



## SWIFTSURE INTERNATIONAL YACHT RACE

Hosted by the Royal Victoria Yacht Club

May 23-24, 2026

Victoria, British Columbia



The Royal Victoria Yacht Club is pleased to announce details for the **81<sup>st</sup>** 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

### 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][NP] Monohulls and Multihulls racing under PHRF or ORC Handicap systems shall comply with the requirements as indicated in the extract of the 2026/2027 **World Sailing Offshore Special Regulations (OSRs) for Monohulls and Multihulls**, Category 3, as modified by the Swiftsure Organizing Authority and posted on the Official Notice Board of the Swiftsure website.
- 1.3. RRS Appendix RV, Reduced Visibility, version 2, provided in Addendum B, replaces RRS Part 2 between sunset and sunrise for determination of the right of way between boats.
- 1.4. [DP][NP] RRS Appendix TS, Traffic Separation Schemes, Version 4.0, 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. As the courses transit a busy Traffic Separation Scheme, to ensure safety and visibility to commercial traffic, section 3.29.7 of the OSRs are no longer a Recommendation, but a full Requirement. All boats shall be equipped with AIS Transponders, and comply with RRS 56.3.
- 1.6. Autopilot mechanisms are permitted for use by boats sailing double handed. This changes RRS 52.
- 1.7. Boats with an electronic means of navigation shall also have paper charts for the area in which they will be racing on board.
- 1.8. [DP][NP] 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.
- 1.9. [DP][NP] 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.
- 1.10. 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 22.**
- 1.11. Boats shall fly from their backstays the following International Code Numeral Pennants:
  - 1.11.1. **Pennant 1** – Swiftsure Lightship Classic
  - 1.11.2. **Pennant 2** – Cape Flattery Race
  - 1.11.3. **Pennant 3** – Juan de Fuca Race for Monohulls and Multihulls
- 1.12. **[DP][NP] Race participants will be required to download the Kwindoo Race Tracking APP 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.**
- 1.13. 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.
- 1.14. 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".

## 2. SAILING INSTRUCTIONS

- 2.1. The Sailing Instructions will be available online after **Monday, May 11** 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.
- 2.2. All amendments to the Sailing Instructions issued after **Monday May 11** 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 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 2026 Committee.**
  - 4.2.2. Swiftsure Lightship Classic entries shall have a PHRF rating of 129 or faster.
  - 4.2.3. Juan de Fuca Monohull entries shall have a PHRF rating of 100 or slower. There will be a new division called the "Last Call" (to the bar) division for boats rating 99 to 51. The "Last Call" division will not be eligible for the overall Juan de Fuca trophy.
  - 4.2.4. In the event that a boat's PHRF NW or ORC rating has been changed after the entry has been accepted, the OA shall be advised by emailing [registrar@swiftsure.org](mailto:registrar@swiftsure.org). Rating changes may not be accepted after **1700 on Friday May 15**.
- 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 class 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 18**, but will not be made final until **1800 Friday May 22**.
- 4.7. Boats may enter by [registering online](#) beginning **Monday, February 2**.
- 4.8. The deadline for registering and payment of fees is **Friday May 15**. 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. **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](mailto:registrar@swiftsure.org) before **noon on Tuesday May 19** and shall be subject to approval by the OA.

## 5. FEES

- 5.1. **Early Bird:** if received **at or before midnight Friday April 3** the entry fee is **CAD \$7.85** per foot of length overall. Federal GST of 5% will be added.
- 5.2. **Regular:** 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 15** unless approved by the OA.
- 6.2. Registered skipper's check-in and collect their race packages at Swiftsure Centre, located in the inner harbor, **1300 to 1700 on Thursday May 21 & and 1000 to 1700 on Friday May 22.**
- 6.3. **The 2025 Awards Ceremony, Skippers' Meeting and the weather and current briefing will be held between 1400 and 1730 on Friday May 22 at the Royal Victoria Yacht Club, 3475 Ripon Road, Victoria, BC V8R 6H1**
- 6.4. Start of Swiftsure International Yacht Race: **Saturday May 23.** The first Warning signal is scheduled for 09:00 AM, with the first start at 9:10 AM.
- 6.5. Swiftsure Lightship Classic time limit: 800 Monday (morning) May 25. Cape Flattery and Juan de Fuca time limit **2400 (midnight) on Sunday May 24.**

## 7. EQUIPMENT INSPECTION

- 7.1. 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 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 22.**
- 7.2. 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 also at night by a flashing amber light).
- 7.3. At the Inspection Dock, monohull and multihull boats may be inspected for compliance with the Safety Equipment Requirements as outlined 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 Three Long Courses 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, 125° 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.

### 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.

## 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 Time 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 21** through **1100 Monday May 25** 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 20** or after **1100 Monday May 25** contact the [Greater Victoria Harbour Authority](#) (you will pay the Greater Victoria Harbour Authority directly for such moorage).

## 13. PRIZES

- 13.1. **Line Honors** – 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](mailto:chair@swiftsure.org)

Registration: [registrar@swiftsure.org](mailto:registrar@swiftsure.org)

Website: [swiftsure.org](http://swiftsure.org)

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

Royal Victoria Yacht Club

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Victoria, BC, Canada V8R 6H1

# ADDENDUM A

## Sail Canada Prescriptions 2025-28

### 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.*

### PART 5 – Protests, Redress, Hearings, Misconduct and Appeals

*Sail Canada prescribes that no fee shall be charged for any procedure of the protest committee under Part 5 or Appendix T.*

### Rule 65.1 – Legal Liability and Costs

*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 65.1.*

### Rule 70.3(b) – 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 Part 5 of the rules and rule 65.1 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 protest committee 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. Submit all requests for Sail Canada's prior approval by email to: [appeals@sailing.ca](mailto:appeals@sailing.ca).*

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

#### 70.3(b) – Appeals and Requests to a National Authority

*Sail Canada so prescribes.*

### Appendix G, Rule G2 – Other Boats

*Sail Canada prescribes that unless otherwise stated in her class rules, the sails of a boat that is not a World Sailing Class or other recognized class shall comply with rule G1. However, boats not in a class that is subject to rule G1, whose overall length exceeds 6 metres (19.7 feet) and which race under either a measurement rule or handicapping system shall carry numbers allotted by a sailing national authority on mainsails, spinnakers and each overlapping headsail having a luff perpendicular measurement exceeding 130% of the base of the boat's foretriangle.*

### Appendix R – Procedures for Appeals and Requests

*Submit appeals and requests to Sail Canada at: [appeals@sailing.ca](mailto:appeals@sailing.ca)*

*Sail Canada prescribes that it may delegate the responsibilities and actions of the national authority in rules 71.2, 71.3, 71.4, 71.5, 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 R4.1 the protest committee may also comment on the further appeal and receive copies.*

# ADDENDUM B

## APPENDIX RV - Reduced Visibility Racing Rules

Version 2, January 2025.

### 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

- (a) to sail to the *mark* when her *proper course* is to sail close to it,
- (b) to round or pass the *mark* on the required side,
- (c) to leave it astern,

with no less than 40 metres between the boats.

**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. However, if a boat being *overtaken* would break another rule of Part 2 in order to sail her *proper course*, rule 17.2 does not apply.

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

# ADDENDUM C

## APPENDIX TS - Traffic Separation Schemes

### 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 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.