

INTRODUCTION

The intention of the Cape 31 UK Class rules is to ensure that boats are as close to identical as reasonably possible in construction, hull shape, weight, weight distribution, equipment, rigging and sail plan.

Therefore, coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment, fairing interior or exterior parts of hull, hull appendages or rig that improves moments of inertia, or changes the standard shapes or contours shall be prohibited.

The Cape 31 UK Class hulls, hull appendages and rigs are measurement and manufacturing controlled.

The Cape 31 UK Class hulls and hull appendages shall only be manufactured by the licenced boat manufacturer.

Cape 31 UK One-Design rigs shall only be manufactured by the licenced spar manufacturer.

Cape 31 UK One-Design sails may be manufactured by any sailmaker.

All equipment is required to comply with the Cape 31 One-Design Building Specifications.

Cape 31 UK One-Design hulls, hull appendages and rigs may, after having left the manufacturer, only be altered to the extent permitted in Section C of the Class Rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process. Rules regulating the use of equipment during a race are contained in Section C of these class rules, in Equipment Rules of Sailing Part I and in the Racing Rules of Sailing. This introduction only provides an informal background and the Cape 31 UK One-Design Class Rules properly begin on the next page.

The class permits in-house certification for hulls, hull appendages, masts and sails. However, they may also be checked through random independent inspection by Cape 31 UK.

When equipment and/or components are not allowed because they are not specifically permitted by the class rules, then this restriction pertains not only to the use but also the presence of this equipment/component on board.

THESE RULES ARE CLOSED CLASS RULES. IF THE RULES DO NOT SPECIFICALLY SAY THAT YOU "MAY" THEN YOU "SHALL NOT."

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RULES

PART I – ADMINISTRATION

Section A – General

The Cape 31 One-Design Class has been created as a strict one-design class where the true test when racing is between sailors and not boats. The fundamental objective of the class rules is to ensure that this concept is maintained, while preserving the Cape 31's ease of handling, reasonable cost of ownership, safety and suitability as a true all-round racing boat.

1. ABBREVIATIONS

- 1.1. Class – Cape 31 UK Class
- 1.2. Cape 31 UK – An appointed team to represent the UK Class and owners to ensure the ethos and rules are adhered to.
- 1.3. Association – Cape 31 UK One-Design Class Association
- 1.4. Rule – A rule in the Cape 31 UK One-Design Class Rules
- 1.5. ERS - Equipment Rules of Sailing
- 1.6. RRS - Racing Rules of Sailing
- 1.7. OSR - Offshore Special Regulations
- 1.8. LBM - Licenced Boat Manufacturer
- 1.9. LSM – Licensed Spar Manufacturer

2. AUTHORITIES

- 2.1. The LBM have the authority to withdraw a boat's Builder Certificate if the boat has been materially altered and therefore its right to compete in any Class event until the Builder Certificate has been reinstated.
- 2.2. The Cape 31 UK Class has the authority to withdraw certification of any sails that fail to meet the specifications in these Rules.

3. ADMINISTRATION OF THE CLASS

- 3.1. The UK Class is administered by Cape 31 UK.

4. RULES INTERPRETATION

- 4.1. Interpretation of ERS shall be made in accordance with World Sailing Regulations.
- 4.2. Interpretation of the Rules shall be made by Cape 31 UK, in consultation with the LBM or LSM when appropriate.

5. BUILDER CERTIFICATE (EXCLUDES SPARS, RIGGING AND SAILS)

- 5.1. The Builder Certificate shall record the following information:
 - a) Hull identification number
 - b) Builder details

c) Date of issue of initial Builder Certificate

5.2. The Builder Certificate becomes invalid if the hull, deck, foils or builder-supplied fixed fittings are altered in any way, including through damage, in breach of the Rules, except to the extent that it is permitted in these Class Rules.

5.3. The Builder Certificate shall be reinstated once Cape 31 UK Class confirms to the LBM that the boat has been restored to conformity with the Rules. Details of the relevant remedial work shall be recorded on the Certificate.

6. RETENTION OF DOCUMENTATION

6.1. The Owner(s) shall retain the valid Builder Certificate, copies of which may be required on registration for all Class races or Class Regattas.

