



## NOTICE OF RACE 2023

### Objective

To provide a premier world class ocean race for the participation of qualified ocean racers and cruisers.

### Organising Authority (OA)

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

## 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 the approaches to Guanabara Bay, Rio de Janeiro, Brazil.
- 1.3 The warning signal will be at 1355B 2 January 2023.

## 2 RULES

- 2.1 The event will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 2.2 The following rules will also apply:
  - a) International Measurement System Rule (IMS).
  - b) IRC Rule, Parts A, B and C.
  - c) ORC Rating Systems Rule (ORC International and ORC Club)
  - d) MOCRA Rating Rule.
  - e) World Sailing Offshore Special Regulations (OSR) for Category 1 (Monohull and Multihull)
- 2.3 Protocols relating to COVID-19 may be published at any time and will state whether they have the status of a rule.
- 2.4 If there is a conflict between languages the English text will take precedence.
- 2.5 No National Prescriptions will apply.
- 2.6 All times given are Bravo Time Zone (B), being UTC+2.
- 2.7 Rule changes:
  - a) In addition to the changes to RRS 52 by the IRC and ORC rules, the use of self-steering devices and automatic pilots is permitted. This changes RRS 52.
  - b) Refer to ORC Rating Systems for various changes to RRS (RRS49.1; 51; 52).

- c) RRS78.2 is deleted; valid rating certificates must be presented on entry. Any changes or modifications to certificates must be submitted no later than 1200B 13 December 2022.
- d) Changes to the RRS in this Notice of Race per NoR 13.2, 14.2 and 14.3.
- e) The sail limits defined in IRC 21 are changed as follows:
  - A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.
  - A boat may carry one more spinnaker than the number stated in its IRC certificate.
- f) 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.)

### **3 SAFETY**

- 3.1 Boats must 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 2022. 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 time of check-in in Cape Town. Check-in is no later than the opening of registration for each start.
- 3.2 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 Cape-to-Rio 2023 and with the Person-in-Charge and 50% of the Cape-to-Rio 2023 crew aboard; or with both Cape to Rio 2023 crew aboard for Doublehanded entries:
  - a) Completion of a Cape-to-Rio 2023 Qualifying Race. These include Mossel Bay Race; West Coast Offshore Race; Cape-to-St Helena [Governor's Cup]; Vasco da Gama Race; Mossel Bay 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 3.2[a] or 3.2[b] may be considered and approved.
- 3.3 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.
- 3.4 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.
- 3.5 Training is as envisaged by OSR 6.01, being a World Sailing Accredited Offshore Personal Survival Training course. Details of this course are available from the OA.
- 3.6 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.

## 4 ADVERTISING

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

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

## 5 ELIGIBILITY

5.1 Entry into Cape-to-Rio 2023 is open to Monohull and Multihull boats 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) Crews must be prepared to deal with heavy weather, injuries, and equipment failures without the prospect of immediate assistance.
- 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) Boats must have a reasonable likelihood, in the sole opinion of the OA, of finishing prior to the time limit.

5.2 The minimum number of crew members shall be four, except for boats in the Doublehanded and Singlehanded Classes.

5.3 The event is limited to vessels which have an overall length (LOA) not less than 30 feet (9.144m).

5.4 The event will comprise the following fleets:

- a) **IRC Fleet** for boats with a current and valid IRC Rating Certificate, divided into various divisions – at the OA's discretion.
- b) **ORC Fleet** for boats with a current and valid ORC International or ORC Club Rating Certificate, divided into various divisions - at the OA's discretion.
- c) Doublehanded and Singlehanded Classes within the IRC Fleet. Boats will be eligible for overall Fleet trophies as well as Doublehanded or Singlehanded trophies. Entries in these Classes must satisfy the OA that they have suitable and adequate experience and that their boat is appropriately organised for Doublehanded or Singlehanded sailing.
- d) **Multihull Fleet** for boats with a valid MOCRA Certificate. The fleet may be divided into divisions at the OA's discretion.
- e) If there is sufficient demand, other fleets or classes of boats will be considered, at the OA's discretion.

