



Classic Channel Regatta



Dartmouth - St Peter Port - Lézardrieux - Paimpol

Tuesday 7th July to Thursday 16th July 2026

The Classic Channel Regatta

Comprising

The Dartmouth Classics

The Classic Channel Race - Dartmouth to St Peter Port

The Classic St Peter Port to Lézardrieux Race

The Classic Tour de l'Île de Bréhat Race



WELCOME TO THE CLASSIC CHANNEL REGATTA 2026

The 2026 Classic Channel Regatta will be the eleventh edition of this now well established and highly regarded biennial event which started in 2005 and is now in its 21st year. The 2026 regatta will run for ten days and will have a total of six very varied races: three inshore races at Dartmouth Classics; two passage races across the Channel: The Classic Channel Race from Dartmouth to St Peter Port and the passage race from St Peter Port to Lézardrieux, with the regatta finishing with the Classic Tour de l'Île de Bréhat Race.

Something new for the 2026 regatta is the inclusion of Lézardrieux as the port at the end of the race from St Peter Port. The main reason for this is to allow more time for this race as Lézardrieux is not restricted by tidal heights and times. The race will finish either in the Trieux River, or south of the Île de Bréhat, and boats will then make their way up to Lézardrieux for the night. The following day there will be a cruise in company round to Paimpol which will include the Danse des Classiques.

Although the racing and the ports of call are the backbone of the regatta, it is the boats and crews, and the lively and informal social events, that are its beating heart.

The Royal Dart Yacht Club will once again be hosting the regatta in Dartmouth. In Paimpol the regatta has its own French organising team, Paimpol Classic Channel Regatta, who organise the now legendary hospitality and activities in Paimpol, with support for the Île de Bréhat Race from the Loguivy Canot Club.

The Classic Channel Regatta is run on a not-for-profit basis entirely by volunteers. It is affiliated to the RYA and is its own Organising Authority for all the racing. Everyone taking part in the regatta, both skippers and crews, become members of the associated CRAB Association which governs how the regatta is run. And to ensure the regatta remains truly democratic and run in the best interests of the competitors, all have an equal vote at each regatta on how it should be run in future years.

The regatta is run by Classic Channel Regatta Ltd, a company limited by guarantee, on behalf of the CRAB Association. The aims of the Association are:

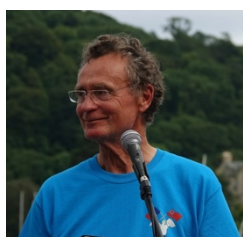
“To encourage the ownership and sailing of classic yachts by organising and running the biennial Classic Channel Regatta and any associated regattas and events for classic yachts for the owners and crews in accordance with the ethos of ‘gentleman’s racing’ and passage making combined with social events.”

We are very grateful, as always, for the hard work of our teams of dedicated volunteers in Britain and France, and the support of our wonderful sponsors, the yacht clubs we work with, and the town and port authorities in Dartmouth, Guernsey, Lézardrieux and Paimpol.

We look forward to providing another Classic Channel Regatta in 2026 which we hope will once again be a highly enjoyable and memorable highlight of the sailing season for all those taking part.

On behalf of all of us at the Classic Channel Regatta, I look forward to welcoming you, whether you are returning, or coming for the first time, to the regatta in July 2026.

Bruce Thorogood
Chairman



NOTICE OF RACE

for the

CLASSIC CHANNEL REGATTA

Dates: Tuesday 7th to Thursday 16th July 2026

Organising Authority:

Classic Channel Regatta Ltd, in association with

The Royal Dart Yacht Club,

The Guernsey Yacht Club

and

The Loguivy Canot Club



THE EVENT

The event comprises the following races:

- The Dartmouth Classics.
- The Classic Channel Race – Dartmouth to St Peter Port.
- The Classic St Peter Port to Lézardrieux Race.
- The Classic Tour de l'Île de Bréhat Race.

