



Organising Authority: Plym YC &
Saltash SC,
the International J/24 Class
Association & UK J/24 Class
Association



SAILING INSTRUCTIONS (SI's)

Preamble: The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

RYA is the abbreviation for the Royal Yachting Association

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The Regatta Regulations of the IJCA (IJCA RR) shall apply. [Regatta Regulations & Regatta Support /J/24 Class](#)
- 1.3 The prescriptions of the RYA will apply. See Notice of Race (NoR) 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 by a team from the organizing committee, 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 and further modified in SI 15.4.
- 1.10** 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 other than those specified in SI 15.6 a DPI penalty shall be a minimum of 5% as calculated in RRS 44.3(c).
- 1.11** Class rules change(s) 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.
- 1.12** 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.
- 1.13** RRS 60.1 is changed to read: “.....or committee may protest a boat, but the technical committee may not protest under the rules of Parts 1, 2, 3, 4 Section A., and RRS 49.2 sentences 1 and 2”

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1** Any change to the sailing instructions will be posted on the official notice board before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect. Courtesy postings may occur in the competitors WhatsApp group.
- 2.2** Any questions regarding these Sailing Instructions shall be submitted to the RO by using the online system.
<https://www.racingrulesofsailing.org/documents/12529/event>. The questions and any answers will be posted on the official notice board as soon as possible.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1** Notices to competitors will be published on the official notice board located at <https://www.racingrulesofsailing.org/documents/12529/event>. Unofficial notices may also occur in the competitors WhatsApp group.
- 3.2** The Race Office incorporating the Protest Desk will be at the Plym Yacht club, Langs House, The Quay, Oreston, PLYMOUTH, PL9 7NE and it will be staffed from 1 hour after the last boat finishes the last race of the day until the conclusion of hearings for that day.

- 3.3** On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72. If Code Flag "J" is displayed by the Race Committee, VHF Channel 77 shall be used.
- 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 communication that is not available to all boats.
- 3.5** The following communications may be made by the Race Committee on the applicable VHF Channel: time checks; race area; location of committee vessel; signals; courses; change of courses; shortening; postponement; abandonment. Failure to hear or receive any VHF communications from the Race Committee will not be grounds for redress under RRS 61.4 (b) (1)
- 3.6** All competitors shall monitor the applicable VHF Channel for these courtesy communications
- 3.7** Signals, flags and boards displayed on the committee vessels are the primary means of conducting the racing, any lack of VHF communication to the fleet will not be grounds for redress under RRS 61.4 (b) (1)

4 CODE OF CONDUCT

- 4.1** [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2** [DP] Competitors and support persons shall handle any equipment and place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE

- 5.1** Signals made ashore will be displayed on the Official Flagstaff at Plymouth Yacht Haven PYH
- 5.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP. This changes Race Signals AP.

6 SCHEDULE OF RACES

Day	Date	Time	Activity
Monday	8 September	1100 1400	Competitor's Briefing Practice Race Warning Signal
Tuesday	9 September	1055	Warning for First Race of the Day
Wednesday	10 September	1055	Warning for First Race of the Day
Thursday	11 September	1055	Warning for First Race of the Day
Friday	12 September	1055	Warning for First Race of the Day
Saturday	13 September	1055 1400	Warning for First Race of the Day

			No warning signal after this time. In event of a recall, a recalled start can be attempted.
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6.2 Ten (10) races are schedule over five consecutive days.

6.3 Two races are scheduled per day. A maximum of three (3) races may be scheduled in one day providing the RC's intention is made according to the provisions of the SI 2.1.

If the event is behind schedule, races to a maximum of four (4) races may be sailed in a single day providing the RC's intention is made according to the provisions of the SI 2.1. Changes to the schedule of races will not be grounds for redress. This changes RRS 61.4(b)(1).

7 CLASS FLAGS

7.1 The J/24 Class flag (blue insignia on a white background) shall be used in accordance with RRS 26.

8 RACING AREA

8.1 SI Appendix 1 shows the location of the racing area(s). It is the intention of the Race Committee to race in Area 1 when possible.

