



36th PHUKET KING'S CUP REGATTA

30th NOVEMBER - 6th DECEMBER 2024

SAILING INSTRUCTIONS FOR KEELBOATS AND MULTIHULLS

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 62.1(a).

The notation '[SP]' denotes a rule for which a standard penalty will be applied by the race committee without a hearing. This changes RRS 63.1, Appendix A4 and Appendix A5 and RRS 62.1(a).

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.

RULES & REGULATIONS

- 1.1. The Regatta is governed by the rules as described in Notice of Race 1. In addition, the following rules apply:
 - 1.1.1. APPENDIX T (Arbitration)
Appendix T (Arbitration) will apply except that, RRS T1(b) is changed to: The post-race penalty for each infringement shall be determined by the arbitrator, however rule 44.1(a) applies.
- 1.2. No National prescriptions shall apply.
- 1.3. If there is a conflict between languages the English text shall prevail.

2. IDENTIFICATION

- 2.1 **Bow numbers and event decals**, will not be supplied by the event organisers.
- 2.2 **Class flags** will not be supplied by the organisers and are not required to be flown by individual boats.
- 2.3 All boats shall carry an identifiable sail number on their main sails. However, RRS 77, Appendix G of the RRS and Para. 14.1 of the IRC Rules shall not apply. [NP]
In exceptional circumstances, permission may be given by PKCR, at their sole discretion, to allow the display of alternate sail numbers. Any such permission shall be in writing.

3. NOTICES TO COMPETITORS

- 3.1 Amendments to the sailing instructions, schedule of races, notices to competitors, hearings and jury information will be promulgated on the website "Official Notice Board" (ONB) at www.kingscup.com

Notices may be duplicated on the physical Notice Board located in front of the coffee shop, on the ground floor of Beyond Resort Kata, on the official Skippers WhatsApp Group <https://chat.whatsapp.com/ExkcK8rZISO69dJPrl0KLL>



and on the on-line noticeboard operated by racingrulesofsailing.org.
The QR Code links to the online noticeboard using racingrulesofsailing.org are available in the course book.

Discrepancy or omissions between information at these locations and the Official Notice Board will not be grounds for redress. This changes RRS 62.1

- 3.2 It is the responsibility of competitors to obtain the latest amendments. It is recommended that the text of all amendments is written into all copies of the Sailing Instructions being used by the boat.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any change to the sailing instructions will be posted by 07.00 hours on the day it will take effect, except that any change to the schedule of races will be posted by 20.00 on the day before it will take effect.
- 4.2 Oral changes on the water may be made by displaying Flag L on the Starting Vessel and announcing the changes on VHF prior to the warning signal. Failure to receive this information shall not be grounds for redress. This changes RRS 62.1(a).

5. SIGNALS MADE ASHORE





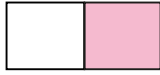




- 5.1 Signals made ashore will be displayed on a flag mast carrying the regatta flag, at the beach front of Beyond Resort Kata.
- 5.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in the race signal AP.

6. SCHEDULE

- 6.1 Racing is scheduled as shown in attachment 1, and will consist of 5 days racing.
- 6.2 The scheduled time of the warning signal for the first class on **Monday 2nd – Thursday 5th December is 09:30.**
- 6.3 The scheduled time of the warning signal for the first class on **Friday 6th December is 09:00.**
- 6.4 The warning signal for each succeeding race will be made as soon as practicable. To alert boats that a race or sequence of races will begin soon, the orange starting flag shall be displayed with one sound at least five minutes before a warning signal is made.
- 6.5 Flag "AP" displayed on the finish boat indicates that a subsequent race may be conducted. Competitors are advised to remain in the starting area and await further instruction.
- 6.7 On the last day of the regatta, no warning signal will be made after 12.00.
- 6.7 All competitors are invited to participate in a non-scoring practice session on Sunday 1st December, to be conducted in the area off Kata Beach. The first warning signal will be at 13.00 hrs.
- 6.8 There will be a skippers' briefing at 16.30 on Sunday 1st December in the Kanda Hall, Beyond Resort Kata.

