



SWIFTSURE INTERNATIONAL YACHT RACE

Hosted by the Royal Victoria Yacht Club

May 25-26, 2024

Victoria, British Columbia



The Royal Victoria Yacht Club is pleased to announce details for the **79th** running of the Swiftsure International Yacht Race and extends a cordial invitation to **monohull** boats with a PHRF or ORC handicap and to **multihulls** with a PHRF handicap which meet the eligibility requirements specified in this Notice of Race.

NOTICE OF RACE FOR THE THREE SWIFTSURE LONG COURSES SWIFTSURE LIGHTSHIP CLASSIC, CAPE FLATTERY RACES, AND JUAN DE FUCA RACES

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

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

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

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing*.
 - 1.1.1. The prescriptions of Sail Canada apply. The full text of the Sail Canada Prescriptions is provided in Addendum A, and may also be accessed via the link: [Sail Canada Prescriptions](#).
- 1.2. [DP] Monohulls and Multihulls racing under PHRF or ORC Handicap systems shall comply with the requirements as indicated in the **World Sailing Offshore Special Regulations (OSRs) for Monohulls and Multihulls Category 3 (as appropriate)** as amended by B.C. Sailing and/or the Swiftsure Organizing Authority, and posted on the [Official Notice Board](#) of the Swiftsure website.
- 1.3. RRS Appendix RV, Reduced Visibility, provided in Addendum B, replaces RRS Part 2 between sunset and sunrise for determination of the right of way between boats.
- 1.4. [DP] RRS Appendix TS, Traffic Separation Schemes, Version 2, Section A and TS1 apply to the following: Strait of Juan de Fuca Precautionary Area, Strait of Juan de Fuca Entrance, and Strait of Juan de Fuca. NoR Addendum C, contains applicable sections of Appendix TS. This changes RRS 56.2.
- 1.5. Autopilot mechanisms are permitted for use by boats sailing double-handed. This changes RRS 52.
- 1.6. [DP] Boats with an electronic means of navigation shall also have charts for the area in which they will be racing on board.
- 1.7. [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.

- 1.8. [DP] Boats shall display their official sail numbers on both the port and starboard lifelines or hull while racing. Size of letters and numbers shall be similar to that required in the RRS Appendix G1.2(b) for sail numbers.
- 1.9. Boats which intend to fly sails that display numbers other than the boat's official sail number shall report those numbers to the Race Committee by **1800 Friday May 24**.
- 1.10. Boats shall fly from their backstays the following International Code Numeral Pennants:
 - 1.10.1. **Pennant 1** – Swiftsure Lightship Classic
 - 1.10.2. **Pennant 2** – Cape Flattery Race
 - 1.10.3. **Pennant 3** – Juan de Fuca Race for Multihulls
 - 1.10.4. **Pennant 4** – Juan de Fuca Race for Monohulls
- 1.11. **[DP] Race participants will be required to download the [Kwindoo Race Tracking application for Racers](#) on to a designated smartphone. These designated smartphones shall have international data roaming capability and a form of external battery charging support to remain on for the duration of the race.**
- 1.12. RRS Appendix T, Arbitration, applies except that T1(b) is modified to read: The post-race penalty shall be 25% of the difference between the corrected time of the first boat and the corrected time of the last boat in the boat's division, to a maximum of 40 minutes, added to the corrected finish time of the boat accepting the penalty.
- 1.13. If virtual marks are utilized "RRS Appendix WP, Rules for Racing Around Waypoints" will apply. See Addendum D.

2. SAILING INSTRUCTIONS

- 2.1. The Sailing Instructions will be available online after **Monday, May 13** on the Swiftsure website at the Race Info, [Sailing Instructions](#) page. Competitors will be required to print their own copy or save the file to their personal electronic device. **No printed copies of the Sailing Instructions will be available at check-in.**
- 2.2. All amendments to the Sailing Instructions issued after **Monday May 13** will be posted online in the Race Info, [Sailing Instructions](#) page.

3. COMMUNICATION

- 3.1. The [Official Notice Board](#) is online under Race Info.

4. ELIGIBILITY AND ENTRY

- 4.1. Entry is open to all monohull and multihull boats which meet the Safety Equipment Requirements identified in this Notice of Race.
- 4.2. *Monohull* and *Multihull* Boats Racing under *PHRF NW* Handicap or ORC:
 - 4.2.1. Monohull and Multihull boats shall have either a valid PHRF Northwest certificate or an ORC (Club or International) Certificate. **Registered BC PHRF rated boats will automatically receive a PHRF Northwest certificate provided free of charge by the Swiftsure 2024 Committee.**
 - 4.2.2. Swiftsure Lightship Classic entries shall have a PHRF rating of 100 or faster.
 - 4.2.3. Juan de Fuca Monohull entries shall have a PHRF rating of 60 or slower.
 - 4.2.4. In the event that a boat's PHRF or ORC rating has been changed after the entry has been accepted, the OA shall be advised by emailing registrar@swiftsure.org. No rating changes will be accepted after **1700 on Friday May 17**.

