



LYVER TROPHY RACE 2021 SAILING INSTRUCTIONS

These sailing instructions may be modified as a result of Covid restrictions applying in either England or Wales at the time of the race. In such circumstances the Race Committee will be all reasonable efforts to contact yacht owners.

Under the Burgees of: Royal Dee Yacht Club, Liverpool Yacht Club and with the assistance of ISORA and Pwllheli Sailing Club.

Date of Race: Friday July 2nd, 2021

Start Time: 18:00 BST. First Timing Signal at 17:50 BST.

Code Flags: The number of IRC classes will be decided by the Race Committee at a later date and notified to all race entrants, however it is likely that there will be 2 IRC Classes.

Time: All times are **B.S.T.**

Starting System: All Classes

1750 - Timing Signal - one sound signal

1755 - Warning Signal - Class Flags broken out & one sound signal

1756 - Preparatory Signal – Preparatory flag broken out & one sound

signal 1759 - One Minute Signal – Preparatory flag lowered & one long

sound signal 1800 - Start - Class Flags lowered & one sound signal

Tides Liverpool: HW 1806 BST

Race Office - Start:

Race Officer: Chris Riley

Mobile No. +44 7733 313792

chris.riley.home@gmail.com

Start Line: LYC International Line adjacent to Dukes buoy 53° 23.871' N. 2° 59.789' W.
The inner mark shall be Dukes and there will be an outer mark on an LYC vessel.

Finish: Pwllheli

Details of the Finish Line at Pwllheli are set out below:

- 1.1. The finish line shall be the transit between the Pwllheli Fairway Buoy and the Bridge at Plas Heli the Welsh National Sailing Academy and Events Centre with a bearing of 297deg magnetic or a back bearing to the Fairway of 117deg magnetic (see chart below).
- 1.2. Pwllheli Fairway Buoy (Iso.2s) located N52 53.000 W4 22.900
- 1.3. Plas Heli Bridge located - N52 53.336 W4 24.230
- 1.4. Please note this is not the usual line used as the start in Pwllheli.
- 1.5. The leading competitor must telephone the race officer when about one hour from the finish line on 07855706285
- 1.6. When approximately 10 minutes from the finish line yachts shall advise of their approach on VHF Ch 17 call sign 'Lyver Finish'. Please note that the finisher may only have a handheld radio and you may not receive an acknowledgment to the first contact. There may be no sound signal at the finish. The Finisher may radio confirmation of the finish.
- 1.7. The finish time of your boat and the name of the boat ahead and behind shall be recorded. Also, the time of rounding each mark should be recorded in the log by each boat and text to ISORA at 07855706285 as soon as possible after the race. At night sail numbers should be illuminated when crossing the finish line and the sail number radioed to the finisher on VHF Ch 17 call sign 'Lyver Finish'.
- 1.8. The above procedure is deemed to be a "Declaration" that the yacht has completed the course in accordance with the sailing instructions and has complied fully with the Safety requirements.
- 1.9. While there is no time limit for the ISORA race the finisher may not be in attendance at the finish line for later finishers.



Course(s):

Any co-ordinates are provided for general reference purposes only and all competitors

should verify all navigational information contained in these sailing instructions. No warranty is given as to the exact position of any buoys.

The course will be confirmed at the Skipper's Briefing, which will take place at 1500 BST at Liverpool Yacht Club (Liverpool Marina) on Friday July 2nd, 2021.

The race will be from Liverpool to Pwllheli a distance of approximately 120 NM north about Anglesey.

