

Organising Authority (OA): The 2023 Cape to Rio Race is organised by the Royal Cape Yacht Club (RCYC), under the auspices of South African Sailing (SAS), and with the cooperation of the Iate Clube do Rio de Janeiro (ICRJ).

SAILING INSTRUCTIONS

Version 0; 2 December 2022

1 RULES

In addition to the rules listed in the Notice of Race, the following will apply:

- 1.1 RRS Part 2 rules will be replaced with the right-of-way rules of the International Regulations for Preventing of Collisions at Sea (IRPCAS) between sunset and sunrise.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board (ONB) online at www.cape2riorace.com
- 2.2 Courtesy copies of such notices may be emailed to competitors, and displayed on the club noticeboards at RCYC and/or ICRJ.

3 ADVERTISING

- 3.1 Advertising, details of which will be set out in Addendum C to the notice of race, shall be displayed as specified in Addendum C.

4 CHANGES TO SAILING INSTRUCTIONS

- 4.1 Before the start of the race, any change to the sailing instructions will be posted no later than 19h00 on the day before the start.
- 4.2 After the start, any change to the sailing instructions will be posted on the ONB as per SI 2.1 above.

5 IRC, ORC and MOCRA CERTIFICATES

- 5.1 All boats shall lodge their final valid IRC, ORC or MOCRA rating certificates with the race office at RCYC by 1200B on Friday 16 December 2022.
- 5.2 All certificates will be displayed on the ONB between 1800B on Friday 16 December and 1200B on Friday 23 December 2022.

6 THE COURSE

- 6.1 The course is from the starting line in Table Bay, Cape Town, South Africa, to the finishing line in the approach to Guanabara Bay, Rio de Janeiro, Brazil.
- 6.2 No boat shall sail south of latitude 37deg 07min South.

7 THE START

- 7.1 The start will be at 1400B on 2 January 2023, with a warning signal (Pennant 1) at 1355B.
- 7.2 The starting line will be between a staff displaying an orange flag on the race committee signal boat at the starboard end and the course side of an orange inflatable buoy at the port end.
- 7.3 A yellow inflatable limit mark, to be left to starboard, will be laid approximately 50m from the race committee signal boat and approximately on the starting line. Boats shall not sail between this limit mark and the race committee signal boat.
- 7.4 The location of the starting line within Table Bay will be announced on VHF 06 no later than one hour before the start.



Royal Cape Yacht Club

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- 7.5 If an Individual Recall is signalled, the race committee will attempt to inform the affected boat or boats via VHF 06. However, a failure to do so will not be grounds for redress.
- 7.6 A boat that is OCS and fails to respond to the Individual Recall signal will have 15 minutes added to her elapsed time for the race, provided that she crossed the starting line no more than 15 seconds before the starting signal. See Amendment 1 to the notice of race.
- 7.7 A boat wishing to start later than 15 minutes after her starting signal may only do so with the permission of the race committee.

8 POSITION REPORTING

- 8.1 Each boat shall report her daily position as at 1400B, no later than 1800B.
- 8.2 A boat failing to make this report will be penalised [10 minutes added to her elapsed time] without a protest hearing for each report missed. This changes RRS 63.1.

9 RETIREMENTS

- 9.1 Any boat retiring from the race shall promptly inform the race committee by whatever means possible and, until arrival, is requested to communicate its daily positions.

10 USE OF ENGINE, OUTSIDE ASSISTANCE

- 10.1 When a boat uses its engine for propulsion, eg to avoid a collision or in a grave emergency, the facts shall be reported on her Declaration Form.
- 10.2 Temporary discontinuance of racing: If a boat makes fast in order to take shelter or in an emergency, the crew may temporarily leave the boat to handle her moorings. If she uses her engine for propulsion she shall, on rejoining the race, return to the spot where she began to use her engine, turn off her engine and continue to race from that spot. She shall report the circumstances on her declaration form. This changes RRS 45 and 48.2.
- 10.3 A boat that is secured in harbour may receive any assistance to effect repairs or take on any supplies or equipment. This changes RRS 41 and 48.1.

11 FINISHING

- 11.1 The finishing line will be as described on the ONB.
- 11.2 All boats shall maintain radio contact on VHF 72 from 10nm from the finishing line until after finishing, so that the boat's identity and finishing time can be positively confirmed.
- 11.3 When finishing between sunset and sunrise boats shall illuminate their sail numbers to assist the race committee in identifying them.
- 11.4 The skipper of each boat shall record the date and time of finishing in both local time and Bravo time on the boat's Compliance Declaration Form.

12 DECLARATION OF COMPLIANCE

- 12.1 After a boat has finished her skipper and navigator shall both sign the boat's Compliance Declaration Form, and lodge this form with the race office within 6 hours of finishing.
- 12.2 In exceptional circumstances the race committee may extend this time limit.

13 CALCULATION OF RESULTS

- 13.1 A boat's Basic Elapsed Time (BET) is the interval between the starting signal and her finishing time.
- 13.2 A boat's Adjusted Elapsed Time (AET) is her BET adjusted by any time penalties imposed or time allowances granted.
- 13.3 A boat's Corrected Time is her AET multiplied by her TCF/TCC.



