



# SAILING INSTRUCTIONS

**West Lancashire Yacht Club**  
**24 Hour Race, 2024**

in association with



and in collaboration with  
**the Royal Yachting, GP14 and Enterprise Associations,**  
**Budworth and Southport Sailing Clubs**  
**& the participating clubs**  
on the  
**Marine Lake, Southport**

## FOREWORD

Throughout these Sailing Instructions, the "First Day" shall mean Saturday, 21st September and the "Second Day" shall mean Sunday, 22nd September.

A list of members of the Race Committee, details of entrants, a list of prizes and a chart of the course are posted on a notice board in the Clubhouse adjacent the bar. Other notices to competitors will be posted on the window(s) of the Race Committee office which windows will be known as the Sailing Notices Board. There will be a meeting for the Captain or one representative of each team at 10:30 on the First Day in the main marquee, when the Race Committee will answer questions concerning the race. Sailing Instructions will not be varied orally; see Paragraph A4 below.

Note the differential penalties detailed below: -

5 minute	Paragraphs F4, F5, L2, L7, M9
10 minutes	Paragraph L5
20 minutes	Paragraph L5, M6, M9
40 minutes	Paragraph M6
Disqualification	Paragraph M6

### A. THE RULES

1. The race will be governed by the rules as defined in the Racing Rules of Sailing as varied by these sailing instructions. Wherever the term "Rule" or "Appendix" is used in these sailing instructions it shall refer to the Racing Rules of Sailing, and wherever the term "Paragraph" is used it shall refer to these Sailing Instructions. These rules shall apply throughout the race including the period of darkness.
2. These Sailing Instructions shall vary and prevail over Class Rules with which they conflict.
3. Rule 33 (Changing the next leg of the course) is varied to read: The Race Committee may during the race change the course. It may also adjourn, abandon or cancel any part of the race at its discretion.
4. In accordance with Rule 90.2(c) (Sailing Instructions), the Sailing Instructions may be amended at any time by a notice displayed on the Sailing Notices Board. Except in case of emergency, amendments will not come into effect until at least one hour after they have been posted.
5. All teams shall be deemed to be informed of any notice which has been continuously displayed on the Sailing Notices Board for at least one hour, other than the notice of a restart of an adjourned race (see Paragraph H3), and notice of Protest after the finish of the last boat (see Paragraph M4). Teams shall be responsible for inspecting the Sailing Notices Board as often as may be necessary and for informing all members of their team of any notices displayed thereon.

### B. TIME AND PLACE

The Race will start on the First Day and will take place on the Marine Lake at Southport. The times of the signals will be as follows:

11:40	Time Signal
11:50	Warning Signal
11:55	Preparatory Signal
11:59	"One minute" Signal (see paragraph F2, F3, F4, and F5)
12:00	Start of first flight, Flight 0

(Subsequent flights will start at one minute intervals: see paragraph F2)

## C. ELIGIBILITY

1. Classes will be GP14 and International Enterprise which will be rated according to the following Portsmouth Yardstick numbers:

GP14	1000
International Enterprise	1025

2. Clubs may enter boats sailed by teams in one or more of the following categories:

Unrestricted	No restriction on age of helms or crews
Masters	Sailed by a team consisting of helms who are aged 40 years or over at the start of the Race with crews of any age
University	Sailed by a team consisting of members of a University Sailing Club
Ladies	Sailed by a team consisting of female helms and crews

3. Teams shall comprise only bona fide members of the clubs they represent. There shall be no limit on the number of members in each team. Without the specific prior consent of the Race Committee, a team member who has already sailed in this year's race as a member of one team shall not sail in another team.

## D. BOATS AND GEAR

1. Rule 47.1 (Limitations on Equipment) is varied as follows: One boat only from each team may race though entrants may hold a reserve boat of the same class, reserve sails and gear. The Scrutineer's permission shall be obtained before exchanging boats; this permission will generally be given only when the exchange is made necessary by damage or breakage. (see also Paragraphs K2, L4 and P2)

2. Whilst racing, each boat shall clearly display its team's identification number as allocated by, and in accordance with instructions laid down by, the West Lancashire Yacht Club. The said instructions are deemed to form part of these Sailing Instructions. The Race Committee may, at its discretion, not score any lap completed by a boat without its identification numbers in position and legible. It shall also carry a SailRacer tracker (as supplied by West Lancashire Yacht Club), also in accordance with such instructions.