7. CLASS/DIVISION FLAGS and SIGNALS

7.1. The class/division flags will be:

CLASS FLAGS (NOT REQUIRED TO BE FLOWN WHEN RACING)		
IRC Zero		Light Blue/Black Stripe
IRC 1		Pink/Black Stripe
IRC 2		Green/Black Stripe
Premier		Yellow
Bareboat		White/Pink
Monohull Cruising		Black/White
Spirit of Classic		Purple
Multihull		Blue/Red
“Spare”		Blue/Pink

8. RACING AREAS AND COURSE DIAGRAMS

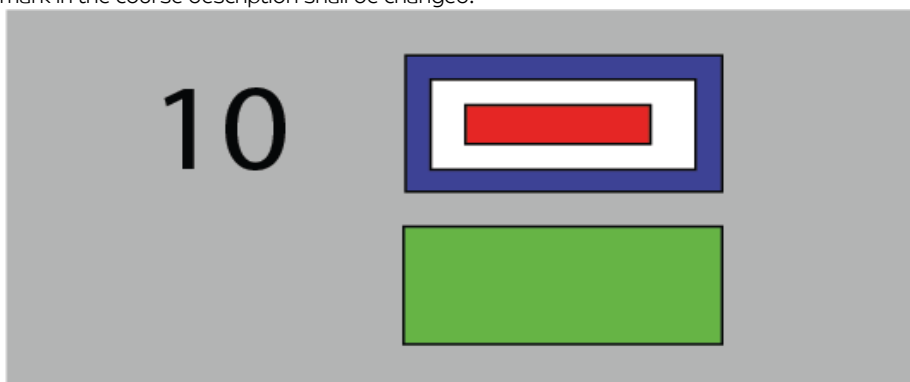
- 8.1. The racing areas and courses are illustrated in Attachment 2 (The illustrations are not to scale.)
- 8.2. If there is any discrepancy between a course diagram and the written description, then the written description shall prevail.
- 8.3. A course book will be issued at registration.
- It is purely diagrammatic and should not be used for navigation.
 - While every effort is made to ensure that buoys are depicted in their proper places, no responsibility is taken for any errors thereon.

9. COURSES

- 9.1. **Course boards**
The course to be sailed and approximate compass bearing of the first leg will be displayed shortly after the warning signal. The class for which the course is being displayed will be indicated by the display of a course board representing the class flag together with the course. This changes RRS 27.1.
- 9.2. The diagrams in Attachment 2 show the courses, the order in which the marks are to be passed or rounded, and the side on which each mark is to be left.
The GPS details included in the course descriptions are provided using the WGS84 datum. These details are approximate and no request for redress will be considered for a minor deviation of position. This changes RRS 62.1.
- 9.3. The race committee may also announce the course choice on VHF Channel 72
- 9.4. The Race Committee may change an announced course if the weather circumstances are not suitable for the scheduled course. The change will be signalled by the display of flag C, 15 minutes prior to the first warning signal or the removal of “AP”.

An announcement by VHF prior to the warning signal will also be made.
- 9.5. When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and, unless otherwise specified in the course diagrams provided in Attachment A2, round either gate mark.
- 9.6. The Race Committee may set courses that do not allow boats to sail rhumb line courses between marks. This shall not be grounds for redress. This changes RRS 62.

- 9.7 **Change of direction for rounding of 1st Mark on Courses** (1-18 inclusive and 31-43 inclusive)
If Flag W is displayed with the course number board, The direction of rounding the "FIRST" mark in the course description shall be changed.



The Rounding direction will be indicated by the Coloured Board displayed below the flag W.

If a RED flag is displayed below flag W, then the first mark of the course shall be rounded to PORT

If a GREEN flag is displayed below flag W, then the first mark of the course shall be rounded to STARBOARD

If Flag "W" is not displayed with the course number, the first mark of the course after the start shall be rounded as listed in the course description in Attachment 2.

10. MARKS

- 10.1 The marks of the course will be inflatable buoys, government navigation marks or islands as identified in the course diagrams.
- (a) The Windward/Leeward and geometric (21 – 30) courses will use a cube shaped buoy for Marks 1 and Mark 3 and triangular shaped buoys for Mark 2 and 4.
- (b) The Coastal and Island courses will use a cube shaped buoy for Marks 1 and 3, and triangular buoys for Marks 2, 4, 5 and 6. In addition to the identified islands all other marks shall be inflatable buoys in locations indicated in the course diagrams. All gates will be between a committee vessel and an inflatable mark.
- 10.2 The new mark as provided in instruction 12.1 will be an inflatable buoy and will be of the same shape, but different colour from the original.
- 10.3 The port-end starting mark will be an Orange and White cylindrical buoy or a staff displaying an orange flag on a race committee vessel.
- 10.4 The port end finishing mark will be a checked cylindrical buoy or a staff displaying a blue flag on a race committee vessel.
- 10.5 If the letter "G" is displayed with any course description, This will denote that a gate (3s,3p) will replace MARK 3.

