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

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1. The Swiftsure International Yacht Race shall be governed by the rules as defined in [Racing Rules of Sailing \("RRS"\)](#).
- 1.2. The RRS are changed as follows:
 - 1.2.1. If any part of a boat's hull 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](#) shall apply (see SI Addendum A).
- 1.4. Between sunset and sunrise, the “International Regulations for Preventing Collisions at Sea, 1972” (IRPCAS) will replace the rules in Part 2 of the RRS.
- 1.5. **[DP]** Between sunset and sunrise while on deck all crew shall wear life jackets which comply with 3.1.1 in the Safety Equipment Requirements identified in 1.10 (for monohull boats) or 1.11 (for multihull boats) of these rules.
- 1.6. Commencing at the time 30 minutes prior to the warning signal for the First Start and at all times while racing, a boat shall not operate or receive images or media from a drone (UAV).
- 1.7. A boat whose actions or manoeuvres result in a danger signal (5 or more blasts) from commercial or military traffic, and is identified, shall be protested by the race committee.
- 1.8. **[NP][DP]** Monohull boats racing under PHRF Handicap and ORC Handicap shall comply with the requirements in column 4 (‘Coastal’) in the Safety Equipment Requirements (“SERs”) for Monohulls for the 2019 Swiftsure International Yacht Race. A boat that fails inspection of one or more items contained in these SERs shall be assessed a corrected time penalty without a hearing. This changes RRS A5.
- 1.9. **[NP][DP]** Multihull boats shall comply with the requirements in column 4 (‘Coastal’) in the Safety Equipment Requirements (SERs) for Multihulls for the 2019 Swiftsure International Yacht Race. A boat that fails inspection of one or more items contained in these SERs shall be assessed a corrected time penalty without a hearing. This changes RRS A5.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the Sailing Instructions will be posted on the [Official Notice Board](#). Changes made prior to Friday May 20 will 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.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors including amendments to these SIs will be posted on the [Official Notice Board](#) located at the Race Info, Official Notice Board page on the Swiftsure International Yacht Race’s website. Protest notices will be posted on the [Official Notice Board](#) as soon as reasonably possible.

4. SCHEDULE OF RACES

First Start	Swiftsure Lightship Classic Race for Monohulls and Hein Bank Race for Monohulls
Second Start	Cape Flattery Race for Multihulls and Juan de Fuca Race for Multihulls
Third Start	Cape Flattery Race for Monohulls
Fourth Start	Juan de Fuca Race for Monohulls
Fifth Start	Inshore Classic: Flying Sails
Sixth Start	Inshore Classic: Cruising (Flying and Non-Flying Sails)

5. CLASS FLAGS

- | | |
|---|-------------------|
| 5.1. Swiftsure Lightship Classic Race for Monohulls | Numeral Pennant 1 |
| Hein Bank Race for Monohulls | Numeral Pennant 1 |
| Cape Flattery Race for Multihulls | Numeral Pennant 2 |
| Juan de Fuca 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. COURSES

See NoR (for the Four Long Courses) – section 7

7. MARKS

- 7.1. **Swiftsure Bank Mark** – the Swiftsure Lightship Classic Race for Monohulls rounding mark will be an anchored Royal Canadian Navy vessel (HMCS Edmonton, a Kingston Class vessel) located at Swiftsure Bank in approximate position 48° 33.09' N, 125° 00.44' W. To assist in locating the mark, the mark vessel will fly an orange flag and, at night, display a yellow flashing light consisting of a single flash followed by three short flashes.
- 7.2. **Neah Bay Mark** – the Cape Flattery Race for Monohulls, Cape Flattery Race for Multihulls, and the first mark for the Hein Bank Race for Monohulls will be an anchored Royal Canadian Navy Orca class vessel located east of the entrance to Neah Bay in Washington State in approximate position 48° 22.84' N, 124° 35.00' W. To assist in locating the mark, the mark vessel will fly an orange flag and, at night, display a yellow flashing light consisting of a single flash followed by two short flashes.
- 7.3. **Hein Bank Mark** – the second mark for the Hein Bank Race for Monohulls is an ODAS buoy specifically identified as “46088” and with a yellow flashing light [Y FL (4) Y 20S] in approximate position 48° 20.00' N, 123° 09.85' W (located 6 nautical miles bearing approximately 250° magnetic from Hein Bank). This mark will not be flying an orange flag and there will not be a race committee vessel at this mark.
- 7.4. **Clallam Bay Mark** – the Juan de Fuca Race for Monohulls, and the Juan de Fuca Race for Multihulls rounding mark will be the waypoint at position 48° 15.90' N, 124° 17.30' W. This is a geographic position on the water defined by WGS84 latitude and longitude coordinates.