- 4.3. Monohull boats racing in the Swiftsure Lightship Classic may be split into divisions. Monohull boats in the Cape Flattery and Juan de Fuca Races may be split into Heavy, Light, and Double-handed classes, and each class may be further split into divisions. Multihull boats in the Juan de Fuca courses may be split into divisions.
- 4.4. Where there are insufficient registrants in specific races, classes, or divisions, the OA may not proceed with that category. Where practicable, materially impacted applicants will be contacted with alternatives prior to assignment into a different category.
- 4.5. The OA is offering **Double-handed monohull** divisions if there are at least five such boats registered in the Juan de Fuca Race and/or the Cape Flattery Race. The Double-handed entrants will be eligible for First to Round and First Overall in these races. If there are fewer than five Double-handed entries in either of these races, the OA will move those boats into a different Division as per 4.4. NoR 1.5 will still apply.
- 4.6. Preliminary class and division assignments will be made and posted on the Swiftsure website under Registration, [Registered Yachts](#), by **0800 Monday May 20**, but will not be made final until **1800 Friday May 24**.
- 4.7. Boats may enter by [registering online](#) beginning **Friday, March 1**.
- 4.8. The deadline for registering and payment of fees is **Friday May 17**. Late entries will be accepted at the sole discretion of the OA.
- 4.9. The Swiftsure Registrar will notify entrants of acceptance or rejection, subject to verification of ratings and payment of the registration fee.
- 4.10. [DP] **As a critical part of safety, boats shall provide an accurate crew list. Crew shall not name other persons on the yacht or in the race as their emergency contact. Crew updates and substitutions may be made online.**
- 4.11. A request to change the race in which a boat has been registered must be made by email to registrar@swiftsure.org before **noon on Monday May 20** and shall be subject to approval by the OA.

5. FEES

- 5.1. **Early Bird:** if received **at or before midnight Friday April 26** the entry fee is **CAD \$7.85** per foot of length overall. Federal GST of 5% will be added.
- 5.2. **Regular:** if received **after midnight Friday April 26** the entry fee is **CAD \$9.30** per foot of length overall. Federal GST of 5% will be added.
- 5.3. Fee payment may be made via credit card through PayPal during registration, or by Royal Victoria Yacht Club member account. Credit card payments made through PayPal will be automatically exchanged from US to Canadian dollars (where applicable) during the credit card transaction.

6. SCHEDULE

- 6.1. Entry deadline and rating changes: **Friday May 17**.
- 6.2. Registered skippers check-in and collect their race packages at Swiftsure Centre: **1000 to 1800 on Friday May 24**
- 6.3. The 2023 Awards Ceremony, Skippers' Meeting and the weather and current briefing will be held between **1400 and 1730 on Friday May 24** in the lower level of the Strathcona Hotel, 919 Douglas Street, Victoria.
- 6.4. Swiftsure racers pre-race party: See [Racer Key Dates](#) on the Swiftsure website after **Wednesday May 1**.
- 6.5. Start of Swiftsure International Yacht Race: **Saturday May 25**. The first Warning signal is scheduled for 0950, with the first start at 1000.
- 6.6. Race time limit: **2400 (midnight) on Sunday May 26** for all Long Courses.

7. EQUIPMENT INSPECTION

- 7.1. Prior to the start of the race, a member of the Race Committee or Inspections Team may inspect a boat. A boat that is found to not be in compliance with NoR 1.2 may be deemed to be ineligible to race unless the items not in compliance are corrected prior to **1800 on Friday May 24**.
- 7.2. [DP] After finishing, all boats shall proceed directly to the Inspection Dock located at Ship Point in the Victoria Inner Harbour (marked by a "Swiftsure Inspection" banner and also at night by a flashing amber light).
- 7.3. At the Inspection Dock, boats may be inspected for compliance with the Safety Equipment Requirements as outlined in in NoR 1.2.

8. VENUE

- 8.1. Racing will be conducted in the Juan de Fuca Strait and its western approaches.
- 8.2. Race headquarters, moorage, and the inspection dock will be in Victoria's Inner Harbour.
- 8.3. The start line will be located immediately south of Clover Point, and the Finish Line at the entrance to Victoria's Outer Harbour.

