



SWIFTSURE INTERNATIONAL YACHT RACE  
Hosted by the Royal Victoria Yacht Club  
May 27-28, 2023  
Victoria, British Columbia



## 2023 SWIFTSURE INTERNATIONAL YACHT RACE

### SAILING INSTRUCTIONS for the SWIFTSURE INSHORE CLASSIC

(See separate Sailing Instructions for The Four Long Courses)

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 will apply (see Appendix A).
- 1.4. [DP] While on deck all crew shall wear life jackets having a light, whistle, marine grade retro-reflective material, crotch/thigh strap, and tether when sustained winds are 25 knots or above, if alone on deck, or while visibility is less than one nautical mile.
- 1.5. 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).
- 1.6. Boats shall comply with the applicable safety requirements as noted in NOR sections 1.3 and 1.4.
- 1.7. A boat whose actions or manoeuvres result in a danger signal (5 or more blasts) from commercial or military traffic are subject to protest from the race committee.
  - 1.7.1. SI Appendix 4 - 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. Appendix 4 contains applicable sections. This changes RRS 56.2.

## 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted on the [Official Notice Board](#) on the Swiftsure International Yacht Race's website before 2000 on Friday May 26.

## 3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors including amendments to these SIs will be posted on the Official Notice Board page on the Swiftsure International Yacht Race's website (the website). Protest notices will be posted on the website as soon as practicable.

## 4. SCHEDULE OF RACES

First Start      Swiftsure Lightship Classic Race for Monohulls and Hein Bank Race for Monohulls  
Second Start    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: Racing Division**  
**Sixth Start     Inshore Classic: Cruising Division**

- 4.1. The sixth start may be combined with fifth start at the discretion of the Race Committee. If the starts are to be combined the numeral pennants for the respective Divisions will be flown concurrently.

## 5. CLASS FLAGS

- 5.1. Swiftsure Lightship Classic Race for Monohulls      Numeral Pennant 1  
    Hein Bank Race for Monohulls                              Numeral Pennant 1  
    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: Racing Division                          Numeral Pennant 5**  
    **Inshore Classic: Cruising Division                        Numeral Pennant 6**
- 5.2. Boats shall fly from their backstays their Class flag. Size of the Class flag shall be approximately 12 inches on the hoist.

## 6. RACING AREAS

- 6.1. Racing will be conducted in the Juan de Fuca Straight (adjacent to the City of Victoria), in southern Haro Strait, and in Oak and Cadboro Bays.

## 7. THE COURSES

- 7.1. The courses will be determined after consideration of the weather prediction and tidal currents.
- 7.2. The course selection will be a number from the listing of courses in Appendix B of these SIs.
- 7.3. There may be a separate course identified for each of the Racing Division and Cruising Division.
- 7.4. The courses will be announced via VHF channel 09 at 0845, Saturday, May 27 and again, prior to the preparatory signal for boats flying Numeral Pennant 5;

and prior to the preparatory signal for boats flying Numeral Pennant 6 (if applicable).

7.5. A boat's failure to monitor VHF channel 09 and hear the announced courses will not be grounds for redress.

## 8. MARKS

8.1. The marks, the rounding sequence, bearing for recording rounding time, and approximate course length are detailed in Appendix B of these SIs.

8.2. When rounding each mark, boats shall record their rounding time on the Inshore Rounding Record form provided when checking in at Swiftsure Centre, in GPS time using the 24-hour clock.

## 9. AREAS THAT ARE OBSTRUCTIONS

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

a) Between Mouat Reef and Gonzales Point which is located north and northeast of Enterprise Channel

b) Between 48° 24.507' N 123° 18.514' W (Prima Rock) and the north extension of the Trial Islands Group

c) Between Fulford Reef and Chatham Island

d) Between Brin Rock and Discovery Island

e) In the Oak Bay Marina and its entrances: west of Emily Islet (north entrance) and the Robson Reef day marker (south entrance).