9 COURSES

9.1 The diagrams in SI Appendix 2 show the courses WA3 or LA2.

9.2 No later than the warning signal, the principal Committee Vessel will display the course designator, the approximate compass bearing and distance to the first mark. The RC may also broadcast this information. Failure to broadcast or to receive this information does not constitute grounds for granting redress. This changes RRS 61.4(b)(1).

9.3 An offset mark (designated mark 1a) will be used in conjunction with mark 1. The offset mark will be placed to the left of the weather mark (looking upwind) at approximately a right angle to the weather leg and approximately 10-15 boat lengths to port of mark 1.

9.4 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 RC signal vessel at a distance at the discretion of the RC. Leeward gate marks 2S & 2P may not be laid until after the starting signal.

9.5 No 5-leg course will be shortened to less than four legs in length, and no 4-leg course will be shortened to less than three legs in length. For purpose of this SI only, the distance between mark 1 and the offset mark 1a will not be regarded as a leg of the course. This changes RRS 32.

10 MARKS

10.1

Mark Designation	Original Description	Change Mark
1	Yellow PYC Cone	Orange Cone
1a	Yellow PYC Cone	Orange Cone with grey sleeve
2P and 2S	Red Sail GP Tetrahedral	

Starting marks SS – Starboard end SP – Port end	Principal Committee Vessel Pin End Committee Vessel	
Finishing marks FP - Port end FS – Starboard end	Committee vessel or RIB or Dan Buoy displaying a blue flag Committee vessel or RIB or Dan Buoy displaying a blue flag	

- 10.2** If one of the marks (1 or 1a) is missing the remaining mark should be rounded to port. This changes RRS 34

11 OBSTRUCTIONS

The following area(s) are designated as an obstruction(s):

- 11.1** Boats, whilst sailing to and from the racing area, should not enter the Mooring Areas (as shown in SI Appendix 4) located north of Mountbatten peninsula and south of the Plym navigation channel, unless they are avoiding commercial shipping.
- 11.2** Shipping traffic routes in Cattewater and Plymouth Sound are shown in SI Appendix 4.
- 11.3** The diagram in SI Appendix 3 shows the moving exclusion zone (MEZ) in place for designated vessels, (submarines, large tidally constrained warships, auxiliaries and support vessels). All boats are required under the terms of the Dockyard Port of Plymouth Order 2020, not to enter the MEZ. **This prohibited zone, ranks as an obstruction to sea room under RRS.**

12 THE START

- 12.1** Races will be started using RRS 26
- 12.2** To alert boats that a race will begin soon, the orange starting line flag will be displayed on both Committee Vessels, with one sound, five minutes before the warning signal.
- 12.3** The starting line will be between a mast displaying an orange flag on the Principal Committee Vessel at the starboard end and a mast displaying an orange flag on the pin end Committee Vessel at the port end.
- 12.4** [NP] A boat that does not start within 6 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS 35, 63.1, A5.1 and A5.2.
- 12.5** In addition to the procedures in RRS 29.1, 30.3 & 30.4, the Race Committee may announce on VHF the bow numbers or sail numbers of boats that were over the line (OCS, UFD or BFD), but not sooner than 1 minute after the start. Failure to make or receive such transmissions is not grounds for redress under RRS 61.4 (b)(1). This changes RRS 29.1.
- 12.6** If a general recall is signalled or the race is abandoned after the starting signal, the bow numbers of boats that have broken RRS 30.4 (BFD) shall be displayed on both committee vessels, they will be displayed for a minimum of 5 minutes.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 While boats are racing the race committee may change the windward leg of the course, the race committee will lay new change marks 1 and 1a (see 10.1 above) as per RRS 33. The race committee will remove the original marks as soon as practicable.

13.2 Mark moves of less than 100m, may be made without signalling the change, this changes RRS 33.

14 THE FINISH

14.1 The finishing line will be between the masts displaying a blue flag on two committee vessels or one committee vessel displaying a blue flag and a dan buoy with a blue flag.

15 PENALTY SYSTEM

15.1 All scoring penalties shall be calculated as directed in RRS 44.3(c).

15.2 The first two sentences of rule 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."

15.3 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

15.4 RRS Appendix T will apply, as modified below.

(a) A boat may accept a post-race scoring penalty of 20% only until the end of the protest time limit by completing a penalty acceptance form available at the protest desk or at <https://www.racingrulesofsailing.org/documents/12529/event>. This changes RRS App T.1.(a) and T.1.(b).