3. A boat may use a sail which does not carry its own sail number and details of which are not entered on the certificate provided that the sail has been measured and complies with the rules in all other respects, and further provided that the boat shall promptly change the number on its sail when so requested by the Race Committee to avoid confusion with a number on another competing boat. This varies Rule 78.1 (in so far as the above points are conditions of validity of the certificate), Rule 77, Appendix G and the following class association rules:

GP14	Rule 11.
International Enterprise	Rules 5. (D) and 19. (5)

4. A boat intending to use a sail number other than its own at the start of the race shall declare the number to the Information Centre before 11:00 on the First Day.

5. The changing of a sail to one which alters the sail number carried by a boat shall be effected only with the prior permission of the Scrutineer. Sail changing which does not involve changing the sail number may be carried out provided each sail used shall have been measured and shall conform to the appropriate Class Rules.

6. All boats, particularly those claiming any prize, may be subject to measurement.

7. International Enterprise dinghies shall not use a spinnaker.

## E. THE COURSE

1. The triangular course, a chart of which appears on the Sailing Notices Board and shown in Figure 1 below, is approximately two kilometres long and comprises six marks. Marks A, located in the

northeast end of the lake, B, located in the southeast corner of the lake, and C located in the southwest corner of the lake are fixed triangular marks. During the period of darkness, each may carry a flashing green light. Additional green lights may be attached to the legs of the mark to aid identification. They shall be rounded in the order A, B, C, and left to starboard. A fourth mark, D, is a large yellow inflatable buoy bearing a black identifying letter. D mark shall be passed and left to port after rounding C mark unless acknowledging an infringement in accordance with the provisions of Paragraph L, in which case it shall be left to starboard. The fifth mark E located on or adjacent the perimeter of the docking area shall be left to port by boats leaving the docking area (see Paragraph K6). A sixth mark (F), orange pillar buoy bearing a black identifying letter F, may be located approximately on the finishing line. When in position, it shall be left to starboard when sailing between C mark and A mark and at the finish. The position of the mark may be adjusted during the race without signalling vis a vis Rule 33.

2. The islands shall be left to starboard.

3. There will be no course signals.

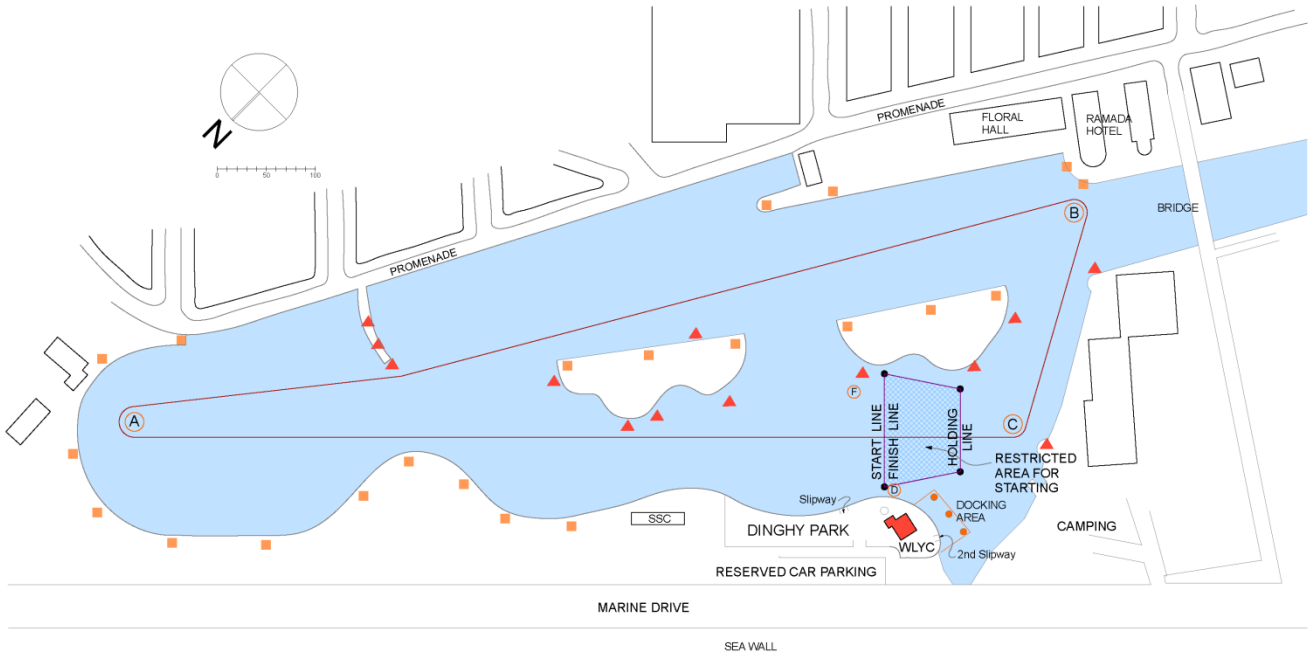
4. Rule 34 (Mark Missing) is varied by addition of the following provision: until it has been so replaced or substituted, it shall continue to be regarded as a mark and rounded if practicable. When it is impracticable so to round it, boats shall round the approximate original position of the mark until such time as the mark is replaced or substituted.

