



Plymouth RACE WEEK

2026

Thursday 9th – Sunday 12th July
Incorporating
Plymouth Gin Sponsors Race

The Organizing Authority (OA) is the Royal Western Yacht Club (RWYC)

Sailing Instructions

1 RULES

- 1.1 See NoR 1.1-1.7
- 1.7 Where there is conflict between this 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 63.5(c) 2.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any changes to the Sailing Instructions will be posted on the official noticeboard (ONB) in the RWYC, and may also be posted in the competitor WhatsApp group (all competitors will be added to this group), before 08.25 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 20:00 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the ONB in RWYC and may be posted in the competitor WhatsApp group, and on VHF.

- 3.2 On the water the race committee intends to monitor and communicate on Ch 77, Ch 72 will be used if Ch 77 is unusable.

The following communications may be made by the race committee on Ch 77/72 : time checks; race area; location of committee vessel; signals; courses; change of courses; shortening; postponement; abandonment.

All competitors shall monitor Ch 77 &/or 72 for these courtesy communications.

Signals, flags and boards displayed on the committee vessel are the primary means of conducting the racing, any lack of VHF or WhatsApp communications to the fleet will not be grounds for redress under RRS 61.1a.

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the RWYC flagstaff.
- 5.2 When flag AP is displayed ashore, “1 minute” is replaced with not less than “30 minutes” in the race signal AP. This changes the meaning of AP in Race signals.

6 SCHEDULE OF RACES

- 6.1 See NoR 5

7 CLASS FLAGS

- 7.1 The IRC Class flag will be numeral ONE and shall be used as per RRS 26.
- 7.2 The VPRS Class flag will be numeral TWO and shall be used as per RRS 26.
- 7.3 The YTC Class flag will be numeral THREE and shall be used as per RRS 26.
- 7.4 The J24 Class flag (blue insignia on a white background) shall be used as per RRS 26.
- 7.5 All boats, except the J24 Class, shall display their pennants on the backstay or in a prominent position, if the boat does not have a backstay.

8 RACING AREA

- 8.1 The racing area will be Plymouth Sound – either north (race Area 2) or south (race area 1) of Plymouth Breakwater – see Appendix 1. Numeral pennant one or two will be displayed on the shore flagpole at least one hour before the first warning signal of the day to signify which course area the Race Committee intend to use that day.

9 COURSES

- 9.1 Courses will be a combination of windward/leeward courses, World Sailing “L” or “W”, as shown in Appendix 2, or Round the Cans (RTC) “C” or a Short Coastal.
- 9.2 Windward / leeward courses as shown in Appendix 2. No later than the warning signal, the committee vessel shall display the course and number of laps (eg. L2 or W3).
- 9.3 RTC courses using fixed navigational marks in Plymouth Sound as shown in Appendix 3. No later than the warning signal, the committee vessel shall display “C” to indicate a RTC course, followed by letter boards to indicate which fixed marks will be used in accordance with the chartlet in Appendix 3.

9.4 Short coastal race will be announced by VHF

10 MARKS

10.1

Mark	Type/Shape	Colour
1	Pillar	Orange
2p	Tetrahedron	Yellow
2s	Tetrahedron	Yellow
Change mark 1	Pillar	Yellow QAB
SP Starting mark port end	Dan buoy	Orange flag
SS Starting mark starboard end	Committee Vessel	"FULMAR"
FS Finishing mark port end	Committee Vessel	"FULMAR"
FP Finishing mark starboard end	Danbuoy	Blue Flag

10.2 If one of the marks (2s or 2p) is missing the remaining mark should be rounded to port. This changes RRS 34.

11 OBSTRUCTIONS

11.1 Boats, whilst racing and sailing to and from the racing area, should not enter the Mooring Areas (as shown in Appx 5) located north of Mountbatten peninsula and south of the Plym navigation channel.

