



Cape2Rio 2025

Our aim

To provide a world class South Atlantic race for qualified ocean racers and cruisers.

Organizing Authority (OA)

The Royal Cape Yacht Club (RCYC), an affiliate of South African Sailing (SAS), with the cooperation of the late Clube do Rio De Janeiro (ICRJ).

Notice of Race

1. THE RACE

- 1.1. The "Cape-to-Rio" is a 3300 nautical mile race across the South Atlantic Ocean.
- 1.2. The start will be in Table Bay, Cape Town, South Africa, and the finish will be in Guanabara Bay, Rio de Janeiro, Brazil. No boat shall sail south of latitude 37°07'S.
- 1.3. The warning signal will be at 1355B 27 December 2025.
- 1.4. The race time limit is 1700B (1200BRT) on Tuesday 27 January 2026.

2. FLEETS, DIVISIONS AND CLASSES

- 2.1. The event will comprise the following:
 - a. A **Monohull Fleet** for boats with an ORC International or ORC Club Rating Certificate.
 - b. A **Multihull Fleet** for boats with an ORC Certificate.
 - c. **Short-Handed Divisions.** Within the Monohull Fleet there is provision for Single-Handed and Two-Handed Divisions. Boats in these Divisions will be eligible for the overall Fleet trophies as well as Single-Handed or Two-Handed Division trophies.
 - d. **Classes within Fleets.** The OA may, at its sole discretion, allocate boats to Classes within a Fleet. Boats in these Classes will be eligible for the overall Fleet trophies as well as their Class trophies.
- 2.2. Subject to demand, other fleets or classes of boat will be considered at the OA's discretion.
- 2.3. Decisions made by the OA under Notice of Race (NoR) 2.1 and 2.2 shall not be grounds for a request for redress. This changes rule 60.1(b).





3. NOTICES AND SAILING INSTRUCTIONS

- 3.1. The Official Notice Board (ONB) is online at www.cape2riorace.com
- 3.2. The Sailing Instructions will be posted on the ONB by 1200B 27 November 2025.

4. RULES

- 4.1. The event will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 4.2. The latest version of the following will apply:
 - a. IMS Rule .
 - b. ORC Rating Systems Rule (Monohull and Multihull).
 - c. World Sailing Offshore Special Regulations (OSR) for Category 1 (Monohull and Multihull).
- 4.3. Rule changes :
 - a. RRS 78.2 is deleted; valid rating certificates must be lodged with the OA no later than the deadlines in NoR 7.3. Any changes or modifications to certificates must be submitted no later than 1200B 12 December 2025.
 - b. Refer to NoR 2.3, 14.2 and 14.3 for additional changes to the RRS.
 - c. In addition to the changes to RRS 52 in the ORC rules, the use of self-steering devices and automatic pilots is permitted. This changes RRS 52.
 - d. Refer to ORC Rating Systems for changes to RRS 49.1, 51 and 52.
 - e. The sail limits defined in the table of ORC 206.1 are changed as follows:
 - A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.
 - The applicable combined total of spinnakers and headsails allowed in each CDL column in the table may be allocated at the discretion of the competitor, provided that at least two spinnakers and two headsails are included. (The limit is the combined total of spinnakers and headsails, not the limit of each type.)
 - f. Under World Sailing Test Rule DR21-01, change the definition Start as follows:
Start: A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either
 - (a) at or after her starting signal, or





(b) during the last 30 seconds before her starting signal.

- g. When a boat starts in accordance with item (b) of the definition Start, she may return to the pre-start side of the line to comply with item (a) of the definition of Start, but, if she does not the starting penalty shall be 30 minutes added to her elapsed time.

4.4. No National Prescriptions will apply.

4.5. If there is a conflict between languages the English text will take precedence.

4.6. Unless otherwise stated all times given are Bravo Time Zone (B), being UTC+2.

5. ADVERTISING

5.1. Boats may be required to display event advertising chosen and supplied by the OA.

5.2. Details of event advertising, size and placement will be published in Addendum C.

6. ELIGIBILITY

6.1. The Cape2Rio 2025 is open to Monohull and Multihull boats with current, valid ORC Certificates, of LOA no less than 30ft (9.144m), and that comply with the requirements of OSR Category 1.

