

Southport Sailing Club

The Marine Lake Southport

**National Junior
12 Hour Race Championship**

24th June 2017

Sailing Instructions

Kindly sponsored by



PREAMBLE

A list of members of the Race Committee, designated observers under RRS 67, details of entrants, a list of prizes and a chart of the course appear in the window of the Clubhouse adjacent to the main entrance, which will be known as the Sailing Notices Board.

There will be a meeting for the Team Manager or one representative of each team at 0700 hours in the Clubhouse, when the Race Committee will be available to answer questions concerning the Race. Sailing Instructions will not be varied orally, see Sailing Instruction A.4. below.

Throughout these Sailing Instructions the abbreviation SI refers to these Sailing Instructions and RRS to the International Sailing Federation Racing Rules of Sailing 2017 – 2020.

Note the differential penalties listed below:

4 minutes	-	SI F.5, F.7, L.2, L.6, L.7, M.6
8 minutes	-	SI L.4, L.5
16 minutes	-	SI M.6, M.9
32 minutes	-	SI M.6, M.9
Disqualification	-	SI M.6, M.9

A - THE RULES

1. The Race will be sailed under the International Sailing Federation Racing Rules of Sailing (RRS), the prescriptions of the RYA, the appropriate Class Rules and these Sailing Instructions (SI), except as stated hereafter.
2. These Sailing Instructions shall vary and prevail over Class Rules with which they may conflict.
3. RRS 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. RRS 90.2(c) (Changes to Sailing Instructions) is changed as follows: The Race Committee may change the Sailing Instructions at any time by notices displayed on the Sailing Notices Board. Except in case of emergency, amendments will not come into effect until at least thirty minutes 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 thirty minutes, other than the notice of a restart of an adjourned race (see SI H 3), and notice of Protest after the finish of the last boat (see SI M.4).. 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 take place on the Marine Lake, Southport.

Times of the signals will be as follows:-

0730 hours	Time Signal
0755 hours	Warning Signal
0756 hours	Preparatory Signal
0759 hours	'One Minute' Signal (<i>See SI F.3 and SI F.5</i>)
0800 hours	Start of the first flight (<i>Subsequent flights will start at one-minute intervals</i>)

C - ELIGIBILITY

1. Classes will be restricted to International Enterprise, G.P.14 and Topaz Argo. The race will be conducted as a combined class race with the following handicaps:-
 - a. Enterprise 1000
 - b. G.P.14 1000
 - c. Argo 968
2. Clubs/Youth Organisations/Schools may enter one, two or three teams. Two clubs/Youth Organisations/Schools may enter a joint team. Competitors shall be under the age of twenty years on the day of the race; non-sailing members of a team (Team Assistants) may be of any age.
3. Each team must have a named Team Manager who is a responsible adult approved by the Management of the Club or Organisation entering the team. The Team Manager must be familiar with his/her Club's/Organisation's Child Protection Policy, or in the absence of such a policy, the RYA's Child Protection guidelines. The Team Manager must be present throughout the event. The Team Manager must have a sound knowledge of sailing, be aware of the individual capabilities of the team members and also be capable of making decisions regarding the safety of the team during the course of the event. See SI N.3.
4. Teams shall comprise only amateur, bona fide members of the Clubs/Organisations that they represent. In the case of a joint entry from two Clubs/Organisations team members must be members of one or both of the Clubs/Organisations. The minimum number of competitors in a team shall be four; however there shall be no upper 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.
5. The names and ages of all competitors shall be submitted to the information Office before 0730 hours. Team Managers must declare whether their team is an Under 20 or an Under 18 (U18) team (Under eighteen on the day of the race). Before the Warning Signal the names of those who will be sailing at the start shall be submitted to the Scrutineer. Also, before each crew change, the names of those who will be sailing after the change shall be submitted to the Scrutineer. A team found to be breach of the rules regarding age limitations will lose all laps sailed by the over-age member(s) of their team plus a possible additional penalty imposed by the race committee.
6. It will be assumed that all teams will enter for all 'Races within the Race' and will not need to sign on for these except in the following cases: -
 - a. An Under 20 Team wishing to enter Under Eighteen Helm & Crew for: -
 - i) The Rogerson Trophy (Fastest first two laps sailed by U18 year olds)
 - ii) The Sandgrunder Trophy (Fastest lap after 12 Noon sailed by U18 year olds)
 - iii) The Last Gasp Trophy (Fastest last two laps sailed by U18 year olds)
 - b. All teams wishing to enter a Helm in: -
 - i) The McDonald's Ladies Trophy (Lady Helm after 1600 hrs)
 - ii) The Under Fourteen Trophy (U14 Helm after 1800 hrs)

These teams will be required to enter the names of the Helm and Crew on the sheets provided at the Scrutineers Caravan at least 20 minutes before the commencement of the race.

