| | |
|---|---|
| **Effective Date** | 11/04/2026 |
| **Status** | Published |
| **Replacing** | These Class Rules Replace and Revoke the Cape 31 International One Design Class Rules issued 28/04/2025. |

# Class Rules

# Cape 31 International One Design



## Table of Amendments

The following serves as a summary of amendments of substance (which change what a boat can and cannot do) since the last edition of the Class Rules.

Class rule changes since the last edition are shown with a left paragraph border vis:

Example of a class rule that has changed.

| **Rule number** | **Description of Amendment** |
|---|---|
| A.2 | To update the reference to the World Sailing Offshore Special Regulations to the current version. |
| C.5.2(a) | To update the location of corrector weights to reflect the status quo. |
| C.5.4(e) | To confirm the boat can be cleaned and polished. |
| C.7.2(c) | To confirm daily sail selection is locked in when a boat leaves its berth toward the race course for the first time irrespective of any later postponement or return to berths. |
| F.5.1(a)(iii) | To confirm that a bobstay is permitted. |
| F.5.3(b) | To give the specification for the bobstay. |
| F.6.2(a)(xi) | To confirm a spinnaker tack line is permitted. |

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# INTRODUCTION

*This introduction only provides an informal background and the Cape 31 International One Design Class Rules proper begin on the next page.*

*The aim of the Cape 31 Class Rules is to provide boats which are as close to identical as reasonably possible in construction, hull shape, weight, weight distribution, equipment, rigging and sail plan.*

*Accordingly, coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment, fairing interior or exterior parts of hull, hull appendages or rig that improves moments of inertia, or changes the standard shapes or contours is prohibited.*

*The Cape 31 Class hulls, hull appendages and rigs are manufacturing controlled. The Cape 31 Class hulls and hull appendages shall only be manufactured by the licensed boat manufacturer. Cape 31 Class rigs shall only be manufactured by the licensed spar manufacturer.*

*Cape 31 Class sails are measurement controlled and may be manufactured by any sailmaker.*

*Cape 31 Class hulls, hull appendages and rigs may, after having left the manufacturer, only be altered to the extent permitted by the* Cape 31 International One Design Class Rules.

*Owners and crews should be aware that compliance with rules in Section C (condition for racing) are NOT checked as part of the certification or manufacturing process. Rules controlling the use of equipment during a race are contained in Part II of the Class Rules, in Equipment Rules of Sailing Part I and in the Racing Rules of Sailing.*

*Sections D (Hulls), E (Appendages), F (Rig), G (Sails) cover requirements for the certification and maintenance of equipment.*

*The class permits in-house certification for sails.*

*When equipment and/or components are not allowed because they are not specifically permitted by the class rules, this restriction pertains not only to the use but also the presence of this equipment/component on board.*

*THESE RULES ARE **CLOSED CLASS RULES**. IF THE RULES DO NOT SPECIFICALLY SAY THAT YOU "MAY" THEN YOU "**SHALL NOT**."*

# PART I – ADMINISTRATION

## Section A – General

### A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation, the English text shall prevail.

A.1.2 The word "shall" is mandatory and the word "may" is permissive.

A.1.3 Except where used in headings, when a term is in "**bold**" the definition in the ERS applies and when a term is in "*italics*" the definition in the RRS applies.

### A.2 ABBREVIATIONS

A.2.1Association - Cape 31 Class Association as per the Constitution

Class - Cape 31 Class

Constitution – The Cape 31 International Class Association Constitution (Cape 31 Class Constitution)

CMS – Class Management System (Cape 31 Class Management System)

ERS – WS Equipment Rules of Sailing 2025 - 2028

Ex Comm – the Cape 31 International Executive Committee appointed pursuant to section 7 of the Constitution.

Class Rule - A rule in these Cape 31 International One Design Class Rules

ICA – International Class Association

LBM – Licensed Boat Manufacturer

LSM – Licensed Spar Manufacturer

MNA – WS Member National Authority

RCA – Regional Class Association

RC – An event Race Committee

OSR – WS Offshore Special Regulations 2026 - 2027

RRS - Racing Rules of Sailing 2025 - 2028

TC – An event Technical Committee as defined in Racing Rule 92

WS - World Sailing

## A.3 AUTHORITIES

A.3.1 The **Class Authority** and the **Class Rules Authority** is the Ex Comm.

A.3.2 Notwithstanding anything contained herein, the **Class Authority** may withdraw a **Boat's** Certificate if the **hull**, **hull appendages** or **spars** have been materially **modified** in contravention with these **class rules**.

A.3.3 Notwithstanding anything contained herein, the **Class Authority** may refuse to recognise **certification** of any **sails** as complying with these **class rules** if they fail to meet the specification in these **class rules**.

A.3.4 The **Class Authority** may consider granting dispensation to a **boat** or collection of **boats,** temporary or otherwise, from one or more class rules where it is deemed necessary for reasons of practicality or force majeure.

## A.4 ADMINISTRATION OF THE CLASS

A.4.1 In countries where there is no RCA or the RCA does not wish to administrate the class, the administrative functions as stated in these **class rules** shall be carried out by the ICA.

## A.5 CLASS RULE CHANGES

A.5.1 At events, RRS 87 governs changes to **Class Rules**. Where a class rule does not permit the change of that rule at events, any change shall be approved by the **Class Rules Authority** and posted on the event's official notice board.

## A.6 CLASS RULES AMENDMENTS

A.6.1 Amendments to the **Class Rules** shall be proposed to and approved by the **Class Rules Authority** and or voted on by the Class Membership in line with the Cape 31 International Class Association Constitution.

## A.7 CLASS RULES INTERPRETATION

A.7.1 Interpretation of the **Class Rules** shall be made by the **Class Rules Authority** in consultation with the LBM and LSM, as applicable.

A.7.2 Any member of the Association or Ex Comm, per the Constitution, may submit a query regarding the **Class Rules** on the CMS. If the answer is deemed straightforward, the Technical Officer, appointed per the Constitution, will answer the question in consultation with the LBM and LSM, as appropriate. In other cases, an interpretation will be considered by the **Class Rules Authority**.

## A.8 SAIL NUMBERS AND BOW NUMBERS

A.8.1 Sail numbers shall be issued by an MNA

A.8.2 **Boat** bow numbers are issued as per the order of **hull** manufacture starting at 1.

