



SWIFTSURE INTERNATIONAL YACHT RACE
Hosted by the Royal Victoria Yacht Club
May 24-25, 2025
Victoria, British Columbia



SAILING INSTRUCTIONS FOR THE THREE LONG COURSES

(The Swiftsure Lightship Classic,
The Cape Flattery Race, 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.

1. RULES

- 1.1. The Swiftsure International Yacht Race is governed by the rules as defined in [Racing Rules of Sailing \("RRS"\)](#).
 - 1.1.1. Rule 60.4(a)(2) is changed as follows: (2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see the incident, or
- 1.2. The Sail Canada Prescriptions 2025 – 2028 shall apply as provided in NOR 1.1.1 and NOR Addendum A.
- 1.3. RRS Appendix RV, Reduced Visibility as provided in NOR Addendum B applies as per NoR 1.3.
- 1.4. RRS Appendix TS, Traffic Separation Scheme as provided in NOR Addendum C applies as per NoR 1.4.
- 1.5. [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.
- 1.6. 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. **[NP][DP]** Monohull boats shall comply with the World Sailing Offshore Special Regulations (OSRs) as per 1.2 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.
- 1.8. **[NP][DP]** Multihull boats shall comply with the World Sailing Special Offshore Regulations as per 1.2 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. All amendments to the Sailing Instructions will be posted as per NoR 2.2.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors 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 (Monohulls and Multihulls)
Fourth Start	Inshore Race (all Divisions)

5. CLASS FLAGS

- | | | |
|------|-----------------------------|-------------------|
| 5.1. | Swiftsure Lightship Classic | Numeral Pennant 1 |
| | Cape Flattery Race | Numeral Pennant 2 |
| | Juan de Fuca Race | Numeral Pennant 3 |
| | Inshore Race | Numeral Pennant 5 |
- 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 from the Ogden Point breakwater across the Victoria Harbour.
- 6.2. 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 from the Ogden Point breakwater across the Victoria Harbour.
- 6.3. 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 from the Ogden Point breakwater 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 from the Ogden Point breakwater across the Victoria Harbour.

7. MARKS

SI Addendum D depicts mark locations graphically.

- 7.1. **Swiftsure Bank Mark** – the Swiftsure Lightship Classic Race for Monohulls mark will be a white, and orange cylindrical mark, with a solid white light on a black mast, in approximate position 48° 33.00 N, 125° 00.00 W. If this mark is missing, boats shall follow the procedures in section 8.2 and 8.3.
- 7.2. **Neah Bay Mark** – the Cape Flattery Race for Monohulls mark will be an anchored vessel (a WCMRC orange and blue motor 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 will fly an orange flag and display a yellow flashing light at night. If this mark is missing, boats shall follow the procedures in section 8.2 and 8.3.
- 7.3. **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 in Washington State. 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. The diagram in the addendum is not for navigational purposes. If this mark is missing, boats shall follow the procedures in section 8.2 and 8.3.

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. If a mark is missing, the location identified by the waypoint in section 7 shall be treated as a virtual mark.
- 8.3. If applicable, when rounding a virtual mark each boat shall record an image, on a smartphone or other digital device, of the boat's GPS showing the required latitude and longitude of the respective position as noted in section 7. 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 5 minutes before the starting signal. Subject to postponements and general recalls, the warning signal for each race will be made approximately 5 minutes after the previous start. See Addendum A.
- 9.2. The scheduled time of the warning signal for the First Start is 0900 on Saturday May 24, 2025.

- 9.3. The starting line will be between a flagstaff displaying an orange flag on the Signal vessel (a Canadian Naval ORCA class vessel) at the port (southerly) end, and a flagstaff displaying an orange flag on the Pin vessel (WCMRC motor vessel) at the starboard (northerly) end. 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 metres on either side of the starting line and 50 metres outboard of the Signal vessel and the Pin vessel. (See SI Addendum B, Start Area)
- 9.5. [DP] Boats whose warning signal has not been made shall stay clear of the starting area.
- 9.6. The Official race signals will be displayed from the Signal vessel at the port end of the starting line.
- 9.7. Horns will be sounded from the Signal vessel. Courtesy signals will be displayed on the Pin vessel. If there are conflicts between the official signals on the Signal Vessel and courtesy signals or sounds, the visual signals from the Signal Vessel will be regarded as the correct signal. Starting errors caused by reliance on courtesy signals will not be subject to redress.
- 9.8. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number or name on VHF channel 09. Failure to hail her number or name, failure of the boat to hear such a hail, or the order in which boats are hailed will not be grounds for redress. This changes RRS 61.1(a).
- 9.9. 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.
- 9.10. [DP] All boats shall check-in between 0745 and the warning signal for their race by contacting Swiftsure HQ **by texting 236 464-1064**. 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 or Pin vessel. Boats failing to check-in may be subject to protest.