5. The timing of the laps counting for the Radio Merseyside Trophy will commence at the start and end when the finish line is crossed after A mark has been rounded for the second time. Other short duration races will start and finish on the finishing line (see Paragraph G1).

6. Attention is drawn to the following areas of obstruction

- Breakwater, northeast end of the lake
- North island, east side, overgrown trees marked with posts and lights
- North island, west side, rocky outcrops marked by posts with lights
- North island, northwest side, sand bar marked by post with light
- North island, east side, submerged grid marked by post with light
- South island, overgrown trees marked with posts and lights on the east side
- South island, rocky outcrops marked by posts with lights on the west side
- Bridge across lake at south end

Figure 1 Map of lake (LIGHT LOCATIONS SUBJECT TO AMENDMENT)



Marks A, B & C with flashing green lights are marks of the course and are to be left to starboard

Competitors are warned that in the vicinity of the islands and around much of the lake perimeter there is less than full centreboard

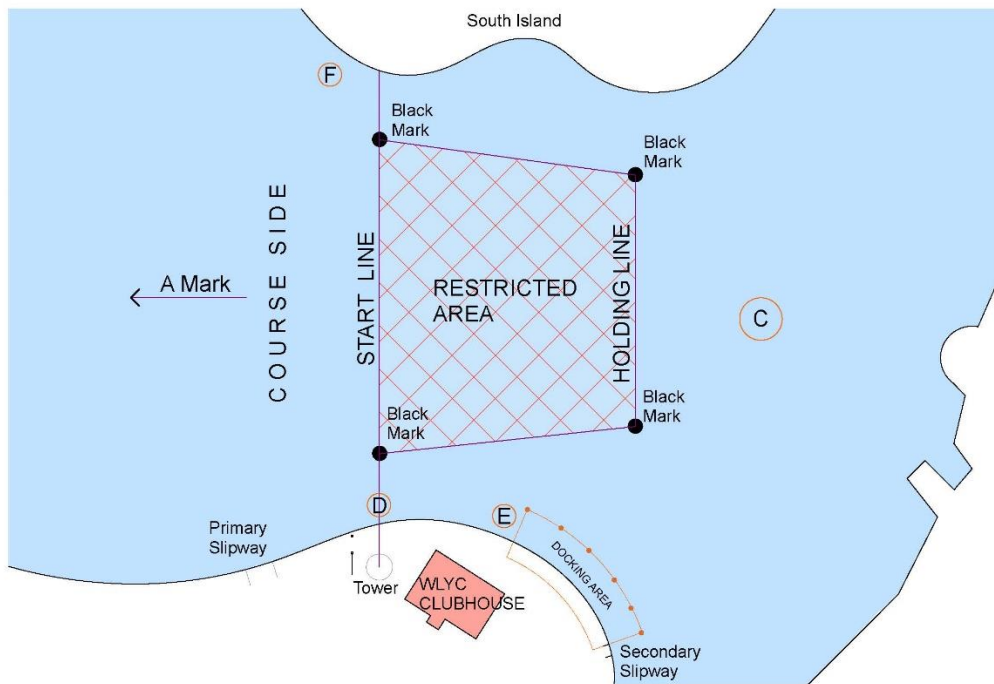
Fixed Amber Light showing land obstruction

Flashing Red Light showing obstruction in water

Spherical buoys indicating docking area

## F. THE START

Figure 2 Starting area



1. The starting line will be the extension of a line through two red shapes on the race control tower. Two spherical black buoys stationed approximately on the line will mark the inner and outer limits of the line. Boats shall sail between the inner and outer limit marks when crossing the starting line from the pre-course side to start. These buoys are marks at the start only. Until she has rounded C mark for the first time, a boat shall treat D mark and F mark as Obstructions (Rules: Definitions) which may be passed on either side. Thereafter they shall be treated as marks.