## A.9 CERTIFICATION

A.9.1 A Certificate issued by the ICA shall record the following information:

(a) **Hull** identification number matching the number on the **hull**;

(b) Date of original Certificate issued by the ICA or for boats built before 1 January 2025, the date of the original Builder Certificate**;**

(c) The serial number(s) of **spars** matching the **spars** associated with the **hull;**

(d) The serial number of the Class Association sticker for the year affixed to the **hull** as per class rule B.1.1(c);

(e) Details of any dispensation(s) granted according to class rule A.3.4;

(f) Details of any **repair** authorised by the **Class Authority** in accordance with class rules D.1.3(f), E.2.3(f) or F.2.2(b);

(g) Details of any adaptation authorised by the Class Authority in accordance with class rule C.1.5(b).

(h) Details of any **repair** or **maintenance** declared in accordance with class rule C.5.2(d);

(i) Date of issue; and

(j) Date of expiry which shall be 31 December each calendar year unless another date is determined by the **Class Authority**.

A.9.2 An initial Certificate shall be issued by the ICA when an owner of a **boat** or their representative submits the following information to the ICA and completes the associated declaration:

(a) **Hull** identification number;

(b) LBM and LSM details, as appropriate;

(c) Serial numbers of **spars**; and

(d) Date of initial Builder Certificate if the boat was built before 1 January 2025.

## A.10 VALIDITY OF CERTIFICATE

A.10.1 The Certificate in class rule A.9.1 becomes invalid upon **modification** or damage (which changes the original condition) to the **boat**, unless the **modification** or associated **repair** are conducted in accordance with the **Class Rules**, or a valid dispensation is held as per class rule A.3.4.

A.10.2 The Certificate in class rule A.9.1 shall become invalid once it passes its expiry date or on change of ownership. Change of ownership occurs when, after completion of a sale, none of the owner(s) as per class rule C.2.3(c)(i) or (ii) were owner(s) of the boat before the sale.

## A.11 RE-CERTIFICATION

A.11.1 The **Class Authority** shall reinstate a Certificate that was invalidated pursuant to class rule A.10.1 once a measurer designated by the **Class Authority** confirms that the boat has been restored to conformity with the **Class Rules**, having consulted the LBM and LSM, as appropriate. Any remedial work will subsequently be recorded on the Certificate.

A.11.2 The ICA shall reinstate a Certificate that was invalidated pursuant to A.10.2 once the owner or their representative which is a member of the Association as per the Constitution upon completion of the declaration issued by the ICA that their **boat** remains in conformity with the **Class Rules**.

## A.12 CLASS ASSOCIATION MEMBERSHIP

A.12.1 To be eligible to enter a boat as a Cape 31 and take part in Class Events, an owner or charterer shall be a member of the Association and pay the applicable membership fee(s) as per the Constitution.

A.12.2 Once the membership fee has been paid, the ICA shall issue a Class Association Membership Sticker which shall be affixed to the hull of the owner's boat as per class rule B.1.1.

A.12.3 In the case of an owner owning more than one boat, they shall pay the appropriate membership fee(s) and be issued a Class Association Membership Sticker for each **hull** in order for those **hulls** to be eligible for *racing* as per Section B.

# Section B – Boat Eligibility

For a **boat** to be eligible for *racing* as a Cape 31 under these **class rules**, it shall comply with the rules in this section.

## B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

(a) be in compliance with the **Class Rules;**

(b) have a valid certificate issued pursuant class rule A.9 or A.11;

(c) have a valid Association Membership Sticker affixed to the starboard cockpit near the transom; and

(d) have valid **Certification Marks** as required by the **Class Rules.**

## B.2 EVENT EQUIPMENT INSPECTION

B.2.1 In the case of a dispute at an event alleging non-compliance with the **Class Rules** where specific measurements are not stated, the event **Equipment Inspector(s)** shall adopt the following procedure:

(a) **Fundamental measurement** of the disputed item(s) shall be taken from a randomly selected control group of three **boats.**

(b) **Fundamental measurement** (using the same techniques as for the control group) shall be taken for the disputed item(s) and shall be compared to the results of the control group.

(c) If the **fundamental measurements** taken from the disputed item lies inside the corresponding range of **fundamental measurements** for the control group, the item shall be deemed to comply with the **Class Rules** and the **boat** remains eligible for *racing*.

(d) If any of the **fundamental measurements** taken from the disputed item(s) lie outside the corresponding range of **fundamental measurements** for the control group, the matter together with the details of the **fundamental measurement** methods and any other relevant information, as may be further requested, shall be referred to the **Class Authority** for a final decision.

(e) For specific Class events where the ICA has appointed the TC, the **Class Authority** and **Class Rules Authority** will delegate their respective functions in the **Class Rules** to such a TC and an appropriate notice of delegation will be posted on the

Official Notice Board specifying which functions have been delegated.

# PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing* except for rules C.5.4, C.6.2 and C.8 which shall be complied with as specified in those rules. In case of conflict between Sections, Section C shall prevail.

The rules in Part II are **closed class rules**. **Fundamental Measurement**, **Certification control** and **Event Equipment Inspection** shall be carried out in accordance with the ERS except where varied in this Part.

## Section C – Conditions for Racing

### C.1 GENERAL

C.1.1 RULES

(a) The ERS Part I – Use of equipment shall apply.

(b) The **boat** shall comply with OSR category 4 except for the following:

(i) OSR 3.18.2 Permanently installed toilet or fitted bucket.

(ii) OSR 3.19.1 Permanently installed bunks.

(iii) OSR 3.24a) Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card.

(iv) OSR 4.27.3(b) such that the heavy weather jib does not need to be capable of hoisting independent of a luff grove.

### C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of 4 or more persons.

(b) The **crew** shall be declared on the CMS at least 48 hours before the first scheduled race.

(c) **Crew** members may be substituted during an event providing the relevant combinations of crew are declared in the regatta crew list on the CMS, and the number of **crew** does not change from the number on board during race 1. If not declared in the regatta crew list, the crew shall not be changed during an event except in exceptional circumstances with prior permission of the **Class Authority**.

(d) A **boat** shall not have more than three **crew** with a WS Group 3 sailor categorisation on board. **Crew** without a valid Group 1 sailor categorisation shall be considered to hold a Group 3 categorisation for the purpose of this class rule. The "Categorization Protest Time Limit" referred to in WS Regulation 22 shall be 24 hours after the crew declaration deadline specified in (b) above or any subsequent change to the crew list if that is later.

C.2.2 WEIGHTS

| | Maximum |
|---|---|
| Total weight of the **crew** dressed in light street clothes (t-shirt and shorts). (This rule may be amended by the Notice of Race) | 595 kg |

(a) A majority owner weighing less than 85kg may opt to weigh in at their first Class event in a season and that weight shall be used for all subsequent events in that season, otherwise a weight of 85kg shall be allocated to a majority owner.

