



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 FOUR LONG COURSES

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

The notation '[NP]' in a rule 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 is governed by the rules as defined in [Racing Rules of Sailing \("RRS"\)](#).
- 1.2. The RRS are changed as follows:
 - 1.2.1. If any part of a boat's hull is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel 09. Failure to make a broadcast or to time it accurately will not be grounds for redress. This changes RRS 62.1(a).
- 1.3. The [prescriptions of Sail Canada](#) shall apply (see SI Addendum A).
- 1.4. RRS Appendix RV, Reduced Visibility, provided in SI Addendum B, replaces RRS Part 2 between sunset and sunrise for determination of the right of way between boats.
- 1.5. [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.
- 1.6. Commencing at the time 30 minutes prior to the warning signal for the First Start and at all times while racing, a boat shall not operate or receive images or media from a drone (UAV).

- 1.7. A boat whose actions or manoeuvres result in a danger signal (5 or more blasts) from commercial or military traffic are subject to protest from the race committee.
 - 1.7.1. SI Addendum C 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. Addendum C contains applicable sections. This changes RRS 56.2.
- 1.8. **[NP][DP]** Monohull boats shall comply with the World Sailing Special Regulations (OSRs) as per 1.3 of the Notice of Race and as posted on the Swiftsure Website. A boat that fails inspection shall be assessed a corrected time penalty without a hearing. This changes RRS A5.
- 1.9. **[NP][DP]** Multihull boats shall comply with the World Sailing Special Regulations as per 1.4 of the Notice of Race and as posted on the Swiftsure Website. A boat that fails inspection shall be assessed a corrected time penalty without a hearing. This changes RRS A5.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the Sailing Instructions will be posted on the [Official Notice Board](#) 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

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. COURSES

- 6.1. The Swiftsure Lightship Classic Race for Monohulls. From a starting line at Clover Point, leaving a mark at Swiftsure Bank to port, and crossing a finish line across the Victoria Harbour.
- 6.2. The Hein Bank Race for Monohulls. From a starting line at Clover Point, leaving a mark at Neah Bay to port, leaving the ODAS 46088 buoy to port, and crossing a finish line across the Victoria Harbour.
- 6.3. The Cape Flattery Race for Monohulls. From a starting line at Clover Point, leaving a mark at Neah Bay to port, and crossing a finish line across the Victoria Harbour.
- 6.4. The Juan de Fuca Race for Monohulls. From a starting line at Clover Point, leaving a mark at Clallam Bay to port, and crossing a finish line across the Victoria Harbour.
- 6.5. The Juan de Fuca Race for Multihulls From a starting line at Clover Point, leaving a mark at Clallam Bay to port, and crossing a finish line across the Victoria Harbour.

7. MARKS

- 7.1. **Swiftsure Bank Mark** – the Swiftsure Lightship Classic Race for Monohulls rounding mark will be a waypoint at position 48° 33.00 N, 125° 00.00 W. This is a virtual geographic position on the water defined by WGS84 latitude and longitude coordinates.
- 7.2. **Neah Bay Mark** – the Cape Flattery Race for Monohulls, Cape Flattery Race for Multihulls, and the first mark for the Hein Bank Race for Monohulls will be an anchored vessel located near the entrance to Neah Bay in Washington State in approximate position 48° 22.84N, 124° 35.00W. To assist in locating the mark, the mark vessel (*MV GM Penman*) will fly an orange flag and display a yellow flashing light at night.
- 7.3. **Hein Bank Mark** – the second mark for the Hein Bank Race for Monohulls is an ODAS buoy specifically identified as “46088” and with a yellow flashing light [Y FL (4) Y 20S] in approximate position 48° 20.00’ N, 123° 10.70 W (located approximately 6 nautical miles bearing approximately 250° magnetic from Hein Bank).
- 7.4. **Clallam Bay Mark** – the Juan de Fuca Race for Monohulls, and the Juan de Fuca Race for Multihulls rounding mark will be a green navigational buoy (identified as G “1” Fl G 4s) in approximate position 48° 16.10N, 124° 15.50W, lying northwest of Slip Point at the eastern entrance to Clallam Bay. Competitors are advised to check their chart prior to rounding and familiarize themselves with the extent of the navigable water in the vicinity of this mark.

