



# Classic Channel Regatta



Dartmouth - St Peter Port - Paimpol  
Wednesday 17th July to Thursday 25th July 2024

## The Classic Channel Regatta

Comprising

The Dartmouth Classics

The Classic Channel Race - Dartmouth to St Peter Port - Leg 1

The Classic Channel Race - St Peter Port to Paimpol - Leg 2

The Classic Tour de Île de Bréhat Race

Organising authority

Classic Channel Regatta Limited

In association with

The Royal Dart Yacht Club, The Guernsey Yacht Club & The Loguivy Canot Club



## WELCOME TO THE CLASSIC CHANNEL REGATTA 2024

The 2024 Classic Channel Regatta will be the tenth edition of this now well established and highly regarded biennial event started in 2005. It is a week-long regatta comprising five races: three inshore races at Dartmouth Classics, The Classic Channel Race from Dartmouth to Paimpol with a stopover in St Peter Port, and The Classic Tour de Île de Bréhat Race, all accompanied by a lively and informal social programme ashore.



In Dartmouth the regatta's host club will again be the Royal Dart Yacht Club. For scheduling reasons in 2022 we did not call at the Channel Islands, but I am very pleased that the 2024 regatta will once again be going to St Peter Port where it will be under the kind auspices of the Guernsey Yacht Club. In Paimpol the regatta has its own French organising team, Paimpol Classic Channel Regatta, who put on the now legendary hospitality and activities there with support afloat from the Loguivy Canot Club.

The regatta is run on behalf of the members of the C.R.A.B. Association by Classic Channel Regatta Ltd, a company limited by guarantee, on a not-for-profit basis by classic sailors for classic sailors. The owners and skippers of competing yachts become full members of the C.R.A.B. Association and their crews become associate members. The regatta is run entirely by volunteers and all full members of the C.R.A.B. Association have a vote at each regatta to ensure the regatta continues to fulfil these objectives of the association:

“To encourage the ownership and sailing of classic yachts by organising and running the biennial Classic Channel Regatta and any associated regattas and events for classic yachts, their owners and crews in accordance with the ethos of ‘Gentleman’s Racing’ and Passage Making combined with social events.”



Immediately after the final day of the Classic Channel Regatta in Paimpol our good friends at the Yacht Club Classique will be running a passage race, La Coupe Armorique, from Paimpol to Brest starting on July 26 and finishing on Sunday July 28. All Classic Channel Regatta competitors are welcome and encouraged to take part in this race which will be an excellent opportunity to spend a few extra days sailing in Brittany and will provide a springboard round Finisterre for those planning to cruise in Southern Brittany. Full information and registration for this race is available on the YCC's website: [www.yachtclub-classique.com](http://www.yachtclub-classique.com).

We are very grateful, as always, for the support of all our Volunteers, Sponsors, supporting Yacht Clubs and Town and Port authorities and look forward to providing another Classic Channel Regatta which will not only further the objectives of the C.R.A.B. Association, but we hope will once again be a highly enjoyable and memorable highlight of the sailing season for all those taking part.

On behalf of the Classic Channel Regatta, I look forward to welcoming you to the regatta in July 2024

Bruce Thorogood  
Chairman



# NOTICE OF RACE (NOR)

## THE EVENT

The Event is the Classic Channel Regatta comprising the following races: The Dartmouth Classics, The Classic Channel Race Leg 1 - Dartmouth to St Peter Port, The Classic Channel Race Leg 2 - St Peter Port to Paimpol, The Classic Tour de Île de Bréhat Race.

## ORGANISING AUTHORITY

The Organising Authority for the The Dartmouth Classics, The Classic Channel Race Legs 1 & 2,, The Classic Tour de Île de Bréhat Race, is the Classic Channel Regatta Ltd.

## DATES

The Dates of the Regatta are the 17th to the 25th July 2024.

## LOCATION & COUNTRY

The Regatta is run on courses around Dartmouth and its near coastal region in the UK. Thence across the English Channel to Guernsey, From Guernsey to Paimpol and courses from Paimpol and around the Île de Bréhat, France.