(b) At events with random **crew** weighing, weighing shall take place after all races on a given day and shall take place after a maximum of 1.5 hour's notice. The penalty for a boat with a **crew** which is greater than the maximum permissible shall be disqualification from all races on the day of the weighing.

(c) At events with random **crew** weighing, the scales to be used for random weighing shall be made available the day before the first random **crew** weighing for **crew** to use to check their weight. The times and location of the access to the scales shall be communicated to all persons in charge the day before the first random **crew** weighing.

C.2.3 HELMSPERSON

(a) Except in an emergency, a boat's **helmsperson** shall be its owner, part owner, charter **helmsperson** any of which shall be a member of the Association as per the Constitution, or an approved alternative **helmsperson**.

(b) Notwithstanding rule C.2.3(a), a **boat** may be helmed by any other member of the **crew** for a maximum of 5 minutes except:

(i) At the start;

(ii) At the finish; or

(iii) At a mark rounding

The use of this rule shall not be repeated during a race.

(c) For the purpose of rule C.2.3(a) the following terms apply:

(i) Owner means a person owning 100% of a **boat** and contributing an equivalent proportion to the running costs.

(ii) Part owner means a person owning a significant proportion of a **boat** and contributing an equivalent proportion to the running costs.

(iii) Charter **helmsperson** means a person chartering a **boat** for several Class events or a single Class event which has submitted a copy of the charter agreement to the RCA of the event(s), or ICA for international events, paid an appropriate charter fee for the charter period and received approval from the RCA or ICA as applicable.

(iv) Alternative **helmsperson** means a person approved by the RCA or ICA, for international events, in accordance with rule C.2.3(f).

(d) To determine if a person is an owner or part owner, the RCA of the event(s) or ICA for international events may ask to see documents as proof of ownership which may include but is not limited to:

(i) Registration Certificates;

(ii) Bill of Sale; or

(iii) Insurance Policy.

(e) If a **boat** is owned by a company or corporation the principal owner of that organisation may be considered by the RCA of the event(s) or ICA for international events as the owner or part owner.

(f) For an Alternative **helmsperson** to helm a **boat**, the Owner, Part Owner or Charterer of that **boat** shall submit a request for permission to the RCA of the event or ICA for international events a minimum of five calendar days before the start of the event in question including evidence that the Alternative **helmsperson** meets the following criteria:

(i) Holds a valid WS Group 1 sailor categorisation;

(ii) In the previous 6 years has only held a WS group 1 categorisation or would otherwise be so categorised if a categorisation was not held;

(iii) Not competed in any of the following in the previous fifteen years; the Olympics (sailing), the Ocean Race, the America's Cup or Challenger Series; and

(iv) In the previous fifteen years not been in the top 50 of the world match racing rankings.

The **Class Authority** may waive the requirement of (i) to hold a Group 1 categorisation for a direct family member of an owner.

(g) In the event an owner, charterer or approved alternative is unavoidably absent, the **Class Authority** may approve an alternative or further alternative, respectively, for a limited time period.

## C.3 PERSONAL EQUIPMENT

C.3.1 OPTIONAL

(a) **Personal equipment** including clothing and personal effects usually used in the sport of keel boat racing.

## C.4 PORTABLE EQUIPMENT

C.4.1 MANDATORY

(a) FOR USE

(i) An Anchor and chain of combined minimum weight of 8kg (excluding rope).

C.4.2 OPTIONAL

(a) FOR USE

(i) Electronic or mechanical timing devices.

(ii) Tactical and navigational software, hardware, instruments and charts.

(iii) Winch handles.

(iv) Mooring lines, fenders, spare lines, spare equipment, tools, sail bags, storage bags, and other items that provide no sailing performance advantage.

(v) Portable toilet.

(vi) Spare items that are permitted by the class rules to be used in the event of damage whilst afloat (for example spare stanchions, lines etc.)

## C.5 BOAT

### C.5.1 WEIGHT

| | Minimum | Maximum |
|---|---|---|
| **Boat weight** | 1815kg | |

(a) The **boat** shall be weighed in the condition in ERS H.7 excluding the **main sheet** and vang.

### C.5.2 CORRECTOR WEIGHT

(a) **Corrector weights** of lead shall be installed to any **boat** which weighs less than the minimum in C.5.1, evenly distributed between the instrument recess forward and the battery recess which is not used aft.

(b) **Corrector weights** shall be **bonded** or **fastened** in the locations specified in (a) above.

(c) **Corrector** weights shall be installed under the supervision of the **Class Authority**.

### C.5.3 BOATS ALTERING WEIGHT

(a) Any **boat** which is found during **event equipment inspection** or during an investigation under the direction of the **Class Authority** to have had its structure or supplied **fittings** intentionally altered or removed to reduce its weight shall be reported to the **Class Authority**.

(b) On receipt of a report pursuant to (a) above, the **Class Authority** shall invalidate the **boat's certificate** as per A.10.1 and the **boat** will be deemed to not comply with the **class rules** therefore not being eligible for *racing* as per B.1.1(a) and (b).

(c) **Class rule** C.5.2 does not apply to a **boat** to which (a) and (b) above apply. i.e. in addition to being reported to the **Class Authority** and having its eligibility to race withdrawn, a **boat** which has intentionally removed weight and is below the required weight cannot use **corrector weights** to attain compliance and must instead replace the removed structure

or fittings etc before it can be considered by the **Class Authority** as eligible to race and have its certificate reinstated as per A.11.1.

C.5.4 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The following may be replaced provided the replacement part is of similar size, weight, location, power ratio and performs the same function, except where a specified part is stated in a rule in which case replacement shall be with the specified part:

(i) Blocks.

(ii) Cleats.

(iii) Mainsheet swivel base.

(iv) Shackles and pins.

(v) Primary winches from one of the following replacement options:

Harken 40.2STP Performa Self-tailing Winch;

Harken 40.2PTP Performa Plain top Winch; or

LEWMAR 49540075 EVO 40 SPORT WINCH ALLOY BLACK.

The winch manufacturer's kit may be used to add/ remove the self tailor from primary winches.

(vi) Runner winches from the following replacement options:

Harken 35.2STP Performa Self-tailing Winch; or

LEWMAR 49730055 EVO 30ST RACE WINCH ALLOY BLACK.

(vii) **Fastenings** and other non-performance enhancing components used in the construction of the **boat** providing the replacement has the same or greater weight than the original part(s) and no new holes, **fairings** or **modifications** to the associated **fittings** or structures are made during the replacement.

(b) Owners with significant physical disability may apply to the **Class Authority** to allow specific adaptations to be fitted to the **boat**.

(c) **Repairs** and **maintenance** in D.1.3(d) and (e), and E.1.3(d) and (e) shall only be permissible if the owner or their representative completes the application or declaration, as applicable, via the ICA.