8. PROCEDURES FOR ROUNDING MARKS

- 8.1. When rounding the Swiftsure Bank, Neah Bay, or Clallam Bay marks, each boat shall record, on the supplied Rounding & Finish Record card, in GPS time using the 24-hour clock, the rounding time when the rounding mark bears 0 degrees magnetic. If the mark is a vessel the time shall be recorded when the orange flag on the vessel bears 0 degrees magnetic.

- 8.2. When rounding the Swiftsure Bank virtual mark each boat shall also record an image, on a smart phone or other digital device, of the boat's GPS showing the required latitude and longitude of the respective position as noted in section 7.1. If the image does not show the exact position as specified, the image must indicate that a position west and/or south (as applicable) of the specified coordinate was reached. This image may be required at the inspection dock at the end of the race, or upon the request of the race committee to confirm the rounding.
- 8.3. When rounding the Hein Bank mark, each boat shall record the rounding time when the mark bears 180 degrees magnetic.
- 8.4. If the mark vessel is not in position in Neah Bay at the location noted in section 7.2 at the time a boat is ready to round that mark, the boat shall round the latitude and longitude position for that mark. This changes RRS 34. Each boat shall also record an image, on a smart phone or other digital device, of the boat's GPS showing the required latitude and longitude of the respective position as noted in section 7.1. If the image does not show the exact position as specified, the image must indicate that a position west and/or south (as applicable) of the specified coordinate was reached. This image may be required at the inspection dock at the end of the race, or upon the request of the race committee to confirm the rounding.

9. THE START

- 9.1. The races will be started using RRS 26 with the warning signal made 9 minutes before the starting signal. Subject to postponements and general recalls, the warning signal for each race will be made 1 minute after the previous start (see SI Addendum E).
- 9.2. The scheduled time of the warning signal for the First Start is 0851 on Saturday May 27, 2023.
- 9.3. 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.
- 9.4. 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.
- 9.5. [DP] Boats whose warning signal has not been made shall stay clear of the starting area.
- 9.6. 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.
- 9.7. 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.

- 9.8. [DP] All boats shall check-in between 0700 and the warning signal for their race (See SI Addendum E, Races and Signals) by verifying that their boat is showing on the Tracker System (at Swiftsure.org). If your boat is showing on the tracker, no further action is required. Any boat not showing on the Tracker System shall contact Swiftsure HQ by calling 778 966-1892 to check in. 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.
- 9.9. 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 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.

10. **CHANGE OF COURSE**

- 10.1. As per Notice of Race section 8.1.1, the Swiftsure Lightship Classic course may be changed by announcement by the Principal Race Officer at the Skipper's meeting on May 26. If this change of course is announced the Swiftsure rounding mark identified in SI 7.1 will be replaced by a new rounding mark. The new rounding mark will be the yellow traffic separation buoy (JA Fl Y 2.5s) located at the western entrance to Juan de Fuca Strait in approximate position 48° 29.60N 124° 43.60W
- 10.2. It shall be rounded to port. Provisions in respect of rounding virtual marks will not be applicable at this mark, as the new mark is a fixed navigational buoy.
- 10.3. If the shorter course is used, results will be eligible for all Swiftsure Lightship Classic prizes; however, course times are not eligible for consideration as Swiftsure records.

11. **SHORTENED COURSE**

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

12. **THE FINISH**

PLEASE NOTE that finishing can be very difficult on a long finishing line; this is complicated by extensive finishes in the dark, the race committee not being stationed on the breakwater, and the presence of significant marine traffic. Competitors are advised to follow the directions in this section closely to help ensure finishes are accurately recorded.

- 12.1. The finishing line will be a line running across the Victoria Harbour entrance between the white pyramidal concrete tower displaying a flashing white light at a height of 12 meters (40 feet) above high water on the westerly end of the

Ogden Point Breakwater (approximate position 48° 24.81' N, 123° 23.56' W) and an orange flag (bright dual yellow flashing light during darkness) on the west side of the harbour (where race committee is stationed) located approximately at 48° 25.08' N, 123° 24.22' W (see SI Addendum C).