NOTE: All crew changes must be notified to the scrutineers in the usual way as outlined in SI C.5 above.

D - BOATS AND GEAR

1. RRS 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 or spars. The Scrutineer's permission will generally be given only when the exchange is made necessary by damage or breakage. (see also SI K.2, L.4 and O.2)
2. The use by any boat of a sail carrying a sail number other than her own shall require the prior approval and consent of the Scrutineer. The changing of a sail to one, which alters the sail number, shall be effected only with the prior permission of the Scrutineer. This permission will generally be given only when the exchange is made necessary by damage. Sail changing which does not involve changing sail number may be carried out at will, always provided that any such sail shall have

been measured and shall conform to the appropriate Class Rules. When the Scrutineer's permission has been given, a boat may use a sail which does not carry its sail number and details of which are not entered on the certificate, provided that either: -

- a. The sail has been measured and complies with the RRS, prescriptions of the RYA and relevant Class Rules in all other respects.
Or:-
 - b. The sail area is less than that prescribed in the Class Rules. This varies RRS 78.1 (in so far as the above points are conditions of the validity of the certificate).
3. Whilst racing, each team shall clearly display its team identification number as allocated by, and in accordance with instructions laid down by Southport Sailing Club. The said instructions are deemed to be part of these Sailing Instructions. The Race Committee may, at its discretion, not score any lap completed by a boat without its identification number in position and legible. Each boat will also be required to carry a GPS Tracker fixed to the boat in accordance with the instructions provided with the tracker. A refundable deposit will need to be paid by each team captain.
 4. Class Certificates, including the current buoyancy test endorsement when required by the Class Rules, shall be submitted to the Information Office for examination before 0730 hours. Class Certificates in respect of reserve boats or late starters shall be produced at any time before launching.
 5. All boats, particularly those claiming a prize, may be subject to measurement.

E - THE COURSE

1. The triangular course, a chart of which appears on the Sailing Notices Board, is approximately 1.5 kilometres long and comprises five marks. Marks 1, 2 and 3 are yellow buoys that shall be rounded in the order 1, 2, 3 and left to port. A fourth mark, D, is a white buoy bearing a black identification letter. D Mark shall be passed and left to starboard after rounding 3 mark unless acknowledging an infringement in accordance with the provisions of SI L, in which case it shall be left to port. The fifth mark E, a red pole buoy located on or adjacent to the perimeter of the Docking Area, shall be left to starboard by boats leaving the Docking Area (see SI K.7).
2. The Islands are not marks of the course but shall be left to port.
3. There will be no course signals.
4. RRS 34 (Mark Missing) is varied as follows: Should a Mark move, it shall continue to be regarded as a Mark and rounded if practicable. When it is impractical so to round it, boats shall round the approximate original position of the mark until such time as the mark is repositioned or replaced.
5. The timing of the laps counting for the fastest first two laps of the race will commence at the start, and end when the finish line is crossed after mark 1 has been rounded for the second time. Other short duration races will start and finish on the finishing line (see SI G.1).
6. The Area of the Marine Lake to the North-East of a line from the end of the concrete spit and roughly perpendicular to the shore side of the lake (shown on the chart of the course) shall be 'out of bounds'. Boats shall not enter this area which shall be regarded as an obstruction to sea room.

F - THE START

1. The start will be across a line extending through the Club Signal Mast and a Transit Pole on the lake side. Two buoys carrying orange flags will mark the inner and outer limits of the line: these buoys being marks of the course at the start only. Boats shall sail between the inner and outer limit marks when approaching the starting line to start. Until she has rounded mark 3 on the first lap, a boat shall treat D mark as an obstruction which may be passed on either side; thereafter it shall be treated as a mark of the course.

