

King's Cup Regatta

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King's Cup Regatta

INTRODUCTION

■ About the King's Cup Regatta

Since its inception in 1987, the Phuket King's Cup Regatta has grown to become Asia's premier yacht racing event. Traditionally held in early December, the Regatta was conceived to honour His Majesty the King of Thailand's 60th birthday. Now 22 years on the event has grown from strength to strength, in both size and reputation, boasting the largest contingent of keel boats, multi-hulls and traditional craft.

The races are always hard fought affairs, the atmosphere 'off the course' is very relaxed and there is great camaraderie amongst all participants. The combination of happy sailors and smiling Thai people gels well - above all the Regatta is a fun time to be enjoyed by tourists and locals alike. To this end after each race the participants enjoy the post-race parties which the race sponsors host. Last year, they added the facility of a "Regatta Bar" right on the beach by the resort. With drinks at "crew-friendly" prices and ample space to gather, they increased the fun atmosphere of the après-sail gatherings.

So whether you like having one hand on a beer while the others on the helm or you're in it to win it, the Phuket King's Cup Regatta caters for all tastes.

■ Official Regatta Information

The information given in this section is just to give you a basic idea about the various regattas.

For more up-to-date information about organising authorities, racing rules and regulations, programmes, racing classes, handicap systems, entry, etc., contact the individual racing committee: www.kingscup.com

■ Background Racing Information

When racing, it is better to have a lower rating. This means that when you are taking part in the race, there will be less time added to your racing time. The higher the rating is; the more time that is added to your racing time. Charterers will obviously wish to have the lowest rating possible.

If the yacht has a furling mainsail, then their rating is lower, as in theory it takes longer to get around the course, whereas if they have a fully battened mainsail, the rating is higher as in theory the yacht will get around the course quicker.

■ Entry & Registration

Entry forms and all racing information may be obtained from:-

The Regatta Secretary,
Phuket King's Cup Regatta Office,
20/11 Moo 2 Thepkasattri Road
Koh Kaew, Amphur Muang,
Phuket

Tel: (66 76) 383 325

Fax: (66 76) 383 326

Email: kingscup@phuket.com

Website: www.kingscup.com

■ Dates for 2011

25th Phuket King's Cup Regatta – 3rd to 10th December 2011

■ Entry Closing Dates

The closing date for entry into the King's Cup Regatta is 30 days prior to the start. Anyone wishing to enter the race after this time will be liable to a supplement and is subject to Race Committee approval.

■ **Booking & Price Information**

- Minimum Charter duration 10 days 1st to 11th December 2011.
- The latest charter start is 16.00 Friday 1st December to allow time to get to Regatta Venue. Earliest finish is 09.00 Monday 11th December.
- All Sunsail yachts will compete in the Charter Class for their own Kings Cup.
- All entries in the Charter Class will race under the IRC handicap system and require a valid IRC Handicap certificate.
- Event Code – KCR11
- All Security Deposits and Insurances must be paid in advance of the charter.

\$ US SAILING WEEK COSTS

| | | |
|---|----------------------------|---|
| Charter Fee | See Thailand prices | |
| Regatta Supplements | \$1330 | For Monohulls up to 38ft |
| | \$1635 | For Monohulls 39-43ft |
| | \$2180 | For Monohulls 44ft+ |
| | \$2335 | All Catamarans |
| Racing Security Deposit (refundable) | \$6500 | Per yacht: Compulsory charge covering all elements of loss or damage during the specified period, except for negligence; payable by credit card at the Base. This deposit will cover the period of the race week plus 2 days. It is the client's responsibility to ensure the boat is cleared by the base before switching back onto CDW cover (if requested). |
| YDW (non-refundable) | | Standard YDW charge for any charter days before/after RSD period detailed above |
| Race Entry Package | \$545 | Per yacht (payable in advance with final balance payment) |
| Entry to official functions, Additional Fees, Crew, Delivery, Spinnakers, etc. | | Payable locally |

■ **What's Included**

| INCLUDED IN RACE ENTRY PACKAGE | NOT INCLUDED IN RACE ENTRY PACKAGE |
|--|---|
| <ul style="list-style-type: none"> - Race Entry fees - Welcome cocktail - Race Support - Yacht Preparation & Hull Cleaning - Yacht Measurement - Pre-race Briefing | <ul style="list-style-type: none"> - Flights - Taxi transfers - Local cruising taxes - Mooring fees - Departure Taxes - Provisioning & beverages - Spinnakers, poles, cruising chutes - not available in the Caribbean - Delivery charges to/from Race locations (if required) - Tickets & entry to official functions |

■ **Classes & Classification**

The Regatta will be sailed in ten classes:

Racing, Premier, 2 IRC, Charter Yachts, Live-aboard Class, Classic, Ocean Multihulls, Sports Boats and Beach Cats.

