



RICHARD MILLE
Cup

NOTICE OF RACE

Richard Mille Cup 2023 Saturday 10th – Sunday 25th June 2023

The Organising Authority (OA) is Classic Regattas Ltd
in conjunction with the Royal Cornwall Yacht Club, Royal Dart Yacht Club,
Royal Yacht Squadron and the Société des Régattes du Havre

Preamble

The Richard Mille Cup is an event spanning four venues: Falmouth, Dartmouth, Cowes and Le Havre. It will commence in Falmouth with three days of inshore racing followed by passage races first to Dartmouth and then on to Cowes. In Cowes there will be another three days of inshore racing followed by a passage race to Le Havre where the event will terminate. Lay days have been scheduled at various points within the schedule.

Notation:

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

1 RULES

1.1 COVID-19 Protocols

Protocols relating to COVID-19 may be published at any time and will state if they have the status of a rule.

1.2 English Law

This Notice of Race (NoR), and the terms of the contract created by the acceptance of a boat's entry in any race or event governed by this NoR, shall be governed by and construed in accordance with English law. Any dispute which cannot be resolved under Part 5 of the Racing Rules of Sailing shall be referred to the exclusive jurisdiction of the English Courts.

1.3 Racing Rules of Sailing

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).

1.4 World Sailing Development rule DR21-01

DR21-01 applies. The definition of *Start* is changed as follows:

Start A boat *starts* when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

(a) at or after her starting signal, or

(b) during the last 20 seconds before her starting signal.

RRS 29.1 does not apply. When a boat starts in accordance with item (b) of the definition *Start* she shall not return to the pre-start side of the line, and a starting penalty shall be applied to her elapsed time.

For the inshore races the starting penalty shall be 3% of her elapsed time.

For the passage races the starting penalty shall be 10 minutes.

Any boat that crosses the starting line in the direction of the course side between her preparatory signal and 20 seconds before her starting signal will be scored DNS. This changes RRS 29 and 63.1.

Any yacht sailing through the starting line from the course side after her preparatory signal will be scored DSQ. This changes RRS 29 and 63.1.

1.5 Traffic Separation Schemes (TSS)

RRS Appendix TS, Section B will apply to the Casquets TSS and Dover Straight TSS.

1.6 International Regulations for Prevention of Collision at Sea (IRPCAS)

Except when changed in the Sailing Instructions, the rules of RRS Part 2 are replaced by the right-of-way rules of the IRPCAS, or by government right of way rules, at night*. A boat may take a time penalty as specified in the Sailing Instructions when she may have broken a rule while racing.

*For the purposes of the three passage races, 'night' is defined as the end of nautical twilight fixed at 2315 BST and the beginning of nautical twilight fixed at 0315 BST the next day.

1.7 Virtual Marks

Courses may include virtual marks defined by their latitude and longitude. If a course includes such virtual marks then RRS Appendix WP will apply.

1.8 National Authority Prescriptions

The prescriptions of the Royal Yachting Association that apply to non-UK boats are listed at Addendum A. No other national authority's prescriptions shall apply.

1.9 World Sailing Offshore Special Regulations (OSR)

(a) OSR Category 4 will apply to inshore racing at Falmouth and Cowes.

(b) OSR Category 3 plus Category 2 liferaft plus AIS will apply to the coastal passage races and cross-Channel passage race to Le Havre.

(c) When details of Special Regulations cannot be met the Organising Authority may accept an alternative.

1.10 Local Regulations

Notices to Mariners and local regulations for the Ports of Falmouth, Dartmouth, Southampton Portsmouth and Cowes apply: [Falmouth](#) [Dartmouth](#) [Southampton](#) [Portsmouth](#) [Cowes](#)

Language

1.11 If there is a conflict between any translated NoR and the NoR then the version written in English text shall prevail.

2 SAILING INSTRUCTIONS

SI for each segment of the event will be available for download on the event website before the end of April. Preliminary versions of each SI may be posted on the website before this date. Entrants will be alerted by email and Telegram.

3 COMMUNICATION

3.1 The online noticeboard is located at www.richardmillecup.com/notice-board.

3.2 There will not be a physical noticeboard.

3.3 Communications will be made using Telegram, an app that should be downloaded prior to the event. Boats should register at least one device to receive Telegram messages.