11. THE START

- 11.1 Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 11.2 The starting line will be between a staff displaying an orange flag on the starting vessel at the starboard end and the course side of the port-end starting mark.
- 11.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. [NP]
- 11.4 If any part of a boat's hull, is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee may attempt to broadcast her sail number by VHF on the starting channel. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a). [NP]
- 11.5 The Race Committee may maintain a video record of the starting sequence. This is for the sole and exclusive use of the Race Committee so that they can verify in a timely manner the boats that are to be scored OCS or that are to be disqualified as the result of a black or U flag penalty.
- 11.6 Committee vessel inner distance mark.
An inner distance mark (IDM) may be laid near a start line committee vessel. Any IDM that is laid shall rank as a starting mark.
Boats shall not cross the line between the IDM and the adjacent committee vessel at any time.

A boat infringing this rule may exonerate herself by rounding the nearby committee vessel before starting.

- 11.7 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4.

12. SHORTENING OR CHANGING COURSE

- 12.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 12.2 The Race Committee may shorten course in accordance with RRS 32 and/or as changed by these Instructions.
- 12.3 A committee vessel used for finishing may hold position using her engines.
- 12.4 Changing course to the finish: (This changes RRS 33 and Race Signals)
- (a) A committee vessel (which may be a RIB or gate boat) displaying code flag C and a board with a 2-digit number and making repetitive sound signals may be on station near a mark or gate.
 - (b) If the 2-digit number displayed indicates 00 then complete the rounding/passing at the mark or gate and proceed to the "All Yacht Finish". If the 2-digit number displays any other numbers, proceed to the Mark number indicated, which will be the finish. This mark may not have been part of the original course
 - (c) Boats shall round the mark or pass through the gate at which the change of course is displayed in the direction originally indicated with their course.
 - (d) If the 2-digit number is a mark, which is part of a gate, boats shall proceed to finish at the gate from the direction of the change signal mark.
 - (e) For any other displayed 2-digit number, boats shall proceed to the mark indicated and finish between this mark and a staff displaying code flag S on a nearby committee vessel.
 - (f) If not all classes rounding the mark are being shortened at the mark or being sent to a different finish, class flags will be displayed to show which classes are being affected (in addition to code flag S or C).
- 12.5. If the course is shortened at an island or point of land, the Race Committee may lay a finishing mark just offshore to indicate the finishing line. Boats shall finish between the mark and the Committee Vessel. Where there is no mark, the finish line shall be between the Committee vessel and the nearest point of land. This changes RRS 32.2
- 12.6 For The Andaman Sea Race and All other Coastal and Island Courses, the shortened course may be signalled after the first boat has crossed the finish line. This changes RRS 32.2.

13. THE FINISH

- 13.1. The finishing line will be between the staff displaying a blue flag on the finishing vessel at the starboard end and the course side of the port-end finishing mark.
- 13.2 Identification at the finish [NP]
- (a) Every boat when finishing shall ensure that its sail number is clearly visible to the Race Committee.
 - (b) When a boat infringes 13.2(a) and is nonetheless identified, the Race Committee may impose a penalty of 1% of her elapsed time to that race without a hearing. This changes RRS 63.1.
- 13.3 If the race committee is absent when a boat finishes, she should report her finishing time and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

14. PENALTY SYSTEM

- 14.1 For all classes RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 14.2 Unless otherwise prescribed in these Sailing Instructions, The International Jury may apply any penalty, including no penalty, for a breach of a rule. This changes RRS 64.2.
- 14.3 A list of Standard Scoring Penalties shall be posted on the Official Notice Board prior to the start of racing.
- 14.4 A boat that acknowledges a breach of a rule of RRS Part 2 may accept a scoring penalty at any time before the hearing, but not if the incident resulted in damage or injury. The penalty to be applied shall in accordance with RRS 44.3(c).

