



# SWIFTSURE INTERNATIONAL YACHT RACE

Hosted by the Royal Victoria Yacht Club

May 27-28, 2023

Victoria, British Columbia



SWIFTSURE

The Royal Victoria Yacht Club is pleased to announce details for the 78<sup>th</sup> running of the Swiftsure International Yacht Race and extends a cordial invitation to **monohull** boats with a PHRF or ORC handicap and to **multihulls** with a PHRF handicap which meet the eligibility requirements specified in this Notice of Race.

## NOTICE OF RACE FOR THE FOUR LONG COURSES

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

The Organizing Authority (OA) is the Swiftsure Committee of the [Royal Victoria Yacht Club](#).

The notation '[DP]' in a rule means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

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

### 1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2. The prescriptions of Sail Canada apply.
  - 1.2.1. The full text of the Sail Canada Prescriptions is provided in Addendum A, and may also be accessed via the link: [Sail Canada Prescriptions](#).
- 1.3. [DP] Monohull boats racing under PHRF Handicap or ORC Handicap shall comply with the requirements in column 4 ('MONOHULLS') in the extract of the **World Sailing Offshore Special Regulations (OSRs) for Monohulls and Multihulls for the 2023 Swiftsure International Yacht Race**. The documents will be posted to the [Official Notice Board](#) of the Swiftsure website.
- 1.4. [DP] Multihull boats shall comply with the requirements in column 5 ('MULTIHULLS') in the extract of the **World Sailing Offshore Special Regulations (OSRs) for Monohulls and Multihulls for the 2023 Swiftsure International Yacht Race**. The documents will be posted to the [Official Notice Board](#) of the Swiftsure website.
- 1.5. RRS Appendix RV, Reduced Visibility, provided in Addendum B, replaces RRS Part 2 between sunset and sunrise for determination of the right of way between boats.

- 1.6. RRS Appendix TS, Traffic Separation Schemes, Version 2, Section A and TS1 apply to the following: Strait of Juan de Fuca Precautionary Area, Strait of Juan de Fuca Entrance, and Strait of Juan de Fuca. NoR Addendum C, contains applicable sections of Appendix TS. This changes RRS 56.2.
- 1.7. RRS Appendix WP, Rules for Racing Around Waypoints, provided in NoR Addendum D apply.
- 1.8. Autopilot mechanisms are permitted for use by boats sailing double-handed. This changes RRS 52.
- 1.9. [DP] Boats shall, in the absence of electronic means of navigation, have on board charts for the area in which they will be racing.
- 1.10. [DP] While on deck all crew shall wear life jackets having a light, whistle, marine grade retro-reflective material, crotch/thigh strap, and tether between sunset and sunrise, when sustained winds are 25 knots or above, if alone on deck, or while visibility is less than one nautical mile.
- 1.11. [DP] Boats shall display their 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 G1.4 for sail numbers.
- 1.12. Boats which intend to fly sails that display numbers other than the boat's official sail number shall report those numbers to the Race Committee by **1800 Friday May 26**. 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.
- 1.13. Boats shall fly from their backstays the following International Code Numeral Pennants:
  - 1.13.1. **Pennant 1** – Swiftsure Lightship Classic<sub>7</sub> and Hein Bank Race for Monohulls.
  - 1.13.2. **Pennant 2** – Cape Flattery Race for Multihulls and Juan de Fuca Race for Multihulls.
  - 1.13.3. **Pennant 3** – Cape Flattery Race for Monohulls.
  - 1.13.4. **Pennant 4** – Juan de Fuca Race for Monohulls.
- 1.14. [DP] Boats shall mount the SPOT transponder they are issued when they check in at Swiftsure Centre and shall install and operate the transponder in the manner indicated in the Sailing Instructions.
- 1.15. RRS Appendix T, Arbitration, applies 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.
- 1.16. [DP][NP] Competitors and support persons shall comply with any reasonable requests from an OA including reasonable actions to implement COVID-19 guidance, protocols, or legislation. Such actions, even if they later prove to have been unnecessary, are not improper actions or omissions. Failure to comply with requests may be considered misconduct.

