



2005 LIPTON CHALLENGE CUP **NOTICE OF CONTEST**

Notice is hereby given that the above sailing event is scheduled to take place as detailed in this Notice of Contest. Entries are invited in terms of this Notice.

DATES

Saturday 20th August 2005 to Friday 26th August 2005, both dates inclusive.

VENUE

Table Bay, Cape Town, details of moorings will be advised later.

ORGANISING AUTHORITY

The 2005 Lipton Challenge Cup Organising Committee, a Sub-Committee of the Theewater Sports Club.

MANAGEMENT

The Contest shall be under the management of the 2005 Lipton Challenge Cup Sailing Committee (Sailing Committee) from 14h30 on Saturday 20th August 2005.

The Sailing Committee shall consist of three members nominated by the Organising Committee, and one member nominated by the Royal Cape Yacht Club Lipton Trustees, (one of whom shall act as Chairman) as well as one nominated representative of each competing Club.

In the event of a member representing more than one Club, that member may nevertheless only cast one vote in any ballot. A simple majority of votes will carry any motion.

The Sailing Committee shall have full powers to decide all matters relating to the Contest except in the matter of protests and requests for redress, which shall be decided by the Protest Committee.

CLASS OF BOAT

In terms of the Lipton Challenge Cup Deed of Gift, as amended, this Contest shall be sailed in boats of the L26 Class.

RULES

The Championships will be governed by:

The 'rules' as defined in the Racing Rules of Sailing (RRS) for 2005-2008 of the International Sailing Federation (ISAF), subject to the changes made in terms of this Notice;

The Conditions and Rules of the Lipton Challenge Cup Deed of Gift, as amended;

The Class Rules of the L26 Class. Any amendments to the Class Rules of the L26 Class made after 30th April 2005 shall not apply to this contest;

This Notice of Contest;

The Sailing Instructions and any amendments thereof.

Where relevant, precedence shall be given in the reverse order of listing. In the event of contradictions, the interpretations of the Protest Committee shall be final.

ADVERTISING

Category C will apply to the 2005 Lipton Challenge Cup in terms of the ISAF advertising code, Regulation 20.

The event Sponsor may require advertising material to be displayed on competing yachts in accordance with Sub-regulation 20.3.1(d)(i). The name of or advertisements displayed on a competing boat shall not be or include the name or logo of a Company or product, which is in direct or indirect competition with the event Sponsor's products. A decision of the Protest Committee shall be final.

ELIGIBILITY

Competitors shall comply with the International Sailing Federation (ISAF) eligibility requirement in accordance with Regulation 21, which requires that all competitors (helms and all other crew) shall be members in good standing of a yacht club affiliated to and in good standing with South African Sailing or their Member National Authority in the case of non-South African clubs. The yacht club name and membership details shall be stated on the entry form. Current valid club membership cards shall be presented at Registration.

A boat shall be eligible to compete only when she is owned by or on charter to a Member and/or Members of a club affiliated to South African Sailing and the boat is listed in the Club's Fleet Register. **Only one entry will be accepted from any club.**

No boat shall be eligible to compete unless a member of the Sailing Committee has been nominated to act on her behalf and on behalf of her club of Representation. Such nominees shall not be a Skipper or a member of the crew of any competing boat.

MEASUREMENT or REGISTRATION CERTIFICATES

Each competing yacht shall hold a valid Class Measurement or Registration Certificate issued or accepted by South African Sailing, the number of which shall be stated on the entry form. A copy of the certificate shall be submitted with the entry form and the original thereof presented at Registration.

ENTRIES

Entries must be completed on the attached official entry form and submitted together with the required entry fee to the Secretary, Lipton Trustees at the address below, to be received by not later than **17h00 on 20th July 2005**. Acceptance of all entries will be subject to the approval of the Royal Cape Yacht Club Lipton Trustees. **In terms of the Deed of Gift, late entries are not permitted.**

An Entry Fee of R800.00 (eight hundred Rand) must accompany the Formal Notice of Entry. The entry fee is not refundable.

