

# SWIFTSURE INTERNATIONAL YACHT RACE

Saturday to Monday, May 24-26, 2014



Victoria, British Columbia, Canada  
Hosted By  
The Royal Victoria Yacht Club  
Swiftsure Committee



**SWIFTSURE**

## **SAILING INSTRUCTIONS FOR THE THREE LONG COURSES**

**(Swiftsure Lightship Classic, The Cape Flattery Races and The Juan de Fuca Race)**

(See separate Sailing Instructions for The Swiftsure Inshore Classic)

### **1 RULES**

- 1.1 These Sailing Instructions and the Notice of Race for the Three Long Courses (The Swiftsure Lightship Classic, The Cape Flattery Races and The Juan de Fuca Race) shall apply.
- 1.2 The Swiftsure International Yacht Race shall be governed by the rules as defined in [\*The ISAF Racing Rules of Sailing 2013-2016 \(“RRS”\)\*](#) with the following exceptions:
  - a) RRS rule 52, Manual Power, is amended for monohulls to include:  
Boats entered as a Double-Handed crew in the Cape Flattery and Juan de Fuca course races are allowed to use autopilot mechanisms for sail changes and other situations where having one crew member assigned to steering the yacht may compromise the safety of crew and craft.
  - b) RRS rule 55 is changed by adding the following sentence: However, discarding elastic or wool bands when setting a sail is permitted.
  - c) The RRS Appendix D (Team Racing Rules) shall not apply.
- 1.3 All changes to the RRS appear in full in these Sailing Instructions.
- 1.4 Prescriptions of Sail Canada that shall apply are provided in Appendix A of the Notice of Race.
- 1.5 Competitors shall have current charts on board showing the Traffic Separation System. Charts that meet this requirement are identified in 14.9 of these Sailing Instructions.
- 1.6 Between sunset and sunrise, the “International Regulations for Preventing Collisions at Sea” shall replace the rules of Part 2 of the RRS.
- 1.7 A yacht that impedes or obstructs commercial traffic may be subject to disqualification.
- 1.8 Each competing yacht shall display its 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 for sail numbers.
- 1.9 Competitors who intend to fly sails that display numbers other than the yacht’s official sail number shall report the numbers to the Race Committee by 1800 Friday, May 23,

2014. Failure to comply shall result in a time penalty of 15 minutes added to the corrected finish time of the competitor without a hearing. This changes RRS 63.1.

- 1.10 All yachts shall display a numeral pennant according to the planned starting order: the Swiftsure Lightship Classic, numeral 1; the Cape Flattery Unlimited Race, and the Cape Flattery Race for Multihulls, numeral 2; the Cape Flattery Race, numeral 3; and the Juan de Fuca Race, numeral 4.
- 1.11 All competitors shall mount Swiftsure issued SPOT transponders on their yachts and shall operate them in the prescribed manner. The transponder units will be distributed along with Race Packages at the Swiftsure Centre commencing on May 22, 2014. A deposit of \$200 shall be required to ensure the safe return of the units.
- As the SPOT transponder is an integral part of race safety, yachts that fail to turn on the transponder prior to the start of the race, and restart the transponder upon rounding the turning mark (as required in the Sailing Instructions), or turn it off (other than during the restart procedure) during the race may be subject to disqualification.
- 1.12 For **monohull** yachts racing under PHRF Handicap and IRC Handicap:  
The [Pacific International Yachting Association's Safety Equipment Requirements \(SER\)](#), 'Coastal' Category (column F), which were published January 1, 2014 and came into effect on March 1, 2014 shall apply to monohulls, but with changes to the following sections:
- 2.2.2 Hull and Structure Stability is replaced with the following:  
Although 2.2.2 is not required, Swiftsure recommends that the boat have a stability index greater than or equal to 103 or meet the requirements of ISO 12217-2B.
- 2.4.4 Hull and Structure: Lifelines, the first sentence is replaced with the following:  
Lifelines shall be either uncoated or *coated* stainless steel wire or high molecular weight polyethylene (HMPE) line with spliced terminations or terminals specifically intended for the purpose.
- 2.7.2 Hull and Structure: Mechanical Propulsion is replaced with the following:  
A boat shall have a mechanical propulsion system that is ready for immediate use and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in meters) for at least 10 hours.
- 3.6.1, 3.6.2, and 3.6.3 Safety Equipment: Visual Distress Signals are replaced by making 3.6.4 required; that is:  
A boat shall carry Coast Guard/National Safety Authority approved flares of their country of registry meeting day-night requirements, and not older than the expiration date.
- 3.8.1 Safety Equipment: Emergency Communications is amended by deleting the need for a masthead antenna.
- 3.33.1 Sails: Mainsail Reefing is replaced with the following:  
Unless the person in charge of the boat has an alternative sail plan for dealing with heavy weather, a boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.
- 3.33.3 Sails: Headsails is replaced with the following:

Unless the person in charge of the boat has an alternative sail plan for dealing with heavy weather, a boat shall carry a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of an area not greater than 13.5% of the foretriangle squared.

1.13 For **multihull** yachts racing under PHRF Handicap:

The Safety Equipment Requirements for Multihulls for the 2014 Swiftsure International Yacht Race, 'Coastal (The Three Long Courses)' shall apply to multihulls (see column 4). This document is located at [Notices of Race](#) (Registration tab, Notices of Race subtab).

**2 NOTICES TO COMPETITORS**

Notices to competitors including changes to these Sailing Instructions will be posted on the official notice board (ONB) located at Swiftsure Centre on Ship Point and under the Race Info tab on the Swiftsure website [Notices to Competitors](#). Notices regarding protests will be posted on the ONB as well as on a notice board inside the main entrance of the Royal Victoria Yacht Club (3475 Ripon Road, Victoria, BC, 250-592-2441). Protest notices will also be posted to the Swiftsure website [Notices to Competitors](#) as soon as practicable.

**3 CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted on the ONB prior to 1700 Friday May 23, 2014. Changes made prior to Wednesday May 21 will be provided in a printed Addendum included in the Race Package. Any change to the Sailing Instructions will also be posted to the Swiftsure website as soon as practicable.

**4 SCHEDULE OF RACES**

4.1 Saturday May 24, 2014

First Start – The Swiftsure Lightship Classic

Second Start – The Cape Flattery Unlimited Race and the Cape Flattery Race for Multihulls

Third Start – The Cape Flattery Race

Fourth Start – The Juan de Fuca Race

Fifth Start – The Swiftsure Inshore Classic

4.2 The scheduled time of the warning signal for the First Start is 0851.

**5 YACHT IDENTIFICATION**

5.1 Each yacht shall, while racing, fly from her backstay the International Code Numeral Pennant according to her race start. Pennant size is to be approximately 12 inches on the hoist.

|  |                   |
|--|-------------------|
| First Start – The Swiftsure Lightship Classic  | Numeral Pennant 1 |
| Second Start – The Cape Flattery Unlimited Race and<br>The Cape Flattery Race for Multihulls | Numeral Pennant 2 |
| Third Start – The Cape Flattery Race   | Numeral Pennant 3 |
| Fourth Start – The Juan de Fuca Race   | Numeral Pennant 4 |
| Fifth Start – The Swiftsure Inshore Classic  | Numeral Pennant 5 |

5.2 **Sail Numbers** – in addition to the requirements of RRS Appendix G, all yachts shall display their official sail number on both their port and starboard side lifelines or hull at all times while racing. Size of letters and numerals shall be similar to that required in RRS Appendix G1.2 for sail numbers.

5.3 **Alternate Sail Numbers** – competitors who intend to fly sails that display numbers other than the yacht's official sail number shall report those numbers to the Race Committee (RC) by 1800 Friday May 23, 2014. Failure to comply shall result in a time penalty of 15 minutes added to the corrected finish time of the competitor without a hearing. This changes RRS 63.1.

## 6 THE COURSES

6.1 **The Swiftsure Lightship Classic** – Start at Clover Point to a mark at Swiftsure Bank and return to finish at Ogden Point. Distance 138.2 nautical miles.

6.2 **The Cape Flattery Unlimited Race, The Cape Flattery Race for Multihulls and the Cape Flattery Race** – Start at Clover Point to a mark at Neah Bay and return to finish at Ogden Point. Distance 101.9 nautical miles.