2. An alternative starting line may be laid in the South East area of the lake and will be so signified on the Sailing Notices Board before 0730 hours. The alternative starting line will be a line joining the Signal Mast of the Committee Boat and an outer limit mark carrying a yellow flag. Another buoy carrying a yellow flag will mark the inner limit of the line. Boats shall sail between the inner and outer limit marks when approaching the starting line to start. The two buoys marking the extremities of the line will be marks of the course at the start only.
3. The race will be started as follows: This changes RRS 26. A sound signal will be made with each visual signal, but times shall be taken from the visual signals and mistiming or failure of a sound signal shall be disregarded.

Warning Signal	Numeral Flag '1'	5 minutes before 1 st start
Preparatory Signal	Code Flag 'P'	4 minutes before 1 st start
One-minute Signal	Code Flag 'Q'	1 minute before 1 st start
First Start	Numeral flag '1' lowered and re-hoisted after approx. 15 seconds	0 minutes before 1 st start

The Second flight will start one minute after the first; subsequent flights at one-minute intervals thereafter. In each case Numeral flag '1' will be lowered and re-hoisted as for the first flight. Code Flags 'P', 'Q' and '1' will be lowered at the start of the final flight.

4. When the alternative starting line defined in SI F.2 is in use the starting signals will be given from the Committee Boat. After starting, boats shall sail to mark 3 leaving it to port. Thereafter the defined course shall be sailed.
5. So that later starters shall not interfere with the flight manoeuvring to start, a holding line between two yellow marks will be laid 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. RRS 30 (Starting Penalties) is changed as follows: A boat in the 'out-of-bounds' area or on the course-side of the starting line or its extensions at any time within the period beginning with the Preparatory Signal and ending one minute prior to the start of her flight, will receive a 4 minute penalty. For each boat the lines defining the four sides of the 'out-of-bounds' area are obstructions during that period.
6. Boats shall start in flights with flight times separated by intervals of one minute. The flight numbers and start times of each boat, identified by its class (and, or identification number), will be determined by the Race Committee and will be posted on the Sailing Notices Board by 0730 hours. The number of the flight next to start may be displayed on a numeral board sited adjacent to the starting signals. The numeral boards are for guidance only and failure to display them will be deemed not to invalidate the start sequence nor to materially prejudice the finishing place of a boat.
7. RRS 29.1 (Individual Recall) and RRS 30 (Starting Penalties) are varied as follows: A boat which is on the course side of the start line at her starting signal and has crossed the line within the one minute immediately preceding her starting signal, shall continue to sail the course as if she had started correctly and will incur a 4 minute penalty. Code Flag 'Q' will be broken out and one sound signal made to indicate the start of this one-minute period for the first flight. Other premature starters shall be required to return and start correctly in accordance with RRS 30.1 and these SI's. No recall signals will be given and no recall numbers will be displayed.
8. RRS 29.2 (General Recall) is varied by the addition of the following provision. When a flight other than the first is recalled the recall will apply to all flights including those that have already started. A launch displaying the First Substitute code flag may circle the fleet that has already started to draw attention to the General Recall. A full starting sequence will recommence at the warning signal.
9. RRS 45 (Hauling Out; Making Fast; Anchoring) is changed as follows: A boat not afloat at the Preparatory Signal may remain hauled out after the Starting Signal but after launching for the first time shall thereafter only be hauled out in accordance with the provisions of SI K.3. A boat not afloat at her starting signal will still be timed from her starting signal as if she had been afloat, and

will be credited with her initial lap only after crossing the Finish Line in the direction of the course for the second time

G - THE FINISH

1. The finish line will be the line and the extension of the line between the Club Signal Mast and D mark, limited at the outer end by the North Island.
2. Boats will finish when next they cross the Finish Line after 2000 hours at which time a sound signal will be made and code flag F displayed from the Club Signal Mast.
3. Boats not finishing between 2000 hours and 2030 hours will be deemed to have finished at 2000 hours.
4. The time limit for finishing will be 2030 hours at which time a sound signal will be made and code flag F lowered.

