



# SWIFTSURE INTERNATIONAL YACHT RACE

May 26-28, 2018  
Victoria, British Columbia



**SWIFTSURE**

Hosted by  
The Royal Victoria Yacht Club

## NOTICE OF RACE FOR THE FOUR LONG COURSES

(Swiftsure Lightship Classic, Hein Bank Race, Cape Flattery Races, and Juan de Fuca Race)

The [Royal Victoria Yacht Club](#) is pleased to announce details for the 75<sup>th</sup> running of the Swiftsure International Yacht Race, and extends a cordial invitation to **monohull boats** with a PHRF or ORC handicap and **multihull boats** with a PHRF handicap who meet eligibility requirements

### 1 RULES

- 1.1 The Swiftsure International Yacht Race shall be governed by the rules as defined in [The Racing Rules of Sailing 2017-2020 \(“RRS”\)](#) 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 Juan de Fuca Race for Monohulls or the Cape Flattery Race for Monohulls are allowed to use autopilot mechanisms to ensure safe boat handling such as during sail changes and to avoid fatigue.
- 1.2 [Prescriptions of Sail Canada](#) shall apply (see Appendix A).
- 1.3 Boats shall have navigation charts on board showing the Traffic Separation Scheme in the area where they will be racing. Charts that meet this requirement are either the Canadian chart 3606 as revised and published November 29, 2002 or both the US charts 18460 (edition 13 or 14) and 18465 (edition 38 or 39). [DP]
- 1.4 Between sunset and sunrise, the “[International Regulations for Preventing Collisions at Sea, 1972](#)” shall replace the rules of Part 2 of the RRS.
- 1.5 Boats shall not impede or obstruct commercial traffic. [DP]
- 1.6 Between sunset and sunrise while on deck all crew shall wear life jackets having a light, whistle, marine grade retro-reflective material, crotch/thigh strap, and tether. [DP]
- 1.7 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 for sail numbers. [DP]
- 1.8 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 25**. 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 rule 63.1 and A5.
- 1.9 Boats shall fly from their backstays the following International Code Numeral Pennants:
  - Swiftsure Lightship Classic Race – Pennant 1
  - Hein Bank Race for Monohulls - Pennant 1
  - Cape Flattery Race for Multihulls - Pennant 2

Cape Flattery Race for Monohulls - Pennant 3

Juan de Fuca Race for Monohulls -- Pennant 4

- 1.10 **Monohull** boats racing under PHRF Handicap or ORC Handicap shall comply with the [Safety Equipment Requirements \(“SERs”\) for Monohulls for the 2018 Swiftsure International Yacht Race](#), ‘Coastal’ (column 4). This document is located at the Registration, Notice of Race & Safety Equipment Requirements page of the Swiftsure.org website. [DP]
- 1.11 **Multihull** boats shall comply with the [Safety Equipment Requirements \(SERs\) for Multihulls for the 2018 Swiftsure International Yacht Race](#), ‘Coastal’ (column 4). This document is located at the Registration, Notice of Race & Safety Equipment Requirements page of the Swiftsure.org website). [DP]
- 1.12 Boats shall mount the issued transponder on their boats and shall operate them in the prescribed manner. This includes turning on the transponder prior to the start of the race, restarting the transponder upon rounding the turning mark, and not turning it off (other than during the restart procedure) during the race. [DP]
- The transponder units, which will transmit boats’ positions to Swiftsure’s Tracker System, will be issued along with race packages when registered skippers or their representatives check in at the Swiftsure Centre. A deposit of \$200 shall be required to ensure the return of the units in good condition.
- 1.13 RRS Appendix T – Arbitration – will apply except that T1(b) is modified to read: The post-race 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 boat’s division, to a maximum of 30 minutes, added to the corrected finish time of the boat accepting the penalty.

NOTE: The notation of ‘[DP]’ in a rule in this NoR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

## **2 ADVERTISING**

Boats may be required to display advertising chosen and supplied by the organizing authority.

