



**6 – 14 September 2025**  
**Plymouth, United Kingdom**  
**[www.j24worlds2025.com](http://www.j24worlds2025.com)**

## ***NOTICE OF RACE***

*Preamble: The notation [NP] in a rule means that a boat may not protest another boat for a breach of this rule. This changes RRS 60.1*

- 1. Rules**
- 1.1 The event will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 The Regatta Regulations of the IJCA (IJCA RR), available at <http://www.j24class.org/rules-regulations/regatta-regulations>, shall apply.
- 1.3 The prescriptions of the Royal Yachting Association will apply. The applicable prescriptions appear in Addendum A.
- 1.4 RRS 41 shall apply from the time a boat leaves her mooring for the first race of each day and until she returns to her mooring after her last race of the day, except in an emergency. This changes the preamble to Part 4 rules.
- 1.5 [NP][DP] Bow numbers will be assigned to each boat and used as identification for the boat during the event. Bow numbers shall be applied in accordance with the instructions supplied and shall remain affixed until after a boat hauls out at the end of the event.
- 1.6 If there is a conflict between languages, the English text will take precedence.

- 1.7 The following are directives to boats and support vessels at the venue:
- (a) 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.
  - (b) Where non racing vessels are encountered, the right of way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) will apply.
  - (c) [NP]The Dockyard Port of Plymouth Order and Local Notices. Where boats are under way within the boundaries of the Dockyard Port of Plymouth they are referred to the Dockyard Port of Plymouth Order 2020, a copy of which appears on the official notice board.
- 1.8 RRS 60.2(a)(1) will be changed so that the red flag displayed by a protesting boat shall have a hoist of not less than 150mm and a fly of not less than 200mm.
- 1.9 RRS Appendix T shall apply to this event as further modified in the Sailing Instructions.
- 1.10 Class rules changes as permitted by the IJCA Class Rules (CR), Section H:
- (a) Class rule C.2.1(b) is replaced with class rule H.4.3 that allows limited, declared crew substitution.
  - (b) Class rule C.10.2 is replaced by class rule H.2 that allows a spare spinnaker with restrictions.

## **2. SAILING INSTRUCTIONS:**

The sailing instructions will be available after 0900 BST (British Summer Time) on 1 September 2025 on the official noticeboard at [www.j24worlds2025.com](http://www.j24worlds2025.com).

## **3. COMMUNICATION:**

- 3.1 The online official notice board is located at the event website: **[www.j24worlds2025.com](http://www.j24worlds2025.com)**.
- 3.2 [DP] All boats shall carry a VHF radio capable of communicating on international VHF channels.
- 3.3 The race committee may choose to make VHF radio communications to competitors on VHF radio. The channel will be announced in the sailing instructions.
- 3.4 [DP] From the time a boat leaves her mooring for the first race of the day 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 communications that are not available to all boats.
- 3.5 [NP][DP] Two representatives of each boat shall have a mobile telephone capable of transmitting and receiving telephone calls and text messages while at the venue. In addition, the OA, race committee, jury and technical committee may use email, WhatsApp or Telegram to communicate with competitors before the event, and while boats are in the harbour.

## **4. ELIGIBILITY AND ENTRY**

- 4.1 The 2025 J/24 World Championship is open to J/24 Class boats as defined by the IJCA class rules, and that qualify as prescribed in the IJCA Regatta Regulations, and whose entries are accepted by the Organising Authority.
- 4.2 Championship drivers must be either nationals or residents and members of the National J/24 Class Association of the country that they represent.
- 4.3 Eligible boats may enter by completing the registration form and submitting the requested information at [www.j24worlds2025.com](http://www.j24worlds2025.com) and paying the required fee by 2359 BST on 8 May 2025.

- 4.4 **Entry is not complete until all requirements of Eligibility, Fees, Registration and Inspection have been satisfactorily completed.**
- 4.5 Late entries will be accepted under the following conditions: Entries received after 8 May 2025 will be accepted with an £250 GBP late fee, making the total entry fee of £1,250 GBP providing the restrictions in NoR 4.6 have not been reached. Registration closes at 2359 BST on 8 June 2025.
- 4.6 The following restrictions on the number of entries shall apply: A total of seventy (70) boats will be allowed to enter. There will be a wait list of up to ten (10) additional boats. The order of acceptance of wait listed boats will be based on the order of online entry.
- 4.7 A Corinthian Division will be offered. To be considered an entry in the Corinthian Division, each member of the crew shall provide a current, valid World Sailing Sailor ID with a boat's online registration indicating World Sailing Group 1 status.