The probable course will be:

1. **Start.**
2. **Channel Course.** Enter channel leaving Brazil (P) / C22(s). Leave all red laterals to starboard, all green laterals to port, all cardinals to their respective 'safe' side. All channel buoys south of Brazil buoy plus Crosby and Formby Floats are not marks of the course.
3. **Queens Channel.** Starting on the South side of the start line, then Channel course via Crosby & Queen's Channels. All channel buoys south of Brazil buoy plus Crosby and Formby Floats are not marks of the course. All other channel marks to a line between and including Q1 & Q2 are marks of the course.
4. **Middle Mouse (P)** Passing mark.
5. **Archdeacon cardinal (P)**
6. **Ethel Rock cardinal (P)**
7. **VM North West Skerries** at 53° 26.000N 004° 38.000W (approx. 1nm clearance from Skerries and 2nm from the TSS).
8. **Finish.**

Note: A Virtual Mark to keep yachts clear of the Skerries may be used and if used it will follow the format:

Waypoint NAME

Latitude nn:nn.nnn E/W

Longitude nn:nn.nnn N/S

Round [or Pass] to Port/Starboard

Rounding [or Passing] Quadrant between bearing lines nnn degrees and yyy degrees TRUE/MAGNETIC to the waypoint.

RULE CHANGES See Appendix A

Alternative finish all yachts that have not finished by 20:00 on Sunday shall record their GPS position at that time and supply it to the Race Committee.

If a yacht has not finished by 20:00 on Sunday, 48 hours from her start time, her position at that time will be used to calculate the distance made good along the rhumb line. Should a yacht not be exactly on the rhumb line at 48 hours after her start, the rhumb-line distance will be established by taking a line from the yacht's position to the rhumb line and at right angles to the rhumb line.

The yacht's distance made good along the rhumb line will be divided by the elapsed time of the race to give the Actual Average Speed.

For a yacht not finishing within 48 hours of her start, the rhumb line distance from the start to the finish will be divided by the yacht's elapsed time for the entire course to give the Actual Average Speed. The Actual Average Speed, however derived, will be divided by the yacht's IRC number to give the Corrected Average Speed.

The yacht with the highest Corrected Average Speed shall be given highest place, and so on

after those that have finished correctly at the discretion of the race committee. If no boat has finished or if none in the division has finished the overall race result may be decided by this means.

The winner of each division shall be the highest placed yacht after all, and any, place penalties have been applied.

Distance: Approximately, but more than, 120 nautical miles.

Retirements: Yachts retiring should telephone either:

Race Control on +44 7733 313792 or +44 7977 929116

NOTES:

1. Except when otherwise stated in the Sailing Instructions, the rules of RRS Part 2 shall not apply between the times of local sunset and sunrise and shall be replaced with the corresponding rules of IRPCAS (International Regulations for Preventing Collisions at Sea).

2. The time of crossing the finish line should be carefully noted. The declaration shall be entered via the online system.

See General Condition 7

3. Navigation lights shall be lit between Sunset and Sunrise.

4. Yachts should communicate to Race Control on Channel 17 when approximately 10 minutes from the finish line and shall confirm their sail number when finishing.

5. Race Control will be using Channel 37 at Liverpool and Channel 17 at Pwllheli.

6. The position at 20:00 Sunday shall be given to the Race Committee.

See General Condition 7

7. AIS will be switched on and transmitting from the Timing Signal throughout the Race until they have finished.

ALL YACHTS MUST COMPLY WITH ISAF OFFSHORE SPECIAL REGULATIONS AND RORC PRESCRIPTIONS.

GENERAL CONDITIONS

WHICH APPLY UNLESS VARIED IN THE SAILING INSTRUCTIONS

1. APPLICATION

1a. These General Conditions have been written to provide both rules and information in a logical way. In interpreting General Conditions, it shall be understood that the words “shall” and “must” are mandatory, and the words “can” and “may” are permissive.

2. RESPONSIBILITY and LIABILITY -

2a Risk Statement

RRS Rule 4 of the Racing Rules of Sailing states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.” 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:

(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 to such inherent risk 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 omission.
- (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 by the event organiser 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 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.
- (h) 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 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.

2b. The owner will be held jointly responsible for the conduct of their crew before, during and after a race. Any misconduct may result in both owner and crew being excluded from future RORC, Liverpool Yacht Club, Royal Dee Yacht Club and ISORA races, and renders a yacht liable to disqualification.

2c. No yacht will be accepted as an entry unless its owner or their representative has, before the start of the race, completed the Entry on the ISORA Site and completed the Pre-Race declaration using the “crewmanager” App.