8. PROCEDURES FOR ROUNDING MARKS

8.1. Identifying Boat to Race Committee

- 8.1.1. All boats approaching the Swiftsure Bank, or Neah Bay rounding marks shall contact the mark vessel on VHF channel 06, using low power, when they are approximately 1 nautical mile away, in order to assist with identification.

- 8.1.2. Boats shall identify themselves by their sail number. Boats rounding after dark shall make every effort to ensure that their sail number is identifiable by shining a light on the port side of their mainsail while rounding the mark vessel.
- 8.1.3. The mark vessel will make every effort to acknowledge each boat on VHF channel 06 as soon as possible after rounding. If a boat does not hear acknowledgement, then they should contact the mark vessel on VHF channel 06 to ensure their rounding time was recorded.

8.2. Recording Rounding Times

- 8.2.1. When rounding the Swiftsure Bank, Neah Bay, or Clallam Bay marks, each boat shall record, on the supplied Rounding & Finish Record card, in GPS time using the 24 hour clock, the rounding time when the orange flag on the applicable rounding mark **bears 000° magnetic**.
- 8.2.2. When rounding the Hein Bank mark, each boat shall record, on the supplied Rounding & Finish Record card, in GPS time using the 24 hour clock, the rounding time when the mark **bears 180° magnetic**.

8.3. Reporting when Rounded Hein Bank or Clallam Bay Marks

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

8.4. If a Rounding Mark is Missing – Swiftsure Bank or Neah Bay

- 8.4.1. In the event that a mark vessel is not in the position identified in SI 7 or if there is a malfunction with the flashing light at night, the race committee will broadcast their updated latitude and longitude, or their light status on VHF 26.
- 8.4.2. If the mark vessel is not in position and the race committee has not broadcast any update to the fleet at the time a boat is ready to round that mark, the boat shall round the latitude and longitude position for that mark (see section 7 of these SIs), record the time on the Rounding & Finish Record card, and report this to the race committee on VHF 26 or by email to comms@swiftsure.org as soon as reasonably possible. This changes RRS 34.

9. THE START

- 9.1. The races will be started using RRS 26 with the warning signal made 9 minutes before the starting signal. Subject to postponements and general recalls, the warning signal for each race will be made 1 minute after the previous start (see SI Addendum B, Races and Signals).
- 9.2. The scheduled time of the warning signal for the First Start is 0851 on Saturday May 28, 2022.
- 9.3. 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.

- 9.4. **[DP]** A spacer boat (rigid hull inflatable) displaying a large green flag will be on station near the start line approximately 30 meters (100 feet) from the signal vessel. A spacer mark, a 5½ foot green tetrahedron, will be on-station approximately 150 meters (500 feet) from Clover Point shore. When approaching the start line, boats shall NOT pass between the spacer boat and the signal vessel, OR the spacer mark and Clover Point (see SI Addendum B, Starting Area). Note: the spacer boat and spacer mark do not indicate the position of the start line.
- 9.5. The starting area is that area within 100 meters (328 feet) on either side of the starting line and 50 meters (164 feet) outboard of the signal vessel and the inshore spacer mark.
- 9.6. **[DP]** Boats whose warning signal has not been made shall stay clear of the starting area.
- 9.7. Race signals will be displayed from the signal vessel at the port end of the starting line. The race committee will broadcast the starting sequence (including the warning signal, preparatory signal, and count down to the starting gun) on VHF channel 09.
- 9.8. The signal vessel will be removed from the start line approximately 30 minutes after the final start signal. If all competitors have not cleared the start line within 30 minutes of the last start signal, the outer spacer boat will be replaced with an orange inflatable buoy. After this time, the start line will be between the orange inflatable buoy and the orange flag on shore. This changes SI 9.3. This line will remain in place for one hour or until the last boat has started, whichever comes first. A boat not starting within 60 minutes after the final starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.
- 9.9. All boats shall check-in between 0700 and the warning signal for their race (See SI Addendum B, Races and Signals) by verifying that their boat is showing on the Tracker System (at Swiftsure.org). Any boat not showing on the Tracker System shall check-in with Swiftsure Radio using VHF channel 26 or by calling 250 360-3306. NOTE: boats shall NOT attempt to check-in by sailing past the signal vessel. Boats failing to check-in shall be subject to protest.

