

# ROYAL THAMES



## YACHT CLUB



# The Cumberland Cup 2012

Thursday 10<sup>th</sup> to Sunday 13<sup>th</sup> May

Registration 9<sup>th</sup> – 10<sup>th</sup> May  
Practice Day 10<sup>th</sup> May  
*(earlier practice available if requested)*

## PRELIMINARY Notice of Race



## 1. The Event and the Organising Authority

- 1.1. The Cumberland Challenge International Team Racing Regatta is organised by the Royal Thames Yacht Club which has invited the clubs throughout the world that have an existing reciprocal relationship with it. It will be conducted on Queen Mary Reservoir, London in J80-type boats and will comprise two-boat team racing, four persons per boat.
- 1.2. The organising authority is the Royal Thames Yacht Club.

## 2. The Rules

- 2.1. The event will be governed by the rules as defined in the Racing Rules of Sailing, including Appendix D.
- 2.2. Rules for the handling of boats will apply and will be set out in the sailing instructions. They will also apply to any practice sailing. Class rules will not apply.
- 2.3. There will be various changes to the rules and in particular to Appendix D that will be detailed in the sailing instructions.
- 2.4. Advertising will be restricted to Category A.
- 2.5. The right of appeal is denied in accordance with Rule 70.5

## 3. Competition Format and Teams

- 3.1. The competition will be in the form of two-boat-team racing in J80-type boats supplied by the organising authority.
- 3.2. It is intended that the competition will be run as one or more round-robins using seeding races where necessary. However, the organising authority reserves the right to change the format to accord to circumstances.
- 3.3. Each team shall consist of eight sailors and shall comply with the following conditions:
  - (a) at the time of the event the sailor shall have been a paid-up member of the club he or she represents for at least six months in a subscription category recognised by the rules of that club unless having the express permission of the Organising Authority, such permission being given only in exceptional circumstances;
  - (b) no sailor shall be (or be one who upon application would be) classified as a Category 3 sailor as defined by the ISAF Competitor Classification Code.
- 3.4. If it is so stated at registration, teams may introduce substitute sailors during the regatta provided the conditions contained in Paragraph 3.3 apply to all sailors who sail for the team.



## 4. Entry

- 4.1. Participating clubs shall complete an entry form and deliver it to the organising authority not later than 13<sup>th</sup> February 2012.
- 4.2. The entry fee is £2,000. A cheque drawn on a United Kingdom bank, a credit card payment or an international bankers draft to the net value of £2,000 made payable to Royal Thames Yacht Club shall be delivered with the entry form.
- 4.3. If, by the closing date, the number of applications for entry exceeds the capacity of the event, the decision of the Organising Authority as to which teams will be accepted will be final and no explanation as to the reasons for refusal of an entry need be given. However the Organising Authority will take into account the date on which the completed entry was received.
- 4.4. The Royal Thames Yacht Club intends to enter one team.

## 5. Practice

- 5.1. The morning of Thursday 10<sup>th</sup> May is set aside as a practice period for visiting teams to familiarise themselves with the boats. The Royal Thames team will not practice on that day to leave the water clear for visiting teams.
- 5.2. If teams wish the boats may be chartered before Thursday 10<sup>th</sup> May from the Club at the nominal rate of £75 per boat per day. Teams wishing to make use of this facility should apply to the Cumberland Cup Event Manager, Royal Thames Yacht Club, who will make the necessary arrangements.

## 6. Damage deposit

- 6.1. An initial damage deposit of £1,000 (£500 per boat) shall be paid by each team at registration. Unless extended by the OA. £500 is the maximum payable by the team in respect of damage to any one boat as a result of any one incident. Payment shall be by a cheque drawn on a United Kingdom bank or by a recognised credit card.
- 6.2. In the event that a deduction from the damage deposit is decided by the OA it may require that the deposit be restored to its original amount before the team will be permitted to continue in the event.
- 6.3. Where damage is caused through no fault of either boat involved, the cost will be divided equally between them.

- 6.4. Any deposit remaining when the event finishes will be refunded as soon as possible after the event.

## 7. Safety

An adequate buoyancy aid shall be worn at all times while on the water. A wet suit or dry suit is not a buoyancy aid. Buoyancy aids will be available for loan at the venue.

## 8. Sailing Instructions

Sailing Instructions will be available upon registration.

## 9. Registration and Briefing

Registration will take place at Royal Thames Yacht Club, 60 Knightsbridge, London, SW1X 7LF on Wednesday 9<sup>th</sup> May 2012 between 1000 and 1800. A competitors' briefing will take place at 1830 on Wednesday 9<sup>th</sup> May 2012 at Royal Thames Yacht Club, 60 Knightsbridge, London, SW1X 7LF. Attendance by team captains and boat skippers at the briefing is mandatory.

## 10. Scoring

- 10.1 Shall be in accordance with Appendix D unless specifically altered by the Sailing Instructions.

## 11. Prizes

The Cumberland Cup will be presented to the winning team at a reception to be held at the end of the event. Other prizes may be awarded.

## 12. Responsibility

- (a) A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.
- (b) It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By leaving her mooring or, in the event of a crew change, by coming to the starting area the boat confirms that she is fit for those conditions and that her crew is competent to sail and compete in them.
- (c) 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 been caused, 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 and, for the purposes of this clause, the umpires.

