



## **28<sup>th</sup>Phuket King's Cup Regatta**

29 November – 6 December 2014

### **NOTICE OF RACE FOR KEELBOATS AND MULTIHULLS**

Published 1<sup>st</sup> August 2014

#### **ORGANISING AUTHORITY**

With the Royal Patronage of His Majesty the King of Thailand, the Regatta is organised by the Phuket King's Cup Regatta Organising Committee under the auspices of the Royal Varuna Yacht Club, in conjunction with the Sports Authority of Thailand, the Yacht Racing Association of Thailand, the Royal Thai Navy and the Province of Phuket.

All enquiries and entries should be addressed to:

The Regatta Secretary

Phuket King's Cup Regatta Office

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Tambol Rassada, Amphur Muang, Phuket 83000, Thailand

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**Email:** [racing@kingscup.com](mailto:racing@kingscup.com)

**Web:** [www.kingscup.com](http://www.kingscup.com)

## 1. RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* and by:
  - The IRC Rules 2014 Parts A, B and C;
  - The Jauge Classique Classic Handicap system for the Classic Class;
  - The Platu 25 International Class Rules, amended by the National Class Association of Thailand;
  - The Firefly 850 Sport One Design Rules;
  - The OMR 2014 Rules for Multihulls;
  - The RYA NHC Performance Handicap System
  - This Notice of Race and the Sailing Instructions.
- 1.2 References herein to a Rule or Appendix are to the RRS or its Appendices unless otherwise stated.
- 1.3 IRC Rules Parts A, B & C. For the purposes of IRC Rule 21.1.5(d), this is a regatta run on consecutive days (*so the sails on board shall remain the same throughout*). However, as permitted by IRC Rule 11.1, Rule 21.1.5(e) shall not apply during Phuket King's Cup Regatta 2014, thus allowing the use of a spare mainsail as a racing replacement. Rule 21.5.1(f) is also amended that boats must obtain permission from the Race Committee before replacing a sail.
- 1.4 RRS 55 will be changed in the sailing instructions by adding the following sentence to the rule: 'However, discarding elastic or wool bands when setting a sail will not be considered a breach of rule 55.'
- 1.5 No National prescriptions shall apply.
- 1.6 If there is a conflict between languages the English text shall prevail.
- 1.7 Sentences in *italics* within the Notice of Race are guidance notes for information only.
- 1.8 All participating boats shall comply with the **2013 ISAF Offshore Special Regulations**, Safety and Equipment requirements of a Category 4 Regatta with VHF with the exception of Sport Boats and Beach Catamaran Classes, which shall comply with the **2013 ISAF Category 5 with VHF Special Regulations**. Boats shall comply with their Class Safety regulations, sail limitations and other regulations where they differ from ISAF Category 5.
- 1.9 The requirement to be self-righting will not apply to the Multihull, Firefly 850 Sports and Beach Catamaran classes.
- 1.10 *Any boats that do not comply fully with the Safety requirements may apply to the Race Committee for dispensation. The Committee will consider written applications for inclusion of such boats giving details of the boat and the reasons for consideration, if received no later than 1<sup>st</sup> November 2014.*

## 2. ADVERTISING

2.1 Boats shall be required to display advertising chosen and supplied by the organizing authority.

Competitor advertising will be restricted as follows:

- i. Boats intending to carry advertising must indicate this on their entry form, along with the names of companies and/or products to be advertised.
- ii. Boats may not carry or display advertising other than official event sponsor decals on the forward 20% of their hulls.

***The Race Committee reserves the right to forbid items of advertising which may conflict with the regattas sponsors, or in any way offend Thai laws or customs by their nature.***

## 3. ELIGIBILITY & CLASSES

*The Race Committee (RC) may split classes into divisions.*

*A minimum of 6 boats are required to constitute a class or division. If less than the required minimum entrants are received the RC may join two classes. The RC reserves the right to adjust the eligibility criteria and/or reallocation of boats in the interests of fair competition. The determination of eligibility criteria and the allocation of boats to particular classes or divisions shall not be grounds for protest or redress.*

3.1 IRC Racing – Yachts rating 0.850 and greater.

IRC Classes will be based on actual entries and divided based on Hull Factor (HF), Displacement Length Ratio (DLR), Length of Hull (LH), IRC Series Date and the boats Time Correction Factor (TCC). Final divisions will be announced on 7<sup>th</sup> November 2014.