## **3 ELIGIBILITY AND ENTRY**

- 3.1 Entry is open to all monohull and multihull boats which meet the Safety Equipment Requirements identified in 1.10 and 1.11 of this Notice of Race.
- 3.2 *Monohull* and *Multihull* Boats Racing under their *PHRF* Handicap:
- 3.2.1 Monohull boats shall have a valid PHRF certificate. Multihull boats shall have a valid PHRF Multihull rating certificate.
- 3.2.2 All ratings are subject to verification with the PHRF issuing organization.
- 3.2.3 Failure to provide a valid and correct rating may result in protest by the race committee.
- 3.2.4 The Swiftsure International Yacht Race is a Pacific Handicap Racing Fleet of the Northwest (PHRF-NW) event. Monohull boats with a PHRF BC or PHRF rating from elsewhere in North America will be normalized to be consistent with the PHRF NW database by the Royal Victoria Yacht Club’s handicapper at no charge.

- 3.2.5 In the event that a multihull boat's PHRF rating or a monohull boat's PHRF-NW, PHRF BC or other PHRF rating has been changed after the entry has been accepted, the organizing authority shall be advised by emailing [registrar@swiftsure.org](mailto:registrar@swiftsure.org). No rating changes will be accepted after **1700 on Friday May 18**.
- 3.3 *Monohull* Boats Racing under their *ORC* Handicap:
- 3.3.1 Boats shall have a valid ORC Club or ORCi Certificate.
- 3.3.2 All ratings are subject to verification with the boat's National Rating Office or the central ORC Rating Office.
- 3.3.3 In the event that a boat's rating has been changed by its National Rating Office or the central ORC Rating Office after the entry has been accepted, the organizing authority shall be advised by emailing [registrar@swiftsure.org](mailto:registrar@swiftsure.org). No change in a boat's Triple Number scoring coefficients will be permitted after **1700 on Friday May 18**.
- 3.4 Boats may enter by [registering online](#) beginning on **Tuesday January 2**. Alternatively, an entry form may be delivered or mailed in sufficient time so that the Royal Victoria Yacht Club receives it by **Friday May 18** (The entry form can be [downloaded](#)).
- 3.5 The deadline for registering is **Friday May 18**. Late entries will be accepted subject to the sole discretion of the organizing authority.
- 3.6 The Swiftsure Registrar will notify entrants of acceptance or rejection, subject to verification of ratings and payment of the registration fee.
- 3.7 As a critical part of safety, boats shall provide an accurate crew list of all persons who will be aboard the boat during the race. Crew updates and substitutions may be made online and will be confirmed when checking in at Swiftsure Centre. The Sailing Instructions will indicate how to advise of any crew changes made after checking in at Swiftsure Centre. [DP]
- 3.8 A request to change the race in which a boat has been registered will not be accepted after **Friday May 18** unless the request is submitted in writing by **1200 noon on Friday May 25**. Such requests made up to May 24 shall be emailed to [registrar@swiftsure.org](mailto:registrar@swiftsure.org), and requests made on May 24 or 25 shall be presented to the organizing authority at the Swiftsure Centre.
- 4 **FEES**
- 4.1 **Early Bird:** if received **on or before** midnight **Friday April 27** the entry fee is **CAD \$6.15** per foot of length overall, and **CAD \$166.05** for boats with an overall length of 27 feet or less (8.2 metres or less). Federal GST of 5% will be added.
- 4.2 **Regular:** if received on or after **Saturday April 28** the entry fee is **CAD \$7.30** per foot of length overall or **CAD \$197.10** for boats with an overall length of 27 feet or less (8.2 metres or less). Federal GST of 5% will be added.
- 4.3 For 2018 US currency will be accepted at the rate of \$1.25 Canadian for registration fees paid by cash or personal cheque. Credit card payments will be automatically converted from US to Canadian dollars during the credit card transaction.

- 4.4 The entry fee payment may be made by VISA, MasterCard, cash, cheque, or Royal Victoria Yacht Club member account. Please make cheques payable to the Royal Victoria Yacht Club.
- 4.5 Refunds, less \$20.00, will be given if withdrawal is advised prior to **Friday May 18**. At the sole discretion of the organizing authority refunds less \$20 may be given if withdrawal for exceptional circumstances is advised from **May 19** to **May 25**.
- 4.6 When registering competitors may pre-order take away non-vegetarian or vegetarian breakfasts from Sam's Deli (805 Government Street). Cost is \$15 per breakfast, tax included.
- Non-vegetarian Breakfast:* ham, egg, cheese, tomato, and basil mayonnaise on an English muffin plus a carrot raisin bran muffin, an apple, small vanilla yoghurt, orange juice, and a choice of 16 ounce drip coffee or tea
- Vegetarian Breakfast:* egg, cheese, tomato, spinach, and basil mayonnaise on an English muffin plus a carrot raisin bran muffin, an apple, small vanilla yoghurt, orange juice, and a choice of 16 ounce drip coffee or tea