- 12.2. **All boats shall contact the race committee when approaching the finishing line** on VHF channel 06, using low power, prior to reaching the Ogden Point Breakwater **2 miles from the finishing line** to assist with identification. Boats shall identify themselves by their boat name and sail number.
- 12.3. Boats finishing after dark shall make every effort to ensure their sail numbers are identifiable by shining a light on the port side of their sails while crossing the finishing line (so sail numbers are more visible to the race committee at the west end of the finish line).
- 12.4. A sound signal may be made for each finishing boat. Failure to provide a sound signal is not an indication that a boat did not successfully finish.
- 12.5. The Race Committee shall attempt to confirm the finish of a boat by VHF radio. Failure to provide such confirmation is not an indication of a boat not finishing properly, nor grounds for redress.
- 12.6. Boats shall record their own finishing time, on the supplied Rounding & Finish Record card, in GPS time using the 24-hour clock (and if possible, the name or sail number of the boat immediately ahead and immediately astern). This card shall be submitted to the Inspection Dock.
- 12.7. Early finishers are advised that three cruise ships are schedule to depart the Victoria Harbour between 2300 and 2400 on Saturday the 27th , and one cruise ship at 2200 on Sunday the 28th . Finishers must exercise extreme caution, particularly on the eastern (breakwater) end of the finish line during this period of increased commercial activity.

13. **POSITION REPORTING**

- 13.1. Position reports are to be given to the race committee as follows:
 - 13.1.1. Boats in the Swiftsure Lightship Classic Race shall report as soon as reasonably possible their position to the race committee when crossing 124° 40.00' W, when both outbound and inbound. At the time of the inbound reporting, they shall also report their mark rounding time.
 - 13.1.2. Boats in the Cape Flattery Race for Monohulls and Cape Flattery Race for Multihulls shall report their rounding time as soon as reasonably possible, after rounding the Neah Bay Mark.
 - 13.1.3. Boats in the Hein Bank Race shall report their rounding time as soon as reasonably possible after rounding the Neah Bay mark, and after rounding the Hein Bank mark (ODAS 46088).
 - 13.1.4. Boats in the Juan de Fuca Race for Monohulls and Juan de Fuca Race for Multihulls shall report as soon as reasonably possible their rounding time after rounding the Clallam Bay mark.
 - 13.1.5. **[DP]** Boats failing to report their positions as required in this section may be subject to protest.

13.1.6. Position reports shall be provided by text to 778 966-1892. See SI Addendum G for additional communications information.

14. **TIME LIMITS**

- 14.1. The time limit for all races will be 2400 on Sunday, May 28. If no boat in a particular division (or race, if it comprises only one division) has finished within the time limit, the time of rounding the Swiftsure Bank mark (or new mark as per SI 10.1), the Neah Bay mark, the ODAS 46088 (Hein Bank) mark, or the Clallam Bay mark (as applicable), will be used to determine the results for that particular division or race for all boats that rounded (see section 11).
- 14.2. Any boat failing to round the Swiftsure Bank mark (or change mark as described by SI 10.1) by 1400 on Sunday, May 28 or failing to round the Neah Bay mark or the Clallam Bay mark by 1200 on Sunday, May 28 will be recorded as DNF.
- 14.3. There is no time limit for rounding the ODAS 46088 (Hein Bank) mark.

15. **HEARING REQUESTS**

- 15.1. Protest forms are available at the Inspection Dock at Ship Point in Victoria's Inner Harbour. Protests and requests for redress shall be delivered there within the protest time limit. Alternatively, protests and requests for redress can be filed online at:
https://www.racingrulesofsailing.org/protests/new?event_id=6276
- 15.2. The protest time limit is 3 hours after the boat has finished its race or has withdrawn from its race.
- 15.3. In the event of a complaint by Vessel Traffic, CCG, USCG or any other government authority, the protest time limit will be extended up to three (3) days after the conclusion of the event. This changes RRS 60.2(a) and RRS 61.3."
- 15.4. Notices will be posted on the Official Notice Board as soon as reasonably possible but no later than 1800 on Sunday May 28 to inform competitors of hearings in which they are parties or named as witnesses. Notices related to protest forms received after that time will be posted as soon as reasonably possible but no later than 0930 on Monday May 29. The location of protest hearings will be posted with the hearing schedule – virtual hearings may be held. It is intended that all hearings will be conducted as soon as possible after the parties have completed racing. It is the parties' responsibility to have a representative available at the scheduled time.
- 15.5. 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).
- 15.6. 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 40 minutes, added to the corrected finish time of the boat accepting the penalty.

