

Cape 31 One-Design Class Rules

Version 15.3r

updated 1 June 2021



INTRODUCTION

The intention of the Cape 31 One-Design 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 One-Design hulls, hull appendages and rigs are measurement and manufacturing controlled.

The Cape 31 One-Design hulls and hull appendages shall only be manufactured by the licenced boat manufacturer appointed by the Cape 31 One-Design Licence Holder.

Cape 31 One-Design rigs shall only be manufactured by the licensed spar manufacturer appointed by the Cape 31 One-Design Licence Holder.

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

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

Cape 31 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 One-Design Class Rules proper 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 official measurers.

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." COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

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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 One-Design Class
- 1.2. Association – Cape 31 One-Design Class Association
- 1.3. Rule – A rule in the Cape 31 One-Design Class Rules
- 1.4. ERS - Equipment Rules of Sailing
- 1.5. RRS - Racing Rules of Sailing
- 1.6. OSR - Offshore Special Regulations
- 1.7. LH – Cape 31 Licence Holder
- 1.8. LBM - Licensed Boat Manufacturer, appointed by the License Holder
- 1.9. LSM – Licensed Spar Manufacturer, appointed by the License Holder

2. AUTHORITIES

- 2.1. The LBM and LH 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. Blank
- 2.3. The Class Measurer has the authority to withdraw certification of any sails that fail to meet the specifications in these Rules.
- 2.4. Neither the Class Measurer, an official measurer, or an equipment inspector are under any legal responsibility in respect of these Rules or the accuracy of measurement. No claim arising from them shall be entertained.

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3. ADMINISTRATION OF THE CLASS

3.1. The Class is administered by the Cape 31 One-Design Class Association.

4. CHANGES TO THE CLASS RULES

4.1. Proposals to change a Rule shall conform to the requirements of the Association's Constitution.

5. RULES INTERPRETATION

5.1. Interpretation of ERS shall be made in accordance with World Sailing Regulations.

5.2. Interpretation of the Rules shall be made by the Class Technical Committee in consultation with the LBM or LSM when appropriate.

6. SAIL NUMBERS

6.1. Blank

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

7.1. The Builder Certificate shall record the following information:

- a) Blank
- b) Hull identification number
- c) Builder details
- d) Date of issue of initial Builder Certificate
- e) Blank

7.2. 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

7.3. The Builder Certificate shall be reinstated once the Class Measurer 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.

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8. **MAST CERTIFICATE**

8.1. Blank

9. **RETENTION OF DOCUMENTATION**

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

9.2. 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.

10. **CLASS RULES AND CERTIFICATION**

10.1. The boat shall:

- a) Be in compliance with the class rules.
- b) Have a valid Builder Certificate.
- c) Blank

11. **EQUIPMENT INSPECTION**

11.1. In the case of a dispute at a Class event alleging non-compliance with the Rules where specific measurements are not stated, the Event Equipment Inspector 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 five 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.

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- 11.2. 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 the race committee.

12. EVENT LIMITATION MARKS

- 12.1. If an event requires event limitation marks these marks shall not be removed during the event. If the event limitation mark becomes damaged or lost this shall be reported to the race committee as soon as possible.

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PART II – REQUIREMENTS AND LIMITATIONS

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

Section C – Conditions for Racing

13. RULES

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

14. ADVERTISING

14.1. Advertising shall only be displayed in accordance with the World Sailing Advertising Code. (See Regulation 20).

15. CREW

15.1. LIMITATIONS ON THE CREW

- a) The crew shall consist of 5 or more persons.
- b) The weight of all crew members on board while racing, weighed in light street clothes, shall not be greater than 595 kilograms and not less than 510 kilograms.
- c) Substitution of crew members, or a change in the number of crew members, will not be allowed during a regatta without prior written approval of the race committee. The total crew weight after substitution shall be within 20 kilograms of that before substitution.
- d) No boat shall have more than two World Sailing Group 3 sailors aboard while racing.
- e) Sailors without a current and valid World Sailing classification shall be considered Group 3 sailors.
- f) Class rules 15.1(d) and (e) shall not apply to an event designated by the Class Executive Committee as an “Invitational” event or regatta.
- g) Class rules 15.1(a) and the minimum crew weight in 15.1(b) shall not apply to an event designated by the Class Executive Committee as a “Club” event.