Racing in the Dartmouth Classics will take place on two days in Start Bay. Day 1 may comprise a mixture of windward-leeward races and round-the-cans racing; racing on Day 2 will comprise a coastal race in Start Bay. The Classic Channel Race and the Classic St Peter Port to Lézardrieux Race are passage races. The Classic Tour de l'Île de Bréhat Race will comprise racing in the waters around the Anse de Paimpol and the Île de Bréhat.

In addition, boats are warmly encouraged to take part in the Danse des Classiques. The Danse des Classiques is not a race and is not part of the race series, but is an integral part of the regatta.

OFFICIAL TIME

Times specified are in British Summer Time (BST), except that the times related to the Prizegiving in Paimpol and the Classic Tour de l'Île de Bréhat Race are in French Summer Time, FST (BST + 1 hour, - UT+2).

COORDINATES OF MARKS, OBSTRUCTIONS, ETC

All latitude and longitude coordinates are to be regarded as approximate.

ABBREVIATIONS

- [NP] A breach of this rule will not be grounds for protest by a boat. This changes RRS 60.1
- [DP] Rules for which the penalties are at the discretion of the protest committee.
- RDYC Royal Dart Yacht Club
- GYC Guernsey Yacht Club
- LCC Loguivy Canot Club
- RYA Royal Yachting Association
- RRS Racing Rules of Sailing
- CCR Channel Classic Regatta

ROYAL YACHTING ASSOCIATION RACING CHARTER

The Organising Authority implement the RYA Racing Charter and competitors are required to undertake to sail in compliance with the Charter. The Charter may be found on pages 4 – 6 of the RYA book The Racing Rules of Sailing and on the RYA website (www.rya.org.uk).

1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. World Sailing Development Rule DR21-01 will be used. The definition of **Start** is therefore 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 to the course side either:
 - (a) at or after her starting signal, or
 - (b) during the last one minute before her starting signal.
- 1.3. A boat starting under Rule 1.2(b) shall not return to the pre-start side of the line and will receive a time penalty, without a hearing, of 10% (rounded to the nearest minute) added to her elapsed time. This changes RRS 35, 61.1(a), A5.1. In addition no individual recall will be signalled. This changes RRS 29.1.
- 1.4. When a boat starts in accordance with item (b) of the definition **Start** she shall not return to the pre-start side of the line.
- 1.5. RRS 37 does not apply.
- 1.6. RRS 63 (Hearings) is amended to allow RRS Appendix T arbitration.
- 1.7. As permitted by RRS 20.4(a), boats may use VHF channel 72 when hailing, responding to a hail or passing on a hail to another boat.
- 1.8. World Sailing Offshore Special Regulations (OSRs) (available at www.sailing.org/documents/offshorespecialregs/index.php) shall apply, except as set out in paragraphs 4.9(b) and 9.4 below, as follows:
 - (a) The Dartmouth Classics. Category 4 (Monohulls).
 - (b) The Classic Channel Race Dartmouth to St Peter Port and The Classic St Peter Port to Lézardrieux Race. Category 3 (Monohulls) with liferaft.
 - (c) The Classic Tour de l'Île de Bréhat Race. Category 4, except that the requirement for engine capacity for Category 3 shall apply. In addition, open boats may not be entered without the approval of the Organising Authority.
- 1.9. A boat's anchor shall be stowed so that it does not protrude beyond the bow or bowsprit of the boat.
- 1.10. RRS Appendix RV shall apply between sunset and sunrise and in restricted visibility.
- 1.11. Boats will be handicapped using the Jauge Classique (JCH) Classic Handicap system. Boats shall obtain a JCH Time Correction Factor from http://www.jch-online.org/accueil_jauge.php?lang=anglais, which may also be accessed via the Handicapping page of the CCR website (www.classic-channel-regatta.eu/entry/handicaps/) and declare this rating on entry.
- 1.12. Autopilots may only be used on the Classic Channel Race – Dartmouth to St Peter Port and the Classic St Peter Port to Lézardrieux Race. This changes RRS 52.
- 1.13. The prescriptions of the RYA shall apply (except the provisions of Appendix G).