10. SHORTENED COURSE

- 10.1. 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.
- 10.2. The course may be shortened at any of Swiftsure Bank, Neah Bay, or Clallam Bay marks. The race committee will not display flag S nor make any sound signals. This changes Rule 32.
- 10.3. The course distance from the start line to the shortened course rounding mark will be used for purposes of calculating scores.
- 10.4. If the course is shortened, to be scored in the race boats do NOT have to still be racing until the time limit expires.

11. THE FINISH

Addendum C depicts the finish area and Finish Line

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.

- 11.1. 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 metres (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 E).
- 11.2. **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.
- 11.3. 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).
- 11.4. 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.
- 11.5. 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.
- 11.6. 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.
- 11.7. Four cruise ships are scheduled to arrive and depart the Victoria Harbour over the Swiftsure weekend. Three ships are scheduled to depart at 2359 on Saturday the 24th. Finishers must exercise extreme caution, particularly on the eastern (breakwater) end of the finish line during this period of increased commercial activity. See Addendum C.

12. POSITION REPORTING

- 12.1. Position reports are to be given to the race committee as follows:
 - 12.1.1. 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.
 - 12.1.2. Boats in the Cape Flattery Race shall report their rounding time as soon as reasonably possible, after rounding the Neah Bay Mark.
 - 12.1.3. 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.

- 12.2. [DP] Boats failing to report their positions as required in this section may be subject to protest.
- 12.3. Position reports shall be provided by text to 236 464-1064.
- 12.4. See SI Addendum F for additional communications information.

13. TIME LIMITS

- 13.1. The time limit for all races will be 2400 (midnight) on Sunday, May 26. 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, the Neah Bay 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.
- 13.2. Any boat failing to round the Swiftsure Bank mark by 1400 on Sunday, May 26 or failing to round the Neah Bay mark or the Clallam Bay mark by 1200 on Sunday, May 26 will be recorded as DNF.

14. HEARING REQUESTS

- 14.1. Protests and requests for redress shall be filed online at:
https://www.racingrulesofsailing.org/protests/new?event_id=11646 This link is also available on the Official Notice Board
- 14.2. The protest time limit is 3 hours after the boat has finished its race or has withdrawn from its race.
- 14.3. In the event of a complaint by Vessel Traffic Services, 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)(2) and RRS 60.3(b).
- 14.4. Notices will be posted on the Official Notice Board of the website as soon as reasonably possible but no later than 1800 on Sunday May 25 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 26. 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.
- 14.5. 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.

15. SAFETY REGULATIONS

- 15.1. NOR ADDENDUM B – APPENDIX RV - REDUCED VISIBILITY RACING RULES are applicable.
- 15.2. [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.

- 15.3. [DP] See SI Addendum G for special regulations applicable while racing in USA waters.
- 15.4. All boats shall check in prior to the race as outlined in 9.10, report positions as outlined in section 12 of these Sailing Instructions, and report to the inspection dock upon finishing.
- 15.5. [DP] Boats withdrawing from a race for whatever reason shall notify the race committee, by text to 236 464-1064 and 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. 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;
 - c) Backing down to clear debris; or
 - d) Engaged in search and rescue activities including COB recovery.
- 15.7. [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.

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

- 16.1. 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 text to 236 464-1064.