## PREAMBLE

The Organising Authority implement the RYA Racing Charter and Competitors will be required to undertake to sail in compliance with the Charter which can be found at the front of the RYA rule book (Racing Rules of Sailing) and on the RYA website [www.RYA.org.uk](http://www.RYA.org.uk).

Throughout the documentation relating to this event the words “yacht” and “boat” are interchangeable. The words “shall” and “must” are mandatory. Other words and terms are used in the sense ordinarily understood in nautical or general use. Other words and phrases should be construed as their meaning in every day use.

The notation ‘[NP]’ in a rule in these or the Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

The notation [DP] in a rule in this Notice of Race (NoR) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

## 1. SCHEDULE OF ENTRY AND RACING

Schedule : All hours are BST (UT+1) unless explicitly noted in FST (UT+2)

### **Wednesday 17th July 2024**

- 1200 to 1900: Registration at the Royal Dart Yacht Club (RDYC).
- 1900: Briefing for the Dartmouth Classic’s RDYC.

### **Thursday 18th July 2024**

- 1155: First Warning Signal Dartmouth Classics Race 1 & 2.

### Friday 19th July 2024

- 0955: First Warning Signal Dartmouth Classics Race 3.

### Saturday 20th July 2024

- 0900-0930 Late Registration for Classic Channel Race - RDYC.
- 1000: Classic Channel Race Briefing - RDYC.
- 1255 First Warning Signal Classic Channel Race Leg 1 - Dartmouth to St Peter Port.

### Monday 22nd July 2024

- 0955 First Warning Signal Classic Channel Race Leg 2 - St Peter Port to Paimpol.

### Tuesday 23rd July 2024 (FST)

- 1600 Briefing for the Tour de Île de Bréhat.

### Wednesday 24th July 2024 (FST)

- 1025 First Warning Signal Classic Tour de Île de Bréhat Race.

### Thursday 25th July 2024 (FST)

- 1800 Prizegiving

## 2.

## RULES

2.1. The Event will be governed by: The 'rules' as defined in The Racing Rules of Sailing (RRS)

2.2. The Racing Rules of Sailing are available at <https://www.sailing.org/documents/racingrules/index.php>

2.3. The RRS are changed as follows:

2.3.1. RRS63 (Hearings) is amended to allow RYA arbitration.

2.3.2. As an alternative to hailing for room to tack or responding, a boat may communicate on VHF channel 72. This changes RRS 20.4(b).

2.3.3. Under World Sailing Test Rule DR 21-01, 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 RRS 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.

2.3.4. When a boat starts in accordance with item (b) of the definition **Start** above, she shall not return to the pre-start side of the starting line and the starting penalty shall be:

- (a) Where the race committee decides that no significant advantage has been gained, 5% of the boat's elapsed time, rounded to the nearest second, shall be added to her elapsed time.
- (b) Where the race committee decides that a significant advantage has been gained, the boat shall be scored OCS. This changes RRS A5.1.

2.4. The following Race and Applicable Categories of the World Sailing Offshore Special Regulations will apply.

2.4.1. The Dartmouth Classics: The World Sailing Offshore Special Regulations for Category 4 (Monohulls).

2.4.2. The Classic Channel Race Leg 1: Dartmouth to St Peter Port, The World Sailing Offshore Special Regulations for Category 3 (Monohulls) with liferaft.

2.4.3. The Classic Channel Race Leg 2: St Peter Port to Paimpol, The World Sailing Offshore Special Regulations for Category 3 (Monohulls) with liferaft.

2.4.4. The Classic Tour de Île de Bréhat Race: The World Sailing Offshore Special Regulations for Category 4 (Monohulls) However the requirement for engine capacity (Inboard or Outboard) as per Category 3 rules shall apply. Open boats may only be entered with the express approval of the Organising Authority.