<https://www.isora.org/index.php/racing/crew-manager>

2d. The Race is designated Category ‘3’ under the World Sailing Offshore Special Regulations with life raft with RORC prescriptions as detailed in Appendix 1 of the RORC Notice Of Race 2021.

http://static.rorc.org/downloads/2021-racing/rorc_nor_2021_website.pdf

http://static.rorc.org/downloads/2021-racing/wssr-rorc_nor_2021.pdf

2e. Crew members’ attention is drawn to RRS1.2 lifesaving equipment “Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions.” - see **also RORC prescription to Special Regulation 5.01.05**

2f. Scrutineering: Yachts may be scrutineered before the start and/or after the finish of the Race but see a boat’s responsibility under RRS78

3. ENTERING THE LYVER TROPHY RACE

3a. ELIGIBILITY

The race is open to seaworthy yachts, which comply with the rules and regulations described in these General Conditions and which are manned by an adequate number of experienced crew who are physically fit to face bad weather. However, no person may race contrary to the terms of a ban imposed by the RORC or a national authority.

3b. INSURANCE

Yacht owners/competitors shall ensure that they are adequately insured against loss, damage or injury to persons, yachts and equipment at any time. Therefore, third party insurance must be effective from the arrival at the start area to clearing the finish line.

3c. RACE ENTRY FORM

A yacht shall enter the Race using the ISORA entry system via links from the RDYC and LYC websites attaching to their entry a valid rating certificate.

<https://www.isora.org/index.php/racing/crew-manager>

See also requirement under 4d. (below) - Special Regulations checklist.

3d. RATING CERTIFICATE

When a yacht receives a rating certificate which updates that lodged with the Race Committee, she shall supply a copy of the new certificate promptly to the Race Committee.

3e. RACE ENTRY FEE AND LATE ENTRY FEE

One race fee shall apply, irrespective of size of yacht, namely: £100/110 Euro
Entries received less than 48 hours before the start will be accepted only at the discretion of the Race Committee, fee £100.

3f. CANCELLATION OF RACE ENTRY

If the Race is cancelled entry fees or a percentage thereof may be refunded after deduction of expenses. This is at the discretion of the RC. Boats withdrawing their entry may get a refund, partial or full at the discretion of the RC.

3g. MONO-HULL YACHTS - MINIMUM SSS NUMBER

The race is only open to mono-hull yachts with a minimum SSS Number of 20.

3h. Tracking

1. It will be mandatory for yachts to carry an offshore tracker unit for the Lyver Trophy Race. The units are standalone and will be supplied by the organising authority. The entry fee provides for the transponder. It shall be the responsibility of the boat to look after the transponder and return it to the OA in working order. Non-working transponders will be charged for.
Any competitor who retires to a port other than the finish shall, as soon as possible and at their own expense, send their transponder to: address to be added

Yachts shall use their best endeavours to ensure that their Transponder is switched on (i.e. transmitting and receiving) at all times during the Lyver Trophy Race.
2. GPS datum. All GPS positions specified, or required to be reported, in these sailing instructions shall use the WGS84 Datum.

4. BEFORE A RACE

4a. SAILING INSTRUCTIONS, LIST OF ENTRIES

The provisional sailing instructions are included in this pack. A master list of entries will be maintained by the Race Officer at race control.

4b. DECLARATION FORM

The declaration form must be submitted via the online system upon finishing at Pwllheli.
<https://www.isora.org/index.php/racing/crew-manager>

4c. RATING CERTIFICATE ON BOARD

Every yacht racing shall have on board a current and valid signed copy rating and/or class certificate for the class/classes in which she is racing.

4d. SPECIAL REGULATIONS CHECKLIST

The RORC checklist designed to help the owner ensure that his/her yacht complies with Special Regulations is provided here. <http://www.rorc.org/downloads/2021-racing/rorc-osr->

4e. CREW LIST, SHORESIDE CONTACT

Every entrant will enter the full crew list using crewmanager; <https://www.isora.org/index.php/racing/crew-manager> . The shoreside contact is a person who can be contacted by the Race Office during the race if necessary and should be available through 24 hours - therefore a business number is usually not sufficient. In an emergency the primary shoreside contact should act as the link with the Race Office on behalf of all the crew.