16. SAFETY REGULATIONS

- 16.1. SI ADDENDUM B – APPENDIX RV - REDUCED VISIBILITY RACING RULES are applicable.
- 16.2. [DP] All boats shall monitor VHF channel 09 for Vessel Traffic Services (“VTS”) broadcasts in the following circumstances, even if monitoring AIS:
 - Before entering a VTS Lane; and
 - While operating in a VTS Lane or in a VTS Separation Zone.VTS broadcasts occur at 15 minutes and 45 minutes past the hour.
- 16.3. See SI Addendum I for special regulations applicable while racing in USA waters.
- 16.4. Loss of floatable personal and boat safety equipment shall be reported to the race committee by email to comms@swiftsure.org or by text to 778 966-1892, as soon as practicable after the loss is discovered.
- 16.5. All boats shall mount Swiftsure-issued SPOT transponders on their boats and shall operate them in the prescribed manner (see SI Addendum H for instructions).
 - 16.5.1. **[DP]** As the SPOT transponder is an integral part of race safety, boats that fail to turn on the transponder prior to the start of the race, or to restart the transponder upon rounding a turning mark (as required in SI Addendum D), or boats that turn off the transponder (other than during the restart procedure) during the race may be subject to protest.
 - 16.5.2. [DP] If a SPOT unit on a boat is not transmitting and the race committee is unable to contact that boat or otherwise determine its safe status, the race committee may request that VTS make a broadcast on VHF channel 16 for the boat to contact the race committee. This request will also be added to the VTS commercial traffic advisory broadcasts on VHF channel 09. If no contact is established, then the Joint Rescue Coordination Centre (JRCC) in Victoria may be advised of the situation and they may take SAR action as they deem appropriate. The race committee may protest a boat if the JRCC is so notified.
- 16.6. [DP] Boats withdrawing from a race for whatever reason shall notify the race committee on by email to 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.
- 16.7. Boats that withdraw from a race shall continue to monitor VHF 26 and leave their SPOT transponder turned on until they reach a safe haven.
- 16.8. As permitted by RRS 42.3(i), a boat may use its engine for propulsion when she is:
 - a) In danger of being run down or impeding commercial or other traffic, in which case she may use engine propulsion to gain a safe position;
 - b) Required to aid another person or vessel in danger or need of assistance;
or
 - c) Engaged in search and rescue activities including MOB recovery.

16.9. [DP] If engine propulsion is used, after finishing the race the boat shall give a written report to the race committee at the Inspection Dock. The report shall include time of incident, duration of use of power, speed, direction, wind and current conditions, the reason for using engine power, and whether 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 from the race committee.

17. **[DP] REPLACEMENT OF CREW**

17.1. Changes of crew (additions and deletions) will be allowed up to the warning signal for a boat's start provided that the race committee is advised of all changes. After the person in charge has checked-in at Swiftsure Centre, a boat may advise the race committee of crew changes by email to comms@swiftsure.org or by text to 778 966-1892.

18. **[NP][DP] EQUIPMENT CHECKS**

18.1. Prior to the start of the race a member of the race committee or technical committee may inspect a boat. A boat that is found to not be in compliance with either Rule 1.8 or 1.9 of these SIs may be deemed to be ineligible to race unless the items not in compliance are corrected prior to 1800 on May 26, 2022.

18.2. After finishing, all boats shall proceed directly to the Inspection Dock located at Ship Point in the Victoria Inner Harbour (marked by a "Swiftsure Inspection" banner and at night by a flashing amber light). Boats that fail to proceed directly to the Inspection Dock may be subject to protest by the Race Committee.

18.3. At the Inspection Dock, monohull boats will be inspected for compliance with the Safety Equipment Requirements as outlined in 1.8 of these SIs, and multihull boats will be inspected for compliance with the Safety Equipment Requirements as outlined in 1.9 of these SIs.

18.4. At the Inspection Dock, boats will submit their completed Rounding and Finish Record Card and return their SPOT unit.