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

- 17.1. 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 1.7 or 1.8 of these SIs may be deemed to be ineligible to race unless the items not in compliance are corrected prior to 1800 on May 23, 2025.
- 17.2. 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). Boats that fail to proceed directly to the Inspection Dock may be subject to protest by the Race Committee.
- 17.3. At the Inspection Dock, monohull boats may be inspected for compliance with the World Sailing Offshore Special Regulations (OSRs) as outlined in 1.7 of these SIs, and multihull boats may be inspected for compliance with the World Sailing Offshore Special Regulations (OSRs) as outlined in 1.8 of these SIs.
- 17.4. At the Inspection Dock, boats will submit their completed Rounding and Finish Record Card.

- 17.5. The Inspection Dock will remain open until all boats have finished, withdrawn, or until the time limit has expired.

18. SCORING

- 18.1. PHRF yachts' corrected time shall be calculated using time on distance.
- 18.2. ORC yachts shall be scored using the following parameters.
- e) Corrected times shall be based on time-on-time calculations.
 - f) After the race is completed the race committee shall determine which of the wind speed triple coefficients (low, medium, or high) will be used based on observed wind speed data, recorded over multiple locations during the race.
 - g) The Windward Leeward coefficients shall be used to score the race.
 - h) If irregular conditions prevail and recorded conditions are consistent with the ORC definitions for All Purpose, the race committee may score the race using the All-Purpose coefficients.
- 18.3. The race committee shall publish on the Notice Board observed wind direction and wind speed measurements recorded, and other information used pertinent to determining appropriate ORC scoring.
- 18.4. The decision on the scoring method and scoring parameters used will be at the sole discretion of the race committee and together with length of course, duration of race, directions of leg and the wind direction and speed will not be grounds for request for redress by a boat. This changes RRS 61.1(a)

19. OFFICIAL VESSELS

- 19.1. Official vessels will be marked as follows:

Start Line:

- Signal vessel at the port end RCN ORCA Class vessel – grey colour;
- Pin vessel at the starboard end WCMRC motor vessel - orange and blue colour.
- RC Marshall RIB – RC flag / Swiftsure Jury RIB – Jury flag

Neah Bay Mark:

- WCMRC motor vessel - orange and blue colour – displaying an orange flag, and at night a yellow flashing light

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 NoRs 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 should monitor VHF channel 09 during the race starts.

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 at the pre-race check-in.
- 21.4. **The race committee cellular phone is 236 464-1064.**

22. **KWINDOO RACE TRACKER**



- 22.1. [NP] Race participants shall download the Kwindoo Tracking application on a smartphone and have it running for the duration of the race. Participants will select the Swiftsure 2025 International Yacht Race event and their registered race in the Kwindoo application for tracking, no later than 60 minutes prior to the warning signal for their race.
- 22.2. All boats shall maintain a dedicated smartphone with data coverage (including both Canada and the USA) and a means of keeping the device charged throughout the duration of the race.
- 22.3. Instructions for setting up the Kwindoo application are provided on the website page 'Swiftsure's Kwindoo Race Tracker'.
- 22.4. The Kwindoo emergency and SOS features will be disabled, and will not be available for use.

23. **RISK STATEMENT**

- 23.1. 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.
- 23.2. 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