The address for entries is:

<u>Postal</u>	<u>Street</u>	<u>Telecommunications</u>
PO Box 772	Duncan Road	Tel: 021-421 1354
Cape Town	Table Bay Harbour	Fax: 021-421 6028
8000	8001	e-mail: info@rcyc.co.za

Office hours: 08h30 to 17h30

PAYMENT OF ENTRY FEES

Payment may be made by cash, cheque or bank deposit to the credit of the account listed below.

In the case of deposits made to the said bank account, the bank stamped deposit note or the printed electronic transaction note and the completed entry form shall be either mailed or transmitted by fax simultaneously to the Secretary, Lipton Trustees. The deposit document shall state the event and entrants name (Club).

Bank Account details

Account name:	Theewater Sports Club	Account Type:	Cheque/current
Bank and Branch:	ABSA Bank, Villiersdorp	Branch code:	334-612
Account No:	277 083 0020		

CREW

The minimum permitted crew is three, including the skipper. There shall be no maximum number. The total number of crew shall not be varied during the Contest. The helmsman need not necessarily be the Skipper.

The **maximum permitted weight** of all crewmembers (dressed in shorts and T-shirts) shall **not exceed 420kg**, at any time. Crew are required to weigh in by **12h00 on Saturday 20th August 2005**. Failure to do so may result in non-acceptance of the entry at the sole discretion of the Sailing Committee.

At the request of the Organising Committee or the Sailing Committee, crew weights may be checked at any time from **12h00 on Saturday 20th August 2005 until 1 (one) hour before the start of the last race.**

The substitution of one crewmember including the Skipper shall be permitted once during the Contest and this substitution shall be notified in writing to the Sailing Committee. Thereafter, no substitution shall be permitted without the prior written permission of the Sailing Committee. Only in exceptional circumstances of serious illness, injury or of a personal nature will the Sailing Committee allow such further substitutions. In the event of such substitution or substitutions, in terms of the above, the new crew shall be weighed to ensure that the total crew

weight remains within the maximum limit.

A list of Skipper and Crew being *bona fide* members of the Club of Registration must be submitted to the Contest Secretary on the form provided not later than **12h00 on Saturday 20th August 2005**. Failure to do so may result in non-acceptance of the entry at the sole discretion of the Sailing Committee.

SCRUTINY OF EQUIPMENT

It shall be the responsibility of the Skipper and an appointed member of his crew to inspect his boat for compliance with the Safety Requirements of this Contest and the rules of the L26 Class Association. The official Measurement and Safety Declaration Form certified by the Skipper and his appointed crewmember shall be presented to the Contest Secretary by **12h00 on Saturday, 20th August 2005**. Failure to do so may result in non-acceptance of the entry at the sole discretion of the Sailing Committee.

At the request of the Organising Committee or the Sailing Committee inspections may be carried out at any time between **12h00 on Saturday 20th August 2005 and the time limit for lodging protests after the last race of the Contest**. The skipper and the appointed crewmember must make themselves available and be present during the inspection of the boat.

REGISTRATION

Entries shall be confirmed by registration with the Contest Secretary at the venue between **12h00 and 17h00 on Friday 19th August 2005** and between **08h00 and 12h00 on Saturday 20th August 2005**. Failure to do so may result in non-acceptance of the entry at the sole discretion of the Sailing Committee.

The following documents/items shall be presented at Registration:

- Crew list, together with current Club membership cards for each member of the crew
- Original Class Measurement or SAS Registration Certificate for the boat
- Measurement and Safety Declaration
- Crew weight Declaration

SAILING INSTRUCTIONS

Sailing Instructions are attached to this Notice of Contest.

EQUIPMENT AND SAILS

Unless she has obtained the prior written permission of the Sailing Committee to do so, a boat shall be disqualified without warning if she fails to correctly display her own number on her sails. Only in exceptional circumstances will the Sailing Committee grant such permission.

One suit of sails shall be presented, together with the Sail measurement verification declaration, duly completed, for verification and stamping before **12h00 on Saturday 20th August 2005**. The same sails shall be carried for the duration of the Contest and may only be replaced after written permission of the Protest Committee has been obtained. Only in exceptional circumstances will the Protest Committee grant such permission.

SCHEDULE OF RACES

The scheduled time for the Warning Signal for the First Race of the Contest is **11h55 on Sunday 21st August 2005**.