6.2. A copy of each Cape 31's current valid Builder Certificate shall be retained by the LBM and LSM respectively, and it will be each owner's responsibility to ensure that copies of their boat's documents are lodged with the Class Secretary.

Section B – Boat Eligibility & Equipment Inspection

For a boat to be eligible for Class racing, it shall comply with the rules in this section.

7. CLASS RULES AND CERTIFICATION

7.1. The boat shall:

- a) Be in compliance with the Cape 31 UK class rules.
- b) Have a valid Builder Certificate.
- c) Have a valid IRC endorsed certificate.

8. EQUIPMENT INSPECTION

8.1. In the case of a dispute at a Class event alleging non-compliance with the Rules where specific measurements are not stated, Cape 31 UK shall adopt the following procedure:

- a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from a randomly selected control group of three boats or items of equipment.
- b) The measurement of the disputed boat or items of its equipment, taken using the same technique as above, shall be compared to the sample.

8.2. If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the control group, the matter together with the details of the measurement methods and any other relevant information shall be referred to Cape 31 Class UK.

PART II – REQUIREMENTS AND LIMITATIONS

The crew and the boat shall comply with the rules in Part II when racing in UK Class events. In case of conflict Section C shall prevail. The rules in Part II are closed class rules.

Section C – Conditions for Racing

9. RULES

9.1. The ERS Part I – Use of Equipment shall apply.

10. CREW/HELMSMAN

10.1. LIMITATIONS ON THE CREW

- a) The crew shall consist of 4 or more persons.
- b) The weight of all crew members on board while racing (weighed in light street clothes on the morning of a race day) shall not be greater than 595 kilograms. This rule will be in place for the Cape 31 UK fleet during IRC Events which make up the Cape 31 UK Class Series, where results will be extracted and also Cape 31 UK Class regattas. The majority owner or lead charterer may elect to declare their actual weight, or shall be allocated a weight of 85kg.
- c) Crew lists are to be updated by 2000hrs on the Thursday prior to each regatta (via an online link from Cape 31 UK that will be given to each boat) with crew names, crew World Sailing Categories and declared individual crew weights (weight you would be in light street clothes on the morning of a days sailing). 'Spot weigh in's' may be randomly imposed by Cape 31 UK 'dockside' before a day's racing using the official Cape 31 UK scales. These scales will be made available in HYS to any Cape 31 sailors upon request. It is essential that crew weights are actively updated throughout the season to avoid any further action needed to be taken from Cape 31 UK. Boats may be subject to disqualification if they exceed the 595kg weight limit.
- d) Change of crew members or number of crew during an event is allowed as long as it is declared in the crew list as per 10.1.c). If not declared in the crew list, a change in crew members or the number of crew members, will not be allowed during a regatta apart from in exceptional circumstances where approval from Cape 31 Class UK will be required.
- e) No boat shall have more than three World Sailing Group 3 sailors aboard while racing.
- f) Sailors without a current and valid World Sailing classification shall be considered Group 3 sailors.

10.2. LIMITATIONS ON THE HELMSMAN

- a) The Cape 31 UK Class is an 'Owner Driver' Class. The provisions below for helmsmen other than bona fide owners are included solely:
 - (i) to provide for relief helmsmen during a race.
 - (ii) to provide for an owner or charter helmsman unavoidably absent for an event or part of an event.
 - (iii) to accommodate for the charter of boats.
 - (iv) to provide an owner not wishing to helm the opportunity to crew instead of helm their boat.

- b) Boats shall be helmed by their Owners, Part Owners, Charter Helmsman or approved Alternative Helmsman during a race. A Relief Helmsman may only helm as allowed by the criteria detailed in 11.e).
- c) Exceptionally, in emergency boats may be helmed by any crew member.