**5. FEES:**

- 5.1 The required entry fee is £1,000 **GBP** which must be paid by 2359 BST on 8 May 2025. Boats entering after 8 May 2025 will be required to pay the late fee described in NoR 4.5.
- 5.2 The entry fee includes inspection, launching, hauling, storage/mooring while at the event, racing, scheduled social functions for all crew, and prizes.
- 5.3 Additional individual social function passes may be purchased at registration for an additional fee.
- 5.4 All fees shall be payable to: UK J24 Class Association via bank transfer. Instructions will be provided on the registration page.
- 5.5 An administration fee of £200 GBP will be charged for cancellation. There will be no refunds after 8 June 2025.

**6. ADVERTISING**

- 6.1 Boats may be required to display advertising chosen and supplied by the Organising Authority.
- 6.2 A boat's advertising shall comply with WS Regulation 20.

**7. SCHEDULE:**

Day	Date	Time	Event/Activity
Saturday	31 August	2359	Deadline to electronically submit documents specified in NoR 8.1.
Saturday	6 September	0900 – 1800	Registration/Equipment Inspection/Crew Weigh-in
Sunday	7 September	0900 – 1800	Registration/Equipment Inspection/Crew Weigh-in
Monday	8 September	0900 -1700 0900 – 1200 1400 1800	Registration/Crew Weigh-in Equipment Inspection Practice Race All Boats afloat Opening Ceremony/Competitors Meeting
Tuesday	9 September	1055 After racing	Warning signal for the First Race of the day Social Activity

Wednesday	10 September	1055 After racing	Warning signal for the First Race of the day Social Activity
Thursday	11 September	1055 After racing	Warning signal for the First Race of the day Social Activity
Friday	12 September	1055 After racing	Warning signal for the First Race of the day Social Activity
Saturday	13 September	1055 1400 After racing	Warning signal for the First Race of the day No warning signal after this time Closing Ceremony and Prize Giving
Sunday	14 September		Haul-out

- 7.1 Ten races are scheduled over five consecutive days.
- 7.2 Two races are scheduled per day. Extra races to a maximum of four races may be sailed in a single day at the discretion of the Race Committee and the change is made according to the provisions of the Sailing Instructions. Changes to the schedule of races will not be grounds for redress. This changes rule 61.4(b)(1).
- 7.3 Further briefings may be held during the event. Schedules will be posted via the Official Notice Board.
- 8. REGISTRATION AND INSPECTION:**
- 8.1 Each boat shall submit the following documents via online registration:
- (a) A valid, IJCA issued Measurement Certificate, Including Part C: Inventory of Required and Optional Equipment.
  - (b) Proof of current marine liability insurance coverage, see NoR 21.
  - (c) Proof of J/24 Class Association membership in the country they represent for the boat owner and the driver.
- 8.2 With written permission of the technical chair, changes to documents or forms required by NoR 8.1 may be accepted at check-in.
- 8.3 Only Equipment Inspection will be done at the event. Measurement for certification must be successfully completed prior to the event. RRS 78.2 shall not apply.
- 8.4 Equipment Inspection will be carried out on all boats in accordance with the class rules.
- 8.5 Boats will be subject to inspection at any time for any class rules during the event.
- 9. CREW**
- 9.1 All competitors will be weighed during registration. Competitors must have a passport or other government photo identification at weigh-in.
- 9.2 All competitors will be required to sign a Competitor Liability Waiver form to be provided in the registration package.
- 9.3 Any crew member under 18 years of age on 1 September 2025 shall submit a Parent or Guardian agreement by completion of the declaration which can be found at:  
<https://assets.rya.org.uk/assetbank-rya-assets/action/directLinkImage?assetId=50918>

**10. VENUE:**

- 10.1 The host clubs are Plym Yacht Club and Saltash Sailing Club.
- 10.2 Attachment 1 shows the location of the yacht clubs and marina venue.
- 10.3 Attachment 2 shows the location of the racing area.