6.3 **The Juan de Fuca Race** – Start at Clover Point to a mark at Clallam Bay and return to finish at Ogden Point. Distance 78.7 nautical miles.

6.4 **Shortened Course** – in the event that no yacht in a race finishes the race, scoring shall be based on Rounding Times and the distance from the start line to the rounding mark. In the event that the course is shortened, to be scored in the race competitors do NOT have to still be racing until the time limit of 0600 on May 26, 2014. The Race Committee will not display flag S or make any sound signals. This changes Rule 32.

## 7 MARKS

7.1 **Swiftsure Bank Mark** – the Swiftsure Bank Mark, an anchored Royal Canadian Naval vessel, will be located at Swiftsure Bank in approximate position 48° 33.00' N, 125° 00.00' W. To assist in locating the mark, the mark vessel will show one or more yellow flashing lights and will fly an orange flag.

7.2 **Cape Flattery Mark** – the Cape Flattery Mark, an anchored Royal Canadian Naval vessel, will be located east of the entrance to Neah Bay, Washington State in approximate position 48° 22.70' N, 124° 35.08' W. To assist in locating the mark, the mark vessel will show one or more yellow flashing lights and will fly an orange flag.

7.3 **Juan de Fuca Mark** – the Juan de Fuca Mark, the MV Echo Lark will be anchored in Clallam Bay, Washington State in approximate position 48° 15.67' N, 124° 17.63' W. To assist in locating the mark, the mark vessel will show one or more yellow flashing lights and will fly an orange flag. Coloured lights (like Christmas lights) may also be strung on the mark vessel to increase its visibility and differentiate the mark vessel from its surroundings during darkness.

7.4 **Rounding Marks** – all yachts approaching their rounding mark shall contact the mark vessel on VHF Channel 06, using low power, when they are approximately 5 minutes

away, in order to assist with identification. Yachts shall identify themselves by their sail number. Yachts rounding after dark shall make every effort to ensure that their sail numbers are identifiable by shining a light on the port side of their yacht/sails while rounding the mark vessel. The mark vessel will make every effort to acknowledge each yacht as soon as possible after rounding. If a yacht does not hear acknowledgement then they should contact the mark vessel on VHF Channel 6 to ensure their rounding time was recorded.

7.5 **Rounding Times** – each yacht shall record, on the supplied reporting card, the rounding time when the orange flag on the applicable rounding mark bears 000 degrees magnetic. The RC will record rounding times for the purpose of determining Shortened Course results.

7.6 **Rounding a Position** – in the event that a mark vessel is not in position at the time a competitor would round that mark, the competitor may round the latitude and longitude position for that mark as provided in these Sailing Instructions.

## 8 THE START

8.1 The races will be started by using rule 26 with the warning signal made 9 minutes before the starting signal. Subject to postponements and general recalls, the warning signal for each race will be made 1 minute after the previous start.

8.2 The starting line will be between a staff displaying an orange flag on the signal vessel (a Royal Canadian Naval vessel) and a crane approximately 30 metres (98 feet) tall on Clover Point displaying an orange flag or shape marking the pin end of the line. The starting line will lie in a southeast direction from Clover Point. A spacer boat (rigid hull inflatable named Beaker) displaying a large white flag will be on-station at the start line approximately 30 meters (98 feet) from the signal vessel. A second spacer boat, Royal Victoria Yacht Club's MV *Discovery Isle* displaying a large white flag, will be on-station approximately 150 metres (492 feet) from the shore. When starting, yachts shall cross between these two spacer boats (see starting area diagram in these Sailing Instructions).

8.3 The starting area is that area within 100 metres (328 feet) on either side of the starting line and 50 metres (164 feet) outboard of the signal vessel and the inshore spacer boat *Discovery Isle*.

8.4 Yachts whose warning signal has not been made shall stay clear of the starting area. The starting area will be patrolled by RC boats designated for this purpose.

8.5 Flag signals will be displayed from the signal vessel at the port end of the starting line and repeated at the pin end (the crane) on Clover Point. The RC will broadcast the starting sequence (including the warning signal, preparatory signal, and count down to the starting gun) and recall information on VHF Channel 09.