The times for subsequent races will be advised at the venue in accordance with the Sailing Instructions.

There will be six days of racing, over the courses specified in the Sailing Instructions, between **Sunday 21st August 2005 and Friday 26th August 2005**.

The number of races to be sailed shall include the three compulsory courses as described in the third condition of the "Deed of Gift" together with a maximum of four additional races to be sailed over courses to be determined by the Sailing Committee. In the event of the compulsory courses not having being sailed by **Friday 26th August 2005**, the Contest shall be abandoned.

RACING AREA AND COURSES

Racing will take place in **Table Bay, Cape Town**.

The courses to be sailed are set out in the Sailing Instructions.

SAFETY EQUIPMENT

All boats shall carry the mandatory equipment prescribed in Rule 6 of the Rules of the L26 Class Association throughout the Contest.

RADIO EQUIPMENT

Each boat shall carry a VHF Radio, which shall be maintained in good working order throughout the Contest and which shall be capable of transmitting and receiving channels **14, 71, and 16**. All boats shall stand by on **Channel 71** after leaving and until re-entering the harbour.

SCORING SYSTEM

No handicapping or time correction factor shall be applied. The low points scoring system, RRS A4 will apply.

ALL RACES SHALL COUNT AND NO RESULTS MAY BE DISCARDED.

ISAF ANTI-DOPING CODE

Testing of competitors may be conducted in terms of the ISAF anti-doping code contained in Regulation 19.

Therapeutic Use in terms of Sub-regulation 21.4.3(a) shall be submitted to the SA Sailing Medical Officer.

LIMITATIONS OF PROTESTS

No protest shall be considered on the grounds that this Notice of Contest or the Sailing Instructions in any way contravene the Deed of Gift governing the Lipton Challenge Cup. Any disputes in this connection shall be raised and resolved at the first meeting of the Sailing Committee to be held during the afternoon of **Saturday 20th August 2005**, at the **Regatta Centre**.

PRIZES AND AWARDS

Prizes will be awarded as per the "List of Trophies". Additional prizes may be awarded at the discretion of the Organising Committee and the Lipton Trustees.

LIABILITY

Participation in this event is entirely at the risk of competitors. None of the organisations or persons concerned in running the Contest accepts any responsibility for damage or injury, material or personal, incurred during the races or at any time, however arising.

All competitors shall sign a disclaimer as provided by the Contest Secretary.

By order and on behalf of the Royal Cape Yacht Club Lipton Challenge Cup Trustees.

Geoffrey Myburgh
Chairman, Lipton Challenge Cup Trustees
6th April 2005



2005 LIPTON CHALLENGE CUP
FORMAL NOTICE OF ENTRY

Entry to be posted, accompanied by an entry fee of R800.00 (eight hundred Rand), to

The Secretary Lipton Trustees
Royal Cape Yacht Club
P O Box 772
CAPE TOWN
8000

by no later than **17h00** on **Wednesday 20th July 2005**. **(NO LATE ENTRIES WILL BE ACCEPTED)**

Please note that cheques should be made payable to **Theewater Sports Club**. Alternatively a copy of a Bank Transfer (banking details below) must be faxed to 028-840 1513 or proof of electronic transfers must be e-mailed to tsc@lando.co.za

Theewater Sports Club
ABSA Bank, Villiersdorp
Code: 334-612
Account No: 2770 830 020

Branch

PLEASE NOTE that Yachts name for the Contest, Sponsorship details, Hull and Spinnaker colours, must be confirmed to the Contest Secretary by no later than **12h00** on **20th August 2005** in the event of them not being presented at the time that the original entry is lodged.

Club Details:

Name of Club			
Contact Numbers	Office	Fax	Website www.
e-mail Address			

Skippers Details:

Name			
Phone Numbers	Office	Home	Cell
e-mail Address			

Team Managers Details:

Name			
Phone Numbers	Office	Home	Cell
e-mail Address			

Yacht Particulars:

Sail Number	
SAS Registration <u>or</u> Class Measurement Certificate No.	
Name of Owner	
Registered Name of Yacht	
Yachts Name for Contest	
Name of Sponsor	
Hull Colour/s	
Spinnaker Colour/s	

This entry will not be processed unless a copy of the SAS Registration Certificate or Class Measurement Certificate, together with a brief CV of the Skipper and Helmsman (where applicable) is submitted.