2.4.5. The WS OSR are available at <https://www.sailing.org/documents/offshorespecialregs/index.php>.

2.5. Except where otherwise stated in the Sailing Instructions, between sunset and sunrise and in restricted visibility, the rules of RRS Appendix RV shall apply.

2.6. The prescriptions of the UK national authority will apply (except the provisions of Appendix G).

2.7. When rule 20 applies, a boat may indicate her need for room to tack or indicate her response by hailing or by VHF on Ch 72.

2.8. Autopilots may be used for the Classic Channel Race Leg 1 only. This changes Rule 52.

2.9. Each boat must have a working mobile phone capable of receiving text messages (SMS), kept charged and able to roam in both the UK and France. It should be switched on for the duration of the regatta. The number should be advised on entry and confirmed at registration.

#### 2.10. **Automatic Identification System (AIS).**

2.10.1. It is a condition of entry into the Classic Channel Race Legs 1 & 2 that AIS equipment must be working at the start of and during those races. Competitors shall ensure the name of the boat and not just the MMSI number is transmitted. A display unit capable of displaying received transmissions shall also be fitted. The transmitter shall be switched on for the duration of the race and programmed to transmit at least once every 5 minutes. If a boat retires it shall keep its AIS switched on until it reaches a safe port or anchorage and the Race Committee have been informed of the retirement. The correct details for the overall dimensions of the yacht shall also be correctly programmed into the unit.

2.10.2. Competitors shall ensure that within 48 hours prior to Registration the unit shall be switched on for a sufficient time for the yacht to appear on the Marine Traffic web-site. Any non-functioning of the equipment is to be advised immediately to the Race Organisers.

#### 2.11. **Safety and Life-Saving Equipment**

2.11.1. Skippers and Crew members' attention is drawn to RRS 1.2 Life-Saving Equipment: 'Each competitor is individually responsible for wearing a Personal Flotation Device adequate for the prevailing conditions.' Such devices shall comply with WS OSR Sections 5.01-5.02 titled "Lifejackets".

2.11.2. Lifejackets shall be worn at all times on deck by crews of boats permitted to race without pulpits, stanchions or lifelines. Specifically a lifejacket and harness shall be worn when on deck:

- Between the hours of sunset and sunrise
- When alone on deck
- When reefed
- When the true wind speed is 25 knots or above
- When the visibility is less than 1 nautical mile
- Attention is also drawn to NOR Clause 5.3.3 (Yachts without guardrails)

## 2.12. Other Governing Rules

The rules of the current JCH Classic Handicap; full information on this handicap, and how to get a rating (which is free and straightforward) is on the 'Handicapping' page of the regatta website.

2.13. Where there is a conflict between English and any French versions of The Notice of Race, The Sailing Instructions and Notices to Competitors the English version shall be the definitive version.

## 3. SAILING INSTRUCTIONS

Sailing Instructions will be available at Registration and in provisional format prior to that date for those entering, before the 27th June 2024 on the CCR website <https://www.classic-channel-regatta.eu>. Competitors who have registered will be advised by email that these are available.

## 4. COMMUNICATIONS

4.1. The online Notice Board can be found at [HTTPS://WWW.CLASSIC-CHANNEL-REGATTA.EU](https://www.classic-channel-regatta.eu)

4.2. Skippers when entering shall advise their mobile phone number to be used during the event. This number may be used by the race committee to send information on the races including changes to the Sailing Instructions via WhatsApp and/or Text.

4.3. All boats shall carry a working VHF Radio capable of communicating on Channels 06, 11, 16, 37, and 72. in conformity with the WS OSR for that category of race.

4.4. The Race Committee will make courtesy and information broadcasts to competitors on VHF channel 72.

4.5. [DP] While racing from the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. Any competitor transmissions on channel 72 shall be limited to those pertaining to the race(s) taking place.

## 5. ELIGIBILITY, ENTRY, MODIFICATIONS

### 5.1. Eligibility

5.1.1. The Event is open to all Classic yachts of the classes defined below:

**Class 1:** Yachts designed before December 31<sup>st</sup> 1968 which are maintained to their original design without any significant changes. (Yachts built in a limited series are eligible, but those built in an industrial scale series are excluded from Class 1, but are eligible in Class 3.)