Based on 2013 Entries, anticipated class splits would be as follows:

Class	LH	IRC Series Date	HF	DLR	TCC Range
IRC Zero	>15.5		>10.4	<145	1.300 and greater
IRC One	<=15.5		>10.4	<145	1.180 and greater
IRC Two					1.100 - 1.179
IRC Three					1.007 - 1.100
IRC Four					0.850 - 1.006
IRC Vintage	>	<1990			0.950-1.100

- i. The Race Committee reserves the right to amend the class splits in the light of updated 2014 yacht design data before the start of the Regatta.
- ii. Boats in classes **IRC Zero and IRC One shall hold Endorsed certificates.**
- iii. Boats rating 0.010 or less below the lower limit of the next class up, may request permission to move up to the class above and race using the

bottom rating of that class. The decision of the Race Committee is final and not subject to appeal.

### 3.2 Premier (Modern Cruising with large displacement)

- i. Modern cruising boats of overall length (LH) 16 meters and IRC Boat Weight of greater than 14,500kg and TCC of 1.055 or greater.
- ii. Yachts should be fully fitted out for comfortable cruising and should normally contain a full complement of private cabins, fully fitted out galley, heads and onboard refrigeration.

*Use of stored power winches, generator and air-conditioning systems are generally accepted as standard equipment for this type of vessel.*

### 3.3 Sport Boats

- i. Boats shall have a valid IRC rating certificate or be a recognised one-design class.
- ii. Boats shall have DLR less than 150, LH Less than 10m, and TCC greater than 0.950.

### 3.4 Modern Classic

- i. Monohull keelboats of less than 24.0m LH (LOA).
- ii. IRC Series Date 1990 or earlier and Hull Factor >7.5 with a current valid IRC 2014 certificate.

### 3.5 Charter Classes

- i. Racing under the IRC 2014 rating system. Each boat must be confirmed to be part of a bona fide bareboat charter fleet and their design based on standard production models with shoal keel configuration designed for charter/ cruising.
- ii. Boats will be sailed in charter trim, with standard mainsail, jib and one cruising chute/ asymmetric spinnaker with or without pole. *Boats with extendable Bowsprits or Boats which make use of any Hydraulic rig adjustment are not eligible.*
- iii. Boats must carry all the equipment normally carried on a bareboat charter in its normal position except for the dinghy and its motor, oars and fuel tank. Bimini and sail covers may be removed and stowed below, but must remain on board. Any boats found to be stripped or lightened shall be subject to a penalty. Boats must comply with all safety requirements including, no part of an anchor shall overhang the bow while racing.

***Boats that are chartered with full sail inventories, carrying sails made from exotic materials or used specifically for racing, not carrying a full charter inventory are advised to enter the IRC Racing Classes.***

- iv. All Boats shall have completed a minimum of **6** commercial bareboat charters during 2014, carrying the entered sail configuration.
- v. All Boats shall be specifically chartered as a "Bareboat" for the Phuket King's Cup Regatta 2014. A copy of the "Charter Invoice" may be required at registration.

The Charter Class will be divided into 2 divisions:

**3.5.1 Bareboat Charter Division**

The Bareboat Class is open only to crews and skippers who have no previous affiliation, familiarity or financial interest in the vessel being sailed, the sails and/or the standard equipment. It is not allowed to arrange with the bareboat charter company to have equipment installed that might give any real or perceived advantage.

**3.5.2 Open Charter Division**

Boats that are chartered, carrying owners who have previously raced on the boat in the regatta, crew (other than an owners representative) provided by the owner or employed or supplied by the charter company.

Subject to final entries, the Race Committee may split the Charter Classes into additional sub divisions based on Hull Factor (HF), Displacement Length Ratio (DLR), Length of Hull (LH), IRC Series Date and the boat's Time Correction Factor (TCC).

*For Boats of custom design, boats with racing configuration including extendable bowsprits and/ or deep keel configuration, the Committee will consider written applications for inclusion of such boats in the Charter Classes. Applications giving details of the boat and the reasons for consideration should be received no later than 1<sup>st</sup> November 2014.*

### 3.6 Multihull Class

Racing under the OMR Multihull System, Catamaran and Trimaran boats of a size and condition acceptable to the Race Committee.

Subject to the number of entries, the Race Committee may split the Multihull Class into the following divisions:

#### **Racing Multihull** (Multihulls with a valid OMR certificate)

3.6.1 Entrants for the Multihull Racing division shall have a current valid OMR Rating.

#### **Open/Cruising Multihulls.**

*Aimed at Cruising Multihulls who do not hold a current OMR Rating. Boats will be allocated a base handicap by the race committee based on the principals of the OMR Rating System. A boat's rating will be adjusted (Using the NHC Regatta Performance System after each race, based on her performance in that race, her base rating and the series to date.*

### 3.7 Firefly 850 Sports

Racing under the one-design rules as stipulated by the Firefly 850 Sports Class Rules.

