LELAND CHALLENGE CUP SAILING INSTRUCTIONS
Seawanhaka Corinthian Yacht Club
May 26, 2013

Abbreviations:
PC – protest committee
OA – organising authority
RRS – racing rules of sailing
IJ – International Jury
RC – race committee
NA – national authority
SI – sailing instructions
NoR – notice of race

1 RULES
1.1 The event will be governed by
(a) the ‘rules’ as defined in the RRS, including Appendix C.
(b) the rules for Handling Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.

2 ENTRIES AND ELIGIBILITY
2.1 Skippers and all crew shall be members or family members of Seawanhaka Corinthian Yacht Club
2.2 To be eligible the Skipper shall submit an intention to compete form to the Club Office by May 18, 2013.
2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
2.5 At the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
2.6 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.

3 COMMUNICATIONS WITH COMPETITORS
3.1 Notices to competitors will be posted on the official notice board located at the bulletin board adjacent to the front desk of the Seawanhaka Corinthian Yacht Club
3.2 Signals made ashore will be displayed from the Race Committee Boat either at its mooring or at the west service dock.
3.3 Skippers shall attend the first briefing, which will be at the Rendezvous Deck located near the west service dock at 1100 hrs. unless excused by the OA.

4 AMENDMENTS TO SAILING INSTRUCTIONS
4.1 Amendments to the SI made ashore will be posted at least two hour before the start of any race affected and will be signed by the RC.
4.3 Amendments may be made afloat will be signalled by the display of flag “L” with multiple sound signals.

5 BOATS AND SAILS
5.1 (a) The event will be sailed in Sonar-type boats.
(b) The sails to be used will be allocated by the RC.
5.2 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION AND ASSIGNMENT OF BOATS
6.1 Boats will be identified by hull numbers.
6.2 Boats will be drawn at the beginning of the stage as decided by the RC.

7 CREW MEMBERS, NUMBER and WEIGHT
7.1 The total number of crew, including the skipper, may be either 3 or 4 with a maximum weight of 715 pounds. All registered crew shall sail all races.

8 EVENT FORMAT AND STARTING SCHEDULES
8.1 The event format and match pairing lists are detailed in SI Appendix A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
8.3 The racing days are scheduled as May 26, 2013
8.4 The latest time for an attention signal on the day of racing will be 1700 hrs.
8.5 The number of matches to be sailed each day will be determined by the RC.
8.6 (a) The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

(b) Add RRS C10.3(b): ‘When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.’

8.7 The intended time of the first attention signal is 1200 hrs.

8.8 Each subsequent flight will be started as soon as practicable after the previous flight.

8.9 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.

9  RACING AREA
The racing area will be in the vicinity of Seawanhaka Corinthian Yacht Club.

10  COURSE
10.1 (a) Course Configuration (not to scale)

Mark W o

Mark L o

Start/Finish Line o----------------- o

(b) Course signals and course to be sailed

Course signals will be displayed from the RC boat, at the warning signal. Marks W and L shall be rounded to starboard.

<table>
<thead>
<tr>
<th>Signal</th>
<th>Course</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Signal</td>
<td>Start - W - L - W - Finish</td>
</tr>
<tr>
<td>S</td>
<td>Start - W - Finish</td>
</tr>
</tbody>
</table>

(c) Description of Marks

The RC boat will be identified by display of a blue RC flag. The starting/finishing line mark(s) will be a white ball. Marks W and L will be orange balls. The replacement marks will be pink or red ball.

10.2 Starting/Finishing Line

(a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the staff with an orange flag on the RC boat.

(b) The finishing line will be between the staff with an orange flag on the RC boat and the course-side of the finishing line mark.

10.3 Abandonment and Shortening

(a) RRS 32 is deleted and replaced with: ‘After the starting signal the RC may abandon or shorten any match for any reason.’

(b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

11  BREAKDOWN AND TIME FOR REPAIRS
11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag V to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall be at the discretion of the RC.

