



2025 CAPE 31 EUROPEAN CHAMPIONSHIP

15 – 19 October 2025

Palma, Spain

SAILING INSTRUCTIONS ('SIs')

The Organising Authority ('OA') is the Real Club Nautico De Palma (RCNP) in conjunction with the Cape 31 Class Association.

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

A term, other than in a title in *italics* is a definition in the Racing Rules of Sailing 2025 – 2028 and a term in **bold** is a definition in the Equipment Rules of Sailing 2025 -2028.

1 RULES

- 1.1 The event is governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 [NP] Due to safety reasons, the use of aerial drones is forbidden in the club and its surrounding areas (Reglamento de Ejecución UE 2019/947 and RD 1036/2017). The use of drones will be allowed in the racing area only if the operator holds the required authorisations and has registered at the Race Office before 10:00 hours on the day of operation. Any drone flown without authorisation and recognised by the Race Committee will be reported to the concerned authorities.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SIs will be posted two hours before the scheduled time of the first warning signal on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 See NoR 3.1 for the location of the Official Notice Board.
- 3.2 The race office is located at Sala Magna of the main building. (Appendix 2).
- 3.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 69.
- 3.4 The following communications may be made by the race committee on VHF: location of race committee vessel, alternate preparatory signals, courses, postponement, abandonment, starting signals, and recalls. A boat may not request redress based on the race committee's failure to make such a communication, this changes RRS 61.1(a).
- 3.5 If a change of VHF channel becomes necessary, the new channel will be communicated on VHF channel 71 and via the Event Messaging System.

4 [NP] CODE OF CONDUCT

- 4.1 Competitors and support persons shall comply with all reasonable requests from a *committee*.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the Main Flag Pole (MFP) located on the main terrace of the Club house by the swimming pool (Appendix 2).

When signal AP is displayed ashore, the warning signal for the next race shall not be displayed within 60 minutes of it being removed. This changes RRS Race Signals.

6 SCHEDULE OF RACES

- 6.1 For the schedule of first warning signals of each day see NoR 9.2. An amendment to the Sailing Instructions will be made in accordance with SI 2.1 to announce the indicated start time for Friday, Saturday and Sunday.
- 6.2 12 races are scheduled, with a maximum of 4 races per day.

7 CLASS FLAGS

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

8 RACING AREA

- 8.1 The Race Area will be in the bay of Palma. Approximate position of centre of the Area is **39° 31,114 N- 002° 40,269 E**

9 COURSES

- 9.1 The diagrams in SI Appendix 1 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 warning signal, the race committee vessel will display 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.
- 9.4 As described in NoR 13.2 a mark will be laid to leeward of mark 1 (the windward mark), and this mark shall be left to port.

10 MARKS

- 10.1 Mark(s) 1p, 1Ap, 4s and 4p will be inflatable yellow. The mark described in SI 9.4 will be black..
- 10.2 New mark: inflatable red.
- 10.3 The start marks will be as per SI 12.3
- 10.4 The finish marks will be as per SI 14.1.

11 OBSTRUCTIONS

- 11.1 Not Used.

12 THE START

- 12.1 To alert boats that a race 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 is between a staff displaying an orange flag on the race committee vessel and a staff on the pin boat displaying an orange flag, or an inflatable red mark.
- 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. A boat may not request redress based on the race committee's failure to hail her number, failure of the boat to hear such a hail, or the order in which boats are hailed this changes RRS 61.1(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 35, A4 and A5.1.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 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.
- 13.2 When a change to the next leg of the course has been signalled, the race committee will

- .1 lay a new 'Change' mark;
 - .2 move the leeward gate; or
 - .3 move the finishing line and remove the original mark as soon as practicable.

In case the finishing line is moved, the race committee boat may be a RIB displaying a blue flag.

- 13.3 In case of a change of course to windward, the offset mark of each course will be repositioned and mark in SI 9.4 will not be set.
- 13.4 The race committee will provide details of any changes using VHF.

14 THE FINISH

- 14.1 The finishing line is between a staff displaying a blue flag on the race committee vessel and a buoy displaying a blue flag.

15 PENALTY SYSTEM

- 15.1 See NoR 14.