- a. Boats must be completely self-sufficient for extended periods of time and capable of withstanding heavy weather.
- b. Boats must have a reasonable likelihood, in the sole opinion of the OA, of finishing prior to the time limit.
- c. The Person-in-Charge and the crew, in aggregate, shall have an appropriate level of ocean sailing experience. The Person-in-Charge shall hold a SA Sailing Yachtmaster Offshore [or higher] certificate of competence, or the legal equivalent in the case of non-South African entrants.
- d. Crews must be prepared to deal with heavy weather, injuries, and equipment failures without the prospect of immediate assistance.

6.2. The minimum number of crew members is four persons, except for boats in the Single-Handed and Two-Handed Division.

6.3. Competitors in the Single-Handed and Two-Handed Divisions are required to satisfy the OA that they have suitable and adequate experience, and that their boat is appropriately organized for Single-Handed or Two-Handed sailing.





7. ENTRY

- 7.1. To enter the race an eligible boat shall complete the entry form, submit all boat and crew information required on the entry form, and pay the entry fee appropriate to the date of entry - Early Entry, Standard Entry, Late Entry - see Entry Fees below. Under no circumstances will entries be accepted after 1200B 12 December 2025.
- 7.2. The OA will use best efforts to notify boats of the acceptance or rejection of their entry no later than three weeks after the date of submission of a completed entry form.
- 7.3. Other than late entrants, all boats shall have lodged the following documentation with the OA by no later than 1200B 1 December 2025. For late entrants this deadline is 1200B 12 December 2025.
- a. Current and valid ORC Rating Certificate (Monohulls and Multihulls)
 - b. Crew Competency Declaration Form
 - c. Certificate of Insurance
 - d. Crew List
 - e. Biographical note. In the interests of public relations, media and race promotion, all entrants are required to provide a brief biographical note of the owner and/or Person-in-Charge, and information on the crew and boat, as well as a photograph of the owner/Person-in-Charge and the boat.
- 7.4. Other than late entrants, boats shall provide the OA with all crew information required for clearance of the Port of Cape Town no later than 1200B 1 December, 2025. For late entrants this deadline is 1200B 12 December 2025
- 7.5. A boat that fails to comply with the documentation filing deadlines of this Notice of Race, including appearance at the mandatory briefings and measurement/scrutiny appointments, may have its entry rejected or cancelled without refund of entry fee.
- 7.6. Upon acceptance of an application in writing and payment of a late documentation fee of R1500/day or part thereof, the OA may, at its sole discretion, accept documentation after the filing deadlines and reinstate the entry.

8. ENTRY FEES

- 8.1. Entry Fees, including VAT, are:





- a. Early Entry: R13,500.00 per boat and R1,400.00 per crew member. Deadline 12B 31 December 2024.
- b. Standard Entry: R15,000.00 per boat and R1,400.00 per crew member. Deadline 1200B 30 September 2025.
- c. Late Entry: R20,000.00 per boat and R2,600.00 per crew member. Deadline 1200B Friday 12 December 2025.

8.2. No refund of entry fees will be made after the Standard Entry deadline 12h00B 30 September 2025. All currency amounts are South African Rands [ZAR] unless otherwise noted.

9. REGISTRATION

Details of the registration process to take place within two weeks of the start will be published in due course as Addendum E to this Notice of Race.

