



36th PHUKET KING'S CUP REGATTA

30th NOVEMBER - 6th DECEMBER 2024

NOTICE OF RACE for Keelboats and Multihulls.

Published 26th May 2024.

Updated 20th October 2024. - Schedule Change, See NOR 7

ORGANISING AUTHORITY

The Regatta is organised by the Event 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

Email: info@kingscup.com

Web: www.kingscup.com

The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

The notation [DP] denotes a rule for which the penalty is at the discretion of the Protest Committee. This changes RRS 64.2.

The notation [SP] denotes a rule for which a standard penalty will be applied by the race committee without a hearing. This changes RRS 64.2, Appendix A4 and Appendix A5 and RRS 62.1(a).

Sentences in *italics* within this Notice of Race are guidance notes for information only.

1. RULES

- 1.1. The regatta will be governed by the 'rules' as defined in The Racing Rules of Sailing (RRS) including.
 - 1.1.1. The Platu 25 International Class Rules, amended by the National Class Association of Thailand;
 - 1.1.2. Class Rules for one-design entries, including crew limits (if any).
 - 1.1.3. RRS 52, Manual Power, shall not apply for yachts racing in the Multihull, Classic and Cruising Classes.
The use of Automatic or wind-vane steering is permitted in the Cruising Classes and the use of stored power for the hoisting, reefing or furling of sails need not be declared.
 - 1.1.4. The OMR Rules for Multihulls v9.
 - 1.1.4.1. The use of stored power for the hoisting of mainsails, or the reefing or furling of sails need not be declared.
 - 1.1.4.2. Multihull Boats using stored power for the adjustment or operation of running rigging shall declare this to the OMR Rating Authority.
 - 1.1.5. The Phuket King's Cup Regatta rating system for Cruising Classes.
 - 1.1.6. For IRC classes, IRC 2024 Rules Parts A, B & C except that:
 - 1.1.6.1. For the purposes of IRC Rule 21.1.5(d) and (e) this is a regatta run on consecutive days and the sails on board while racing must remain the same throughout.
 - 1.1.6.2. Boats racing in classes using IRC ratings that do not wish to use a spinnaker or cruising chute at the regatta may use their non- spinnaker TCC. This choice shall be made no later than 17.00 Sunday 24th November 2024.
This alters IRC Rule 8.6.
 - 1.1.6.3. Where boats have been issued with a Secondary IRC Rating Certificate, the owner shall nominate their applicable rating certificate by 17.00 Sunday 24th November 2024.
- 1.2. This Notice of Race and the Sailing Instructions.
- 1.3. References herein to a Rule or Appendix are to the RRS or its Appendices unless otherwise stated.
- 1.4. Equipment inspection
 - 1.4.1. Officials from the Technical Committee may inspect boats at any time during the regatta.
 - 1.4.2. A boat that is found to be in contravention of the safety regulations or class/rating rules, or fails to comply with any reasonable request of an official scrutineer may be subject to protest by the Technical Committee.
- 1.5. No national prescriptions shall apply.
- 1.6. If there is a conflict between languages the English text shall prevail.
- 1.7. Changes to the RRS and Rating Rules are as detailed in this Notice of Race or in the Sailing Instructions. This changes RRS J1.2(1).
- 1.8. Alternative penalties (in the form of a scoring penalty) will apply to infringements of RRS Part 2 and 31, as detailed in the Sailing Instructions. A yellow flag will be required.

2. SAFETY REGULATIONS

- 2.1. Boats shall comply with World Sailing Offshore Special Regulations Appendix B, SPECIAL REGULATIONS for Inshore racing shall apply in daylight hours except that:
All boats shall carry :
 - An operational marine band VHF radio and monitor the designated channels from 30 minutes before any scheduled start until 30 mins after finishing.
 - Visual means for attracting attention when in distress.
 - Equipment suitable for accepting a tow.
- 2.2. 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.
- 2.3. The requirement to be self-righting will not apply to Multihull classes.
- 2.4. Anchors shall not be carried forward of the stem or with any parts outboard, except when anchoring.
- 2.5. 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.
- 2.6. Any boats that do not comply fully with the requirements may apply to the organizing committee for written dispensation against specific requirements. Dispensation will not normally be considered unless applied for by **1700 on Friday 15th November 2024**.

