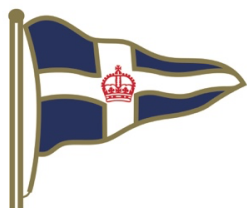


Cape 31 UK Round 6 Vice Admirals Cup

5 - 7 September 2025



SAILING INSTRUCTIONS ('SIs')

Re-Issued 2 September to correct locations of hearings and prizegiving, both corrections highlighted in **green**.

Friday 5 September	Saturday 6 September	Sunday 7 September
HW Portsmouth 10:16 BST (3.9m)	HW Portsmouth 10:58 BST (4.2m)	HW Portsmouth 11:33 BST (4.5m)

The Organising Authority (OA) is the Royal Thames Yacht Club (RTYC) in conjunction with the UK 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. This changes RRS 60.1.

In these SIs the Circuit Notice of Race refers to the Notice of Race published on the Official Notice board for the 2025 Cape 31 UK Race Circuit (<https://cms.cape31class.com/racing/series/8>) and the Round Appendix refers to the Notice of Race published on the Official Notice board for this Round (<https://cms.cape31class.com/racing/regatta/52>).

1 RULES

- 1.1 The event is governed by the rules as defined in the Racing Rules of Sailing (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 may be made on the water by announcement over VHF as well as confirmation of the change via the Event Messaging System.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 See Circuit Notice of Race 3 regarding the Official Notice Board and Event Messaging system.
- 3.2 The race office is located at the Royal Thames Shoreside premises In Cowes.
- 3.3 On the water, the race committee intends to monitor and communicate with

competitors on VHF radio channel 06.

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.

3.5 If a change of VHF channel becomes necessary, the new channel will be communicated on VHF channel 05 and via the Event Messaging System.

4 [NP] CODE OF CONDUCT

4.1 Competitors and support persons shall comply with all reasonable requests from race officials.

5 SIGNALS MADE ASHORE

5.1 No signals will be displayed ashore. The race committee will use the Event Messaging System to keep competitors informed whilst ashore.

6 SCHEDULE OF RACES

6.1 For the schedule of first warning signals of each day see NoR Round Appendix 9.1. An amendment to the Sailing Instructions will be made in accordance with SI 2.1 to announce the indicated start time for Saturday and Sunday.

6.2 9 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 approximate location of the start line will be announced via the Event Messaging System at the times specified in the Round Appendix on each race day (and repeated on VHF).

9 COURSES

9.1 The diagrams in SI Addendum A 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.

10 MARKS

10.1 Inflatable Marks are as follows:

Mark 1 – Blue Inflatable

Mark 1a – Blue Inflatable

Marks 4s and 4p – Blue Inflatables

- 10.2 In the event marks 1 and/ or 1a require changing, the original blue marks will be moved to the new positions.
- 10.3 The start marks will be the race committee vessel displaying an orange flag, and an outer distance mark which will be a rib displaying an Orange Flag
- 10.4 The finish marks will be the race committee vessel displaying a blue flag and an outer distance mark which will be either a Dan buoy displaying a blue flag or a rib displaying a blue flag.

11 OBSTRUCTIONS

- 11.1 Not Used.

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 multiple sound signals 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 orange flag on the port end rib.
- 12.4 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. Failure to hail her number, failure to hear such a hail, or the order in which boats are hailed shall not be grounds for a redress. This changes RRS 61.4(b)(1).
- 12.5 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 A5.1 and A5.2.

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 and Race Signals.
- 13.2 When a change to the next leg of the course has been signalled, the race committee will lay a new 'Change' mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 13.3 The race committee will provide details of any signalled 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 the course side of the outer distance mark or the Blue

flag displayed on the rib.

15 PENALTY SYSTEM

15.1 See Circuit Notice of Race 14.

16 TIME LIMITS AND TARGET TIMES

16.1 The target time for each race is 45 minutes. Failure to meet this time shall not be grounds for redress. This changes RRS 61.4(b)(1).

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. This shall not be grounds for redress. This changes RRS 61.4(b)(1).

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, A5.1, A5.2 and A10.

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 can be requested direct on the Official Notice Board (<https://cms.cape31class.com/racing/regatta/50>).

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 at the **Royal Thames Shoreside premises In Cowes**. Notices of hearings will be repeated on the Event Messaging System.

18 SCORING

18.1 See Circuit 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.

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 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.

21.3 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.

21.4 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.

21.5 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.

22 SUPPLIED BOATS

22.1 Not used.

23 OFFICIAL VESSELS

23.1 The Race Committee vessel will be "Gemini Breeze" a 40ft open motor vessel.

24 SUPPORT TEAMS

24.1 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.

25 TRASH DISPOSAL

25.1 Trash may be placed aboard official vessels.

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 **Royal Thames Shoreside premises In Cowes.**

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.

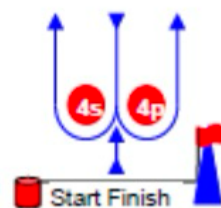
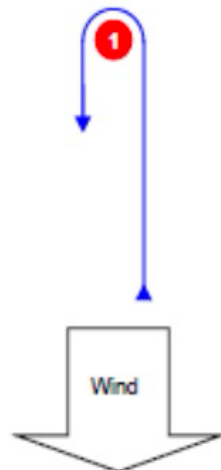
31 INSURANCE

31.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £5,000,000 per incident or the equivalent.

Addendum A – Course Illustrations

Course Illustrations – Windward Leeward

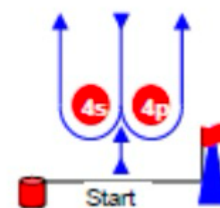
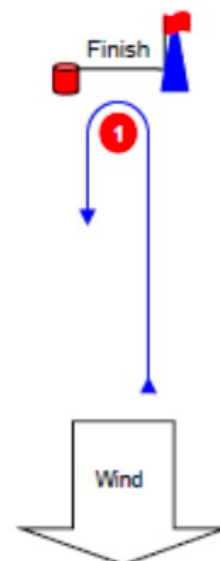
L



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

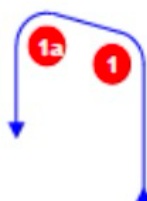
W



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