(b) A boat accepting a post-race scoring penalty after an arbitration hearing shall be penalized 30%. This changes RRS App T.1.(b).

15.5 RRS Appendix P applies as modified below.

(a) RRS App P1.1 is changed to read, Observers shall be members of the Jury and act in accordance with rule P1.2

(b) RRS App P2.1 is changed to read, "two-turns penalty" is changed to "one-turn penalty".

(c) RRS App P2.2, P2.3 shall not apply.

15.6 A boat protested for a violation of CR C.5.1 or C.5.2 by the Technical Committee may accept a scoring penalty of 10% by completing a penalty acceptance form available at the protest desk or at <https://www.racingrulesofsailing.org/documents/12529/event> within the protest time limit, else the boat will be protested.

16 TIME LIMITS AND TARGET TIMES

- 16.1** The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Target Time	Finishing Window
30 minutes	75 to 90 minutes	30 minutes after 1 st boat sails the course and finishes

- 16.2** If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 16.3** The Finishing Window is the time for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place two (2) more than the finishing place of the last boat that sailed the course within the Finishing Window and not penalised under RRS 30.3 or 30.4. This changes RRS 35, A4, A5.1, A5.2 and A10.
- 16.4** Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.1(a).

17 HEARING REQUESTS

- 17.1** The protest time limit is 60 minutes after the race committee signal vessel docks. The time will be posted on the official notice board.
- 17.2** Hearing requests shall be submitted by using the online system.
<https://www.racingrulesofsailing.org/documents/12529/event>
- 17.3** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties. Hearings will be held at Plym YC, Langs House, The Quay, Oreston, PLYMOUTH, PL9 7NE, beginning as soon as possible, after posting.
- 17.4** A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.

18 SCORING – See NoR 13

19 SAFETY REGULATIONS

- 19.1** [NP] A boat that retires from a race or does not intend to compete in a race or returns to the racing area shall notify the race committee as soon as possible.
- 19.2** [NP] Before the warning signal of the first race each day, each boat shall sail on starboard tack past the stern of a designated race committee boat displaying flag L and hail her bow number until acknowledged by the race committee repeating her bow number.
- 19.3** Boats failing to comply with SI 19.1 or 19.2 will receive a 20% scoring penalty as calculated in RRS 44.3(c) without a hearing as permitted by RRS 60.5(b)(3). This changes RRS 35, A 4 and A 5.1.
- 19.4** Personal flotation devices will be worn by all competitors if Flag Y is displayed, as per RRS 40. Rule 40.2 (a) is changed from “while racing in that race” to “at all times while afloat that day”

20 REPLACEMENT OF CREW OR EQUIPMENT





- 20.1** [DP] Substitution of competitors is not allowed except as permitted under SI 1.11(a) or with prior written approval of the Technical Committee in case of illness or emergency.
- 20.2** [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Technical Committee Chair. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race. Substitution of spinnakers, spinnaker poles or rudders with spares that have been measured and carry event limitation marks for this event may be done without advanced notification, but shall be reported to the Technical Committee upon returning to shore.

21 EQUIPMENT AND MEASUREMENT CHECKS

- 21.1** A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 21.2** [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.
- 21.3** [NP][DP] Supplied sponsors flags (as per NoR 6.1) shall be displayed as directed in instructions provided by the Organizing Authority.

22 OFFICIAL VESSELS

Official vessels will be identified as follows:

VESSEL	FLAG
Starboard/Port-end RC	
Jury	
Technical Committee/Measurement	
Photographer/Media	

23 [DP] SUPPORT TEAMS

- 23.1** All support persons and support person vessels shall comply with NoR 14.
- 23.2** All support persons and support person vessels shall stay 100 meters outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

