



SWIFTSURE INTERNATIONAL YACHT RACE

Hosted by the Royal Victoria Yacht Club

May 27-28, 2023

Victoria, British Columbia



Swiftsure International Yacht Race Safety Policy

INTRODUCTION

This document outlines the key aspects of safety measures and processes used by the Swiftsure Organizing Authority and the Race Committee. It also provides the rationale for the designated category of the races within the Safety Equipment Requirements and the exceptions that have been made to the requirements.

ORGANIZING AUTHORITY

The Royal Victoria Yacht Club (RVYC) has a Program Committee that has delegated responsibility to act as the Organizing Authority (OA) for the Swiftsure International Yacht Race. The members of this Swiftsure Committee are all volunteers, with administrative support provided by RVYC's office staff. The Principal Race Officer (PRO) for the race sits on this committee; the other members are the Chair, Assistant to the Chair, Race Director, Registrar, Head of Technical Support, Head of Media Relations, Head of Logistics, Registrar, and Volunteer Coordinator.

The OA issues the Notices of Race (NoRs) while the PRO is responsible for issuing the Sailing Instructions (SIs) and for running the race. The Duty Race Officers and members of the Race Committee report to the PRO. The Official Judge for the race is a World Sailing International Judge.

Safety is an overriding priority in all aspects of running the race. There is a healthy safety culture within the Swiftsure Committee which encourages continuous improvement, and suggestions are welcome from everyone. Steps are taken to ensure good communication with the racing fleet during the race. A close working relationship exists with the Victoria Joint Rescue Coordination Centre (JRCC) and Marine Communication and Traffic Services (MCTS) during advance planning and during the race.

RUNNING THE RACE

The Race Director chairs the Race Management Subcommittee. It is composed of the PRO, Race Director, Race Event Chair, and leads of Inspection Dock, Results, and Finish Line (Inshore and Four Long Courses). The leads organize and coordinate the activities of their volunteers in order to support the PRO in providing the highest possible calibre of race management.

The Swiftsure International Yacht Race is composed of Four Long Courses and the Swiftsure Inshore Classic. The courses are as follows:

Four Long Courses

1. **Swiftsure Lightship Classic Race for Monohulls** (PHRF classes with a PHRF rating of 100 or faster) - from a starting line at Clover Point, leaving a mark at Swiftsure Bank to port, and crossing a finish line across the Victoria Harbour – 138.2 NM
2. **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 NM
3. **Cape Flattery Race for Monohulls** (PHRF classes) **and 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 NM.
4. **Juan de Fuca Race for Monohulls** (PHRF classes with a rating of 50 or slower) **and 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 – 78.7 NM

Swiftsure Inshore Classic

There are two separate divisions for monohull boats: Racing and Cruising. The Cruising Division may be split into Flying Sails and Non-flying Sails classes if there are sufficient registrants. The PRO determines the course for each of the races after consideration of the weather and tidal currents predictions, and this is announced to racers on the morning of the race. The racecourse area is from the starting line at Clover Point to the finish line at Cadboro Bay near the Royal Victoria Yacht Club. The course(s) are selected from marks in northeastern Juan de Fuca Strait (adjacent to the Victoria city front) and southern Haro Strait.

WEATHER MONITORING

A Meteorological Monitoring Protocol (to track actual and forecast winds) has been implemented and is reviewed annually to ensure it is current, and accounts for lessons learned from prior years and input from various sources such as other races, Environment Canada, and the Joint Rescue Coordination Centre (JRCC) Victoria. The