## 2. SAILING INSTRUCTIONS

- 2.1. The Sailing Instructions will be available online after **Monday, May 15** on the Swiftsure website at the Race Info, [Sailing Instructions](#) page. Competitors will

be required to print their own copy or save the file to their personal electronic device. **No printed copies of the Sailing Instructions will be available at check-in.**

- 2.2. All amendments to the Sailing Instructions issued after **May 15** will be provided in a printed addendum at check-in, and they will be posted in the Race Info, [Sailing Instructions](#) page.

### 3. COMMUNICATION

- 3.1. The [Official Notice Board](#) is online under Race Info.
- 3.2. Every boat must carry a VHF radio with DSC.
- 3.3. Every boat shall have onboard during the race at least one designated cellular or satellite phone which can be used as a backup in case of VHF communications failure.
- 3.4. The transmission or receipt, while racing, of any communication for the direct or indirect benefit of an individual boat is prohibited, per RRS rule 41. Boats may receive weather information and fleet position information in any form, provided 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 [Notices of Race](#) (NoR) and [Sailing Instructions](#) for the Swiftsure International Yacht Race or for personal messages not related to a boat's performance in the race is permitted.

### 4. ELIGIBILITY AND ENTRY

- 4.1. Entry is open to all monohull and multihull boats which meet the Safety Equipment Requirements identified in this Notice of Race.
- 4.2. *Monohull and Multihull* Boats Racing under *PHRF* Handicap:
  - 4.2.1. Monohull and Multihull boats shall have either a valid PHRF Northwest certificate or a PHRF Northwest Guest Certificate. Registered BC PHRF rated boats will automatically receive a PHRF Northwest Guest Certificate provided free of charge by the Swiftsure 2023 Committee.
  - 4.2.2. Swiftsure Lightship Classic entries shall have a PHRF rating of 100 or faster.
  - 4.2.3. Juan de Fuca Monohull entries shall have a PHRF rating of 50 or slower.
  - 4.2.4. In the event that a boat's PHRF Northwest rating has been changed after the entry has been accepted, the OA shall be advised by emailing [registrar@swiftsure.org](mailto:registrar@swiftsure.org). No rating changes will be accepted after **1700 on Friday May 19.**
- 4.3. *Monohull* Boats Racing under *ORC* Handicap:
  - 4.3.1. Boats shall have a valid ORC Club or ORCi Certificate.
  - 4.3.2. In the event that a boat's rating has been changed by its National Rating Office or the central ORC Rating Office after the entry has been accepted, the OA shall be advised by emailing [registrar@swiftsure.org](mailto:registrar@swiftsure.org). No change in a boat's Triple Number scoring coefficients will be permitted after **1700 on Friday May 19.**
- 4.4. The Race Committee will use PHRF measurements as per NoR 4.2, and ORC Club or ORCi Certificates as per NoR 4.3.