10. SHORTENED COURSE

- 10.1. In the event that no boat in a division finishes the course, scoring will be based on Rounding Times at the last mark that any boat in the applicable division rounded.
- 10.2. The course may be shortened at any of Swiftsure Bank, Neah Bay, Clallam Bay, and ODAS 46088 (Hein Bank) marks. The race committee will not display flag S or make any sound signals. This changes Rule 32.
- 10.3. The course distance from the start line to the shortened course rounding mark will be used for purposes of calculating scores.
- 10.4. If the course is shortened, to be scored in the race, boats do NOT have to still be racing until the time limit expires (see SI 13.1)

11. THE FINISH

PLEASE NOTE that finishing can be very difficult on a long finishing line, especially when complicated by the presence of many boats, and in the dark. Competitors are strongly advised to follow the directions in this section very closely or they may risk not being scored correctly, or at all.

- 11.1. The finishing line will be a line running across the Victoria Harbour entrance between the white pyramidal concrete tower displaying a flashing white light at a height of 12 meters (40 feet) above high water on the westerly end of the Ogden Point Breakwater (approximate position 48° 24.81' N, 123° 23.56' W) and an orange flag (bright dual yellow flashing light during darkness) on the west side of the harbour located approximately at 48° 25.08' N, 123° 24.22' W (see SI Addendum C).
- 11.2. **All boats shall contact the race committee when approaching the finishing line** on VHF channel 06, using low power, prior to reaching the Ogden Point Breakwater **2 miles from the finishing line** in order to assist with identification. Boats shall identify themselves by their boat name and sail number. Boats shall also advise of any scoring penalties they may have accepted according to ~~SI-13~~ NoR 8.
- 11.3. Boats finishing after dark shall make every effort to ensure their sail numbers are identifiable by shining a light on the west side of their sails while crossing the finishing line.
- 11.4. A sound signal will be made for each finishing boat and the race committee will attempt to broadcast the sail numbers of boats as they finish. If a boat does not hear acknowledgement, they should contact the race committee on VHF channel 06 to ensure their finish was recorded.
- 11.5. Boats shall record their own finishing time, on the supplied Rounding & Finish Record card, in GPS time using the 24 hour clock and, if possible, the name or sail number of the boat immediately ahead and immediately astern.

12. POSITION REPORTING

- 12.1. Position reports are to be given to the race committee as follows:
 - 12.1.1. Boats in the Swiftsure Lightship Classic Race shall report as soon as reasonably possible their position to the race committee when:
 - 1) crossing 124° 00.00' W both outbound and inbound, AND
 - 2) crossing 124° 45.00' W both outbound and inbound.
 - 12.1.2. Boats in the Cape Flattery Race for Monohulls and Cape Flattery Race for Multihulls shall report as soon as reasonably possible their position to the race committee when:
 - 1) crossing 124° 00.00' W both outbound and inbound.
 - 12.1.3. Boats in the Hein Bank Race shall report as soon as reasonably possible their position to the race committee when:
 - 1) crossing 124° 00.00' W both outbound and inbound.
 - 2) after rounding the ODAS 46088 (Hein Bank mark), reporting their time of rounding this mark (see SI 8.3).