3.4 Competitors may be alerted by Telegram to new notices being posted. The race committee will also use Telegram to make other courtesy announcements concerning the event.

3.5 [DP] All boats shall carry a VHF radio capable of communication on international channels 69, 72 and 77.

3.6 On the water, the race committee may make courtesy and safety broadcasts to competitors on VHF radio. The channel(s) will be stated in the Sailing Instructions.

3.7 [DP] Except in an emergency, from the first warning signal until the end of the last race each day a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats, unless using equipment provided by the OA.

4 ELIGIBILITY AND ENTRY

4.1 The event is open to boats built before 1939 or faithful replicas of such boats or others that may be accepted at the discretion of the OA.

- 4.2 The minimum size of any boat eligible to enter is 9M length on the waterline.
- 4.3 There will be two classes: a cutter class and a class for all schooners, ketches and yawls.
- 4.4 The [CIM Formula Rating](#) applies to all boats racing at the event. All boats shall supply a current rating to the OA no later than 12th May 2023.
- 4.5 Eligible boats will be sent an Entry Form together with this Notice of Race.
- 4.6 An entry is not finalised until the Entry Form is returned, entry fees have been paid in full and registration has been completed. The following information is required to be provided before completion of registration:
- (a) Crew details, at registration
 - (b) Valid CIM measurement certificate for the boat by 12 May.
 - (c) The General and Special Dispensation Form is returned completed by those boats which require such dispensation (see 1.9 (c) above).
- 4.7 The closing date for entries will be 1159 on 12 May.
- 4.8 Late entries will be accepted at the discretion of the OA.

5 FEES

- 5.1 The fees for the event are as follows.:

Extreme length from tip of bowsprit to aft end of boom	Entry	Event passes
23m and longer	£1,500	£120 per person
15m and longer but less than 23m	£1,000	
Below 15m	£600	
Additional payment for late entry	£200	

All fees are GB pounds Sterling.

- 5.2 The entry fee covers participation in the races and berthing where available from 5 to 26 June. **Event passes are mandatory to attend the various social events to be held during the event.** See the Information Pack for more details.
- 5.3 Payment shall be made when submitting the entry form. In the event of a boat's withdrawal 50% of the entry and social pass fees will be refunded. In the event of event cancellation 100% will be refunded.

6 CREW LIMITATIONS

Not applicable to this event.

7 ADVERTISING

[DP] Boats may be required to display event advertising chosen and supplied by the organising authority.

8 QUALIFYING SERIES AND FINAL SERIES

Not applicable to this event.

9 SCHEDULE

Date	Activity	Time	Location
Sat 10 June	Registration	1100 to 1600 BST	Royal Cornwall Yacht Club
	Race briefing	Evening	
Sun 11 June	Falmouth Inshore Race #1	First warning signal 1025	Falmouth Bay
Mon 12 June	Falmouth Inshore Race #2	First warning signal 1025	Falmouth Bay
Tue 13 June	Falmouth Inshore Race #3	First warning signal 1025	Falmouth Bay
	Briefing for passage race	Before prize-giving	Royal Cornwall Yacht Club
	Prize-giving	Evening	

Wed 14 June	Falmouth to Dartmouth Passage Race	First warning signal (time to be decided)*	Start in Falmouth Bay
Thu 15 Jun	Lay day	-	Dartmouth
	Briefing for passage race	1700	Royal Dart Yacht Club
Fri 16 Jun	Dartmouth to Cowes Passage Race	First warning signal (time to be decided)*	Start line in Start Bay
Sat 17 June	Lay day	-	Cowes
Sun 18 June	Lay day	-	Cowes
Mon 19 June	Lay day	-	Cowes
	Race briefing	Evening	Royal Yacht Squadron
Tue 20 June	Cowes Inshore Race #1	First warning signal 1025	Solent
Wed 21 June	Cowes Inshore Race #2	First warning signal 1025	Solent
Thu 22 June	Cowes Inshore Race #3	First warning signal 1025	Solent
	Briefing for passage race	Before prize-giving	Royal Yacht Squadron
	Prize-giving	Evening	
Fri 23 June	Cowes to Le Havre Passage Race	First warning signal (time to be decided)*	Start at Cowes
Sun 25 June	Prize-giving	To be decided	Société des Régattes du Havre

* The start times of the passage races will be decided after considering the forecast weather conditions so as to ensure, as far as can be reasonably expected, that boats arrive at the finish in daylight.