**Class 2:** Yachts as per Class 1, but which have had significant changes made to their original design and/or materials. Replicas built to an original design created before December 31<sup>st</sup> 1968 are also eligible in Class 2.

Note: In both Classes 1 and 2, changes in the material of spars, hull, ballast and major changes in the sail plan are considered as significant changes.

**Class 3:** Yachts designed between December 31<sup>st</sup>, 1968 and December 31<sup>st</sup>, 1974 built as a one-off or in series production and yachts designed before December 31<sup>st</sup> 1974 built in an industrial series.

Yachts designed after December 31<sup>st</sup> 1974 whose design and build, including hull, spars, rig, sails, etc., are considered equivalent to pre-1969 classic yachts may be eligible in Class 3.

All yachts potentially eligible for class 3 must be of a classic design approved by the organisers and each individual yacht is subject to acceptance by them. The number of series production yachts first launched after December 31<sup>st</sup> 1974 may be limited by the regatta organisers.

“Grandfather Rule”: As the design date cut-off for Class 3 has been changed from the end of 1976 to 1974 since the 2015 regatta, any yacht designed between these dates that has previously competed in the Classic Channel Regatta prior to 2017 may be accepted by the race committee.

**Class 4:** Any yacht eligible in classes 1-3 with any material other than wood, aluminium or steel for spars (apart from topmasts) will sail in class 4 regardless of year of design. Also ‘spirit of tradition’ yachts with classic appearance above the waterline, but modern hull profile below the waterline with fin keel and separate rudder will sail in Class 4, subject to acceptance by the organisers.

Yachts with sails which fall into the JCH Type 3 definition may be put into Class 4.

5.1.2. Classes may be amalgamated or divided into groups according to the number of yachts entered in each.

5.1.3. The minimum length on deck acceptable for the Channel Race Legs 1 & 2 is 7.5 metres. Notwithstanding this LOD restriction some yachts which have an LOD of less than 7.5 metres but an LWL of greater than 6.5 metres may be eligible subject to the sole approval of the Race Organisers who may take into account such things as sail plan and engine capacity. All yachts regardless of size must comply with 2020-2021 World Sailing offshore special regulations for the category of any race entered regardless of size. The minimum length on deck for the inshore races at Dartmouth and the Classic Tour de Île de Bréhat Race is 5.4 metres.

5.1.4. The complete eligibility rules are available at the Classic Channel Regatta website ([www.classic-channel-regatta.eu](http://www.classic-channel-regatta.eu))

## 5.2. Entry

5.2.1. Eligible yachts may enter by pre-registering on the Classic Channel Regatta website at [www.classic-channel-regatta.eu](http://www.classic-channel-regatta.eu). Entry forms will be emailed to all pre-registered owners and these must be completed and returned, together with the required entry fee, via email with the fee payable as per the instructions contained in the entry form, by the 7th of June. Any entries after that date will be liable to a surcharge fee of 50%

5.2.2. To be considered an entry in the Regatta, in whole or in part, a boat shall complete all registration requirements and pay all fees.

5.2.3. The Organising Authority may limit the number of entries consistent with berthing availability. Currently this is at 100 but the event organisers reserve the right to change this as local conditions dictate.

## 5.3. Modification to the Offshore Special Regulations

5.3.1. It is acknowledged that many classic yachts, having been built before the introduction of the World Sailing Offshore Special Regulations (WS OSR), have difficulty in complying fully with the structural requirements of these rules. Skippers will be required to state that their yacht complies fully with the applicable WS OSR. If they are unable to make such a declaration they must sign the General Dispensation form on registration stating that the yacht does not comply with the applicable WS OSR and providing a waiver of responsibility to the organisers.