## 10. THE START

10.1. The races will be started using RRS 26 with the warning signal made 9 minutes before the starting signal. Subject to postponements and general recalls, the warning signal for each race will be made 1 minute after the previous start (see Appendix C).

10.2. The scheduled time of the warning signal for the First Start of the Long Course is 0851 on Saturday May 27, 2023.

10.3. The starting line will be between a staff displaying an orange flag on the signal vessel (motor vessel *G.M. Penman*) and a staff displaying an orange flag on the pin vessel (sailing vessel *Leonore*). Note that the definition of mark states that an object intentionally attached to a mark is part of the mark.

10.4. The starting line will be oriented in an approximate southeast direction. The starting area is that area within 100 meters on either side of the starting line and 50 meters outboard of the signal vessel and the area between the pin vessel and the shore.

10.5. [DP] Boats whose warning signal has not been made shall stay clear of the starting area.

10.6. 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 signal) on VHF channel 09. Failure to broadcast by the race committee or failure of boats to hear the transmissions are not grounds for redress.

10.7. A boat that does not start within 90 minutes after the final starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

10.8. [DP] All boats shall check-in between 0700 and the warning signal for their race by texting `checked in (sail#)` to 778 966-1892. NOTE: boats shall NOT attempt to check-in by sailing past or hailing the signal vessel. Boats failing to check-in may be subject to protest.

10.9. The Race Committee vessels will remain on station after the final start. If all boats have not started 15 minutes following the final start, the vessels may leave their stations and an orange inflatable mark may be set in the location of the respective signals or pin boat or both. Boats starting after the signal's vessels have left must record and report their starting time.

## 11. **SHORTENED COURSE**

11.1. In the event that no boat in a division finishes the course, scoring will be based on Rounding Times at the last mark that at least 25% of the boats in a division rounded.

11.2. The course may be shortened at any of the marks included in Appendix B. The race committee will not display flag S or make any sound signals. This changes RRS 32.

11.3. 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).

## 12. **THE FINISH**

12.1. The finishing line will be between a blue flag flying from the finish boat, (MV Saltshaker a 28' Cutwater), and a yellow inflatable buoy, both anchored in Cadboro Bay adjacent to the Royal Victoria Yacht Club visitor dock.

12.2. Boats shall record their own finishing time, on the supplied Inshore Finish Record card, in GPS time using the 24-hour clock; and if possible, the name and/or sail number of the boat immediately ahead and immediately astern.

12.3. Boats shall NOT radio the race committee at the finish line to advise they are approaching the finish line.

12.4. A photo of the completed finish card (Appendix E) must be sent to [inshore@swiftsure.org](mailto:inshore@swiftsure.org) as soon as practicable after finishing.

Note - If visiting boats require moorage at RVYC they shall call the Dockmaster using VHF 26 on low power to obtain instructions regarding moorage assignments.

## 13. **TIME LIMITS**

13.1. The time limit is 7.5 hours.

## 14. **HEARING REQUESTS**

14.1. Protest forms shall be available from the race committee at the RVYC clubhouse. Completed forms shall be given to the race committee representative. Alternatively, protests and requests for redress can be filed online at: [https://www.racingrulesofsailing.org/protests/new?event\\_id=6276](https://www.racingrulesofsailing.org/protests/new?event_id=6276)

14.2. The protest time limit is the earlier of one hour after the last boat in a division finishes or one hour after the time limit expires.

14.3. Notices will be posted on the [Official Notice Board](#) as soon as practicable after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

- 14.4. Protest hearings will be held in the upstairs boardroom of the Royal Victoria Yacht Club's clubhouse as soon as reasonably possible after all affected parties have finished racing. Hearings may also be held virtually if necessary.
- 14.5. Notices of protests by the race committee, technical committee, or protest committee will be posted on the [Official Notice Board](#) to inform boats under RRS 61.1(b).
- 14.6. RRS Appendix T Arbitration will apply except that T1(b) is modified to read: The post-race penalty shall be 25% of the difference between the corrected time of the first boat and the corrected time of the last boat in the boat's division, to a maximum of 15 minutes, added to the corrected finish time of the boat accepting the penalty.