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15.2. LIMITATIONS ON THE DRIVER

- a) The Driver shall be a current Class member in good standing, and meet the following criteria, except in the event of an emergency involving the safety of the boat or crew where the boat may be helmed by any crew member. Any such incident shall be reported to the protest committee/jury, which may penalise the boat. The penalty may be less than disqualification.
- b) Permitted Drivers in Class round-the-buoy races:
 1. Owner Members of the Class Association
 2. Owner Member-nominated drivers who, other than in exceptional circumstances hold a World Sailing classification Group 1, and are approved by the Class Executive Committee.
 3. Charterers approved by the Class Executive Committee.
- c) In Class round-the-buoy races a boat shall be helmed by a Permitted Driver (in terms of Rule 15.2 b) from the preparatory signal until the finish of the race, except that short breaks not exceeding 5 minutes are allowed for personal or shipboard needs, during which any Group 1 crew member may helm.
- d) In Class races designated in the Notice of Race as "coastal races", a Permitted Driver (in terms of Rule 15.2 b)) shall start the boat, steer for the first hour, steer for approximately the last hour of the race, and finish the boat. Other than those periods, any Group 1 crew member may steer.
- e) The Class Executive Committee shall be the sole interpreter of who qualifies as an Owner Member.
- f) Class rules 15.2 shall not apply to an event designated by the Class Executive Committee as an "Invitational" event or regatta.

16. SAFETY EQUIPMENT

- 16.1. All equipment shall be functional for its intended use.
- 16.2. Boats shall carry an anchor and chain with a combined weight which shall not be less than 8 kgs.
- 16.3. The anchor line shall not be less than 8mm in nominal diameter and 100m long.

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- 16.4. Lifelines shall conform to the World Sailing Ocean Sailing Regulations Category 4.
- 16.5. 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
- 16.6. 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.

17. OPTIONAL EQUIPMENT, REPLACEMENT AND MODIFICATION

- 17.1. 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.

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- 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) Second battery, stowed in the battery well next to the primary battery.
- 17.2. 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.
- 17.3. The following modification is permitted: Holes may be made, and local reinforcement applied, in the hull for the fitting of electronic navigation systems.
- 17.4. 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.
- 17.5. The following may be replaced:
- a) Forward spinnaker sheet blocks to Harken 75 Ratchet or Ratchamatic.

18. CLASS WEIGHT

- 18.1. BLANK

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19. MAINTENANCE

19.1. 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) Any more serious damage shall be repaired by, or under the direction of, the LBM. Details of such repairs shall be recorded on the boat's Builder Certificate.
- h) Keel and rudder templates, approved by the Association, may be used by the Class Measurer to check foil shape conformity.
- i) All boats shall have commercially available anti fouling paint below the water line.

19.2. 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.

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Section D – Rig

20. GENERAL

- 20.1. 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.

21. MAST

21.1. DIMENSIONS

- a) Top of boom to the bottom of band at the mast head (P) shall be 12500mm.

21.2. 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.

22. BOOM

22.1. DIMENSIONS

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

22.2. 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.

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23. **STANDING RIGGING**

23.1. 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.

24. **RUNNING RIGGING**

24.1. 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 6:1
- e) Mainsheet fine tune not to exceed 24:1.
- f) Traveller purchase not to exceed 4:1.
- g) Boom vang purchase not to exceed 32:1.
- 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.

24.2. DIMENSIONS

- a) The core diameters of running rigging shall not be less than what was supplied by the builder. The material of running rigging shall be unrestricted. Yachts shall not change the diameter of any running rigging during a regatta of six or less consecutive days.

24.3. Running rigging shall not have tension gauges.

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Section E – Sails

25. PARTS

25.1. **MANDATORY:** The following sails must be carried onboard while racing:

- a) 1 Mainsail.
- b) 1 J2 Jib.
- c) 1 J4 Jib.
- d) 1 A2 Gennaker.
- e) 1 A3 Gennaker.

25.2. **OPTIONAL:** An additional A2 or an additional A3 may be carried onboard while racing, but may only be used in replacement of a damaged sail. The damaged sail shall be made available for inspection, if requested, after the race or races in which the replacement sail was used.

26. GENERAL

26.1. RULES

- a) Sails shall comply with the class rules in force at time of certification and be measured under "ERS" Rules of sailing except where varied herein.

26.2. CERTIFICATION

- a) Blank

26.3. SAILMAKER

- a) No license is required.
- b) Sails can be supplied by any South African Sailloft

26.4. CAPE 31 ONE-DESIGN CLASS SAIL CERTIFICATION

- a) Blank

26.5. MODIFICATIONS, MAINTENANCE AND REPAIR

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

27. MAINSAIL

27.1. IDENTIFICATION

- a) The class insignia shall be 600mm high and fit within 1.6m and 3.1m down from the head. Logo artwork is available from NCA.