24 TRASH DISPOSAL

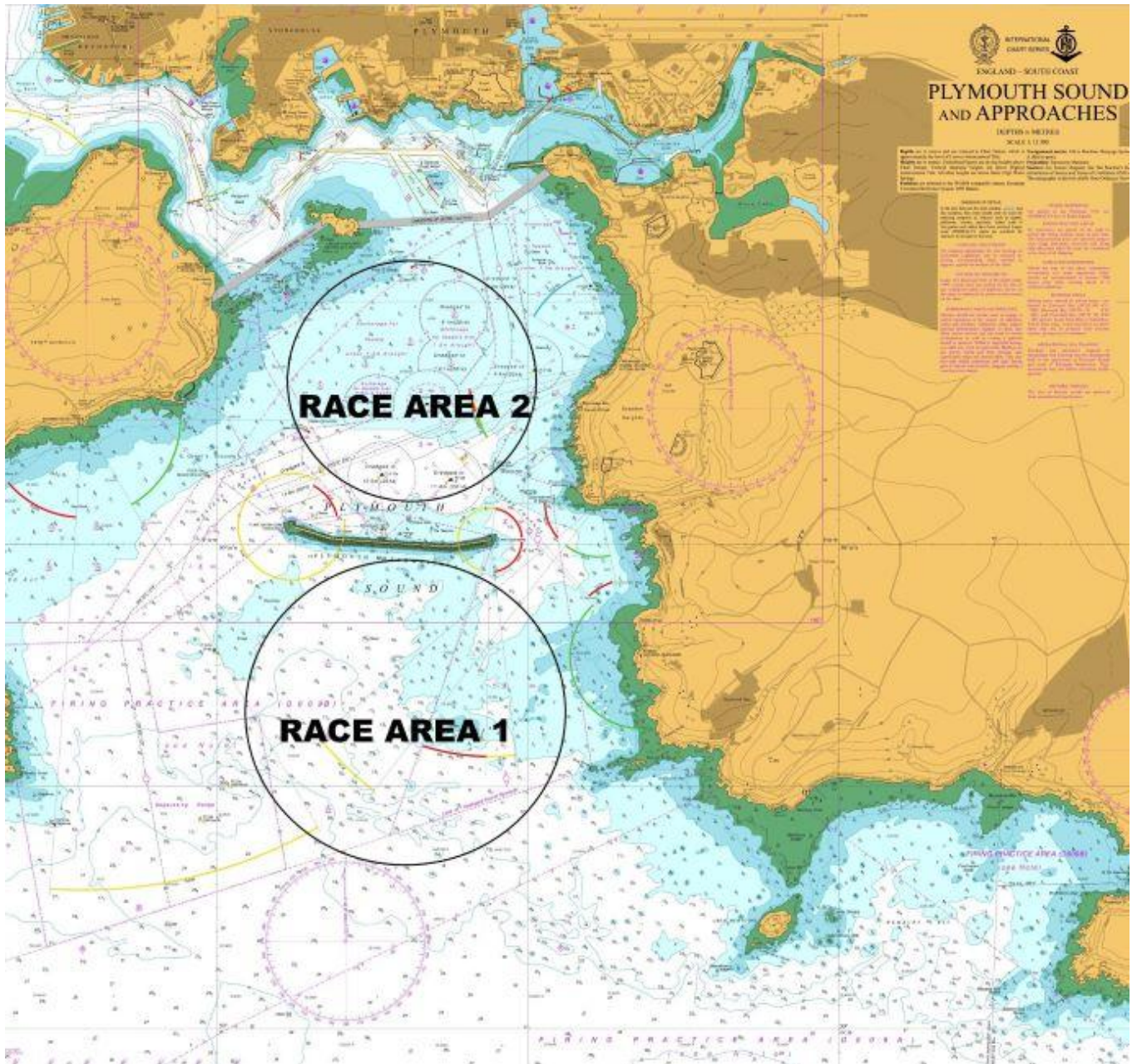
[NP][DP] Competitors shall not intentionally dispose of trash in the water. Trash shall be held for proper disposal.