(d) 1 Bolt on either outer end of the **main sheet** traveller may be replaced with an eye bolt for the purpose of attaching blocks and blocks may be installed for any purpose.

(e) The **boat** may be **polished** and/ or **cleaned**.

C.5.5 MANDATORY FITTINGS

(a) A rear gate formed by a continuation of the lifelines port and starboard, closed such that the lines shall not deflect more than 75mm when a mass of 5kg is attached at the point of maximum deflection.

(b) Hardware as specified in Appendix AP4.

C.5.6 OPTIONAL FITTINGS

(a) Below-deck **spinnaker** bags, rollers, guides and retrieval gear of optional design.

(b) A **jib** hobble system.

(c) Cleats for **spinnaker sheets**.

(d) A batten not to exceed 150mm added to the end of the **bowsprit** as a preventer for the **spinnaker sheet**.

(e) **Sheet**-tail bags and winch-handle holders fitted to the sides of the cockpit.

(f) Footrests supplied by the LBM and **installed** to the cockpit floor as per the LBM's instructions, location is optional.

(g) Non-slip material on deck and/ or **bowsprit** to promote safe movement.

(h) Protective plates **bonded** to the deck under the **spinnaker** turning blocks.

(i) An anti-chafe protective sleeve over the **boom** vang system.

(j) Padding on the lower lifelines.

(k) Tubing on the upper lifelines forward of the **shrouds** to protect the **spinnaker**.

(l) Lashing, tape and other anti-chafe gear on the **hull**, **rig** or **sails**.

(m) Take up wheel/ reeler for **spinnaker sheets**, **spinnaker** retrieval line and all **halyards**.

(n) Bushes for the purpose of holes permitted in D.1.3(h).

(o) Padeyes **bonded** to the **boat**, providing pad eyes or their attachments not connected to the **hull** do not facilitate **running rigging** whilst it is in use.

(p) Instrument brackets **installed** to the **mast** for the purpose of securing and displaying instrument displays associated with electronic navigational or tactical systems.

(q) Blocks, lashed to the **main sheet** traveller end fittings for any purpose.

(r) Bildge pumping arrangements of optional design providing the race performance of the **boat** is not affected.

(s) Fairleads installed to the underside of the deck stiffeners for the purpose of cross routing the **jib** 'up-down' lines so that the port line can be controlled from the starboard side and vice versa.

C.5.7 HAUL OUT AND DIVING

(a) **Boats** shall not be hauled out during a regatta, except with prior permission of the **Class Authority** in exceptional circumstances.

(b) During a regatta of 3 days or less, a **boat** shall not be cleaned by a person entering the water. This does not include the removal of weed or to check for damage.

(c) During a regatta that is longer than 3 days, a **boat** may be cleaned by a person entering the water either with or without breathing apparatus on the 4th day and every second day thereafter i.e. day 4, 6, 8 etc.

## C.6 RIG

C.6.1 MAST

(a) USE

(i) The **mast heel point** shall not be adjusted.

(ii) Tape, paint and padding on the **spreaders**, for chafe protection or marking is permitted.

C.6.2 STANDING RIGGING

(a) USE

(i) The **shrouds** and **forestay** shall not be adjusted.

(ii) The **shrouds** and **forestay** shall remain attached to the **mast** and **hull** while the **boat** is afloat on race days except when needed to effect **repairs**.

C.6.3 RUNNING RIGGING

(a) The **spinnaker sheets** shall be led through the standard block locations.

## C.7 SAILS

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Sails** shall not be altered in any way except as permitted by the **Class Rules**.

(b) Battens may be placed in **batten pockets.**

C.7.2 LIMITATIONS

(a) Not more than 1 **mainsail**, 3 **headsails** (one of which shall be a OSR heavy weather jib described in OSR 4.26.1) and 3 **spinnakers** shall be on board. The Notice of Race may change this class rule.

(b) The OSR heavy weather jib required by OSR 4.26.1 shall be on board, be fit for purpose, and shall weigh at least 8kg.

(c) The **crew** may select **sails** for a race day prior to leaving their berth toward the race area for the first time of the day. The selected **sails** shall remain the same for all races that day.

(d) Should a **sail** be damaged beyond **repair** during a regatta, the owner of the **boat** or their representative may apply to the **Class Authority** for a replacement **sail** to be declared on the CMS in place of the destroyed **sail**.

(e) Notwithstanding C.7.2(c), should a **sail** be damaged beyond use while *racing* it may be substituted, with prior permission of the TC (or at an event without a TC the RC), for another **sail** for use in further races that day providing the substitute is of the same type and has been declared on the CMS as per G.2.2(c), as applicable.

C.7.3 MAINSAIL

(a) USE

(i) The **sail** shall be hoisted on a **halyard**. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.

(ii) The **luff** bolt rope shall be in the **mast** groove or track and the **clew** shall be secured to the **boom**.

C.7.4 HEADSAIL

(a) USE

(i) The **luff** tape shall be in the **forestay** foil and hoisted on a **halyard**.

C.7.5 SPINNAKER

(a) USE

(i) A **spinnaker** retrieval line may be attached to the **sail**.

(ii) The **spinnaker** shall be **set flying** without a furling arrangement.

(iii) The **spinnaker** shall be set from the **bowsprit** and hoisted on a masthead **halyard**.

## C.8 SUPPORT BOATS

C.8.1 GENERAL

(a) Except in an emergency or with prior permission of the TC (or at an event without a TC the RC); a boat shall not be towed to, from, or in the race area.

(b) A boat and **crew** shall not receive outside help from a support boat from leaving its berth until it *finishes* its last race on each race day unless it has prior permission from the TC (or at an event without a TC the RC).

(c) The outside help referred to in (b) above refers, but is not limited, to:

(i) Transferring **crew**;

(ii) Transferring food or drink;

(iii) Transferring **sails**, spares, fuel or other equipment; and

(iv) Having contact of any nature including by radio, telephone, data transfer, vocal or visual signal (i.e. tactical placement, flags and/or different colours of clothing).

(d) Notwithstanding, (b) above, the Organising Authority may designate one or more event support boats which **crew** may communicate with whilst not *racing*. The description of such boats shall be posted on the Official Notice Board.

(e) Support boats shall not approach closer than 100 metres of a boat that is *racing*, except at a mark rounding or the finish where they shall not approach closer than 40 metres to the *mark* or finish line.

(f) At the Warning Signal support boats shall leave the race area and may station themselves outside of either the committee boat or the start line outer distance mark, but no closer to either end than 40 metres.