### 3.8 Classic Class

Initial ratings will be based on the Jauge Classique Classic Handicap system. [http://www.jch-online.org/GB/feuille\\_jauge\\_GB.html](http://www.jch-online.org/GB/feuille_jauge_GB.html)

Vessels built or converted to sail and launched prior to 1950, or launched more recently but retaining the original grace and style of the old classics. All boats, traditional boats and ships should be of the "one off or custom" type, with a hand-crafted hull. All entries should have a full keel with a keel hung rudder; however, short keels with a separate rudder may be accepted, at the discretion of the Race Committee, if the boat is of a traditional design.

3.8.1 Scoring will be made using the NHC Regatta Performance System. A boat's rating will be adjusted after each race, based on her performance in that race, her base rating and the series to date.

### 3.9 Cruising Class

- i. Scoring will be made using the NHC Regatta Performance System. A boat's rating will be adjusted after each race, based on her performance in that race, her base rating and the series to date.
- ii. Boats should be participating with the owner onboard, who are joining the regatta for the **first time** and are acceptable to the

Race Committee.

3.10 One-Design Class Racing

One-design classes of **more than 6 boats** may apply to the Race Committee for their own class status. Applications should be made to the Race Committee by the Class Association and must be submitted no later than 1<sup>st</sup> November 2014.

- 3.11 All boats may be subjected to inspection at any point during the regatta, and their entry may be refused or withdrawn in the interests of safety.
- 3.12 *The Race Committee recognizes that there may be boats that by virtue of design may qualify under these criteria in an IRC class, but consider themselves more suitably placed elsewhere either by accommodations, rig, sails or other reasons.*
- 3.13 *The Committee will consider written applications for inclusion of such boats in another class giving details of the boat and the reasons for consideration, if received no later than 1<sup>st</sup> November 2014. A valid IRC certificate, sail plan, accommodation layout including details of installed equipment, keel details and crew list MUST accompany the application.*
- 3.14 *Applications based on crew criteria alone will not be entertained. The Race Committee's decision shall be final and not be subject to protest.*
- 3.15 A boat which meets all the requirements for the Sports Boat Class shall race in the Sports Boat Class. For Thailand Platu 25's, the allocated weight given to an unweighted boat will be 1136kg and will not be subject to protest or request for redress (This changes Rules 60.1(b) and 62.1).
- 3.16 Classes may be altered, amalgamated or divided at the discretion of the Race Committee. Specifically, all boats of a particular design shall race in the same class at the direction of the Race Committee.
- 3.17 The Race Committee may change the above eligibility factors based on its analysis of the entries received. The Race Committee reserves the right to allocate a boat or boats to a class or division according to the entries received.
- 3.18 Application for entry shall be made on the official Entry Form and may be made online by completing the details required at [www.kingscup.com](http://www.kingscup.com).

#### 4. RATING

- 4.1 The IRC 2014 Rule parts A, B and C will apply to all Monohull Classes except the Classic and Cruising Class.
- 4.2 The RYA NHC Performance Handicap System will apply to the Cruising Class.
- 4.3 The 2014 QCYC OMR Rule will apply to the Racing Multihull Class.
- 4.4 Boats in the Open Multihull class, will be allocated a TCF by the Race Committee based on the current OMR principals. The TCF may be adjusted during the course of the Regatta. Calculation and adjustment of TCFs is not grounds for redress or protest.
- 4.5 Initial handicaps in the Classic Class will be based on the **Jauge Classique Classic Handicap** system. Handicaps may be obtained online at [http://www.jch-online.org/GB/feuille\\_jauge\\_GB.html](http://www.jch-online.org/GB/feuille_jauge_GB.html)
- 4.6 The TCF for the Cruising and Classic Classes may be adjusted during the course of the Regatta. Calculation and adjustment of TCFs is not grounds for redress or protest.
- 4.7 **IRC and OMR Certificates:** *Competitors wishing to enter a class which, requires a current valid IRC or OMR rating, shall provide a copy of their certificate with the entry form. Those competitors entering via the website, shall forward a copy of their certificate to the Regatta Office prior to 1<sup>st</sup> December 2014. Competitors are responsible for obtaining copies of certificates from the relevant issuing authority.*
- 4.8 *The original or a certified true copy of any required Rating Certificate shall be presented for inspection at the Regatta office no later than 12 hours prior to the Warning Signal of the first race.*
- 4.9 *An official IRC Measurer will be present during the event to check new sails and modifications and may, at his discretion, require any boat in any class/ division to be inspected. Any boat requiring measurement shall notify the Regatta office by **12 noon on 29<sup>th</sup> November 2014** (Saturday). All charges and fees incurred by a boat in obtaining or modifying Rating Certificates shall be borne by the boat owner.*