10. SAFETY

- 10.1. Other than late entrants, boats shall submit a completed and signed Inspection Card for OSR Category 1 Monohull or Multihull with all required crew and equipment certificates no later than 1200B 1 December 2025. For late entrants the deadline is 1200B 12 December 2025. Confirmation of the correction of all deficiencies noted on the completed checklist and certificates for MOB drill and lifejacket inspection must be provided to the OA no later than the opening of registration.
- 10.2. Boats shall provide a log or other evidence of completion of one of the following options having been undertaken within the 18 months prior to the Cape2Rio 2025 and with the Person-in-Charge and 50% of the Cape2Rio 2025 crew aboard; or with both Cape2Rio 2025 crew aboard for Two-handed entries:
 - a. Completion of a Cape2Rio 2025 Qualifying Race. These include Mossel Bay Race; West Coast Offshore Race; Cape-to-St Helena [Governor's Cup]; Vasco da Gama Race; or another suitable offshore or ocean race for consideration by the OA; or
 - b. Completion of a continuous offshore passage of at least 500 nautical miles including a minimum of 2 full nights [sunset – sunrise].
 - c. At the sole discretion of the OA, qualification credentials submitted that do not meet NoR 10.2(a) or 10.2(b) may be considered and approved.





- 10.3. The OA reserves the right to require a safety inspection at any reasonable time prior to a boat's start, or upon completion of the race. Any scheduled inspection times, locations and further details will be confirmed as an addendum to this Notice of Race, which will be published separately as Addendum D.
- 10.4. There will be a mandatory safety briefing that must be attended by two crew members who are either the Person-in-Charge, the Second-in-Command or the Navigator. Details will be confirmed as an addendum to this Notice of Race, which will be published separately as Addendum A.
- 10.5. Survival Training is as envisaged by OSR 6, being (a) a World Sailing Accredited Offshore Personal Survival Training course, (b) completion of a survival training seminar hosted at RCYC on dates to be announced, or (c) an alternative qualification acceptable to the OA.
- 10.6. A first aid certificate acceptable to the OA, or attendance at a first aid seminar facilitated by RCYC, will satisfy the requirements of OSR 6.05.
- 10.7. While full compliance with OSR Category 1 is stipulated, the OA reserves the right to make amendments to the OSR, as allowed by OSR 2.01, which will be published separately as Addendum B.
- 10.8. Boats still at sea after the time limit expires should adopt the internationally accepted mode of communication for emergencies.

11. BRIEFINGS

- 11.1. A compulsory Race Briefing will be held at RCYC within two weeks of the start.
- 11.2. A compulsory Weather Briefing will be held at RCYC within two weeks of the start.
- 11.3. A compulsory Safety Briefing per NoR 10.4 will be held at RCYC within two weeks of the start.
- 11.4. For each boat intending to compete in the race, it is mandatory for two crew members who are either the Person-in-Charge, the Second-in-Command or the Navigator to attend the whole of the Race Briefing, the whole of the Weather Briefing, and the whole of the Safety Briefing. If these attendance requirements are not met, the boat may have its entry rejected or cancelled without refund of entry fee.
- 11.5. Details will be published in due course as Addendum A to this Notice of Race.





12. MEASUREMENT

- 12.1. The OA may require a measurement inspection prior to a boat's start, or upon completion of the race. It is mandatory that the Person-in-Charge or his/her authorized representative be present at the time of inspection.
- 12.2. Inspection times, locations and further details will be published in due course as Addendum D to this Notice of Race.

13. OVERALL RESULTS

- 13.1. The overall winner of the 2025 Cape2Rio Race will be the winner on handicap in the Monohull Fleet.
- 13.2. The line honours winner of the 2025 Cape-to-Rio Race will be the first Monohull or Multihull to cross the finishing line.

14. PENALTY SYSTEM

- 14.1. The OA will appoint an international jury in accordance with RRS Appendix N.
- 14.2. When the jury decides that a boat has broken a rule and is not exonerated, and has not taken or been given an appropriate penalty, it may disqualify the boat, impose an elapsed time penalty, or impose no penalty. This changes RRS 64.2.
- 14.3. A framework for time penalties will provide guidance for the international jury, but the magnitude of a time penalty shall be at the discretion of the international jury, unless otherwise specified in this Notice of Race or in the Sailing Instructions. This changes RRS 44.

