

Cape 31 Med Round 3 - Bonifacio

4th-6th June 2026



SAILING INSTRUCTIONS ('Sis')

The Organising Authority (OA) is the Yacht Club Bonifacio in conjunction with the MED Cape 31 Regional Class Authority

The notation '[NP]' in a rule of the Sailing Instructions (SIs) means that a boat may not protest another boat for breaking that rule and for which the Protest Committee may refuse to conduct a hearing (changes RRS 60.1 and 63.2(a)).

1. RULES

The event is governed by the rules as defined in the Racing Rules of Sailing 2026-2028 (RRS).

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SIs will be posted before 09:00 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.
- 2.2 Changes to the SIs not only the schedule will be made as per #3.2 and #3.3 of the NoR.
- 2.3 Changes to the SIs may be made also on the water by announcement over VHF and confirmed, if practicable, via the Event Messaging System (WhatsApp).

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 See Notice of Race #3 regarding the Official Notice Board and Event Messaging system.
- 3.2 The race office is located in Bonifacio Marina - map in .
- 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 on VHF: location of race committee vessel, alternate preparatory signals, courses, postponement, abandonment, starting signals, individual recalls and general recalls.
- 3.5 If a change of VHF channel becomes necessary, the new channel will be communicated on VHF channel 72 and, if practicable, via the Event Messaging System.

4 (NP) CODE OF CONDUCT

- 4.1 Competitors and support persons shall comply with all reasonable requests from OA and Committees.
- 4.2 Boats are required to display the flags provided by the OA as indicated in Appendix A of these SIs

5 SIGNALS MADE ASHORE

Signals made ashore will be displayed on the flagpole at the harbour office close to the Paddock. The display or removal of signals will be broadcast on the race committee channel.

When the AP flag is displayed ashore, '1 minute' is replaced with 'not less than 75 minutes' in the race signal AP. This changes RRS Race Signals, AP.

6 SCHEDULE OF RACES

- 6.1 For the schedule of first warning signals of each day see Notice of Race #9.1. An amendment to the Sailing Instructions will be made in accordance with SIs #2 to announce the indicated start time for Day 2 and Day 3 of racing.
- 6.2 9 races are scheduled, with a maximum of 4 races per day.

7 CLASS FLAGS

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

8 RACING AREA

The Racing Area will be in the waters outside the Marina of Bonifacio

9 COURSES

- 9.1 The diagrams in SIs Addendum A show the course(s), including the

approximate angles between legs, the order in which marks are to be rounded/passed, 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 leave the remaining mark to port.

10 MARKS

- 10.1 Robotic Marks are as follows:

- Mark 1 - Cylindrical Robotic

- Mark 1a - Cylindrical Robotic

- Mark WI - Cylindrical Robotic

- Marks 4s and 4p - Cylindrical Robotic

- 10.2 In the event marks 1, 1a and WI require changing, the original marks will be moved to the new positions.
- 10.3 The starting marks will be the race committee vessel displaying an orange flag, and an outer distance mark which will be a Cylindrical Red Robotic Mark.
- 10.4 The finishing marks will be the race committee vessel displaying a blue flag and an outer distance mark which will be Cylindrical Red Robotic Mark.

11 AUTOMATED OCS

- 11.1 The Race Committee intends to use an Automated OCS system as described in the Notice of Race Appendix A.
- 11.2 The countdown to the start of each race displayed on a boat's automated OCS hardware (Atlas 2 or Atlas Edge) shall be the official time. Signal flags may be used for information purposes. This changes RRS 26.
- 11.3 The visual identification of boats infringing RRS 29 and 30 by the Race Committee with Flag X is replaced with electronic identification through the Vakaros RaceSense system, modifying RRS 29.1, 30.1, 30.2, 30.3, and 30.4. Signal flags may be used for information purposes.
- 11.4 Any alleged failure of the Atlas 2 or Atlas Edge, RaceSense system, or communication systems shall not be grounds for request for redress by a boat or the Protest Committee and *the Protest Committee may refuse to conduct a hearing for such requests*. This changes RRS 61.1(a), 61.1(c) and 63.2(a).
- 11.5 If the Race Committee vessel displays flag Oscar with a long sound signal before the warning signal of a race, Sis #11.2 and #11.3 shall not apply to that race.

- 11.6 If the Race Committee 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.

12 THE START

- 12.1 Races will be started using RRS 26 with the warning signal made five minutes before the starting signal.
- 12.2 To alert boats that a race will begin soon, the orange starting line flag will be displayed with a sound signal not less than five minutes before a warning signal is displayed.
- 12.3 The starting line is defined as being between a staff displaying an orange flag on the race committee vessel and the windward side of the starting mark.
- 12.4 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. Failure to hail her number, failure to hear such a hail, or the order in which boats are hailed shall not be grounds for request for redress by a boat and the Protest Committee may refuse to conduct a hearing for such requests. This changes RRS 29.1, 61.1(a) and 63.2(a).
- 12.5 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start by the Race Committee without a hearing. This changes RRS A5.1

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 The race committee may change a leg of the course by the greater of up to ten degrees in bearing and/or 100m in length without a signal. This changes RRS 33.
- 13.2 The race committee will provide details of any signalled changes using VHF.