8.6 The signal vessel will be removed from the start line approximately 15 minutes after the final start. If all competitors have not cleared the start line within 15 minutes of the last start signal, the outer spacer boat will be replaced with a yellow inflatable buoy. After this time the start line will be between the yellow inflatable buoy and the orange flag (or shape) on shore. This line will remain in place for one hour or until the last yacht has started, whichever comes first.

## 9 THE FINISH

9.1 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 end of the Ogden Point Breakwater (approximate position 48° 24.81' N, 123° 23.56' W) and an orange shape (bright yellow light during darkness) on the west side of the harbour located in approximate position 48° 25.08' N, 123° 24.22' W.

- 9.2 All yachts shall contact the finishing line committee on VHF Channel 06, using low power, prior to reaching Ogden Point Breakwater (approximately 10 minutes before expected crossing of the finishing line) in order to assist with identification. Yachts shall identify themselves by their sail number. Yachts finishing after dark shall make every effort to ensure that their sail numbers are identifiable, by shining a light on the west side of their yacht/sails while crossing the finishing line.
- 9.3 A flashing white light signal will be made for each finishing boat and the RC will attempt to broadcast the sail numbers of boats as they finish. Failure to see the flashing white light or hear a broadcast of a sail number will not be grounds for redress.
- 9.4 Yachts shall record their own finishing time, on the supplied reporting card, in GPS time using the 24 hour clock and, if possible, the name or sail number of the yachts immediately ahead and immediately astern. Reporting cards shall be handed in at the Inspection Dock.



Finishing Line

## 10 PENALTY SYSTEM

RRS rule 44.3 will apply. The penalty shall be 20% of the difference between the corrected time of the first yacht and the corrected time of the last yacht in the Division, to a maximum of 30 minutes, added to the corrected finish time of the yacht accepting the penalty. This modifies RRS rule 44.3[c].

## 11 TIME LIMITS

- 11.1 The time limit for all races will be 0600 on Monday, May 26, 2014. If no yacht in a particular race has finished within the time limit, the time of rounding the Swiftsure mark, Cape Flattery mark, and Juan de Fuca mark, as applicable, will be used to determine the results for that particular race for all yachts that rounded. (See section 6.4)

- 11.2 Any yacht failing to round the Swiftsure Bank mark by 1400 on Sunday or failing to round the Cape Flattery or Juan de Fuca marks by 1200 on Sunday will be recorded as DNF. Those yachts are required to contact the RC as soon as possible after expiration of the mark rounding time limit to provide their position and intention for returning to port.

## **12 PROTESTS AND REQUESTS FOR REDRESS**

- 12.1 Protesting yachts, yachts requesting redress, and yachts accepting a penalty for a rule infringement shall inform the RC of their intention to do so as soon as possible following the incident, but not later than one hour after the time of their finish or withdrawal. Protesting yachts shall use VHF Channel 26 to contact the RC unless they do so in person.
- 12.2 Protest forms (also used for requests for redress) and alternate penalty forms will be available at the Inspection Dock and may be picked up when yachts report for inspection at the end of their race. Upon completing the protest or alternate penalty form, the Skipper or his/her representative shall return the form to the RC at the Inspection Dock. Completed forms shall be returned within two hours after the yacht has finished its race. In the event that a yacht has withdrawn and is unable to give a completed form to the RC at the Inspection Dock within two hours of withdrawal, prior arrangements with the RC shall be made for the timing of its submission.
- 12.3 Protest hearings will commence at 0900 Monday May 26, 2014 in the Board Room of the Royal Victoria Yacht Club. The preliminary protest schedule will be posted at 1800 on Sunday May 25 on the ONB as well as on a notice board inside the main entrance of the Royal Victoria Yacht Club (3475 Ripon Road, Victoria, BC, 250-592-2441) and on the Swiftsure website. This schedule will be updated as required until 0900 Monday.

## **13 SCORING**

- 13.1 For competitors racing under the PHRF handicap system, the results will be calculated by Time on Distance.
- 13.2 For yachts racing under the IRC handicap system, the yacht's corrected time (CT) will be determined to the nearest second by multiplying her elapsed time (ET) by her IRC time correction factor (TCC).
- 13.3 For team racing, the overall corrected finishing positions for team yachts will be used to establish team placing except for Multihull teams which will be scored using the low point system. To be scored all yachts in a team shall have finished.