16 TIME LIMITS AND TARGET TIMES

- 16.1 The target time for each race is 50 minutes. A boat may not request redress based on the race committee's failure to meet this time this changes RRS 61.1(a).
- 16.2 The Mark 1 time limit is 30 minutes.
- 16.3 The time limit for each race is 90 minutes.
- 16.4 If no boat has passed Mark 1 within the Mark 1 time limit, or if no boat has finished within the race time limit, the race shall be abandoned. A boat may not request redress based on the race committee abandoning under this instruction. This changes RRS 61.1(a).
- 16.5 The 'Finishing Window' is 20 minutes.
- 16.6 The 'Finishing Window' is the time for boats to *finish* after the first boat *sails the course*. Boats failing to *sail the course* within the 'Finishing Window' shall be scored points equal to the place after the last boat that *sailed the course* within the 'Finishing Window', without a hearing. This changes RRS 35, A4 and A5.1.

17 HEARING REQUESTS

- 17.1 The protest time limit is 90 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 requests may be delivered online via the Official Notice Board.
- 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 on the first floor (Appendix 2). Notices of hearings will be repeated on the Event Messaging System.

18 SCORING

- 18.1 See Notice of Race 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.
- 19.2 In an emergency, boats requiring assistance should call the Race Committee on VHF area channel assigned (S.I. Appendix 4' On water Emergency Procedures').
- 19.3 While *racing*, only crew members appearing on the crew list provided by the boat during registration or any authorized change, thereafter, shall be carried on board.
- 19.4 All boats shall return only to their allocated moorings.
- 19.5 Boats arriving at a point ashore other than the assigned ones or that cannot reach the harbour on their own are requested to report immediately to:
- Real Club Náutico de Palma Telephone: 00 34 971 726848 VHF 9
 - Race Committee Telephone: 00 34 630921251 VHF 69
- 19.6 To facilitate the evacuation of an injured crew member, boats are requested to signal their position to the rescue services by using an orange smoke canister or a red or white hand flare.
- 19.7 All competitors shall carefully comply with this sailing instruction 19. SAFETY REGULATIONS. Otherwise, they can be requested to pay the expenses of search and rescue operations

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 1st scheduled warning signal and the protest time limit on the final day.
- 21.2 Notwithstanding 21.1 above, each **boat** shall be presented for pre-race inspection at its designated berth at a time booked by a representative of that boat using the booking system at the following link [Inspection booking form](#) (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 09:00 and 18:00 local time to Palma). Time slots are bookable on a first come first serve basis.
- 21.3 Each boat shall book one time slot described in SI 21.2 above, and do this before 23:59 on 14 November (Palma local time).
- 21.4 Each boat shall present its equipment as directed by the Technical Committee during its booked time slot.
- 21.5 Any boat that does not comply with SI 21.3 or 21.4 above shall be 'rejected' and shall be requested to present its equipment for pre-race inspection at another time determined by the Technical Committee.
- 21.6 **Boats** and **crew** will be randomly selected using the Class Management System for post-race inspection and crew weighing. 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.
- 21.7 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.
- 21.8 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. 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.
- 21.9 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.
- 21.10 The Technical Committee shall post a notice on the Official Notice Board with the condition boats must be presented for pre-race inspection.

22 SUPPLIED BOATS

- 22.1 Not used.

23 OFFICIAL VESSELS

23.1 The official boats will be identified by displaying flags as follows:

Race Committee	Orange flag
International Jury	White flag with a "J"
Technical Committee	White flag with a "M"
Media	White flag with "Press"

24 SUPPORT TEAMS

24.1 All support vessels shall carry a marine VHF radio capable of receiving and transmitting on all international channels including the channels indicated in these SIs.

24.2 All support vessels must register at the race office during the registration confirmation period.

25 TRASH DISPOSAL

25.1 Trash shall be placed in the appropriate containers when the boats return ashore.

26 BERTHING

26.1 Not used.

27 HAUL-OUT RESTRICTIONS

27.1 Not used.

28 DIVING EQUIPMENT AND PLASTIC POOLS

28.1 Not used.

29 PRIZES

29.1 Prizes will be awarded as soon as possible after the racing on the last day at the main hall of the club's main building (Appendix 2).

30 RISK STATEMENT

- 30.1 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:
- 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 or omissions.
 - d. Their boat is in good order, equipped to sail in the event and they are fit to participate.
 - e. 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.
 - f. The 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 any safety briefing held for the event.

31 INSURANCE

- 31.1 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.