## 6 ENTRY

6.1 Eligible boats shall enter by completing the entry form, submitting all boat and crew information specified on the entry form, and paying the entry fee before 1200B 1 December 2022. Late entries may be accepted upon special written application to the OA and payment of a fee for late entry. Under no conditions will entries be accepted after 1200B 16 December, 2022.

6.2 The OA will use best efforts to notify boats of the acceptance or rejection of their entry no later than 3 weeks after the date of a complete entry submission.

6.3 Boats shall provide the OA with all crew information required for clearance no later than 1200B 16 December, 2022.

- 6.4 Boats that fail to comply with the documentation filing deadlines of this Notice of Race, including appearance at their scheduled safety consultation, may have their entry rejected or cancelled without refund of entry fee.
- 6.5 Upon acceptance of an application in writing and payment of a late documentation fee of R1000/day or part thereof, the OA may, at its sole discretion, accept documentation after the filing deadlines and reinstate the entry.
- 6.6 A decision by the OA as to whether a boat and her crew meets the requirements for entry in the race is final and will not constitute grounds for redress.

## **7 ENTRY FEE**

- 7.1 Entry and payment of entry fees closes at 1200B on Thursday 1 December 2022. Entries & fees received after the close of entries will be subjected to a late entry fee.
- 7.2 An entry, on the prescribed entry form, must be submitted with the relevant entry fee.
- 7.3 The Entry Fees, including VAT, are:
- a) R12,650.00 per boat and R1,300.00 per crew member until 31 October 2022.
  - b) R17,000.00 per boat and R1,700.00 per crew member from 1 November – 1200B 1 December 2022.
- 7.4 Late Entry Fee is R25,300.00 per boat and R2,600.00 per crew member. Late Entries close at 1200B Friday 16 December 2022. No entry will be accepted after this time.
- 7.5 Early Entries: Boats and crew that entered and paid their entry fee before 31 December 2021 may be given early registration opportunities at pre-race events.
- 7.6 No refund of entry fees will be made. All currency amounts are South African Rands [ZAR] unless otherwise noted.
- 7.7 Pre-entry Documentation:  
The following documentation shall be lodged with the OA by 1200B on 1 December 2022:
- a) Entry Form
  - b) Proof of Payment of entry fee
  - c) Current and valid ORC or IRC Rating Certificate (Monohulls) or a completed application for a MOCRA Certificate (Multihulls)
  - d) Crew Competency Declaration Form
  - e) Certificate of Insurance
  - f) Crew List
  - g) In the interests of public relations, media and race promotion, all entry forms must be accompanied with a brief biographical note of the owner and/or Person-in-Charge, information on the crew and boat, and must include a photograph of the owner/Person-in-Charge and the boat.

## **8 DIVISIONS AND CLASSES**

- 8.1 The OA, at its sole discretion, may allocate boats to divisions within a handicap category. Within any such handicap category, all boats will be scored in the overall result for the category.
- 8.2 The OA's determination as to whether a One Design Class or an additional handicap category will be accepted is final and binding. Boats that wish to nominate a One Design Class or an additional handicap category should do so in writing.

## **9 OVERALL RESULTS**

- 9.1 The winner of the 2023 Cape-to-Rio Race will be the boat that wins the overall IRC Handicap Category.
- 9.2 The line honours winner of the 2023 Cape-to-Rio Race will be the boat that crosses the finishing line first in the IRC or ORC Handicap Categories.

## **10 MEASUREMENT**

- 10.1 The OA reserves the right to 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 authorised representative be present at the time of inspection.
- 10.2 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.

## **11 NOTICES AND SAILING INSTRUCTIONS**

- 11.1 The Official Notice Board (ONB) is online at [www.cape2riorace.com](http://www.cape2riorace.com)
- 11.2 The Sailing Instructions will be posted on the ONB by 1200B on 2 December 2022.