- 13.4 Actual places are in ascending order of Adjusted Elapsed Time.
13.5 Handicap places are in ascending order of Corrected Time.

14 PROTESTS; REQUESTS; HEARINGS; PENALTIES AND REDRESS

14.1 Hearings Requested Ashore

For hearings requested ashore, RRS 61 (as amended by these sailing instructions), 61.2, 61.3, 63 and 66 will apply. Hearing requests may be written on plain paper or on hearing request forms available at the race offices located in the RCYC and ICRJ club houses. Notices will be posted as soon as possible after a hearing request is lodged to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest rooms located as described on the ONB. A request for reopening a hearing must be submitted within two hours of the parties having been informed of the decision (this changes RRS 66).

14.2 Hearings Requested Afloat

For hearings requested afloat, the rules of Part 5 are changed as follows.

- 14.2.1 A boat which intends to protest a boat that is racing shall inform the other boat at the first reasonable opportunity by VHF on channel 6, by telephone or by email. She need not display a red flag (this changes RRS 61.1(a)). The protestor shall also promptly notify the Race Committee, which will in turn notify the International Jury.
- 14.2.2 A boat wishing to request redress shall forward her request via the Race Committee.
- 14.2.3 Protests and requests by a boat complying with RRS 61.2 and 62.2. shall be lodged in writing by email with the race committee, in compliance with RRS 61.2 and 62.2.
- 14.2.4 Breaches of SI 3, 5, 8, 9 and 12 will not be grounds for protest by a boat. This changes RRS 60.1(a).
- 14.2.5 Notice of protests from the Race Committee, the Technical Committee and the Jury will be posted on the official noticeboard and sent to the protested boat by email (this changes RRS 61.1(b)).

14.3 Time limits for lodging

Time Limits for Lodging a Protest or Request for Redress or for Reopening.

- in Cape Town, no later than 24 hours before the scheduled starting time.
- for a hearing requested by a boat that is racing, 12 hours after the incident concerned.
- for a hearing requested by the Race Committee, Technical Committee or International Jury, 12 hours after it learns of the related facts.
- for a reopening, 12 hours after having been informed of a decision. (this changes rule 66.2).

14.4 Location and method of hearings

For protests and requests lodged by or related to a boat that is racing, the International Jury may either decide to begin the hearing as soon as possible, by any means of communication available to all, or to hold it ashore after the finish.

14.5 Penalties and redress

14.5.1 Penalties at the Time of an Incident

- (a) The Two-Turns Penalty in RRS 44.1 and 44.2 is available to boat that may have broken a rule of Part B of Section II of the IRPCAS in an incident with another competitor.
- (b) After having taken a penalty in accordance with RRS 44.2, the boat shall notify the Race Committee of the fact within the time limit for protests (see SI 14.3).



(c) A boat that realises it has caused injury or serious damage, or gained a significant advantage in the race as a result of a breach of the rules may ask the Jury to receive a time penalty instead of being compelled to retire from the race (this changes RRS 44.1(b)). This request shall be made as soon as possible before the protest time limit specified in SI 14.3. [DP].

14.5.2 **Penalty Decided by the Jury after a Hearing while a Penalized Boat is Racing**

While boats are racing, unless there are exceptional circumstances, the penalty shall be taken as follows.

As soon as possible after having made its decision, the Jury, via the Race Committee, will inform the boat concerned of the penalty. Race Committee will then indicate to the competitor either a zone or a time limit within which the penalty must be taken.

When a boat is ready to take her penalty, she shall contact Race Committee, which will identify to her the positions of the ends of a long line across her projected course. The boat shall cross that line and then cross it again in the same direction after the duration of the penalty. She shall notify the Race Committee of the times of each crossing.

When the Race Committee decides that it is not possible or not safe for the penalty to be taken in this way, it will instead notify the boat that the penalty will be added to the boat's elapsed time.

14.5.3 **Penalty Decided by the Jury Before or After the Penalized Boat is Racing**

Any time penalty will be added to the boat's elapsed time.

14.5.4 **Redress**

Redress may include a reduction of the boat's elapsed time or a position in the results.

15 CHARTS

15.1 The following paper charts shall be carried on board:

SAN 5	Cape Town to Rio de Janeiro
SAN 118	Cape Columbine to Table Bay
SAN 1013	Approaches to Table Bay
BA 553	Approaches to Rio de Janeiro
BA 566	Baia de Guanabara (Rio de Janeiro and Niteroi)

15.2 In addition, it is recommended that the following paper charts, or their electronic equivalents, be carried on board:

SAN 1002	Approaches to Luderitz
SAN 1004	Walvis Bay Harbour
SAN 1005	Approaches to Walvis Bay
SAN 1014	Table Bay
BA 3970	Rio de Janeiro to Ilha de Sao Sebastian
BA 3971	Cabo de Sao Tome to Rio de Janeiro
BA 1769	Islands and Anchorages in the South Atlantic Ocean