- 1.14. Each boat shall carry a working mobile phone capable of receiving text messages (SMS) and WhatsApp. This phone shall be kept charged, be able to roam in the UK, Guernsey and France and shall be switched on for the duration of the regatta. The phone's number shall be advised on entry and confirmed at registration.
- 1.15. Automatic Identification System (AIS). Boats shall be fitted with AIS equipment, which shall be switched on during The Classic Channel Race Dartmouth to St Peter Port and the Classic St Peter Port to Lézardrieux race. In addition:
 - (a) The AIS equipment shall transmit both the MMSI number and the name of the boat. The correct details for the overall dimensions of the yacht shall be correctly programmed into the AIS equipment.
 - (b) A display unit capable of displaying received transmissions shall be fitted.
 - (c) The transmitter shall be switched on for the duration of the race and shall be programmed to transmit at least once every five minutes.
 - (d) If a boat retires, its AIS equipment shall continue to be switched on until it reaches a safe port or anchorage and the Race Committee has been informed of the retirement.
 - (e) Within 48 hours prior to Registration, the AIS equipment shall be switched on for a sufficient time for the yacht to appear on the Marine Traffic web-site. Any malfunction shall be reported to the Race Committee.
- 1.16. If there is conflict between the English and French versions of this NOR, the SIs or a Notice to Competitors, the English version shall be the definitive version.
- 1.17. If there is conflict between the Sailing Instructions (SIs) and NoR the SIs take precedence. This changes RRS 63.5.

2. SAILING INSTRUCTIONS

- 2.1. SIs will be available at Registration and draft versions, clearly marked as such, may be posted on the Official Notice Board (ONB) before 25th June 2026.
- 2.2. Competitors who have registered will be advised by email or by WhatsApp that the SIs are available.

3. COMMUNICATION

- 3.1. There will be no physical Official Notice Board (ONB). Notices to competitors will be posted on the official notice board located on the CCR website at www.classic-channel-regatta.eu/racing.
- 3.2. In addition, the Race Committee may communicate with competitors using text (SMS) messages or WhatsApp. Skippers shall advise their personal mobile phone number to the Race Committee at Registration.
- 3.3. On the water, the Race Committee will monitor and communicate with competitors on VHF Ch. 72. Boats shall monitor VHF Ch 72 at all times when racing. In addition, a boat's VHF radio shall be capable of communicating on Channels 6, 11, 16 and 37.
- 3.4. [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communications that are not available to all boats.

4. ELIGIBILITY AND ENTRY

- 4.1. The event is open to all Classic yachts in the four classes defined below.
- 4.2. **Class 1.**
 - (a) Yachts designed before 31st December 1968 which are maintained to their original design without any significant changes.
 - (b) Yachts built in a limited series are eligible.
 - (c) Yachts built in an industrial scale series are excluded from Class 1 but are eligible in Class 3.
- 4.3. **Class 2.** Yachts designed before 31st December 1968 but which have had significant changes made to their original design and/or materials. Replicas built to an original design created before 31st December 1968 are eligible in Class 2.
- 4.4. **Note to Classes 1 and 2.** In both Classes 1 and 2, changes in the material of spars, hull, ballast and major changes in sail plan are considered as major changes.
- 4.5. **Class 3.** Yachts designed:
 - (a) Between 31st December 1968 and 31st December 1974, built as a one-off or a series production.
 - (b) Before 31st December 1974, built in an industrial scale series.
 - (c) After 31st December 1974 whose design and build, including hull, spars, rig, sails, etc, are considered equivalent to pre-1969 classic yachts may be eligible to enter in Class 3. Such yachts must be of a classic design approved by the Race Committee and each individual yacht is subject to acceptance by them. The number of series production yachts first launched after 31st December 1974 may be limited by the Race Committee.
- 4.6. **Note to Class 3.** All yachts potentially eligible for Class 3 must be of a classic design approved by the Race Committee and each individual yacht is subject to acceptance by them. The number of series production yachts first launched after 31st December 1974 may be limited by the Race Committee.
- 4.7. **Class 4.**
 - (a) Any yacht eligible in Classes 1 to 3 above with any material other than wood, aluminium or steel for spars other than topmasts, regardless of the year of design.
 - (b) "Spirit of Tradition" yachts with classic appearance above the waterline but with modern hull profile below the waterline with fin keel and separate rudder, subject to acceptance by the Race Committee.
 - (c) Yachts with sails which fall into the JCH Type 3 definition may be placed in Class 4.
- 4.8. **Allocation of boats to groups.** In order to ensure that where possible, boats of similar classes, speed and length overall race together, and depending on the number of entries received, at the discretion of the Race Committee classes may be amalgamated or divided into groups.
- 4.9. **Minimum hull length on deck.**
 - (a) The minimum hull length on deck (LOD) for the Classic Channel Race Dartmouth to St Peter Port and the Classic Channel St Peter Port to Lézardrieux Race, is 7.5 metres. Boats which are smaller than this LOD but have a length on the waterline (LWL) of more than 6.5 metres