11. HELMSMAN DESIGNATIONS

11.1 HELMSMAN DESIGNATIONS

- a) Owner. An owner is considered to be a person owning 100% of the boat and contributing an equivalent proportion to the running costs.
- b) Part Owner. A part owner is considered to be a person owning a significant proportion of the boat and contributing an equivalent proportion to the running costs. If a Part Owner owns less than 50% of the boat they shall be subject to the Alternative Helm Approval Process. The Cape 31 UK Class may ask to see documents that may include but not limited to Registration Certificates, Bill of Sale and/or Insurance Policy to confirm ownership. If the boat is owned by a company or corporation the principle owner of that organisation may be considered to be the owner or part owner for the purpose of this rule subject to approval by Cape 31 UK.
- c) Charter Helmsman. A person chartering a boat for the Cape 31 UK Class Circuit or an individual event providing Cape 31 UK Class Racing. A copy of the charter agreement shall be submitted to the Cape 31 UK Class Review Committee, the charter fee shall be appropriate for the period of charter.
- d) Alternative Helmsman. An owner or charterer may request permission for an Alternative Helmsman to Cape 31 UK to review a minimum of five days before an event. The following criteria will be used as part of the approval process:
 - (i) be Classified Group 1 under the World Sailing Classification Code.
 - (ii) in the last 6 years have only been classified as Group 1, or would have been so classified had a classification been held.
 - (iii) not have competed in the Olympic Games (Sailing), Volvo Ocean Race or in an America's Cup or Challenger Series within the last fifteen years.
 - (iv) not have been in the top 50 of the World Match Racing Rankings for the past fifteen years.
 - (v) A direct family member of the Owner may be given exemption from the Group 1 requirement subject to the approval of Cape 31 UK.
- e) Relief Helmsman. A relief helmsman can be any person within the crew. Except in an emergency, during the race a relief helmsman shall not helm the boat:
 - (i) at the start or finish.
 - (ii) at any mark rounding.
 - (iii) for more than a total of 5 minutes.

- 11.2 OWNER OR CHARTER HELMSMAN ABSENT In the *unavoidable* absence of an Owner or previously approved Alternative Helmsman, Cape 31 UK may approve a Temporary Alternative Helmsman for a limited time period.

12. SAFETY EQUIPMENT

- 12.1. All equipment shall be functional for its intended use.
- 12.2. Boats shall carry an anchor and chain with a combined weight which shall not be less than 8 kgs.
- 12.3. Lifelines shall conform to the World Sailing Ocean Sailing Regulations Category 4.
- 12.4. The port and starboard lifelines shall be of wire, manufacturer optional, and shall not deflect more than 60mm from a straight line between two points of support when a mass of 5kgs is attached at the point of maximum deflection
- 12.5. The rear gate lines across the transom shall be closed while racing and shall not deflect more than 75mm when a mass of 5kgs is attached at the point of maximum deflection.
- 12.6. Boats to comply fully with OSR Cat 4

13. OPTIONAL EQUIPMENT, REPLACEMENT AND MODIFICATION

- 13.1. The following may be fitted or carried:
 - a) Electronic or mechanical timing devices.
 - b) Tactical and navigational instruments and charts.
 - c) Below-decks spinnaker bags, rollers, guides and retrieval gear of optional design.
 - d) A jib hobble system.
 - e) Cleats for gennaker sheets.
 - f) A batten not to exceed 150mm added to the end of the bowsprit as a preventer for the gennaker sheet.
 - g) Sheet-tail bags and winch-handle holders fitted to the sides of the cockpit.
 - h) Footrests supplied by the LBM and fixed to the cockpit floor. Location is optional.
 - i) Non-slip material on deck or bowsprit to promote safe movement.
 - j) Protective plates attached to the deck under the gennaker turning blocks.
 - k) An anti-chafe protective sleeve over the boom vang system.
 - l) Padding on the lower lifelines.
 - m) Tubing on the upper lifelines forward of the shrouds to protect the spinnaker.
 - n) Lashing, tape and other anti-chafe gear on the hull, rig or sails.
 - o) Mooring lines, fenders, spare lines, spare equipment, tools, sail bags, storage bags and other personal items that provide no sailing performance advantage.
 - p) Portable toilet.
 - q) Reelers for Gennaker Sheets.

- 13.2. The following items may be replaced provided that the replacement part is of similar size, weight, location, power ratio and performs the same function: Blocks, cleats, mainsheet swivel base, shackles, pins, turnbuckles.
- 13.3. The following modification is permitted: Holes may be made, and local reinforcement applied, in the hull for the fitting of electronic navigation systems.
- 13.4. The following are prohibited:
 - a) Moving deck hardware from the factory installed position, and
 - b) Making holes, bushed or unbushed, in the deck for the purpose of leading controls or tails below deck, however UK Cape 31's may have Bushes installed for purpose of sheet reelers
- 13.5. The following may be replaced:
 - a) Forward spinnaker sheet blocks to Harken 75 Ratchet or Ratchamatic.