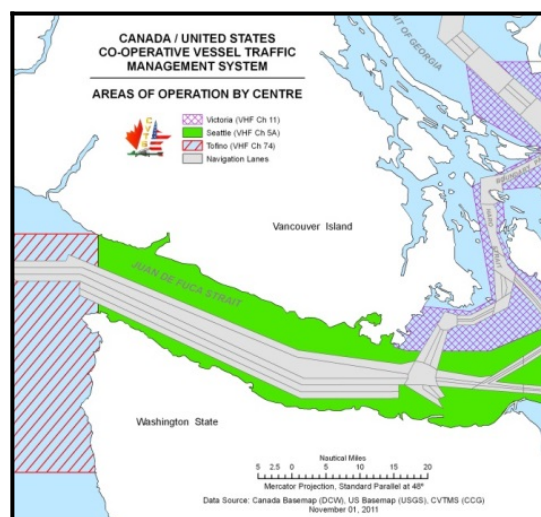
2023 protocol has been published on the Swiftsure website and is part of the PRO's orientation and training of race management volunteers. Necessary steps are taken to ensure up-to-date information is received from Environment Canada concerning wind and wave observations and predictions prior to the start and during the race, and arrangements are in place for briefings from Environment Canada should wind warnings/advisories be issued. During the race, the PRO and Duty Race Officers monitor the weather on the racecourses, and when the actual or forecasted wind is for gale or higher, they monitor weather observations in various locations of the racing area as outlined in the Meteorological Monitoring Protocol.

RACE ENVIRONMENT

The Juan de Fuca Strait poses a number of challenges for Swiftsure racers and the Organizing Authority implements measures to continually assess and mitigate risks. Not all racers are accustomed to sailing in such waters where commercial vessels can be steaming at 22+ knots.

There is a Traffic Separation Scheme (TSS) which is recognized by the International Maritime Organization, in the Strait of Juan de Fuca and Haro Strait. Puget Sound Vessel Traffic Service ("Seattle Traffic") and the Victoria and Prince Rupert MCTS Centres ("Victoria Traffic" and "Prince Rupert Traffic") provide timely information to participating vessels regarding traffic movement, weather, and hazards to navigation. Swiftsure boats are not participating vessels in the TSS, and therefore they are not required to report and obtain a traffic clearance when crossing the TSS. This further necessitates that boats be vigilant in keeping a constant watch.

Naval vessels most often do not broadcast an Automatic Identification System (AIS) transmission but Seattle Traffic, Victoria Traffic, and Prince Rupert Traffic are aware of location, direction and speed of these vessels.



There is a relatively strong current that can set up a steep wave pattern when opposed by wind. Fog can occur as well to impede visibility, and racers will be sailing at night to further the challenge.

The water itself poses another consideration – a prevailing sea temperature of ~10°C means cold water shock, muscle incapacitation, and the risk of hypothermia exists if a racer is swept overboard. And the risk of drowning is increased significantly if the person in the water is not wearing a personal flotation device. Crew Overboard (COB) recovery is a challenge and even more so at night.

While there have been instances of COBs, dismasting, and grounding in some previous races, there has only been one fatality since Swiftsure's inception in 1930 – a most commendable record given the challenges of the race. In the 1976 race, Wilbur Willard, skipper of *Native Dancer*, was swept out of the cockpit after the boat grounded off Bonilla Point in a 30-35 knot gale. This plus fatalities in other races in other parts of the world are strong reminders that safety is a paramount consideration in sailboat racing.

SAFETY CONSIDERATIONS

In response to the risks involved in racing, the Organizing Authority ensures key measures are implemented to keep participants well informed and mitigate those risks. This includes, but is not limited to, the following actions.

Weather and Currents

An experienced meteorologist provides a weather briefing at the Skippers' Meeting the afternoon prior to the race. The PRO and Duty ROs follow Swiftsure's Meteorological Monitoring Protocol when making a decision about whether to start or postpone the start, or abandon races in one or more courses in the event of existing or forecasted high winds and hazardous sea states.

An oceanographic expert from Ocean Networks Canada (located at the School of Earth and Ocean Sciences at the University of Victoria) provides a briefing to skippers about the currents they may encounter during the race. This expert also produces hourly current predictions for all of the Swiftsure racing area, and these are posted well in advance on the Swiftsure website. Skippers and navigators are advised of their existence through the Notice of Race and email from the Race Event Chair.

