



ROYAL WESTERN
YACHT CLUB OF ENGLAND

PLYMOUTH RACE WEEK

2024

2024 J/24 National Championships

Sailing Instructions

Organising Authority (OA) – Royal Western Yacht Club of England (RWYC)

1. RULES

- 1.1 Racing will be governed by the ‘Rules’ as defined in the Racing Rules of Sailing (RRS), Prescriptions and the J/24 Class Rules.
- 1.2 Where there is conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail except that neither shall change nor alter a class rule. This changes Rule 63.7.
- 1.3 Plymouth is a Naval/Commercial Port, shipping movements can be frequent and must have priority. Boats, at all times, must keep clear of ships leaving or entering the port and obey instructions from the Race Committee where avoiding action is necessary. Failure to obey Race Committee instructions may be treated as misconduct.
- 1.4 The Post-Race Penalty and RYA Hearing/Arbitration of the RYA Rules and Disputes procedures will be available. This is the preferred method of resolving disputes. See the official website for details. See: <https://www.rya.org.uk/racing/rules/rules->

disputes

1.5 Racing Rules are changed as follows:

1.5.1 The first two sentences of RRS 44.1 are changed to: “A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident whilst racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.”

1.5.2 Except if the course is shortened to finish at the windward mark, penalties while in the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2

1.6 Competitors should note the Royal Western Yacht Club implement the RYA Racing Charter and competitors will be expected to sail in compliance with it.

1.7 All boats shall monitor Ch 72. Failure to receive a VHF communication shall not be grounds for redress.

1.8 J/24 Owners and Helms must be members of their National Class Association (NCA) and shall race in accordance with their Class Rules.

1.9 Class rule changes as permitted by the International J/24 Class Association (IJCA) Class Rules, Section H:

1.9.1 Class rule C.2.1(b) is replaced with class rule H.4.3 that allows limited declared crew substitution.

1.9.2 Class rule C.10.2 is replaced with class rule H.2 that allows a spare spinnaker with restrictions.

2. CHANGES TO SAILING INSTRUCTIONS

2.1 Any changes to the Sailing Instructions will be posted in the competitor WhatsApp group before 0800 on the day they will take effect (see SI 3.1). They may be repeated via VHF up to 5 minutes before the first warning signal of the day, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3. COMMUNICATION WITH COMPETITORS

3.1 Notices to competitors will be posted on the online Official Notice Board (ONB) which is on the event website located at <https://j24worlds2025.com/2024-nationals>

3.2 On the water the Race Committee intend to monitor and communicate with competitors via VHF Channel 72. The alternative channel is VHF channel P4. The following communications may be made by the Race Committee on VHF Channel 72: time checks, race area, location of committee vessel, signals, sounds, courses, changes of courses, shortening, postponement, abandonment. All competitors shall monitor VHF Channel 72

for these courtesy communications. Signals, flags and boards displayed on the committee vessel are the primary means of conducting the racing. Failure to make broadcasts or failure to hear broadcasts shall not constitute grounds for redress. This changes RRS 62.1.

- 3.3 Any changes to the Sailing Instructions, details of the start line and course may be communicated on VHF at least 5 minutes before the first warning signal.
- 3.4 From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. SIGNALS MADE ASHORE

- 4.1 All signals relating to the J24 class will be displayed on the Committee Vessel and /or by VHF on Channel 72 and / or in the competitor WhatsApp group.
- 4.2 When flag AP is displayed ashore. ‘1 minute’ is replaced with ‘not less than 60 minutes’ in the race signal AP. This changes the meaning of AP in Race Signals.
- 4.3 When flag Y is displayed ashore, Rule 40 always applies whilst afloat.

5. SCHEDULE OF RACES

5.1 Schedule:

DATE	TIME	ACTIVITY
Thursday 11 th July	1600 – 1830	Crew Weigh In and Registration
Friday 12 th July	0830 – 0900	Crew Weigh In and Registration
	0900 1055	J/24 Briefing at Plymouth Yacht Haven Marina First Warning Signal 1 st race of the day. 3 races scheduled for J/24 Class
Saturday 13 th July	1025	First Warning Signal 1 st race of the day. 4 races scheduled J/24
Sunday 14 th July	1025	First Warning signal 1 st race of the day. 3 races scheduled for J/24 class
	1600	Day and Overall Prizegiving

- 5.2 10 races are scheduled.
- 5.3 On Sunday no warning signal will be made after 1430.
- 5.4 At the discretion of the Race Committee, one extra race in any day may be sailed, providing races become no more than one race ahead of schedule and that any change is made according to the provisions of the Sailing Instructions.