9. COURSES

9.1. **The Swiftsure Lightship Classic Race for Monohulls (PHRF NW)**

From a starting line at Clover Point, rounding a Swiftsure Bank marker to port (located at position 48' 33.00 N, 124' 00.00 W as defined by WGS 84 latitude and longitude coordinates) and crossing a finish line located at the entrance to the Victoria Harbour – 138.2 nautical miles. Open to monohull boats with PHRF NW rating of 100 or faster.

9.2. **The Cape Flattery Race for Monohulls (PHRF NW & ORC)**

From a starting line at Clover Point rounding an anchored vessel located off the entrance to Neah Bay and crossing a finish line located at the entrance to the Victoria Harbour – 101.9 nautical miles.

9.3. **The Juan de Fuca Race for Monohulls and Multihulls (PHRF NW)**

From a starting line at Clover Point, rounding a green navigational mark at the southern entrance to Clallam Bay to port, and crossing a finish line located at the entrance to the Victoria Harbour – 75.2 nautical miles. Open to boats rating 60 PHRF or slower.

10. PENALTY SYSTEM

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

11. SCORING

- 11.1. For boats racing under PHRF, the results will be calculated by Time on Distance.
- 11.2. Scoring for boats racing under the ORC handicap system will be calculated by Time on Distance using the Triple Number scoring coefficient for one of the following three wind speed ranges:
 - Low Range (9 knots or less)

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

12. **BERTHING**

- 12.1. There will be no moorage charge for race entrants from **1200 noon Thursday May 23** through **1100 Monday May 27** if moored at the Greater Victoria Harbour Authority Causeway Floats or Ship Point located in Victoria's Inner Harbour.
- 12.2. To arrange for moorage up to and including **Wednesday May 22** or after **1100 Monday May 27** contact the [Greater Victoria Harbour Authority](#) (you will pay the Greater Victoria Harbour Authority directly for such moorage).

13. **PRIZES**

- 13.1. **Line Honours** – Prizes will be awarded for the first boat to finish in each of the three courses for monohulls and multihulls.
- 13.2. **Overall Corrected Rounding Winners** – Prizes will be awarded in all three races.
- 13.3. **Overall Corrected Race Winners** - Where there is more than one division in a race, a prize will be awarded for the best overall corrected finish time.
- 13.4. **Class & Division Winners** – Prizes will be awarded in all races with multiple divisions and classes.

14. **DISCLAIMER OF LIABILITY**

- 14.1. The Royal Victoria Yacht Club, the Swiftsure Committee, and their respective organizers, agents, officials, servants, representatives, and volunteers ("the Organizers") shall not be liable for any injury or damage whatsoever to persons or property howsoever caused which may occur during, arise out of, or in connection with this Race notwithstanding that the same may have been contributed to, caused, or occasioned by the negligence of the Organizers or any of them.
- 14.2. Notice is hereby given to all participants including spectators, officials, and others that they participate in this event solely at their own risk.

15. **INSURANCE**

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

16. **FURTHER INFORMATION**

Event Chair: chair@swiftsure.org
Website: swiftsure.org

Registration: registrar@swiftsure.org

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

Royal Victoria Yacht Club
Telephone: [250-592-2441](tel:250-592-2441)
3475 Ripon Road
Victoria, BC, Canada V8R 6H1

ADDENDUM A

Sail Canada Prescriptions 2021-24

Rule 46 – Person in Charge

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

Rule 61.2 – Protest Contents

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

Rule 67 – Damages

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

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

Sail Canada so prescribes.

Rule 86.3 – Changes to the Racing Rules

Sail Canada so prescribes.

Rule 88.2 – Changes to Prescriptions

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

Rule 91(b) – Protest Committee

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

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

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

Sail Canada so prescribes.

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

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

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

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

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

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

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

ADDENDUM B

APPENDIX RV - REDUCED VISIBILITY RACING RULES

RV1 Changes to the Definitions

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

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

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

Mark-Room *Room* for a boat to leave a *mark* on the required side with no less than 40 metres between the boats. Also,

(a) *room* to sail to the *mark* when her *proper course* is to sail close to it, and

(b) *room* to round or pass the *mark* as necessary to *sail the course* without touching the *mark*.

RV1.3 Add new definition *Overtaking*:

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

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

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

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

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

RV2 Changes to the Rules of Part 2

RV2.1 Rule 17 is changed to:

17 ON THE SAME TACK; PROPER COURSE

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

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

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

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

ADDENDUM C

APPENDIX TS - Traffic Separation Schemes

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 Services (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.

ADDENDUM D

APPENDIX WP - RULES FOR WAYPOINTS

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

Version May 2021.

WP1 CHANGES TO THE DEFINITIONS

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

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

WP1.2 Add new definition *Waypoint*:

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

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

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

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

Guidance notes for race organizers are available at

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