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

19. **OFFICIAL VESSELS**

19.1. Official vessels will be marked as follows:

- The Signal and Pin vessel (start line) – orange flag
- Press and photographer boats – Placard or pink flag indicating 'Press'
- Neah Bay Mark vessels – orange flag and at night one or more yellow flashing lights

20. **[NP] RADIO COMMUNICATION**

20.1. The transmission or receipt while racing of any communication for the direct or indirect benefit of an individual boat is prohibited, per RRS 41. Boats may receive weather information and fleet position information in any form, providing that the information is public and in a form that is available to anyone without charge. Communication, including electronic and mobile phone communications, required in order to comply with the NoR and SIs for the

Swiftsure International Yacht Race or for personal messages not related to a boat's performance in the race is permitted.

- 20.2. Boats shall monitor VHF channel 16 at all times. DSC monitoring shall be considered as compliant with this requirement.
- 20.3. Boats shall also monitor VHF channel 26 (Canadian or International Mode) at all times from one half hour after their start until after crossing the finish line.
- 20.4. Boats should monitor VHF channel 09 during the race starts.
- 20.5. See SI Addendum G for a summary of communications for the race.

21. **[NP] CELLULAR PHONE COMMUNICATION**

- 21.1. All competitors shall have a designated cellular phone onboard capable of transmitting and receiving voice and text messages in both the USA and Canada, and thereby able to access all the coverage now provided over the Juan de Fuca Strait by both the Canadian and US based carriers (i.e., you will need a roaming package).
- 21.2. The designated phone shall be kept charged and be kept turned on and thereby able to alert the designated crew to incoming messages.
- 21.3. The number for the designated cellular phone for each boat shall be provided upon check-in.
- 21.4. The race committee cellular phone is 778 966-1892.

22. **RISK STATEMENT**

- 22.1. 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.
- 22.2. Notice is hereby given to all participants including spectators, officials, and others that they participate in this event solely at their own risk.

SI ADDENDUM A – Sail Canada Prescriptions 2021-24

Rule 46 – Person in Charge

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

Rule 61.2 – Protest Contents

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

Rule 67 – Damages

Sail Canada prescribes that a boat that has been found by a protest committee to have broken a rule and caused damage shall be considered at fault for the purposes of rule 67.

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

Sail Canada so prescribes.

Rule 86.3 – Changes to the Racing Rules

Sail Canada so prescribes.

Rule 88.2 – Changes to Prescriptions

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

Rule 91(b) – Protest Committee

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

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

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

Sail Canada so prescribes.

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

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

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

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

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

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

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

SI ADDENDUM B – 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.

SI ADDENDUM C

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 **rac**ing. 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 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*:

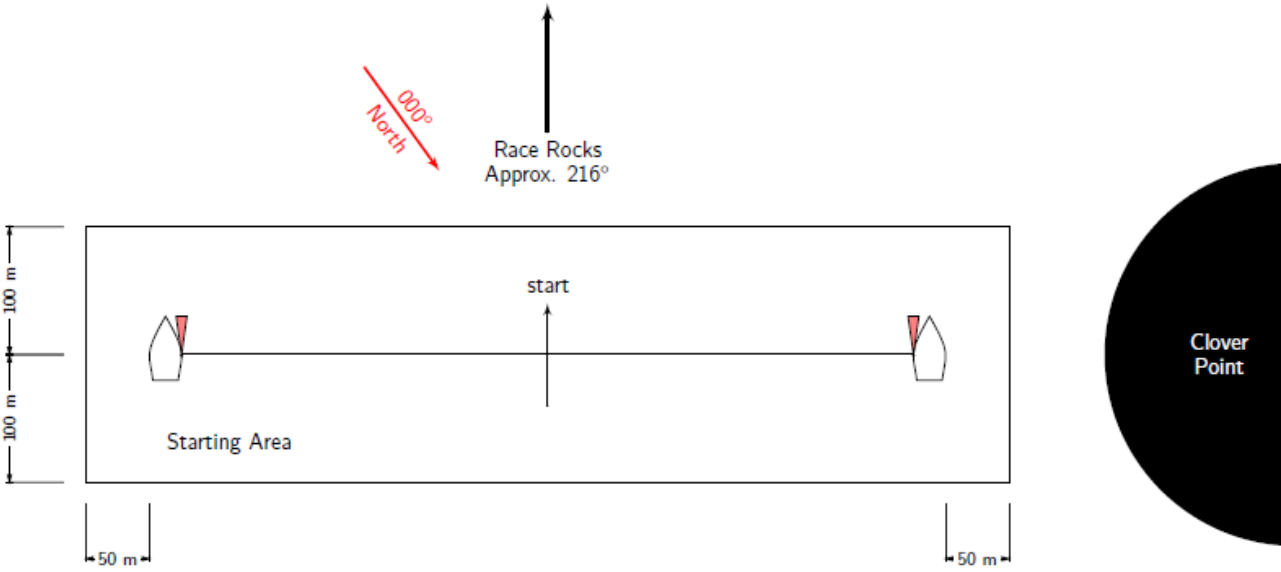
Waypoint A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

