



30th Phuket King's Cup Regatta

3 - 10 December 2016

NOTICE OF RACE

FOR KEELBOATS AND MULTIHULLS

Published 26th July 2016, Updated Schedule 15/11/2016.

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

126/18 Moo 5, Toongka-Kuandindeang Road,

Tambol Rassada, Amphur Muang, Phuket 83000, Thailand

Tel/Fax: +66 (0) 76 319 272

Email: racing@kingscup.com

Web: www.kingscup.com

1. RULES

- 1.1. Sentences in *italics* within the Notice of Race are guidance notes for information only.
- 1.2. The regatta will be governed by the rules as defined in The Racing Rules of Sailing and by:
- 1.3. The IRC Rules 2016 Parts A, B and C;
- 1.4. The Jauge Classique Classic Handicap system for the Spirit of Classic Class;
- 1.5. The Platu 25 International Class Rules, amended by the National Class Association of Thailand;
- 1.6. Class Rules for one-design entries, including crew limits (if any).
- 1.7. The OMR v8 Rules for Multihulls;
- 1.8. The RYA NHC Performance Handicap System
- 1.9. This Notice of Race and the Sailing Instructions.
- 1.10. References herein to a Rule or Appendix are to the RRS or its Appendices unless otherwise stated.
- 1.11. For boats racing under IRC, IRC Rules Parts A, B & C except that:
 - a. For the purposes of IRC Rule 21.1.5(d), this is a regatta run on consecutive days.
 - b. IRC Rule 21.1.5(e) shall not apply. During the regatta, boats may use up to two mainsails, changing from one to the other without restriction, so long as both are carried onboard while racing for the whole regatta.

This means that the sails on board while racing must remain the same throughout, including the spare mainsail (if any)

Note also that a standard IRC rating allows for three downwind sails, so no more than this number can usually be used during the whole regatta unless they are rated.

Note also that loose items such as bunk cushions, tables and doors must be kept on board unless the boat was rated without them.
- 1.12. 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.'
- 1.13. Equipment inspection
 - a. Officials from the Race Committee may inspect boats at any time during the regatta.
 - b. A boat that is found to be in contravention of the safety regulations or class rules, or fails to comply with any reasonable request of an official scrutineer may be protested by the Race Committee.
- 1.14. No National prescriptions shall apply.
- 1.15. If there is a conflict between languages the English text shall prevail.

2. SAFETY REGULATIONS

- 2.1. All participating boats shall comply with the current **World Sailing Offshore Special Regulations, Race Category 4** with the exception of:
 - a. Any boats that do not comply fully with the requirements may apply to the Race Committee for written dispensation from specific parts of the regulations. Dispensation will not normally be considered unless applied for in writing giving details of the boat and the reasons for consideration by 1st November 2016.
 - b. Sport Boats Class and Performance/Beach Catamaran divisions, which shall comply with the current **SPECIAL REGULATIONS for inshore racing**
 - c. One Design Boats shall comply with their Class Safety regulations (if any), sail limitations and other regulations where they differ from the World Sailing Special Regulations.
 - d. The requirement to be self-righting will not apply to all Multihull classes.
- 2.2. All boats shall carry an operational marine band VHF transceiver and monitor the designated channels from 30 minutes before any scheduled start until after finishing.
- 2.3. Anchors shall not be carried forward of the stem or with any parts outboard, except when anchoring.

3. ADVERTISING

- 3.1. Boats may carry advertising as allowed by the World Sailing advertising code unless their class rules further restrict the advertising that may be carried.
- 3.2. Boats intending to carry advertising must indicate this on their entry form, together with the names of companies and/ or products to be advertised.
- 3.3. As permitted by the ISAF advertising code, boats will be required to display official event sponsor decals or pennants as follows:
 - a. All classes will be required to display sponsor decals on both sides of their hulls in the forward 20%.
 - b. Competitors may apply in writing for dispensation from clause 3.3a. if decals would damage the hull.

Dispensation will not normally be given to any boat that carries other advertising decals or stickers on her hull, nor to boats with gel-coated hulls.