## **14 SAFETY REGULATIONS**

- 14.1 Skippers are responsible for ensuring that crew lists are filed with the RC by 1800 Friday May 23, 2014 and for providing accurate information about each crew member. Any changes are to be reported to the RC on VHF Channel 26 or by phone at 250-360-3306 between 0700 and 0845 on Saturday May 24, 2014. Failure to provide updated crew list information may result in protest by the RC and a penalty that may be less than disqualification.
- 14.2 All yachts not monitoring AIS are required to monitor VHF channel 09 while racing, in order to hear Vessel Traffic Services (VTS) broadcasts of commercial traffic advisories. These broadcasts occur at 15 minutes and 45 minutes past the hour. The location, direction and steaming speed of commercial vessels is broadcast by a VTS



official who is watching the traffic flows in real time. VTS will attach to these broadcasts any safety announcements from the RC, such as adverse weather warnings or abandonment of the race, as well as requests for yachts to contact the RC on VHF channel 26. Failure to comply with monitoring AIS or VHF channel 09 may result in protest by the RC and a penalty that may be less than disqualification.

- 14.3 All floatable gear shall be identified with the name of the yacht carrying it. Loss of floatable gear shall be reported to the RC on VHF channel 26 as soon as the loss is discovered.
- 14.4 Skippers are encouraged to establish a safety protocol for their crew and communicate their expectations about when PFDs are to be worn and tethers used on their yacht to ensure safety. It is recommended that safety harnesses and personal flotation devices be worn by all crew members whenever conditions warrant such as when winds are over 20 knots, seas over 2 feet, diminished visibility (fog or night), when sailing short-handed, and always in rough weather.
- 14.5 Each yacht shall carry the SPOT transponder unit that will be provided to each skipper when checking in at Swiftsure Centre to collect their race package. These SPOT units shall be turned on between 0700 and 0730 Saturday May 24th (the morning of the start of the race), turned off and back on shortly after rounding the turning mark, and not turned off again until handed in at the Inspection Dock. Note: Generation 3 SPOTs do not need to be turned off at the rounding marks. Skippers will be notified at check in if the SPOT issued to them shall be turned off and on at rounding.

Before the Start of the Race:

a) Turn the SPOT unit on by pressing and holding the Power button for 4 seconds (it is the top button with an Exclamation Mark). This button will flash green if the unit has been successfully turned on.

b) Press and hold the tracker Footprint button for 4 seconds (it looks like the footprint of a shoe). The Footprint button will flash green if the tracker is on.

Upon rounding the Swiftsure Bank, Cape Flattery, or Juan de Fuca mark, the SPOT unit (if not a Generation 3 unit) shall be turned off and turned back on again. This is done as follows:

c) Turn the SPOT unit off by pressing and holding the Power button for 4 seconds. The green flashing light will go off if the SPOT unit has been successfully turned off.

d) Turn the SPOT unit and tracker function back on by repeating the two steps a) and b) above.

After crossing the finish line the SPOT unit should be left on until given to the RC at the Inspection Dock.

- 14.6 If a SPOT unit is not transmitting, for any reason, and the RC is unable to contact the affected yacht on VHF Channel 26, VTS will make a broadcast on VHF Channel 16 for the yacht to contact the RC. This request will also be added to the VTS commercial traffic advisory broadcasts on VHF Channel 09. Once contact with the yacht is established, the yacht will be requested to regularly report their position(s) as directed by the RC. If no contact is established within one hour then the Joint Rescue Coordination Centre (JRCC) Victoria will be advised of the situation and they will take SAR action as they deem appropriate.
- 14.7 Yachts withdrawing from a race shall notify the RC on VHF Channel 26 and obtain an acknowledgment number before leaving the race area. Those yachts shall also provide their current position and intention about returning to port. Failure to report



withdrawal may result in a SAR being initiated and a protest being lodged by the RC. False SAR cases can compromise the timely response to real emergencies.