## **5 SKIPPER CHECK-IN, AWARDS CEREMONY, AND SKIPPERS' MEETING**

- 5.1 Each registered person in charge, or their representative, is required to check-in at the Swiftsure Centre in Victoria no later than **1800 Friday May 25**. During check-in the boat's moorage location will be recorded, the crew list verified, and the transponder unit and race package will be picked up.
- 5.2 Registered entrants who do not check-in and pick up their race package and transponder unit will be recorded as "Did Not Compete (DNC)".
- 5.3 An Awards ceremony will be held starting at **1530 on Friday May 25** at the Distrikt in the Strathcona Hotel to recognize the winners of the Four Long Courses in Swiftsure 2017. The Distrikt is located at 919 Douglas Street in Victoria, BC (within easy walking from the docks in the Victoria Harbour).
- 5.4 The Skippers' Meeting for the Four Long Courses and the Swiftsure Inshore Classic will start at **1630 on Friday May 25** at the Distrikt in the Strathcona Hotel located at 919 Douglas Street in Victoria, BC. It is highly recommended that the person in charge and navigator attend.

## **6 SCHEDULE**

- 6.1 Entry deadline and rating changes: **Friday May 18**
- 6.2 Registered skippers check-in and collect their race packages at Swiftsure Centre:  
1400 to 1800 on **Thursday May 24**  
1000 to 1800 on **Friday May 25**
- 6.3 Technical training – by Mike Turner (World Sailing International Judge)  
1400 to 1500 on **Friday May 25** (location and topic TBA)
- 6.4 Awards Ceremony recognizing winners of the Four Long Courses in Swiftsure 2017:  
1530 on **Friday, May 25** (at the Distrikt in the Strathcona Hotel, 919 Douglas Street in Victoria )
- 6.5 Skippers' Meeting:  
1630 on **Friday May 25** (at the Distrikt in the Strathcona Hotel located at 919 Douglas Street in Victoria)  
It is highly recommended that persons in charge (skippers) and navigators attend.

6.6 Swiftsure racers pre-race parties:

See [Racer Key Dates](#)

6.7 Start of Swiftsure International Yacht Race: **Saturday May 26**

Warning signal will sound at 0851, with the first race scheduled to start at 0900

The Starting Line will be located adjacent to Clover Point.

6.8 Race time limit: **0600 on Monday May 28**

## 7 SAILING INSTRUCTIONS

7.1 The Sailing Instructions will be available online after **Monday May 14** on the Swiftsure website at the Race Info, [Sailing Instructions 2018](#) page. Printed copies will be given to skippers when they check-in at Swiftsure Centre.

7.2 Questions regarding the Sailing Instructions will be accepted by e-mail to ([pro@swiftsure.org](mailto:pro@swiftsure.org)) until **1800 Thursday May 24** and answers will be posted on the Swiftsure website under the Race Info, [Official Notice Board](#) page.

7.3 All amendments to the Sailing Instructions issued prior to **Friday May 18** will be provided in a printed addendum, and they will be posted on the Swiftsure website under the Race Info, [Official Notice Board](#) page. Amendments issued after **Friday May 18** will be posted on the Swiftsure website ([Official Notice Board](#)).

## 8 THE COURSES

8.1 **The Swiftsure Lightship Classic Race for Monohulls (PHRF handicapped class and ORC handicapped class)**

From a starting line at Clover Point, leaving a mark at Swiftsure Bank to port, and crossing a finish line across the Victoria Harbour – 138.2 NM.

Open to monohull boats with a PHRF rating, and monohull boats with an ORC rating.

The fleets in the PHRF and ORC classes may be split into divisions in order to create the best competition possible, it being understood that PHRF and ORC handicapped boats will compete and be scored as separate classes. The race committee will use PHRF measurements as per rating certificates and ORC Club or ORCi Certificates, as applicable.