12.1.4. **[DP]** Boats failing to report their positions as required in this section shall be subject to protest.

12.1.5. See SI Addendum D for additional communications information.

13. TIME LIMITS

- 13.1. The time limit for all races will be 0100 on Monday, May 30. If no boat in a particular division (or race, if it comprises only one division) has finished within the time limit, the time of rounding the Swiftsure Bank mark, the Neah Bay mark, the ODAS 46088 (Hein Bank) mark, or the Clallam Bay mark, as applicable, will be used to determine the results for that particular division or race for all boats that rounded (see section 10).
- 13.2. Any boat failing to round the Swiftsure Bank mark by 1400 on Sunday, May 29 or failing to round the Neah Bay mark or the Clallam Bay mark by 1200 on Sunday, May 29 will be recorded as DNF.
- 13.3. There is no time limit for rounding the ODAS 46088 (Hein Bank) mark except for the 0100 time limit for finishing this race on May 30.

14. HEARING REQUESTS

- 14.1. Protest forms are available at the Inspection Dock at Ship Point in Victoria's Inner Harbour. Protests and requests for redress shall be delivered there within the protest time limit. Alternatively, protests and requests for redress can be filed online at:
https://www.racingrulesofsailing.org/protests/new?event_id=4025
- 14.2. The protest time limit is 3 hours after the boat has finished its race or has withdrawn from its race.
- 14.3. Notices will be posted on the Official Notice Board as soon as reasonably possible but no later than 1800 on Sunday May 29 to inform competitors of hearings in which they are parties or named as witnesses. Notices related to protest forms received after that time will be posted as soon as reasonably possible but no later than 0930 on Monday May 30. The location of protest hearings will be posted with the hearing schedule – virtual hearings may be held. It is intended that all hearings will be conducted as soon as possible after the parties have completed racing. It is the parties' responsibility to have a representative available at the scheduled time.
- 14.4. 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).
- 14.5. RRS Appendix T Arbitration will apply except that T1(b) is modified to read: The post-race penalty shall be 25% of the difference between the corrected time of the first boat and the corrected time of the last boat in the boat's division, to a maximum of 40 minutes, added to the corrected finish time of the boat accepting the penalty.

15. SAFETY REGULATIONS

15.1. IRPCAS rule 10 applies to traffic separation schemes. Boats in the Swiftsure International Yacht Race shall not impede the passage of any power-driven vessel following a traffic lane.

15.2. **[DP]** All boats shall monitor VHF channel 09 for Vessel Traffic Services (“VTS”) broadcasts in the following circumstances, even if monitoring AIS:

- Before entering a VTS Lane; and
- While operating in a VTS Lane or in a VTS Separation Zone.

Refer to the VTS Grid map (issued to persons in charge during check-in at Swiftsure Centre) for a description 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 at the time of each broadcast.

15.3. See SI Addendum F for special regulations applicable while racing in USA waters.

15.4. Loss of floatable personal and boat safety equipment shall be reported to the race committee on VHF channel 26 or by email to comms@swiftsure.org as soon as the loss is discovered.

15.5. It is the responsibility of all crew to wear personal flotation devices adequate for the conditions.

15.5.1. Persons in charge are encouraged to establish a safety protocol for their crew about when life jackets are to be worn and tethers used during daylight hours to ensure safety. It is recommended that personal flotation devices be worn at all times and that tethers be used when conditions warrant, and definitely when winds are over 20 knots, seas are over 3 feet, in diminished visibility (fog), or when sailing short-handed.

15.6. All boats shall mount Swiftsure-issued SPOT transponders on their boats and shall operate them in the prescribed manner (see SI Addendum E for instructions).

15.6.1. **[DP]** As the SPOT transponder is an integral part of race safety, boats that fail to turn on the transponder prior to the start of the race, or to restart the transponder upon rounding a turning mark (as required in SI Addendum E), or boats that turn off the transponder (other than during the restart procedure) during the race may be subject to protest.