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 shall indicate this on their entry form, together with the names of companies and/ or products to be advertised.
- 3.3. As permitted by the World Sailing 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%.
- 3.4. The owner and skipper of all boats shall ensure that no entities form un-authorized associations between themselves (and their products or services) and the event (otherwise known as "ambush marketing") or any "hijack signage" is carried out by or on behalf of themselves or their sponsors with reference to the event and that nothing else is done which might undermine the event, the rights of the event sponsor, or any other sponsor or participant in the event.
- 3.5. The Organising Committee 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. Except as required by clause 3.3a, no more than 2 boats in a class may carry advertising for the same organisation, person, product, service, brand or idea without the written permission of the Organising Committee. The Organising Committee reserves the right to refuse entry to any class of boat that contravenes this rule. Any group of boats considering accepting sponsorship that might be affected by this rule is advised to contact the Organising Committee as soon as possible.
- 3.7. Use of Event-related images and footage by the Organising Committee:
 - a. The Organising Committee and, as authorized by the committee, 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 the organizing committee 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 event is open to boats eligible to complete in the classes as published in this Notice of Race.
- 4.2. To help with the safety and integrity of the event, and in compliance with the statement from World Sailing to be found at www.sailing.org. Entry shall be open to boats entered or sailed by persons from any nation. However, boats and competitors shall not promote nor display any symbols, flags or slogan representing Russia or Belarus on any boat, place or clothing associated with the event. The penalty for a breach of this rule will be exclusion from further participation in the event and the removal of the boat from the results.
- 4.3. The Race Committee (RC) reserve the right to subdivide any class into divisions.
- 4.4. 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. [NP]
- 4.5. **IRC Classes** – Boats shall race in the following classes:
IRC Zero
 - a. LH greater than 14m and less than 23.5m
 - b. IRC Series Date: 1995 and later
 - c. IRC Hull Factor: 10.4 and higher
 - d. IRC DLR: 145 and lower
 - e. IRC TCC: Greater than 1.250The Race Committee may grant dispensation to boats outside these limits at its sole discretion.

IRC Divisions: Yachts rating 0.850 and greater. [NP]

The IRC Class will be divided to have "like" boats sailing together, this will be based on Hull Factor (HF), Displacement Length Ratio (DLR), Length of Hull (LH), IRC Series Date and the boats Time Correction Factor (TCC).

- a. Boats shall have a valid 2024 IRC rating with a TCC of between 0.850 and 1.250, and a hull length (LH) between 8.5 and 24.0m. The Regatta may grant dispensation to boats outside these limits at its sole discretion.
- b. IRC division splits will be made according to entries received and will be confirmed by 1700 on Sunday 1st December. 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 the Race Committee is final and not subject to appeal.

4.6. Premier Racing (Modern Cruising Boats with Large Displacement)

Boats racing in the Premier Class shall have:

- a. a valid IRC 2024 rating certificate.
- b. be a Modern cruising boats of hull length (LH) >16 meters and IRC Boat Weight of greater than 12000kg 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.

4.7. Sportsboat

Sportsboats that are not eligible for a one-design class should obtain an IRC Rating Certificate and comply with NOR 2.1 and the following.

- a. A valid IRC 2024 rating of 1.150 or less.
- b. A Maximum hull length (LH) of 8.50 metres.
- c. A displacement to length ratio (DLR) of 160 or less.
- d. This class may be split into divisions based on rating. Depending on the number of entries received, boats entered in this class may instead be allocated to a suitable IRC class
- e. Boats outside these limits may be accepted at the sole discretion of the Race Committee.

4.8. Modern Classic

Boats racing in the Modern Classic class shall:

- a. Be a Monohull keelboats of less than 24.0m hull length (LH).
- b. Hold a valid IRC 2024 rating certificate.
- c. Have an IRC Series Date 2000 or earlier and Hull Factor of 8.9 or less.