may be allowed to race by the Race Committee, which may take into account sail plan, engine capacity and any other factors considered relevant.

- (b) The minimum LOD for the Dartmouth Classics and the Classic Tour de l'Île de Bréhat Race is 5.4 metres.

4.10. **Modification to the Offshore Special Regulations.**

- (a) **General Dispensation.** Some classic yachts which were built before the introduction of OSRs may be unable to comply with the structural requirements of these rules. In such cases boat owners shall sign the General Dispensation form on registration, stating that the yacht does not comply with OSR and providing a waiver of responsibility to the Organising Authority. In addition, owners of such boats are required to make their best efforts to comply as fully as possible with the relevant OSR, with particular reference to cockpits (OSR 3.09), companionways and hatches (OSR 3.08) and pulpits, stanchions and guardrails (OSR 3.14).
- (b) **Special Dispensation.** At registration owners of boats unable to comply with OSR 3.14 shall sign a Special Dispensation stating that all crew will be briefed before each race on Man Overboard drill, the correct use of safety harnesses and lifejackets (including identification and use of static clipping points and jackstays). In addition, crew members shall wear lifejackets at all times while on deck when the vessel is underway when racing and when proceeding to or from the race area.

4.11. **Sail Numbers.**

- (a) Where, for reasons of authentic appearance, class insignia or sail numbers cannot be displayed in accordance with RRS Appendix G, boat owners may apply for an exemption provided that a boat's sail number is displayed on the yacht so that the yacht can be readily and correctly identified. Black numbers on a white background shall be used.
- (b) Boats shall declare at registration if a boat is using a spinnaker with the incorrect sail number. In such cases the mainsail sail number shall be correct.
- (c) Sail numbers are not required on a headsail whose foot length is greater than 1.3 times the foretriangle base. This changes RRS G1.3(c)(1).
- (d) Boats without a national or class sail number shall apply to their National Governing Body (for British yachts, the RYA) for a sail number. French yachts may apply to the Yacht Club Classique at <http://yachtclubclassique/wp-content/uploads/2014/02/Num%C3%A9ros-de-voile.pdf>.
- (e) Boats unable to be identified shall be scored DNS without a hearing. This changes RRS 61.1(a) and A5.1.

- 4.12. Eligible yachts may enter by pre-registering on the CCR website at www.classic-channel-regatta.eu. Entry forms will be emailed to all boat owners who have pre-registered; these entry forms must be completed and returned by email in accordance with the instructions in the entry form, together with any fee payable, by 31st May. Entries completed after that date will be liable to a late entry surcharge of 50%.

- 4.13. An entry to the CCR, in whole or in part, will not be considered complete until all registration requirements have been completed correctly and in full and all fees have been paid.
- 4.14. Berthing availability may require the Organising Authority to limit the number of entries.