- c. Any boat given such dispensation will instead be required to fly a sponsor pennant from their backstay.
 - d. Dispensation will not normally be considered unless requested by 1700 on Friday 2nd December 2016.
- 3.4. Boats may not carry or display advertising other than official event sponsor decals on the forward 20% of their hulls.
- 3.5. PKCR reserves the right to refuse entry to any boat that carries class advertising in conflict with any of the regatta sponsors, or in any way offend Thai laws or customs by their nature.
- 3.6. Use of Event-related images and footage by PKCR:
- a. PKCR and, as authorized by PKCR, its agents, sponsors, licensees, other commercial partners may use event-related still images and footage taken at any time, which may include images of competitors, their boats, support vessels, crew and sponsors, provided that PKCR shall not use such images to create a direct endorsement by or from a competitor or any person, sponsor, product or service associated with a competitor, without the prior consent of the competitor.

4. ELIGIBILITY & CLASSES

- 4.1. The Race Committee (RC) reserve the right to subdivide any class into divisions.
- 4.2. 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 amalgamate 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.

4.3. IRC Racing – Yachts rating 0.850 and greater.

- a. Boats shall have a valid 2016 IRC rating with a TCC of between 0.850 and 1.550, and a hull length (HL) between 6.0 and 24.0m. PKCR may grant dispensation to boats outside these limits at its sole discretion.
- b. IRC class splits will be made according to entries received and will be confirmed by 1700 on Sunday 27th November. Draft class splits may be posted on the official website approximately one week earlier in order to allow comment from competitors.
- c. Boats rating 0.010 or less below the lower limit of the next class up may request permission to move up to a class above. The decision of PKCR is final and not subject to appeal.

4.4. Premier (Modern Cruising with Large Displacement)

Boats racing in the Premier Class shall have:

- a. a valid IRC rating certificate.
- b. be a 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.
- c. 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.

4.5. Sportsboat Class

Boats racing in the Sportsboat class shall have:

- a. a valid IRC rating of 1.150 or less.
 - b. a maximum Hull Length (HL) of 9.50 metres.
 - c. a displacement to length ratio (DLR) of 160 or less and
- d. It is intended to have one King's Cup Trophy for the whole fleet. However, subject to adequate entries, results may be split into 2 divisions based on rating.

4.6. Modern Classic

Boats racing in the Modern Classic class shall:

- a. be a Monohull keelboats of less than 24.0m LH (LOA).
- b. Hold a valid IRC rating certificate.
- c. Have an IRC Series Date 1990 or earlier and Hull Factor <8.1

4.7. Charter Classes

The Charter Class will be divided into 2 divisions:

- a. **The Bareboat division** is open to boats which are chartered through recognized commercial bareboat charter companies with 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 permitted to arrange with the bareboat charter company to have equipment installed that might give any real or perceived advantage.

- b. The **Open Charter division** is open to yachts that are chartered directly from private owners, or carrying crew (other than an owners representative) provided by the owner or employed or supplied by the charter supplier. Yachts carrying racing options such as Hi-tec sails, bowsprits or rigs which make use of any hydraulic rig adjustment are subject to declaration prior to entry.

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 Open Charter Class. Applications giving details of the boat and the reasons for consideration should be received no later than 1st November 2016.

- c. Boats racing in the **Bareboat** division shall:
- i. hold a valid IRC rating certificate.
 - ii. 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.
 - iii. boats will be sailed in charter trim, with standard Dacron 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.
 - iv. 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. biminis and sail covers may be removed and stowed below, but must remain on board.
 - v. *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.*
 - vi. have completed a minimum of 6 commercial bareboat charters during 2016, carrying the entered sail configuration.
 - vii. be specifically chartered as a "Bareboat" for the Phuket King's Cup Regatta 2016. A copy of the "Charter Invoice" may be required at registration.
- d. Boats racing in the **Open Charter** division shall:
- i. hold a valid IRC rating certificate.
 - ii. 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. Biminis and sail covers may be removed and stowed below, but must remain on board.
 - iii. *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.*
 - iv. be chartered with full sail inventories, and may carry sails made from exotic materials or used specifically for racing,
 - v. be specifically chartered as a "Bareboat" for the Phuket King's Cup Regatta 2016. A copy of the "Charter Invoice" may be required at registration.

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).

4.8. Multihull Classes

- a. Racing under the OMR Multihull System, Catamaran and Tri-maran boats of a size and condition acceptable to the Race Committee.
- b. Subject to the number of entries, the Race Committee may split the Multihull Class into the following divisions:
 - Racing Multihulls
 - Firefly 850 Sport One Design Racing Class
 - M32 One Design Racing Class
 - Open/Cruising Multihulls.
 - Performance/Beach Multihulls
- c. Boats racing in the **Racing Multihull** division shall: Hold a valid OMR Rating
- d. Boats racing in the **One Design divisions** shall:
Race under the one-design rules as stipulated by the Class Rules.
- e. Boats racing in the **Open/Cruising Multihull** division shall be **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 may be adjusted during racing (using NHC Regatta Performance System after each race, based on her performance in that race, her base rating and the series to date).