H - ADJOURNMENT OF RACE

1. Rule 32.1 (Shortening or abandoning after the start) is changed by the addition of the following: The Race Committee may adjourn the race.
2. The signal for adjourning the race will be International Code Flags 'N' over 'AP' flown from the Club Signal Mast; attention will be drawn to this signal by three sound signals.
3. 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.
4. When an Adjourned Race is re-started, the procedure and signals laid down will be posted on the Sailing Notices Board at least thirty minutes before the re-start.
5. When an Adjourned Race is not to be re-started, the Race Committee may award prizes on performance during the Adjourned Race or may at its discretion postpone, abandon or cancel the race.
6. In the event of an adjournment all boats will stop racing with immediate effect and return to the mooring area by the safest route. All returning helms and crews will on arrival on land and immediately after securing their boats, report to their team managers. The team managers will perform a head count and establish that all of their team are present and safe. Team managers will then report to the Principal Race Officer with details of the status of all members of their team.

I – SCORING

1. RRS 90.3 and RRS A (Scoring) are changed. The Scoring systems in RRS A are replaced by the following:
 - i) The winner will be the team with the shortest average lap time. 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 SI H2). After taking into account any penalties, an average lap time corrected for handicaps as described in SI C.1 will be derived for each boat based on the actual (or, if necessary projected) 12 hours of sailing following that boat's flight start.
 - ii) Boats starting at the Alternative Start Line will be credited with a half lap when they first pass the finish line.
 - iii) Where the award of any prize is involved, a tie between boats which results from the operation of SI G.3 may be broken by reference to their average lap times when each boat last completed a lap.

- iv) For some prizes, reasonably continuous sailing is required. The Race Committee will determine 'Reasonably continuous sailing'.

J - DECLARATION FORMS

1. A declaration form in respect of the six hours sailing preceding 1400 hours and the six hours preceding the finish will be issued approximately 30 minutes after these times and shall be signed by the Team Manager or other representative of each team within 30 minutes of their issue. Declaration forms may be obtained from and shall be returned to the information office. The Race Committee reserves the right to revise the data stated on the Declaration form in calculating the results where it deems it appropriate to do so.

K - DOCKING AREA

1. The Docking Area to the left of the clubhouse is indicated on the course chart and is bounded by a number of buoys; only the red pole buoy flying code flag 'E' described in SI K.7 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. The shore South West of the Docking Area and the slipways shall not be used without the Scrutineer's permission. Boats will continue to be timed whilst in the Docking Area.
2. RRS 47.1 (Equipment); RRS 47.2 (Leaving) and RRS 41 (Outside Help) are varied by the addition of the following provisions: Whilst a boat is wholly within the Docking Area crews and gear may be changed and assistance given by other members of the team provided that there are not more than six members of a team inside the Docking Area at any time. Assistance can include minor repairs. If the boat is expected to be in the Docking Area for more than a few minutes the facts should be reported to the Scrutineer who may require that the boat be moved.
3. Boats intending to enter the Docking Area shall keep clear of boats sailing their normal course and shall enter the Docking Area only after passing mark 3 and before passing D mark.
4. The Docking Area is out of bounds to team members until their boat is within the Docking Area. Infringement of Sailing Instructions governing the Docking Area by any member of the team will be treated as an infringement of these instructions by their boat.
5. Boats shall not enter the Docking Area, which is a continuing obstruction to boats not intending to enter it, in which case it must be passed to starboard. Only boats with a bone fide intention of entering and landing therein may enter this area.
6. Mark E, red pole buoy flying code flag 'E', will be laid on or adjacent to the Easterly side of the Docking Area. Boats leaving the Docking Area shall leave this mark to Starboard. RRS 31 (Touching a Mark) shall not apply to boats touching this mark. During the race the position of this buoy may be varied by up to 10 metres. RRS 33 and RRS 34 are varied to the extent that no signals will be made to draw attention to the change. (See also SI E.4.)
7. RRS 42 (Propulsion) is varied to the extent that it 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 sail, and the sails, spars and underwater surfaces being trimmed to best advantage at the time.
8. Boats leaving the Docking Area in the course of a normal lap shall leave 'D' mark to starboard unless accepting a penalty.