10 EQUIPMENT INSPECTION

Boats and equipment may be inspected at any time. 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.

11 CLOTHING

Not applicable to this event.

12 VENUE

See Addenda B, C & D.

13 COURSES

- 13.1 The courses to be sailed will use a combination of specially laid inflatable marks, fixed racing marks, navigation marks and virtual marks. A list of available marks will be included with the Sailing Instructions.
- 13.2 Inshore races will be 'round-the-cans' with the sequence of marks and the sides they are to be passed announced by VHF using Falmouth and Solent one- or two-character codes. See Addenda B and D.
- 13.3 Inshore races in Falmouth and will start and finish from an anchored signals vessel. The passage races from Falmouth to Dartmouth and from Dartmouth to Cowes will start from an anchored signals vessel.
- 13.4 Races in Cowes will start and finish from the Royal Yacht Squadron Line, unless otherwise directed not later than one hour before the first warning signal of that race.

14 PENALTY SYSTEM

RRS 44.1, 44.2, 44.3 shall not apply. A boat that may have broken a rule of RRS Part 2 or RRS 31 may take a time penalty unless she has caused serious damage or injury, in which case she shall retire. The penalty shall be 2% of her elapsed time rounded up or down to the nearest second. A boat taking such a penalty shall inform the race committee as soon as possible after finishing racing for the day.

15 SCORING

- 15.1 Nine races are scheduled in the series.
- 15.2 One race is required to be completed to constitute the series.

- 15.3** In each race finishers will be ranked according to their corrected times calculated using the CIM time-on-time correction factor.
- 15.4** No race score shall be excluded.
- 15.5** The overall winner of the Richard Mille Cup will be the best overall performance (both classes) calculated using the following formula:
$$100 * (N-P+1)/N + 50 * \text{Log}(N/P)$$
 where
N = the number of boats in a class and P is the boat's performance.

16 SUPPORT PERSON VESSELS

- 16.1** [DP] Support person vessels shall be registered with the OA prior to acting as a support vessel and shall be marked with identifying flags issued by the OA. Boats shall always display identifying flags while they are acting as a support person vessel.
- 16.2** [DP] All support person vessels shall carry a marine VHF radio and comply with RRS 37 'Search and Rescue Instructions'.

17 CHARTERED OR LOANED BOATS

Not applicable to this event.

18 BERTHING AND CRANEAGE

- 18.1** [DP] Boats shall be kept in their assigned places in each venue.
- 18.2** The race committee may give permission in writing for a boat to be removed from its berth during the event, e.g. to undergo repair.

19 HAUL OUT RESTRICTIONS

[DP] Boats shall not be hauled out during the event except with, and according to the terms of, prior written permission of the race committee.

20 DIVING EQUIPMENT AND PLASTIC POOLS

- 20.1** [DP] Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the event except with, and according to the terms of, prior written permission of the race committee.
- 20.2** [DP] Boats shall not be cleaned below the waterline by means of swimming, diving or hauling-out between the preparatory signal of the first race and the end of the event.

21 DATA PROTECTION

Classic Regattas Ltd, in compliance with the UK General Data Protection Regulations 2018 (UK GDPR), will use information provided by competitors for the purposes of this event management only. This data will be held in compliance with the UK GDPR and shared with the Royal Cornwall Yacht Club, Royal Dart Yacht Club, Royal Yacht Squadron and Société des Régattes du Havre and, if necessary, the emergency services. It will not be shared with any other third parties or used for marketing purposes other than contacting competitors by email, post, SMS, Telegram and telephone with information regarding this event or future events. Competitors will be required to provide their specific consent to this on their entry form.

22 MEDIA RIGHTS

Competitors and/or their Guardians automatically grant to the organising authority and any party to which they may delegate this right, without payment the right in perpetuity to make, use and show (including via the internet), any motion pictures, still pictures, live, taped or filmed television or any other form of media, of or relating to the event provided that they do not infringe the privacy rights of participants.

23 RISK STATEMENT

- 23.1** 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".