15. TRANSPONDERS

- 15.1. The OA may install a transponder on each boat.
- 15.2. A boat shall not tamper with or alter the installation or operation of the transponder unless so requested by the OA. Each boat shall be responsible for the cost of replacing their transponder if lost, or repairing it if damaged, and may be requested to post a security deposit.
The OA will be responsible for the removal of the transponder at the conclusion of the race. The boat shall arrange with the OA to have the transponder removed.





16. MOORINGS

- 16.1. Moorings in Cape Town will be available for two weeks before the start, from 13 December 2025.
- 16.2. Swing moorings in Rio will be available after finishing until 28 February 2026.
- 16.3. Boats seeking moorings beyond these times are welcome to contact the Race Office - details in NoR 21 below.
- 16.4. Mooring details will be published in due course in Addendum F to this Notice of Race.

17. PRIZE GIVING AND TROPHY PRESENTATION

- 17.1. Prize-giving will be held at ICRJ from 2300B (1800BRT) on 27 January 2026.
- 17.2. Floating Trophies will be awarded in accordance with Addendum G, to be published in due course.
- 17.3. Additional trophies and prizes such as the Telescope Trophy for Youth and the Amsterdam Sauer Trophy for Seamanship, will be awarded at the discretion of the OA.
- 17.4. Other prizes and/or trophies may be awarded at the discretion of the OA.

18. DISCLAIMER OF LIABILITY

As part of the registration process, each owner, Person-in-Charge and individual participating crew member will be required to sign a declaration accepting the following disclaimer of liability:

- a. I agree to be bound by the Racing Rules of Sailing (RRS), which include the Sailing Instructions and the Notice of Race, and all other rules and regulations referred to in these documents. I agree that the sole and inescapable responsibility for the nautical qualities of any yacht participating in the Cape-to-Rio 2025, her rigging, the safety equipment on board and the competence, behavior and dress of her crew is that of the Owner/Charterer of the yacht.
- b. I also agree to take any and all responsibility for all damages whatsoever caused to third persons or their belongings, to myself or to my belongings, ashore and at sea as a consequence of my participation in the race, and hereby relieve from any responsibility, and agree to indemnify on a full indemnity basis and hold harmless, the OA, their servants, agents and sponsors and their representatives in respect of any claim arising therefrom.
- c. I am acquainted with RRS 3 DECISION TO RACE: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."





- d. I agree that the OA, their servants, agents and sponsors and their representatives have no responsibility for loss of life or injury to members or others, or for the loss of, or damage to any vessel or property.

19. MEDIA

Upon entry, every boat, Person-in-Charge and crew:

- a. acknowledges that the OA owns all media rights to the Cape2Rio 2025 and may exercise those rights as it sees fit.
- b. grants at no cost to the OA the absolute right and permission to use their name, voice, image, likeness, biographical material as well as representations of the boats in any media (being television, print and internet media), including video footage, for the sole purposes of advertising, promoting, reporting and disseminating information regarding the Cape2Rio 2025 and the competitors and crew members' participation prior to, during and after the race.

20. INSURANCE

The owner of the boat shall have adequate marine legal liability insurance policy.

21. FURTHER INFORMATION

For further information please contact:

The Race Office, Cape2Rio Race

Email: cape2rio@rcyc.co.za

Telephone: +27 (0)21 421 1354

Website: www.cape2riorace.com

Facebook: <https://www.facebook.com/Cape2Rio>

Instagram: <https://www.instagram.com/cape2riorace/>





22. TABLE OF ADDENDUMS

The following addendums may be added separately at any time:

Addendum A	Schedule of Times for Briefings
Addendum B	OA amendments to the Offshore Special Regulations.
Addendum C	Event advertising details.
Addendum D	Schedule of Times for OSR and/or Measurement Inspections
Addendum E	Schedule of Times for Registration
Addendum F	Mooring Details
Addendum G	Trophies

23. CHANGES TO THE NOTICE OF RACE

This NoR may be changed. Changes will be posted on the ONB.