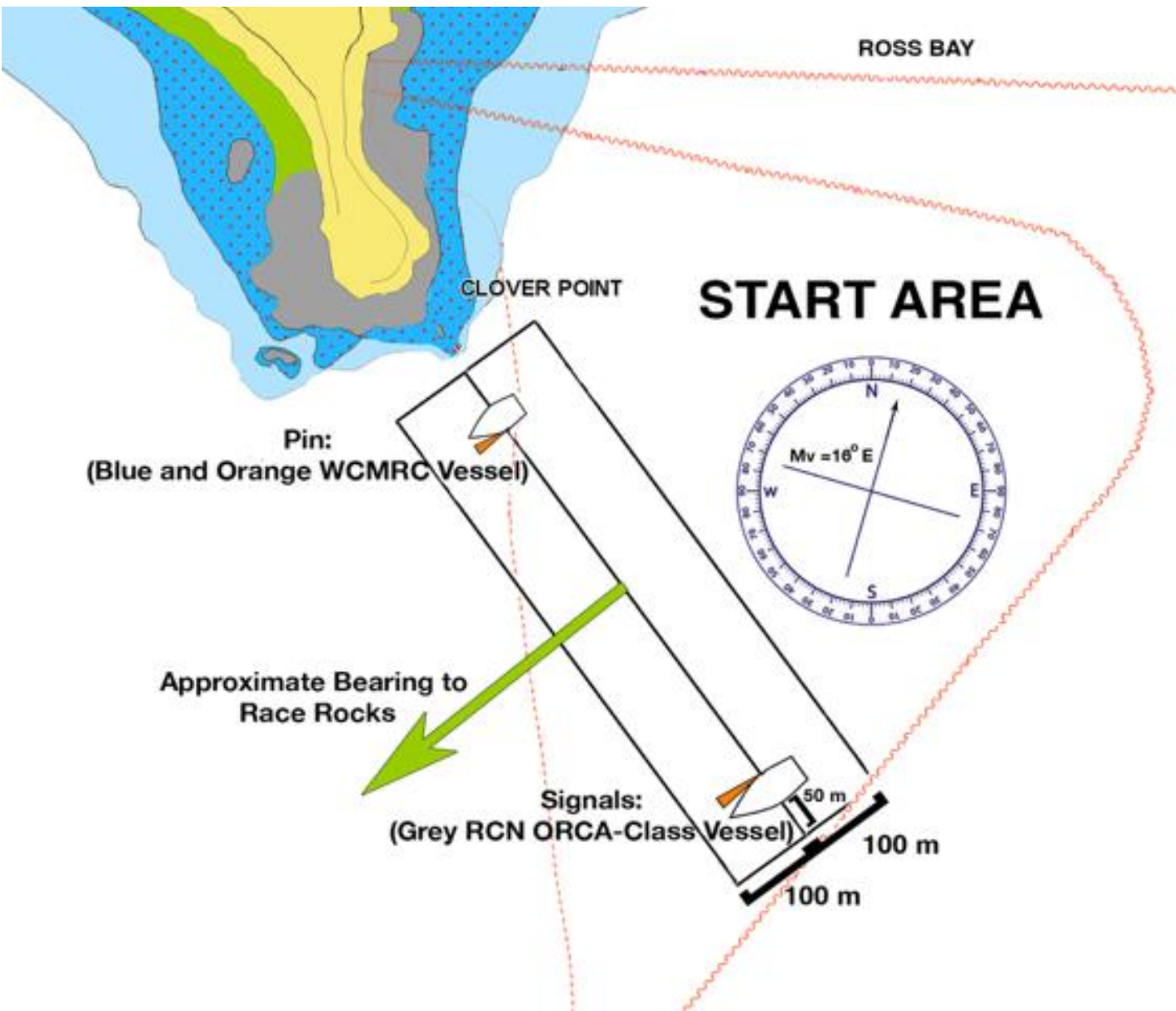
SI ADDENDUM A – START SEQUENCE

	Signal	Class Flag	Diagram	Race Starting
0900	Warning	Numeral 1 Displayed		Swiftsure Lightship Classic Race
0901	Preparatory	“P” flag Displayed		
0904	One minute	“P” flag Removed		
0905	Start	Numeral 1 Removed		
0910	Warning	Numeral 2 Displayed		Cape Flattery Race
0911	Preparatory	“P” flag Displayed		
0914	One minute	“P” flag Removed		
0915	Start	Numeral 2 Removed		
0920	Warning	Numeral 3 Displayed		Juan de Fuca Race (Monohulls and Multihulls Race)
0921	Preparatory	“P” flag Displayed		
0924	One minute	“P” flag Removed		
0925	Start	Numeral 3 Removed		