- 23.2** 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 and omissions;
 - (d) their boat is in good order, equipped to sail in the event and they are fit to participate;
 - (e) 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) 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 a 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 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.

24 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent. Competitors will be required to confirm this in the Entry Form.

25 PRIZES

- 25.1** The perpetual Richard Mille Cup will be awarded to the boat with the overall best performance.
- 25.2** The winners of each class will receive smaller versions of the Richard Mille Cup to keep.
- 25.3** The Royal Cornwall Yacht Club and Pendennis Shipyard will present trophies to the overall winners of each class for the 3 inshore races that take place in Falmouth.
- 25.4** The Royal Yacht Squadron will present trophies for the overall winners of each class for the 3 inshore races that take place in Cowes.

26 FURTHER INFORMATION

For further information about the event please visit www.richardmillecup.com or contact the office:
Tel: +44 (0)141 510 481, e-mail: office@classicregattas.com

For further information on the venues and their environs please visit:

[Falmouth.](#)
[Dartmouth](#)
[Cowes](#)
[Le Havre](#)

Addendum A

RYA Prescriptions applicable to non-UK boats

Rule 4 Acceptance of the rules

Add new rule 4.6:

Each competitor and boat owner shall ensure that their support persons comply with the rules.

Add new rule 4.7

The penalty for a breach of rule 4 shall be at the discretion of the protest committee.

Rule 6 Anti-Doping

The national authority procedural rules required to implement the World Anti-Doping Code through World Sailing Regulation 21 are the RYA Anti-Doping Rules, as published on the RYA website.

Rule 40 Personal Flotation Devices

When a rule requires a personal flotation device to be worn, the device shall comply with the specifications for the personal flotation devices that a boat is required to carry. If more than one specification applies, the personal flotation device worn shall comply with the highest of them.

Rule 67 Damages

1. Any issue of liability or claim for damages arising from an incident when a boat is bound by The Racing Rules of Sailing shall be subject to the jurisdiction of the courts and not considered by a protest committee.
2. A boat that takes a penalty or retires does not thereby admit liability for damages or that she has broken a rule.

Rule 78 Compliance with Class Rules; Certificates

Add new rule 78.3:

The race committee or technical committee may inspect or measure any **boat** or **personal equipment**, at any time.

Terms in **bold** are as defined in the Equipment Rules of Sailing.

APPENDIX R, PROCEDURES FOR APPEALS AND REQUESTS

R2.1 Submission of Appeal

Rule R2.1 shall apply except as changed by the following:

1. The appellant shall notify RYA Racing stating an intention to appeal within the relevant time limit in Rule R2.1. No details are needed at this stage.
2. Within 15 days thereafter, the appellant shall send to the RYA a completed appeal form with a copy of the protest committee's decision and other documents listed in rule R2.2.
3. Unless the appellant is a personal member of the RYA, an appeal fee, stated on the appeal form, is payable to the RYA and shall be sent with the appeal form.

The appeal form is available from rya.org.uk/go/rules or by request from RYA Racing.

R2.4 Failure to Comply with Procedures for Appeal or Request

Add new Rule 2.4

If the appellant does not comply with rule R2.1 as prescribed or the protest committee does not comply with rule R2.3, the RYA will refuse to hear the appeal unless there are exceptional circumstances. If other parties to the protest or the protest committee do not meet the requirements of the procedure, the RYA may decide the appeal as it thinks fit.

Rule 2.5 Expedited Appeals

Add new Rule 2.5

The time periods in rules R2.1, R2.3 and R2.4, as amended by prescription, may be shortened by the RYA if it decides that an appeal or request for confirmation or correction has a timeline necessitating that it be heard on an expedited basis.