4f. CLASS FLAG

The appropriate class flag or flags shall be prominently displayed from the backstay when racing. These will be Numeral 1 for IRC1 and Numeral 2 for IRC2.

5. RULES AND REGULATIONS: CONDUCT OF RACE

5a. RACING RULES AND REGULATIONS

This race is run under RRS and RYA Prescriptions, these General Conditions, World Sailing Offshore Special Regulation with RORC Prescriptions, the rules of IRC and one-design classes where applicable, and the rules of the Safety and Stability Screening system (SSS) as described in this pack. See RORC Website for more details.

5b. RULE INFRINGEMENTS AND PENALTIES

If the Protest Committee considers that a breach of rules has been committed, it may:

- a. Disqualify the yacht, or
- b. Impose a penalty by allotting to the yacht a place worse than her actual finishing position by 20% (minimum 2 places) to the nearest whole number of the starters in that Class and Overall.
 - i. A yacht infringing a rule in more than one incident may receive a 20% (minimum 2 places) penalty for each incident.
 - ii. The imposition of a 20% (minimum 2 places) penalty on a yacht shall not affect the places of other yachts - thus two yachts may have the same position.

5c. ALTERNATIVE PENALTIES: PREMATURE START

If prevailing weather conditions prevent a yacht from returning to the pre-start side of the start line, she can do so by using her engine, in which event she will be required to remain on the pre-start side of the starting line until 15 minutes have elapsed from the start of the race. Yachts will not re-join the race until released to do so by the Race Officer who will contact the yacht by radio.

5d. VHF AND RADIO COMMUNICATION

Sailing Instructions ask yachts to communicate to the Race Officer on Channel 37 at the start and Channel 17 when approaching the Finish.

Whilst in the Mersey, the Port of Liverpool Mersey Radio on Channel 12 must be monitored.

There is no limit on communication from a yacht provided the yacht does not receive information (other than that publicly available to all) which might help her in the race - see

5e. REPORTING IN A SLOW RACE

When, during a race such time has elapsed that a yacht can at best achieve an average speed to the finish of less than 4 knots, she shall make every effort to inform the Race Office at the finish, of her position and progress and shall continue to do so at reasonable intervals until she reports finishing or retiring.

5f. REPORTING IN SEVERE WEATHER

In the event of severe weather, a yacht shall endeavour to:

- i. Report to the Race Office or HM Coastguard Codeword “LYVER TROPHY”, via Channel 16 her whereabouts and status at reasonable intervals (if possible 6 hourly) and pass information on other yachts if known
- ii. Keep continuous watch on and make initial calls on Channel 16 with inter-yacht communications when possible on Channel 72.
- iii. Act as a link, taking other yachts’ reports on VHF and passing them to the shore (yachts with communications in addition to VHF).
- iv. Display the portable sail number (when no numbered sails are set) by, eg. lashing it across the deck.
- v. If in doubt, send messages to the HM Coastguard Codeword “LYVER TROPHY”, via Channel 16.

5g. USE OF ENGINE

i. **In emergency (changes RRS 42.1 and 42.3(h & i)).** An engine shall be used when appropriate to avoid collision or in grave emergency and the facts reported in the declaration. The Race Committee shall apply a penalty of 10% (minimum one place) except when the yacht at a hearing shows that the circumstances which lead to her use of the engine were entirely outside her control (when penalty may be waived). However, the Race Committee after a hearing shall disqualify the yacht when it judges significant advantage was gained.

ii. **Late at the start (changes RRS 45 and 42.1).** A yacht need not be off moorings at her preparatory signal. A yacht which has not previously come to the starting area may arrive late using an engine or tow provided she:
a. stops her engine or drops her tow then completes a 360 turn before starting and reports the incident on her declaration.

iii. **Taking Shelter (changes RRS 45 and 47).** A yacht may moor to take shelter. Crew may temporarily leave a yacht to handle her moorings. When a yacht moors to take shelter, she shall report on her declaration.