Crew Lists

Having accurate crew lists for every competing boat before they cross the start line is emphasized. Skippers or their designates are able to enter their crew lists, together with emergency contact names and telephone numbers, online when they register, and these lists can be updated as required. When Skippers check in at Swiftsure Centre prior to the race, which is a mandatory requirement, they are asked to review online their crew list and assistance is given to amend it if needed. Also, boats are expected to advise Swiftsure Communications the morning of the race, should they have any last-minute crew changes.

The Joint Rescue Coordination Centre (JRCC) has direct access to the electronic crew lists during the race should they be needed for a SAR incident.

Communication with Fleet

Notwithstanding Racing Rules of Sailing's Fundamental Racing Rule #4 ("The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."), one of the key aspects of safety is the ability to communicate with racers for the duration of the race or, should an abandonment of the race be necessary, until they reach a safe haven. It is also necessary to keep in contact with boats which have withdrawn from the race until they reach safe haven. This is accomplished through use of calling and texting using cellular technology. The Strait of Juan de Fuca now has cellular coverage, through both Canadian and American providers.

Traditional VHF radio provides a further tool for communication among the fleet, race committee and the primary method of communication with SAR resources. Boats in the Swiftsure Lightship Classic may not experience full cellular coverage west of Cape Flattery. Skippers and navigators are reminded in the Sailing Instructions of the need to monitor VHF 26 in case they are hailed by the Race Committee via MCTS or Seattle Traffic. It is stated in the Sailing Instructions that if a competitor requires emergency assistance they should contact the Coast Guard on VHF 16, and use DSC on their VHF radios which would alert other race boats within VHF range.

For all long course participants, boats must carry a charged cellular or satellite phone onboard, and the number is registered with the OA. The phone must be kept switched on and continually monitored for incoming communication from the race committee.

Cellular coverage over the racecourse in some locations is only provided by Canadian providers, and in other locations only by American providers. Participants who utilize Canadian cellular service providers will be required to purchase roaming services from the American providers (and vice versa) to ensure coverage over the full racecourse. Carrying satellite phones is not mandatory, but for those who have it aboard it provides more reliable coverage, where cellular coverage may be limited. Satellite phones are strongly recommended for boats in the Swiftsure Lightship Classic where cellular coverage may be limited west of Cape Flattery.

A VHF radio with DSC capability must also be on board. A back up radio and additional batteries should also be carried. The power must be kept on with the volume audible. Applicable channels shall be monitored and utilized as required and as noted in the Sailing Instructions; competitors shall monitor channel 16 throughout the race.

Location of Commercial Vessels

To assist Swiftsure boats to keep a watch, avoid collision, impeding or obstructing fast-moving commercial vessels, Seattle Traffic, Victoria Traffic, and Prince Rupert Traffic make half hourly broadcasts on VHF channel 09 of commercial traffic in real time (i.e., current position of vessels, direction, and speed) at 15 minutes and 45 minutes past the hour. These broadcasts cover all of the TSS areas located within the racecourses. Boats

are issued a VTS Grid chart for reference when listening to these VTS commercial shipping broadcasts. The Sailing Instructions indicate that 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.

In the Rules section, the Sailing Instructions reinforce that boats shall not impede or obstruct commercial traffic and further that a boat whose actions or manoeuvres result in a danger signal (5 or more blasts) from commercial or military traffic shall be protested by the race committee.

Even those boats that monitor Automatic Identification System (AIS) transmissions while racing are advised to listen to the VTS commercial shipping broadcasts prior to entering and while within VTS Lane or VTS Separation Zones. This is because the US Navy is not obligated to transmit AIS information so these potential hazards will remain unknown to racers if they do not monitor the VTS broadcasts. Similarly, the position of commercial vessels that have a malfunctioning AIS transmitter would otherwise remain unknown.