## 15. SAFETY REGULATIONS

- 15.1. The "International Regulations for Preventing Collisions at Sea (IRPCAS)" Rule 10 applies to traffic separation schemes. Boats in the Swiftsure International Yacht Race shall not impede the passage of any power-driven vessel following a traffic lane.
- 15.2. During times of reduced visibility all boats shall monitor VHF Channel 09 Vessel Traffic Services (VTS) broadcasts in the following circumstances:
  - a) Before entering a VTS Lane; and
  - b) While operating in a VTS Lane or in a VTS Separation Zone.
- 15.3. Loss of floatable personal and boat safety equipment shall be reported to the race committee by email to [comms@swiftsure.org](mailto:comms@swiftsure.org) or by text to 778 966-1982, as soon as practicable after the loss is discovered.
- 15.4. **[DP]** When sustained winds are 25 knots or above, if alone on deck, or while visibility is less than one nautical mile all crew shall wear life jackets having a light, whistle, marine grade retro- reflective material, crotch/thigh strap, and tether.
- 15.5. **[DP]** Boats withdrawing from a race for whatever reason shall notify the race committee on by email to [comms@swiftsure.org](mailto:comms@swiftsure.org) ,by text to 778 966-1892, or on VHF channel 26 to provide their current position and intentions. It is the responsibility of the yacht withdrawing to ensure its withdrawal is received by the race committee. Failure to report withdrawal may result in a protest from the race committee.
- 15.6. **[DP]** As permitted by RRS 42.3(i), a boat may use its engine for propulsion when she is:
  1. 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;
  2. Required to aid another person or vessel in danger, or need of assistance; or
  3. Engaged in search and rescue activities including MOB recovery.If engine propulsion is used, after finishing the race, the boat shall give a written report to the race committee located immediately north of the Royal Victoria Yacht Club's clubhouse. The report shall include time of the incident, duration of use of power, speed, direction, wind and current conditions, the reason for using engine power, and whether or not redress is being requested in relation to b) or c). Use of a boat's engine for reasons other than specified in a), b), or c) may result in a protest.

## 16. **OFFICIAL BOATS**

16.1. Official boats will be marked as follows:

- The signal and pin vessel (start line) – orange flag
- Press and photographer boats – Placard or pink flag indicating 'Press'.
- The finish boat – blue flag.

## 17. **DISCLAIMER OF LIABILITY**

17.1. 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, that 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.

17.2. 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](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.*

# SI ADDENDUM B - Race Course Options for the 2023 Swiftsure Inshore Classic

**MARKS → ALL MARKS SHALL BE ROUNDED TO PORT**

Mark Code	Description	Latitude	Longitude	Bearing to Mark
VH	Quarantine Buoy VH	48:22:521	123:23:567	135 Magnetic
ALBERT	Albert Head ' Orange Tetra	48:23:250	123:27:500	90 Magnetic
PEDDER	Pedder Bay Navy Buoy	48:19:874	123:32:217	90 Magnetic
TRIAL	Trial Island light south end	48:23:642	123:18:213	0 Magnetic
DISC	Discovery Island light south end	48:25:263	123:13:543	0 Magnetic
BEAU	Beaumont Shoals Buoy	48:27:087	123:10:851	270 Magnetic
BROT	Brotchie Ledge Marker	48:24:389	123:23:282	180 Magnetic
ZERO	Zero Rock Marker	48:31:422	123:17:515	180 Magnetic
JOHN	Johnstone Reef Buoy	48:28:756	123:16:363	180 Magnetic
CHAT	Cardinal Buoy NE Chatham Is	48:26.880	123:14.378	180 Magnetic
ODAS	Yellow special purpose buoy "46088" approx. 5nm bearing 238° from Hein Bank	48° 20.000	123° 09.850	180 Magnetic
FINISH	Finish at RVYC Cadboro Bay	48:27:207	123:17:647	