4.9. Bareboat Charter

The Bareboat Class is open to boats which are chartered through recognized commercial bareboat charter companies, with or without a skipper or owners' representative. It is not permitted to arrange with the bareboat charter company to have equipment installed that might give any real or perceived advantage.

- a. Boats racing in the Bareboat division shall:
 - i. hold a valid IRC 2024 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. be specifically chartered as a "Bareboat" for the 2024 Regatta. A copy of the "Charter Invoice" may be required at registration.

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 Bareboat Charter Class. Applications giving details of the boat and the reasons for consideration should be received no later than 1st November 2024.

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

4.10. Multihulls

- a. Racing under the OMR v9 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 divisions so 'like' boats race together:
 - Fast Racing Multihulls
 - Racing Multihulls
 - Cruising Multihulls.
- c. Boats racing in a Racing Multihull divisions shall: Hold a valid OMR Rating
- d. Boats racing in a Cruising Multihull division shall be Cruising Multihulls who do not hold a current OMR Rating. Boats will be allocated a base TCF rating by the Race Committee using the best information available at the time of entry.
- e. A boat's rating for a cruising division may be re-aligned during racing based on her performance against her base rating and the series to date. Calculation and adjustment of TCFs is not grounds for redress or protest. [NP]

4.11. **Monohull Cruising** (Including Two-Handed Division)

- a. Cruisers with a hull length between 6m and 18m will be eligible. The Race Committee reserves the sole right to refuse entry to any boat that it considers to be a boat that has been "Stripped out" for racing, and to accept entries outside the size limits.
- b. Boats should be participating with the owner onboard and are acceptable to the Race Committee.
- c. Boats will be allocated a base TCF rating by the Race Committee using the best information available at the time of entry.
- d. A boat's rating may be adjusted during racing based on her performance in that race, her base rating and the series to date.
- e. A Two-Handed Division may be available in the Cruising Classes. Boats will be eligible for both Two-Handed and Cruising class trophies. Within the Two-Handed Class there may also be prizes for mixed crews (a male and a female). Automatic or wind-vane steering is permitted (changes RRS 52). Entries must satisfy the committee that they have suitable and adequate experience and that their boat is appropriately organised for two-handed sailing.

4.12. **Spirit of Classic Class**

4.13. Boats racing in the Spirit of Classic Class shall be either:

- a. **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

- b. **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.

4.14. All yachts wishing to enter the Spirit of Classic class 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 2024.

4.15. **One-Design Class Racing**

One-design classes of more than 5 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 shall be submitted no later than 1st November 2024.

- 4.16. 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.
- 4.17. 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 2023. A valid IRC certificate, sail plan, accommodation layout including details of installed equipment, keel details and crew list MUST accompany the application.
- 4.18. Applications based on crew criteria alone will not be entertained. The Race Committee's decision shall be final and not be subject to protest. [NP]
- 4.19. A boat which meets all the requirements for the Sports Boat Class shall race in the Sports Boat Class. [NP]
- 4.20. 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.
- 4.21. 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.
- 4.22. 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. RATINGS AND RATING CHANGES [NP]

Class/Division	Handicap Rule
IRC Classes/Divisions	IRC 2024
Premier	IRC 2024
Sportsboat	IRC 2024
Modern Classic	IRC 2024
Bareboat Charter	IRC 2024
Monohull Cruising	PKCR Allocated
Multihull Racing Divisions	OMR v9
Multihull Cruising	PKCR Allocated
Spirit of Classic	PKCR Allocated