Yachts must sail with all inventory supplied on-board throughout the regatta.

■ **Racing/After Racing Programme**

This programme is for information only – the contents of the programme change from year to year.

| Day of the Week | Programme of Events |
|------------------------|--|
| Saturday | Registration at Ao-Nang Villa Resort, Krabi Official Opening Ceremony & party at Ao-Nang Beach, Krabi |
| Sunday | Practice race off Ao Nang Beach, Krabi Party in the evening |
| Monday | Race to Phi Phi Island Party in the evening |
| Tuesday | Andaman Sea Race to Phuket Prize giving & party in the evening |
| Wednesday | Rest Day Casual party in the evening |
| Thursday | Racing off Phuket Prize giving & party in the evening |
| Friday | Racing off Phuket Prize giving & party in the evening |
| Saturday | Racing off Phuket Closing ceremony – prize giving Party in the evening |



Racing / Regattas

Standard Yacht Racing Conditions

SECURITY DEPOSIT

1. The charterer shall pay a refundable Racing Security Deposit, as stated on the Sunsail Race Information sheet, to Sunsail by cash, credit card or cheque, not less than 4 weeks prior to the commencement of the charter. This deposit is as security against:
 - The vessel being returned in a condition other than its condition on the commencement of charter.
 - Any loss or damage suffered by Sunsail due to any breach of this agreement by the charterer, but without prejudice to any claim over and above the security deposit that Sunsail may have.
2. The security deposit or the balance, if any, remaining after any deductions have been made shall be returned within 14 days of the return of the vessel to Sunsail. In case of any dispute, the security deposit or such balance (if any) shall be refunded upon settlement of the dispute.

DAMAGE/COLLISION

1. Charterers are responsible for damage caused to their yacht during the charter period irrespective as to whosoever caused such damage. In the event of damage the charterer will lose his security deposit, except in the following instances:
 - The total repair or replacement costs are less than the deposit in which case the remainder of the deposit (after these costs are deducted) will be refunded.
 - It can be proved that the damage was caused by another yacht that was at fault AND the charterer took all possible measures to avoid collision AND the other skipper will pay for all damage caused. In which case the security deposit will be refunded on payment by the guilty party.
 - Where the yacht was under the responsibility of a Sunsail skipper and he was at the helm. Should the charterer be in charge of the helm then this exclusion does not apply.
2. At the end of the charter period in which a collision has occurred, involved parties will be required to agree and apportion blame. Deposits, if appropriate, will then be refunded (Should repair costs be less than the deposit). If no agreement can be reached then Sunsail will decide which party is responsible. Sunsail's decision except in case of manifest error shall be final.
3. In the event of a collision, either between a non Sunsail yacht or any other number of Sunsail yachts, ALL security deposits will be withheld, irrespective of the initially perceived costs or blame until such time as a decision has been reached. A further security deposit will be taken from all parties before the charter may continue. This applies for each and every separate incident during the charter period.

Standard yacht racing conditions cont'd...

In the event that the 3rd party of a collision is a non Sunsail yacht, charterer must make his best efforts to obtain details of the yacht, skipper, insurer and a report on the collision, Sunsail will make every effort to assist in recovering the money from the 3rd party if appropriate.

In the event that a charterer requests a replacement item for any damage caused directly by the charterer: e.g. replacement spinnaker or in extreme cases a replacement yacht, the charterer shall top up their security deposit to the extent of the damage caused or the value of the original security deposit or whichever is the lower. Replacement of the item remains at the discretion of Sunsail (subject to availability) and if no replacement is made no refund of charter or race fees will be made.

Liability of the charterer is unlimited if the damage was caused while the skipper was drunk/drugged or the damage was reckless/wilful or negligent.

In the event of damage to the yacht, the local Sunsail representative must be informed immediately and his decision as to whether the yacht is able to continue charter without repair shall be final.

To be signed on behalf of the Charterer:

Event: _____

Date: _____