14 THE FINISH

The finishing line is between a staff displaying a blue flag on the race committee vessel and the windward side of the finishing mark.

15 PENALTY SYSTEM

WS Appendix UF will be used (attached to these SI).

16 UMPIRE OBSERVATION

Not used.

17 TIME LIMITS AND TARGET TIMES

- 17.1 The target time for each race is 45 minutes. Failure to meet this time shall not be grounds for request for redress by a boat and the Protest Committee may refuse to conduct a hearing for such requests. This changes RRS 61.1(a) and 63.2(a).
- 17.2 The Mark 1 time limit is 30 minutes.
- 17.3 The time limit for each race is 90 minutes.
- 17.4 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. This shall not be grounds for request for redress by a boat and *the Protest Committee may refuse to conduct a hearing for such requests*. This changes RRS 61.1(a) and 63.2(a).
- 17.5 The 'Finishing Window' is 20 minutes.
- 17.6 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 "TLE" (points equal to the place after the last boat that *sailed the course* within the 'Finishing Window') without a hearing. This changes RRS 35, A5.1, A5.2 and A10.

18 HEARING REQUESTS

See Appendix UF #5.2

19 SCORING

See Notice of Race #17.

20 [NP] SAFETY REGULATIONS

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.

21 REPLACEMENT OF CREW OR EQUIPMENT

Not used.

22 [NP] EQUIPMENT INSPECTION

- 22.1 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.
- 22.2 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 event 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. In addition, 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.
- 22.3 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.
- 22.4 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.
- 22.5 At least one member of the crew shall monitor the Event Messaging System before returning ashore to establish if their boat has been selected for inspection or weighing.

23 SUPPLIED BOATS

Not used.

24 OFFICIAL VESSELS

- 24.1 The Race Committee vessel will be identified by a Yacht Club Bonifacio burgee.
- 24.2 Service vessels will be identified by a white flag with the letter "Yacht Club Bonifacio Organisation Flags".
- 24.3 The Umpires will display FLAG "JURY".
- 24.4 MEDIA will display FLAG "MEDIA".

25 SUPPORT TEAMS

All support vessels shall carry a VHF radio capable of receiving and transmitting on all marine channels including the channels indicated in these SI's.

26 TRASH DISPOSAL

Trash may be placed aboard official vessels.

27 BERTHING

Not used.

28 HAUL-OUT RESTRICTIONS

Not used.

29 DIVING EQUIPMENT AND PLASTIC POOLS

Not used.

30 PRIZES

Prizes will be awarded as soon as possible after the racing on the last day at the regatta village.

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 organiser 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.

31.1.7 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.

32 INSURANCE

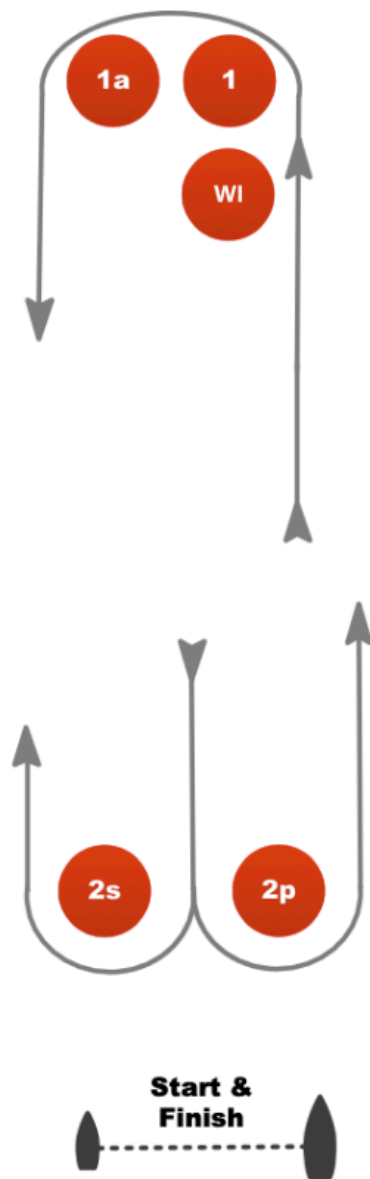
32.1 The OA requests from each participating boat a declaration of the boat's insurance company stating that the boat has a valid certificate of insurance including third party cover with a minimum value of Euro 1,500,000.00 per

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.