11.2 Shipping traffic routes in Cattewater are shown in SI Appendix 5.

11.3 The diagram in SI Appendix 4 shows the moving exclusion zone (MEZ) in place for designated vessels, (submarines, large tidally constrained warships, auxillaries 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 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 committee vessel and an dan buoy with an orange flag (see 10.1 above).

12.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for the other classes.

12.5 Starting sequence will be:

- 1st start – J24
- 2nd start – YTC
- 3rd start – VPRS
- 4th start – IRC

Depending on the number of entries, some classes may be combined together.

12.6 Any class subject to a general recall will be started after any class yet to start. This changes Race Signals and RRS29.2

- 12.7 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS 63.1, A5.1 and A5.2.
- 12.8 In addition to the procedures in RRS 29.1, 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 61.1(a). This changes RRS29.1

13 CHANGE OF A 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 a new change mark 1, (see 10.1 above) as per RRS33. The race committee will remove the original marks as soon as practicable.
When a new mark is laid the original marks will be removed as soon as practicable. When in a subsequent change the change mark is replaced, it will be replaced by the original mark.
- 13.2 Mark moves of less than 200m may be made without signaling the change, this changes RRS33.
- 13.3 When Flag “F” is displayed with repeated sound signals at the windward mark (1), boats shall proceed directly to the finish.

14 THE FINISH

- 14.1 The finishing line is between the mast on the committee vessel displaying a blue flag, and a dan buoy with a blue flag.
- 14.2 For the final race of the day, all boats may finish on the RWYC club line, this will be announced on VHF.
- 14.2 The windward/leeward course may be shortened at the windward mark see SI 13.3, or at the Finishing Line. In this event the committee vessel shall display flag S with two sound signals prior to the lead boat approaching marks 2p/2s, in addition, a Race Committee boat may be positioned adjacent to mark 2 displaying K flag all boats shall then complete the lap they are sailing and after passing mark 2p left to port proceed to the Finishing Line where they will be deemed to have finished. This applies to ALL boats regardless of whether they are on the same lap as the leading boat. This changes and is additional to RRS 32.2.

15 PENALTIES

- 15.1 As NoR 1.5 Rule 44.1 is changed so that the Two-turns penalty is replaced by the One-Turn penalty
- 15.2 Rules Disputes Procedures: The Post-Race Penalty and advisory Hearing and RYA Arbitration procedures of the RYA Rules disputes procedure shall apply. The outcome of an RYA arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed.
- 15.3 The Scoring Penalty, RRS 44.3 applies. A boat that may have broken a rule of Part 2, or rule 31, or 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts a 30% scoring penalty, as stated in RRS 44.3

16 TIME LIMITS AND TARGET TIMES

- 16.1 The target time for Windward / Leeward and RTC races is 90 minutes.
- 16.2 Failure to meet the target time will not be grounds for redress. This changes RRS 61.4(b)
- 16.3 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, 60.5(b)3, A4 and A5.1, A5.2 and A10.

17 HEARING REQUESTS

- 17.1 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.
- 17.2 Hearing Request forms are available on the event website or from the race office at RWYC. Hearing Requests and Requests for Redress or reopening shall be delivered to the Race Committee within the appropriate protest time limit.
- 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 or named as witnesses. Hearings will be held at RWYC beginning as soon as possible, after posting.
- 17.4 On the last scheduled day of 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 61.2.

18 SCORING

- 18.1 As per NoR 11 & 12.

19 SAFETY REGULATIONS

- 19.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 19.2 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 Crew replacements will not be allowed without the written approval of the Race Committee. The Race Committee shall approve a crew substitution during the event in case of illness or emergency.
- 20.2 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.

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.

22,23,24,25,26 NOT IN USE

27 HAUL OUT RESTRICTIONS

- 27.1 See NoR 14

28 DIVING EQUIPMENT AND PLASTIC POOLS

- 28.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race 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.