- 4.5. Monohull boats in the Swiftsure Lightship Classic and Hein Bank Race for Monohulls may be split into divisions. Monohull boats in the Cape Flattery and Juan de Fuca races may be split into Heavy, Light, and Double-handed classes, and each class may be further split into divisions. Multihull boats in the Cape Flattery and Juan de Fuca courses may be split into divisions.
- 4.6. Where there are insufficient registrants in specific races, classes, or divisions, the OA may not proceed with that category. Where practicable, materially impacted applicants will be contacted with alternatives prior to assignment into a different category.
- 4.7. The OA is offering **Double-handed monohull** divisions if there are at least five such boats registered in the Juan de Fuca Race and/or the Cape Flattery Race. The Double-handed entrants will be eligible for First to Round and First Overall in these races. If there are fewer than five Double-handed entries in either of these races, the OA will move those boats into a different class as per 4.6. NoR 1.8 will still apply.
- 4.8. Preliminary class and division assignments will be made and posted on the Swiftsure website under Registration, [Registered Yachts](#), by **0800 Monday May 22**, but will not be made final until **1800 Friday May 26**.
- 4.9. Boats may enter by [registering online](#) beginning Wednesday, **March 1**.
- 4.10. The deadline for registering and payment of fees is **Friday May 19**. Late entries will be accepted at the sole discretion of the OA.
- 4.11. The Swiftsure Registrar will notify entrants of acceptance or rejection, subject to verification of ratings and payment of the registration fee.
- 4.12. [DP] As a critical part of safety, boats shall provide an accurate crew list. Crew shall not name other persons on the yacht or in the race as their emergency contact. Crew updates and substitutions may be made online. The Sailing Instructions will indicate how to advise of changes made after checking in at Swiftsure Centre.
- 4.13. Each registered person in charge, or their representative, is required to check-in at the Swiftsure Centre in Victoria no later than **1800 Friday May 26**. During check-in the boat's moorage location will be recorded, the crew list verified, and the transponder unit and race package will be picked up.
- 4.14. For the purposes of scoring, a boat is not considered an entry until all fees are paid, the online registration application and rating have been accepted by the Registrar, and the check-in process described in NoR 4.12 has been completed.
- 4.15. A request to change the race in which a boat has been registered must be made by email to [registrar@swiftsure.org](mailto:registrar@swiftsure.org) before **noon on Friday May 26** and shall be subject to approval by the OA at the Swiftsure Centre. Requests made and accepted by midnight **Tuesday May 23** will be incorporated in the competitors list supplied to competitors. Requests made and accepted between midnight **Tuesday May 23** and **noon on Friday May 26** will be posted on the [Official Notice Board](#) under Race Info, and at Swiftsure Centre.
- 4.16. **FEES**
- 4.17. **Early Bird:** if received **at or before** midnight **Friday April 28** the entry fee is **CAD \$7.85** per foot of length overall. Federal GST of 5% will be added.

- 4.18. **Regular:** if received after midnight **Friday April 28** the entry fee is **CAD \$9.30** per foot of length overall. Federal GST of 5% will be added.
- 4.19. There will be a **CAD \$43.00** transponder fee for all Long Courses registrants, in addition to the registration fees noted in 5.1 and 5.2. A deposit of \$200 shall be required to ensure the return of the units in good condition.
- 4.20. Fee payment may be made during registration, or by Royal Victoria Yacht Club member account. Credit card payments made via PayPal will be automatically exchanged from US to Canadian dollars (where applicable) during the credit card transaction.
- 4.21. Refunds less \$20.00 will be given if the Registrar is advised of cancellation of registration prior to midnight **Friday May 19**. At the sole discretion of the OA refunds, less \$20, may be given if withdrawal from the race for exceptional circumstances is advised between **May 20** and **1800 May 26**.

## 5. SCHEDULE

- 5.1. Entry deadline and rating changes: **Friday May 19**.
- 5.2. Registered skippers check-in and collect their race packages at Swiftsure Centre:  
1400 to 1800 on **Thursday May 25**  
1000 to 1800 on **Friday May 26**
- 5.3. The Skippers' Meeting, the weather and current briefing, and the awards ceremony for Swiftsure 2022 will be held between **1400 and 1730 on Friday May 26**. Additional details will be available at [Racer Key Dates](#) on the Swiftsure website after **May 1, 2023**. There will be a CAD \$43 fee for use of the SPOT transponder for all Long Courses registrants, in addition to the registration fees noted in 5.1 and 5.2. In addition, a refundable deposit of \$200 shall be required to ensure the return of the SPOT units in good condition.
- 5.4. Swiftsure racers pre-race party:  
See [Racer Key Dates](#) on the Swiftsure website after **May 1, 2023**.
- 5.5. Start of Swiftsure International Yacht Race: **Saturday May 27**.  
The first Warning signal is scheduled for 0851, with the first start at 0900.
- 5.6. Race time limit: **2400 (midnight) on Sunday May 28** for all Long Courses.

