



YACHT CLUB SANREMO



# 2024 CAPE 31 EUROPE CUP

7 – 10 November 2024

Sanremo, Italy

## SAILING INSTRUCTIONS ('SIs')

The Organizing Authority is the Yacht Club Sanremo in conjunction with the International Cape 31 Class Association and 31 North Ltd.

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

### 1. RULES

- 1.1. The event is governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2. For the entries with Italian citizenship the "*normativa*" of the Italian sailing federation shall apply.
- 1.3. Add to RRS 41 OUTSIDE HELP: (e) Help to recover from the water and return on board any person overboard, provided the return on board is at the approximate location of the recovery.

### 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the SIs will be posted at least one hour before the first scheduled warning signal of the day, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect or by the protest time limit, whichever is later.
- 2.2. Changes to the SIs may be made on the water by announcement over VHF Channel 72 as well as confirmation of the change via the Event Messaging System.

### 3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located online at <https://cms.cape31class.com/racing/regatta/27>. The Event Messaging System will be used to summarize official notices and make other communications as detailed in these SIs.
- 3.2. The race office is located at the Yacht Club Sanremo.
- 3.3. On the water, the race committee intends to monitor and communicate with

competitors on VHF radio channel 72.

3.4. The following communications may be made by the race committee over VHF: location of race committee vessel, alternate preparatory signals, courses, postponement, abandonment, starting signals, and recalls.

3.5. If the race committee vessel displays code flag "G" at the finish of the third race of a day, the race committee intends to schedule a fourth race as per NoR 9.3 and SI 6.3.

#### **4. [NP] CODE OF CONDUCT**

4.1. Competitors and support persons shall comply with all reasonable requests from race officials and members of the Organizing Authority.

#### **5. SIGNALS MADE ASHORE**

5.1. Signals ashore will be displayed from the flag staff situated in front of the race office.

5.2. When flag AP (Answering Pennant) is displayed ashore, Races not started are postponed and the warning signal will be made not less than 30 minutes after removal of flag AP. This change RRS Race Signals.

#### **6. SCHEDULE OF RACES**

6.1. Up to twelve races will be scheduled. It is the intention of the race committee to schedule three races per race day.

6.2. The race schedule is as follows:

| <b>Date</b> | <b>Event time</b> (time is local time in Sanremo) | <b>Notes</b>         |
|-------------|---|----------------------|
| 07/11/2024  | 12:00   | First warning signal |
| 08/11/2024  | 11:00   | First warning signal |
| 09/11/2024  | 11:00   | First warning signal |
| 10/11/2024  | 11:00   | First warning signal |
| 10/11/2024  | 15:00   | Last warning signal  |

6.3. A fourth race may be sailed on a day in order to complete the program because of weather or other reasons, provided that the program does not become more than one race ahead of schedule.

#### **7. CLASS FLAGS**

7.1. The class flag will be the Cape 31 logo on a black background.

#### **8. RACING AREA**

8.1. The Course will be located in the Bay of Sanremo.

## **9. COURSES**

- 9.1. The diagrams in SI Addendum A show the course(s), including the approximate angles between legs, the order in which marks are to be rounded, and the side on which each mark is to be rounded.
- 9.2 No later than the preparatory signal, the race committee will announce over VHF the course signal and the approximate compass bearing of the first leg.
- 9.3 If either gate mark is missing, boats shall round the remaining gate mark to port.

## **10. MARKS**

- 10.1. All course marks will be inflatable orange cylindrical marks.
- 10.2. The start marks will be the Race Committee Boat displaying an Orange Flag and an orange inflatable cylindrical mark, however, the inflatable mark may be replaced with a rib displaying an orange flag.
- 10.3 The finish marks will be the Race Committee Boat displaying a Blue Flag and an orange inflatable cylindrical mark.

## **11. OBSTRUCTIONS**

- 11.1. Not used.