I hereby certify the accuracy of the details above and confirm that our entry will abide by the terms and conditions of the Notice of Contest, the Sailing Instructions and any amendments to them.

I confirm that the Skipper and Crew who will contest the Challenge are, or will be before the start of the first race, *bona fide* members of this club and are paid up members of SAS.

I certify that the yacht will comply with the current L26 Class rules at all times during the Contest.

I understand and acknowledge that this entry will sail entirely at her own risk, that the onus of whether to start a race and to continue to race lies entirely with the Skipper, and that none of the Organisations or persons concerned with the running of the Contest accept any liability for damage or injury, material or personal, incurred during the races or at any other time however arising.

Name (block letters)	
On behalf of Club	
Signed	
Date	



2005 LIPTON CHALLENGE CUP
CREW LIST

To be submitted to the Contest Secretary by **12h00** on **Saturday 20th August 2005**

NAME OF CLUB:.....

YACHT:

SAIL NUMBER:

SAS NUMBER	NAME	<i>Next of Kin Name</i>	<i>Relationship</i>	<i>Contact Number</i>
Skipper				
Crew				
Crew				
Crew				
Crew				
Crew				

I understand that the onus on whether to start any race and to continue to race lies entirely with the Skipper of the competing yacht. I confirm that my entire crew are *bona fide* members of our club and are paid up members of South African Sailing (SAS). On behalf of the above mentioned and all persons involved directly or indirectly with this entry, I hereby absolve the Organising Committee and any yacht club, organisation or person assisting in the organising or running of this Contest from all responsibility for any injury or loss of life to any person or persons or for damage to any yacht or property arising from any cause whatsoever while taking part in this Contest or related activities.

SIGNED BY SKIPPER:

DATE:.....



2005 LIPTON CHALLENGE CUP
MEASUREMENT & SAFETY DECLARATION

This declaration is to be completed, signed by the Skipper and an appointed crewmember, and submitted to the Contest Secretary by not later than **12h00** on **Saturday, 20th August 2005**.

Club:

Name of Yacht: **Sail No.:**.....

Name of Skipper:

Name of appointed crew member:

We, the undersigned, being the Skipper and a crewmember of the above entry, hereby certify that we have inspected the yacht in terms of the Notice of Contest and Sailing Instructions and declare that the yacht complies with the Measurement and Safety requirements of the Contest.

We undertake to be available for the inspection in terms of the Notice of Contest and agree to accept the penalties for non-compliance as laid down in the Notice of Contest.

Any matters to be brought to the attention of the Sailing Committee:

.....
.....
.....
.....
.....

Signed:

Skipper

.....

Appointed crewmember

Date:



2005 LIPTON CHALLENGE CUP PROTOCOL FOR ON THE WATER SCRUTINEERING

The following protocol will be used for the on the water scrutineering of competitors in the 2005 Lipton Challenge Cup.

REGISTRATION

To comply with the requirements for entry, as set out in the Notice of Contest, crews are required to present the official Measurement & Safety Declaration Form to the Contest Secretary by **12h00 on Saturday 20th August 2005**.

DAILY SCRUTINEERING PROCEDURE

The following procedure will be followed for the selection of crews to be scrutineered on the water, on a daily basis:

- a) The Jury will be requested to lodge sealed envelopes, one for each day from **Sunday 21st August to Friday 26th August 2005** with the Contest Secretary, prior to the close of Registration, containing a random selection of finishers for each day indicating which boats will be scrutineered after the finish of the last race of the day. Where more than one race is completed in the day, the selection will apply to the finishing places in the last race of the day. The basis on which boats will be selected for scrutineering is:
 - One boat in the first five positions
 - Two boats in positions six (6) to fifteen (15), inclusive
- b) Each day at the Sailing Committee Meeting, one sealed envelope will be selected and handed to the Contest Secretary who will advise the scrutineers of the finishing positions of the boats to be checked.
- c) Should a crew fail scrutiny the matter will be referred to the Jury for a decision on the appropriate action.