2. Rule 26 (Starting races) is varied. Boats shall start in flights with start times separated by intervals of one minute. The flight number and start time of each boat, identified by its Team Number, will be determined by the Race Committee and will be posted on the Sailing Notices Board by 11:00 on the First Day. The number of the flight next to start will be shown on a numeral board displayed in the window of the race control tower. The numeral boards are for guidance only and failures or errors in their display will be deemed neither to invalidate the start nor to materially prejudice the finishing place of a boat.

3. The method of starting will be light signals from the race control tower, with sound signals calling attention to the light signals.

At the Warning Signal	Amber On	
At the Preparatory Signal	Amber Off	Green On
At One Minute prior to the start of the first flight	Green Off	Red On
At the start of each flight except the last flight	Red Off and relit after approx. 5 seconds	
At the start of the last flight	Red Off	

4. Rule 30 (Starting Penalties) is varied as follows: So that later starters shall not interfere with the flight manoeuvring to start, a holding line between two spherical black buoys will be positioned on the non-course side of the start line and approximately parallel to it so as to define an out of bounds area roughly trapezoidal in shape between the holding line and the start line. Competitors should note that the buoys may be positioned close to the adjacent shore, so it is unsafe to pass between the buoy and shore. A boat in the out of bounds area at any time during the period beginning with the Preparatory Signal and ending one minute prior to the start of her flight will receive a 5-minute penalty applied to the first lap. For each boat, the lines defining the four sides of the out of bounds area are Obstructions (Rules: Definitions) during that period.

5. Under World sailing Development Rule DR21-01 the definition Start is changed as follows:

**Start** A boat *starts* when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

(a) at or after her starting signal, or

(b) during the last minute before her starting signal.

When a boat *starts* in accordance with item (b) of the definition she shall not return to the pre-start side of the line, and the starting penalty shall be that when passing the Control Tower, after having sailed one complete lap of the course, she shall receive a 5-minute penalty applied to that first lap. Other premature starters shall be required to return and start correctly in accordance with these Sailing Instructions. No recall signals will be made, and no recall numbers will be displayed. This varies Rule 29.1 (Individual Recall) and Rule 30 (Starting Penalties).

6. Rule 29.2 (General Recall) is varied as follows: A General Recall shall be signalled by the display of International Code flag "First Substitute" and will be accompanied by two sound signals. When the start of the first flight is recalled, the light signal will return to the situation as at five minutes before the false start and the new start will be exactly five minutes after the false start. When a flight other than the first is recalled, this Recall shall apply to all flights including those which have already started. A full starting sequence will recommence at the warning signal which will be made ten minutes after the recalled start.

A launch displaying the General Recall signal may circle the flights which have already started to draw attention to the General Recall.

7. Rule 45 (Hauling Out; Making Fast; Anchoring) is varied as follows: A boat is not required to be afloat at the preparatory signal. A boat not afloat at her starting signal will still be timed from her starting time as though she had been afloat and will be credited with an initial lap after crossing the finish line in the direction of the course for the second time.

## **G. THE FINISH**

1. The finishing line shall be the line and the extension of the line between the painted upright post on the Southeast side of the race control tower and D mark, limited at the outer end by the South Island.

2. Boats will finish when next they cross the finishing line after 12:00 on the Second Day at which time four lights in the race control tower will be switched on and a sound signal made.

3. Boats not finishing between 12:00 and 12:30 will be deemed to have finished at 12:00.

4. The time limit for finishing will be 12:30 at which time a sound signal will be made, and the four lights extinguished.

## **H. ADJOURNMENT OF RACE**

1. Rule 32 (Shortening or abandoning after the start) is varied and supplemented by the following provisions for adjourning the race. The signal for adjourning the race will be any three lights in the race control tower; attention will be drawn to this signal by three sound signals.

2. An Adjourned Race may be restarted. For the purposes of Paragraph I1 (Scoring), the number of laps sailed by a boat when she last crossed the finishing line before the adjournment will be added to the number of laps she sails between the re-start and the finish. The elapsed time from the start of her flight until she last crossed the finishing line before the adjournment will be added to the time elapsed between the re-start of her flight and her finishing time; except that when any boat has not sailed continuously up to the time of the adjournment and, in consequence, the Race Committee considers it more equitable, she shall have the time elapsed from the start of her flight until the adjournment added to the time between the re-start of her flight and her finishing time.

