



SWIFTSURE INTERNATIONAL YACHT RACE

Hosted by the Royal Victoria Yacht Club

May 27-28, 2023

Victoria, British Columbia



*The Royal Victoria Yacht Club is pleased to announce details for the Inshore Classic, which is part of the 78th running of the Swiftsure International Yacht Race, and extends a cordial invitation to **monohull** boats which meet the eligibility requirements specified in this Notice of Race.*

NOTICE OF RACE FOR THE SWIFTSURE INSHORE CLASSIC (FLYING SAILS AND CRUISING 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.

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 following link: [Sail Canada Prescriptions](#).
- 1.3. [DP] Boats in the Racing Division shall comply with the requirements of Category 4 in the [World Sailing Offshore Special Regulations \(OSRs\)](#) as amended by the document **Safety Equipment Requirements for Monohulls for the 2023 Swiftsure International Yacht Race**. The documents will be posted to the [Notices of Race](#) page of the Swiftsure website.
- 1.4. [DP] Boats in the Cruising Division shall comply with the safety equipment requirements of the regulatory authority of their country of residence (e.g., US Coast Guard, Transport Canada's Safe Boating Guide).
- 1.5. [DP] Boats shall be familiar with the Traffic Separation Scheme and in the absence of electronic means of navigation have charts on board for the area where they will be racing. See Addendum B - Appendix TS.
- 1.6. [DP] Boats shall not impede or obstruct commercial traffic.
- 1.7. [DP] Boats that have an official sail number and intend to fly sails that display numbers other than their 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 5 minutes added to the corrected finish time of the competitor without a hearing. This changes 63.1 and A5 of the RRS.

- 1.8. [DP] Boats that do not have an official sail number on their mainsail shall display on the port and starboard lifelines or on their hull a number 18 inches (45.7 centimetres) in height. The OA will assign this number.
- 1.9. Boats shall fly from their backstays the following International Code Numeral Pennants:
 - 1.9.1. **Racing Division – Numeral Pennant 5**
 - 1.9.2. **Cruising Division – Numeral Pennant 6**
- 1.10. RRS Appendix T – Arbitration – will apply except that T1(b) is modified to read: The post-race penalty shall be 30% 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.

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 2023 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 on the Swiftsure website under the Race Info page.

3. **COMMUNICATION**

- 3.1. The [Official Notice Board](#) is online under Race Info.
- 3.2. All boats 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 Notice of Race 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 boats which meet the Safety Equipment Requirements identified in 1.3 and 1.4 of this Notice of Race.
- 4.2. Racing Division:
 - 4.2.1. Boats shall have a valid PHRF certificate.
 - 4.2.2. The Swiftsure Inshore Classic is a Pacific Handicap Racing Fleet of British Columbia (PHRF-BC) event. Monohull boats with a PHRF-NW or PHRF rating

from other jurisdictions will be assigned a rating to be consistent with the PHRF-BC database by the Royal Victoria Yacht Club's handicapper at no charge.

4.2.3. Excluding changes made by the RVYC handicapper as per 4.2.2, in the event that a boat's PHRF-BC, PHRF-NW or other PHRF rating has been changed after the entry has been accepted, the OA shall be advised by emailing registrar@swiftsure.org. No rating changes will be accepted after **1700 on Friday May 19**.

4.2.4. In order to ensure ratings are confirmed for the **May 19 deadline** it is highly recommended that race registrants apply for or renew their membership in their respective handicap association early, preferably prior to **March 31, 2023**.

4.3. Cruising Division:

4.3.1. There will be Flying Sails and Non-Flying Sails classes if there are sufficient registrants.

4.3.2. Boats that have a valid PHRF-BC rating will race under that handicap; boats with a PHRF-NW or PHRF rating from other jurisdictions will be assigned a rating by the Royal Victoria Yacht Club's handicapper at no charge.

4.3.3. Boats that do not have a valid PHRF certificate will be assigned a temporary PHRF rating by the OA for the purposes of this race at no charge.

4.4. Boats may be split into classes. Preliminary 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**.

4.5. Boats may enter by [registering online](#) beginning on Wednesday **March 1**.

4.6. The deadline for registering and payment of fees is **Friday May 19**. Late entries will be accepted at the sole discretion of the OA.