**11. THE COURSES:**

- 11.1 The courses to be sailed will be windward/leeward with 4 or 5 legs.
- 11.2 The target time for each race is approximately 75 - 90 minutes. Failure to achieve the target time will not be grounds for redress. This changes rule 61.4(b)(1).

**12. PENALTY SYSTEM:**

- 12.1 Decisions of the International Jury will be final as provided in RRS 70.3.
- 12.2 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 while *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."
- 12.3 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.
- 12.4 The International Jury may impose penalties less than disqualification (DPI), for violations of the racing rules other than those of Part 1 and Part 2. For violations of class rules a DPI penalty shall be a minimum of 5% as calculated in RRS 44.3.
- 12.5 RRS Appendix P applies, as further detailed in the Sailing Instructions.

**13. SCORING:**

- 13.1 Four races are required to be completed to constitute a championship.
- 13.2 When fewer than five races have been completed, a boat's series score will be the total of her race scores.
- 13.3 When five or more races have been completed, a boat's series score will be the total of her race scores, excluding her worst score.
- 13.4 The Corinthian Division shall be scored as a subdivision of the whole fleet using the competitor's actual scores, and in accordance with Regatta Regulations 28 and 33.3.

**14. SUPPORT VESSELS:**

- 14.1 Support vessels shall register during scheduled registration, declaring to which boat or boats they are attached. They may be required to display an identification flag supplied by the Organising Authority, provide proof of third-party marine liability insurance in the amount specified in NoR 21, and follow the instructions of the OA. Accredited support vessels and operators will be subject to the technical and disciplinary directives of the RC and of the Jury that, in case of infringement, may act according to RRS 62.3 and RRS 62.4.
- 14.2 Registered support vessels will be provided an assigned mooring at the venue. A mooring fee will be charged per vessel. Vessel operators will be required to purchase a social function pass as stated in NoR 5.3 as required.

**15. CHARTERED OR LOANED BOATS**

In accordance with RRS G3, a boat chartered or loaned for this event may carry national letters or a sail number in contravention of the class rules.

**16. BERTHING:**

[DP][NP] Boats shall be kept in their assigned berths, as directed by the Organising Authority.

**17. HAUL-OUT RESTRICTIONS:**

[DP][NP]Boats shall be afloat by 1800 BST on Monday 8 September 2025 and shall not be hauled out during the event except in accordance with the prior written permission and terms of the Technical Committee Chair. This restriction also applies to rudders.

**18. DIVING EQUIPMENT, PLASTIC POOLS AND OTHER PROHIBITED ACTIONS:**

18.1 [DP] 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 event. The hull may be cleaned at any time by swimming or keelhauling using ropes, cloth or other equipment designed for that use.

18.2 [DP] Careening by any means for the purpose of cleaning or inspecting the hull is prohibited during the event.

18.3 [DP] The use of dehumidifiers or electric fans are prohibited at all times while boats are afloat.

**19. PRIZES:**

19.1 Prizes will be awarded to the top 10% of boats entered.

19.2 Prizes will be awarded to the drivers and crew of the top five boats.

19.3 Perpetual trophies will be awarded to the winning team.

19.4 The Dr. Turner Trophy will be awarded to the top youth entry comprised of crew in which none are over the age of 25 years on the first day of the event.

19.5 The Jaeger Trophy will be awarded for the top women's entry in which the entire crew is comprised of women.

19.6 A Corinthian Division Perpetual Trophy will be awarded to the top Corinthian entry.

19.7 The Corinthian Division shall be awarded prizes for the top five teams or to the top 10% of boats in the division whichever is greater.

**20. RISK STATEMENT:**

20.1 RRS 3 states that: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event each competitor agrees and acknowledges that:

20.1.1 Competitors are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;

20.1.2 competitors are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

20.1.3 competitors accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;



- 20.1.4 competitors assure their boat is in good order, equipped to sail in the event and they are fit to participate;
- 20.1.5 the provision of a race management team, patrol (safety) vessels and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- 20.1.6 the provision of patrol (safety) vessels cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- 20.1.7 it is the responsibility of competitors to familiarize themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held at the venue;
- 20.1.8 each participating boat is required to hold adequate insurance and in particular to hold insurance against third party claims. It is the duty of each boat owner to have his/her (or their boat) adequately insured against any risk, including civil responsibility to third parties and to ensure that such insurance remains valid for the entirety of the event.
- 20.2 Competitors participate in the event entirely at their own risk. The Organising Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the event.