CHALLENGE DIRECTOR

Neville Norton



2005 LIPTON CHALLENGE CUP **PROTOCOL FOR WEIGHING OF** **COMPETITORS**

The following protocol will be used for the weighing of competitors in the 2005 Lipton Challenge Cup.

REGISTRATION WEIGH-IN

To comply with the requirements for entry, as set out in the Notice of Contest, crews are required to weigh-in by **12h00** on **Saturday 20th August 2005**. All crews shall present themselves, dressed in shorts and a T-shirt, for their official weigh-in, which will be conducted in the Regatta Centre.

The weight of each crew member will be recorded as a permanent record of the weigh-in. Should the total weight of the crew exceed 420 kg, the crew will be required to present themselves again, as a full crew, for a subsequent weigh-in until such time as the crew meets the weight limit restriction of the L26 Class.

DAILY WEIGH-IN PROCEDURE

The following procedure will be followed for the selection of crews to be weighed, on a daily basis, following completion of the first day's racing (crew weights will be checked in the Regatta Centre):

- The Jury will be requested to lodge sealed envelopes (one for each day from **Monday 22nd August** to **Friday 26th August 2005**) with the Contest Secretary, prior to the close of Registration, containing a random selection of overall positions as of the previous day indicating which crews will be required to weigh-in before they can compete in that days racing. The selection will be made on the under mentioned basis:
 - a) One crew whose boat lies in the top five (5) overall;
 - b) Two crews whose boat lies in positions six (6) to fifteen (15), inclusive.
- Each day, except **Sunday 21st August**, at the Sailing Committee meeting, one sealed envelope will be selected, opened and the meeting advised which crews have been selected to have their weight checked.
- The crews selected will be required to present themselves in shorts and T-shirts, at the Regatta Centre, for their weights to be checked and recorded.
- Should a crew fail to weigh-in within the limits of the L26 Class Rules, they shall be deemed to be ineligible to compete in that days racing until such time as their combined weight falls within the weight limit.
- Any crew that fails a weigh-in will have their weight checked on a daily basis for the remainder of the Contest.

CHALLENGE DIRECTOR



2005 LIPTON CHALLENGE CUP **SAILING INSTRUCTIONS**

TABLE BAY - CAPE TOWN

20th to 26th AUGUST 2005

RULES

The Contest will be governed by:

- The 'rules' as defined in the Racing Rules of Sailing (RRS) for 2005-2008 of the International Sailing Federation (ISAF), subject to the changes made in terms of this Notice;
- The Conditions and Rules of the Lipton Challenge Cup Deed of Gift, as amended;
- The Class Rules of the L26 Class. Any amendments to the Class Rules of the L26 Class made after 30 April 2005 shall not apply to this contest;
- This Notice of Contest;
- The Sailing Instructions and any amendments thereof.

Where relevant, precedence shall be given in the reverse order of listing. In the event of contradictions, the interpretations of the Jury shall be final.

There shall be no change in the Rules or Sailing Instructions in the event of any race continuing after Sunset.

LEADER IDENTIFICATION

After each days racing, boats lying in 1st, 2nd and 3rd position overall are required to display "yellow", "blue" or "red" discs, respectively, on their mainsails throughout the following days racing. In the event of protests being outstanding that may affect the first three positions overall, the issue of discs for that day will be based on the provisional overall positions at the time of issue.

The organisers will provide "sticky back" discs not later than 09h30 on the day of each race. The discs shall be applied centrally, 100mm – 200mm below the port side sail number, back to back on both sides of the sail. For the first race of the Contest the defending club entry will display yellow disks.

NOTICES TO COMPETITORS

Notices to competitors will be posted on the official Contest notice board(s) located in the Regatta Centre.

CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted no later than 2 (two) hours before the start on the day it will take effect except that changes to the schedule of races will be posted by 20h00 on the day before it will take effect. Such posting shall constitute official notice to each competitor.

PERMISSION TO START THE RACE

Permission to start the race on any day will be granted by the Sailing Committee and a notice to this effect will be posted on the official Contest notice board not later than **90** minutes before the starting time.