3. When an adjourned race is re-started, the procedure and signals laid down will be posted on the Sailing Notices Board allowing not less than 15 minutes between posting the times and the warning signal.

4. When an adjourned race is not re-started, the Race Committee may award prizes on performance during the adjourned race or at its discretion postpone, abandon or cancel the race.

## **I. SCORING**

1. The winner will be the team with the shortest average lap time corrected for Portsmouth Yardstick. Timing of all boats will start at their flight starting signal and shall continue until they finish (except in the case of an adjourned race, see Paragraph H2). After considering any penalties an average lap time corrected for Portsmouth Yardstick will be derived for each boat based on the actual (or if necessary, projected) 24 hours of sailing following that boat's flight start.

2. Where the award of any prize is involved, a tie between boats which results from the operation of Paragraph G3 may be broken by reference to their average lap times when each boat last completed a lap.

3. For some prizes, reasonably continuous sailing is required, and the Race Committee shall determine whether a boat has complied with this requirement.

## **J. DECLARATION REPORTS**

1. Declaration Reports in respect of the race up to 21:00, the race up to 07:00, and the race up to the Finish will be posted on the Sailing Notices Board approximately 20 minutes after these times. Each Declaration Report will show the number of laps completed and any penalties incurred by each team at the time indicated i.e. 21.00, 07.00 and its Finish.

2. The captain or other representative of each team shall have one hour from the posting of the of each Declaration Report to challenge the data reported for their team by submitting to Information prima facie evidence in writing (for example written records of the team's lap times) that the facts as stated for their team are incorrect.
3. If the team captain or other representative does not so challenge the data for their team, they will be deemed to have accepted it on behalf of their team; such acceptance shall not subsequently be withdrawn.
4. The Race Committee reserves the right to revise the data stated in the Declaration Reports in calculating the results where it deems it appropriate to do so.

#### **K. DOCKING AREA**

1. The docking area near the sluice gate is indicated on the chart and is bounded on its South Easterly side by several spherical buoys; only the pole mark flying code flag "E" described in Paragraph K6 is a mark. The docking area includes the contiguous strip of land to a depth of ten feet or such other distance as may be indicated by a rope barrier or other marking. Boats will continue to be timed whilst within the docking area.
2. Provided a boat is wholly within the docking area or on the adjacent hard standing after hauling out in the docking area, Rule 45 (Hauling out: Making fast; Anchoring ) will not apply, and crews and gear may be changed and assistance given by other members of the team provided that there are no more than six members of a team inside the docking area at any time (see also Paragraph D1) This varies Rule 41 (Outside Help) and Rule 47 (Limitations on Equipment and Crew).
3. Boats intending to enter the docking area shall not interfere with boats sailing their normal course and shall enter the area only after rounding C mark and before passing D mark.
4. The docking area is out of bounds to members of a team until their boat is within the docking area. Infringement of the Sailing Instructions governing the docking area by any member of a team will be treated as an infringement of these Instructions by their boat.
5. Boats shall not enter the docking area, which is an Obstruction (Rules: Definitions) to boats not intending to enter it, unless with a bona fide intention of landing therein.
6. A pole mark flying code flag "E", and which may carry a fixed red light during the hours of darkness will be laid on or adjacent the perimeter of the docking area. Boats leaving the docking area shall leave this mark to port. Rule 31 (Touching a mark) shall not apply to boats touching this mark. During the race, the position of this buoy may be varied along the perimeter of the docking area. No signals will be made to draw attention to such adjustments in position. This varies Rule 33.
7. Rule 42 (Propulsion) shall not apply to boats wholly within the docking area. However, a boat shall not leave the docking area at a speed greater than would have been achieved by the natural action of the wind on the sails and spars had the sails, spars and underwater surfaces been trimmed to best advantage at the time.

