

Round Two - Cape 31 MED Circuit - Bonifacio 4th-6th June 2026



Notice of Race ('NoR')

The Organising Authority ('OA') is the Bonifacio Mar in conjunction with the MED Cape 31 Regional Class Authority.

The notation 'NP' means the provision is not subject to protest by a boat and for which the Protest Committee may refuse to conduct a hearing (changes RRS 60.1 and 63.2(a)).

The Cape 31 MED Race Circuit 2026, termed as 'the Circuit', is composed of a series of race weekends which are termed as 'Rounds' for the purpose of this NoR.

A term in *italics* refers to a definition in the World Sailing Racing Rules of Sailing 2025 - 2028 ('RRS') and other than a title, a term in **bold** refers to a definition in the World Sailing Equipment Rules of Sailing 2025 - 2028 ('ERS').

1. Rules

- 1.1. The Circuit and the individual Rounds forming the Circuit shall be governed by the *rules* as defined in the Racing Rules of Sailing 2025-2028.
- 1.2. The Circuit and the individual Rounds forming the Circuit shall be governed by the Equipment Rules of Sailing 2025-2028.
- 1.3. The Circuit 'Notice of Series' posted on the Official Notice Board for the Circuit ([Circuit ONB](#)) shall apply.

- 1.4. As part of the registration process, the OA requests from each participating boat a declaration of the boat's insurance company stating that the boat has a valid certificate of insurance including third party cover with a minimum value of Euro 1,500,000.00 per accident, including cover for racing and taking into account the value of the boats racing and the measure of damages likely to arise in the event of an accident. For the Support Boats see NoR 25.4.
- 1.5. Appendix UF will apply.

2. Sailing Instructions

The Sailing Instructions ('SIs') shall be available by 11th May. The SIs shall be posted on the Official Notice Board ('ONB') for this Round.

3. Communication

- 3.1. The ONB for the Circuit shall be online available at [Circuit ONB](#).
- 3.2. The ONB for this Round shall be online and available at <https://cms.cape31class.com/racing/regatta/bonifacio-2026>.
- 3.3. In additions to notices on the ONB, communications with competitors shall be made via a Circuit Messaging System which shall be done via WhatsApp which can be joined with the following joining [link](#).
- 3.4. At least one representative from each boat entering the Circuit shall join and monitor the Messaging System. This shall be monitored at least weekly between events and on race days between 09:00 and 10:00 on race days and before coming ashore after the last race of each day.
- 3.5. The Messaging System shall be used by the Organising Authority to give general updates between and during Rounds as well as by a *Committee* or *Committees* during a Round to give updates on intentions, timings and other instructions required by the *rules*.
- 3.6. Competitors may seek clarity from the Organising Authority or ask questions by emailing team@cape31class.com. Questions and associated Answers related to the Circuit or this Round will be posted on the relevant ONB.

4. Eligibility and Entry

- 4.1. This Round is open to boats of the Cape 31 Class which comply with section B of the '2026 Cape 31 International One Design' **Class Rules**.
- 4.2. The Circuit is also open to Charterers which charter a boat that complies with section B of the '2026 Cape 31 International One Design' **Class Rules** and which hold a valid membership to the Class Association as per **Class Rule A.12.1**.

- 4.3. Eligible boats may enter by completing the online registration by following this [link](#) and paying the entry fee in the Notice of Circuit as well as the Round fee for this Round 2.
- 4.4. To be considered an entry, a boat shall complete online registration and pay relevant fees by 4th May.
- 4.5. At its sole discretion, the MED Cape 31 Regional Class Authority may accept 'late' entries being those that wish to compete but have missed the deadline above.

5. Fees

5.1. The entry fee for this event is €2000 and is payable by Bank transfer. This includes:

- 5.1.1. Race Committee, Committee Boat & RIBs
- 5.1.2. Umpire RIBs & Media RIB
- 5.1.3. Dockage for Cape 31 - Monday 1st June-Monday 8th June
- 5.1.4. Full Social Programme
 - 5.1.4.1. Crew Party at the Citadel
 - 5.1.4.2. Morning Coffee
 - 5.1.4.3. After race refreshments

**5.2. YACHT CLUB DE BONIFACIO CHEZ WILFRID POLOME 9 DOMANI E ED L
ALVI I 20169 BONIFACIO,
IBAN: FR76 3000 3002 5900 0372 6060 750
BIC: SOGEFRPP**

Please specify as subject: Cape 31 Med Round 3 – Boat Name

6. Crew Limitations

Not used. See **Class Rule** C.2

7. Advertising

- 7.1. Boats shall display advertising chosen and supplied by the Organizing Authority,
- 7.2. Event advertising (as described in World Sailing Advertising Code) that a boat is required to display shall be set out in the SIs.