5h. NARROW CHANNELS, TRAFFIC SEPARATION SCHEMES

Attention is drawn to Rules 9, 10 & 11 of the IRPCAS. When racing in circumstances covered by these Rules, any yacht which is unable through lack of wind or any other cause to sail clear of a large power driven vessel shall start her engine and/or paddle in order to get clear, shall retire and notify the Race Committee.

In the event of the Race Committee observing that a yacht has apparently obstructed the safe passage of a power-driven vessel in a narrow channel, the Race Committee may

proceed against the yacht in accordance with RRS 60.2.

5j. CREW NUMBERS

IRC Rule 22.4.2 is deleted and replaced by “The maximum number of crew while racing shall be the Crew Number printed on her certificate. There is no weight limit.” And boats will comply with any national or local regulations in force due to Covid 19.

6. THE RACE COMMITTEE - AND ITS ACTIONS AT A RACE

6a. RACE COMMITTEE

The Race Committee is the Committee of the Liverpool Yacht Club and the Royal Dee Yacht Club with the support of the RORC.

6b. VHF RADIO

The Race Committee may broadcast information to the fleet on Channel 37 at the Start, during the race and channel 17 at the finish.

6c. STARTING SIGNALS

Will be in accordance with RRS 26.

When flags are hoisted (instead of being broken out) the instant of the signal shall be when the flag hits the top of its travel.

6d. INDIVIDUAL RECALLS

If a yacht is over the line at the start and fails to respond to the recall, that yacht shall receive a 20% place penalty. **See also 5c. above.**

6e. GENERAL RECALLS

General recalls shall be as RRS 29.2 except that the warning signal for a new start shall be made one minute after the First Substitute is lowered.

6f. CODE FLAG ‘L’- (CHANGES RRS, RACE SIGNALS or other Notices to Competitors)

The display of code flag ‘L’ by the Race Committee will mean that a written change has been issued to Sailing Instructions. Changes will be numbers 1,2,3 etc. and pennant ‘1’, ‘2’, ‘3’ displayed close up to ‘L’ will indicate the latest change. When code flag ‘L’ is displayed it shall be the responsibility of each yacht to satisfy herself that she is familiar with the change. A written copy of the change may be obtained from the Race Committee. When possible, the Race Committee will broadcast the change or summary on VHF Channel 37 (see 6b. above).

7. AFTER RACE - DUTIES AND ACTIONS OF YACHT AND THE RACE COMMITTEE

7a. DECLARATIONS

Each yacht shall complete and submit a Post-race Declaration using <https://www.isora.org/index.php/racing/crew-manager> as soon as possible after the end of the race. Every member of the crew shall sign the Declaration Form. Failure to comply with this rule may result in the yacht being excluded from the result When a yacht retires from the Race, she shall write the reasons on her Declaration Form.

7b. REPORT TO RACE COMMITTEE

When after the race a yacht cannot promptly deliver to the Race Committee the written Declaration Form (in which case she shall send it) she shall, without delay, orally confirm to the Race Committee that she has finished racing, giving the time of finishing. When direct contact with the Race Committee is impossible (telephone numbers and VHF channels are given in the Sailing Instructions) a message may be given at any time under the Codeword "LYVER TROPHY" to HM Coastguard via Channel 16.

7c. RACE RESULTS

Provisional race results will be available from the Race Officer as soon as possible after the finish of the race. The final results will then be mailed to each entrant as soon as possible after the race.

7d. PROTESTS (See RRS 61.2)

- i. May be written on plain paper
- ii. Shall preferably be lodged at the Race Office at the Pwllheli Sailing Club within three hours of the finish of the protesting yacht, or sent to:

Chris Riley
177 South Parade
West Kirby
Wirral
CH48 3HX

Chris.riley.home@gmail.com

to be received by no later than Tuesday July 6th, 2021

- iii. Protests about ratings shall be accompanied by a deposit of £100 and shall be lodged with the Race Committee before the start.
- iv. All Protesters and Protestees will be notified in writing of the time and location of the Protest Hearing and will be sent a copy of the protest lodged.