5. FEES

- 5.1. Entry fees for the whole regatta and the individual races within the regatta will be advised by 7th April 2026.
- 5.2. The race entry fees will not include the cost of food at the social events.

6. CREW LIMITATIONS

- 6.1. Boats shall have no fewer than two crew members.
- 6.2. Boat owners shall ensure that:
- (a) Crew members are issued with one set of personal safety equipment each.
 - (b) The boat's liferaft capacity is not exceeded.
 - (c) The number of crew does not exceed the design capacity of the yacht. Where that capacity is not known the boat owner shall ensure that the yacht is capable of safely carrying the number of crew and their equipment.

7. ADVERTISING

- 7.1. Boats may be required to display advertising chosen and provided by the organising authority;
- 7.2. Boats with painted topsides and/or painted spars may be exempt from this requirement.
- 7.3. Advertising of any other event or event sponsor shall be removed prior to the first day of racing.

8. SCHEDULE

- 8.1. The schedule for the event is as follows:

Date	Venue and outline of racing	Number of races	Time of first warning signal
Tues 7 th July	Registration at the RDYC, 1200 – 1700		
	Skipper's Briefing at the RDYC, 1900		
Wed 8 th July	Dartmouth Classics Day 1	2	1155 BST
	Evening Crew Supper Party, in Dartmouth		
Thurs 9 th July	Dartmouth Classics Day 2	1	1025 BST
	Evening Prizegiving in Dartmouth, for racing on 8 th and 9 th July		

Fri 10 th and Sat 11 th July	The Classic Channel Race, Dartmouth to St Peter Port	1	1255 BST
Sun 12 th July	The Classic St Peter Port to Lézardrieux Race	1	0825 BST
Mon 13 th July	No scheduled race. Cruise in company from Lézardrieux to Paimpol, including the Danse des Classiques off Loguivy. Evening Parade of Sail into Paimpol Harbour.		
Tues 14 th July	Lay Day: Bastille Day. The Classic Channel Race and The Classic St Peter Port to Leazrdrieux Race Prizegiving .		
Wed 15 th July	The Classic Tour de l'Île de Bréhat Race	1	0955 FST
	Evening Parade of Sail into Paimpol Harbour		
Thurs 16 th July	Finale Day in Paimpol		
	Activities, Classic Channel Regatta Final Prizegiving and Grand Finale; Supper Party		

- 8.2. The races on Days 1 and 2 may be interchanged in the light of weather and other conditions, at the discretion of the Race Committee.
- 8.3. On the last scheduled day of racing no warning signal will be made after 1400.

9. EQUIPMENT INSPECTION

- 9.1. The fact that the OA may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this NOR.
- 9.2. Each boat shall produce or verify the existence of a valid JCH certificate.
- 9.3. Boats may be inspected at any time.
- 9.4. World Sailing OSR Cat 3 rules require inspections of the integrity of a keel and rudder by the owner or their representative not more than 24 months before a race. It is recognised that many classic yachts cannot be inspected in the same way that modern yachts can be, for example due to encapsulated keels, etc. For the convenience of owners of boats entering this regatta, a guide to these inspections (World Sailing Offshore Special Regulations, Appendix L) is attached at Appendix A to this NOR. The owner of the boat is responsible for carrying out these inspections and any repairs required.

10. COURSES

- 10.1. The Dartmouth Classics. Racing will take place on two days. Racing on the first day will take place on either a windward-leeward course or a regatta course in Start Bay; each race will last approximately 90 mins. Racing on the second day will comprise a coastal race in Start Bay, lasting approximately three hours.

- 10.2. Classic Channel Race Dartmouth to St Peter Port. This race will start in The Range, off Dartmouth, and end off St Peter Port, keeping Les Hanois Lt to port.
- 10.3. The Classic St Peter Port to Lézardrieux Race. This race will start near Castle Cornet and end to the west or the south of the Île de Bréhat
- 10.4. The Classic Tour de l'Île de Bréhat Race. This race will start in the Anse de Paimpol and finish to the south of Île de Bréhat.