8. Qualifying Series and Final Series

Not used.

9. Schedule

- 9.1. The following is the intended schedule

Event	Date	Time
Crew Party	4th June	Time TBC
Races 1, 2 and 3	4th June	1200 Followed by After Race Refreshments
Races 4, 5 and 6	5th June	TBC Followed by After Race Refreshments
Races 7, 8 and 9	6th June	TBC
Last Warning Signal	6th June	14.00
Prizegiving	6th June	As soon as practical after racing.

A maximum of 9 races will be scheduled with a maximum of 4 races a day.

*The RO's intended start time for the 2nd and 3rd day will be posted on the event WhatsApp Group by the SI amendment time the evening before (20:00).

10. Equipment Inspection

- 10.1. A Boat shall be subject to **Event Equipment Inspection** as detailed in the SIs.
- 10.2. 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 and Equipment

Not used. See **Class Rule C.3.**

12. Venue

12.1. The venue is Bonifacio - the race course will be the water outside Bonifacio Marina.

13. [NP] Automated OCS System.

- 13.1. The Race Committee may use the Vakaros automated OCS system.
- 13.2. Each boat shall acquire and maintain the equipment necessary as described in Appendix A.

14. Courses

- 14.1. The courses to be sailed shall be windward leeward (with an offset windward mark) and a leeward gate set from a race committee vessel.
- 14.2. In addition, a mark "WI" may be laid to leeward of the windward mark which must be rounded/passed to port. This mark is intended to prevent congestion at the windward mark from boats on the port layline.
- 14.3. Smart marks may be used.

15. Umpiring

- 15.1. Races may be umpired.

16. Penalty System

- 16.1. The first two sentences of RRS 44.1 are changed to: "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or RRS 31 in an incident while racing.
- 16.2. In RRS 44.2 insert after the first sentence: "However, on a windward/leeward course, if Mark 1a (windward spreader mark) is set, a boat shall take a penalty for an incident in the zone around Mark 1 or on the leg between Mark 1 and Mark 1a, as soon as possible after leaving the zone around Mark 1a".
- 16.3. For breaches of any rule, other than a rule of RRS part 1 and 2 the penalty shall be at the discretion of the protest committee unless the penalty is stated in the rule itself. The penalty shall be applied to all races in which the rule was broken. The protest committee shall be guided by the World Sailing Discretionary Penalty policy forming part of the World Sailing Jury Policies found on the World Sailing website (https://media.sailing.org/sailing/wp-content/uploads/2025/07/15105050/Discretionary_Penalty_Guidelines_150725.pdf), as may be amended by World Sailing.

17. Scoring

If less than 5 races are completed and scored, a boat's Series score shall be equal to the sum of her race scores. If 5 or more races are completed and scored, a boat's Series score shall be equal to the sum of her race scores excluding her worst.

18. Support Person Vessels

- 18.1. See **Class Rule** C.8.

18.2. In addition to the **Class Rules**, *Support Person Vessels* shall carry appropriate marine VHF equipment to be able to receive communications on the channels used by the *Committee(s)* detailed in the SIs and channel 16 to facilitate compliance with RRS 37 – Search and Rescue Instructions.

19. Chartered or Loaned Vessels

Not used.

20. Berthing

Boats shall berth as directed by the Organizing Authority.

21. Haul-Out Restrictions

21.1. See **Class Rule C.5.7**.

21.2. In addition to the **Class Rules**, boats shall be afloat in their designated berth by 17:00 on the day before the first scheduled race.

22. Diving Equipment and Plastic Pools

Not Used.

23. Data Protection

The personal information you provide to the organizing authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the organizing authority's privacy policy. When required by the rules, personal information may be shared with the National Authority, your national authority and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published and made publicly available.

By participating in this event, competitors automatically grant to the Organizing Authority unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, photographs, video footage, and audio recordings taken of them prior to, during, and after the event without compensation.