- 25 **BERTHING – See NoR 16**
- 26 **HAUL-OUT RESTRICTIONS – See NoR 17**
- 27 **DIVING EQUIPMENT AND PLASTIC POOLS – See NoR 18**
- 28 **PRIZES – See NoR 19**
- 29 **RISK STATEMENT – See NoR 20**
- 29.1 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**
- 30 **INSURANCE – See NoR 21**
- 31 **MEDIA RIGHTS – See NoR 22**
- 32 **COMPETITOR DRONES – See NoR 23**
- 33 **DATA PROTECTION – See NoR 24**
- 34 **Additional Contacts see NoR 25**

Local Information:

Tide Times / Heights – see SI Appendix 5

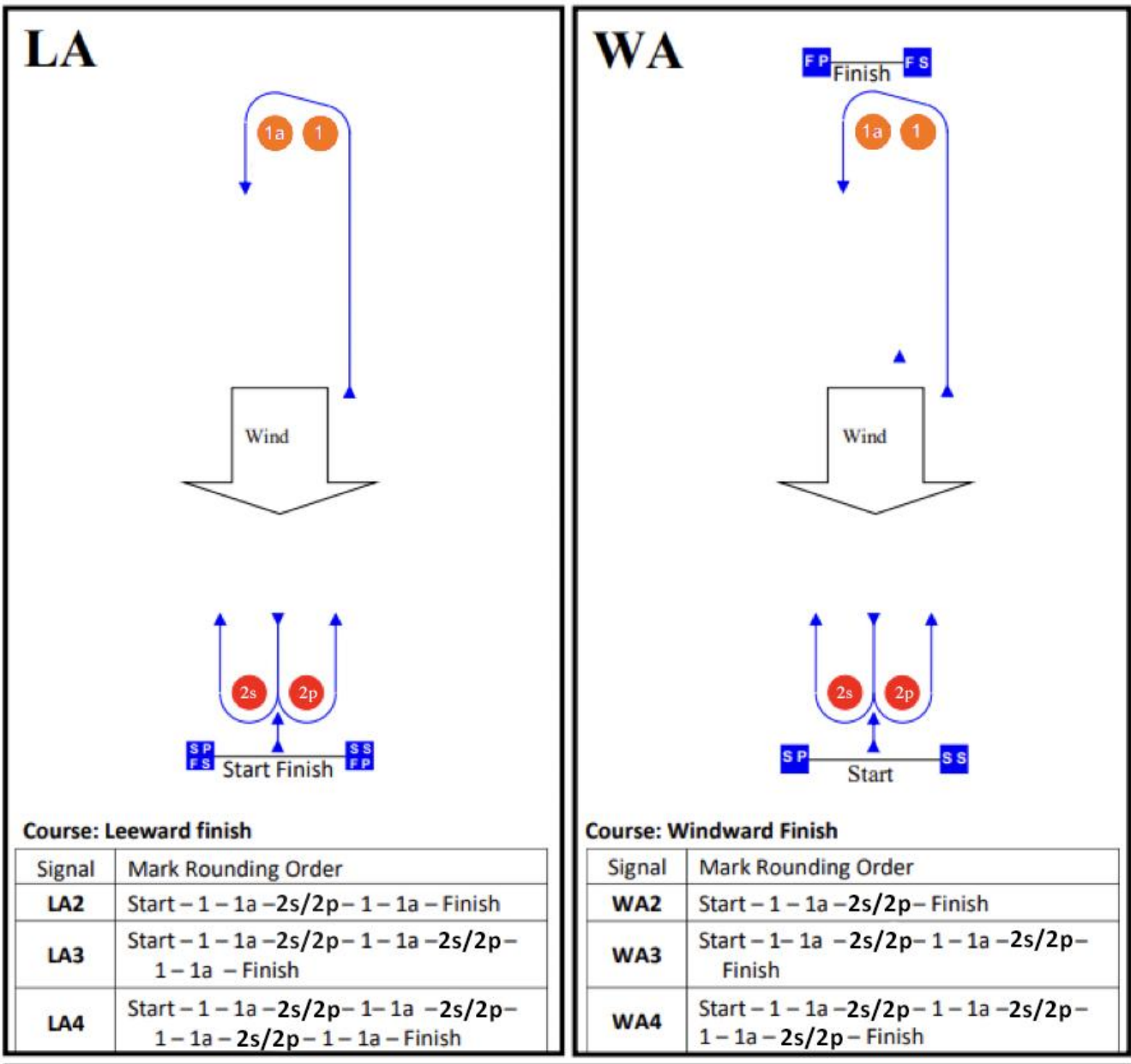
Appendix 1 - Course Areas



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NOT TO BE USED FOR NAVIGATION