8. POINTS AND SCORING SYSTEMS

8a. LYC and RDYC JRC

Places will be awarded on Corrected Time or speed as appropriate, i.e.

- * Best corrected: 1st place
- * 2nd best corrected: 2nd place etc.

8b. ISORA

Will publish to competitors their own results.

NOTE:

For yachts wishing to compete or intending to compete in the Fastnet Race results will be forwarded to RORC confirming which yachts have completed the 100NM minimum qualifying distance.

9. PRIZES

PRIZES

- i. The Lyver Trophy, a perpetual award, will be presented to the overall winner on the best corrected time. (The Lyver Trophy to be held for 24 months).
- ii. Liverpool Yacht Club and the Royal Dee Yacht Club Joint Race Committee will present

prizes.

- iii. RORC Medallions will be presented as prizes for each class.

9b. PRIZEGIVING

It is intended that the results will be published by 2100hrs Saturday July 3rd, 2021 at Pwllheli Sailing Club or as soon as possible thereafter.

The actual Prizegiving will take place later in the year, date and time to be confirmed, at an RDYC or LYC function where prize winners will be invited to attend.

The interpretation of the term of award for any trophy will be made by the Race Committee whose decision is final. When no yacht has qualified to win a particular trophy the Race Committee may, at its discretion, award it otherwise. The Joint Race Committee holds the winners of trophies responsible for all damage or loss and strongly recommends that winners take out adequate insurance. Winners are also liable for all return carriage costs.

10. PARKING

Competitors are asked to arrange parking direct with Liverpool Marina.

APPROVED TRIAL RULES

APPENDIX WP RULES FOR RACING AROUND WAYPOINTS

Use of this appendix is recommended for offshore races when the race committee may wish to specify waypoints instead of physical marks which boats are required to pass to sail the course. Races shall be sailed under The Racing Rules of Sailing as changed by this appendix only if the notice of race and sailing instructions so state.

WP1 CHANGES TO THE DEFINITIONS

WP1.1 The definition Start is changed to:

Start A boat starts when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the course.

WP1.2 Add new definition:

Waypoint A position, other than a mark, described by latitude and longitude coordinates that the course requires a boat to leave on a specified side.

WP2 Add new rule 18.5 in Part 2 of the RRS:

18.5 ROOM TO PASS A WAYPOINT

(a) Rule 18.5 applies between boats when they are required to leave a waypoint on the same side and at least one of them is approaching it. However, when rule 20 applies, rule 18.5 does not.

(b) When overlapped boats are approaching a waypoint to pass it on the required side, the outside boat shall give the inside boat room to pass the waypoint, unless the outside boat has been unable to do so from the time the overlap began.

(c) If the inside boat has reasonable doubt that she has room to pass the waypoint, she may hail the outside boat accordingly. The outside boat shall then give the inside boat additional space unless she is unable to do so.

WP3 Rule 28 is changed to:

28 SAILING THE COURSE

28.1 A boat shall start, sail the course described in the sailing instructions and finish. While doing so, she may leave on either side a mark or waypoint that does not begin, bound or end the leg she is sailing. After finishing she need not cross the finishing line completely.

28.2 A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to start until she finishes shall, when drawn taut,

- (a) pass each mark or waypoint on the required side and in the correct order,
- (b) touch each rounding mark, touch a hypothetical object at each rounding waypoint, and
- (c) pass between the marks or waypoints of a gate from the direction of the previous mark or waypoint.

She may correct any errors to comply with this rule, provided she has not finished.

28.3 The sailing instructions may specify criteria to determine whether a boat has rounded or passed a waypoint on the required side.

WP4 ELECTRONIC POSITION FIXING

When data from electronic position fixing systems is used to determine the position of a boat for the purpose of verifying compliance with the rules, precedence shall be given to data from the boat's primary navigation system.

IRC Rule 8.2

With the permission of the IRC Rating Authority, IRC Rule 8.2 is modified to include GBR boats holding Limited Validity IRC TCCs.

DRAFT