SIGNALS MADE ASHORE

Signals made ashore will be displayed at the mast located adjacent to the **Regatta Centre**.

Flag AP, with two sound signals (one when lowered) means "The race is postponed". The warning signal will be made not less than **60** minutes after the Flag AP is lowered.

SCHEDULE OF RACING

The scheduled time for the warning signal for the First Race of the Contest is **11h55** on **Sunday 21st August 2005**. There will be six days of racing over the courses specified between **Sunday 21st August 2005** and **Friday 26th August 2005**. The scheduled time for the warning signal of the first race on each subsequent day is **11h55**.

The number of races to be sailed shall include the three compulsory courses as described in the third condition of the "Deed of Gift" together with a maximum of four additional races to be sailed over courses to be determined by the Sailing Committee. In the event of each of the compulsory courses not having been sailed by **Friday 26th August 2005**, the Contest shall be abandoned.

Code Flag AP displayed on the Race Committee Boat whilst on station at the finishing line while boats are finishing a race will signal that the next race will start shortly and competitors should proceed to the starting area.

On the last day of racing, no warning signal shall be made after **16h00**.

CLASS FLAG

Code Flag W will be used as a class flag for the purposes of RRS 26.

RACING AREA

Racing will take place in **Table Bay, Cape Town**.

COURSES

The course to be sailed each day will be decided by the Principal Race Officer. The three compulsory courses will be a minimum of 12 nautical miles in length, with only one race being sailed each day.

The compulsory courses "R", "S" and "T" may be sailed over one, two or three rounds at the discretion of the Principal Race Officer. In the event of any one of these races not being finished by at least one competitor on the attempted day, they shall be re-sailed during the next day or days following until they have each been finished.

The course to be sailed and the number of rounds will be displayed before the start on a board on the Committee Boat marked with the letters "R", "S" and "T" to indicate the course and the numbers "1", "2" or "3" to indicate the number of rounds.

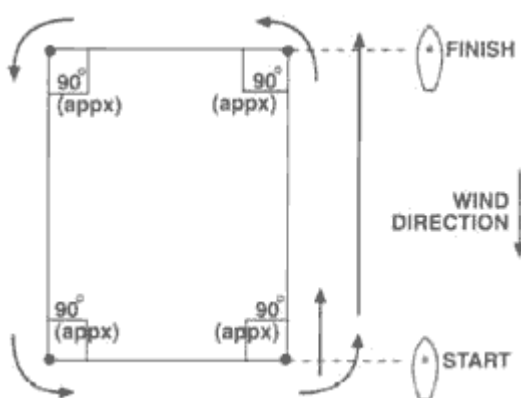
Where possible, the approximate magnetic bearing from the start to the first mark of the course will be displayed on a board on the Race Committee Boat no later than the warning signal for the start of the race.

If there is sufficient time after sailing the compulsory courses, the remaining race or races will be sailed over Course "O" or Course "S". The course and number of rounds will be displayed on a board on the Committee Boat. Two races may be sailed on one day.

The course diagrams below show courses set for a PORT rounding. Marks shall be rounded in the order shown in the diagram. The Race Committee Boat is a mark of the course only for boats starting and finishing.

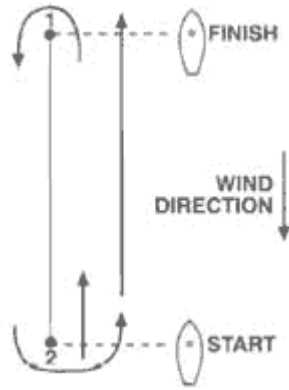
Course Diagrams

COURSE "R": A rectangular (approximately) course starting to windward and finishing on the same leg as the starting leg.



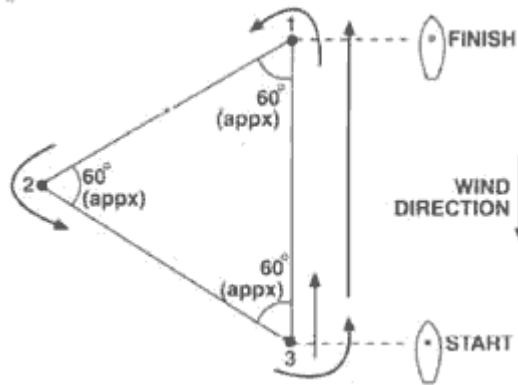
COURSE "R"

COURSE "S": Starting to windward and return and finishing on the same leg as the starting leg.