15. TIME LIMIT

- 15.1. The cut-off time limit for each racing day Monday 2nd – Thursday 5th December will be 17.00 hrs. This changes RRS 35 and A4 and A5. This overrides the provisions in SI 15.3,(a),(b),(c),and (d)
- 15.2 The cut-off time limit for race day of Friday 6th December will be 13:00. This changes RRS 35 and A4 and A5.
This overrides the provisions in SI 15.3,(a),(b),(c),and (d)
- 15.3 The time limits for the first boat in each class are,
(a) For The Andaman Sea Race (31-43) --- 6.5 hours.
Boats failing to finish within 3 hours after the second boat in their class sails the course and finishes will be scored Did Not Finish. This changes RRS 35 and A4 and A5.
(b) All other Coastal and Island Courses, --- 5 hours.
Boats failing to finish within 2.5 hours after the second boat in their class sails the course and finishes will be scored Did Not Finish. This changes RRS 35 and A4 and A5.
(c) For the Windward/Leeward and Geometric Courses, --- 2 hours.
Boats failing to finish within 1 hour after the second boat in their class sails the course and finishes will be scored Did Not Finish. This changes RRS 35 and A4 and A5.
- 15.4 The Race Committee may award finishing points (FPA) to the last few boats in a class. Boats may be given points equal to one or more than the last placed boat to finish within the time limit. The abbreviation FPA will appear in the results when this has been done. This changes RRS A10.
Boats who are informed of this decision shall immediately return to the start area, if there is a second race, or return ashore if that was their last race of the day.
- 15.5 Boats that have been awarded points in accordance with 15.4 shall not be eligible to receive a prize for that race.
This changes RRS 35, A4 and A5
- 15.6 When less than 30% (or no boats) of a class finish within the required time limit, the Race Committee may use their discretion under SI15.4 (FPA) and award scores to some or all of the remainder of the class. The Race Committee may use the times boats passed the previous mark. A boat scored FPA will not be scored better than a boat which finishes. This changes RRS 32.1, 35 [NP]

16. HEARING AND REQUESTS FOR REDRESS

- 16.1 Hearing request forms are available at either the Jury Office, situated at Children’s Club on the ground floor (1st), Beyond Resort Kata. or online at <https://www.kingscup.com>
Forms in writing shall be submitted to the Jury Office and online forms shall be submitted through the online system.
- 16.2 All hearing requests must be received by the race committee within the protest time limit.
Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.3 All protests must be submitted in the English Language
- 16.4. For each class, the protest time limit is 90 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later. This changes RRS 61.3 and 62.2.
The daily close of protest time for each class will be posted on the official noticeboard and on the official website.
- 16.5 Rating protests and protests relating to alleged non-compliance with IRC, OMR or One-design rules:
(a) Shall be lodged within 24 hours of the reason for the protest becoming known to the protestor and,
(b) Not later than the end of protest time on Friday 6th December.
This changes RRS 61.3
- 16.6 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
(a) If both parties to a protest are present and ready to proceed, the jury may be willing to hear a protest before the time limit expires.
(b) Hearings will be heard in the approximate order of receipt, in the allocated Jury Room, situated at Beyond Resort Kata at the times posted.
- 16.7 Decisions of the International Jury will be final as provided in RRS 70.5

17. SCORING

- 17.1 For all classes, a minimum of two completed races are required to constitute a series. If a race is cancelled or abandoned by the Race Committee, the above minimum may be adjusted accordingly.
- 17.2 The maximum number of races for each class in a series will be 12.
- 17.3 The maximum number of races for a class held on an individual day will be 3.
- 17.4 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
- 17.5 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.
- 17.6 Corrected times will be rounded to the nearest second with 0.5 seconds rounding up.
- 17.7 To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available from the regatta office and submit there within the protest time limit of their class.
- 17.8 Boats in the Cruising and Multihull classes will be allocated a handicap by the Race Committee. This handicap may be adjusted during the course of the regatta. Calculation and adjustment of handicaps for these classes is not grounds for redress or protest. [NP]

18. SAFETY REGULATIONS [NP]

- 18.1 A boat that retires from a race shall notify the race committee as soon as possible. [NP]
- 18.2 Anchors shall not be carried forward of the stem head fitting or with any parts outboard, except when anchoring. This changes NOR 2.4