(g) Infringements of this class rule may result in a penalty to the boat associated with the support boat and may be either place penalties or disqualification at the discretion of the Protest Committee or International Jury, as applicable.

(h) This rule may be amended by the Notice of Race.

### C.9 IDENTIFICATION

C.9.1 The **hull** shall have the **boat** bow number affixed near the bow as per the specification in Appendix AP3.

# Section D – Hull

### D.1 GENERAL

D.1.1 RULES

(a) The **hull** and **bowsprit** shall comply with the **Class Rules** in force at the time the initial Certificate in class rule A.9 is issued, or for hulls built before 1 January 2025, the time the initial Builder Certificate is issued**.**

D.1.2 MANUFACTURER

(a) The **hull** including **bowsprit** shall be built by a licensed manufacturer.

D.1.3 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The **hull** and **bowsprit** shall not be altered or **modified** from the state supplied by the LBM in any way except as permitted by the **class rules**.

(b) If a **hull** is considered to have changed from its supplied shapes it shall be the responsibility of the owner or owner's representative of that **hull** to prove this is not the case.

(c) The **Class Authority** may ask for evidence, including but not limited to a full **hull** laser scan and hull coring at the owner of the suspect **hull's** expense. If it is found that **fairing** has been carried out, the Certificate issued by the ICA shall be withdrawn.

(d) The **hull** and **bowsprit** may be lightly abraded to allow for the application of paint. The abrasion shall be the minimum needed to remove any old paint and ensure adhesion of new paint. If a rigid 'sanding block' is used to abrade the **hull** or **bowsprit**, it shall not be longer or wider than 300mm. Old anti-fouling may be removed using a commercially available anti-fouling remover. The final finish may be of any commercially available paint.

(e) Scratches and minimally damaged areas of the **hull** and **bowsprit** may be repaired by the owner or at the owner's direction.

(f) Any more serious damage shall be **repaired**, under the direction of the **Class Authority**. Details of such **repairs** shall be recorded on the Certificate issued by the ICA**.**

(g) Holes may be made and local reinforcement applied for the fitting of electronic navigational systems.

(h) Holes may be made in the cockpit and local reinforcement applied for the purpose of leading a **spinnaker** retriever line or control line associated with take up wheels/ reelers specified in C.5.6(m) above deck provided they do not have a diameter greater than 15mm.

(i) Exit holes for bilge pumping arrangements in C.5.6(r) may be installed.

D.1.4 FITTINGS

(a) MANDATORY

(i) The **fittings** as supplied by the LBM.

(b) OPTIONAL

(i) Electronic navigational systems.

D.1.5 IDENTIFICATION

(a) The **Hull** shall carry the **Hull** Identification Number on the transom.

# Section E – Hull Appendages

## E.1 PARTS

E.1.1 MANDATORY

(a) **Keel** including **bulb**

(b) **Rudder**

(c) Sail drive

## E.2 GENERAL

E.2.1 RULES

(a) **Hull appendages** shall comply with the **class rules** in force at the time the initial Certificate in class rule A.9 is issued, or for **hulls** built before 1 January 2025, the time the initial Builder Certificate is issued**.**

E.2.2 MANUFACTURERS

(a) **Hull appendages** shall be built by a licensed manufacturer.

E.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The **hull appendages** shall not be altered or **modified** from the state supplied by the LBM in any way except as permitted by the **class rules**.

(b) If a **Hull appendage** is considered to have changed the supplied shapes it shall be the responsibility of the owner or owner's representative of that **hull appendage** to prove this is not the case.

(c) The **Class Authority** may ask for evidence, including but not limited to a full **hull appendage** laser scan at the owner of the suspect **hull appendage's** expense. If it is found that **fairing** has been carried out, the Certificate issued by the ICA shall be withdrawn.

(d) **Hull appendages** may be lightly abraded to allow for the application of paint. The abrasion shall be the minimum needed to remove any old paint and ensure adhesion of new paint. If a rigid 'sanding block' is used to abrade the **hull appendages**, it shall not be longer or wider than 300mm. Old anti-fouling may be removed using a commercially available anti-fouling remover. The final finish may be of any commercially available paint.

(e) Scratches and minimally damaged areas of the **hull appendages**

may be repaired by the owner or at the owner's direction.

(f) Any more serious damage shall be **repaired**, under the direction of the **Class Authority**. Details of such **repairs** shall be recorded on the Certificate issued by the ICA.

(g) **Keel** and **Rudder** templates, approved by the LBM and Mills Design, may be used by a measurer so authorised by the **Class Authority** to check shape conformity.

E.2.4 FITTINGS

(a) MANDATORY

(i) The **fittings** as supplied by the LBM.

## E.3 KEEL

E.3.1 INSTALLATION

(a) The **keel** and **bulb** shall be supplied and installed as per the LBM's instructions.

E.3.2 WEIGHTS

| | Minimum (kg) | Maximum(kg) |
|---|---|---|
| **Keel** including fin, **bulb**, **fin**-to-**bulb** attachment pins, primer and paint, and two M20 **keel** locking bolts. | 708 | 723 |

## E.4 SAILDRIVE AND ENGINE

E.4.1 ARRANGEMENT

(a) The engine, drive leg and Gori propeller shall be the standard Yanmar engine (raw water-cooled model) coupled to a saildrive, or equivalent equipment supplied by the LBM.

(b) The approved engine is model number Yanmar 2YM15.

# Section F – Rig

## F.1 PARTS

F.1.1 MANDATORY

(a) **Mast**

(b) **Boom**

(c) Standing **rigging**

(d) Running **rigging**

## F.2 GENERAL

F.2.1 RULES

(a) The **mast, boom, spreaders** and associated **fittings** shall comply with the **class rules** in force at the time of manufacture and installation.

(b) The standing and running **rigging** shall comply with the current **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Spars** and **spreaders** shall not be altered or **modified** from the state supplied by the LSM in any way except as permitted by the **Class Rules**.

(b) Any significant damage to the **mast**, **spreaders** or **boom** shall be **repaired** under supervision of the **Class Authority** and shall be recorded on the Certificate issued by the ICA. **Standing rigging** may be replaced but shall be purchased through the ICA.

F.2.5 MANUFACTURER

(a) The **mast**, **boom** and **spreaders** shall be manufactured by a licensed **spar** manufacturer.

## F.3 MAST

F.3.1 FITTINGS

(a) MANDATORY

(i) The **fittings** as supplied with the **mast** by the LSM.

F.3.2 DIMENSIONS

| | Minimum (mm) | Maximum (mm) |
|---|---|---|
| **Mainsail luff mast distance** | | 12540 |
| **Limit mark widths** | 20 | |

F.3.2 INSTALLATION

(a) The **mast** as supplied shall be assembled and stepped in accordance with the rigging instructions.