## COURSES:

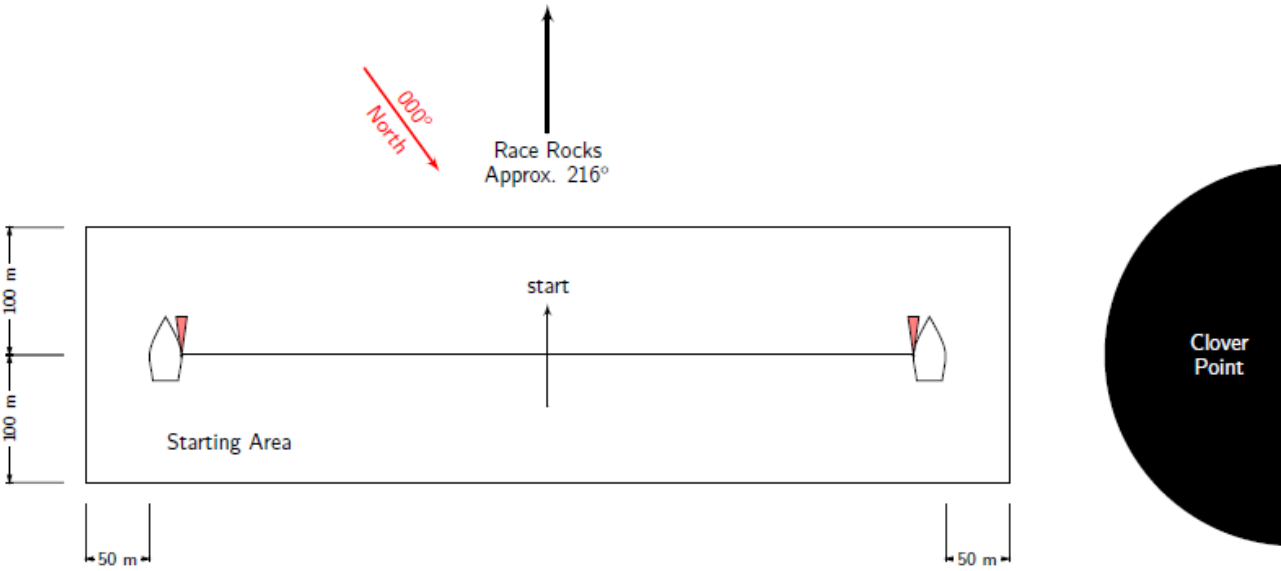
### Marks On Each Course

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

**Courses Announced on VHF 09 Prior to Start**



# SI ADDENDUM C – Starting Area, Races and Signals



## 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	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: Racing Division
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 Division
0946	Prep	"P" flag Raised	Horn	
0949	1-minute	"P" flag Lowered	Horn	
0950	Start	Numeral 6 Lowered	Gun	

## SI ADDENDUM D - APPENDIX TS - Traffic Separation Schemes

*This appendix proposes 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 IRPCAS. Local maritime authorities, however, can make special rules regarding their harbors and roadsteads under rule 1(b) of the IRPCAS. 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 power driven 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 *IRPCAS* 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.*

## SI ADDENDUM E – FINISH CARD

Sail Number and Name of Boat:	Marks of the Course (max 7)	GPS Rounding/Finish Times
_____	1.	_____
_____	2.	_____
<b>Division: Racing or Cruising</b>	3.	_____
_____	4.	_____
_____	5.	_____
<b>Course Number (see chart above for marks):</b>	6.	_____
_____	7.	_____
_____	8.	_____

**NOTE: IN ORDER TO BE SCORED**, please complete the separate REPORTING CARD and send a photo to [inshore@swiftsure.org](mailto:inshore@swiftsure.org) per SI 12.4. Please title the email. <yourboatname> finish card.