4.7. The Swiftsure Registrar will notify entrants of acceptance or rejection, subject to verification of ratings and payment of the registration fee.

4.8. [DP] As a critical part of safety, boats shall provide an accurate crew list of all persons who will be aboard the boat during the race. Crew shall not name other persons on the yacht or in the Swiftsure International Yacht Race as their emergency contact. Crew updates and substitutions may be made online. The Sailing Instructions will indicate how to advise of any crew changes made after checking in at Swiftsure Centre.

4.9. 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 race package will be picked up.

4.10. For the purposes of scoring, a boat is not considered an entry until all fees are paid, the online registration application and rating has been accepted by the Registrar, and the check-in process described in NoR 4.9 has been completed.

4.11. A request to change the race in which a boat has been registered must be made by email to 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.

5. FEES

- 5.1. **Early Bird:** if received **on or before** midnight **Friday April 28** the entry fee is **CAD \$3.25** per foot LOA. Federal GST of 5% will be added.
- 5.2. **Regular:** if received after midnight **Friday, April 28** the entry fee is **CAD \$4.75** per foot LOA. Federal GST of 5% will be added.
- 5.3. The entry fee payment may be made during registration, or by Royal Victoria Yacht Club member account.
- 5.4. Credit card payments made via PayPal will be automatically exchanged from US to Canadian dollars (where applicable) during the credit card transaction.
- 5.5. 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**.

6. SCHEDULE

- 6.1. Entry deadline and rating changes: **Friday May 19**.
- 6.2. 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**
- 6.3. The Skippers' Meeting, weather and current briefing and awards ceremony for 2022 Swiftsure Long Courses 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**.
- 6.4. Swiftsure racers pre-race party:
 - See [Racer Key Dates](#) on the Swiftsure website after **May 1, 2023**.
- 6.5. Start of Swiftsure International Yacht Race: **Saturday May 27**.
 - Warning signal will sound at 0851, with the first race scheduled to start at 0900.
- 6.6. *No host* barbecue and prize giving:
 - Saturday May 27** – at the Royal Victoria Yacht Club in the late afternoon.

7. VENUE

- 7.1. Racing will be conducted in the Juan de Fuca Strait (adjacent to the City of Victoria), in southern Haro Strait, and in Oak and Cadboro Bays.
- 7.2. Race headquarters will be in Victoria's Inner Harbour.
- 7.3. The start line will be located immediately south of Clover Point; the finish line will be located in Cadboro Bay adjacent to the Royal Victoria Yacht Club.

8. COURSES

- 8.1. The course will be determined for each division or class after consideration of the fleet, weather predictions, and tidal currents.

8.2. The Race Committee shall announce the courses to the Flying Sails and Cruising Races the day of the race, as detailed in the Sailing Instructions.

9. **PENALTY SYSTEM**

9.1. RRS rule 44.3 will apply when a boat breaks a rule of part 2 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 or class, to a maximum of 10 minutes, added to the corrected finish time of the boat accepting the penalty. This modifies RRS rule 44.3[c].

10. **SCORING**

10.1. The results will be calculated by Time on Time.

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).

11.3. After the race on **May 27**, overnight moorage for race entrants will be provided at no charge at the Royal Victoria Yacht Club in Cadboro Bay. Contact information for making these arrangements will be provided in the race package materials.

12. **PRIZES**

12.1. **Class Winners** – A prize of first will be awarded in a class of 5 boats: prizes of first and second in a class of 6 to 10 boats, and prizes of first, second, and third in a class of more than 10 boats. The minimum entry required to form a separate class shall be 5 boats, except by special decision of the OA.

12.2. **Racing Division** - A trophy for the first overall in the division will be awarded.

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 CAD \$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, submitting copies of these forms is not

required. However, 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

Registration: registrar@swiftsure.org

Website: 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.

ADDENDUM B

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 IRLCAS. Local maritime authorities, however, can make special rules regarding their harbors and roadsteads under rule 1(b) of the IRLCAS. 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 IRLCAS 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.