#### **L. DIFFERENTIAL PENALTIES**

- 1 Rule 44 (Penalties at the time of an incident) will not apply.
2. A boat acknowledging an infringement of Part 2 of the Rules (When Boats Meet) or of Rule 31 (Touching a Mark) shall, when next passing D mark when sailing between C mark and A mark, exonerate herself by accepting the penalty and leaving D mark to starboard. Such action will result in a 5 minute penalty being applied to the lap on which the infringement occurred. In leaving D mark to starboard, she shall keep clear of boats leaving D mark to port.
3. A boat which has acknowledged an infringement and proposes to accept a penalty in accordance with Paragraph L2 will continue to be timed and remains subject to the Sailing Instructions whether or not she enters the docking area before accepting the penalty.
4. Rule 41 (Outside Help) is varied as follows: A boat may, consequent upon damage, be towed or manually propelled to the docking area and may take the shortest route but shall report the fact to the Scrutineer immediately. She shall have any lap which was completed in whole or in part under tow



or manual propulsion disallowed. Such a boat or any boat which lands at the docking area in the course of a normal lap, shall, on continuing to race, leave D mark to port.

5. When a boat decides to acknowledge an infringement of Part 2 of the Rules (When Boats Meet) or of Rule 31 (Touching a Mark) belatedly i.e. after she has left D mark to port following the incident in respect of which she wishes to acknowledge the infringement, or (ii) wishes to acknowledge an infringement of Rule 41 (Outside Help) or of Rule 47 (Limitations on Equipment and Crew), she may do so by reporting the fact to the Race Committee reasonably promptly after the next change of crew. A boat may so acknowledge an infringement only before the start of any associated protest hearing. Such acknowledgement carries a penalty of 20 minutes being applied to the lap on which the infringement occurred, or in the case of an infringement of Rule 41 reported promptly to the Race Committee, a penalty of 20 minutes being applied to the lap on which the infringement occurred.

6. When a boat which has acknowledged an infringement and is continuing to sail the course with a view to accepting a penalty is involved in some further infringement(s) which she is obliged to acknowledge, she shall, in addition to accepting the penalty for the initial infringement by leaving D mark to starboard, report such subsequent infringement(s) to the Scrutineer reasonably promptly after the next change of crew. The Race Committee may under these circumstances impose a penalty of 5 minutes for each subsequent infringement.

7. A boat that has left D mark to starboard after rounding C mark shall be deemed to have accepted a 5 minute penalty. This acceptance shall not subsequently be withdrawn.

8. Any penalty accepted or imposed on a lap counting for a short duration race shall also apply to that short duration race.

## **M. PROTESTS**

1. Rule 61.1 (a) (Protest Requirements) is varied to require: A boat intending to protest shall always inform the other boat at the first reasonable opportunity. When her protest concerns an incident in the racing area that she is involved in or sees, she shall hail "protest" and conspicuously display a red flag of minimum dimensions 100mm X 100mm on the port shroud at the first reasonable opportunity for each. A boat required to display a flag shall do so, until she is satisfied that the alleged infringing boat has accepted responsibility for that incident by leaving D mark to starboard or the boat protesting next enters the docking area.

2. A boat intending to protest in respect of an incident on the water shall, in addition to her obligations under Rule 61.1 (Informing the Protestee) inform the Scrutineer of her intention of protesting within five minutes of the first crew change following the incident; or, where she finishes before such change, immediately on coming ashore after finishing (and at latest within 10 minutes of finishing). She shall report only the time of the incident and the identity of any boat against whom she intends to protest. A protesting boat may withdraw her protest at any time before the protest hearing.

3. Completed protest forms (obtainable from the Scrutineer) shall be lodged as soon as practicable with the Race Committee, but in any event within twenty minutes of the finish of the protesting boat. The Race Committee will arrange a time for the protest to be heard and will post on the Sailing Notices Board the names of the parties to the protest and the time and place set for the hearing.

4. Parties to a hearing are deemed to have had notification of the time and place set for the hearing (as obliged under Rule 63.2) after this information has been displayed on the Sailing Notices Board for one hour in accordance with the provisions of Paragraph A4 except that, in the case of notices relating to protests, no part of the hours between 21:00 on the First Day and 07:00 on the Second Day will count as part of the qualifying hour and, after the last boat has finished, this qualifying period shall be reduced to twenty minutes.

5. Parties shall be responsible for attending with their witnesses at the time and place set for the hearing. The protest may be heard in the absence of any of the parties or witnesses.

6. Rule 64.1 (Penalties and Exoneration) is varied as follows: After a hearing, as an alternative to disqualifying a boat, the Protest Committee may impose a penalty of 20 or 40 minutes. They retain the right to impose disqualification when, in their sole judgement, this is appropriate. The Protest Committee may also decide to impose no penalty upon a boat which has gained no material advantage from a minor infringement of a technical nature.