15.6.2. If a SPOT unit on a boat is not transmitting and the race committee is unable to contact that boat on VHF channel 26, Swiftsure Radio will attempt to make contact using DSC. If this fails, VTS will make a broadcast on VHF channel 16 for the boat to contact the race committee. This request will also be added to the VTS commercial traffic advisory broadcasts on VHF channel 09. If no contact is established within one hour or less depending on wind and sea state, then the Joint Rescue Coordination Centre (JRCC) in Victoria will be advised of the situation and they will take SAR action as they deem appropriate.

- 15.7. **[DP]** 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.
- 15.8. Boats that withdraw from a race shall continue to monitor VHF 26 and leave their SPOT transponder turned on until they reach a safe haven.
- 15.9. 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.
- [DP]** If engine propulsion is used, after finishing the race the boat shall give a written report to the race committee at the Inspection Dock. The report shall include time of incident, duration of use of power, speed, direction, wind and current conditions, the reason for using engine power, and whether or not redress is being requested in relation to b) or c). Use of a boat's engine for reasons other than specified in a), b), or c) may result in a protest.

16. [DP] REPLACEMENT OF CREW

- 16.1. Changes of crew (additions and deletions) will be allowed up to the warning signal for a 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 on May 28 and the warning signal for the boat's start by calling Swiftsure Radio using VHF channel 26, by calling 250 360 3306, or by emailing comms@swiftsure.org.

17. [NP][DP] EQUIPMENT CHECKS

- 17.1. 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 either Rule 1.8 or 1.9 of these SIs may be deemed to be ineligible to race unless the items not in compliance are corrected prior to 1800 on May 27, 2022.
- 17.2. After finishing, all boats shall proceed directly to the Inspection Dock located at Ship Point in the Victoria Inner Harbour (marked by a "Swiftsure Inspection" banner and at night by a flashing amber light). Boats that fail to proceed directly to the Inspection Dock shall be subject to protest.
- 17.3. At the Inspection Dock, monohull boats will be inspected for compliance with the Safety Equipment Requirements as outlined in 1.8 of these SIs, and multihull boats will be inspected for compliance with the Safety Equipment Requirements as outlined in 1.9 of these SIs.
- 17.4. At the Inspection Dock, boats will submit their completed Rounding and Finish Record Card, return their SPOT unit, and return their grid map.

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

18. OFFICIAL VESSELS

- 18.1. Official vessels 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)
 - Mark vessels – orange flag and at night one or more yellow flashing lights

19. [NP] RADIO COMMUNICATION

- 19.1. The transmission or receipt while racing of any communication for the direct or indirect benefit of an individual boat 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.
- 19.2. Boats shall monitor VHF channel 16 at all times. DSC monitoring shall be considered as compliant with this requirement.
- 19.3. Boats shall also monitor VHF channel 26 (Canadian or International Mode) at all times from one half hour after their start until after crossing the finish line.
- 19.4. Boats should monitor VHF channel 09 during the race starts.
- 19.5. See SI Addendum D for a summary of communications for the race.

20. RISK STATEMENT

- 20.1. 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.
- 20.2. Notice is hereby given to all participants including spectators, officials, and others that they participate in this event solely at their own risk.

SI ADDENDUM A – Sail Canada Prescriptions 2021-24

Rule 46 – Person in Charge

Sail Canada prescribes that the designated person in charge, if resident in Canada, shall be a member of Sail Canada through either a club affiliated to Sail Canada or such person's Provincial Sailing Association.

Rule 61.2 – Protest Contents

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

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 – Changes to Prescriptions

Sail Canada prescribes that its prescriptions to rules 61.2 and 67 may not be changed or deleted. The notice of race or sailing instructions may change or delete any other Sail Canada prescription only if a no-appeal jury or an international jury has been appointed for the event.

Rule 91(b) – Protest Committee

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

Appendix B, Rule B5 – Changes to the Rules of Part 5

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

Sail Canada so prescribes.