**21. INSURANCE:**

Proof of valid, third-party marine liability insurance with a minimum coverage of £3,000,000 per incident or the equivalent. Competitors shall supply proof of insurance during registration per NOR 8.1.

**22. MEDIA RIGHTS:**

Competitors give absolute right and permission to the IJCA, the International J/24 Class Association, the UK J/24 Class Association, Plym Yacht Club, Saltash Sailing Club and the event sponsors to use, publish, broadcast or otherwise distribute for promotional, advertising or any other purpose, any images and sound recorded during the event of persons and boats free of any charge.

**23. COMPETITOR DRONES:**

- 23.1 [DP] Teams or their representatives shall not fly drones over the shore base or over the race area during training or racing days without complying with local legislation and without prior written approval of the Organising Authority.
- 23.2 The approval granted at the sole discretion of the Organising Authority may impose limitations on where and when drones may fly and will appear on the official notice board.
- 23.3 At any time the risk and responsibility for flying any drone is with the person flying the drone and images made inside the race area shall be shared with the Organising Authority, race committee, competitors or jury upon reasonable request.

**24. DATA PROTECTION**

By entering this event, you agree to provide personal data to the OA. The OA will process your personal data for the purpose of administering the event.

**25. Further Information, contact the following:**

**Event Website: [www.j24worlds2025.com](http://www.j24worlds2025.com)**

<b>Event Chair</b>	<b>Sam Marshall</b>	<b><a href="mailto:hello@j24worlds2025.com">hello@j24worlds2025.com</a></b>
<b>Race Officer</b>	<b>Sean Semmens</b>	<b><a href="mailto:seaneseम्मens@gmail.com">seaneseम्मens@gmail.com</a></b>

<b>Chief Judge</b>	<b>Robert Stewart</b>	<b>rjs.can.ij@gmail.com</b>
<b>Charter Boats</b>	<b>David Cooper</b>	<b>davidcooper4271@gmail.com</b>
<b>Event Measurement Coordinator</b>	<b>Nick McDonald</b>	<b>nick@mojosi.com</b>



## **ADDENDUM A – RYA PRESCRIPTIONS**

The following RYA Sailing Prescriptions will apply to the event:

### **Rule 4 – Acceptance of the Rules**

Add new rule 4.6:

Each competitor and boat owner shall ensure that their *support persons* comply with the *rules*.

Add new rule 4.7:

The penalty for a breach of rule 4 shall be at the discretion of the protest committee.

### **6.1 – Anti-doping**

The national authority procedural rules require to implement the World Anti-Doping Code the World Sailing Regulation 21 are the RYA Anti-Doping Rules, as published on the RYA website.

### **65.1 – Legal Liability and Costs**

1. Any issue of liability or claim for damages arising from an incident while a boat is bound by *The Racing Rules of Sailing* shall be subject to the jurisdiction of the courts and not considered by a protest committee.
2. A boat that takes a penalty or retires does not thereby admit liability for damages or that she has broken a *rule*.