Location of Fleet

Knowing the location of competing boats is important, but it is not expected that exact locations will be always known due to technology limitations. However, key steps have been taken for the Four Long Courses to ensure the general locations of all boats are known.

Boats participating in the Four Long Courses are required to check in with the race committee and confirm their number of crew prior to the start of the race. This procedure, initiated for the 2018 race, is intended to ensure the race committee knows which vessels actually started the race, and that they are showing up on the race tracker, as they should.

All boats in the Four Long Courses are given a SPOT unit, which feeds position data about every 10 minutes to the Swiftsure Tracker System using the Globalstar satellite system. While this is not part of the Global Maritime Distress and Safety System (an EPIRB is part of the GMDSS, for example), it does provide valuable information provided that crews follow, as instructed, the positioning of the unit on their boats, as well as the turn on and reboot procedures (reboot for Generation 2 units). Experience has demonstrated, however, that the SPOT units are not fail-safe so launching a SAR activity when a unit ceases to transmit may or may not be justified. The PRO will discuss with JRCC any concerns about non-reporting SPOT units as part of the decision process of whether a SAR should be initiated. Intermediate steps include the race committee attempting a text/voice call to their onboard mobile phone, contact via DSC, MCTS broadcasting on VHF channel 16, and announcements by VTS during their half-hourly broadcasts on VHF 09. In addition, during the MCTS half-hourly broadcast, the whole

fleet, or using VHF 16, can be asked about where and when any competitors had visually seen the applicable boat.

Other steps are taken to monitor the locations of boats. Boats in the Swiftsure Lightship Classic (going to Swiftsure Bank) are required to proactively report their position via text message when crossing a specific meridian (both outbound and inbound) near the western end of Juan de Fuca Strait. When these boats transit west of this meridian, they may become more difficult to track as cellular coverage diminishes. This measure aids in identifying which boats are entering or exiting this western extent of the racecourse.

Boats in the Hein Bank, Cape Flattery, and Juan de Fuca courses are also required to report their positions when they reach locations specified in the Sailing Instructions. This reporting process provides an additional check-in, helping in monitoring the fleet and provides additional data should a boat's precise location need to be ascertained for safety reasons.

Because it is a day race, there is no need to have boats report their position when racing in the Inshore Classic. Most boats are within a short distance of each other and will be within view except in the case of fog. Communication with the boats in the Inshore Classic is possible using VHF 26 and, in the event of an emergency, mariners are expected to contact the Coast Guard using VHF 16 or other means of communications.

Minimum Safety Requirements

Ensuring a boat is seaworthy, adequately equipped, and has an experienced crew with sufficient ability to face bad weather is the sole and inescapable responsibility of the person in charge of each boat. Skippers (the Persons in Charge) confirm that they accept this responsibility when they register to enter Swiftsure.

Section 1.02.1 of the Safety Equipment Requirements for all monohull and multihull boats, which is covered by the Notices of Race, states: "Under RRS the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his incapacitation."

Fundamental rule 3 in World Sailing's Racing Rules of Sailing, which govern the race (covered in the Notices of Race and Sailing Instructions), says: "DECISION TO RACE - The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone."

The first page of the online registration form (and it is on the paper form as well) is a liability waiver which must be checked that the registrant agrees before they can proceed to next page in registration process.

In order to reinforce the need for boats to be safely prepared for the Four Long Courses,

each boat, upon finishing, must proceed to the inspection dock where they are greeted and subjected to an inspection of a sample of the Safety Equipment Requirements. The inspection is formally recorded, signed by the inspector, and retained by the Swiftsure Inspection Team. Should a boat fail to comply with any item on the inspection list, this is recorded and referred to the PRO who will decide whether a protest action is to be initiated.

A post-race safety inspection is not done for the Swiftsure Inshore Classic competitors but the NoR indicates they are subject to inspection, and this could be undertaken if the RO or PRO were to conclude that a boat appeared to not be in compliance with required safety requirements.