Appendix E, Rule E8 – Changes to Appendix G, Identification on Sails

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

Appendix R – Procedures for Appeals and Requests (REVISED – Effective 10 March 2022)

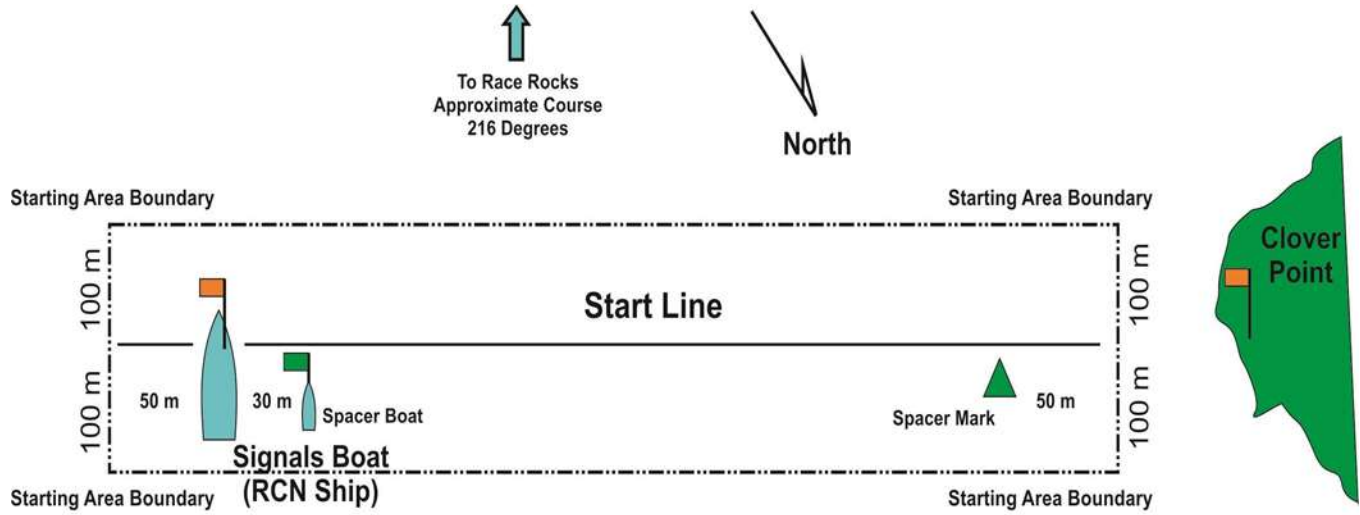
Submit appeals and requests to Sail Canada at: appeals@sailing.ca

The time limit for submissions of documents in each of rules R2.1(a), R2.1(b), R2.3 and R4.4 is changed from 15 days to 7 days.

Sail Canada prescribes that it may delegate the responsibilities and actions of the national authority in rules 71.2, 71.3, R3, R4 and R5 to a provincial appeals committee.

Decisions of a provincial appeals committee may be further appealed to Sail Canada. If a decision is further appealed the words "protest committee" are changed to "provincial appeals committee" wherever they are found. In rule R4.4 the protest committee may also comment on the further appeal and receive copies.

SI ADDENDUM B – Starting Area, Races and Signals



Not to Scale

Races and Signals

Note: The Race Committee may vary the times of the Warning signal at its sole discretion and, if this occurs, the timing of the race sequence will comply with SI 9.1.