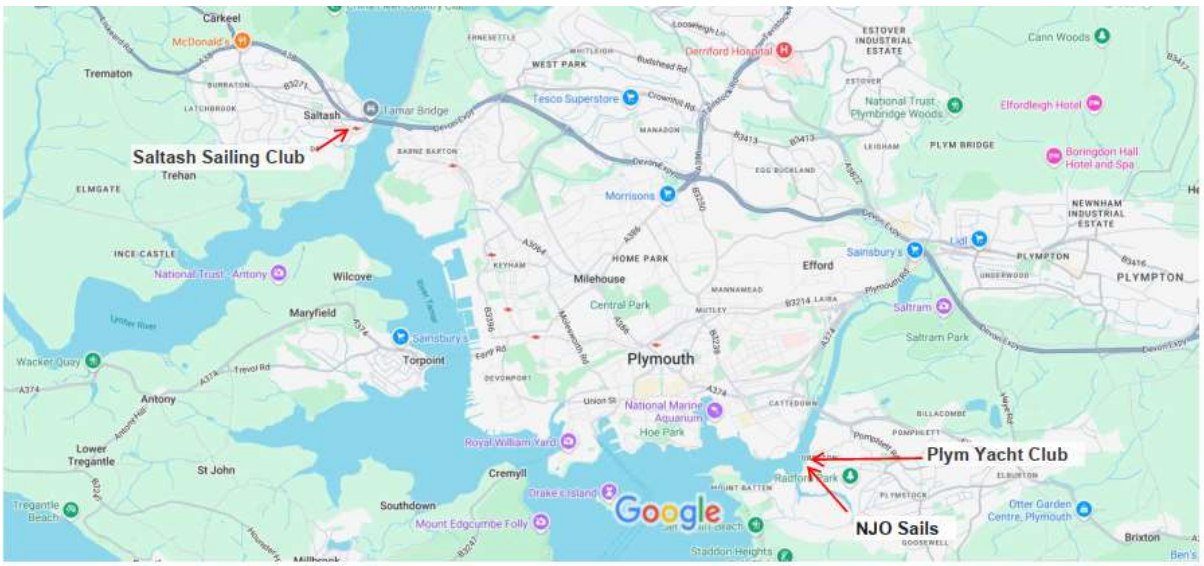
### **86.3 – Rule Changes**

An organising authority wishing to develop or test alternative racing rules, other than Development Rules approved by World Sailing, shall obtain prior approval from the RYA. An application form is available from the RYA. The notice of race shall include the approved alternative rules. The organising authority shall promptly report the results of the development or test to the RYA.

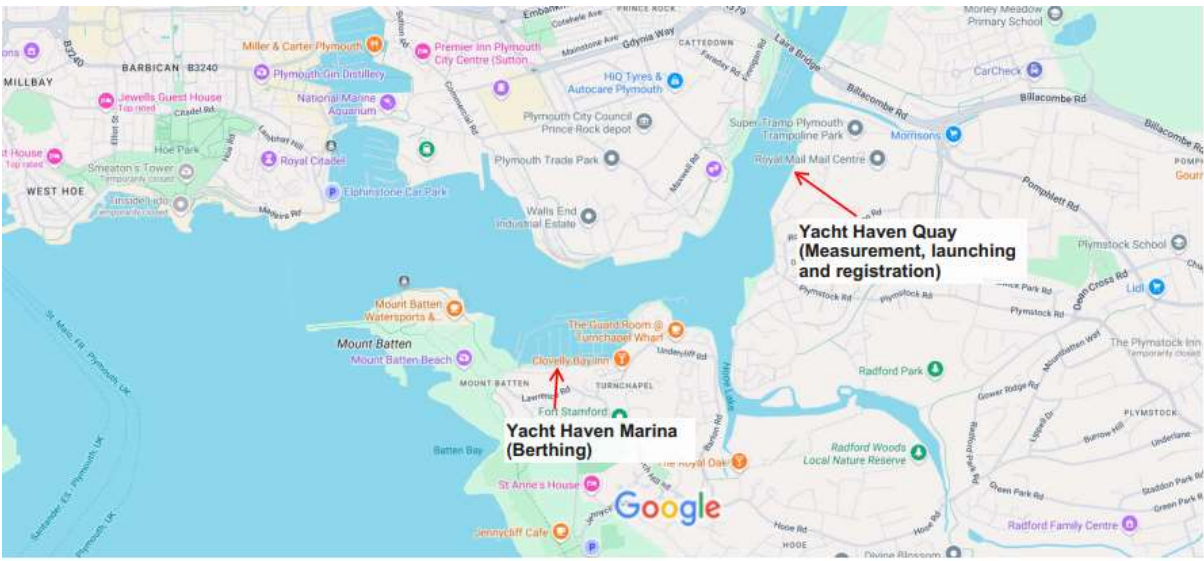
### **88.2 – Changes to National Authority Prescriptions**

Notices of race and sailing instructions shall not change a prescription of the RYA. However, when an international jury has been appointed for an event, only the prescription to rules 4, 6, 65.1, 86.3 and 88.2 shall apply.