29 PRIZES

29.1 Prizegiving as detailed in the NoR 16

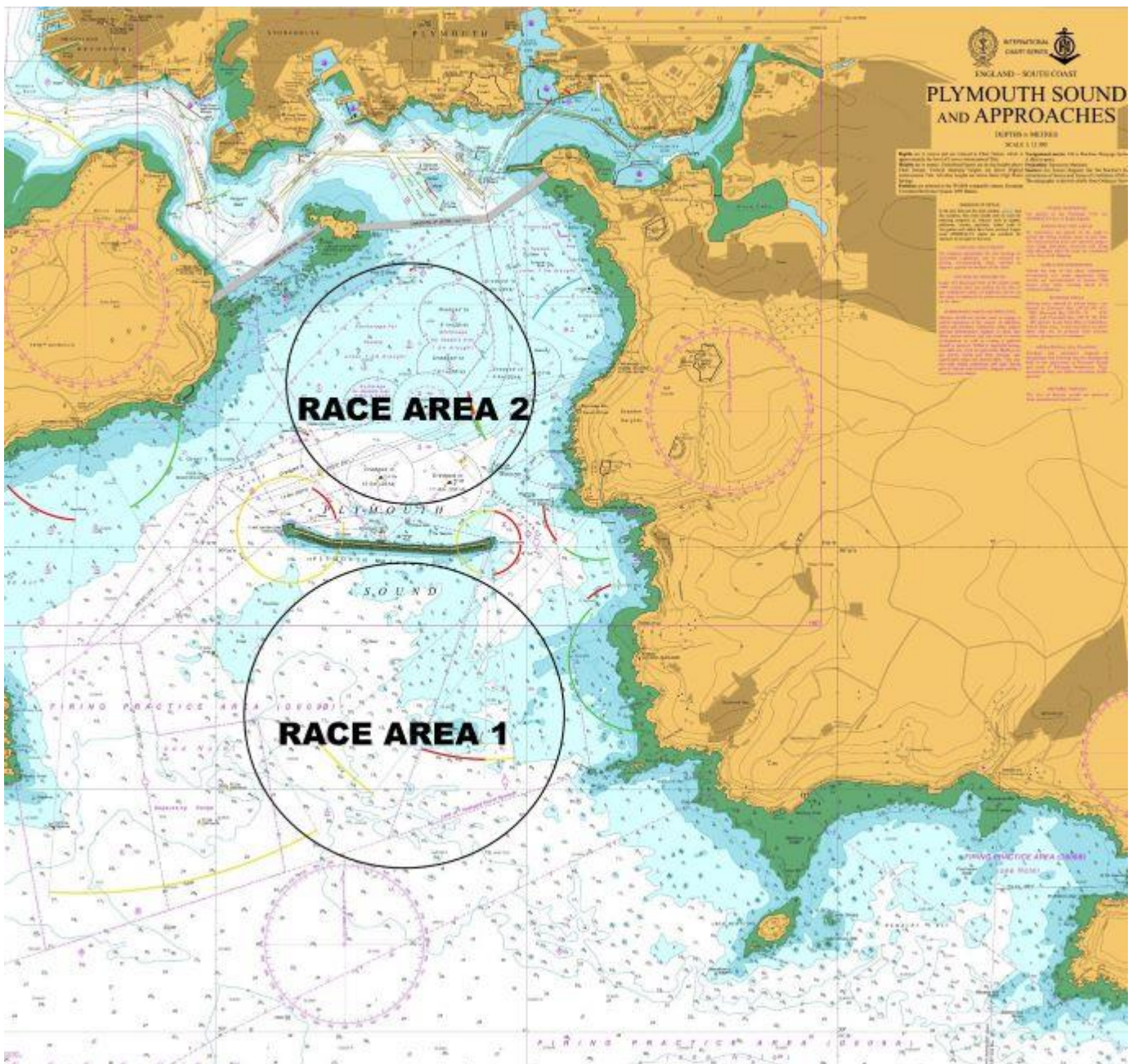
