



Class Rules Changes (highlighted in yellow)

Section A – General

For Class Administration Clauses refer to the Cape 31 International Class Association Constitution.

Section B – Boat Eligibility & Equipment Inspection

No changes.

Section C – Conditions for Racing

10.1. LIMITATIONS ON THE CREW

- The crew shall consist of 4 or more persons.
- The combined weight of all crew members on board while racing, weighed in light street clothes, shall not be greater than 595 kilograms. This rule will be in place for all Cape 31 Class events unless altered by the Notice of Race. The majority owner or lead charterer may elect to declare their actual weight or shall be allocated a weight of 85kg. Random crew weight checks may take place.
- Change of crew members or number of crew during an event is allowed if it is declared in the regatta crew list. If not declared in the crew list, a change in crew members, or the number of crew members, will not be allowed during a regatta apart from in exceptional circumstances where approval from Cape 31 Ex- Comm will be required.
- No boat shall have more than three World Sailing Group 3 sailors aboard while racing.
- Sailors without a current and valid World Sailing classification shall be considered Group 3 sailors.
- Crew declarations must be submitted within Class Management System at no later the 2 days before first race.
- Weighing will take place after racing and there will be a maximum of 1 hours' notice. If a crew is overweight at the weighing the penalty will be disqualification from all races on that day. A boat crew can be weighed more than once during a regatta.

13.1. The following may be fitted or carried:

- Electronic or mechanical timing devices.
- Tactical and navigational instruments and charts.
- Below-decks spinnaker bags, rollers, guides and retrieval gear of optional design. d) A jib hobble system.
- Cleats for gennaker sheets.
- A batten not to exceed 150mm added to the end of the bowsprit as a preventer for the gennaker sheet.



- Sheet-tail bags and winch-handle holders fitted to the sides of the cockpit.
- Footrests supplied by the LBM and fixed to the cockpit floor. Location is optional.
- Non-slip material on deck or bowsprit to promote safe movement.
- Protective plates attached to the deck under the gennaker turning blocks.
- An anti-chafe protective sleeve over the boom vang system.
- Padding on the lower lifelines.
- Tubing on the upper lifelines forward of the shrouds to protect the spinnaker.
- Lashing, tape and other anti-chafe gear on the hull, rig or sails.
- Mooring lines, fenders, spare lines, spare equipment, tools, sail bags, storage bags and other personal items that provide no sailing performance advantage.
- Portable toilet.
- Take up wheel for gennaker sheets, spinnaker retrieval line and all halyards.

13.4. Owners with significant physical disabilities may apply to the Executive Committee for a written dispensation to allow specific adaptations to be fitted to the boat.

Section D - Rig

20.3. Tension gauges shall not be used on running rigging.

Section E – Sails

21.2 A Cape 31 yacht, in a class event, may select sails for the day prior to leaving its berth, the sails shall remain the same for all races that day.

22.4. **MODIFICATIONS, MAINTENANCE AND REPAIR.** Cape 31 declared sails may be repaired or modified without being considered a new sail provided no more than the allowable percentage of the original area of the original sail (so when first declared) is replaced with new material and must also comply with class dimensions. Approval shall be sought from the class measurer prior to carrying out any sail repair or any modification, whether during or before or after events. The class measurer may relax or set additional conditions to facilitate a practical balance between control and sail maintenance. Maximum sail area % of the 'original' sail allowed to be changed: Mainsail 20%, Headsail 20%. Should a sail be destroyed during a regatta, the owner of the yacht or a representative from that yacht may apply to the Ex comm for a replacement sail to be registered in place of the destroyed sail.

22.5. **SAIL LIMITATION** In addition to a base inventory listed in 21.1 when a Cape 31 is delivered new, or on an older Cape 31 which may have any number of existing sails. Each Cape 31 yacht is permitted;



- a Mainsail
- 3 jibs larger than a heavy weather jib per calendar year (January 1-December 31).

These sails to be used in Cape 31 Class events, there is no limit on gennakers or heavy weather jibs.

Cape 31 owners who compete in more than 6 official class events in more than one NCA Territory may apply to the Ex Comm for 2 further buttons for the calendar year.

22.7. CERTIFICATION. All declared sails will be certified with class supplied marking.

25. GENNAKERS

25.1 A maximum 3 Gennakers may be carried on board while racing. There is no cloth weight limit or minimum size for these sails.

A gennaker retrieval line may be attached to the sail.

No furling sails allowed in class events.

Only sails classed as a spinnaker shall be flown from the bowsprit in class events.

BS 2 Keel and Bulb

The keel shall be supplied and installed as per the builders instructions.

The weight of the keel, including the carbon keel fin, keel bulb, fin-to-bulb attachment pins, primer and paint, and two M20 keel locking bolts shall be between 706 and 712 kgs.

This shall be measured on a class supplied or approved load cell.

AP1 Support Boats

RIBS: Support boats are not permitted during regatta events to provide assistance during a race day other than for family/spectator purposes. This includes transferring crew, food/drinks or sails before or between races and after the completion of racing for the day before the boat has returned to their berth.

- This rule may be amended by a Notice of Race or permission requested from the Cape 31 Class for dispensation. (e.g., To allow an Owner('s) to transfer to and from the boat using a support boat.) Except in emergency, while racing under these Class Rules:
- Individual support boats shall not have contact of any nature either by radio, telephone, data transfer, vocal signal, visual signalling of any kind i.e. tactical placement, flags and/or different colours of clothing, or the transfer of equipment or supplies from the time the boat leaves the dock each day until the boat has returned to her berth.
- Individual support boats shall not approach closer than 100 metres to any 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.
- At the Warning Signal individual 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.
- Infringements of this 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 Jury.



AP5 Class Logo

The Cape 31 Class Logo shall be in a contrasting colour to the sail and within 25% of the luff length from the head.

AP6 Bow Numbers

When Bow Numbers are required by Notice of Race (NOR) for Cape 31 Class one design race events, the bow numbers shall conform to the class standards.

Bow Numbers shall correspond to the Hull Number.