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

SI ADDENDUM C – Swiftsure International Yacht Race – Finishing Line



SI ADDENDUM D – Communications by VHF Marine Radio & Email

VHF Channel Uses

- **Marine 06** – Contact Mark Rounding Vessel and Finish Line. Hail “Swiftsure Mark, Neah Bay Mark, or Swiftsure Finish Line as applicable on low power. (SI 8.1.1 and SI 11.2)
- **Marine 09** – Listen to race committee broadcast each of the race starts (SI 9.7), and monitor Vessel Traffic Services’ half hourly report of vessel traffic in all of Strait of Juan de Fuca race area (SI 15.2).
- **Marine 16** – Distress and Calling, and race committee contact boats using DSC
- **Marine 26**, Canadian or International Mode (Duplex) - Contact race committee (Hail “Race Committee”) or the race committee contact the race fleet or an individual boat
- **Marine 70** – Digital Selective Calling used by race committee to contact racers
- Should you have a safety concern as you transit across the traffic lanes and need to communicate with Vessel Traffic Services or commercial vessels, use one of the following three channels depending on the location you are in:
 - **Marine 11** – Victoria Traffic and vessels participating in the Co-operative Vessel Traffic Services Area of Operation (all Canadian and United States waters north and east of a line from Church Point to Race Rocks light to the intersection of the Canada/United States International boundary to Hein Bank light and bell buoy to Cattle Point including all of Haro Strait, Boundary Passage and the southern portion of the Strait of Georgia)
 - **Marine 5A** – Seattle Traffic and vessels participating in the Co-operative Vessel Traffic Services Area of Operation (all Canadian and United States waters from 124°40’00”W which intersects the Canadian and United States shorelines thence easterly through the Juan de Fuca Strait, including all waters south and east of a line from Church Point to Race Rocks light to the intersection of the Canada/United States International boundary to Hein Bank light and bell buoy to Cattle Point, and south of a line from Patos Island to Alden Bank lighted gong buoy "A" and north to the 49th parallel, including the United States Gulf Island waters)
 - **Marine 74** – Prince Rupert Traffic and vessels participating in the Co-operative Vessel Traffic Services Area of Operation (from 124°40’00W in Juan de Fuca Strait westward to 125°15’00”W, and intersecting to the south to 48°00N from the west coast of Washington State)

VTS Special Swiftsure Race Broadcasts

Vessel Traffic Services will broadcast commercial traffic advisories in real time (i.e., current position of vessels, direction, and speed) for the Puget Sound, Victoria and Prince Rupert vessel traffic service zones on VHF channel 09 at 15 minutes and 45 minutes past the hour. (SI 15.2).

Additional Communication Information

Boats shall monitor VHF channel 16 at all times. DSC monitoring shall be considered compliant.

Boats shall monitor VHF channel 26 at all times subsequent to one half hour after their start until after crossing the finish line.

When calling on **VHF channel 26 west of Cape Flattery** boats will likely be outside the radio repeater's range and may not receive a response from Race Committee. Swiftsure Radio located at Sombrio Point will make every attempt to monitor for this situation and contact boats which experience this. If repeated attempts to make contact on VHF channel 26 are unsuccessful, a boat should try reaching the mark rounding vessel on VHF channel 06 and they will forward messages to the race committee through the Amateur repeater system.

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 by calling 250-360-3306, VHF channel 26, or by emailing comms@swiftsure.org. (SI 16).

Boats can assume they are checked-in if their boat is showing on the Tracker System (at Swiftsure.org). If it is not showing, they shall check-in with Swiftsure Radio prior to their race warning signal using VHF channel 26 or by calling 250 360 3306 (SI 9.9).

Outbound and inbound position reports are to be given to the race committee using VHF channel 26 or by email to comms@swiftsure.org (SI 12)

Boats shall give the Swiftsure and Neah Bay rounding marks advance notice of their rounding of the turning mark when about 1 nautical mile away on VHF channel 06 using low power. If a boat does not hear on VHF channel 06 the race committee acknowledge that it has rounded, the boat should call should contact the mark vessel on VHF channel 06 to ensure their rounding time was recorded. (SI 8.1)

In addition, boats competing in the Hein Bank and Juan de Fuca Races shall, as soon as practicable after rounding the ODAS 46088 mark near Hein Bank, or the virtual mark in Clallam Bay, contact the race committee using VHF channel 26 on high power or email to comms@swiftsure.org to provide their time of rounding this mark (SI 8.3).

The race committee will advise using VHF 26 if a mark is not in the identified position or displaying the lights as outlined in SI 7 (SI 8.4.1).

If a mark is not in the identified position outlined in SI 7, and the race committee has not broadcast on VHF 26 its revised location, the boat shall round that latitude and longitude and report it to the race committee using VHF channel 26 or by email to comms@swiftsure.org (SI 8.4.2)

Boats shall give the Swiftsure finish line advance notice of their approach to the finish when about 2 nautical miles from the finish line on VHF channel 06 using low power (SI 11.2).