7. Rule 65.1 (Informing the Parties and Others) is varied as follows: Notification of the imposition of any penalty as a result of a protest or of a penalty imposed without a hearing will be posted on the Sailing Notices Board.

8. Rule 65.2 (Informing the Parties and Others) is varied as follows: A party to a protest requiring a decision in writing shall so inform the Race Committee without unreasonable delay, and at the latest by 12:30 on the Second Day or within half an hour of the result of the protest being displayed on the Sailing Notices Board, whichever is the later.

9. Appendix P applies as amended.

P1.2 is amended as follows:

P1.2 An observer appointed under rule P1.1 who sees a boat breaking rule 42 may penalise her, without a hearing, by notifying the Race Committee of the appropriate penalty. A boat so penalized shall not be penalized a second time under RRS 42 for the same incident.

P2 is amended as follows:

P2 The first penalty will be a 5-minute penalty, with a 20-minute penalty for subsequent infringements.

## **N. LIGHTS**

1. Rule 48 (Fog Signals and Lights) is varied as follows: From 19.45 until 06.15 each boat shall show simple port and starboard lights. At 19:30, three siren blasts will be sounded as a reminder that navigation lights shall be shown within a quarter of an hour.

2. Other lights may be carried if they do not conflict with the rules nor contravene the general provisions concerning lights as prescribed by the International Regulations for Preventing Collisions at Sea.

## **O. RISK & LIABILITY**

1. Rule 40 (Personal Floatation Devices) applies. Adequate personal floatation device(s) shall be worn by all competitors whilst racing.

2. The 24 Hour Race has become established as a test of both skill and endurance, and racing is continuous even under extreme weather conditions (the provisions of Paragraph H relating to the adjournment of the race are emergency provisions primarily intended for use in the event that the Race Committee is unable to conduct the race and not for stopping the race because of extreme conditions). It will be appreciated that competing in such an event on the confined waters of the Southport Marine Lake in heavy weather may be dangerous especially during the hours of darkness and competitors are advised that the risk of competing in the event must be borne by the competitors (see also Paragraphs O3, O5 and P1). It is the inescapable responsibility of each team captain, who must be an adult capable of exercising appropriate judgement, to decide whether his/her individual team members should participate in the conditions prevailing at the time. Helmsmen are warned to keep a good look out, particularly during the hours of darkness, for crews who may be in the water.

3. The safety of a boat and crew and her entire management including insurance shall be the sole and inescapable responsibility of the team captain and the competitor racing the boat. The establishment of these sailing instructions in no way limits or reduces the complete and unlimited responsibility of the team captain/competitor for the boat, its crew and the management thereof.

4. Before starting, team captains will be required to sign a declaration (available from the Information Centre):

‘I declare that I hold a valid and current certificate of insurance including third party liability cover with a limit of indemnity of at least £5,000,000 applying to the .....entry in this 24 Hour Race.

I have read paragraph 13 of the Notice of Race and section O of the Sailing Instructions and accept responsibility for drawing the attention of my team members to these provisions. I accept responsibility for the conduct and safety of my team at all times.’

5. West Lancashire Yacht Club, its Officers, Members and Helpers do not accept any liability for injury or damage of any kind arising out of this event.

**P. MISCELLANEOUS**

1. Other non-competitors may be using the water, and they shall be afforded rights of way as prescribed in Part B of the International Regulations for Preventing Collisions at Sea. Patrol Launches are essential for the security and management of the race and should be treated as Obstructions (Rules: Definitions), particularly when performing assistance duties.

2. Rule 41 (Outside Help) is varied as follows: Teams may communicate with or pass instructions to their boats provided that they do not use loud hailers, sound amplification equipment, telephones or radios and provided that no physical contact is made with the boat other than inside the docking area.

3. Four coloured lights in the race control tower will be switched on for one minute and a siren will be sounded at the beginning of each short duration race.

4. Rule 62 (Redress) is varied by the addition of the following provision: Any boat which is disabled by another vessel which was required to keep clear shall report the disablement and the identity of the other vessel, so far as known, to the Scrutineer when she next enters the docking area and shall give the Scrutineer opportunity to inspect any relevant damage before she leaves the docking area. A request by a boat for redress under Rule 62.1(b) will not be entertained unless she has proceeded in accordance with this Instruction.

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