



Organising Authority (OA): The 2025 Cape to Rio Race is organised by the Royal Cape Yacht Club (RCYC), an affiliate of South African Sailing (SAS), and with the cooperation of the late Clube do Rio de Janeiro (ICRJ).

SAILING INSTRUCTIONS

Version 0; Date 14/11/2025

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. For the purpose of this rule, sunrise and sunset in each time zone will be 06:00 and 20:00 local time respectively.
- 1.2 The AIS Transponder shall be switched on, such that it is receiving and transmitting from 24 hours before the start until after finishing. Nothing shall be done to inhibit AIS transmissions. Boats unable to meet this requirement shall submit comprehensive details of the reason on their Compliance Declaration Form and may be subject to protest by the Race Committee. The penalty for breaking this rule is at the discretion of the International Jury and may include disqualification. The failure of any station to receive a signal from a boat's AIS Transponder shall not be subject to protest by a boat or grounds for a request for redress. This changes RRS 60.1 and 61.1(a).
- 1.3 Breaches of rules in the Sailing Instructions marked **[NP]** shall not be grounds for protests by a boat. This changes RRS 60.1

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 notice might be emailed to competitors and displayed on the club noticeboards at RCYC and/or ICRIJ.

3 ADVERTISING [NP]

- 3.1 Advertising, details of which are 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.





5 ORC CERTIFICATES [NP]

- 5.1 All boats shall lodge their final valid ORC Rating Certificates with the race office at RCYC by 1200B on Monday 1 December 2025.
- 5.2 All certificates will be displayed on the ONB between 1800B on Monday 1 December and 1200B on Monday 22 December 2025.

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 Saturday 27 December 2025, 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 vessel at the starboard end and the course side of an orange inflatable buoy at the port end.
- 7.3 A yellow inflatable buoy will be laid approximately 50m from the Race Committee signal vessel and approximately on the starting line. Boats shall not sail between this buoy and the Race Committee signal vessel.
- 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.
- 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 a request for redress. This changes RRS 61.1(a).
- 7.6 See NoR 4.3(f) & 4.3(g) for the change to the definition of 'Start'.
- 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 [NP]

- ~~8.1~~ Each boat shall report, no later than 1800B, her daily position as at 1400B.
- 8.2 A boat failing to make this report will be penalised [10 minutes added to her elapsed time for each report missed] without a hearing. This changes RRS 35 and A5.1.

9 RETIREMENTS [NP]

- 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 68, unless otherwise advised on the ONB, 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 [NP]

- 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 Committee 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**





- 14.1.1 For hearings requested ashore, the rules of Part 5, as amended by these sailing instructions, 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 Jury rooms located as described on the ONB.
- 14.1.2 Protests concerning eligibility of a boat shall be lodged no later than 1700B on 23 December 2025.

14.2 Hearings requested afloat

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

- 14.2.1 A boat intending to protest a boat that is racing shall inform the other boat at the first reasonable opportunity by VHF on channel 06, by telephone, or by email. She need not display a red flag. This changes RRS 60.2(a)(1).
- 14.2.2 The protestor shall deliver her protest via email to the Race Committee no later than 12 hours after the incident concerned.
- 14.2.3 A boat wishing to request redress shall deliver her request via email to the Race Committee as soon as reasonably possible after the relevant information becomes available. This changes RRS 61.2(b).
- 14.2.4 Notice of protests by the Race Committee, Technical Committee and Jury will be posted on the ONB and sent to the protested boat by email. This changes RRS 60.2(a)(2). There is no time limit for protests by a committee arising from the Race.

14.3 Requests for reopening

After 2300B (1800BRT) on 25 January 2026 a request by a party to reopen a hearing shall be delivered no later than 30 minutes after the party was informed of the decision.

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 hold 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 a boat that may have broken a rule of Part B of Section II of the IRPCAS in an incident with another competitor. This changes RRS 44.1.



- (b) After having taken a penalty in accordance with RRS 44.2, the boat shall notify the Race Committee of the fact within the applicable protest time limit.
- (c) A boat that intends to take a turns penalty may delay doing so if conditions or visibility would make it unsafe to do so promptly. In this case, in addition to SI 14.5.1(b), she shall notify the Race Committee of her delay as soon as possible. This changes RRS 44.2.”
- (d) A boat that realises that she 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 impose a time penalty instead of her being compelled to retire from the race (this changes RRS 44.1(b)). This request shall be made as soon as possible, but no later than the applicable protest time limit.

14.5.2 Time 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:

- (a) As soon as possible after having made its decision, the Jury, via the Race Committee, will inform the boat concerned of the penalty. The Race Committee will then indicate to the competitor either a zone or a time limit within which the penalty must be taken.
- (b) When a boat is ready to take her penalty, she shall contact the 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.
- (c) If 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 time penalty will be added to her elapsed time.

14.5.3 Time penalty decided by the Jury after a hearing 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