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.

SI ADDENDUM E
START AREA and START SIGNALS

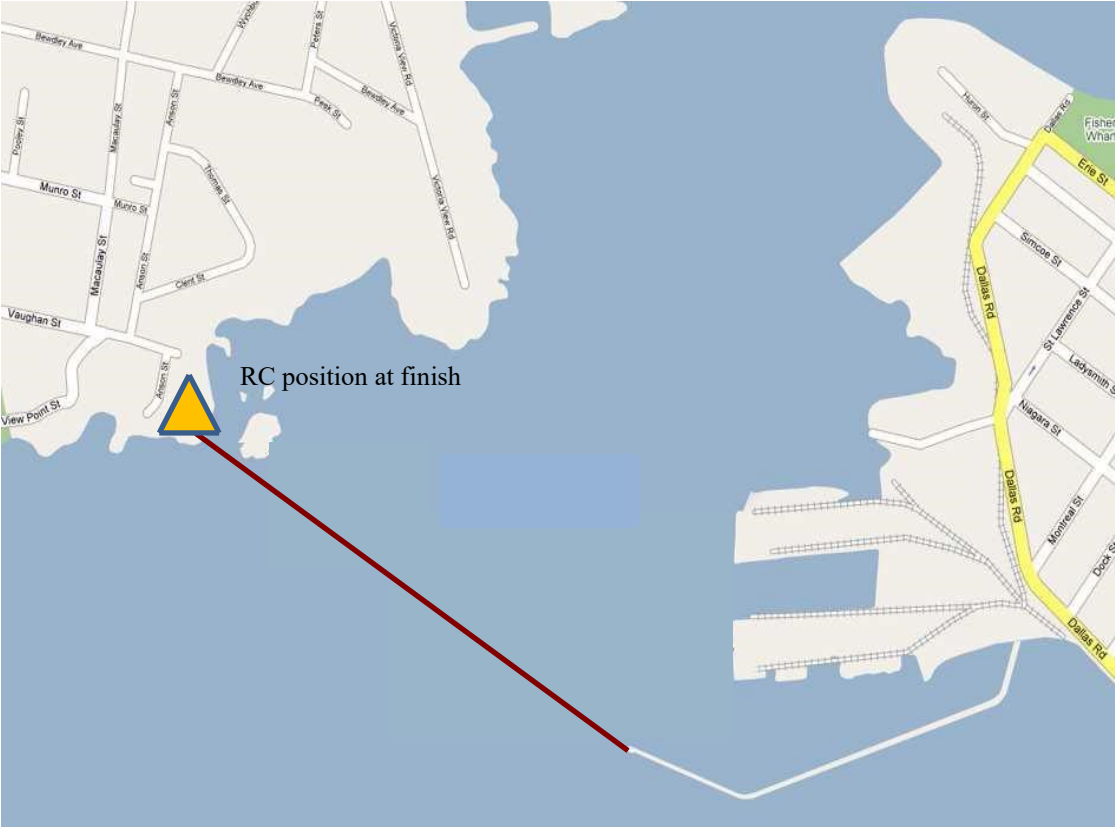


Races and Signals

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 F –
Swiftsure International Yacht Race – Finishing Line**



SI ADDENDUM G–COMMUNICATIONS

1. **Marine 06** – Contact Neah Bay Mark Rounding Vessel and Finish Line. Hail “Neah Bay Mark, or Swiftsure Finish Line as applicable on low power. (SI 8.1.1 and SI 11.2)
2. **Marine 09** – Listen to race committee broadcast each of the race starts (SI 9.7) and monitor Vessel Traffic Services’ half hourly report of vessel traffic in all of Strait of Juan de Fuca race area (SI 15.2).
3. **Marine 16** – Distress and Calling, and race committee contact boats using DSC.
4. **Marine 26**, Canadian or International Mode (Duplex) - Contact race committee (Hail “Race Committee”) or the race committee contact the race fleet or an individual boat.
5. **Marine 70** – Digital Selective Calling used by race committee to contact racers.