Appendix 2
Course Diagrams



Appendix 3

Moving Exclusion Zone

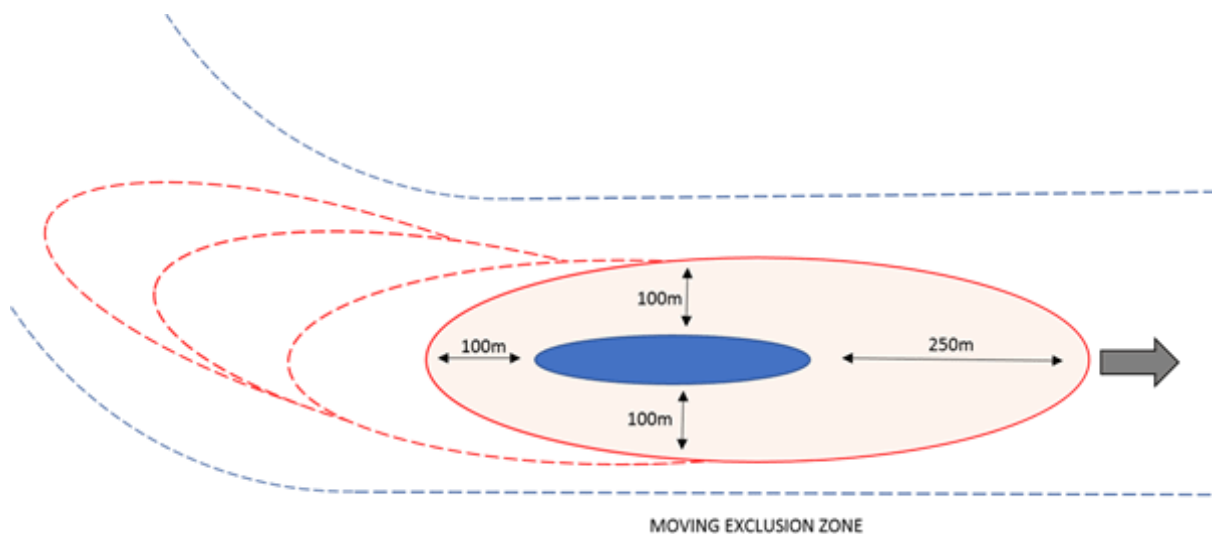
LNTM 012/24

PLYMOUTH LOCAL NOTICE TO MARINERS 012/24

GENERAL DIRECTION

MOVING EXCLUSION ZONES (MEZ) FOR DESIGNATED VESSELS

1. This notice is a General Direction from the King's Harbour Master Plymouth (KHM) pursuant to the Dockyard Port of Plymouth Order 2020.
2. The Dockyard Port of Plymouth Order 2020 includes the provision for KHM to establish a moving exclusion zone (MEZ) around specified vessels for the protection of that vessel and to ensure its safe passage.
3. A MEZ can be established for large tidally constrained warships, auxiliaries and support vessels and all submarine movements within the Dockyard Port. The exclusion zone will extend 250m ahead of and 100m abeam and astern of the vessel.