24. Risk Statement

24.1. 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:

- 24.1.1. 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.
- 24.1.2. They are responsible for the safety of themselves, their **crew**, their boat, and their other property whether afloat or ashore.
- 24.1.3. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- 24.1.4. Their boat is in good order, equipped to sail in the event and they are fit to participate.
- 24.1.5. The 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.
- 24.1.6. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- 24.1.7. 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 any safety briefing held for the event.

25. Insurance

- 25.1. The OA requests from each participating boat a declaration of the boat's insurance company stating that the boat has a valid certificate of insurance including third party cover with a minimum value of Euro 1,500,000.00 per accident, including cover for racing and taking into account the value of the boats racing and the measure of damages likely to arise in the event of an accident.
- 25.2. The responsibility to hold adequate insurance cover for Third Liability and Third-Party Insurance (Property and Persons) is to the owners or the skippers alone.
- 25.3. The OA is not responsible for verifying the status or validity of insurance certificates.
- 25.4. Support boats shall register at the race office during registration and collect the support boat identification flag at the race office during registration on 22 April. The support boat identification flag shall be displayed throughout the period starting one hour after the completion of registration and ending one hour after the finish of the last race of the regatta. The OA requests from each support boat a declaration of the boat's insurance company stating that the boat has a valid certificate of

insurance including third party cover with a minimum value of Euro 1,500,000.00.

26. Prizes

- 26.1. Prizes will be awarded for the 1st, 2nd and 3rd overall 'Open' and 1st 'Corinthian' team..
- 26.2. Additional prizes may be awarded at the discretion of the Organising Authority.
- 26.3. For the purpose of 26.1 and 26.2, a Corinthian entry is a boat with no more than 1 **crew** on board which does not hold a valid World Sailing Category 1 Categorization as per the World Sailing Categorization Code.
- 26.4. For the purpose of 26.3, where **crew** have made a genuine timely effort to obtain a Category 1 Categorization but have been unable to due to the World Sailing platform, they may apply to the Organizing Authority and the Organizing Authority may accept that **crew** as holding a Category 1 status. Where the Organizing Authority accepts such **crew**, the **crew** shall obtain and confirm to the Organizing Authority that Categorization as soon as reasonably practical after the event.

27. Further Information

For further information emails may be sent to team@cape31class.com

Appendix A - Vakaros and RaceSense System

1. Each boat shall have a working Vakaros Atlas 2 or Atlas Edge configured for RaceSense at check-in. This shall be mounted as required by the OA or class at all times while racing.
2. Boats shall calibrate their Atlas 2 or Atlas Edge before registration/check-in. It is the responsibility of the **crew** to ensure their device remains in proper calibration throughout the event.
3. The Vakaros RaceSense system will be used by the Race Committee (RC) and the relevant information will be available to all boats.
4. Instructions for using the electronic Atlas 2 can be found here [Atlas 2 User Guide](#) or AtlasEdge can be found here [Atlas Edge User Guide](#)
5. **Crew** shall take all reasonable measures to keep the Atlas 2 or Atlas Edge safe and operational and promptly notify Vakaros staff on the water or ashore of any device issues.
6. The countdown to the start on the Atlas 2 or Atlas Edge from RaceSense will be the official time. Signal flags will only be used for information purposes. This changes RRS 26.
7. The visual identification of boats infringing RRS 29 and 30 by the RC is replaced with electronic identification through the Vakaros RaceSense system, modifying RRS 29.1, 30.1, 30.2, 30.3, and 30.4.
8. Any alleged failure of the Atlas 2 or Atlas Edge, RaceSense system, or communication systems will not constitute grounds for request redress by a boat or the Protest Committee. This changes RRS 61.1(a), 61.1(c).
9. If the RC vessel displays flag Oscar with a long sound signal before the warning signal of a race, 6 and 7 inclusive will not apply to that race.
10. If the RC vessel displays flag Romeo with a long sound signal before the warning signal of a race, **Crew** shall restart their Vakaros Atlas or Atlas Edge unit by switching it off, waiting 10 seconds and then switching it back on to reconnect to the RaceSense network. Flag R will remain displayed for a minimum of 2 minutes and will be removed with the next warning signal.
11. If firmware updates to Atlas 2 or Atlas Edge devices are required between scheduled race days, notice will be sent to all boats via email and/or SMS and or the Regatta What's App Group.