



SWIFTSURE INTERNATIONAL YACHT RACE
Hosted by the Royal Victoria Yacht Club
May 25-26, 2024
Victoria, British Columbia



SAILING INSTRUCTIONS FOR THE SWIFTSURE INSHORE RACE

(See separate Sailing Instructions for The Three 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 prescriptions of Sail Canada will apply (see Appendix A).
- 1.3. RRS Appendix TS, Traffic Separation Scheme as provided in SI Appendix D applies, as per NOR 1.4 and NOR Addendum A.
- 1.4. [DP] All crew shall wear lifejackets having a light, whistle, marine grade retro-reflective material, crotch/thigh strap, and tether while on deck 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.
- 1.5. 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, through 1.5.
- 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.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any amendments to these Sailing Instructions will be posted on the on the Swiftsure website, as per NOR 2.2 before 2000 on Friday May 24, 2024.

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
Second Start	Cape Flattery Race for Monohulls
Third Start	Juan de Fuca Race for Multihulls
Fourth Start	Juan de Fuca Race for Monohulls
Fifth Start	Inshore Racing Division
Sixth Start	Inshore Cruising Division

- 4.1. The sixth start may be combined with the fifth start at the discretion of the Race Committee. If the starts are combined the numeral pennants for divisions 5 and 6 will be flown concurrently.

5. CLASS FLAGS

5.1. Swiftsure Lightship Classic Race for Monohulls	Numeral Pennant 1
Cape Flattery Race for Monohulls	Numeral Pennant 2
Juan de Fuca Race for Multihulls	Numeral Pennant 3
Juan de Fuca Race for Monohulls	Numeral Pennant 4
Inshore Racing Division	Numeral Pennant 5
Inshore 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 Strait (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 the morning of the race.
- 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, and any Classes within those Divisions where applicable.
- 7.4. The courses will be announced via VHF channel 09 at 0940, Saturday, May 25 and again, prior to the preparatory signal for boats flying Numeral Pennant 5.
- 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 as noted on the Finish Card, provided as Appendix E to these Sailing Instructions.

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 10 minutes before the starting signal. Subject to postponements and general recalls, the warning signal for each race will be made approximately 1 minute after the previous start.
- 10.2. The scheduled time of the warning signal for the First Start of the Long Course is 0950 on Saturday May 25, 2024.
- 10.3. The starting line will be between a flagstaff displaying an orange flag on the Signal vessel (motor vessel *Hecate Sentinel*) and a flagstaff displaying an orange flag on the Pin vessel (motor vessel *Discovery Isle*). 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 metres on either side of the starting line and 50 metres 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 attempt to broadcast the starting sequence 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 0730 and the warning signal for their race by contacting Swiftsure HQ by texting 250 858-3965. Boats shall provide their boat name, sail number, race entered and indicate they are "checking 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.
- 10.9. The Race Committee Signal vessels will remain on station after the final start. If all boats have not started 15 minutes following the final start, the Signal vessels may leave their stations and an orange inflatable mark set in the location of the respective Signal vessel or Pin vessel or both. Boats starting after the Signal 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 on 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 Appendix E, in GPS time using the 24-hour clock.
- 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 Inshore Finish Record card (Appendix E) must be sent to inshore@swiftsure.org as soon as practicable after finishing.

Note - If visiting boats require moorage at RVYC they shall call the Dockmaster using VHF 09 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=8715
- 14.2. The protest time limit is the earlier of one hour after the last boat in a division finish, 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. Boats shall monitor VHF Channel 09 Vessel Traffic Services (VTS) broadcasts in the following circumstances:
- Before entering a VTS Lane; and
 - While operating in a VTS Lane or in a VTS Separation Zone, and
 - During times of reduced visibility.
- 15.2. [DP] Boats withdrawing from a race for whatever reason shall notify the race committee by text to 250 853-3965, or on VHF channel 09 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.
- 15.3. [DP] 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 COB recovery.

If engine propulsion is used, after finishing the race, the boat shall give a written report to the race committee. 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 vessels will be marked as follows:
- Start Line: The Signal vessel (*MV Hecate Sentinel*) and Pin vessel (*MV Discovery Isle*) – orange flag
 - Finish Line: Finish vessel (*MV Saltshaker*) - 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.

Dugald Smith
Principal Race Officer
Swiftsure International Yacht Race

APPENDIX 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.

APPENDIX B - Race Course Options for the 2024 Swiftsure Inshore Race

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	

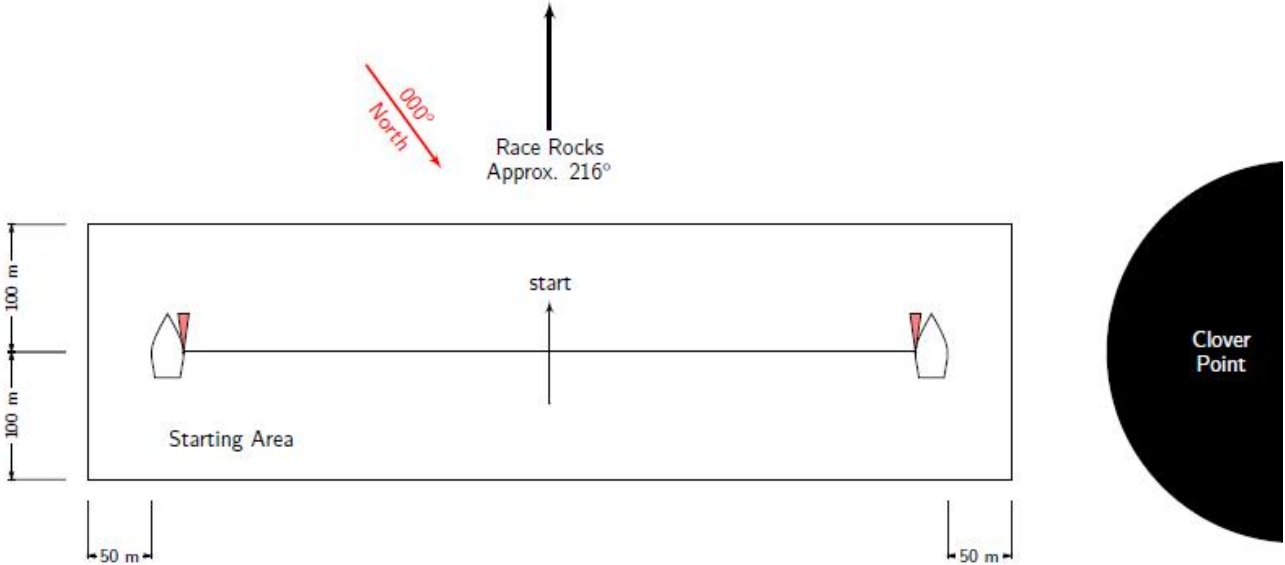
COURSES: Marks On Each Course

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

APPENDIX C – Starting Area

* diagram is not to scale.



APPENDIX D - APPENDIX TS - Traffic Separation Scheme

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.

APPENDIX E – INSHORE FINISH RECORD CARD

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

NOTE: IN ORDER TO BE SCORED, please complete the FINISH RECORD CARD and send a photo to inshore@swiftsure.org per SI 12.4. Please title the email. <yourboatname> finish card.

DIAMOND



PLATINUM



GOLD



ODLUM BROWN
Brad Dovey
Director, Portfolio Manager