# Attachment 1 – Yacht Clubs / Marina Venue



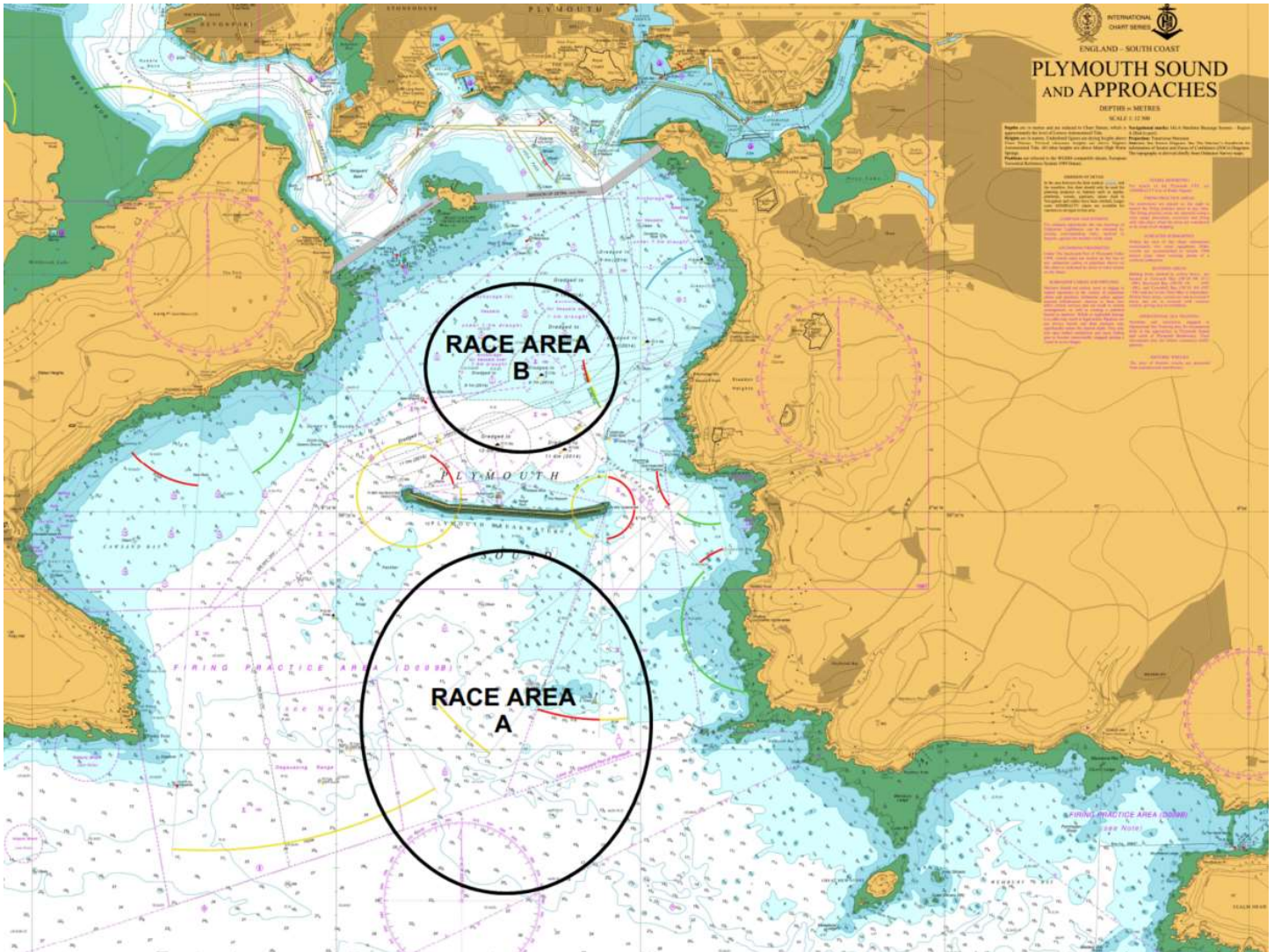
Map data ©2025 Google 1 km



Map data ©2025 200 m

Map Data © Google

## Attachment 2 – Racing Area



© British Crown Copyright 2024. All rights reserved.

NOT TO BE USED FOR NAVIGATION

DISCLAIMER

Whilst the UK Hydrographic Office has endeavoured to ensure that the material supplied is suitable for the purpose, it accepts no liability (to the maximum extent permitted by law) for any damage or loss of any nature arising from its use. The material supplied is used entirely at the Recipient's own risk.