14. MAINTENANCE

14.1. HULL AND APPENDAGES

- a) Shapes and profiles may not be altered. No fairing is permitted.
- b) The hull, foils, sail drive and bowsprit may be lightly abraded to allow for the application of paint. The abrasion shall be the minimum needed to ensure adhesion of the paint.
- c) If a rigid "sanding block" is used, it may not be longer or wider than 300mm.
- d) Old anti-fouling may be removed using a commercially available anti-fouling remover.
- e) The final finish may be of any commercially available paint.
- f) Scratches and minimally damaged areas of the hull and appendages may be repaired by the owner or at the owner's direction.
- g) UK boats shall not be faired however antifoul is not mandatory and bottoms can be finished in a suitable product approved by Cape 31 UK.
- h) Any more serious damage shall be repaired by, **or under the direction of** Cape 31 UK. Details of such repairs shall be recorded on the boat's Builder Certificate.
- i) Keel and rudder templates, approved by the LBM, may be used by Cape 31 UK to check foil shape conformity.

14.2. SPARS AND STANDING RIGGING

- a) Any significant damage to the mast, spreaders or boom shall be repaired by, or under the direction of, the LSM. Details of repairs to the mast shall be recorded on the boat's Mast Certificate.
- b) Standing rigging may be replaced by the owner provided that the replacement rigging is of the same specification as the original.

15. HAUL OUT & DIVING RESTRICTIONS

- 15.1 Boats shall not be hauled out during a regatta, except with prior permission from Cape 31 UK in exceptional circumstances.

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updated 09 November 2020



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- 15.2 DIVING EQUIPMENT AND PLASTIC POOLS: Underwater breathing apparatus and plastic pools or their equivalent shall not be used around competing boats between the preparatory signal of the first race and the end of the Regatta. Rule 15.2 is in place for all 1,2 or 3 Day regattas whereas if a regatta is longer then 3 days, Underwater breathing apparatus may then be used on day 4 and then every second day after that ie. day 4 and day 6.

Section D – Rig

16. GENERAL

- 16.1. The spars and their fittings shall comply with the class rules in force at the time of manufacture except those rules in Section C where the current rules shall apply.

17. MAST

17.1. DIMENSIONS

- a) Top of boom to the bottom of band at the mast head (P) shall be 12550mm.

17.2. USE

- a) The mast as supplied and assembled shall be stepped in accordance with the rigging instructions.
- b) The mast butt shall not be adjusted while racing.
- c) The mast partners shall be firmly secured.
- d) The spreader bars may not be modified in any way.
- e) Use of tape, paint and padding on the spreaders, for chafe protection or marking is allowed.

18. BOOM

18.1. DIMENSIONS

- a) The back of the mast to front of boom band (E) shall be 4500mm.

18.2. USE

- a) The intersection of the aft edge of the mast spar and the top of the boom spar, each extended as necessary, shall not be below the upper edge of the mast lower limit mark when the boom spar is at 90° to the mast spar.

19. STANDING RIGGING

19.1. USE

- a) The shrouds may not be adjusted while racing.
- b) The shrouds and forestay must remain attached at all times while afloat on race days.
- c) Standing rigging shall not have any tension gauges.
- d) 19.1C is amended, in that a forestay load cell may be used.
- e) For their Head Foil, Boats must use a Unit 0 Harken Carbo Foil <https://www.harken.com/productdetail.aspx?id=5874&taxid=534> (part no. 7000.12m only. Secondhand boats with existing hank systems can be grandfathered in for their first year of sailing ie. if a secondhand boat comes to the UK with forestay only (no head foil), then she can race with hanked jibs for 365 days from competing in her first Cape 31 UK class sanctioned event.