(b) The **mast** shall be capable of fitting into a 40-foot container when dismantled. No form of adhesive shall be used to **bond** the **mast** when joining the **mast** sections.

(c) The **mast** partners shall be firmly secured and shall fit snugly to the mast.

## F.4 BOOM

F.4.1 FITTINGS

(a) MANDATORY

(i) The **fittings** as supplied with the **boom** by the LSM.

F.4.2 DIMENSIONS

| | Minimum (mm) | Maximum (mm) |
|---|---|---|
| **Outer point distance** | | 4500 |
| **Limit mark width** | 20 | |

## F.5 STANDING RIGGING

F.5.1 PARTS

(a) MANDATORY

(i) A **forestay**

(ii) **Shrouds**

(iii) Bob **Stay**

F.5.2 FITTINGS

(b) MANDATORY

(i) The **fittings** as supplied by the LSM.

(b) OPTIONAL

(i) A tension gauge may be fitted to the **forestay**F.5.3 CONFIGURATION

(a) The **forestay** shall use a 'Unit 0 Harken Carbo Foil' (https://www.harken.com/productdetail.aspx?id=5874&taxid=534) (part no. 7000.12m).

(b) The Bob **Stay** shall be manufactured from Ultra-High Molecular Weight Polyethylene and have a minimum diameter of 8mm.

## F.6 RUNNING RIGGING

F.6.1 MATERIALS

(a) Materials are optional for **running rigging** other than **running backstays**.

(b) Core diameters of **running rigging** is unrestricted for **running rigging** other than **running backstays**.

F.6.2 PARTS

(a) MANDATORY

(i) **Mainsail halyard**

(ii) **Mainsail sheet**

(iii) Boom vang

(iv) **Headsail halyard**

(v) **Headsail sheets**

(vi) **Spinnaker halyard**

(vii) **Spinnaker sheets**

(viii) **Running backstays** as specified in Appendix AP4.

(ix) Traveller

(x) **Mainsail outhaul**

(xi) **Spinnaker tack** line

(b) OPTIONAL

(i) **Headsail** lead

(ii) **Mainsail** Cunningham

(iii) **Spinnaker** retriever

F.6.3 ARRANGEMENT

(a) Purchase systems are only permitted for the following **running rigging** and shall not exceed the following maximum ratios:

(i) **Main Halyard** 2:1.

(ii) **Jib Halyard** 2:1 with additional not to exceed 8:1 as per drawing in Appendix AP1.

(iii) **Running Backstays** 3:1.

(iv) **Mainsail sheet** coarse tune purchase 4:1.

(v) **Mainsail sheet** fine tune 16:1.

(vi) Traveller purchase 4:1.

(vii) Boom vang 16:1.

(viii) **Headsail sheet** of either 1:1 or 2:1.

(ix) **Headsail** lead purchase 8:1.

(x) **Mainsail Outhaul** 4:1 inside the boom, but the tail may be led through the **mainsail clew** and dead-ended to the end of the **boom** to achieve 8:1.

(xi) Main Cunningham 8:1.

# Section G – Sails

## G.1 PARTS

G.1.1 MANDATORY

(a) **Mainsail**

(b) **Headsail**

G.1.2 OPTIONAL

(a) **Spinnaker**

## G.2 GENERAL

G.2.1 RULES

(a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

G.2.2 CERTIFICATION

(a) The **certification measurer** shall **certify mainsails** and **headsails** in the **tack** and **spinnakers** in the **head** and shall sign and date the **certification mark**.

(b) WS or an MNA may appoint one or more **in-house certification measurers** to measure and **certify sails** produced by that manufacturer which shall **certify mainsails** and **headsails** in the **tack** and **spinnakers** in the **head** and shall sign and date the **certification mark**.

(c) The owner or their representative shall declare **mainsails, headsails** and **spinnakers** in the CMS by entering the serial number of the **certification mark,** or **sail** if the **certification mark** does not bear a serial number**.** The declared **sails** shall be within the allocation in G.2.4.

G.2.3 SAILMAKER

(a) The manufacturer is optional, and no licence is required.

G.2.4 ALLOCATION

(a) Each boat is entitled to declare (as per G.2.2(c)) 7 **sails** between 1 January and 31 December. These shall be allocated to a maximum of:

(i) 1 **Mainsail**;

(ii) 3 **Headsails** (larger than a OSR heavy weather jib); and

(iii) 3 **Spinnakers.**

(b) There is no limit on OSR heavy weather jibs.

(c) Owners which compete in more than 6 class events in more than one RCA territory may apply to the **Class Authority** for a further 2 **sail** allocations between 1 January and 31 December which may be allocated to any **sail** type.

(d) Charterers which are paid up class members but do not own a boat may purchase a single allotment of **sails** and transfer these to different chartered boats.

(e) Owners which charter or Charterers may transfer their own **sails** to a chartered boat, or may use **sails** registered to the chartered boat, but shall not combine allocations. Owners shall not charter a boat and purchase a set of charter **sails**. Owners with multiple boats shall not transfer **sail** allocations from boat to boat.

G.2.5 MODIFICATIONS, MAINTENANCE AND REPAIR.

(a) Routine **maintenance** such as sewing, mending existing material and patching is permitted without re-**certification**.

(b) **Sails** may be **repaired** or **modified** by way of replacing the **body of the sail** without being considered a new **sail** requiring declaration as per G.2.2(c) providing no more than the following percentage of the original **sail** is replaced with new material:

(i) **Mainsail** 20%

(ii) **Headsail** 20%

(iii) **Spinnaker** 20%

(c) After **repair** or **modification** mentioned in (b) above, **sails** shall continue to meet the dimensional requirements of the **class rules** in force at the time of original **certification** and shall be subject to **certification control** to verify the dimensions.

## G.3 MAINSAIL

G.3.1 IDENTIFICATION

(a) The class logo shall be displayed and positioned as per appendix AP2.

(b) Sail numbers and national letters shall comply with the RRS.

G.3.2 MATERIALS

(a) Materials are optional.

G.3.3 CONSTRUCTION

(a) The construction shall be **soft sail**, otherwise construction is uncontrolled.

G.3.4 DIMENSIONS

| | Minimum (mm) | Maximum (mm) |
|---|---|---|
| **Top width** | | 1120 |
| **Seven-Eighths Width** | | 1520 |
| **Three-Quarter Width** | | 2120 |
| **Half Width** | | 3060 |
| **Quarter Width** | | 3810 |

## G.4 HEADSAIL

G.4.1 MATERIALS

(a) Materials are optional.