Addendum B

Falmouth



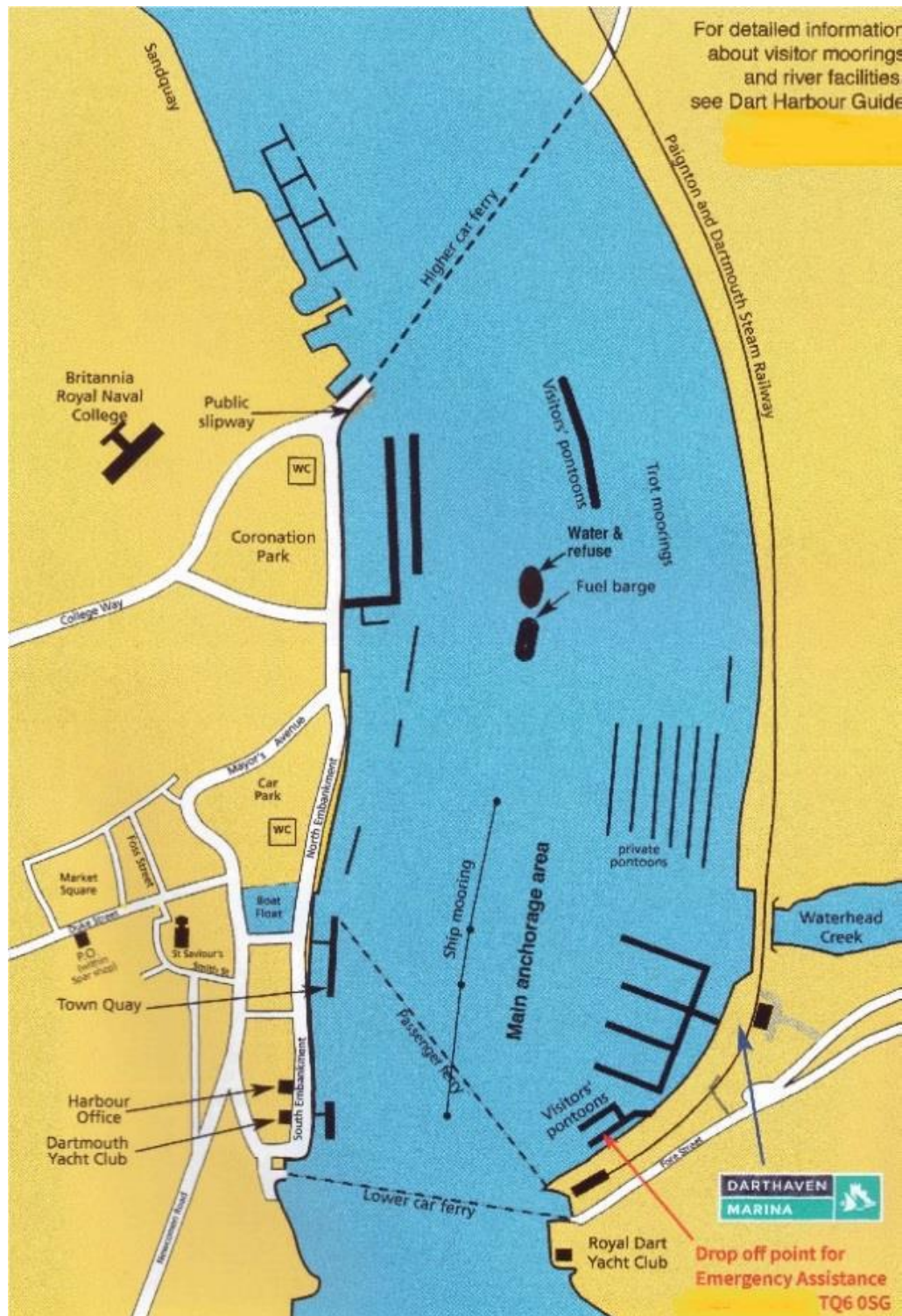
- 1 - Royal Cornwall Yacht Club (registration, welcome reception, briefing, protest hearings, prize-giving)
- 2 - Port Pendennis Marina (berthing, race office & signals mast)
- 3 - Falmouth Harbour swinging moorings for large vessels
- 4 - Public car parks

Indicative racing area and approximate mark locations, including Falmouth one- and two-letter codes



Addendum C

Dartmouth



Note both Lower and Higher car ferries are restricted in their ability to manoeuvre. The Higher Ferry is guided by cables and boats must not pass close ahead or astern of it.

Note the drop off point for medical emergencies (the nearest hospital is in Torquay).

Finish of the passage race from Falmouth

The Finish of the Passage Race from Falmouth will be at the entrance to the River Dart.

Start of the passage race to Cowes

The start of the race to Cowes will be in Start Bay. Full details will be in the SI.

Addendum D

Cowes – chartlets of the racing area showing the Solent two-character codes