20. RUNNING RIGGING

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- 20.1. A boat shall not use purchases other than the following purchases:
- a) Main Halyard 2:1
 - b) Jib Halyard 2:1
 - c) Running Backstays not to exceed 3:1
 - d) Mainsheet coarse tune purchase of 2:1
 - e) Mainsheet fine tune not to exceed 16:1.
 - f) Traveller purchase not to exceed 4:1.
 - g) Boom vang purchase not to exceed 16:1.
 - h) Headsail sheet purchase of either 1:1 or 2:1.
 - i) Headsail lead purchase not to exceed 8:1
 - j) Outhaul purchase not to exceed 4:1 inside the boom, but the tail may be led through the mainsail clew and dead-ended to the end of the boom to achieve 8:1.
 - k) The gennaker sheets shall be led through the standard block locations.
 - l) Main Cunningham purchase not to exceed 8:1.
 - m) Spinnaker retriever reverse purchase not to exceed 1:3.
- 20.2. DIMENSIONS
- a) The core diameters of running rigging are unrestricted. The material of running rigging shall be unrestricted.
- 20.3. Running rigging shall not have tension gauges.

Section E – Sails

21. PARTS

21.1. Cape 31 UK Sail Wardrobe for IRC and UK Class Events:

- 1 Square top Mainsail – onboard at all times and the same main for an entire regatta.
- 2 Jibs (max sizing below, no minimum sizing) can choose maximum of 2 jibs (excluding OSR Heavy weather jib) at the start of regatta, however you must use the same jibs for an entire regatta. Can choose to sail with 0,1 or 2 jibs for a regatta.
- 1 OSR Heavy Weather Jib (max sizing below) must be onboard at all times.
- 3 Gennakers of maximum IRC area of 116.04 must be onboard at all times. There is no limit on cloth or design of gennakers.

Cape 31 UK Sails will have max areas that will ensure their IRC Rating will be between 1.135 & 1.137 (IRC 2020 and subject to IRC rule updates). There is no limitation on materials or sailmakers. The intention is that a Cape 31 will rate 1.137 when sails are new and a minimum of 1.135 once they are remeasured. Sails are to be IRC measured and endorsed. If results are extracted from IRC events only the elapsed times will count toward UK class scoring ie. boats will be level rated. Conceivably a Cape 31 could not only win the Cape 31 Class of an IRC event, she could also win the overall IRC class. When boats are UK Class Racing only their elapsed times will be counted.

22. GENERAL

22.1. RULES

- a) Sails shall comply with the class rules in force at time of certification and be measured under IHC (IRC) measurement guidelines by the sailmaker.
- b) When racing under **IRC** or **Class**, A **Mainsail**, OSR **Heavy weather Jib** and **3 Gennakers must** be carried onboard from when the boat leaves the dock on day 1 of racing, until the end of the regatta. A boat **must** have the same sails on for the duration of the event (Class or IRC). For clarification, aside from her Heavy weather Jib a boat can choose to race with 0,1 or 2 other jibs for a regatta, however they must have the same jibs onboard that they start off with on day 1.

22.2. SAILMAKER

- a) No license is required.
- b) Cape 31 UK Sails can be supplied by any Sail loft.

22.3. MODIFICATIONS, MAINTENANCE AND REPAIR

- a) If any sail is damaged and requires substantial repair, the sail will require re-certification which may require a new IHC measurement.

23. MAINSAIL

23.1. DIMENSIONS (given in millimetres and max size)

- a) Mainsail may not extend past bands P and E on the rig.
- b) P:12.54m E:4.50m – no limit on cloth weight

Mainsail	Maximum	
HW	1120	Head Width
MUW	1520	
MTW	2120	
MHW	3060	
MGL	3810	Main Girth Lower

24. HEADSAILS

- a) The jib luff shall be a lufftape to fit a Unit 0 Harken Carbo Foil <https://www.harken.com/productdetail.aspx?id=5874&taxid=534> (part no. 7000.12m. Secondhand boats with existing hanks can have hanks grandfathered in for her first year of sailing ie. if a secondhand boat comes to the UK with old South African Rule sails, then she can race with hanked jibs for 365 days from competing in her first Cape 31 UK Class sanctioned event.

24.2. DIMENSIONS: (given in millimetres)

- a) 2X Jibs max sizes (Maximum IRC area= 24.67m²) no limit on cloth weight.

	Maximum	
HLU	12480	Luff Length
HLP	3730	
HUW	630	
HTW	1120	
HHW	2000	
1/4	2870	¼ girth

- b) 1X Heavy Weather OSR Max Jib

	Maximum
HLU	11530
HLP	3720
HUW	580

HTW	1040
HHW	1890
1/4	2780

25. GENNAKERS

- a) 3 Gennakers **must** be carried on board at all times while racing. There is no cloth weight limit or minimum size for these sails.
- b) A gennaker retrieval line may be attached to the sail.