G.4.2 CONSTRUCTION

(a) The construction shall be **soft sail.**

(b) The **luff** shall be a lufftape to fit the forestay in class rule F.5.3(a).

(c) Construction is otherwise uncontrolled.

G.4.3 DIMENSIONS

| | Minimum (mm) | Maximum (mm) |
|---|---|---|
| **Luff length** | | 12480 |
| **Luff Perpendicular** | | 3730 |
| **Seven-Eighths Width** | | 630 |
| **Three-Quarter Width** | | 1120 |
| **Half Width** | | 2000 |
| **Quarter Width** | | 2870 |

G.4.4 AREA

(a) The area shall not exceed 24.67$m^2$.

(b) The area shall be calculated as: 0.0625*__Luff length__*(4*__Luff Perpendicular__ + 6*__Half width__ + 3*__three quarter width__ + 2*__seven eighths width__ + 0.09).

## G.5 SPINNAKER

G.5.1 CONSTRUCTION

(a) Construction is uncontrolled.

G.5.2 IDENTIFICATION

(a) Sail numbers and national letters shall comply with the RRS.

G.5.2 DIMENSIONS

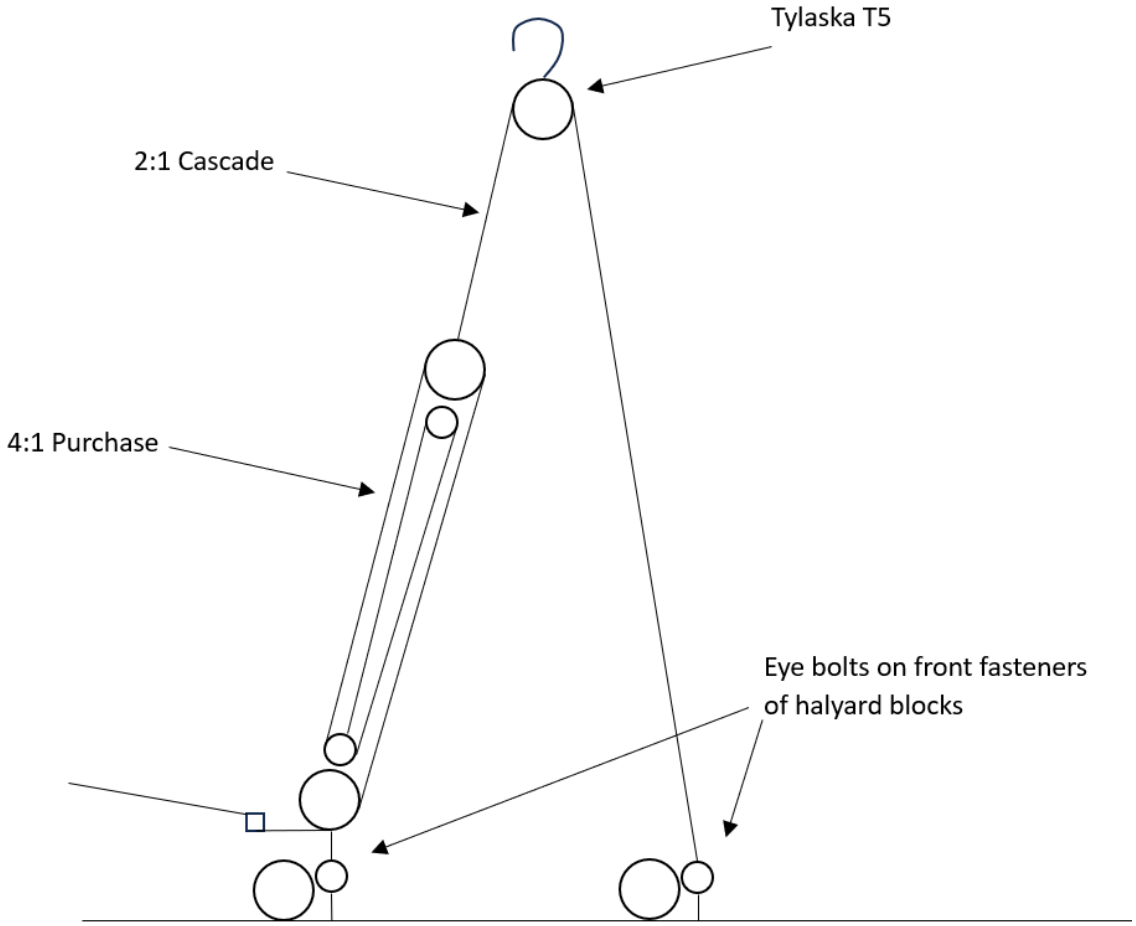
(a) Dimensions are uncontrolled except that the area shall not exceed 116.04m$^2$.

(b) The area shall be calculated as: ((**leech length** + **luff length**)/2)*((**Foot length** +(4*__Half width__))/5)*0.83.

# PART III – APPENDICES

## AP1 HEADSAIL HALYARD FINE TUNE

The **jib halyard** fine tune is not to exceed a purchase of 8:1 as per the below diagram (which is not to scale and is for illustration only).



## AP2 CLASS LOGO

The class logo shall be of contrasting colour and identifiable when a **boat** is afloat. It shall be positioned as per the RRS.

The class logo to be placed on the **mainsail** is as per the below diagram:



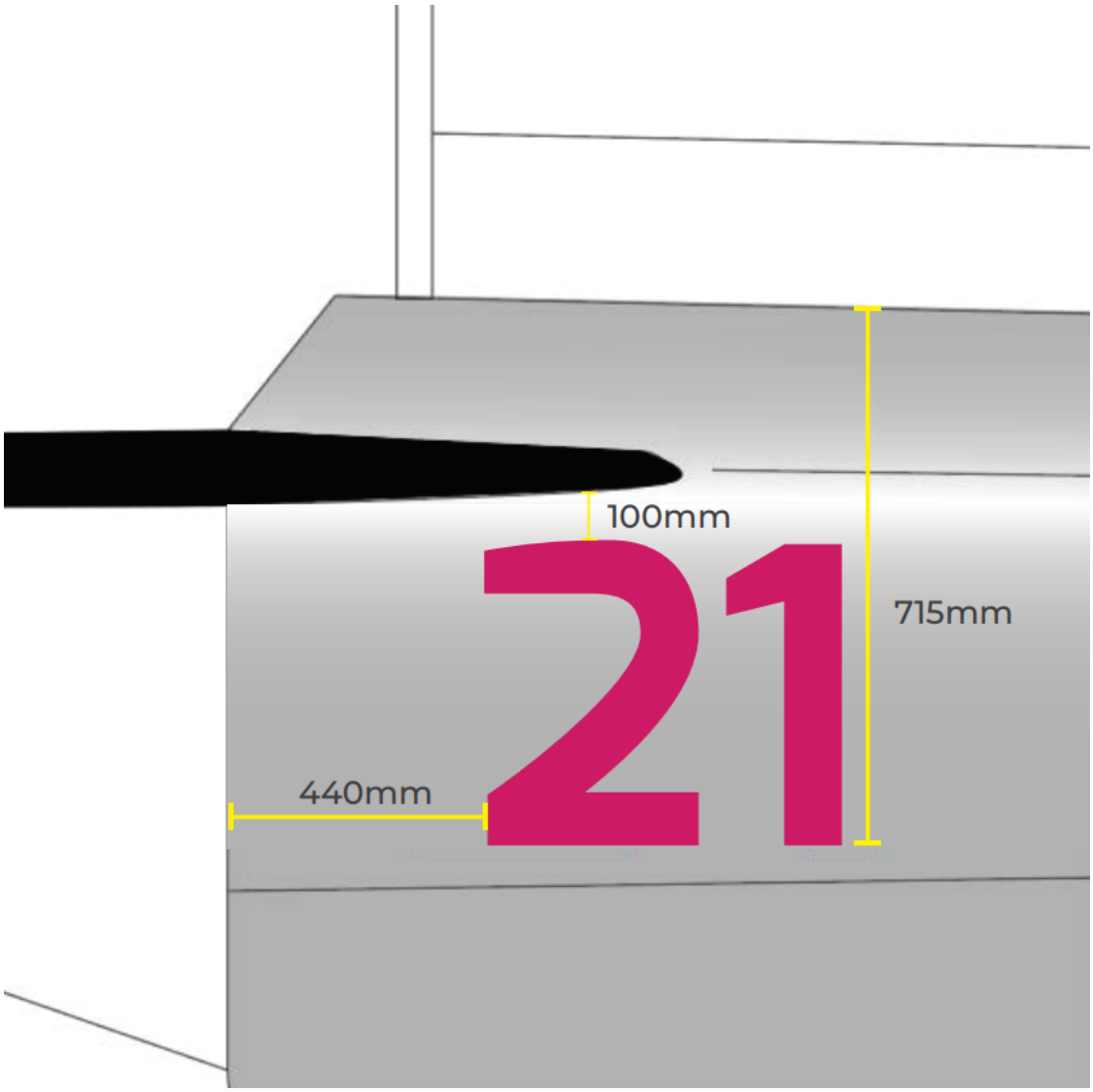
The dimensions of the class logo shall be as follows

| | **Min (mm)** | **Max (mm)** |
|---|---|---|
| Height | 595 | 605 |
| Width | 680 | 690 |

## AP3 BOW NUMBER PLACEMENT

Bow numbers shall be of a contrasting colour to the **hull** and shall be of a height of 385mm with other dimensions maintaining the required aspect ratio in font 'Exo'.

Bow numbers shall be positioned as per the below diagram.



## AP4 RIGGING AND HARDWARE SPECIFICATION

**Rigging** and hardware required to meet this Appendix shall be as specified in the below table except for **rigging** and hardware that was **installed** before 28/04/25 which, shall be replaced when it reaches the end of its serviceable life as determined by the original equipment manufacturer or earlier and shall then be replaced with the item in the below table.

**Rigging** and hardware specified in the table below shall be replaced when it reaches the end of its serviceable life as determined by the original equipment manufacturer with the same part as per the below table.

All **rigging** and hardware specified in this Appendix shall be maintained and inspected as per the original equipment manufacturer's requirements.

Where the manufacturer is specified as 'Builder Supplied' in the table below, the part shall be procured from the Licenced Builder: Cape Performance Sailing.

| **Part** | **Manufacturer** | **Serial Number** |
|---|---|---|
| Rod rigging and components | | |
| Forestay | Builder Supplied | |
| V1 | | |
| V2/D3 | | |
| D1 | | |
| D2 | | |
| Running Backstay Rigging and Hardware | | |
| Runner Cable | Builder Supplied | |
| Runner loop masthead | Builder Supplied | |
| Runner loop, Block | Builder Supplied | |
| Backstay loop, 3:1 Becket | Builder Supplied | |
| Runner Loop, Transom | Builder Supplied | |
| Backstay Fly Block | Harken | 3214 |

| | | |
|---|---|---|
| Backstay Transom Blocks | Harken | 3214 |
| Mast Base hardware | | |
| Fixed mastbase block | Harken | |
| Jib Lead hardware | | |
| Through deck block | Harken | 1203 |
| Jib track hardware | | |
| Track | Ronstan | RC7251 |
| Track end | Ronstan | RC72581 |
| Car | Ronstan | RC72504 |
| Main sheet traveller hardware | | |
| Track | Harken | R27.1.5M |
| Track End | Harken | E2730 |
| Track Car | Harken | T2705B.HL |
| Spinnaker sheeting anchor points | | |
| Folding pad eyes | Harken | 3206 |
| Jib fairlead hardware | | |
| Jib fairlead | Harken | 3280 |
| Fairlead Single | Harken | 3274 |
| Mast Hardware | | |
| Cheek Block | Harken | 2606ASSY |
| T2 Block | Harken | 2146 |
| Pivot Lead | Harken | 2156 |
| Boom Hardware | | |
| Fixed Block | Harken | 349 |
| Fast release fairlead | Harken | 498 |
| Element Block | Harken | 6260 |
| Carbo Block 57mm | Harken | 2600 |
| Carbo Block 40mm | Harken | 2636 |
| Clutch Hardware | | |

| | | |
|---|---|---|
| Clutches | Spinlock | XTS0610/C |
| Throttle Hardware | | |
| Throttle Control Unit | Spinlock | ATCU/1+ |
| Throttle Control Cables | Morse | 33C 10ft Extreme |
| Engine Control Box Mechanism | Seastar | TCH2100P |
| Rudder hardware | | |
| Top Bearing | Jefa | 5T076 |
| Bottom Bearing | Jefa | 5BT100 |
| Bildge Pump Hardware | | |
| Manual Bildge Pump | Whale | BP9013B |
| Engine Hardware | | |
| Fuel Filter | Vetus | 330VTEB |
| Water Strainer | Vetus | FTR140/19 |
| Exhaust water trap | Vetus | WLOCKL50R |
| Fuel tank | Vetus | FTANK25 |
| Propeller | Gori | 15X2 LH - 2 Blade Propellor SD |
| Navigation light hardware | | |
| Bow nav light (Series 33 or 34) | Aqua Signal | 3853001000 |
| Stern nav light (Series 33 or 34) | Aqua Signal | 3852001000 |