6. CLASS FLAG

6.1 The Class flag is code flag J which shall be used in accordance with RRS 26

7. RACING AREA

7.1 The racing area is Plymouth Sound and the area south of Plymouth Breakwater as shown in SI Appendix 1.

8. COURSES

8.1 Courses will be windward/leeward, WA or LRA, as shown in Appendix 2.

8.2 The diagram in SI Appendix 2 shows the windward/leeward courses to be used.

8.3 No later than the warning signal, the Race Committee signal vessel shall display the approximate compass bearing of the first leg and the designated course.

8.4 Mark 2 will be a gate consisting of two marks (mark 2P and mark 2S). If the gate is not present, mark 2 shall be rounded to port. Except when there is a change of course, the gate will be positioned approximately to windward of the Race Committee signal vessel at a distance at the discretion of the Race Committee. The gate may be laid after the starting signal. This changes RRS 34.

9. MARKS

9.1 Marks are as follows:

Mark	Type/shape	Colour
1	Cone	Orange - PYC
1a	Cone	Orange - PYC
2S and 2P	Tetrahedral	Red – Sail GP
Change mark 1	Cone	Orange with a grey sleeve
Change mark 1a	Cone	Orange
Starting mark Port end	Tetrahedral	Red – Sail GP
Finishing mark Port End	Orange Danbuoy	Blue Flag
Start/Finish mark Starboard End	Committee Vessel	S/Yacht “Mr Orion”

10. OBSTRUCTIONS

10.1 Boats, whilst racing, are prohibited from entering the Controlled Mooring Area located north of Mountbatten peninsula and south of the Plym navigation channel. Boats must remain north of a line extending from the most westerly mooring buoy positioned on the

south side of the Plym navigation channel east through each mooring buoy on the southern boundary of the Controlled Mooring Area and west of a line extending from the most westerly mooring buoy on the south side of the Plym navigation channel due south of the Mountbatten peninsula. This prohibited area ranks as an obstruction to sea room under RRS.

11. THE START

- 11.1 Races will be started using RRS 26.
- 11.2 To alert boats that a race will begin soon the orange starting line flag will be displayed with one sound at least five minutes before the warning signal.
- 11.3 The starting line is between a staff displaying an orange flag on the Race Committee signal vessel at the starboard end and a red tetrahedral buoy (Sail GP – see 10.1 above)
- 11.4 A boat that does not start within 5 minutes of her starting signal will be scored Did Not Start without a hearing. This changes RRS63.1, A5.1 and A5.2.
- 11.5 In addition to the procedures in RRS29.1, the Race Committee may announce on VHF that one or more boats were over the line, but not sooner than 1 minute after the start. Competitors are reminded that it is their responsibility to ensure that they have started correctly. Failure to make or receive such transmissions is not grounds for redress under RRS 62.1 This changes RRS29.1

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark as per RRS 33
- 12.2 Mark moves of less than 200 metres may be made without signalling the change. This changes RRS 33.

13. THE FINISH

- 13.1 The finishing line is between a staff displaying a blue flag on the Race Committee signal vessel and a danbuoy with a blue flag.
- 13.2 The course may be shortened by the Race Committee at the Finishing Line. In this event the committee vessel shall display flag S with two sound signals prior to the lead boat approaching mark 2p/2s; in addition, a Race Committee boat may be positioned adjacent to mark 2 displaying K flag. Broadcasts may be made on the relevant VHF channel. All boats shall then complete the lap they are sailing and after passing mark 2p to port proceed to the Finishing Line.

14. PENALTY SYSTEM

14.1 RRS Appendix T will apply, as modified below.

14.1.1 A boat may accept a Post-Race scoring penalty of 30% only until the end of the Protest Time Limited by completing a Penalty Acceptance Form. This changes RRS Appendix T.1.(a) and T.1.(b).

14.1.2 A boat accepting a Post Race scoring penalty after an arbitration hearing shall be penalised 40%. This changes RRS Appendix T.1.(b).

14.2 The first two sentences of RRS 44.1 are changed to “A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident whilst *racing*. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.”

14.3 Except if the course is shortened to finish at the windward mark, penalties while in the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2

15. TIME LIMITS AND TARGET TIMES

15.1 The target time for races is 60 to 80 minutes. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

15.2 Boats failing to finish within 30 minutes after the first boat sails the course and finishes, and not subsequently retiring, penalised or given redress, will be scored TLE (Time Limited Expired) without a hearing. A boat scored TLE shall be scored two more points than the number of boats that have finished within the time limit. This changes RRS 35, 63.1, A4 and A5.1, A5.2 and A10.