Boats shall report to the race committee any loss of floatable personal and boat safety equipment using VHF channel 26 or by email to comms@swiftsure.org (SI 15.4).

Boats shall advise the race committee of their intention to withdraw from the race by using VHF channel 26 or by email to comms@swiftsure.org (SI 15.7).

Boats that withdraw from the race shall continue to monitor VHF 26 and leave their SPOT unit turned on until they reach safe haven (SI 15.8)

If intending to file a protest, boats that have withdrawn from their race and are unable to deliver their protest form to the Inspection Dock within 3 hours of withdrawal shall contact the race committee using VHF 26 or by email to comms@swiftsure.org (SI 14.3).

Emergency Communications

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

Assistance After the Race

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

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

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

SI ADDENDUM E – SPOT Transponders Instructions for Mounting and Use

- 1 The SPOT unit shall be mounted on the pushpit or other location such that the plastic see-through window always faces skyward (so it points toward the Globalstar satellites). You may have to use zap straps to hold it in this position as facing skyward toward the satellites is critical to its operation.
- 2 The SPOT unit shall be turned on between 0700 and 0730 Saturday May 28th (the morning of the start of the race), turned off and back on shortly after rounding each turning mark, and not turned off again until handed in at the Inspection Dock.
- 3 Before the Start of the Race:
 - a) Turn the SPOT unit on by pressing and holding the Power button for 4 seconds. A green flashing light will be activated if the unit has been successfully turned on.
 - b) Then press and hold the tracker Footprint button for 4 seconds (it looks like the footprint of a shoe). The Footprint button will flash green if the tracker is on and ready to transmit your position to the Race Tracker system.
- 4 Upon rounding the Swiftsure Bank mark, Neah Bay mark for Cape Flattery and Hein Bank, ODAS 46088 for Hein Bank, or Clallam Bay mark for the Juan de Fuca race, the SPOT unit shall be turned off and turned back on again. This is done as follows:
 - c) Turn the SPOT unit off by pressing and holding the Power button for 4 seconds. The green flashing light will go off if the SPOT unit has been successfully turned off.
 - d) Turn the SPOT unit and tracker function back on by repeating the two steps in 3a) and b) above.
- 5 After crossing the finish line, the SPOT unit should be left on until given to the race committee at the Inspection Dock.

SI ADDENDUM F – Special Regulations Applicable while Racing in US Waters

- 1 Security zones are in place for US Navy vessels and tankers that require competitors to stay clear by at least 100 yards and to avoid being within 500 yards of their direction of travel.
- 2 While racing in USA waters the following must be complied with:
 - 2.1 Do not approach within 100 yards of any Navy Vessel, Washington State Ferry or, tank ship. If you need to pass within 100 yards of these vessels in order to ensure a safe passage in accordance with the Navigation Rules, you must contact the tank ship on VHF-FM channel 16 or 13.(33 CFR 165.2030, 165.1317, 165.1313.) You must operate at minimum speed within 500 yards of any of these vessel types.
 - 2.2 Do not approach within 1000 yards of any escorted US Navy Submarine. If you need to pass within 1000 yards of a submarine to ensure safe passage in accordance with the Navigation Rules you must contact the USCG Escort on VHF-FM channel 16 or 13 (33 CFR 165.1327).

3 Protection of Whales

Washington State Law, RCW 77.15.740 makes it illegal to:

- 3.1 Cause a vessel or other object to approach, in any manner, within two hundred yards of a southern resident orca whale:
- 3.2 Position a vessel to be in the path of a southern resident orca whale at any point located within four hundred yards of the whale. This includes intercepting a southern resident orca whale by positing a vessel so that the prevailing wind or water current carries the vessel into the path of the whale at any point located within four hundred yards of the whale:
- 3.3 Fail to disengage the transmission of a vessel that is within two hundred yards of a southern resident orca whale; or
- 3.4 Feed a southern resident orca whale.