8.2 **The Hein Bank Race for Monohulls (ORC handicapped boats)**

From a starting line at Clover Point, leaving a mark at Neah Bay to port, leaving to port the ODAS 46088 (located about 5 nautical miles bearing approximately 238<sup>0</sup> M from Hein Bank, and crossing a finish line across the Victoria Harbour – 118.1 NM.

Open to monohull boats with an ORC rating.

The fleet may be split into divisions in order to create the best competition possible. The race committee will use ORC Club or ORCi Certificates, as applicable.

8.3 **The Cape Flattery Race for Monohulls (PHRF handicapped boats)**

From a starting line at Clover Point, leaving a mark at Neah Bay to port, and crossing a finish line across the Victoria Harbour – 101.9 NM.

Open to monohull boats with a PHRF rating.

The fleet will be split into Heavy, Light, and Double-handed Classes, and each class may be grouped into divisions, in order to create the best competition possible. The race committee will use PHRF measurements as per rating certificates.

**8.4 The Cape Flattery Race for Multihulls (PHRF handicapped boats)**

From a starting line at Clover Point, leaving a mark at Neah Bay to port, and crossing a finish line across the Victoria Harbour – 101.9 NM.

Open to multihull boats with a PHRF rating.

The fleet may be split into divisions, in order to create the best competition possible. The race committee will use PHRF measurements as per rating certificates.

**8.5 The Juan de Fuca Race for Monohulls (boats with a PHRF rating of 40 or higher)**

From a starting line at Clover Point, leaving a mark at Clallam Bay to port, and crossing a finish line across the Victoria Harbour – 78.7 NM.

Open to boats rating 40 PHRF and higher.

The fleet will be split into Heavy, Light, and Double-handed Classes and each class may be grouped into divisions, in order to create the best competition possible. The race committee will use PHRF measurements as per rating certificates.

**8.6** The organizing authority is offering **double-handed monohull** divisions if there are at least 5 boats entered 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 5 double-handed entries in either of these races, the organizing authority, at its discretion, may move those boats which have registered to the Heavy or Light Classes, as applicable. In any case Rule 1.1a) in this Notice of Race will apply.

**9 PENALTY SYSTEM**

RRS rule 44.3 will apply when a boat breaks a rule of part 2 or RRS 31 while racing. The 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 Division, to a maximum of 45 minutes, added to the corrected finish time of the boat accepting the penalty. This modifies RRS rule 44.3[c].

**10 SCORING**

10.1 For boats racing under the PHRF handicap system, the results will be calculated by Time on Distance.

10.2 Scoring for boats racing under an ORC Club or ORCi Certificate 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 8 and 14 knots)

High Range (equal to or greater than 14 knots)

At the Skippers' Meeting the race committee will advise of the Declared Wind Speed Range that it plans to use for the Swiftsure Lightship Classic and for the Hein Bank Race courses. The race committee may change the wind speed range if the actual recorded

wind speed range is different than the Declared Wind Speed Range for more than 50% of the time that it takes the first-to-finish boat to transit the course. Any adjustments to the wind speed range will be based on the average hourly winds observed at wind stations and adjusted to the 10m datum.

## **11 MOORAGE**

- 11.1 There will be no moorage charge for race entrants on May 24 and 25 if moored at the Greater Victoria Harbour Authority's Causeway Floats in front of the Fairmont Empress Hotel and at Ship Point. To make arrangements for moorage up to and including **Wednesday May 23** or after the night of **Sunday May 27** contact the [Greater Victoria Harbour Authority](#) (you will pay the Greater Victoria Harbour Authority directly for such moorage).
- 11.2 After the races, there will be no moorage charge for race entrants upon return to the Victoria harbour up to and including **Sunday night, May 27** at the Causeway Floats in front of the Fairmont Empress Hotel and at Ship Point.

## **12 COMMUNICATION**

- 12.1 The transmission or receipt while racing of any communication for the direct or indirect benefit of an individual boat is prohibited, per RRS rule 41. Boats may receive weather information and fleet position information in any form, provided that the information is public and in a form that is available without charge. Communication, including electronic communications, required in order to comply with the Notice of Race and Sailing Instructions for the Swiftsure International Yacht Race or for personal messages not related to a boat's performance in the race is permitted.
- 12.2 The race committee will be using marine VHF to communicate with boats.
- 12.3 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. The phone number for the backup onboard cellular or satellite phone shall be provided to the race committee through the Registration System prior to the race.