15.3 If no boat has passed the first mark within 30 minutes, the race will be abandoned.

16. HEARING REQUESTS

16.1 The protest time limit is 90 minutes after the last boat finishes the last race of the day or 90 minutes after the time that the Race Committee signals that racing is abandoned for the day, whichever is the later. The time will be posted on the official notice board.

16.2 Hearing Request forms are available from the event website. Hearing Requests and Requests for Redress or reopening shall be delivered to RWYC within the appropriate protest time limit.

16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at RWYC, beginning as soon as possible, after posting.

16.4 On the last scheduled day or racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

17. SCORING

- 17.1 The low point scoring system of RRS Appendix A shall apply.
- 17.2 Four races are required to constitute a series.
- 17.3 When fewer than 5 races have been completed, a boat's series score shall be the total of her race scores.
- 17.4 When 5 or more races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.

18. REPLACEMENT OF CREW OR EQUIPMENT

- 18.1 Crew replacements are limited to those allowed by SI 1.9 and class rule H.4.3. The Race Committee shall approve a crew substitution during the event in case of illness or emergency.
- 18.2 Even if replacement or crew substitution is allowed, the number of crew shall not change during the event.
- 18.3 Substitution of damaged or lost equipment will not be allowed unless authorised in writing by the Race Committee. Requests for substitution shall be made to the Race Committee at the first reasonable opportunity, which may be after the race.

19. EQUIPMENT AND MEASUREMENT CHECKS

- 19.1 A boat or equipment may be inspected at any time for compliance with the class rules, Notice of Race and sailing instructions..

20. TRASH DISPOSAL

- 20.1 Competitors shall not intentionally dispose of trash in the water. Trash shall be held for proper disposal.

21. HAUL-OUT RESTRICTIONS

- 21.1 Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

22. DIVING EQUIPMENT, PLASTIC POOLS AND OTHER PROHIBITED ACTIONS

- 22.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used between the time the boat is afloat and the end of the regatta. The hull may be cleaned by keelhauling using ropes, cloth or other equipment designed for that use.
- 22.2 Careening by any means for the purpose of cleaning or inspecting the hull is prohibited during the regatta.
- 22.3 Use of dehumidifiers or electric fans are prohibited at all times while boats are afloat.

23. **PRIZES**

23.1 As per NoR 18.1.

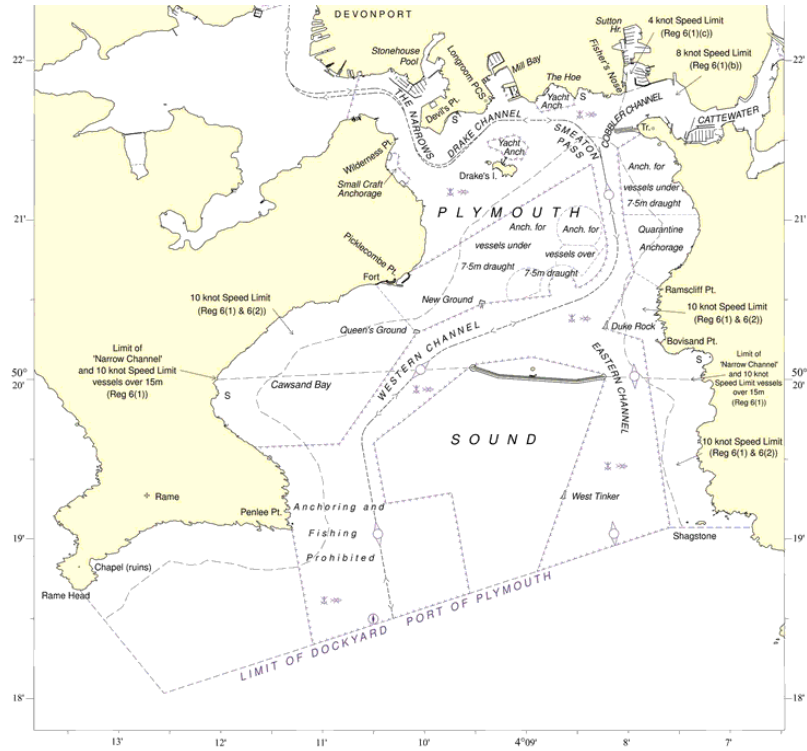
24. **RISK STATEMENT**

24.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

25. **INSURANCE**

25.1 As per NoR 19.1.

Appendix 1 – Course Areas



Appendix 2 – Course Diagrams