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27.2. CONSTRUCTION

- a) The construction shall be: Soft sail, single ply sail.
- b) The body of the sail shall consist of woven ply and/or laminated ply made from one or more of the following materials: polyester, mylar, aramids, Fabric shall be readily available from a commercial cloth manufacturer and supplied in roll form, with a minimum weight of 240 grams per square meter.
- c) Sail reinforcement shall be made from one or more of the following materials: polyester, aramids, mylar.
- d) The sail shall have 6 batten pockets in the leech. The upper three shall be full length and extend from leech to luff. Among these six there shall be one gaff batten, extending from the top aft corner of the leech to the luff, and the angle of this batten is unrestricted. The spacing of the remaining battens is optional. The batten material is optional.
- e) A window is permitted.
- f) One reef position shall be fitted, reducing the luff length between 1300 and 1400 mm. Additional reef points are optional. The designed load-bearing capacity of the reef patch shall be certified by the manufacturing loft's sail designer to be at least 80% of that of the clew patch.
- g) Moulded sails are not permitted.
- h) The following are permitted: Cunningham, 1 reef, camber stripes,

27.3. DIMENSIONS (given in millimetres and max size)

- a) Mainsail may not extend past bands P and E on the rig.

Mainsail	Maximum	
HB	1115	Headboard Width
MGT	1520	Main Girth Top
MGU	2120	Main Girth Upper
MGM	3040	Main Girth Middle
MGL	3790	Main Girth Lower

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28. HEADSAILS

28.1. CONSTRUCTION

- a) The construction shall be: Soft sail single ply sail.
- b) The body of the sail shall consist of woven ply and/or laminated ply made from one or more of the following materials: polyester, mylar, aramids, Fabric shall be readily available from a commercial cloth manufacturer and supplied in roll form, with a minimum weight of:
 1. 240 grams per square meter along the luff and foot, and extending into the body of the sail to include a maximum of 50% of the total sail area.
 2. 270 grams per square meter along the leach, and extending into the body of the sail to include a minimum of 50% of the total sail area.
- c) Moulded sails are not permitted.
- d) The jib luff shall have hanks of any material.
- e) A window is permitted below half height.
- f) The following are permitted:
 1. Camber stripes
 2. Any headsail may be fitted with a maximum of four battens not longer than 960 mm
 3. The battens shall have one end placed on the leech.
 4. The battens shall be removable.
 5. The top batten may be full length.
 6. The batten leech angle is optional

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28.2. DIMENSIONS: (given in millimetres)

a) J2 Jib

	Maximum	Minimum
Luff	12450	12350
LPG	3660	3600
Leach	11760	11660
JH	110	N/A
JGT	560	510
JGU	1030	980
JGM	1900	1850
JGI	2770	2720

b) J4 Jib

	Maximum	Minimum
Luff	10780	10680
LPG	3520	3470
Leach	9980	9880
JH	110	N/A
JGT	490	440
JGU	900	850
JGM	1740	1690
JGI	2620	2570

29. GENNAKERS

29.1. An A2 and A3 are allowed.

29.2. USE

a) A gennaker retrieval line may be attached to the sail.

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b) A single line may be attached to the clew for attaching sheets

c) Sheets may not be spliced to sail

29.3. CONSTRUCTION

a) The construction shall be: Soft sail, single ply sail.

b) The body of the sail shall consist only of woven ply nylon material.
Primary reinforcement may include other materials.

c) Windows are not permitted.

d) Minimum cloth weights are:

1. A2: 36 gm per m²

2. A3: 46 gm per m²

29.4. DIMENSIONS: to be measured as a gennaker (given in millimetres):

a) A2 Gennaker

	Maximum	Minimum
SLU	15730	15630
SLE	13740	13640
AMG	9530	9430
ASF	9790	9690

b) A3 Gennaker

	Maximum	Minimum
SLU	15290	15190
SLE	13650	13550
AMG	7750	7650
ASF	9190	9090

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BUILDER SPECIFICATIONS

BS 1 Interior dimensions

Description	Tolerance	
	mm	mm
Forward blkhead to Aft Mast collar opening	25	2
Companion way blkhead (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

Description	Tolerance	
	mm	mm
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

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BS 3 Appendage dimensions

Description	Tolerance	
	<i>mm</i>	<i>mm</i>
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.