- 14.8 A yacht shall be protested for using an engine for propulsion except when she is:
- a) in danger of being run down or impeding commercial traffic, in which case she may use engine propulsion to gain a safe position;
  - b) required to aid another vessel or its crew; or
  - c) engaged in search and rescue activities.

If engine propulsion is used, after finishing the race the skipper shall give a written report to the RC at the Inspection Dock. The report shall include time of incident, duration of power use, speed, direction, wind and current conditions, and the reason for using engine power. A request for time allowance redress for yachts involved in (b) or (c) above shall be made in writing immediately upon finishing. A yacht shall not gain competitive advantage from any time allowance granted.

- 14.9 The traffic separation system (TSS) covers the movement of vessels in Juan de Fuca Strait and its approaches. The TSS is shown on Canadian Chart 3606 as revised and published November 2002 (and corrected through 'Notices To Mariners' to 2012-12-21) and US charts 18460 (edition 11 – reprinted Oct 2006) and 18465 (edition 35 – reprinted Oct 2011). Charts showing the TSS shall be on board.

Yachts shall not impede the passage of large vessels including cargo vessels, tugs with tows, ferries, and naval vessels. These vessels are usually but not always inside the lanes established in the Traffic Separation System (TSS) which consists of four lanes: two main lanes with outbound vessels in the north lane, inbound vessels in the south lane and two smaller lanes adjacent to the Olympic Peninsula. Refer to the VTS Grid Map that will be given to Skippers during check in for their depiction. Competitors shall be familiar with the TSS in the race area and be aware of commercial vessel traffic by using AIS and/or listening to routine VTS traffic reports on VHF 26.

- 14.10 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.

## **15 EQUIPMENT INSPECTION**

- 15.1 All monohull yachts will be inspected for compliance with the Safety Equipment Requirements as outlined in 1.12 of these Sailing Instructions. All multihull yachts will be inspected for compliance with the Safety Equipment Requirements as outlined in 1.13 of these Sailing Instructions.
- 15.2 All yachts shall proceed to the Inspection Dock immediately after finishing, where they shall submit their completed reporting card and obtain a receipt. Under Transport Canada regulation it is illegal to sail in the Inner Harbour.
- 15.3 The Inspection Dock will be located in the Inner Harbour at Ship Point below Swiftsure Centre. It will be marked by a "Swiftsure Inspection" banner and a flashing amber light. The Inspection Dock will be open until all competitors have finished, withdrawn, or until the time limit has expired.

## **16 ADVERTISING**

Yachts may be required to display advertising chosen and supplied by the Swiftsure Committee.

## **17 OFFICIAL BOATS**

- 17.1 Official boats will be:
- The Signal vessel (start line)
  - Two Spacer boats (start line)
  - Starting Area Patrol boats
  - Jury boat (starting area)
  - Press boat
  - Mark vessels
- 17.2 With the exception of the signal vessel and spacer boats on the start line, and the Swiftsure Bank, Cape Flattery, and Juan de Fuca mark vessels, all official boats will display a placard or banner indicating Race Committee, Jury, or Press.

## **18 POSITION REPORTING**

- 18.1 Competitors in the Swiftsure Lightship Classic are required to report their position to the RC when crossing 124° 00.00' W both outbound and inbound. They are also required to report their position when crossing 124° 45.00' W both outbound and inbound.
- 18.2 Competitors in the Cape Flattery Races and Juan de Fuca Race are required to report their position to the RC when crossing 124° 00.00' W both outbound and inbound.
- 18.3 Position reports are to be given via VHF Channel 26 until 0600 Monday May 26, 2014. Position reports shall include, in the following order: the yacht name, the sail number, the time, and position at the time reported. Position should be stated in terms of the latitude and longitude in degrees and minutes. The time and position of each report are to be recorded on the competitor's Reporting Card.
- 18.4 Please see Appendix B for additional communications information.

## **19 PRIZES**

Refer to the [Notice of Race – Inshore Classic](#), Section 13.