25.1. DIMENSIONS:

- a) Maximum Area for Gennakers: **IRC Area: 116.04m², STL: 5920**. If there is a 'spot check' sails need to be able to comply with the maximum area.

BUILDER SPECIFICATIONS

BS 1 Interior dimensions

Description	Tolerance	
	<i>mm</i>	<i>mm</i>
Forward bulkhead to Aft Mast collar opening	25	2
Companion way bulkhead (aft) to Forward edge of front engine mount	95	2
Fuel tank size (Length)	480	2
Fuel tank size (Width)	220	2
Center Structural rib (Aft edge) to Centerline of Mast foot bolts (Aft)	440	2
Center Structural rib (Aft edge) to Centerline of Mast foot bolts (Forward)	620	2

BS 2 Exterior dimensions

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Description	Tolerance	
	<i>mm</i>	<i>mm</i>
Forehatch opening (diameter)	660	10
Forehatch track	1360	10
Forehatch slider (length)	735	10
Forehatch slider (width)	650	10
Mast collar/Deck opening (length)	300	10
Stansion to stansion (3rd from stern)	3070	10
Companion way (Length)	600	10
Companion way (Width)	670	10
Pulpit gap (bottom)	195	5
Pulpit gap (middle)	265	5
Pulpit gap (top)	460	10
Toe rail front to Pulpit base	265	10
Forestay pin to front edge of forward pulpit base line	90	5
Total tiller arm reach	1230	10
Helm/Trimmer footstep (Length)	1250	10
Traveller track length (End cap - End cap outer edge)	1510	10
Jib track length (End cap - End cap outer edge)	490	10
Jib track to Hull edge	375	5
Transom to Aft edge of rudder box	1210	10
Chainplates position (Front edge going forward to forestay pin)	4275	30
Chainplates position (Aft edge going aft to corner of transom)	5020	30

BS 3 Appendage dimensions

Description	Tolerance	
	mm	mm
Bottom of sprit to Center Bobstay hole	650	5
Saildrive blades folded (Length)	300	5
Saildrive total (length)	520	5
Hull to bottom of sail drive	350	5
Aft keel well to Front edge Sail drive	900	10
Front length on Keelfin (Stock)	65	2
Aft length on Keelfin (Stock)	180	10
Bottom of hull to deepest point of bulb (Perpendicular)	2240	10
Bottom of hull to tip of rudder blade (Perpendicular)	1695	5
Bowsprit forward of bow (Length)	2025	10

BS 4 Keel Weight

The weight of the keel, including the carbon keel fin, keel bulb, fin-to-bulb attachment pins, bulb fairing, primer and paint, and two M20 keel locking bolts shall be between 715 and 720 kgs.

BS 5 Engine, drive leg and propeller

The engine, drive leg and Gori propeller shall be the standard Yanmar engine (raw water-cooled model) coupled to a saildrive; or equivalent equipment as supplied by the LBM. Approved engine is model number Yanmar 2YM15.