## 6. EQUIPMENT INSPECTION

- 6.1. 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 NoR 1.3 or 1.4 may be deemed to be ineligible to race unless the items not in compliance are corrected prior to **1800 on May 26**.
- 6.2. [DP] 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 also at night by a flashing amber light). Boats that fail to proceed directly to the Inspection Dock shall be subject to protest.
- 6.3. At the Inspection Dock, monohull boats will be inspected for compliance with the Safety Equipment Requirements as outlined in NoR 1.3, and multihull boats will be inspected for compliance with the Safety Equipment Requirements as outlined in NoR 1.4.

## 7. VENUE

- 7.1. Racing will be conducted in the Juan de Fuca Strait and its western approaches.

- 7.2. Race headquarters, moorage, and the inspection dock will be in Victoria's Inner Harbour.
- 7.3. The start line will be located immediately south of Clover Point, and the Finish Line at the entrance to Victoria's Outer Harbour.

## 8. COURSES

### 8.1. **The Swiftsure Lightship Classic Race for Monohulls (PHRF classes)**

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 nautical miles. Open to monohull boats with a PHRF rating of 100 or lower.

### 8.2. **The Hein Bank Race for Monohulls (ORC classes)**

From a starting line at Clover Point, leaving a mark at Neah Bay to port, leaving to port the ODAS 46088 (located about 5 nautical miles bearing approximately 238° (M) from Hein Bank, and crossing a finish line across the Victoria Harbour – 118.1 nautical miles. Open to monohull boats with an ORC rating.

### 8.3. **The Cape Flattery Race for Monohulls (PHRF classes)**

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 nautical miles. Open to monohull boats with a PHRF rating.

### 8.4. **The Cape Flattery Race for Multihulls (PHRF classes)**

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 nautical miles. Open to multihull boats with a PHRF rating.

### 8.5. **The Juan de Fuca Race for Monohulls (PHRF classes)**

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 nautical miles. Open to boats rating of 50 PHRF and higher.

### 8.6. **Juan de Fuca Race for Multihulls (PHRF classes)**

From a starting line at Clover Point, leaving a mark at Clallam Bay to port, and crossing a finish line across the Victoria Harbour. Distance – 78.7 nautical miles. Open to multihull boats with a PHRF rating.

## 9. PENALTY SYSTEM

- 9.1. RRS 44.3 will apply when a boat breaks a rule of Part 2 of RRS or RRS 31 while racing. The penalty shall be 20% of the difference between the corrected time of the first boat and the corrected time of the last boat in the Division, to a maximum of 30 minutes, added to the corrected finish time of the boat accepting the penalty. This modifies RRS rule 44.3[c].

## 10. SCORING

- 10.1. For boats racing under the PHRF handicap system, the results will be calculated by Time on Time.
- 10.2. Scoring for boats racing under the ORC handicap system will be calculated by Time on Time using the Triple Number scoring coefficient for one of the following three wind speed ranges:

- Low Range (9 knots or less)
- Medium Range (between 9 and 14 knots)
- High Range (equal to or greater than 14 knots)

## 11. **BERTHING**

- 11.1. There will be no moorage charge for race entrants from 1200 noon **Thursday May 25** through 1100 **Monday May 29** if moored at the Greater Victoria Harbour Authority Causeway Floats or Ship Point located in Victoria's Inner Harbour.
- 11.2. To arrange for moorage up to and including **Wednesday May 24** or after 1100 **Monday May 29** contact the [Greater Victoria Harbour Authority](#) (you will pay the Greater Victoria Harbour Authority directly for such moorage).