## 5. CREW LIMITATIONS

### 5.1 Crew Numbers

For all monohull classes IRC 22.4.2 is deleted and replaced by "The maximum number of crew that may sail aboard a yacht shall be as detailed below. There is no weight limit."

<b>IRC certificate</b>	<b>Number allowed crew</b>
Up to 9	certificate number plus 1
10 -13	certificate number plus 2
14 and over	certificate number plus 3

- i. During the regatta, the crew shall remain the same and be on board for all races. Exceptionally, crew may be replaced with the permission of the Race Committee.
- iii. A boat sailing as a one-design or racing with a one-design rating certificate shall comply with her class crew limitations unless these have been modified for this Regatta.
- iv. In the Multihull classes, the Race Committee must be notified of the declared crew weight at time of registration. No owner requested alteration to the boats' TCC will be permitted during the Regatta except as a result of a rating protest or to correct rating office errors.

### 5.2 Crew Details

- i. Prior to the start of the Regatta, every boat shall provide Phuket King's Cup Regatta with details of all the crew likely to be racing on the boat, including their full names and email addresses.
- ii. Entrants are required to take all reasonable steps to ensure that the crew information provided to Phuket King's Cup Regatta is accurate and up-to-date.
- iii. Changes made during the Regatta should be notified to the emergency contact described in iv.
- iv. Prior to their first race, each entrant is required to supply Phuket King's Cup Regatta with the details of an emergency contact ashore who shall keep an accurate record of the details of all crew sailing on the boat on each day during the Regatta.

## 6. SCHEDULE

### **Friday 28<sup>th</sup> November 2014**

Early Sail Measurement (By appointment)

### **Saturday 29<sup>th</sup> November 2014**

Registration & Measurement (Kata Beach Resort & Spa)	10:00 – 16:00
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### **Sunday 30<sup>th</sup> December 2014**

Registration (Kata Beach Resort & Spa)	10:00 – 16:00
Practice Race	13:00
Skippers Briefing	16:30

### **Monday 1<sup>st</sup> December – Saturday 6<sup>th</sup> December 2014**

5-Days Class Racing + Reserve Day (4<sup>th</sup> December)

Royal Salute "Sail Past" (Friday 5 <sup>th</sup> Only)	08:30
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Time of first warning signal (Friday 5 <sup>th</sup> Only)	09:30
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Time of first warning signal (All other days)	09:00
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Maximum Number of Races per Class: **12**

On the last day of the Regatta, no warning signal will be made after 14:00.

### **Saturday 6<sup>th</sup> December 2014**

Royal Awards Ceremony (Kata Beach Resort & Spa) 18:00

## 7. COURSES

The courses to be sailed will be based on Coastal, Trapezoid, Windward/Leeward, or Triangle formats and will be decided depending on weather conditions.

## 8. SAILING INSTRUCTIONS

The Sailing Instructions will be available at registration, which is held at Race Headquarters, Kata Beach Resort & Spa from 10:00 on Saturday 29<sup>th</sup> November 2014.

Additional copies of the Sailing Instructions will be available at the Skippers Briefing, which will be held at 16:30 on Sunday 30<sup>th</sup> November 2014 in the Ballroom at the Kata Beach Resort & Spa.

## 9. PENALTY SYSTEM

9.1 For all class(es) rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

9.2 Decisions of International jury will be final as provided in rule 70.5.

9.3 The Jury may award a scoring penalty as an alternative to DSQ. The penalty will be at the discretion of the Jury. This changes Rule 64.1(a).

All protests must be submitted in the English Language.

## 10. SCORING

10.1 For all classes there will be a maximum of Twelve races, two races are

required to be completed to constitute a series.

10.2 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.

10.3 When 5 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

## 11. TROPHIES AND PRIZES

**Phuket King's Cup:** A King's Cup replica trophy will be awarded to the winning boat in each class/division. Second and third place prizes will also be awarded in each class.

**The Sir Thomas Lipton Trophy and Asian Yachting Grand Prix Series:**  
All yachts will be allocated points as defined by the individual series rules.