11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.

11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12  STARTING PROCEDURE
12.1 The next flight number will be displayed on the RC boat rack.

12.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

13  CHANGE OF POSITION OF THE WINDWARD MARK
13.1 Changes to the course will be made by setting a replacement mark W.

13.2 Subsequent changes will revert to the original mark.

13.3 Signal vessel
(a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
(b) When a change of course is signalled after the first leg it shall be displayed from a boat in the vicinity of mark L.

14 TIME LIMIT
A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15 PRIZES
(a) The principal prize for first place will be awarding of the Leland Challenge

16 CODE of CONDUCT
(a) Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with Organizing Authority.
(b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
(c) The penalty for breaking this SI is at the discretion of the PC and may include exclusion from further participation in the event or the withholding of deposits.

17 DISCLAIMER
All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused. This may be superseded by the Seawanhaka Corinthian Yacht Club waiver as part of the registration form.

18 UMPIRING
If Umpires are not available for the event, the “Three Minute Justice” system shall be used. Please see the attachment.
SI APPENDIX A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS/KNOCK OUT TABLE

To be determined.

SI APPENDIX B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1 First Stage - Round Robin(s)
   (a) All skippers will sail a double round robin - each skipper sails each other skipper twice.
   (b) If there are more than two teams competing, then a second stage may be run.

2 Second Stage
   (b) The two highest scoring skippers shall qualify for the next stage.
   (c) A knock out round of best of three races with the highest scoring skipper getting the starboard start.

SI APPENDIX C - HANDLING BOATS

1 GENERAL
   While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS
   Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.
   2.1 Any additions, omissions or alterations to the equipment supplied.
   2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
   2.3 The replacement of any equipment without the sanction of the RC.
   2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
   2.5 Moving equipment from its normal stowage position except when being used.
   2.6 Boarding a boat without prior permission.
   2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while ‘AP’ is displayed ashore.
   2.8 Hauling out a boat or cleaning surfaces below the waterline.
   2.9 Using a flattener as a reef.
   2.10 Attaching lines to the fabric of spinnakers.
   2.11 Perforating sails, even to attach tell tales.
   2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
   2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
   2.14 The use of electronic instruments other than compass and watches.
   2.15 Marking directly on the hull or deck with permanent ink.
   2.16 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing is prohibited.

3 PERMITTED ITEMS and ACTIONS
   The following are permitted.
   3.1 Taking on board the following equipment:
      (a) basic hand tools
      (b) adhesive tape, not duct tape
      (c) line (elastic or otherwise of 4 mm diameter or less)
      (d) tell tale material
      (e) watch, timers and hand held compass
      (f) shackles and clevis pins
      (g) velcro tape
      (h) bosun’s chair
      (i) spare flags
   3.2 Using the items in 3.1 to:
      (a) prevent fouling of lines, sails and sheets
      (b) attach tell tales
      (c) prevent sails being damaged or falling overboard
      (d) mark control settings
      (e) make minor repairs and permitted adjustments
      (f) make signals as per Appendix C6
   3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
   3.4 Changing the number of mainsheet or jibsheet purchases.
4 MANDATORY ITEMS and ACTIONS
The following are mandatory.

4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.

4.2 At the end of each sailing day:
   (a) rolling, bagging and placement of the sails as directed
   (b) leaving the boat in the same state of cleanliness as when first boarded that day
   (c) complying with the directions posted on the boats for leaving them on the mooring.

4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI APPENDIX D - EQUIPMENT LIST

1 The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT
Mainsail and set of battens
Headsail
Spinnaker
One spinnaker pole
Two spinnaker sheets
One continuous headsail sheet
One mainsail sheet
One lower hatch board to be used as signalled by the RC.
Tiller extension
Genoa cars

SAFETY GEAR
Bilge pump

MOORING LINES and FENDERS
Two mooring lines
One fender