## **20 DISCLAIMER OF LIABILITY**

- 20.1 Competitors participating in the Swiftsure International Yacht Race do so entirely at their own risk. See the [RRS rule 4, Decision to Race](#): "Decision to Race: The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone."
- 20.2 Overall Responsibility:  
In accordance with PIYA [Safety Equipment Requirements](#), Section 1.2 (for monohulls) and Safety Equipment Requirements for Multihulls the 2014 Swiftsure International Yacht Race (for multihulls), competitors acknowledge and agree that the safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS rule 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used. S/he shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his/her incapacitation.
- 20.3 The Swiftsure Committee and the Royal Victoria Yacht Club, the Organizing Authority

for the Swiftsure International Yacht Race, do not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the Swiftsure International Yacht Race.

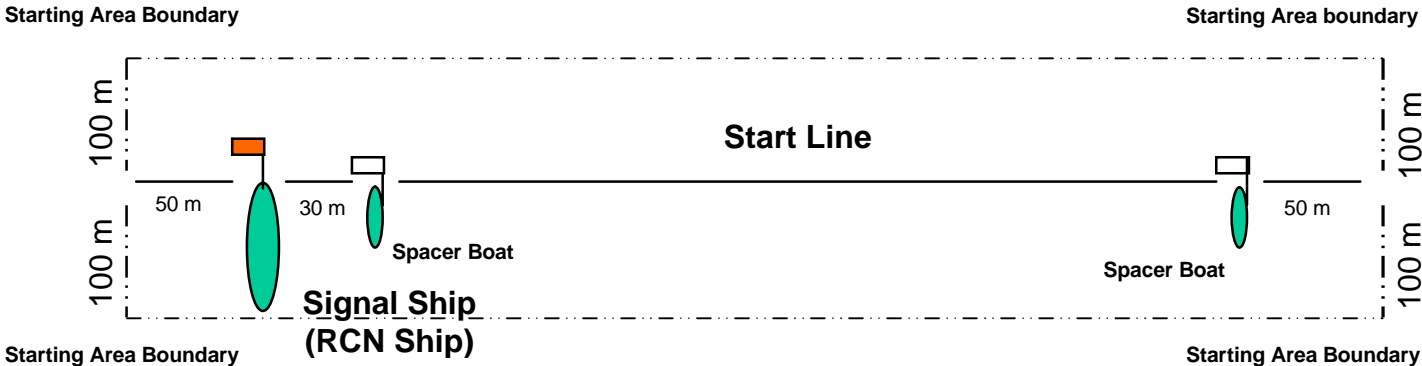
**21 INSURANCE**

Each participating yacht shall have third party liability insurance covering property damage, personal injury and death in an amount not less than \$300,000 (Canadian or U.S.) per occurrence, and the policy shall cover yacht racing activities.

# Swiftsure International Yacht Race - Starting

↑  
To Race Rocks  
Approximate Course  
216 Degrees

↙  
North



Not to

## **Appendix A**

### **Applicable Prescriptions of Sail Canada**

#### **Rule 46 – Person in Charge**

*SAIL CANADA prescribes that the designated person in charge, if resident in Canada, shall be a member of a club affiliated with SAIL CANADA.*

#### **Rule 61.2 – Protest Contents**

*SAIL CANADA prescribes that no fee shall be charged for delivering a protest or a request for redress.*

#### **Rule 64.3 – Decisions on Protests Concerning Class Rules**

*SAIL CANADA prescribes that unless otherwise provided in its class rules, the ISAF Equipment Rules of Sailing shall apply to all classes racing in Canada.*

#### **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 88.2 National Prescriptions**

*SAIL CANADA prescribes that the sailing instructions of national or lesser events shall not change or delete any SAIL CANADA prescription. For events that have a no appeal protest committee or an international jury, prescriptions to rule 61.2 or 67 shall not be deleted.*

### **Appendix E8 – Appendix G Changes to Identification on Sails**

*SAIL CANADA prescribes that this rule applies to Canadian boats in all classes.*

#### **Appendix J1.2 – Notice of Race and Sailing Instructions**

*SAIL CANADA prescribes:*

(16) *when applicable that arbitration will be offered.*

#### **Appendix J2.2 – Notice of Race and Sailing Instructions**

*SAIL CANADA prescribes:*

(41) *when applicable arbitration will be offered. See Addendum C to Appendix L for recommended sailing instructions.*