## 12. **PRIZES**

- 12.1. **Division Winners** – A prize of first will be awarded in a division of 5 boats: prizes of first and second in a division of 6 to 10 boats, and prizes of first, second, and third in a division of more than 10 boats. The minimum entry required to form a separate division shall be 5 boats, except by special decision of the OA. If a division of less than five boats is established, a prize of first will be awarded.
- 12.2. **Class Winners** – A prize of first in class will be awarded in races where there are Heavy and Light classes.
- 12.3. **First to Round and Overall Race Winners**
  - 12.3.1. Where there is more than one division in a race and all boats in the race are sailing the same course, a prize will be awarded for first to round based on corrected elapsed time and for first overall in that race.
  - 12.3.2. **Line Honours** – Prizes will be awarded for the first boat to finish in each of the four courses for monohulls, including line honours for Light and Heavy classes where such classes exist, and for the first multihull boat to finish in each of the two courses.

## 13. **DISCLAIMER OF LIABILITY**

- 13.1. The Royal Victoria Yacht Club, the Swiftsure 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.
- 13.2. Notice is hereby given to all participants including spectators, officials, and others that they participate in this event solely at their own risk.

## 14. **INSURANCE**

- 14.1. Each participating boat shall have third party liability insurance covering property damage, personal injury, and death in an amount not less than CAN \$390,000 or USD \$300,000 per occurrence, and the policy must cover boat-racing activities. As persons in charge are attesting to meeting this requirement during the registration process, persons in charge must ensure they carry a hard copy of their insurance policy on board while racing.

15. **FURTHER INFORMATION**

Event Chair: [chair@swiftsure.org](mailto:chair@swiftsure.org)

Registration: [registrar@swiftsure.org](mailto:registrar@swiftsure.org)

Website: [swiftsure.org](http://swiftsure.org)

For additional contact information please refer to the [Contact list](#).

Royal Victoria Yacht Club

Telephone: [250-592-2441](tel:250-592-2441)

3475 Ripon Road

Victoria, BC, Canada V8R 6H1



# **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](mailto: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.*

# ADDENDUM B

## APPENDIX RV - REDUCED VISIBILITY RACING RULES

### RV1 Changes to the Definitions

**RV1.1** The definition *Keep Clear* is changed to:

**Keep Clear** A boat *keeps clear* of a right-of-way boat if the right-of-way boat can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

**RV1.2** The definition *Mark-Room* is changed to:

**Mark-Room** *Room* for a boat to leave a *mark* on the required side with no less than 40 metres between the boats. Also,  
(a) *room* to sail to the *mark* when her *proper course* is to sail close to it, and  
(b) *room* to round or pass the *mark* as necessary to *sail the course* without touching the *mark*.

**RV1.3** Add new definition *Overtaking*:

**Overtaking** A boat is *overtaking* when she is approaching a boat from *clear astern*. She remains the *overtaking* boat until she is *clear ahead*. The other boat is the boat being *overtaken*.

**RV1.4** The definition *Room* is changed to:

**Room** The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way, with no less than 40 metres between the boats.

**RV1.5** The definition *Zone* is changed to:

**Zone** The area around a *mark* within a distance of 200 metres of it. A boat is in the *zone* when any part of her hull is in the *zone*.

### RV2 Changes to the Rules of Part 2

**RV2.1** Rule 17 is changed to:

#### **17 ON THE SAME TACK; PROPER COURSE**

17.1 A *leeward* boat shall not sail above her *proper course* while she is within 80 metres of the *windward* boat.

17.2 When boats on the same *tack* are within 80 metres of each other, a boat being *overtaken* shall sail her *proper course* until the *overtaking* boat becomes *overlapped* with her.