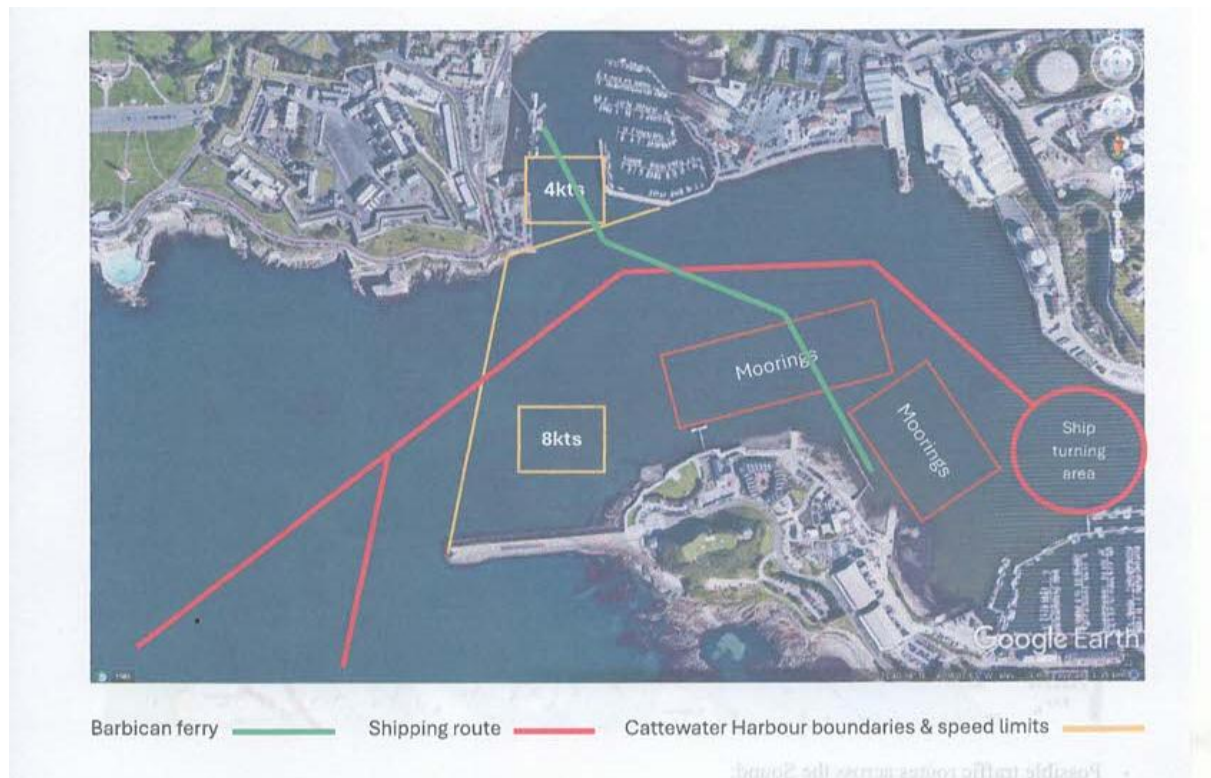


4. With the exception of submarines, a vessel to which a MEZ applies shall display:
 - a. Between sunrise and sunset, two black diamond shapes vertically disposed.
 - b. Between sunset and sunrise, in restricted visibility and at other times when deemed necessary, two all-round flashing red lights at the masthead horizontally disposed. If a vessel is not fitted with these lights, 3 all-round red lights vertically disposed may be displayed in their place.
5. For a submarine movement the presence of the MEZ will be indicated by the escorting tugs displaying:
 - a. A black cylinder by day.
 - b. 3 all-round red lights vertically disposed by night or in restricted visibility.
6. When a MEZ is in effect:
 - a. The zone must not be entered by any vessel underway with the exception of MoD vessels and vessels supporting the move.
 - b. Any vessel alongside, at anchor, at a buoy or mooring within the MEZ shall not get underway until the entitled vessel/submarine has passed.