L - DIFFERENTIAL PENALTIES

1. Rule 44 (Penalties at the time of an incident) will not apply.
2. A boat acknowledging an infringement of a rule of Part 2 of the RRS or RRS 31 (Touching a Mark) shall, when next passing D mark whilst sailing between mark 3 and mark 1, exonerate herself by accepting the penalty and leaving D mark to port. Such action will result in a 4 minute penalty being applied to the lap on which the infringement occurred. In leaving D mark to port, she shall keep clear of boats leaving D mark to starboard.

3. A boat that has acknowledged an infringement and proposes to accept a penalty in accordance with SI L.2 will continue to be timed and remains subject to Sailing Instructions whether or not she enters the Docking Area before accepting the penalty.
4. RRS 41 (Outside Help) is varied as follows: A boat may, consequent upon damage or due to safety concerns, be towed or manually propelled to the Docking Area and may take the shortest route but shall report the fact to the Scrutineer immediately. Such a boat shall, before continuing to race, return to the approximate point at which the tow or manual propulsion commenced. Such action will incur an 8 minute penalty.
5. When a boat either:
 - (i.) Decides to acknowledge an infringement of RRS Part 2 or RRS 31 (Touching a Mark) belatedly, i.e. after she has left D mark to starboard following the incident in respect of which she wishes to acknowledge the infringement.
Or:-
 - (ii.) Wishes to acknowledge an infringement of RRS 41 (Outside Help) or RRS 47 (Limitations on Equipment and Crew), she may do so by reporting the fact to the Scrutineer 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 acknowledgment carries a penalty of 8 minutes. An infringement of Rule 41 reported promptly to the Race Committee, will also incur a penalty of 8 minutes.
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 one or more further infringements which she is obliged to acknowledge, she shall report such further infringements to the Scrutineer reasonably promptly after the next change of crew. The Race Committee may under these circumstances impose a penalty of 4 minutes for each of the subsequent infringements.
7. A boat that has left D mark to port after rounding mark 3 shall be deemed to have accepted a 4 minute penalty. If D mark is left to Port in error the penalty may only be withdrawn only by 'unwinding' on the same lap so that the course sailed complies with RRS 28.1 (Sailing the Course).
8. Any penalty accepted or imposed on a lap counting for a short duration race (see SI E5 and SI O3) shall also apply to that short duration race.

M - PROTESTS

1. RRS 61 (Protest Requirements) is varied as follows. RRS 61(a)(2) (waiving the requirement to display a protest flag by boats under 6 metres) shall not apply. Protest Flags, preferably displayed at the Starboard Shroud, shall be flown until either the boat protesting is satisfied that the alleged infringing boat has accepted responsibility for the incident by leaving D mark to port, or until the protesting boat enters the Docking Area and the Scrutineer gives consent for the flag to be removed. It is the responsibility of the crew of the protesting boat to draw the attention of the Scrutineer to the flag. Boats, which finish whilst displaying a Protest Flag, shall register the signal with the Scrutineer immediately upon coming ashore.
2. A boat intending to protest in respect of an incident on the water shall, in addition to her obligations under RRS 61.1 (Informing the Protestee) inform the Scrutineer of her intention to protest within five minutes of the first crew change following the incident. She shall report only the time of the incident and the identity of any boat against which she intends to protest. A protesting boat may withdraw her protest at any time before the protest form issued by the Scrutineer has been completed and lodged. A 'Land Based' protest in respect of any incident shall be notified to the Scrutineer within five minutes of the incident.
3. In the case of protesting boats, completed protest forms shall be lodged with the Scrutineer as soon as possible, but in any event within 30 minutes of the crew change following the incident or within 30 minutes of finishing the race, whichever is earlier. A protest form resulting from a 'land based' protest shall be lodged with the Scrutineer within 30 minutes of the incident. SI. M3 will also apply to requests for redress, the time limit of which may be extended upon request, and at the absolute discretion of the Race Committee. The Race Committee shall arrange a time for the hearing and shall post on the Sailing Notices Board the names of the parties to the protest and the time set for the hearing.
4. Parties to the hearing will be deemed to been notified of the time and place set for the hearing (as required by RRS 63.2) after this information has been displayed on the Sailing Notices Board for at least thirty 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. RRS 64.1 (Penalties and Exoneration) is varied as follows: The Protest Committee may, as an alternative to disqualifying a boat, impose a penalty of 16 or 32 minutes. For an infringement of RRS 42 (Propulsion) they may impose a penalty of 16 or 32 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 on a boat that has gained no material advantage from a minor infringement of a technical nature.
7. Notification of the imposition of any penalty by the Protest Committee will be posted on the Sailing Notices Board.
8. RRS 65.2 (Informing the Parties and Others) is varied as follows: A party to a hearing, who requires the information provided under RRS 65.1 in writing, shall so inform the Race Committee without unreasonable delay and at the latest by 2030 hours, or within the thirty minutes of the result of the protest being displayed on the Sailing Notices Board, whichever is the later.
9. RRS 67 (Rule 42 and Hearing Requirement) shall apply. The Protest committee may penalise without a hearing a boat that has broken RRS 42 (Propulsion). Designated observers have been appointed by the Protest Committee for this specific purpose. The penalty imposed will be a 4 minute time penalty, or a 16 minute penalty for subsequent infringements. This varies Rule 63.1. See SI M.6 for penalties and SI M.7 for notification.