- 5.1. The IRC 2024 Rule parts A, B and C shall apply to all Monohull Classes except Cruising and Spirit of Classic Classes.
- 5.2. The QCYC OMR Rule v9 shall apply to the Racing Multihull Class.
- 5.3. Boats racing under IRC or OMR shall have a valid rating. Ratings may be obtained as follows:
 - a. For IRC ratings in South East Asia, contact the Rating Office at: www.irc-sea.com
 - b. For OMR ratings, contact the Phuket OMR Rating Officer Andrew McDermott at : mcdermottandrew@rocketmail.com
- 5.4. Boats in the Cruising and Classic divisions, will be allocated a base TCF rating by the Race Committee using the best information available at the time of entry.
- 5.5. The TCF for the Cruising and Classic divisions may be adjusted during the course of the Regatta based on her performance against her allocated base rating in the series to date. Calculation and adjustment of TCFs is not grounds for redress or protest. [NP]
- 5.6. An official IRC Measurer will be present during the event to check new sails and modifications and may, at their discretion, require any boat in any class/ division to be inspected. Any boat requiring measurement shall notify the Regatta office by 12 noon on 30th November 2024 (Saturday). All charges and fees incurred by a boat in obtaining or modifying Rating Certificates shall be borne by the boat owner.
- 5.7. New ratings or changes to a rating will not be accepted after 1700 on Sunday 1st December unless the change is:
 - a. Due to an error made by PKCR, RORC, UNCL or OMR. In this case, the rating shall be corrected for all races. For errors made by PKCR where a rating would drop if corrected, boats must request a correction within 24 hours of registration closure (when they receive a final list of entries and ratings).
 - b. As the result of a rating protest, when the RRS rules dealing with decisions on measurement protests will apply, together with the rules applicable to the rating system.
 - c. In the case of substantial damage being caused to a boat, which would significantly effect a boats performance. Any changes will be at the discretion of PKCR with the agreement of RORC, UNCL or OMR as appropriate.
 - d. To comply with the letter and spirit of government rules and guidance.

6. CREW LIMITATIONS

- 6.1. Due to the local regulations, crew restrictions may be imposed by PKCR to comply with the letter and spirit of government rules and guidance (if any) current at the time of the Regatta.
- 6.2. For boats racing in IRC classes, IRC rule 22.4 shall not apply and there will be no limitations on crew numbers or crew weight except that:
 - a. 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.
 - b. 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.
- 6.3. In the Multihull classes, the Race Committee must be notified of the declared crew weight at time of registration. This weight shall be maintained in compliance with the OMR v9 rule.
- 6.4. Accredited journalists, photographers or cameramen may apply to the organising committee to join a named boat on an individual race day only. All applications are subject to approval by the organising committee and shall be made by 18.00 on the day prior to joining the vessel.
- 6.5. **Crew Details**
 - a. Prior to the start of the Regatta, every boat shall provide the organisers 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 the organisers is accurate and up-to-date.
 - c. Prior to their first race, each entrant shall supply the organisers 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.
 - d. Changes made during the Regatta should be notified to the emergency contact described in (c).

7. SCHEDULE

Provisional Programme		
Friday 29 th November 2024	Pre-Booked IRC Sail Check-Measurement	(By appointment only)
Saturday 30 th November 2024	IRC Sail Check-Measurement	(Please make appointment) See IRC Notice on Website
	Registration Keelboats & Monohulls (Beyond Kata Resort & Spa)	09:00 – 18:00
Sunday 1 st December 2024	Registration & Measurement (Beyond Kata Resort & Spa)	08:30 – 16:00
	Practice Session	13:00
	Skippers Briefing	16:30
Monday 2 nd December – Friday 6 th December 2024	5-Days Class Racing (up to 12 Races, including 2 to scheduled for IRC Zero on the final day 6 th December.)	Time of first warning signal Mon – Thurs. 09:30 Friday – 09:00
	Daily Prize Giving Mon	18:30
Friday 6 th December 2024	Awards Ceremony (Beyond Kata Resort & Spa)	15:00

- 7.1. Maximum Number of Races per Class: 12
- 7.2. On Friday 6th December, there will be TWO races scheduled for IRC Zero.
- 7.3. 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/published online at www.kingscup.com from 25th November 2024.
- 9.2. Additional copies of the Sailing Instructions will be available at Registration which is held at Race Headquarters, Beyond Kata Resort & Spa from 10:00 on Saturday 30th November 2024.