## **12. THE START**

- 12.1. To alert boats that a race or a series of races will begin soon, the orange starting line flag will be displayed with multiple sound signals not less than five minutes before a warning signal is displayed.
- 12.2. The starting line will be between a staff displaying an orange flag on the race committee vessel at the starboard-end and the course side of an orange mark at the port end of the port-end. If the orange mark is replaced with a rib, the port end of the start line will be a staff displaying an orange flag on the rib,
- 12.3. In addition to RRS 29.1, if any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her bow or sail number on VHF radio at the first reasonable opportunity. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed shall not be grounds for redress. This changes RRS 62.1(a)
- 12.4. A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2

## **13. CHANGE OF THE NEXT LEG OF THE COURSE**

- 13.1. When the race committee changes the next leg of the course, a replacement purple mark will be used. For subsequent change to the same leg, the original mark will be used. If the windward mark, Mark 1 is changed, Mark 1a shall not be used and boats shall sail to the leeward gate (marks 2s and 2p) after rounding Mark 1.

13.2. The race committee may change a leg of the course by up to ten degrees in bearing and/or 100m in length without a signal. This changes RRS 33 and Race Signals.

#### **14. THE FINISH**

14.1. The finishing line is between a staff displaying a blue flag on the race committee vessel and the course side of an orange inflatable mark.

#### **15. PENALTY SYSTEM**

15.1. See NoR 14.

#### **16. TIME LIMITS AND TARGET TIMES**

16.1. The target time for each race is 45 minutes. Failure to meet this time shall not be grounds for redress. This changes RRS 62.1(a).

16.2. The time limit for each race is 90 minutes. If no boat has finished within the race time limit, the race shall be abandoned. Abandonment under this SI shall not be grounds for redress. This changes 62.1(a).

16.3. All boats shall finish within 20 minutes of the first boat to finish.

16.4. All boats that are racing after the 20-minute time limit in SI 16.3 shall be scored points equal to the place after the last boat that finishes within that time limit without a hearing. This changes RRS 35, A4 and A5.1.

#### **17. HEARING REQUESTS**

17.1. The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board and repeated on the Event Messaging System.

17.2. Hearing request forms are available from the race office.

17.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses with approximate times for each hearing. Hearings will be held in the protest room in the Yacht Club Sanremo. Notices of hearing will be repeated on the Event Messaging System.

#### **18. SCORING**

18.1. See NoR 15.

#### **19. [NP] SAFETY REGULATIONS**

19.1. A boat that retires from a race shall notify the race committee via VHF before leaving the course, or, when that is impossible, immediately after arrival ashore by contacting the race office.

#### **20. REPLACEMENT OF CREW OR EQUIPMENT**

20.1. Not used.

## **21. (NP) EQUIPMENT INSPECTION**

- 21.1. A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions between the 1<sup>st</sup> scheduled warning signal and the protest time limit on the final day of the regatta.
- 21.2. A boat shall present its equipment for pre-race inspection at its designated berth at a time booked by it using the booking system at the following link: [Cape 31 European Championship Equipment Inspection](#) (click on 'Jump to next available date' and you will be shown times in the time zone you are currently in but these are between 09:30 and 18:30 Sanremo local time), time slots are bookable on a first come first serve basis. Each boat shall book one 15-minute time slot before 23:59 on 5 November (Sanremo local time). The boat shall present its equipment as directed by the Technical Committee during its booked time slot.
- 21.3. Any boat that does not comply with SI 21.2 shall be rejected for pre-race inspection and shall be requested to present its equipment for pre-race inspection at another time determined by the Technical Committee.
- 21.4. If a boat's crew is selected for post-race weighing as per class rule C.2.2(b), the crew shall report to the location specified by the Technical Committee and meet class rule C.2.2 within 1 hour after being notified.
- 21.5. Boats and crew will be randomly selected using the Class Management System and notices of those boats and crew selected for post-race inspection and crew weighing shall be posted on the Event Messaging System shortly after the first boat finishes the last race of the day.
- 21.6. At least one member of the crew shall monitor the Event Messaging System between finishing and arriving at their berth to establish if their boat has been selected for inspection, weighing or both inspection and weighing.
- 21.7. Boats shall not transfer any equipment (including but not limited to sails, safety equipment, rigging etc) on or off the boat until they have confirmed via the Event Messaging System that they have not been selected for post-race inspection. This confirmation will be via a message from the technical committee listing the boats that have been selected for inspection as per SI 21.5. Boats selected for post-race inspection shall continue to be in a 'quarantine' state and not transfer equipment on or off the boat until completion of the inspection which will be confirmed by the technical committee verbally when the inspection is complete.
- 21.8. Boats selected for post-race inspection shall follow all reasonable requests of the Technical Committee, and present their equipment at the time and location specified by the Technical Committee.

