



# 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 Inshore Classic, which is part of the 81<sup>st</sup> running of the Swiftsure International Yacht Race, and extends a cordial invitation to **monohull** boats which meet the eligibility requirements specified in this Notice of Race.*

## NOTICE OF RACE SWIFTSURE INSHORE RACE (RACING AND CRUISING DIVISIONS)

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

### 1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2. The prescriptions of Sail Canada apply.
- 1.3. Boats shall comply with the safety equipment requirements of the regulatory authority of their country of residence (e.g., US Coast Guard, Transport Canada's Safe Boating Guide).
- 1.4. Boats shall be familiar with the Traffic Separation Scheme and in the absence of electronic means of navigation have charts on board for the area where they will be racing. See Addendum A - Appendix TS.
- 1.5. Boats shall not impede or obstruct commercial traffic.
- 1.6. Boats that do not have an official sail number on their mainsail shall display on the port and starboard lifelines or on their hull a number 18 inches (45.7 centimetres) in height. The OA will assign this number.
- 1.7. Boats shall fly from their backstays the following International Code Numeral Pennants:
  - 1.7.1. **Division A – Numeral Pennant 4**
  - 1.7.2. **Division B – Numeral Pennant 5**
- 1.8. RRS Appendix T – Arbitration – will apply except that T1(b) is modified to read: The post-race penalty shall be 30% 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.

### 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 2026 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 May 11 will be posted on the Swiftsure website under the Race Info page.

### 3. **COMMUNICATION**

- 3.1. The [Official Notice Board](#) is online under Race Info.
- 3.2. All boats must carry a VHF radio with DSC.
- 3.3. Every boat shall have onboard during the race at least one designated cellular or satellite phone which can be used as a backup in case of VHF communications failure.

### 4. **ELIGIBILITY AND ENTRY**

- 4.1. Entry is open to all monohull boats which meet the Safety Equipment Requirements identified in 1.3 of this Notice of Race.

#### 4.2. **Divisions A & B**

- 4.2.1. There will be no specific racing, cruising or no-flying sails division. It is the intent of the Organizers to assign boats to a division to ensure fair competition. Divisions may be further subdivided into classes, numbers permitting.
- 4.2.2. The Swiftsure Inshore Classic is a Pacific Handicap Racing Fleet of British Columbia (PHRF-BC) event. Monohull boats with a PHRF-NW or PHRF rating from other jurisdictions will be assigned a rating to be consistent with the PHRF-BC database by the Royal Victoria Yacht Club's handicapper at no charge.
- 4.2.3. In order to ensure ratings are confirmed for the **May 15 deadline** it is highly recommended that race registrants apply for or renew their membership in their respective handicap association early, preferably prior to **March 30, 2025**.
- 4.3. Division Splits will be 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**.
- 4.4. Boats may enter by [registering online](#) beginning on Monday **March 2nd**.
- 4.5. The deadline for registering and payment of fees is **Friday May 15**. Late entries will be accepted at the sole discretion of the OA.
- 4.6. The Swiftsure Registrar will notify entrants of acceptance or rejection, subject to verification of ratings and payment of the registration fee.
- 4.7. 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 Friday May 22** and shall be subject to approval by the OA.

### 5. **FEES**

**Early Bird:** if received **on or before** midnight **Friday April 24** the entry fee is **CAD \$3.25** per foot LOA. Federal GST of 5% will be added. If received after

midnight **Friday, April 24** the entry fee is **CAD \$4.75** per foot LOA. Federal GST of 5% will be added.

- 5.1. The entry fee payment may be made during registration, or by Royal Victoria Yacht Club member account.
- 5.2. Credit card payments made 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.**
- 6.2. Swiftsure racers pre-race party:  
See [Racer Key Dates](#) on the Swiftsure website after **May 1, 2025.**
- 6.3. Start of Swiftsure International Yacht Race: **Saturday May 23.**  
The warning signal for the Swiftsure Bank Race will be at 8:50am, with the first race scheduled to start at 9:00am. The Inshore Race will start following the three Offshore races.
- 6.4. *No host* barbecue and prize giving:  
**Saturday May 23** – at the Royal Victoria Yacht Club in the late afternoon.

## 7. **VENUE**

- 7.1. 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.
- 7.2. The start line will be located immediately south of Clover Point; the finish line will be located in Cadboro Bay adjacent to the Royal Victoria Yacht Club.

## 8. **COURSES**

- 8.1. The course will be determined for each division or class after consideration of the fleet makeup and predicted weather conditions.
- 8.2. The Race Committee shall announce the courses to the Inshore Fleet the morning of the race, as detailed in the Sailing Instructions.

## 9. **SCORING**

- 9.1. The results will be calculated by Time on Distance.

## 10. **BERTHING**

- 10.1. 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.
- 10.2. To arrange for moorage up to and including **Wednesday May 20** or after 1100 **Monday May 26** contact the [Greater Victoria Harbour Authority](#) (you will pay the Greater Victoria Harbour Authority directly for such moorage).
- 10.3. After the race on **May 23**, overnight moorage for race entrants will be provided at no charge at the Royal Victoria Yacht Club in Cadboro Bay. Contact information for making these arrangements will be provided in the race package materials.

## 11. **PRIZES**

- 11.1. **Division/Class Winners** – A prize of first will be awarded in a division or class of 5 boats: prizes of first and second in a class of 6 to 10 boats, and prizes of first, second, and third in a class of more than 10 boats. The minimum entry required to form a separate class shall be 5 boats, except by special decision of the OA.

## 12. **DISCLAIMER OF LIABILITY**

- 12.1. 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.
- 12.2. Notice is hereby given to all participants including spectators, officials, and others that they participate in this event solely at their own risk.

## 13. **INSURANCE**

- 13.1. Each participating boat shall have third party liability insurance covering property damage, personal injury, and death in an amount not less than CAD \$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, submitting copies of these forms is not required. However, persons in charge must ensure they carry a hard copy of their insurance policy on board while racing.

## 14. **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

Telephone: [250-592-2441](tel:250-592-2441)

3475 Ripon Road

Victoria, BC, Canada V8R 6H1

# Addendum A

## APPENDIX TS - Traffic Separation Schemes

*This appendix contains wording for race committees to consider to replace rule 56.2 that can be more strictly interpreted by boats and protest committees. Rule 56.2 makes all parts of IRPCAS rule 10 applicable to boats that are **racing**. IRPCAS rule 10 is shown below to point out certain phrases that would be difficult for boats or protest committees to interpret. Those phrases, which are not precise and not usually found in the RRS, are underlined in the text below.*

Version 2 – Effective January 1, 2021

### —INTERNATIONAL— Steering and Sailing Rules **RULE 10**

#### **Traffic Separation Schemes**

**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.