N - RISK AND LIABILITY

1. RRS 40 is varied as follows: Adequate Personal Flotation Devices shall be worn by all competitors when afloat.
2. The provisions of section H of these Sailing Instructions (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 adverse conditions.
3. The safety of the boat and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the boat. Where the owner/competitor is under the age of 18, this responsibility rests with the named Team Manager. See SI C.3. The establishment of these sailing instructions in no way limits or reduces the complete and unlimited responsibility of the owner/competitor for his boat, his crew and the management thereof. 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.
4. Clubs and Organisations are advised to contact parents of their team members to: -
 - i) Obtain parents/guardians/carers consent to take part in the event.
 - ii) Ascertain details of any known medical conditions that may affect members during the event, and obtain parental permission for the organisers to take their child to hospital, and receive any required treatment in accordance with a hospital's diagnosis, should the need arise.

Any information relating to (ii) above should be communicated in writing to the Event Management Team.
5. It is the responsibility of visiting parents to ensure the good behaviour of their children. Team Managers, and their non-sailing adult team members, must ensure the safety and good behaviour of their team members, before, during and after the event.
6. Any person who has any concern that relates to the safety of any junior competitor, on or off the water, must immediately make known their concerns to the Principal Race Officer. (A list of Race Officials will be displayed on the Race Notices Board to the right of the main entrance door.).
7. The Southport Sailing Club, its officers and members, do not accept any liability for any injury or damage of any kind, arising out of this event.

O - MISCELLANEOUS

1. Other non-competitors may be using the water and they shall be afforded rights of way as prescribed in 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 (RRS: Definitions) particularly when in attendance other boats.
2. RRS 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, radios, mobile phones or other electronic communications devices and provided that no physical contact is made with the boat other than inside the Docking Area.
3. Short Duration Races. The start of the race for the fastest first two laps of the race will be the start of the first flight. If there is more than one flight, a boat's time for the fastest first two laps will commence at the start of her own flight. To indicate the start of the other short duration races, Code flag D will be hoisted on the Club Signal Mast for one minute and a sound signal given.
4. RRS 62 (Redress) is varied by the addition of the following requirement: Any boat intending to seek redress under RRS 62.1(b) (Injury and/or Physical Damage) shall report the injury and/or damage and identity of the other vessel, as far as is known, to the Scrutineer when she next enters the Docking Area. The Scrutineer shall be given the opportunity to inspect the injury and/or damage before she leaves the Docking Area. A request by a boat for redress under RRS 62.1.(b) will not be entertained unless she has proceeded in accordance with this Sailing Instruction.

(Amended 16th March 2004)
(Amended 5th May 2005)
(Amended 18th Dec 2005)
(Amended 8th Mar 2006)
(Amended 11th Oct 2006)
(Amended 30th Oct 2007)
(Amended 18th Feb 2009)
(Amended 03rd Oct 2009)
(Amended 25th Jan 2010)
(Amended 30th Feb 2012)
(Amended 21st March 2013)
(Amended 27th May 2014)
(Amended 10th June 2014)
(Amended 10th June 2015)
(Amended 22nd June 2015)
(Amended 13th June 2016)
(Amended 16th June 2016)
(Amended 20th April 2017)

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