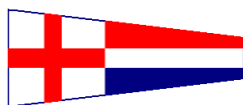


Royal Thames Yacht Club Cumberland Fleet Regatta 2010



The Cumberland Sailing Society
founded 1775

Racing for the Queen Victoria Cup, RTYC Challenge Cup & Silver Cup

The Royal Thames Yacht Club Cumberland Regatta is a combination of cruising, racing and socialising based out of Cowes with our traditional Annual Dinner of the Cumberland Sailing Society being held at the Royal Yacht Squadron on Saturday evening

PROGRAMME OF RACES & EVENTS

There is a Rally Registration fee of £10.00 per person attending

BERTHING ARRANGEMENTS AND CLUB PONTOON

By common consent the Club pontoon in Cowes is reserved on this weekend for the use of Members attending the Cumberland Regatta and those yachts up to 45ft not already booked into the Squadron Haven may berth on the pontoon. Members with yachts over 45ft and not booked into the Haven should contact the Chief Sailing Officer to discuss berthing arrangements.

Friday 25th June

Yachts arrive during the afternoon at the Squadron Haven and RTYC Pontoon.

7pm - 8.30pm Cumberland Fleet reception at Commodore's House.

Dress: Reefers or Lounge Suit

Saturday 26th June

Racing for the Royal Thames Queen Victoria Cup and the Silver Cup. Prizes include Best Dressed Crew and The Brambles Bank Binoculars (for those most in need thereof)

7.30pm for 8pm The Annual Dinner of the Cumberland Sailing Society (founded 1775) will be held in the Pavilion of the Royal Yacht Squadron, Cowes. A drinks reception starts at 7.30pm with dinner at 8.00pm. There will be a cash bar available for purchasing wines and after-dinner drinks. A launch service will operate to take Members from the Club pontoon to the RYS steps before dinner, and from the steps back to the RTYC pontoon after dinner. Last service at 2300.

Dress: Reefers or Lounge Suits

Sunday 27th June

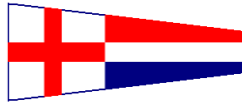
8am – Breakfast at the Royal London Yacht Club

Racing for the RTYC Challenge Cup and then anchoring for lunch on board. The Cumberland Cruise departs.

Match Racing in J80s

Racing for the Liddell Cup. The cost is £35 per person. Contact Thomas Brennan, Captain of Racing (racing@royalthames.com) for more information.

Royal Thames Yacht Club Cumberland Fleet Regatta 2010



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founded 1773*

ENTRIES & ENTRY INFORMATION

The Regatta is open to yachts owned or chartered by Members of the Royal Thames Yacht Club.

ELIGIBILITY

Sailing Events: Participating crews must be Members or guests of Members of the Royal Thames Yacht Club

HANDICAPPING

Cumberland Number Handicapping is the method of handicapping used when the Cumberland Fleet – as disparate as it is distinguished – gathers together and wishes to race. Each yacht is allocated a Cumberland Number, usually by the Club's Chief Sailing Officer who normally operates the system, and this is used to assess its performance in the race relative to the others. Cumberland Numbering and the Cumberland Handicapping is unashamedly and with gratitude and due acknowledgement based on the Portsmouth Handicapping system originally devised by that great contributor to the enjoyment of our pastime Sinbad Zilwood Milledge, to whom thanks are eternally due and to whose memory every Cumberland Numbering calculation is respectfully dedicated.

Cumberland Numbers are subjective, ad hoc assessments of a yacht's potential speed. They are derived using any and all known information about the boat, including previous performance in Royal Thames or other races, Island Sailing Club Handicaps (as used in Round the Island Race), out-of-date CHS or IRC numbers, Portsmouth Numbers and a rough-and-ready assessment of main dimensions, hull form, sail plan and sail areas. They are not an objective rating, nor are they intended to be a substitute for a rating. Their process of derivation is empiric. Previous form is considered. They are intended only as an attempt to give some sort of common denominator between disparate yachts that do not normally race.

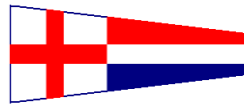
Cumberland Numbers are expressed as a Time Correction Multiplier, by which the Elapsed Time for the yacht to complete the course is multiplied to obtain the Corrected Time. The yacht with the lowest Corrected Time wins the race.

Typically, Cumberland Numbers range from about 0.865 for a Moody 33 cruiser through 1.000 (Nicholson 476) to 1.5 for a Farr 52 racer. A yacht new to the fleet will be allocated a number that, in the opinion of the Chief Sailing Officer and at his sole discretion, will place it on a par with yachts already in the fleet of similar size or design whose performance is known. Although not a Golden Rule, yachts rarely win a Cumberland Fleet race at their first outing. The Chief Sailing Officer will be pleased to relate a long and rambling anecdote from his days of smack racing on the East Coast as to why this should be so, and why it is entirely fair. Cumberland Numbers are adjusted once the make-up of the fleet is known in an attempt to level the more obvious differences in the boats that will be racing. For the sake of good order and discipline, the Cumberland Numbers to be used for a given race are never divulged until the race has finished.