## 12. ENTRY AND REGISTRATION

All entrants should enter online at the Official Website: [www.kingscup.com](http://www.kingscup.com).

All entries must be accompanied by the entry fee as shown in Table 1.

Table 1: Entry Fees				
Entry Fees are as follows:	"Early Bird" discounted Entry Fee For entries and fees received before 17:00 on 1 <sup>st</sup> November 2014.		Standard Entry Fee For entries and fees received from 17:00 on 1 <sup>st</sup> Nov until 17:00 on Friday 28 <sup>th</sup> November 2014.	
	Early Bird 20,000 Baht*	*Includes Skippers Fee	Standard 25,000 Baht*	*Includes Skippers Fee

Crew Fee - 1 Week (Per Crew Member)	5,000 Baht
Social Function Entry Fee (Per day for non registered Crew)	1,000 Baht

12.1 Exceptionally, entries may be made by telephone or in person at the Regatta Office in Phuket, where a member of staff will complete the entry on your behalf. *Note that some basic details about your entry will be viewable on the Official Website and may be changed or added to online by the entrant after the initial entry.*

Entry fees are shown above in Table 1. To qualify for the "Early Bird" discount, payment must be received by 1 November 2014.

For standard fee for payment after 1 November 2014, is 25,000 Baht.

### 13. CREW FEES

- 13.1 The Entry Fee includes participation of skipper. An additional Crew Fee of 5,000 THAI BAHT is payable at or before registration for each additional crew member and supporter participating in official functions and parties of the Regatta.
- 13.2 Crew Fees include transport to and from social events, all the official social events and the issue of complimentary Regatta souvenirs. Non-sailing participants may enjoy the social events upon payment of 1,000 THAI BAHT per person per night.
- 13.3 Any boat found racing with unregistered crew members or crew who have not paid the required Crew Fee prior to racing may not be given a result for the day of racing.
- 13.4 In the event of a race being abandoned or cancelled, entry fees will not be refunded.

### 14. LATE ENTRIES

- 14.1 Late entries will be accepted until 17:00 the day prior to a race so long as they are accompanied by the full "standard" fee.
- 14.2 Entries after 17:00 on Friday 28th November, 2014 must be made in person at the Regatta Venue and may be subject to a late entry surcharge.

### 15. CANCELLATION

- 15.1 If written cancellation of entry is received at the Phuket King's Cup Regatta office before 17:00 on Friday 21st November 2014, the whole fee, less a 4,000 Baht administration charge, will be refunded. After this deadline refunds will be made only in exceptional circumstances.

### 16. INSURANCE

- 16.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of US\$1,000,000 per incident or THAI BAHT equivalent, and entrants shall declare that such cover is and will be maintained in full force throughout the Phuket King's Cup Regatta. Also it is recommended that all crew and others on board are adequately insured, including against medical costs.
- 16.2 PLEASE NOTE THAT THIS INSURANCE COVER SHOULD BE MADE PRIOR TO THE REGATTA. ADDITIONAL COVERAGE MAY NOT BE AVAILABLE AT TIME OF REGISTRATION.

## 17. IDENTIFICATION

- 17.1 All competing boats will be issued with a pair of hull stickers incorporating the Phuket King's Cup Regatta and sponsor logos and/ or an identification number. The decals are to be secured to each side of the fore part of the hull for the duration of the Regatta.
- 17.2 All boats shall carry sail numbers in accordance with RRS Rule 77 and Appendix G. The Race Committee may relieve a boat of her obligations under this Clause, but only if a request is made to the Race Committee no later than 24 hours prior to the warning signal of the first race in which relief is sought.

## 18. SECURITY

- 18.1 Whilst the regatta organisers will do their best to arrange a safe environment for competing boats and crews, all entrants are cautioned to secure valuables at all times during the Regatta. Skippers are required to sign a Declaration upon registration, absolving the Phuket King's Cup Regatta 2014 organisers of liability in the event of loss. Access to official social functions will be restricted to those who have paid the crew fee or social fee, and are identified by a security tag issued by the Phuket King's Cup Regatta organisers.

## 19. DISCLAIMER

- 19.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

## 20. CORRESPONDENCE

All enquiries and entries should be addressed to:

The Regatta Secretary

Phuket King's Cup Regatta Office

126/18 Moo 5, Toongka-Kuandindeang Road,

Tambol Rassada, Amphur Muang, Phuket 83000, Thailand

**Tel:** +66 (0)76 604 323. **Fax:** +66 (0) 7627 3380

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