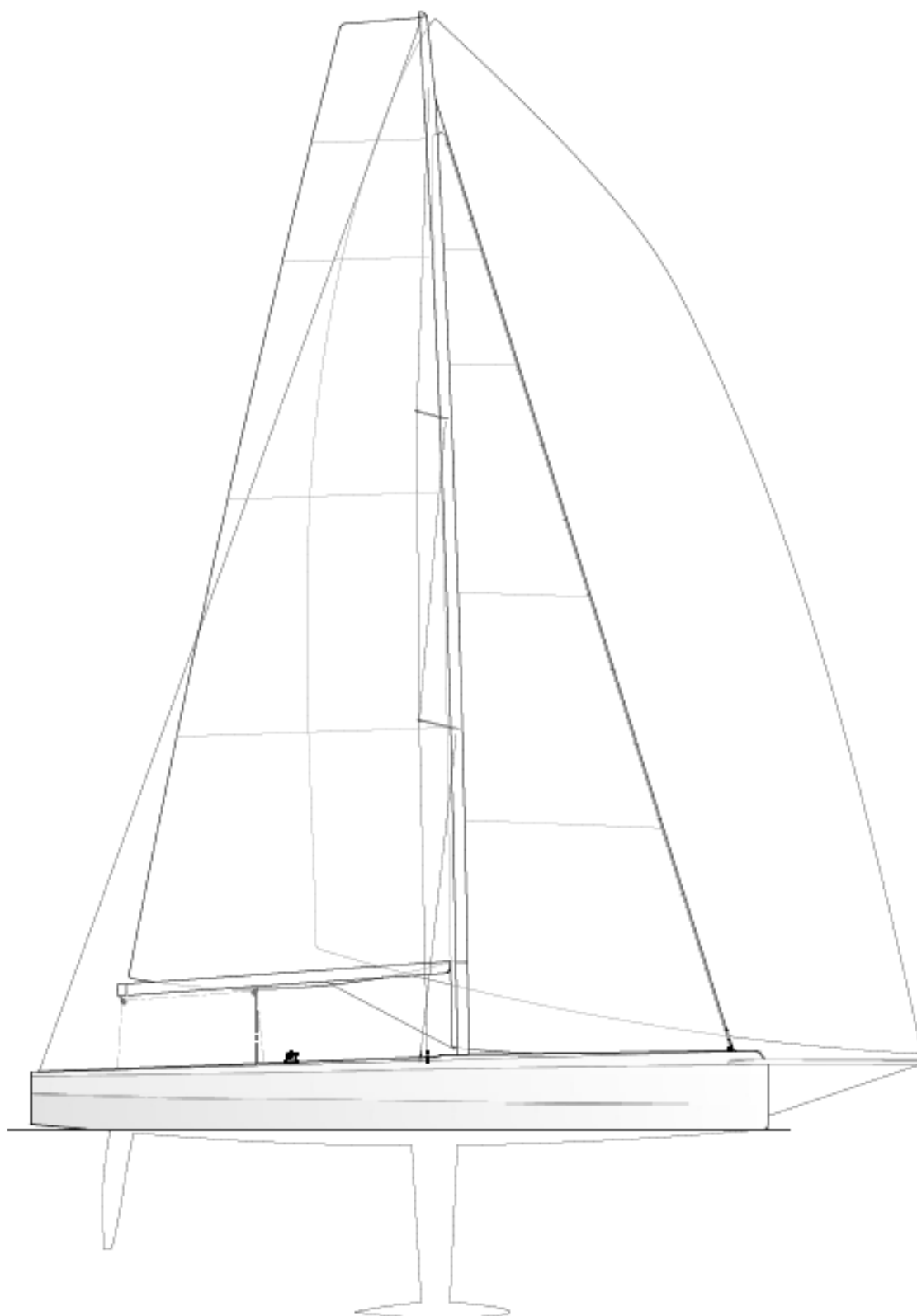
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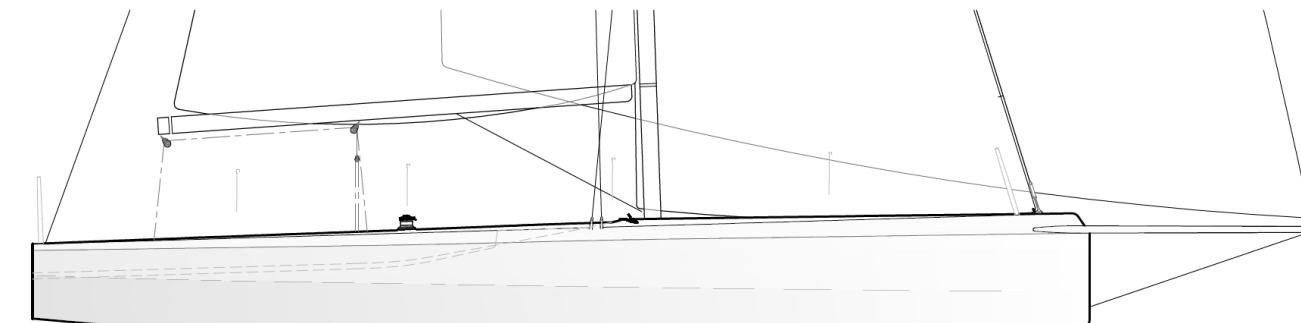
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AP2 SAIL PLAN



AP3 RIGGING PLAN



AP4 DECK HARDWARE ARRANGEMENT