SAFETY EQUIPMENT REQUIREMENTS

Background

Swiftsure's Organizing Authority has designated the Four Long Courses as Category 3 races and the Inshore Classic as Category 4 races under the World Sailing's Offshore Special Regulations (SER). It has modified some of these SER requirements and the modified version is published on the Swiftsure website under Race Info.

When determining what minimum safety equipment requirements will apply to the Four Long Courses and to the Swiftsure Inshore Classic, it is understood that there is no absolute in safety and by the nature of the challenge of sailboat racing there is risk. The goal is to assess potential objective risks with the view of preparing response scenarios should they materialize and reducing subjective risks, which are those mariners can control. The Organizing Authority and PRO also play a role in reducing subjective risks. Compliance with the SERs is ultimately the responsibility of the Person in Charge of each competing boat. This includes secure storage of heavy items, strength of build of the boat, watertight integrity, hull and structure, the boat's safety equipment, crews' personal safety equipment, minimum gear, heavy weather sails, rigging, crew skills for emergency steering methods and COB procedures, and safety training.

The rules for the Four Long Courses identify prescribed circumstances where while on deck all crew must wear life jackets having lights, whistles, tethers, marine grade retro-reflective material, and crotch/thigh straps. In addition, a clause in the Sailing Instructions encourages persons in charge to establish a safety protocol for their crew as to when PFDs are to be worn and tethers used to ensure safety, and 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 over 3 feet, diminished visibility (fog), or when sailing short-handed. It is recognized that requirements may vary depending on the type of boat being sailed. Crotch/thigh straps attached to PFDs are mandatory. This feature is vital in case a COB is/becomes unconscious or is being pulled out of the water via their inflated PFD (to avoid slipping out of it).

Four Long Courses

The rationale for the Four Long Courses being designated as 'Category 3' is that they are "Races across open water, most of which is relatively protected or close to shorelines." The Inshore Classic, Racing Class, is designated 'Category 4': "Short races, close to shore in relatively warm or protected waters normally held in daylight."

While a relative term, it is felt that rescue in the event of an emergency would be quickly available; i.e., within no more than one hour. Racers are in relatively close proximity to each other and would likely be the most immediate resource in the event of an incident involving one of the competing boats. Adjacent boats should become aware of such an emergency as they are required to monitor VHF 16 and DSC will be alerted in the event of activation by another competitor (racers are required to monitor VHF 16). SAR emergency resources are quite readily available throughout the Strait of Juan de Fuca. JRCC tasks the Oak Bay, Sooke, and Victoria Royal Canadian Marine Search & Rescue units (33, 35, and 37) to be available in the event of a SAR related to Swiftsure. JRCC redeploys to the Victoria airport one or two Cormorant helicopters from 442 Squadron for the duration of the Swiftsure race as well as a Coast Guard vessel to be located in the Jordan River area. The Canadian Coast Guard also has a fast response vessel located in the Victoria Inner Harbour. In addition, JRCC is able to task, in coordination with the US Coast Guard, the resources of the US Coast Guard Puget Sound Sector in the event of a SAR incident.

It is noted that the 2023 Southern Straits races hosted by the West Vancouver Yacht Club are designated at Category 3. The racecourses for Southern Straits occur within Georgia Strait, which is also subject to high winds and waves. Also, the Inshore Classic is much shorter in length than Southern Straits' SHORT Course of 64.22 nautical miles. It is considered that SAR resources are more readily available for the Swiftsure International Yacht Race since it does not take place on a Canadian holiday weekend (Southern Straits occurs Easter weekend). Additionally the Port Angeles United States Coast Guard station is near the racecourses, thereby supplementing the Canadian SAR resources in the Strait of Juan de Fuca.