Should you have a safety concern as you transit across the traffic lanes and need to communicate with Vessel Traffic Services or commercial vessels, use one of the following three channels depending on the location you are in:

6. **Marine 11** – Victoria Traffic and vessels participating in the Co-operative Vessel Traffic Services Area of Operation (all Canadian and United States waters north and east of a line from Church Point to Race Rocks light to the intersection of the Canada/United States International boundary to Hein Bank light and bell buoy to Cattle Point including all of Haro Strait, Boundary Passage and the southern portion of the Strait of Georgia)
7. **Marine 5A** – Seattle Traffic and vessels participating in the Co-operative Vessel Traffic Services Area of Operation (all Canadian and United States waters from 124°40’00”W which intersects the Canadian and United States shorelines thence easterly through the Juan de Fuca Strait, including all waters south and east of a line from Church Point to Race Rocks light to the intersection of the Canada/United States International boundary to Hein Bank light and bell buoy to Cattle Point, and south of a line from Patos Island to Alden Bank lighted gong buoy "A" and north to the 49th parallel, including the United States Gulf Island waters)
8. **Marine 74** – Prince Rupert Traffic and vessels participating in the Co-operative Vessel Traffic Services Area of Operation (from 124°40’00W in Juan de Fuca Strait westward to 125°15’00” W and intersecting to the south to 48°00N from the west coast of Washington State).

VTS Special Swiftsure Race Broadcasts

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

Additional Communication Information

1. Boats shall **monitor VHF channel 16 at all times**. DSC monitoring shall be considered compliant.
2. Boats **shall monitor VHF channel 26 at all times** subsequent to one half hour after their start until after crossing the finish line.
3. When calling on **VHF channel 26 west of Cape Flattery** boats will likely be outside the radio repeater’s range and may not receive a response from Race Committee. If repeated attempts to make contact on VHF channel 26 are unsuccessful, a boat should try reaching the mark rounding vessel at Neah Bay on VHF channel 06 and they will forward messages to the race committee through the Amateur repeater system.

4. After the person in charge has checked-in at Swiftsure Centre, a boat may advise the Race Committee of crew changes by email to comms@swiftsure.org.
5. Position reports as required under SI 13 are to be given to the race committee by cellular text to 778 966-1892 including the following information.
 - SAIL NUMBER/day of the week/ROUNDING or REPORTING TIME/REPORT number
 - Format: (XXXXX/Sat/ 00:00:00/REP#).
 - Example: (74747/Sat/20:15:40/REP1)

*Note - If the division requires two reports, please indicate as first or second report (or rounding) as applicable.
6. The race committee will advise using VHF 26 if a mark is not in the identified position or displaying the lights as outlined in section 7.
7. Boats shall give the Swiftsure finish line advance notice of their approach to the finish approximately two nautical miles from the finish line on VHF channel 06 using low power.
8. Boats shall report to the race committee any loss of floatable personal and boat safety equipment by email to comms@swiftsure.org, text to 778 966-1892, or on VHF 26.
9. Boats that withdraw from the race shall continue to monitor VHF 26 and leave their SPOT unit turned on until they reach safe haven.
10. If intending to file a protest, boats that have withdrawn from their race and are unable to deliver their protest form to the Inspection Dock within 3 hours of withdrawal shall contact the race committee by email to comms@swiftsure.org.

Emergency Communications

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

Assistance After the Race

- If a boat is about to drift into one of the seaplane taxiways or runways in Victoria Harbour, it should immediately contact the Victoria Harbourmaster on VHF channel 18A (US mode).
- Emergency assistance should be requested from the Coast Guard on VHF channel 16.

SI ADDENDUM H – SPOT Transponders Instructions for Mounting and Use

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

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

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

3 Protection of Whales

Washington State Law, RCW 77.15.740 makes it illegal to:

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