10. PENALTY SYSTEM [NP]

- 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. Unless otherwise prescribed in the Sailing Instructions, The International Jury may apply any penalty, including no penalty, for a breach of a rule. This changes RRS 64.2.
- 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. A trophy shall be awarded to the winning boat in each class/division, second and third place prizes may also be awarded in each class subject to minimum entry levels.

13. ENTRY AND REGISTRATION

All entrants should enter online at the Official Website: <https://www.kingscup.com/online-entry/>.

Entries should be made by 17:00 1st November 2024.

All entries will be subject to the entry fee as shown in Table 1.

Table 1: Entry Fees for entry payments received by 1/11/2024.	
Entry Fees are as follows:	"Standard" Entry Fee: Keelboats and Multihulls 35,000 Baht per Boat (Includes Skippers Fee)
	SPECIAL RATE FOR CRUISING CLASSES AND PLATU ONE-DESIGN CLASSES 25,000 Baht per Boat (Includes Skippers Fee)
Registered Crew Fee - 1 Week (Per Crew Member) – 6,500 Baht. includes racing, complementary social events and event shirt.	
Social Function Entry Fee - (Per day for non registered Crew and supporters) - 1,200 Baht per person	

Payment of Entry Fees and Crew Fees:

Entry Fees and crew fees are payable by Bank Transfer.

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.

On completion of your on-line entry. Crew registration and declaration-of-responsibility forms should be completed at <https://www.kingscup.com/register/>.

Please print and bring a copy of these forms to event registration, held at Beyond Resort, Kata Beach. Between 14.00 and 18.00 on Saturday 30th November and 10:00-16:00 Sunday 1st December.

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. 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. Any boat not rectifying the problem of unregistered crew members by paying unpaid Crew Fees will be removed from the Regatta.
- 14.3. In the event of a race being abandoned or cancelled, entry fees will not be refunded.
- 14.4. **LATE ENTRIES AND ONSITE PAYMENT**
Entries received after 17:00 on Friday 1st November, 2024 may be subject to a 5,000 baht late entry fee surcharge.
Payments made on-site will be subject to 5% credit card payment supplement.

15. RACE ABANDONMENT OR ENTRY CANCELLATION

- 15.1. If written cancellation of entry is received at the Phuket King's Cup Regatta office before 17:00 on Friday 22nd November 2024, the whole fee, less a 6,000 Baht administration charge, will be refunded. After this deadline refunds will be made only in exceptional circumstances.
- 15.2. In the event of one or more races being abandoned or cancelled, entry fees will not be refunded.

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 may 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. RRS Rule 77 and Appendix G will not apply.
- 17.3. All boats are required to display identification number or letters on their mainsail, which will match those on her rating certificate and entry documentation.
 - a. Sail numbers should be in suitable contrast to the sail as to be visible to the Race Committee. Blue or red sail numbers on black sails do not comply.
 - b. 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. DECLARATION

- 18.1. By entering for a race, the person in charge of each boat confirms that they agree to be bound by the Racing Rules of Sailing and the other rules that govern this race. In particular they confirm they have read the Notice of Race and accept its provisions and agree that their boat will conform to the requirements set out in the Notice of Race throughout the event.
- 18.2. If the person in charge will be under 18 years old on the first day of the regatta then a special disclaimer, available from the Regatta Office, and downloadable from the website, shall also be countersigned by a parent or guardian. This should be returned to the Regatta Office no later than 17:00 on Sunday 1st December 2024.
- 18.3. 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. The person in charge will be required to sign a Declaration upon registration, absolving the event 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 3, 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 3 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.
 - g. It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.
 - h. They are responsible for ensuring that their boat is equipped and seaworthy so as to face all weather conditions that might be experienced during the event, that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.
 - i. **Inspections:** The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this Notice of Race.

20. CORRESPONDENCE

All enquiries and entries should be addressed to:
The Regatta Secretary
Email: info@kingscup.com
Web: <http://www.kingscup.com>