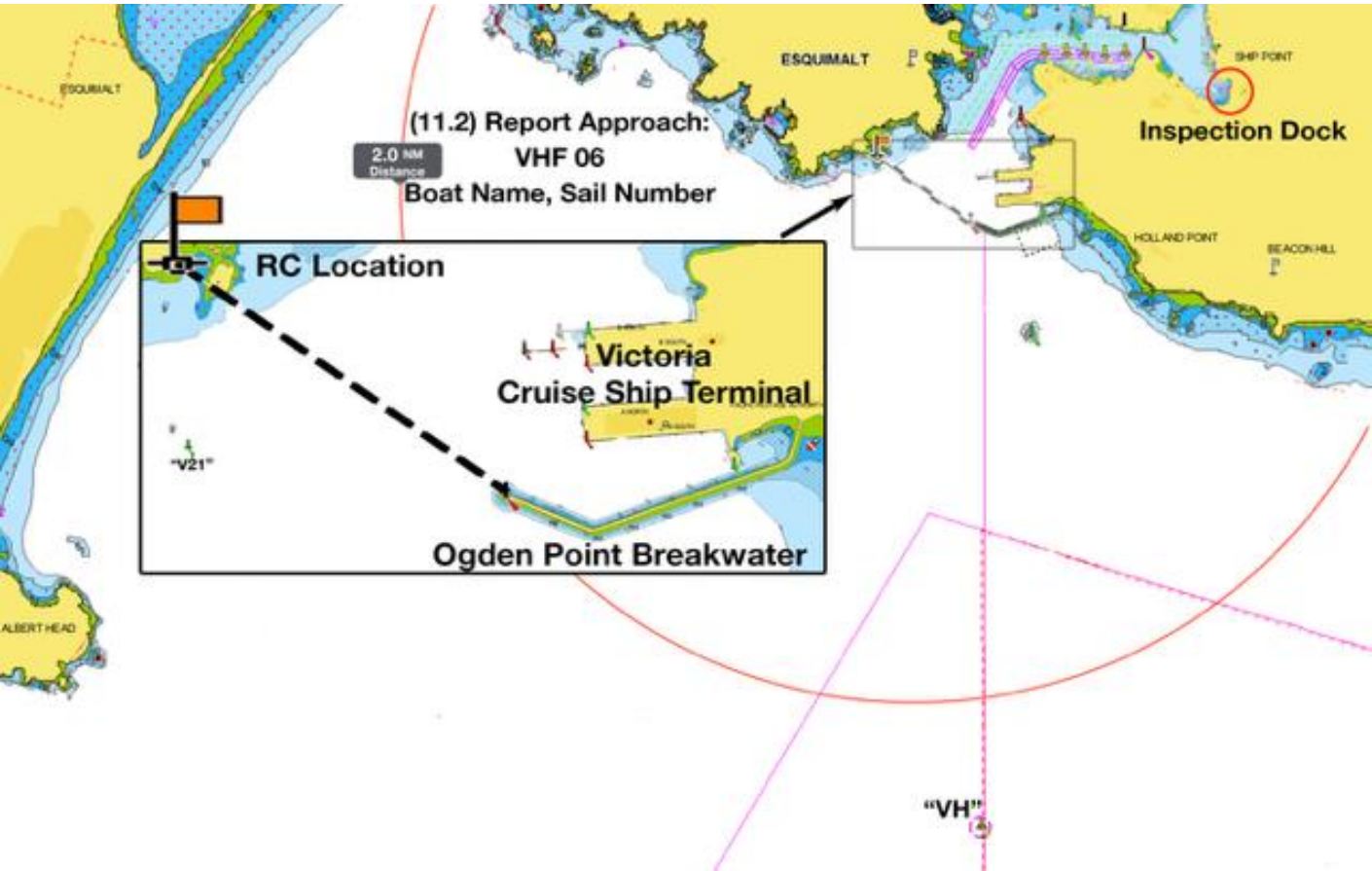
It is the Race Committee’s intent to begin the Start Sequence of subsequent races five minutes after the Start of the preceding race.

Actual Start Sequence times are subject to change for Postponements and General Recalls.