## **22. ADVERTISING**

- 22.1. As per NoR 7, boats will be provided event advertising in the form of a flag which is theirs to keep. This flag shall be displayed from as below.

- 22.1.1. Between 17:00 (local time to Sanremo) on the 6<sup>th</sup> November through to the conclusion of the prize giving;
- 22.1.2. Whilst a boat is at its designated berth;
- 22.1.3. Hoisted from a spinnaker halyard and anchored by the tack line of the bowsprit; and
- 22.1.4. Displayed the correct way up and hoisted such that the lower edge of the flag if extended will intersect the lower spreaders of the boat.

### **23. SUPPLIED BOATS**

- 23.1. Not used.

### **24. OFFICIAL VESSELS**

- 24.1. Official vessels will be identified as follows:
  - 24.1.1. Race Committee, flag with text "YCS"
  - 24.1.2. Media, green flag with text "PRESS"
  - 24.1.3. Safety, red flag with text "SAFETY"
  - 24.1.4. Jury, yellow flag with text "J"
  - 24.1.5. Organizing Authority or Measurer, black flag with red text "C31"
- 24.2. All official vessels will be considered as vessels of limited maneuverability and race boats shall comply accordingly with the International Regulations for Prevention of Collisions at Sea (IRPCAS) when meeting any official vessel.

### **25. SUPPORT TEAMS**

- 25.1. See NoR 16.

### **26. TRASH DISPOSAL**

- 26.1. Trash may be placed aboard official vessels, otherwise it shall remain on board a boat until it returns ashore.

### **27. BERTHING**

- 27.1. See NoR 18.

### **28. HAUL-OUT RESTRICTIONS**

- 28.1. Not used.

### **29. DIVING EQUIPMENT AND PLASTIC POOLS**

- 29.1. Not used.

### **30. PRIZES**

- 30.1. Prizes will be awarded as soon as possible after the racing on the last day of scheduled racing.

## **31. RISK STATEMENT**

- 31.1. RRS 3 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:
- 31.1.1. 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;
  - 31.1.2. They are responsible for the safety of themselves, their crew, their boat, and their other property whether afloat or ashore;
  - 31.1.3. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
  - 31.1.4. Their boat is in good order, equipped to sail in the event and they are fit to participate;
  - 31.1.5. The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;
  - 31.1.6. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances; and
  - 31.1.7. It is their responsibility to familiarize 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.

## **32. INSURANCE**

- 32.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of €1,500,000 per incident or the equivalent.

## **33. LIABILITY**

- 33.1. Competitors' attention is drawn to RRS 3 DECISION TO RACE: "The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone."
- 33.2. Competitors are personally responsible for any material damage or personal injuries which may occur to their boat or themselves and should not start or keep racing without taking into account the wind, the sea state and the weather forecasts, when they think they may be in danger.
- 33.3. The Organizing Authority shall not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

### 34. EVENT MESSAGING SYSTEM

34.1. The Event Message System in NoR 3.3 can be joined by using the following link and/ or QR code:

<https://t.me/+UvETwocrRBtiZmEO>





## SI ADDENDUM A – COURSES

The course to be sailed is:

Start Line, Mark 1 (round to port), Mark 1a (round to port), Marks 2s and 2p (Pass between 2s and 2p), Mark 1 (round to port), Mark 1a (round to port), Finish line.