The Organizing Authority has made some modifications to the SERs for monohulls for the Four Long Courses, and the rationale for these changes is as follows:

1. High molecular weight polyethylene (HMPE) lifelines are not permitted on monohulls as, if deteriorated by UV, there could be multiple COB with crew sitting on the high side of the boat while going to windward.
2. A deviation card does not have to be posted as it is assumed that racers will be aware of the accuracy of their compass in the cockpit.
3. Sealed type batteries are not mandatory as it considered unlikely that conditions in the Strait of Juan de Fuca could result in a boat being inverted even during a broach. It is expected that persons in charge will ensure that batteries are in compartments such that they will not fall out during a broach.

4. The requirement for a VHF masthead antenna has been eliminated. While it is considered as highly desirable, the Person in Charge will need to be satisfied that their boat can communicate with the Race Committee and the Coast Guard, and receive communications from VTS if they do not have a masthead antenna. A well-installed VHF antenna on the pushpit connected to a VHF radio via a coaxial cable in excellent condition should provide adequate communication. Past experience has shown that boats without a masthead antenna have been able to communicate as required. Given the receiving capabilities of the US and Canadian Coast Guards, a VHF antenna on the masthead is not thought to be a critical safety issue.

5. Having an AIS Transponder aboard is recommended but not mandatory. This recognizes that a considerable number of competitors, especially in the Juan de Fuca Race, do not have AIS installed and would not be willing to do so for this race only.

6. Clipping points are recommended but not mandatory.

7. Having an EPIRB onboard is recommended but not mandatory. Many boats do not race with EPIRBs in the inshore waters.

8. A grab bag and life raft are not mandatory. Past experience has shown that boats are not abandoned even in severe wind conditions, and it is expected that persons in charge would find safe haven if conditions became dangerous.

9. The requirement for SOLAS flares has been modified to require boats comply with US Coast Guard/Transport Canada requirements (it is noted that the US Coast Guard has developed standards for electric S-O-S Distress Lights and accepts that manufacturers will self-assess their products against these standards). The minimum requirements of US Coast Guard/Transport Canada are accepted because of the relatively close proximity of competitors to each other and the fact that other forms of Mayday communication will be effective from anywhere within the race area.

10. A storm trysail and storm jib are recommended but not mandatory for this race.

11. Safety at Sea training for at least some of the crew on a boat is being recommended but not made mandatory. This exemption is being made because it is felt that a considerable number of boats could not comply and therefore could not enter the race. US Sailing and BC Sailing offer a 2-day Safety at Sea course and since 2019 a one-day course has been offered prior to the Patos Island and Southern Straits Races. It is noted that over 2,500 racers have taken the Safety at Sea course offered by BC Sailing and US Sailing also offers similarly recognized training in Seattle. Thus, safety training is being rolled out among racers. Voluntary compliance with this SER is encouraged.

Swiftsure Inshore Classic

The racecourse is in the vicinity of Juan de Fuca Strait and the Victoria waterfront extending south to William Head far east to Beaumont Shoal and north to D'Arcy Shoals, and crossing a finish line located in Cadboro Bay near the Royal Victoria Yacht Club." This is within the same area where the Royal Victoria Yacht Club's routine year-round long-distance races are sailed. Significantly more SAR resources are readily available for

the Swiftsure Inshore Classic Race than the long distance races in the Greater Victoria area, should an incident occur.

SEARCH AND RESCUE SUPPORT

Enabling the Coast Guard to plan availability of Search and Rescue (SAR) resources during the Swiftsure International Yacht Race is accomplished by promoting excellent relationships and communications with the officer in charge and the supervisor of the JRCC Victoria. The JRCC communicates with the Canadian Coast Guard and the Royal Canadian Air Force 442 Squadron in planning SAR contingency plans, and with the US Coast Guard as the Canadian and US Coast Guards have interoperability arrangements (i.e., either US Coast Guard or Canadian Coast Guard SAR resources, or both agencies at the same time, may be tasked by JRCC in the event of a SAR incident).