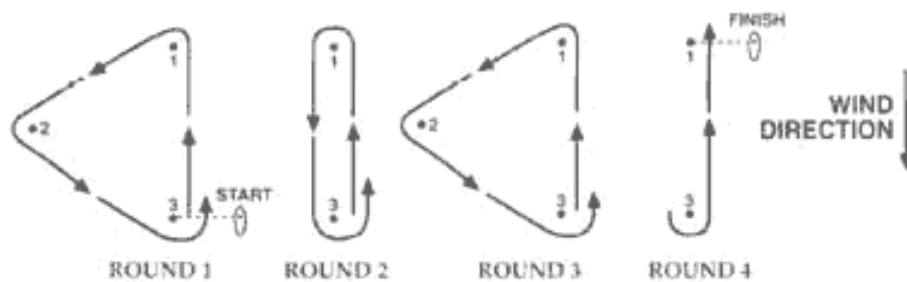
COURSE "S"

COURSE "T": An Equilateral (approximately) Triangle starting to windward and finishing on the same leg as the starting leg.



COURSE "T"

COURSE "O": Will be sailed as set out in the diagram below.



COURSE "O"

The angle 3.1.2. will be approximately 45 degrees.
 The angle 1.2.3. will be approximately 90 degrees.
 The angle 2.3.1. will be approximately 45 degrees.
 Marks must be rounded in the order shown.

MARKS

Marks 1, 2, 3 and 4 will be Yellow cylindrical Marks.

THE START

Races will be started according to RRS 26.

The starting line will be between a staff displaying an Orange flag on the Race Committee Boat, flying the **Theewater Sports Club** burgee, at the starboard end and the nearby mark of the course.

CHANGE OF THE POSITION OF THE NEXT MARK

To change the position of the next mark, the Race Committee will move the original mark to a new position. The change will be signalled before the leading boat has begun the leg, although the mark may not yet be in the new position. Any mark to be rounded after rounding the moved mark may be relocated without further signalling to maintain the course configuration.

Rule 33 is changed so that, instead of displaying the compass bearing, the Race Committee Boat will display a green flag / shape if the direction is changed to starboard or with a red flag / shape if the direction is changed to port.

SHORTENING COURSE

Courses "R", "S" and "T" shall not be shortened. This changes RRS 32.

The additional Courses "O" and "S" may be shortened.

THE FINISH

The finishing line will be between a staff displaying an Orange flag on the Race Committee Boat, flying the **Theewater Sports Club** burgee, at the starboard end and the nearby mark of the course.

TIME LIMITS

Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Did Not Finish (DNF). This changes rules 35 and A4.1.

DECLARATIONS

The Skipper of a boat retiring from a race after finishing or one who has completed penalty turns during a race shall sign the prescribed declaration form provided by the Sailing Committee (available at the Contest Secretary's office) to the effect that the boat has retired or completed penalty turns. Failure to do so before the completion of the protest period for the day may entail disqualification. The Protest Committee shall have the power to extend this time.

PROTESTS AND REQUESTS FOR REDRESS

Protest forms are available at the Contest Secretary's office. Protests shall be delivered there within the protest time limit.

The Protest Period shall be of **one-hour** duration, the commencement of which will be **advised** at the discretion of the Protest Committee and a notice posted on the official notice board.

Protests will be heard in approximately the order of receipt. Protests will be heard in the Protest Room, located near the Regatta Centre.

Notices will be posted within 30 minutes of the end of protest time with a hearing schedule. It will also inform competitors of hearings in which they are parties or named as witness. This will be the only notification in accordance with RRS 63.

Notices of protests by the Race Committee or the Protest Committee will be posted to inform boats under rule 61.1(b).

On the last day of racing, a party to a protest may ask for a reopening of a hearing no later than one hour after being informed of the Jury's decision.