5.3.2. Owners of yachts which do not fully comply with the structural requirements are required to make their best efforts to comply as fully as possible to the relevant requirements, with particular reference to cockpits (reg : 3.09), companionways and hatches (reg : 3.08), and pulpits stanchions and guardrails (reg : 3.14). Where the Owner is not the Skipper the Owner shall advise the Skipper where they believe the yacht does not comply before registration.

5.3.3. In the event of a boat without pulpits, stanchions or lifelines wishing to enter the Regatta the Skipper must apply for a Special Dispensation and they must sign a declaration stating that: “All crew will be fully briefed before each race on MOB drill and the importance and correct use of safety harnesses and lifejackets, that they will be required to wear and use them and be clipped on to clipping points or jackstays at all times while on deck when the vessel is underway before, during and after the race and special attention has been given to the correct use and placing of jackstays and static clipping points”.

## 5.4. Sail Numbers.

5.4.1. Competitors shall have either a valid national sail number or recognised class number. (World Sailing and JCH rules). Further, they must comply with Rule 77 and Appendix G of the racing rules in respect of displaying these numbers on the mainsail and spinnaker.

5.4.2. Where class insignia and numbers or national numbers cannot, or the owner does not wish them to be for reasons of authentic appearance, be displayed on the sails as per Appendix G the entrant may apply for an exemption provided that the relevant identification laid out in Appendix G is displayed elsewhere on the yacht so as to be visible on both sides of the yacht in characters at least as high as those required on the sails. Such exemptions must be approved before the start of racing. This changes Rule 77.

5.4.3. Appendix G requires the height of letters to be no less than: 300mm for boats less than 8.5 m; 375mm for boats from 8.5 - 11 m; 450mm for boats over 11 metres. Sail numbers on an overlapping genoa greater than 130% are optional (not a requirement, this changes RRS Appendix G1.3(e)). If a boat is using a spinnaker with a different number, the organisers must be informed of that number before each race.

5.4.4. Boats without a national or class sail number must apply to their national authority for a number. In the case of French yachts a unique number for classic yachts may be obtained from the Yacht Club Classique online at <http://yachtclubclassique.com/wp-content/uploads/2014/02/Num%C3%A9ros-de-voile.pdf>. For UK yachts application may be made to the RYA.

5.4.5. Sail numbers displayed elsewhere on the yacht must use black numbers on a white background. Failure to display numbers in accordance with Clause 4.4 will result in the boat being declared DNS - 'Did Not Start'. This changes rule A5.1

## 6.

### FEES

6.1. The Whole Regatta : To be advised by the 15th April 2024

6.2. Individual Races

- The Dartmouth Classics : To be advised by the 15th April 2024
- The Classic Channel Race Leg 1: To be advised by the 15th April 2024
- The Classic Channel Race Leg 2: To be advised by the 15th April 2024
- The Classic Round Île de Bréhat Race To be advised by the 15th April 2024

6.3. Food at the Social events is normally charged in addition to the race entry fee

## 7.

### CREW LIMITATIONS

7.1. Crew Numbers.

7.1.1. This shall be a minimum of 2.

7.1.2. At no time shall the number of crew exceed the amount of personal safety equipment and liferaft capacity where applicable. Each Skipper is responsible for ensuring that the number of crew carried does not exceed the design capacity of the yacht. Where that capacity is not known then the Skipper is responsible for ensuring that the yacht is capable of safely carrying the number of crew carried with their equipment.



## 8. ADVERTISING

The following are permitted:

- 8.1. Competitors may be required to display advertising banners and flags of the event's sponsors chosen by the organisers.
- 8.2. One sailmaker's mark per sail and one builder's mark on the hull may be displayed on both sides of the sail or hull and shall fit within a 150mm x 150mm square.
- 8.3. All such advertising above must comply with World Sailing Regulation 20 – Advertising Code.
- 8.4. Advertising of any other kind shall only be allowed with the express approval of the Organising Authority.