SI ADDENDUM B - START AREA

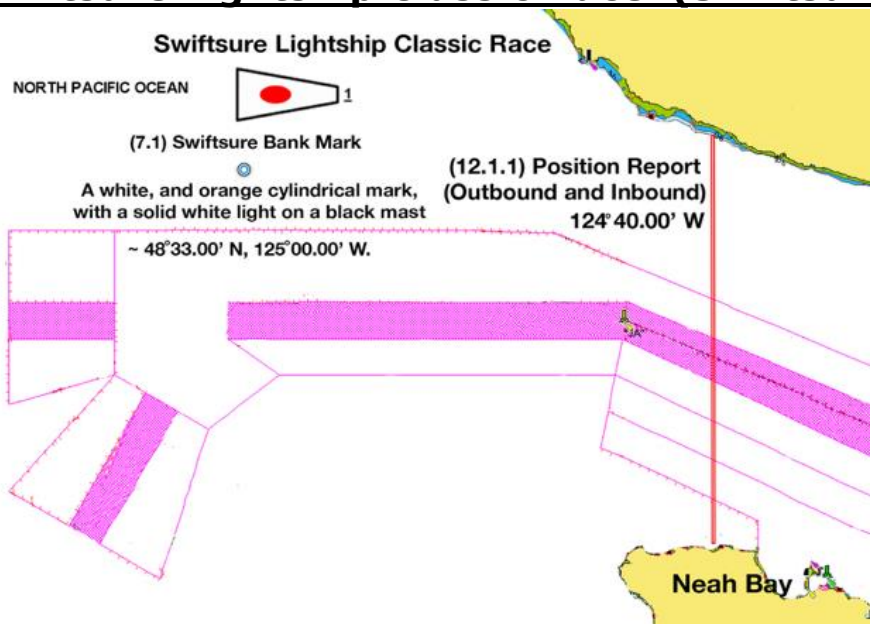


SI ADDENDUM C – FINISH LINE

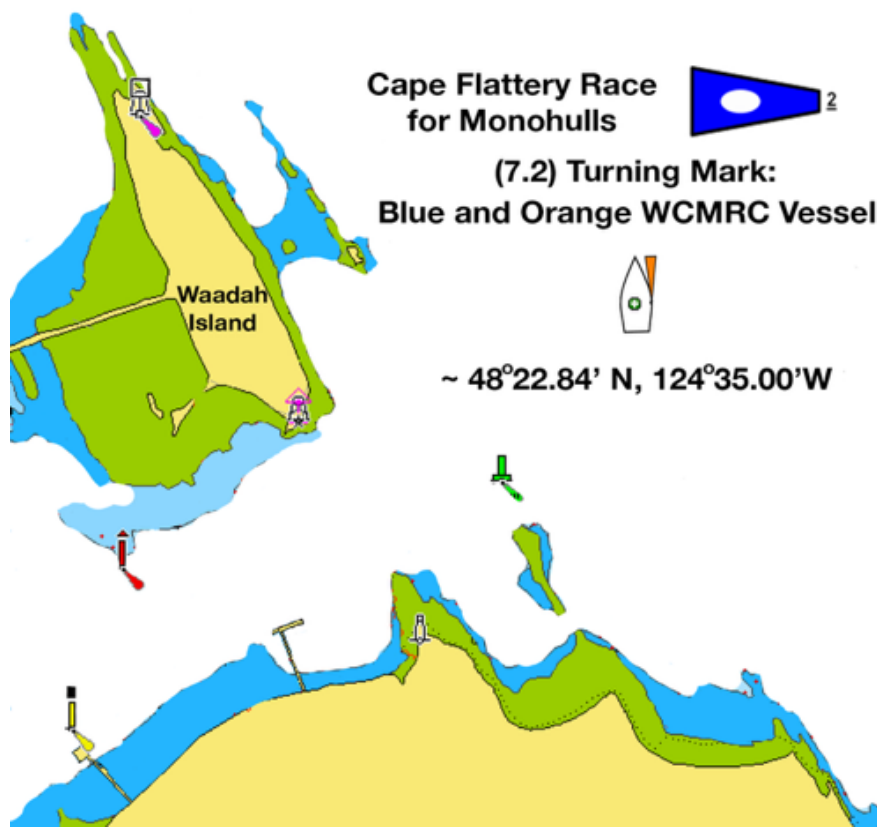


SI ADDENDUM D – MARKS

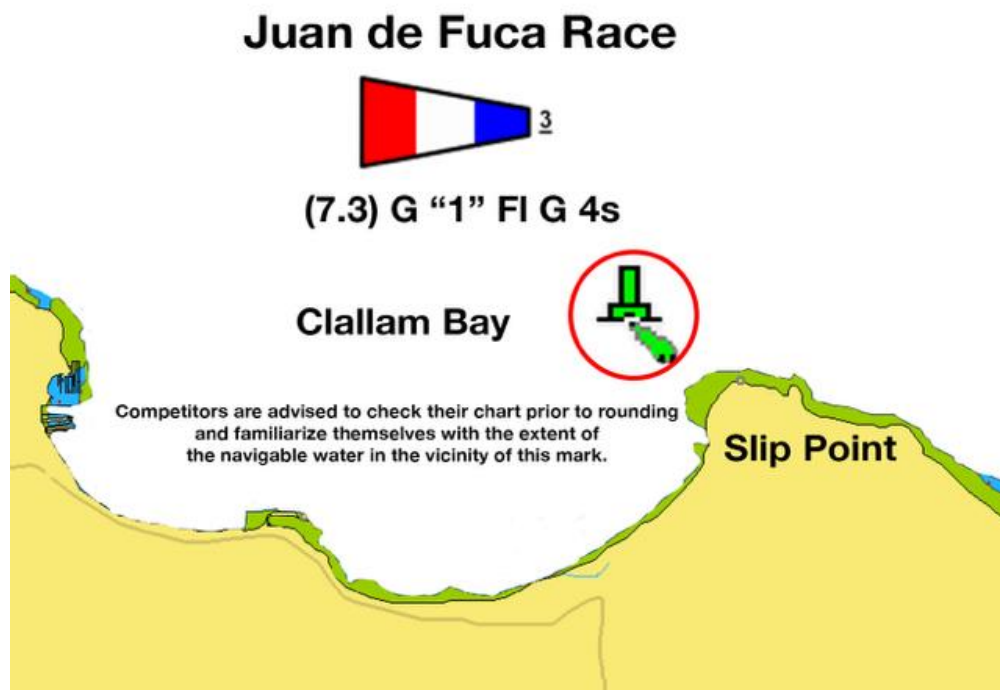
Swiftsure Lightship Classic Race (Swiftsure Bank Mark)



Cape Flattery Race (Neah Bay Mark)



Juan de Fuca Race (Clallam Bay Mark)



SI ADDENDUM F – COMMUNICATIONS

1. **Marine 06** – Contact and Finish Line. Hail “Swiftsure Finish Line” as applicable on low power.
2. **Marine 09** – Race committee broadcasts, calling and hailing: including starts, and monitor Vessel Traffic Services’ half hourly report of vessel traffic in all of Strait of Juan de Fuca race area.
3. **Marine 16** – Distress and Emergency Calling / Coast Guard.

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:

4. **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)
5. **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)
6. **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.

Additional Communication Information

1. Race Committee cellular phone: 236 464-1064.
2. Boats shall **monitor VHF channel 16 at all times**. DSC monitoring shall be considered compliant.
3. After a boat has checked-in at Swiftsure Centre, a boat may advise the Race Committee of crew changes by text to 236 464-1064 up until the warning signal for their start.
4. Position reports as required under SI 12 are to be given to the race committee by cellular text to 236 464-1064 including the following information.
 - SAIL NUMBER/day of the week/ROUNDING TIME; & for boats in the SLC with additional reporting requirements when crossing a meridian, include (REPORTING TIME/REPORT number).