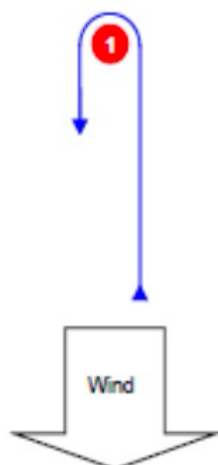
32 (NP) LOCAL MARINE REGULATIONS

- 32.1 The Real Decreto 62/2008 states the conditions of maritime safety, navigation and life at sea applicable to nautical sports events.
- 32.2 Competitors are alerted that boats can only participate if they are dispatched in accordance with the administrative regulations for navigating the waters where the race will be sailed.
- 32.3 Competitors must declare, with adequate prior to the beginning of the event, the insurances subscribed to participating in nautical sports events, including the risks covered and the liability limits as required in the Notice of Race.
- 32.3 The Real Club Nautico de Palma informs all participants that it holds a third-party liability insurance policy of 6.000.000 euros. It is each boat's responsibility to be in possession of the complementary insurances it deems convenient, besides the requirements of the Notice of Race and these SIs.

Appendix 1 – Course Illustrations

Course Illustrations – Windward Leeward

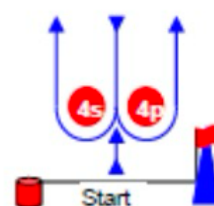
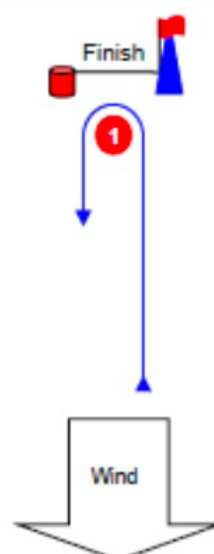
L



Course: Leeward finish

Signal	Mark Rounding Order
L2	Start – 1 – 4s/4p – 1 – Finish
L3	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – Finish
L4	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 4s/4p – 1 – Finish

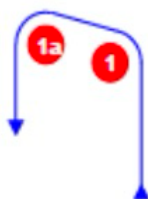
W



Course: Windward Finish

Signal	Mark Rounding Order
W2	Start – 1 – 4s/4p – Finish
W3	Start – 1 – 4s/4p – 1 – 4s/4p – Finish
W4	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 4s/4p – Finish

LA / WA



Course: Windward/leeward with offset mark 1a

Signal	Mark Rounding Order
LA2	Start – 1 – 1a – 4s/4p – 1 – 1a – Finish
LA3	Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – Finish
LA4	Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – Finish
WA2	Start – 1 – 1a – 4s/4p – Finish
WA3	Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – Finish
WA4	Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – Finish

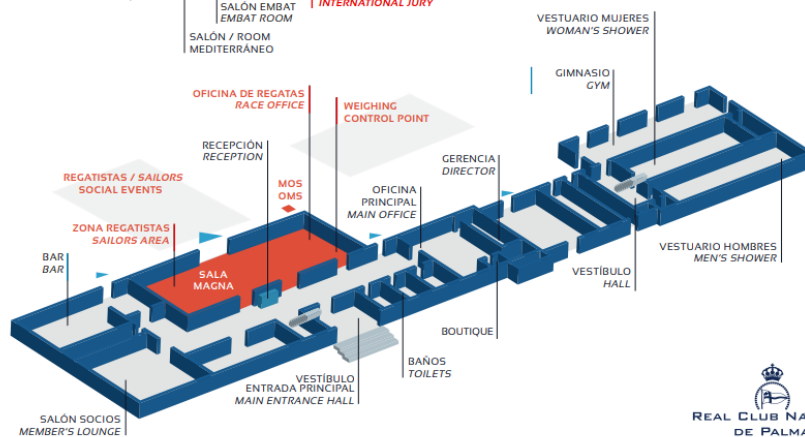
APPENDIX 2. FACILITIES.