19. CREW LIMITATIONS AND CREW LIST [NP]

- 19.1 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. This shall be done online and can be completed either at the time of entry or at any time up to the start of the Regatta.
- 19.2 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.
- 19.3 Substitution of competitors may be allowed, subject to prior written approval of the race committee. Requests may be submitted online at www.kingscup.com
- 19.4 IRC Rule 22.4. Numbers/Crew Weight
 - (a) For all monohull classes IRC 22.4.2 shall not apply. There will be no limitation on crew weight expect that:

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.
- 19.5 In the Multihull classes, the Race Committee shall 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.
- 19.6 Accredited journalists, photographers or cameramen who are not regular crew and are registered as official media for PKCR may only join an individual boat for no more than one racing day. Official media may join and/or leave a boat at any time and by any means so long as their doing so does not directly affect another competitor and they play no part in the racing of the boat. This changes RRS 47.2.

20. EQUIPMENT INSPECTION

- 20.1 Officials from the Technical Committee may inspect boats at any time during the Regatta.
- 20.2 A boat that is found to be in contravention of the safety regulations, IRC, OMR or One-design Class rules or fails to comply with any reasonable request of an official scrutineer may be subject to protest by the Technical Committee.

21. IDENTIFICATION OF OFFICIAL BOATS [NP]

- 21.1 All Official vessels will display a White Rectangular Regatta Flag indicating their designation as "Jury", "Media" or "Race Committee".

22. COMMUNICATIONS [NP]

22.1 All boats shall carry an operational marine band VHF radio and monitor the designated channels from 30 minutes before any scheduled start until after finishing.

22.1 Except in an emergency, a boat shall not make or receive radio transmissions while racing unless those transmissions are available to all boats or specifically permitted by these sailing instructions.

22.3 Designated radio channels:

For Windward/Leeward and Coastal Courses (17-28 inclusive) and (42-63 inclusive).

Course Description	When	VHF Channel
All Courses - Start Boat	All Transmissions	VHF 72

22.4 The following communications may be made by the race committee using the designated VHF Channel in addition to any Race Signals. This changes RRS 29, 32, 33 and 41.

- (a) Courses, including the bearing and distance to the first mark.
- (b) Postponements and abandonments.
- (c) Boats identified as OCS and general recalls.
- (d) Changing courses or marks and identify marks
- (d) Shortening the Course
- (e) Time limits
- (f) Safety

22.5 Failure to make or receive such communications shall not be grounds for redress.

22.6 In addition to the requirements of RRS 29.1 an announcement of boats observed by the Race Officer to be OCS may be broadcasted on the starting frequency as specified in SI 22.3 as soon as possible. This changes RRS 29.1

22.7 Any radio communications by the Race Committee involving naming or misnaming of boats and/or their numbers, colours, designs, logos, or shapes cannot be used as evidence in any subsequent redress hearing. This changes RRS 62.1(a).

22.8 **Skippers WhatsApp Group.**
Scan or upload the QR code below using the WhatsApp Camera to join the official Skippers Group. <https://chat.whatsapp.com/ExkcK8rZISO69dJPrioKLL>



23. TRASH DISPOSAL

Trash should be taken ashore and may be placed in containers provided at Beyond Kata Resort.

24. PRIZES

A King's Cup replica trophy will be awarded to the winning boat in each class. Second and third place prizes shall also be awarded in each class subject to minimum entries. These prizes will be awarded at the Royal Awards Ceremony on Friday 6th December in the Ballroom at Beyond Resort Kata.

Please note: All competitors and their supporters are welcome to attend the ceremony. Please be aware of the dress protocol for all attendees and covid test requirements when collecting their prizes at this ceremony. Please check the Announcement on the Official Notice board for details.

Other prizes including prizes for individual races, divisional results, overall team performance and line honours may be awarded at the discretion of the Organising Committee.

25. DISCLAIMER OF LIABILITY

25.1 Prior to the boat's first race, the person in charge of each boat and/ or his authorized representative shall sign a declaration that they will comply with the requirements set out in the Notice of Race throughout the event. If the person in charge will be under 18 years old on 3rd December 2023, then the disclaimer shall be countersigned by a parent or guardian.

25.2 RISK STATEMENT

Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

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 by the event organiser 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 be able to face extremes of weather; 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.

25.3 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.

26. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of US\$ 1,000,000 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.

The Organising Authority may, consider a change in this minimum cover for boat owners who are restricted by the insurance conditions applicable in their country of residence.

Also it is recommended that all crew and others on board are adequately insured, including against medical costs.