- f. Boats racing in the **Performance/Beach Catamaran** division shall:
Hold a valid OMR or One Design Class Rating and their design based on standard production models acceptable to the Race Committee. A boat's rating may 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).

4.9. Spirit of Classic Class

- a. Boats racing in the **Spirit of Classic Class** shall be either:
Traditional Classic boats, 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.
Classic 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.

Or

Spirit of Tradition boats, recently built along "classic" lines using modern techniques and materials. *Yachts must have a "look" that is true to a traditional design and must demonstrate excellent craftsmanship and tradition both on deck and in the hull. They may however, have modern underbodies and appendages and use modern technology in their rigs. The Committee may limit the number of entries for this class. We will accept yachts that are exceptional and those whose owners have gone to extraordinary lengths to ensure that their vessel maintains the beauty and lines characteristic of fine yachts built in the past.*

All yachts wishing to enter this class must shall provide details of the boat including photographs of hull rig and deck layouts, for approval into this class. Applications for consideration should be received no later than 1st November 2016.

- b. Initial ratings will be derived from the Jauge Classique Classic Handicap system. http://www.jch-online.org/GB/feuille_jauge_GB.html and IRC 2016 Rating System <http://www.irc-sea.com/>.
- c. 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.

4.10. Cruising Class

- a. Boats should be participating with the owner onboard and are acceptable to the Race Committee.
- b. Scoring will be duel scored using the principals of the IRC Rating and NHC Regatta Performance Systems. A boat's rating may be adjusted under NHC based on her performance in the race, her base rating and the series to date.

4.11. One-Design Class Racing

One-design classes of more than 6 boats may apply to the Race Committee for their own class or division status. Applications should be made to the Race Committee by the Class Association and must be submitted no later than 1st November 2016.

- 4.12. 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.
- 4.13. 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.
- 4.14. 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 1st November 2016. A valid IRC certificate, sail plan, accommodation layout including details of installed equipment, keel details and crew list MUST accompany the application.
- 4.15. Applications based on crew criteria alone will not be entertained. The Race Committee's decision shall be final and not be subject to protest.
- 4.16. A boat which meets all the requirements for the Sports Boat Class shall race in the Sports Boat Class.
- 4.17. 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.
- 4.18. 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.
- 4.19. 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.

5. RATING

- 5.1. The IRC 2016 Rule parts A, B and C will apply to all Monohull Classes except the Spirit of Classic and Cruising Class.
- 5.2. The RYA NHC Performance Handicap System will apply to the Cruising and Spirit of Classic Class.
- 5.3. The QCYC OMR Rule will apply to the Racing Multihull Class.
- 5.4. Boats in the Open and Performance Multihull divisions, will be allocated an initial TCF by the Race Committee based on the current OMR principals. The TCF may be realigned during the course of the Regatta and is not grounds for redress or protest.
- 5.5. Initial handicaps in the Spirit of Classic Class will be derived from the Jauge Classique Classic Handicap and IRC 2016 parts A, B and C. Jauge Classique Handicaps may be obtained online at http://www.jch-online.org/GB/feuille_jauge_GB.html
- 5.6. The TCF for the Cruising, Open and Performance Multihull divisions and Spirit of Classic Classes may be adjusted during the course of the Regatta. Calculation and adjustment of TCFs is not grounds for redress or protest.
- 5.7. 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 3rd December 2016. Competitors are responsible for obtaining copies of certificates from the relevant issuing authority.
- 5.8. 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.
- 5.9. 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 3rd December 2016 (Saturday). All charges and fees incurred by a boat in obtaining or modifying Rating Certificates shall be borne by the boat owner.
- 5.10. Boats racing in the IRC classes that do not wish to use a spinnaker or cruising chute at any time during the regatta may use their non-spinnaker TCC. This choice must be made no later 1700 on Friday 2nd December 2016. This alters IRC Rule 8.6.

6. CREW LIMITATIONS

- 6.1. Crew Numbers
 - a. 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."

IRC certificate	Number allowed crew
Up to 9	certificate number plus 1
10 -13	certificate number plus 2
14 and over	certificate number plus 3
 - b. 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.
 - c. 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.
 - d. 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.
- 6.2. Crew Details
 - a. 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.
 - b. 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.
 - c. Changes made during the Regatta should be notified to the emergency contact described in iv.
 - d. 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.