PRIMERA PLANTA
FIRST FLOOR



PLANTA BAJA
GROUND FLOOR



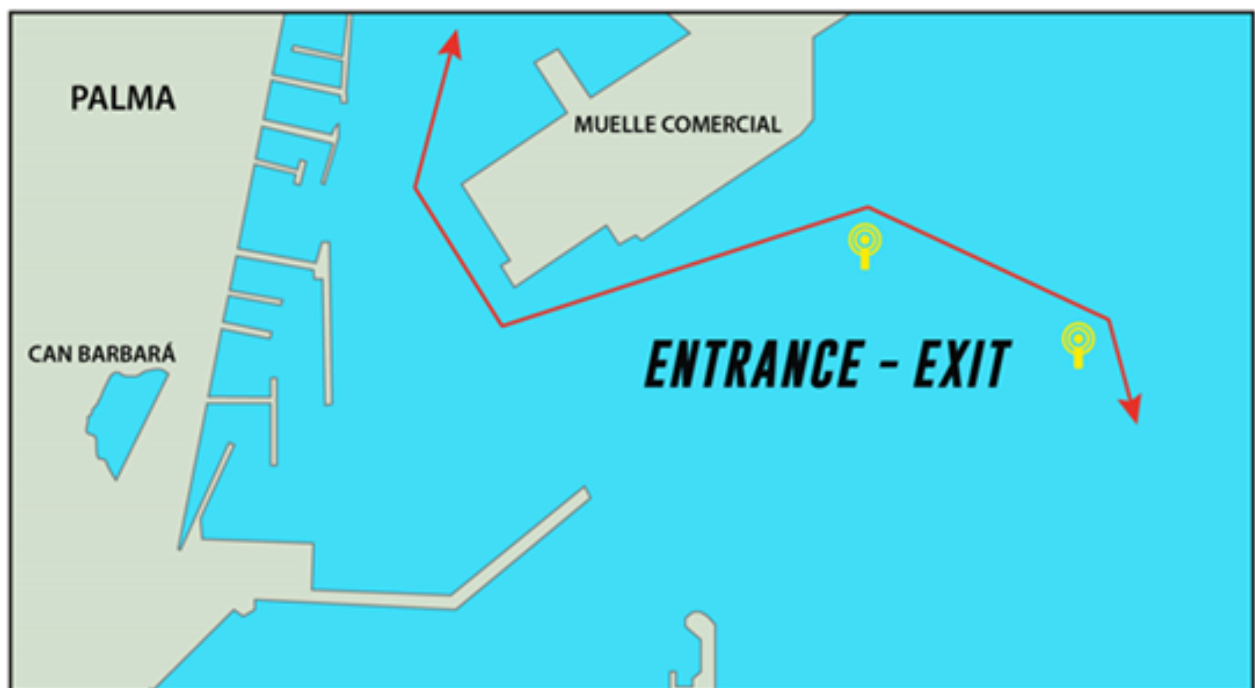
APPENDIX 3. ENTRANCE AND EXIT OF THE PORT OF PALMA

To enter and exit the port of Palma and with the intention to not interfere with the commercial traffic, the Palma Pilots, have requested the participants their maximum collaboration and attention.

For this purpose an entrance and exit channel has been established for all the participants, (see diagram).

We kindly request you not to interfere with the commercial ferry traffic whilst hoisting and/or lowering the sails, remaining clear ahead from the entrance/exit of the port.

We also inform you that the entrance and exit channel will be surveyed by organization and pilot Boats. Please follow their instructions.



APPENDIX 4. EMERGENCY PROCEDURES AT SEA

Organizing Committee has established these emergency procedures to provide assistance in the event of an emergency at sea, including injuries requiring medical assistance. We also have emergency numbers in case there is an accident or injury on shore.

1. Contact the Race Committee immediately on the VHF channel in the assigned area or by cell phone to the safety coordinator +34. 630 921251
2. Identify your boat, the nature of the emergency (type of injury, number of people injured), and the position of your boat.
3. The Race Committee will alert the safety boats on the water and may direct you to another VHF channel or mobile phone for further communication.
4. Proceed at best speed to a designated meeting point as directed.
5. Depending on the nature and severity of the injury, should this be the emergency, safety boat personnel may come aboard your boat to administer aid, evacuate the injured party and/or re-direct you for transfer of the injured person.
6. You are asked to cooperate fully with the Race Committee, Maritime Rescue Authorities and emergency personnel. Please take the time to review these procedures with your crew prior to the race.

EMERGENCY AND MEDICAL NUMBERS

Real Club Náutico de Palma	+34.971 72 68 48	VHF 77/72/09
Race Committee	+34 630924251	VHF 69
Safety coordinator at shore	+34 629 923 996	VHF 09
Maritime Safety Coordination Centre	+34.971.72.45 62 900 202 202	VHF 10 / 16
Spanish Central Emergencies Response	112	