The JRCC usually tasks the Royal Canadian Air Force to deploy one or two CH-149 Cormorant helicopters to the Victoria airport to be on standby during the Swiftsure Race. In coordination with the JRCC, the Canadian Coast Guard deploys at least one vessel to the western part of the Strait of Juan de Fuca. The Coast Guard also has a fast response vessel located in the Victoria Inner Harbour which can be tasked. The JRCC tasks the Royal Canadian Marine Search and Rescue Unit 33 (Oak Bay) and Unit 35 (Victoria) to provide safety support at the start of the Swiftsure race. Units 33 and 35 plus Unit 37 (Sooke) are also tasked to be on standby throughout the duration of the race in case of a SAR incident.

In addition, Swiftsure requests the support of a vessel from the Royal Canadian Mounted Police, South Island Integrated Marine Unit, to provide security and safety support during the start of the races.

Swiftsure obtains a marine event permit from the US Coast Guard Sector Puget Sound. This also alerts the USCG about the timing and area covered by the Four Long Courses of the Swiftsure race.

SAFETY REVIEWS

In an effort to encourage continuous improvement, the Organizing Authority ensures that a review of race safety is completed every year. When updating this policy and other applicable race documents, the Organizing Authority considers findings and recommendations from the review.

SUMMARY

Racers in the Swiftsure International Yacht Race can encounter benign or challenging wind and tidal current conditions, and there are always dangers such as commercial traffic and collisions among racers as well as COBs. Therefore, a focus on safety in the organization of the race and in the attitude of participating racers must be ever-present. This needs to continue to be reinforced to skippers at the Skippers' Meeting.

The Safety Equipment Requirements do not mitigate the responsibility of the person in charge to ensure that their boat is well prepared, well crewed, and sailed in a fashion that would be expected of highly competent mariners. These SERs are minimum requirements, and many persons in charge will choose to exceed these standards.

Excellent communications with the JRCC Victoria and other agencies is considered a key aspect of safety, and the advice and support of the JRCC is a necessary component of safety for the race.

GLOSSARY

AIS – Automatic Identification System
CCG – Canadian Coast Guard
CMCC – Canadian Mission Control Centre
DND – Department of National Defence
DNS – Did Not Start (the race)
DSC – Digital Selective Calling
EC – Environment Canada
EPIRB – Emergency Position Indicating Radio Beacon
GMDSS – Global Maritime Distress and Safety System
ISAF – International Sailing Federation, renamed “World Sailing”
JRCC – Joint Rescue Coordination Centre
MCTS – Marine Communications and Traffic Services (CCG)
COB – Crew Overboard
NOAA – National Oceanic & Atmospheric Administration (US)
NoR – Notice of Race
OA – Organizing Authority
ONC – Ocean Network Canada (VENUS and NEPTUNE Canada cabled networks)
ORC – Offshore Racing Council
PFD – Personal Flotation Device
PHRF – Pacific Handicap Racing Fleet
PIC – Person In Charge (of a racing sailboat)
PIYA – Pacific International Yachting Association
PLB – Personal Locator Beacon
PRO – Principal Race Officer
RC – Race Committee
RCAF – Royal Canadian Air Force
RCC – Rescue Coordination Centre
RCMSAR – Royal Canadian Marine Search and Rescue
RCN – Royal Canadian Navy
RO – Race Officer
RRS – Racing Rules of Sailing (“Sail Canada”/International Sailing Federation)
RVYC – Royal Victoria Yacht Club
SAR – Search and Rescue
SER – Safety Equipment Requirements
SI – Sailing Instructions
SOLAS – Safety Of Life At Sea
SPOT – Satellite Personal Tracker assigned to each boat racing in the Four Long Courses of Swiftsure (is not part of GMDSS)
SRU – SAR Response Unit
TC – Transport Canada
USCG – United States Coast Guard
USN – United States Navy
VHF – Very High Frequency (radio)
VTS – Vessel Traffic Service (Sector Puget Sound)
VTS – Vessel Traffic Services (CCG)