### **Appendix R – Procedures for Appeals and Requests**

*SAIL CANADA prescribes that it may delegate an appeal or request for confirmation or correction to an association appeals committee, such as a provincial association appeals committee or a racing association appeals committee. Decisions of an association appeals committee may be further appealed to the SAIL CANADA.*

#### **Appendix R2.1(a) – Submission of Documents**

*SAIL CANADA prescribes that no later than 15 days after receiving the association appeals committee's written decision, the appellant may send a further appeal and a copy of the association appeals committee's decision to the SAIL CANADA. The appeal*

*shall state why the appellant believes the association appeals committee's decision or its procedures were incorrect.*

**Appendix R2.2 – Submission of Documents**

*SAIL CANADA prescribes that in the case of a further appeal to the SAIL CANADA, this rule shall apply to the appellant as though it was an initial appeal, and to the appealed committee as though it was the protest committee.*

**Appendix R3 – Responsibilities of National Authority and Protest Committee**

*SAIL CANADA prescribes that when an appeal is delegated to an association appeals committee, the responsibilities and actions required of the national authority in this rule, and in rules R4, R5, 71.2 and 71.3, shall be performed by the association appeals committee.*

*When a decision of an association appeals committee is further appealed, the SAIL CANADA shall send to the parties, protest committee and association appeals committee copies of the appeal. No member of the association appeals committee shall take any part in the discussion or decision on the appeal.*

**Appendix R4 – Comments and Clarifications**

*SAIL CANADA prescribes that when a decision of an association appeals committee is further appealed, the parties, protest committee and association appeals committee may make comments on the appeal. Comments on the appeal shall be made no later than 15 days after receiving it from the SAIL CANADA. The SAIL CANADA shall send copies of the comments to the parties, protest committee and association appeals committee as appropriate.*

## Appendix B

# VHF MARINE RADIO

### Channel Uses

- Marine 6 – Contacting Mark Rounding Vessel and Finish line. Hail “Swiftsure Mark, Neah Bay Mark, Clallam Bay Mark or Finish line on low power.
- Marine 9 – Monitoring Vessel Traffic Services and monitoring start sequence.
- Marine 16 – Distress and Calling
- Marine 26 – Canadian or International Mode (Duplex) Contacting Race Committee. Hail “Race Committee”
- Marine 70 – Digital Selective Calling

### Additional Communication Information

SI 14.1 From 0700 Saturday May 24 until 0600 Monday May 26, 2014 you should contact the RC on VHF channel 26 to report crew changes, protests or your withdrawal.

SI 7.4 and 9.2 require you to give advance notice of your rounding of the turning marks and your approach to the finish on VHF channel 06 using low power.

When calling on **VHF channel 26 east of Cape Flattery** you will hear a “beep” when you complete your transmission. This confirms that the Swiftsure radio repeater has received and relayed your transmission. If you do not hear a “beep,” then your radio may be set in US mode or you are on the wrong channel. Please set and test this mode before the race.

When calling on **VHF channel 26 west of Cape Flattery** you will likely be outside the radio repeater’s range and you will not hear a “beep”. Volunteers at Sombrio will make every attempt to monitor for this situation and make contact with you. If repeated attempts to make contact on VHF channel 26 are unsuccessful, you should try reaching the mark rounding vessel on VHF channel 06 and they will forward messages to the RC through the Amateur repeater system.

### 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 Tofino vessel traffic service zones on VHF channel 09 at 15 minutes and 45 minutes past the hour. VTS will attach to these broadcasts any safety announcements from the RC, as well as requests for yachts to contact the RC on VHF channel 26.

### Emergency Communications

If you require emergency assistance, request it from the Coast Guard on VHF channel 16; by dialing \*16 on a cellular telephone (solely for reporting marine or aeronautical distress); or by dialing 1-800-567-5111 in Canadian waters. Your **first choice** should be VHF channel 16 and use of your DSC as other vessels in your vicinity will hear you immediately.

### Assistance After the Race

If, after crossing the finish line, your yacht is disabled and you require a tow, call the RC on VHF channel 09. If you are about to drift into one of the seaplane taxiways or runways in Victoria Harbour, immediately contact the Victoria Harbourmaster on VHF channel 18A (US mode).