Although the system may appear apparently ad hoc or indeed random experience over the past decade has consistently shown that Cumberland Fleet races are usually won by the yacht that has best sailed the course paying attention to sail trim and navigation.

Owners with concerns about the fairness or otherwise of their handicap are strongly recommended to relax and enjoy the sailing.

Royal Thames Yacht Club Cumberland Fleet Regatta 2010

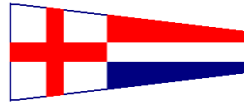


The Cumberland Sailing Society
founded 1773

A Note about the Racing.

A oft-told story relates the tale of the salty old sea-dog who – with a nicely developed feel for the use of the subjunctive mood – said to his Owner one day after a long, hard beat ‘if I were a genilmum, Sir – which I hain’t – I wuddint never sail to windward’. The Cumberland Fleet being – by definition – comprised entirely of Gentlemen, their Ladies and their Friends, great pains are taken when setting the course to avoid anything that might be construed as actual beating, although sailing to windward to some degree cannot always be avoided. Emphasis is placed more on the sailing and navigation skills of the sailors than the weatherliness (or otherwise) of the yacht. Owners of comfortable cruising yachts may therefore enter a Cumberland Fleet race secure in the knowledge that – so far as is possible within the confines of getting back to where we started -- discomfort is avoided where possible

Royal Thames Yacht Club Cumberland Fleet Regatta 2010



*The Cumberland Sailing Society
founded 1773*

**Royal Thames Yacht Club
Notice of Race
for the
Royal Thames Queen Victoria Cup, the RTYC Challenge Cup and the
Silver Cup
for Yachts racing under Cumberland Numbers
on
Saturday and Sunday 26th and 27th June 2010**

1.0 ORGANISING AUTHORITY

1.1 The organising Authority is the Royal Thames Yacht Club

2.0 RULES

2.1 Racing will be governed by the Racing Rules of 2009-2012 (RRS), the prescriptions of the RYA, and the Sailing Instructions.

3.0 ENTRIES

3.1 The race is open to any yacht belonging to and sailed by a member of the Royal Thames Yacht Club and having a Cumberland Number. Entry should be made direct to the Sailing Secretary, Royal Thames Yacht Club on the booking form available at <http://www.royalthames.com/event/81> or by email from sailsec@royalthames.com

3.2 Eligibility

Participating crews must be Members of Royal Thames Yacht Club or be guests of Members.

4.0 PROGRAMME

4.1 There will be three races. On Saturday the first race will start not before 1000 from a committee boat anchored in the vicinity of the entrance to Cowes harbour, and finish somewhere in The Solent. The second race will start from the vicinity of the finish of the first race, as soon as practicable after the finish of the first race and having allowed a suitable interval for luncheon, and finish at a committee boat in the vicinity of Cowes harbour. On Sunday there will be one race, start not before 1000 from a committee boat anchored in the vicinity of the entrance to Cowes harbour, and finishing somewhere in The Solent. Further details will be found in the Sailing Instructions, available upon receipt of entry. The three races are independent of each other, and are not part of a series.

5.0 ADVERTISING

5.1 The event is designated Category A under RRS Appendix 1

6.0 SCORING SYSTEM

6.1 The scoring system to be used will be as in RRS Appendix A 4.1 (Low Points System)

7.0 SAILING INSTRUCTIONS

7.1 The Sailing Instructions will be available from the Sailing Office upon receipt of entry.

8.0 ALTERATIONS TO THE RACING RULES

8.1 Will be notified in the Sailing Instructions.

9.0 COURSES

9.1 Courses will be in The Solent, and will be announced on VHF Ch 72

10.0 PRIZES

10.1 The trophies for the races will be the Royal Thames Queen Victoria Cup, the RTYC Challenge Cup and the Royal Thames Festival of Britain Cup, all to be presented at the annual Prizewinners' Dinner in the Clubhouse on Tuesday 9th November 2010

11.0 LIABILITY

11.1 A boat is entirely responsible for her own safety and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.

11.2 It is for the boat to decide whether she is fit to sail in the conditions in which she shall find herself. By going to sea, the boat confirms that she is fit for those conditions and her crew is competent to sail and complete them.

11.3 The boat is required to hold adequate insurance and in particular to hold insurance against third party claims

11.4 Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, patrol boats and beachmasters.