11. PENALTY SYSTEM

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

12. SCORING

- 12.1. There will be two series, the Classic Channel Regatta and the Dartmouth Classics.
- 12.2. The Classic Channel Regatta.
- (a) This series will comprise the two races on Day 1, the race on Day 2, the Classic Channel Race Dartmouth to St Peter Port, the Classic St Peter Port to Lézardrieux Race and the Tour de l'Île de Bréhat Race
 - (b) Two races are required to be completed to constitute a series.
- 12.3. Dartmouth Classics.
- (a) This series will comprise the three races on Days 1 and 2 of the Classic Channel Regatta.
 - (b) One race is required to be completed to constitute a series.
- 12.4. Series scores.
- (a) For both series, a boat's series score shall be the total of her race scores except that race scores will be amended in accordance with the weighting system below.
 - (b) In both series, no score shall be discarded.
- 12.5. Weighting system.

Date of race	Race	Weighting to be applied to the race score
8 th July	Race 1	1
8 th July	Race 2	1
9 th July	Race in Start Bay	1
10 th July	Classic Channel Race Dartmouth to St Peter Port	3
12 th July	The Classic Channel St Peter Port to Lézardrieux Race	2
15 th July	Classic Tour de l'Île de Bréhat Race	1

13. PRIZES AND PRIZEGIVING

- 13.1. The prizegiving for the Dartmouth Classics will take place in Dartmouth, venue to be advised, on Thursday 9th July.
- 13.2. The Classic Channel Race and The Classic St Peter Port to Leazrdrieux Race prizegiving will take place in Paimpol at 1800 on the 14th July.
- 13.3. The Classic Channel Regatta final prizegiving will take place in Paimpol at 1800 on 16 July 2026.
- 13.4. Full details of the prizes to be awarded will be announced by 7 April 2026.

14. CHARTERED OR LOANED BOATS

A chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the race committee has approved her sail identification before the first race. This changes RRS G3.

15. HAUL OUT RESTRICTIONS

[DP] Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

16. DIVING EQUIPMENT AND PLASTIC POOLS

- 16.1. Underwater breathing apparatus and plastic pools or their equivalent shall not be used around a boat between one hour before the preparatory signal of the first race and the end of the event.
- 16.2. Boats shall not be cleaned below the waterline by any means during the event.

17. DATA PROTECTION

- 17.1. The personal information provided to the Organising Authority will be used to facilitate a boat's participation in the regatta. By agreeing to be bound by the RRS, the NOR and the SIs, the legal basis for processing that personal information is contract.
- 17.2. Personal information will be stored and used in accordance with the OA's Privacy Policy and may be shared with the RYA, other National Governing Bodies and World Sailing.
- 17.3. The results of the event and the outcome of any hearing or appeal may be published.
- 17.4. By participating in this regatta, competitors automatically grant to the OA the right to make use of and show, at their discretion, any photograph, audio and video recordings and other reproduction of them made at the venues or on the water from the time of their arrival at the venue until their final departure, without compensation.

18. RISK STATEMENT

- 18.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'
- 18.2. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the events listed in this Notice of Race, each competitor agrees and

acknowledges that:

- (a) 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 whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew their boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats and other officials and volunteers does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) It is their responsibility to familiarise themselves with any risks specific to this venue 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;
- (h) For the offshore races, 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.

19. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

20. FURTHER INFORMATION

For further information please contact the Race Director, Peter Costalas <peter@classic-channel-regatta.eu>

APPENDIX A

WORLD SAILING OFFSHORE SPECIAL REGULATIONS APPENDIX L

Keel and Rudder Inspections; Model Keel and Rudder Inspection Procedure (WS)

Structural Inspection of a boat shall be completed by a qualified person both internally (may be in the water) and externally (out of the water). The purpose of this inspection is to identify and report to the Owner the condition of the keel and keel structure observed during this inspection. It is the responsibility of the Owner to undertake any repairs.

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 ensure 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.