## **13 PRIZES**

- 13.1 **Division Winners** – Prizes will be awarded as follows: a prize of first in a division of 5 boats; prizes of first and second in a division of 6 to 10 boats, and prizes of first, second, and third in a division of more than 10 boats. The minimum entry required to form a separate division shall be 5 boats, except by special decision of the organizing authority. If a division of less than five boats is established, a prize of first will be awarded.
- 13.2 **Class Winners** – A prize of first in class will be awarded in races where there are heavy and light classes.
- 13.3 **First to Round and Overall Race Winners**
  - 13.3.1 Where there is more than one division in a race and all boats in the race are sailing the same course, a prize will be awarded for first to round and for first overall in that race.
  - 13.3.2 If in the Swiftsure Lightship Classic there are both PHRF and ORC handicapped classes, a prize for the first to round and for first overall for the course will be awarded based on PHRF ratings.
  - 13.3.3 Boats racing under their ORC handicap in the Swiftsure Lightship Classic will be eligible for first to round and for first overall provided they have also entered in

the Registration System or emailed to the Swiftsure Registrar ([registrar@swiftsure.org](mailto:registrar@swiftsure.org)) their approved PHRF rating by **Friday May 18**.

- 13.3 **Line Honours** – Prizes will be awarded for the first boat to finish in each of the four courses for monohulls, including line honours for light and heavy classes where such classes exist, and for the first multihull boat to finish in the Cape Flattery course.

#### **14 DISCLAIMER OF LIABILITY**

- 14.1 Competitors participating in the Swiftsure International Yacht Race agree that the responsibility for a boat's decision to participate in a race or to continue racing is hers alone (See the [RRS fundamental rule 4, Decision to Race](#)).
- 14.2 Competitors acknowledge and agree that the safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his incapacitation.
- 14.3 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") do not accept any liability for death, injury, loss, or damage to person or property howsoever caused, arising out of, or connected with competitors' participation in the Swiftsure International Yacht Race notwithstanding that the same may have been contributed to, caused, or occasioned by the negligence of the Organizers or any of them.

#### **15 INSURANCE**

Each participating boat shall have third party liability insurance covering property damage, personal injury and death in an amount not less than \$500,000 (Canadian or US) per occurrence, and the policy must cover boat racing activities.

#### **16 INQUIRIES**

Event Chair: [chair@swiftsure.org](mailto:chair@swiftsure.org)  
Registration: [registrar@swiftsure.org](mailto:registrar@swiftsure.org)  
Website: [www.swiftsure.org](http://www.swiftsure.org)

Swiftsure Office (Telephone: 250-592-2441):  
Royal Victoria Yacht Club  
3475 Ripon Road  
Victoria, BC, Canada V8R 6H1



## APPENDIX A

### **Sail Canada Prescriptions 2017–2020** Effective 1 January 2017

#### **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 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 86.3 – Changes to the Racing Rules**

Sail Canada so prescribes.

#### **Rule 88.2 – National Prescriptions**

Sail Canada prescribes that the sailing instructions for events with an international jury or no-appeal protest committee may change or delete any Sail Canada prescription except the prescriptions to rule 61.2, 67 and 91(b). The sailing instructions for other events may not change or delete any Sail Canada prescription.

#### **Rule 91(b) – Protest Committee**

Sail Canada prescribes that a request for an international jury formed under rule N1.7 comprised of only three members requires written approval be obtained from Sail Canada before making the request to World Sailing.

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

Sail Canada prescribes that this rule applies to Canadian boats in all classes.

#### **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 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 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 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, 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 Sail Canada. Sail Canada shall send copies of the comments to the parties, protest committee and association appeals committee as appropriate.

SPONSORS



**Blackline**  
MARINE INC.

PLATINUM



**RAVEN**  
MARINE

PROUD MEMBERS OF THE CANOE COVE MARINE COMMUNITY

GOLD



**ODLUM BROWN**

Brad Dovey  
Portfolio Manager



Official Sailmaker of the  
Swiftsure International Yacht Race

**PRINCE**  
*of*  
**WHALES**  
*Whale Watching*



SILVER



BRONZE



MEDIA



COMMUNITY PARTNERS