MEASUREMENT PROTESTS

Any measurement protest lodged after the time limit for lodging protests at the end of the first days racing shall be refused, unless it is based on facts which, in the opinion of the Jury, could not have been ascertained readily by the protestor prior to that time and date. This changes RRS 61.3.

EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the Class rules and Sailing Instructions including crew weight. On the water, a boat can be instructed by a Sailing Committee Measurer to proceed immediately to a designated area for inspection.

Inspections shall be carried out in accordance with the protocols titled Annexure A and Annexure B attached hereto.

HAULING OUT RESTRICTIONS

Boats shall not be hauled out after the scheduled starting time of the first race except in accordance with the terms of prior written permission of the Protest Committee.

RADIO COMMUNICATION

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

SCORING

The Low-Point Scoring System as provided in the RRS A4.1 will apply.

ALL RACES SHALL COUNT AND NO RESULTS MAY BE DISCARDED.

ADVERTISING

In accordance with the Notice of Contest, two advertising decals, if supplied by the organisers, shall be displayed, one on each side of the hull for the duration of the Contest. Replacement decals may be available from the Contest Secretary. Failure to clearly display the advertising decal in the required position may result in a penalty being imposed by the Jury. The upper edge of the decal is to be positioned not more than 50mm from the bottom of the toe rail, and the leading edge of the decal not more than 100mm aft of the bow.

CAPE TOWN HARBOUR REGULATIONS

Check-in and check-out procedure

All boats shall sign **out / in** daily, as required by the regulations, in the register provided in the Contest Secretary's Office.

Radio procedure

All boats shall keep a listening watch and shall call "**Cape Town Port Control**" on **Channel 14** requesting permission to leave and/or enter harbour, unless directed otherwise.

Refuse disposal

No boat shall dispose of any refuse into the waters of **Table Bay**.

Failure to comply with these Cape Town Harbour regulations may result in a penalty other than disqualification at the discretion of the Protest Committee.

OFFICIAL BOATS

Official boats will display **yellow** identification flags. Protest Committee boats will display **code flag "J"**.

Media boats will display **blue** identification flags.

SUPPORT & SPECTATOR BOATS

From the time of the preparatory signal until all boats have finished or the Race Committee signals a postponement or abandonment, support and spectator boats shall not be in the Race Area unless directed by the Race Committee or when they are attending to a boat in distress. The Race Area is defined as within 100 metres of a start or finish line or within 100 metres of an area bounded by the course marks and/or a boat racing. A support or spectator boat that fails to comply with these requirements may be subject to action by the Protest Committee. Such action may include disqualification or otherwise penalising associated competitors.

DISCLAIMER OF LIABILITY

Competitors participate in this Contest entirely at their own risk. Refer RRS 4, Decision to Race. The Organising Authority including all persons, organisations and their agents concerned with the conduct of the Contest will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the Contest.

6th April 2005



2005 LIPTON CHALLENGE CUP **LIST OF TROPHIES**

LIPTON CHALLENGE CUP

Winner overall on points

BOATING ASSOCIATION OF TABLE BAY TROPHY (1893) 'A'

Winner over the Rectangular Course

BOATING ASSOCIATION OF TABLE BAY TROPHY (1893) 'B'

Winner over the Triangular Course

BOATING ASSOCIATION OF TABLE BAY TROPHY (1893) 'C'

Winner over the Windward/Leeward Course

L26 CLASS ASSOCIATION TROPHY

Winner of the First Race over an Olympic type Course

AUTOPAGE CUP

Winner of the Second Race over an Olympic type Course

POKALL CUP

Winner of the Last Race over an Olympic type Course

VAN DER STEL TROPHY

First Kwa-Zulu Natal boat overall

JACK FINLAYSON MEMORIAL TROPHY

Winner overall on points over the 3 Traditional Courses
(First 3 Races)

OWEN AISHER TROPHY

Floating trophy awarded at the discretion of the Lipton Trustees
for the encouragement of youth sailing

LIPTON GOLDEN POT

Floating Trophy awarded daily to the winner of the day's race.
If two races are sailed, the trophy will be awarded jointly.

Commemorative plaques will be presented to each Club of Representation and to each yacht competing. Plaques will also be presented to the Owner, Skipper, Crew and Sailing Committee representative of the yacht winning overall.