17.3 If there is reasonable doubt that a boat is *overtaking* another boat, it shall be presumed that she is.

*Note: Approved as an appendix to be placed on the World Sailing website. This appendix may be changed with the approval of the World Sailing Racing Rules Committee.*

# ADDENDUM C

## APPENDIX TS - Traffic Separation Schemes

*This appendix contains wording for race committees to consider to replace rule 56.2 that can be more strictly interpreted by boats and protest committees. Rule 56.2 makes all parts of IRPCAS rule 10 applicable to boats that are **racing**. IRPCAS rule 10 is shown below to point out certain phrases that would be difficult for boats or protest committees to interpret. Those phrases, which are not precise and not usually found in the RRS, are underlined in the text below.*

Version 2 – Effective January 1, 2021

### —INTERNATIONAL— Steering and Sailing Rules **RULE 10**

#### **Traffic Separation Schemes**

- (a) This Rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule.
- (b) A vessel using a traffic separation scheme shall:
  - (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
  - (ii) so far as practicable keep clear of a traffic separation line or separation zone;
  - (iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.
- (c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- (d)
  - (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
  - (ii) Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when enroute to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.
- (e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
  - (i) in cases of emergency to avoid immediate danger;
  - (ii) to engage in fishing within a separation zone.
- (f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.

(h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.

(i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.

(j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

*Section A, Section B, or Section C of this appendix applies to a specified traffic separation scheme (TSS) if the notice of race so states. For long races that encounter multiple TSSs, the race committee may choose to handle specific TSSs in different ways and decide that Section A, Section B, or Section C be used for one or more TSS. Note that neither the RRS nor race committees can modify IRLPCAS. Local maritime authorities, however, can make special rules regarding their harbors and roadsteads under rule 1(b) of the IRLPCAS. As noted below, a race committee may change rule 56.2 using Section A or Section C of this appendix only if it has obtained the agreement of local maritime authorities.*

**TS1** Rule 56.2 is changed to:

**56.2** (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race, as a TSS.

(b) A boat shall not impede, or present a threat of impeding, the safe passage of a powerdriven vessel in a TSS traffic lane.

(c) If a commercial, government, or naval power-driven vessel in a traffic lane makes five short and rapid blasts on her whistle (a danger signal, see IRLPCAS rule 34(d)) and the boat causing the danger signal can be identified, then the boat is subject to protest under rule 56.2(b).

(d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken rule 56.2(b).

(e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.

*Application and background:*

*Approaches similar to TS1 have been shown to work in areas like San Francisco, where extensive racing takes place within multiple TSSs, precautionary areas, and deep-water routes that are tightly managed by San Francisco's vessel traffic service (VTS). The VTS and pilots appreciate the consideration shown by racers, and racers appreciate being able to race in the waters of the TSSs and other VTS controlled areas. In the San Francisco experience, boats nearly always lose protests filed by the race committee in response to an official complaint/action lodged against a boat by a ship pilot, ship captain, or the VTS, and so boats pay careful attention to not impeding the passage of ships.*

# ADDENDUM D

## APPENDIX WP - RULES FOR WAYPOINTS

*When stated in the notice of race, races shall be sailed under The Racing Rules of Sailing as changed by this appendix.*

*Version May 2021.*

### **WP1 CHANGES TO THE DEFINITIONS**

**WP1.1** The definition *Mark* is changed to:

**Mark** An object or *waypoint* the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

**WP1.2** Add new definition *Waypoint*:

**Waypoint** A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

**WP1.3** The definition *Zone* is changed to:

**Zone** The area around a *mark* within a distance of three hull lengths of the boat nearer to it. The area of the *zone* at a *mark* that is a *waypoint* may be changed in the notice of race or sailing instructions. A boat is in the *zone* when any part of her hull is in the *zone*.

*Note: Approved as an appendix to be placed on the World Sailing website. The appendix may be amended with the approval of the World Sailing Racing Rules Committee.*

*Guidance notes for race organizers are available at*

<https://www.sailing.org/inside-world-sailing/rules-regulations/racing-rules-of-sailing/>