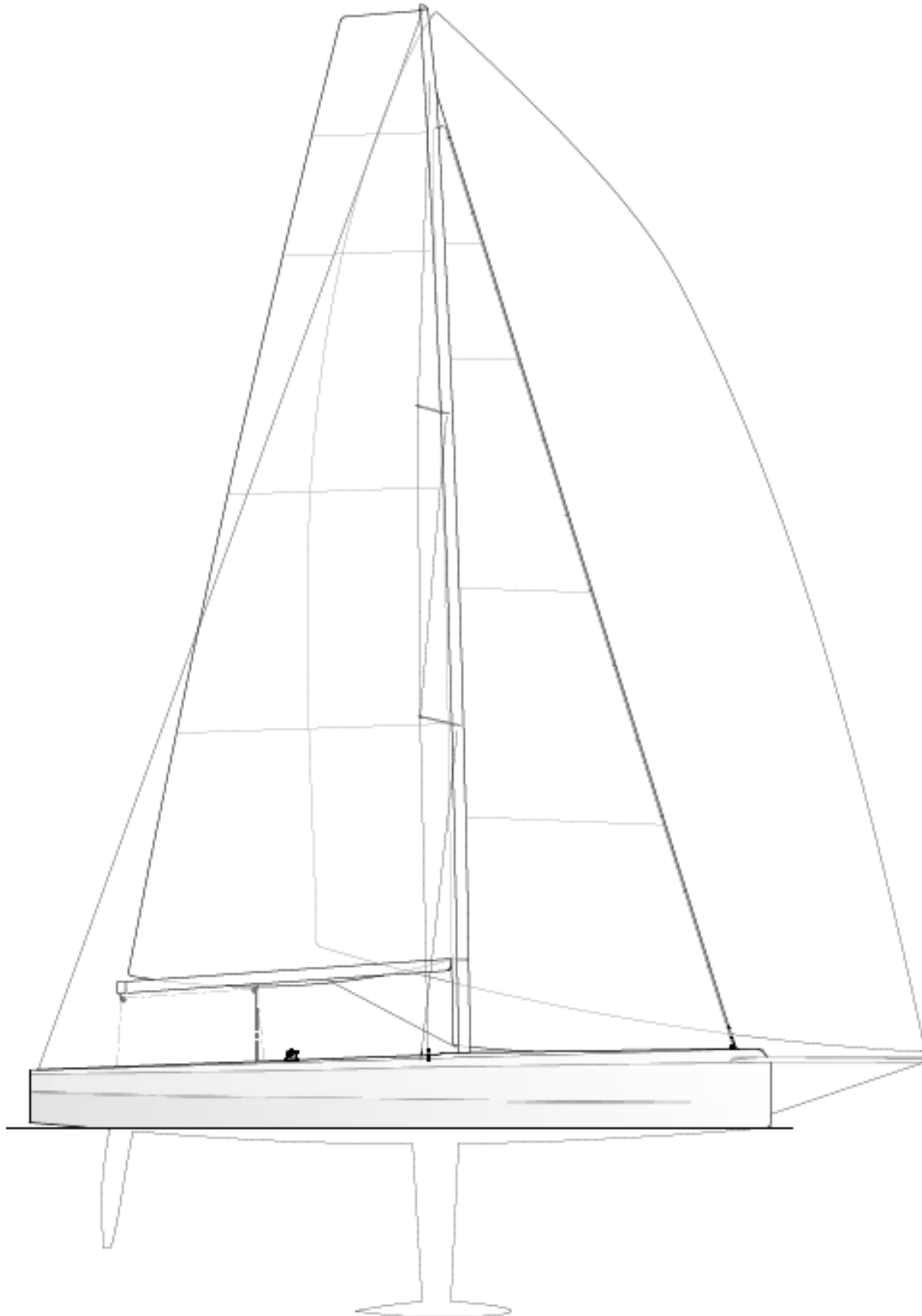
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AP2 SAIL PLAN



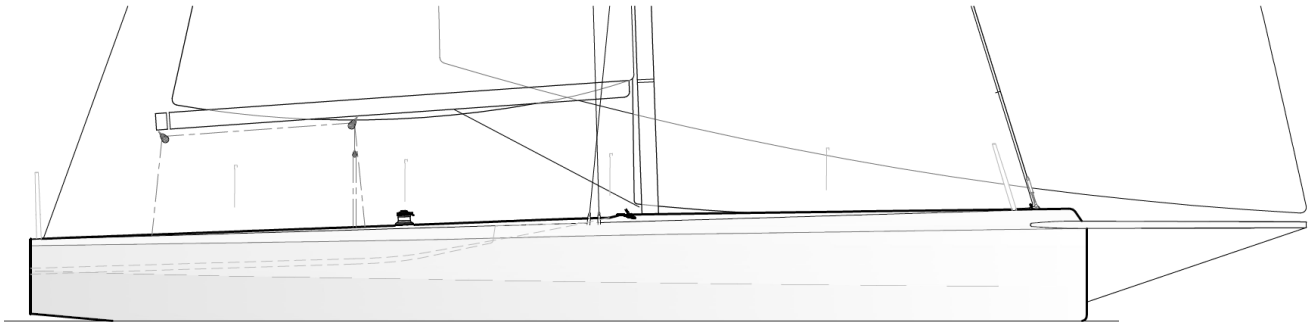
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AP3 RIGGING PLAN



AP4 DECK HARDWARE ARRANGEMENT