- Format: (XXXXX/Sat/ 00:00:00/REP# *if applicable*).
 - Example: (74747/Sat/20:15:40/REP1 *if applicable*)
5. The race committee will attempt to advise using VHF 09 if a mark is not in the identified position or displaying the lights as outlined in section 7.
 6. 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.
 7. Boats shall report to the race committee any loss of floatable personal and boat safety equipment by text to 236 464-1064; or on VHF 09.
 8. Boats that withdraw from the race shall continue to monitor VHF 09 until they reach safe haven.

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 Harbour Master on VHF channel 18A (US mode).
- Emergency assistance should be requested from the Coast Guard on VHF channel 16.

SI ADDENDUM G – 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.

State of Washington Senate Bill 5371 / Protecting Southern Resident Orcas from Vessels is applicable to yachts in this event while sailing in US Waters.

- 3.5 If any Orca whale is seen by the crew of a boat the boat shall not enter the circular area within 1000 yards (915 metres) of the orca (therefore, that area is an obstruction); and
- 3.6 If the boat is within 400 yards (365 metres) of an orca, she shall, as soon as reasonably possible, luff (or, if motoring before or after racing, disengage her transmission) to slow to the slowest safest speed, which may be to stop, until they are no longer within 1000 yards (915 metres) of any orca.

DIAMOND



PLATINUM



GOLD



ODLUM BROWN
Brad Dovey
Director, Portfolio Manager