## 9. COURSES

- 9.1. For The Dartmouth Classics: courses will be set around both fixed and specially laid marks in Start Bay and /or Torbay between Start Point and Babbacombe Bay.
- 9.2. For The Classic Channel Race Leg 1: a course will be set starting off Dartmouth and finishing at or near St Peter Port.
- 9.3. For The Classic Channel Race Leg 2: a course will be set starting off St Peter Port and finishing near Paimpol.
- 9.4. For The Classic Tour de Île de Bréhat Race a course will be set starting off Paimpol and finishing on the south side of Île de Bréhat. A variety of marks may be included to adjust the length of this course.

## 10. PENALTY SYSTEM

RRS 44.1 is changed so that the Two Turns Penalty is replaced by the One Turn Penalty

## 11. SCORING

- 11.1. The JCH handicap system will apply to all races.
- 11.2. Separate scoring will be done for each group except where groups have been amalgamated.
- 11.3. Scoring will be done for each race: The Dartmouth Classics, The Classic Channel Race Leg 1 The Classic Channel Race Leg 2, The Classic Round Île de Bréhat Race
- 11.4. An overall scoring system will be put in place for the complete regatta. This may be modified for the purposes of allocating overall prizes.

## 12. DATA PROTECTION

- 12.1. The personal information you provide to the organising authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the organizing authority's privacy policy. When required by the rules, personal information may be shared with the RYA, your national authority and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.
- 12.2. By participating in this event, competitors automatically grant to the organising authority the right to make use and show, at their discretion, any photograph, audio and video recordings and other reproduction of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

## 13. RISK STATEMENT

Rule 3 of the Racing Rules of Sailing states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'

**By participating in this event which includes Offshore Sailing, each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes**

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- Their boat is in good order, equipped to sail in the event and they are fit to participate;
- The provision of a race management team, mark laying boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;
- The provision of safety boat cover by committee vessels is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event;
- They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

14.

## INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 (Three Million UK Pounds Sterling) per incident or at least the equivalent in another currency.

15.

## COVID

Should conditions change then competitors will be required to comply with any Covid restrictions which may be in force at the time of the Event.

## APPENDIX L

### Keel and Rudder Inspections

The WS OSR CAT3 rules require inspections to be done in the period 24 months before a race of the integrity of a Keel and Rudder, by the Owner or their representative. It is recognised that many Classic Yachts cannot be inspected in the same way that modern yachts can be (encapsulated keels etc). The following should be considered as a guide therefore. It is the responsibility of the Owner to undertake any repairs.

#### Model Keel and Rudder Inspection Procedure (WS)

Consult the Owners' Manual for the specific boat, steering system and type of keel (e.g. fin, lifting, swinging, full length). Inspect in detail any high-load areas: keel attachment, keel floor, steering systems, rudder(s). Pay special attention to prior repairs, especially following groundings.

Internal Inspection: Check backing plates, bolting arrangements, sump area and keel floors for any signs of cracking, weakening, or de-laminated tabbing. Lead or lead alloy keels may require tightening of bolts to ISO standards due to lead creeping. Inspect keel bolt nuts for corrosion. Check bolt holes for "ovaling." Visually inspect for possible de-bonding of the supporting structure.

External Inspection: Check there are no signs of stress cracks (not gelcoat cracks) around the keel attachments to hull, or movement or opening around the keel/hull interface which may allow water ingress and consequent keel bolt crevice corrosion. If in doubt, sand back bottom paint/gel coat to identify depth of crack. Check keel tip deflection to insure immediate return and no internal concomitant movement in the keel floor. Visually check high stress regions, particularly around the forward and aft hull attachment areas of the keel, for signs of paint or gelcoat cracking or large, deep blisters, which can indicate separation and structural weakness.

Rudder/Steering system: Check bearing area for any damage/stress cracks; check rudder shaft and blade integrity, especially at any shaft joins and at upper connections to hull/deck. Undertake a tip deflection test to identify any excessive movement. If applicable, check rudder straps and gudgeons for corrosion or cracking.

Lifting and swing keels: In addition to above, check there are no significant stress cracks in structure around pins supporting the keel. Check for extensive corrosion on pins, cylinders and supporting metal structure.