- 32.2 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.
- 32.3 The OA is not responsible for verifying the status or validity of insurance certificates.
- 32.4 Support boats shall register on the dedicated section of the entry form 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.

Addendum A - Course Illustrations

LA	COURSE: WINDWARD / LEEWARD
Signal	Mark Rounding Order
LA2	Start - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - Finish
LA3	Start - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - Finish
LA4	Start - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - Finish



Appendix A - Flags Ashore:



Appendix B



APPENDIX UF

UMPIRED FLEET RACING

2026 Cape 31 MED Circuit Edition

Version: February 2026 / still to be updated depending World Sailing Annual Conference

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 20.3(d)(ii) on the condition that only the provided options are used and the Event or Stage complies with the following limits:

- 1. Max fleet size of 25 boats*
- 2. Max ratio of umpire vessels: boats being 1:5, with the recommended ratio of 1:3, especially when umpiring a fleet of equal performance or when a course construction spreads a fleet across a large area.*
- 3. If an Organising Authority wishes to use UF when the max fleet size or max ratio exceeds these limits, then it must get prior World Sailing approval. Requests are to be sent to: rules@sailing.org.*

These limits apply to the number of boats in the fleet based at the start of the event or stage. An Organising Authority or Race Committee will not intentionally manipulate the event or stage in order to circumvent these limits.

*An Organising Authority whose fleet exceeds these limits may choose to use 'Umpire Observation'. Standard sailing instruction language for this is available at **www.sailing.org/racingrules**.*

This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'

UF1.2 Add to rule 2: 'When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.'

UF1.3 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.'

UF1.4 Renumber text of rule 14 to 14.1 and add

14.2 When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident. The minimum penalty to be applied in such a case is 2 points (3 in case of serious damage)..

14.3 When there is contact between hulls, bowsprit, stanchions, pulpit, pushpit, mainsail, spars or standing rigging, the umpires may, without a hearing, impose a scoring penalty of 1 point on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of 0,5 points on other boats if they consider that these boats contributed to the contact.

UF1.5 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for 'Room to tack', repeatedly and clearly pointing to windward; and
- (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.6 Rule 70.1 is replaced with: A *party* to a hearing may only appeal a protest committee decision or its procedures, but not the facts found, under rule 69 to the national authority, except when rule 70.3 applies.

UF1.7 Rule 70.2 is deleted.

UF1.8 Test rules

- (a) The definition *Mark-Room* is changed to:
Mark-Room Room for a boat to sail no farther than her *proper course* to round or pass the *mark* on the required side.

(b) Rule 17 is deleted.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE

28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next *mark* or crossed the finishing line to *finish*.

UF2.2 Rule 31 is changed to:

31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat's hull, bowsprit or stanchions shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

UF2.3 Rules P1 to P4 shall not apply.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 Rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused injury or serious damage), rule 31 or rule 42. However,

- (a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31;
- (b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire'

UF3.2 A penalty in rule 44.2 is a 'One-Turn Penalty'.

UF3.3 On the Water Protests by Boats and Penalties

- (a) While *racing*, a boat may protest another boat under a rule of Part 2 (except rule 14) for an incident in which she was involved, under rule 31, or rule 42 by conspicuously displaying a RED flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An

umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat
 - (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6,an umpire may penalize her without a protest by another boat by signalling in accordance with rule UF3.5(b), or UF3.5(c). If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.
- (b) An umpire who decides, based on their own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.1. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.
- (c) When a boat fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c).

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) is no longer *racing* and shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 After boats have finished, the race committee will inform competitors

about the finishing position by the "Cape 31 Class Management System" at <https://cms.cape31class.com/core/index>.

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF5.2 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

Does not have to display a red flag or hail protest, and shall inform the race committee by VHF immediately after her finishing.

UF5.3 The race committee will promptly inform the protest committee and any protested boat about any protests or requests for redress made under rule UF5.2.

UF5.4 The race committee will not protest a boat.

UF5.5 The technical committee will only protest a boat under rule 60.1 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event.

UF5.6 The time limit defined in rule UF5.2 also applies to protests under rule UF5.4 and UF5.5 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.7 Hearings

Except for a hearing under rule 69.2

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the parties and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) Protest Committee decisions that change the score of one or more boats shall be communicated to all boats.
- (e) If the protest committee decides to have a formal redress hearing

all teams will be invited as parties to the hearing.

- (f) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.

UF5.8 Rule 60.5 is deleted and replaced with: 'If the protest committee decides that a boat has broken a rule and was not exonerated, it may impose penalties other than disqualification (including imposing no penalty). If a boat has broken a rule when not racing, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'

UF5.9 Rule 63.7(b) is changed to 'A *party* to the hearing may not request a reopening.'

UF5.10 Rule 61.4(b)(1) is deleted.