7. SCHEDULE

Friday 2nd December 2016

Early IRC Sail Measurement (By appointment)

Saturday 3rd December 2016

Registration & Measurement 10:00 – 16:00
(Kata Beach Resort & Spa)

Sunday 4th December 2016

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

Monday 5th December – Saturday 10th December 2016

5-Days Class Racing + Reserve Day (8th December)
Royal Salute "Sail Pass" (Friday 9th Only) 08:30
Time of first warning signal (Friday 9th Only) ASAP
Time of first warning signal (All other days) 09.00

Saturday 10th December 2016

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

- 7.1. Maximum Number of Races per Class: 12
- 7.2. On the last day of the Regatta, no warning signal will be made after 14:00.

8. COURSES

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

9. SAILING INSTRUCTIONS

- 9.1. The Sailing Instructions will be available at registration, which is held at Race Headquarters, Kata Beach Resort & Spa from 10:00 on Saturday 3rd December 2016.
- 9.2. Additional copies of the Sailing Instructions will be available at the Skippers Briefing, which will be held at 16:30 on Sunday 4th December 2016 in the Ballroom at the Kata Beach Resort & Spa.

10. PENALTY SYSTEM

- 10.1. For all class(es) rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 10.2. Decisions of the international jury will be final as provided in rule 70.5.
- 10.3. For the breach not involving RRS Part 2, the penalty is at the discretion of the International Jury, which may be less than disqualification. This changes Rule 64.1.
- 10.4. All protests must be submitted in the English Language.

11. SCORING

- 11.1. For all classes there will be a maximum of Twelve races, two races are required to be completed to constitute a series.
- 11.2. When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
- 11.3. 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.

12. TROPHIES AND PRIZES

- 12.1. Phuket King's Cup: A King's Cup replica trophy will be awarded to the winning boat in each class. Divisional, second and third place prizes may also be awarded in each class subject to minimum entry levels.
- 12.2. The Sir Thomas Lipton Trophy and Asian Yachting Grand Prix Series: All yachts will be allocated points as defined by the individual series rules.

13. ENTRY AND REGISTRATION

All entrants should enter online at the Official Website: 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:	"Standard" Entry Fee:
	For entries and fees received before 17:00 on 1 st November 2016	For entries and fees received after 1 st November 2016.
	30,000 Baht per Boat (Includes Skippers Fee)	35,000 Baht per Boat (Includes Skippers Fee)

Registered Crew Fee - 1 Week (Per Crew Member) – 5,000 Baht

Social Function Entry Fee - (Per day for non registered Crew and supporters) - 1,000 Baht

Payment of Entry Fees and Crew Fees:

Entry Fees and crew fees are payable online at www.kingscup.com or by Bank Transfer.

For payment via Bank Transfer, an Invoice with bank details will be sent by email to entrant after online registration.

Bank details

PKCR Management Co., Ltd.

Bangkok Bank Public Company Limited, Nana Nua Branch, Klongtoey,

Wattana, Bangkok 10110

SWIFT Code: BKKBTHBK

Saving A/C : 197-0-65748-0

Company Address for Bank Transfer purposes only:

PKCR Management Co., Ltd.

283/74 Home Place Office Building, 15th Floor, Soi Sukhumvit 55 (Thonglor 13), Sukhumvit Road, Klongton-Nue, Wattana, Bangkok 10110.

14. CREW FEES

- 14.1. The Entry Fee includes participation of skipper. An additional Crew Fee is payable at or before registration for each additional crew member participating in racing and supporter participating in official functions and parties of the Regatta.
- 14.2. 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 by purchase of a daily function ticket from the organisers.
- 14.3. 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.
- 14.4. In the event of a race being abandoned or cancelled, entry fees will not be refunded.
- 14.5. LATE ENTRIES
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.
- 14.6. Entries after 17:00 on Friday 2nd December, 2016 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 Saturday 26th November 2016, the whole fee, less a 6,000 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 2016 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. RISK STATEMENT

- 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.
- 19.2. Rule 4 of the RRS states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 19.3. 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 omissions;
 - d. Their boat is in good order, equipped to sail in the event and they are fit to participate;
 - e. The provision of a race management team, patrol boats and other officials and volunteers does not relieve them of their own responsibilities;
 - f. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

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/Fax: +66 (0) 76 319 272
Email: racing@kingscup.com
Web: <http://www.kingscup.com>