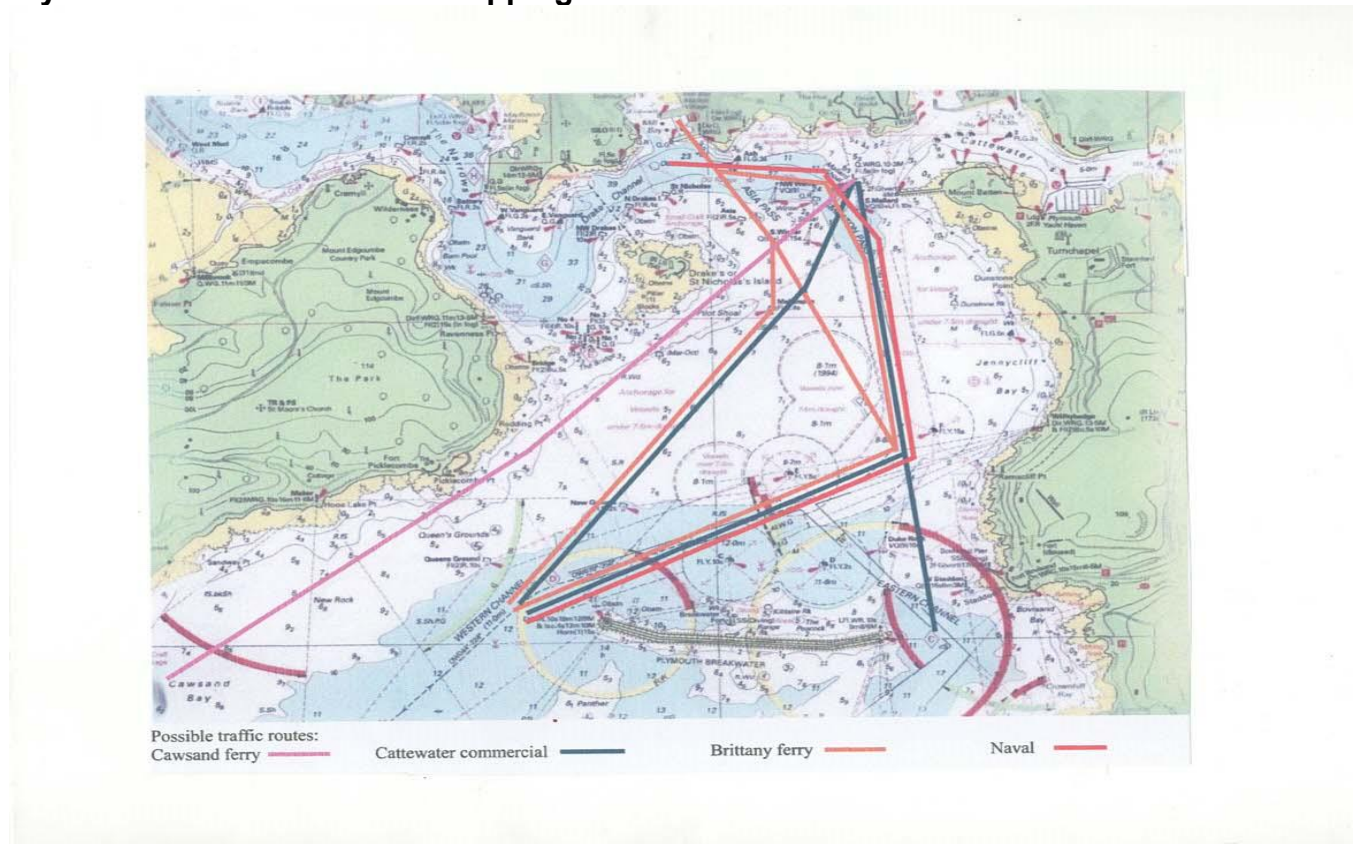
Monday 01 Jan 2024, R Giles, King's Harbour Master, Plymouth

Appendix 4

Cattewater Harbour Mooring areas & traffic routes



Plymouth Sound – Possible shipping traffic routes



Appendix 5

Tide Times/Heights : Plymouth Devonport – September 2025

The use of this information is entirely at the discretion of the boat skipper/owner, the organising authority accepts no responsibility for any errors or omissions, or for any accident, loss or damage arising from its use.

Day	Date	LW OR HW	TIME (BST)	HEIGHT (m)
Saturday	6th Sept.	HW	0535	4.9
		LW	1143	1.4
		HW	1748	5.3
Sunday	7th Sept.	LW	0009	1.0
		HW	0618	5.1
		LW	1229	1.0
		HW	1832	5.5
Monday	8th Sept.	LW	0054	0.7
		HW	0701	5.3
		LW	1313	0.8
		HW	1914	5.6
Tuesday	9th Sept.	LW	0135	0.5
		HW	0742	5.4
		LW	1353	0.6
		HW	1956	5.7
Wednesday	10th Sept.	LW	0214	0.5
		HW	0822	5.5
		LW	1431	0.6
		HW	2037	5.7
Thursday	11th Sept.	LW	0251	0.6
		HW	0900	5.5
		LW	1507	0.7
		HW	2115	5.5
Friday	12th Sept.	LW	0327	0.8
		HW	0937	5.3
		LW	1543	1.0
		HW	2153	5.3
Saturday	13th Sept.	LW	0403	1.2
		HW	1014	5.1
		LW	1621	1.3