## **12 START TIME AND PLACE, COURSES, FINISH**

- 12.1 The race will start at 1400B on Monday 2 January 2023 in Table Bay, Cape Town, South Africa, and finish at the finishing line at Rio de Janeiro, Brazil. Precise details of the starting line, any marks to be rounded, and the finishing line will be published in the Sailing Instructions.
- 12.2 No boat shall sail south of latitude 37°07'S.

## **13 TIME LIMIT**

- 13.1 The race time limit is 1700B (1200BRT) on Thursday 2 February 2023.
- 13.2 Boats still racing when the time limit expires will be scored Time Limit Expired (TLE) without a hearing, and scored points for the finishing place one more than the number of boats that did finish the race. This changes RRS 35, RRS A4, RRS A5, and RRS A10.
- 13.3 Boats still at sea after the time limit expires should adopt the internationally accepted mode of communication for emergencies.

## **14 PENALTY SYSTEM**

- 14.1 An international jury will be constituted in compliance with RRS Appendix N. There shall be no appeal from the decisions of an international jury, as per RRS 70.5.
- 14.2 When the international jury decides a boat has broken a RRS Part 2 rule and is not exonerated, 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.
- 15.3 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 REGISTRATION**

16.1 Details of the registration process to take place within two weeks of the start will be confirmed as an addendum to this Notice of Race, which will be published separately as Addendum E.

## **17 MOORINGS**

17.1 Moorings in Cape Town will be available for two weeks before the start, from 19 December 2022.

17.2 Swing moorings in Rio will be available after finishing up, to 28 February 2023.

17.3 Boats seeking moorings beyond these times are welcome to contact the Race Office - details in NoR 23 below.

17.4 Mooring details will be published in Addendum F to this Notice of Race.

## **18 BRIEFINGS**

18.1 A compulsory Race Briefing will be held at RCYC within two weeks of the start.

18.2 A compulsory Weather Briefing will be held at RCYC within two weeks of the start.

18.3 A compulsory Safety Briefing per clause 3.4 of this notice will be held at RCYC within two weeks of the start.

18.4 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 the required attendance is not met, the boat will not be eligible to race.

18.5 Details will be confirmed as an addendum to this Notice of Race, which will be published separately as Addendum A.

## **19 PRIZE-GIVING AND TROPHY PRESENTATION**

19.1 Prize-giving will be held at ICRJ from 2300B (1800BRT) on 2 February 2023.

19.2 Floating Trophies will be awarded in accordance with Addendum G, to be published in due course.

19.3 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.

19.4 Other prizes and/or trophies may be awarded at the discretion of the OA.

## **20 DISCLAIMER OF LIABILITY**

20.1 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 2023, her rigging, the safety equipment on board and the competence, behaviour 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 Part 1 Fundamental Rule 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.

## 21 MEDIA

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

- a) acknowledges that the OA owns all media rights to the Cape-to-Rio 2023 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 Cape-to-Rio 2023 and the competitors and crew members' participation prior to, during and after the race.

## 22 INSURANCE

22.1 The owner of the boat shall hold a marine legal liability insurance policy, with a sum insured of not less than USD 500 000 (five hundred thousand US dollars).

## 23 FURTHER INFORMATION

23.1 For further information please contact:

The Race Office, Cape2Rio Race, PO Box 772, Cape Town, 8000, South Africa

Email: [info@cape2riorace.com](mailto:info@cape2riorace.com)

Telephone: +27 (0)21 421 1354

Website: [www.cape2riorace.com](http://www.cape2riorace.com)

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

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

## 24 TABLE OF ADDENDUMS

24.1 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

## 25 CHANGES TO THE NOTICE OF RACE

The NoR may be changed. Changes will be posted on the ONB at [www.cape2riorace.com](http://www.cape2riorace.com)