30 RISK STATEMENT

30.1 See NoR 18

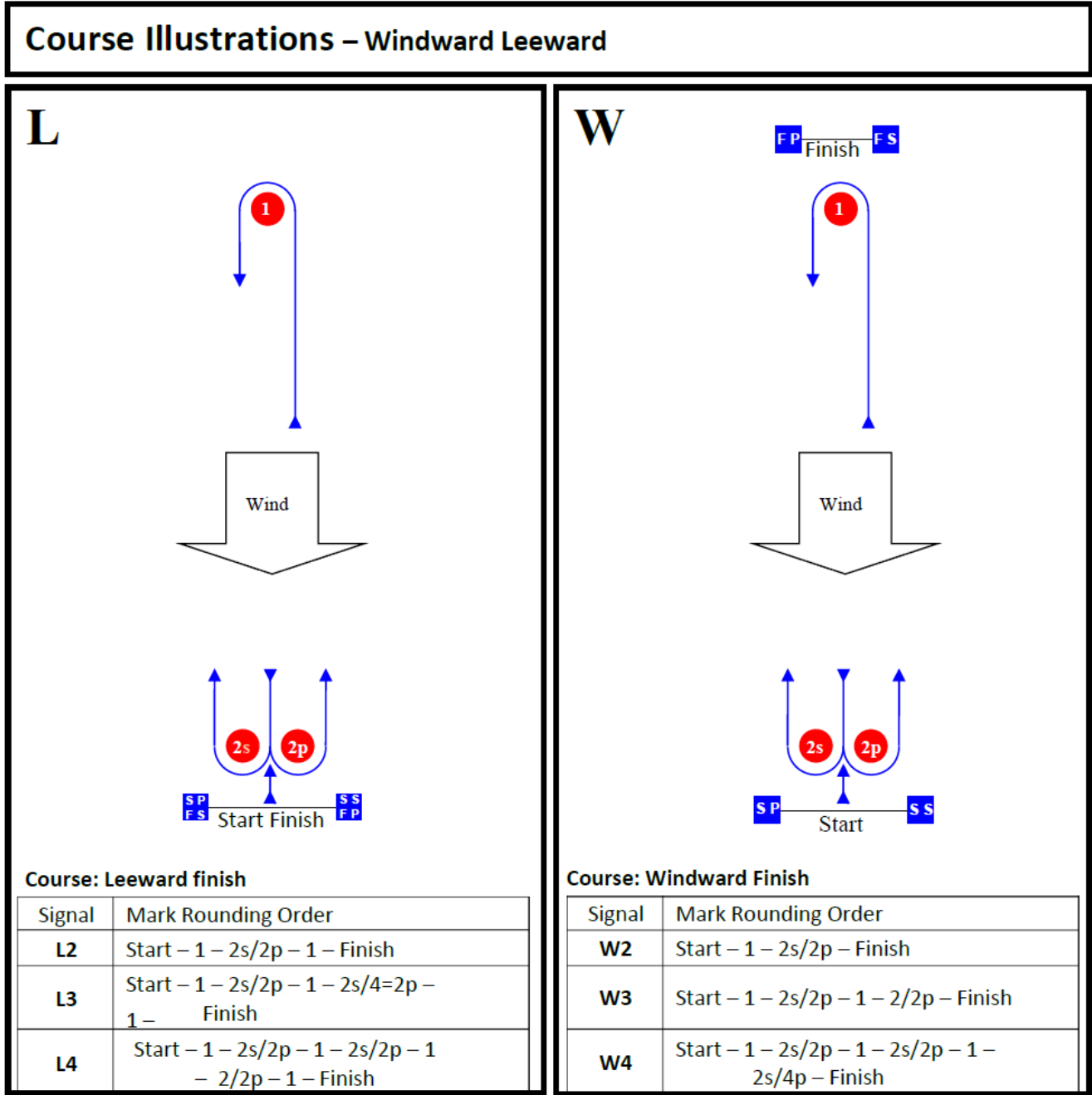
31 INSURANCE

31.1 see NoR 19

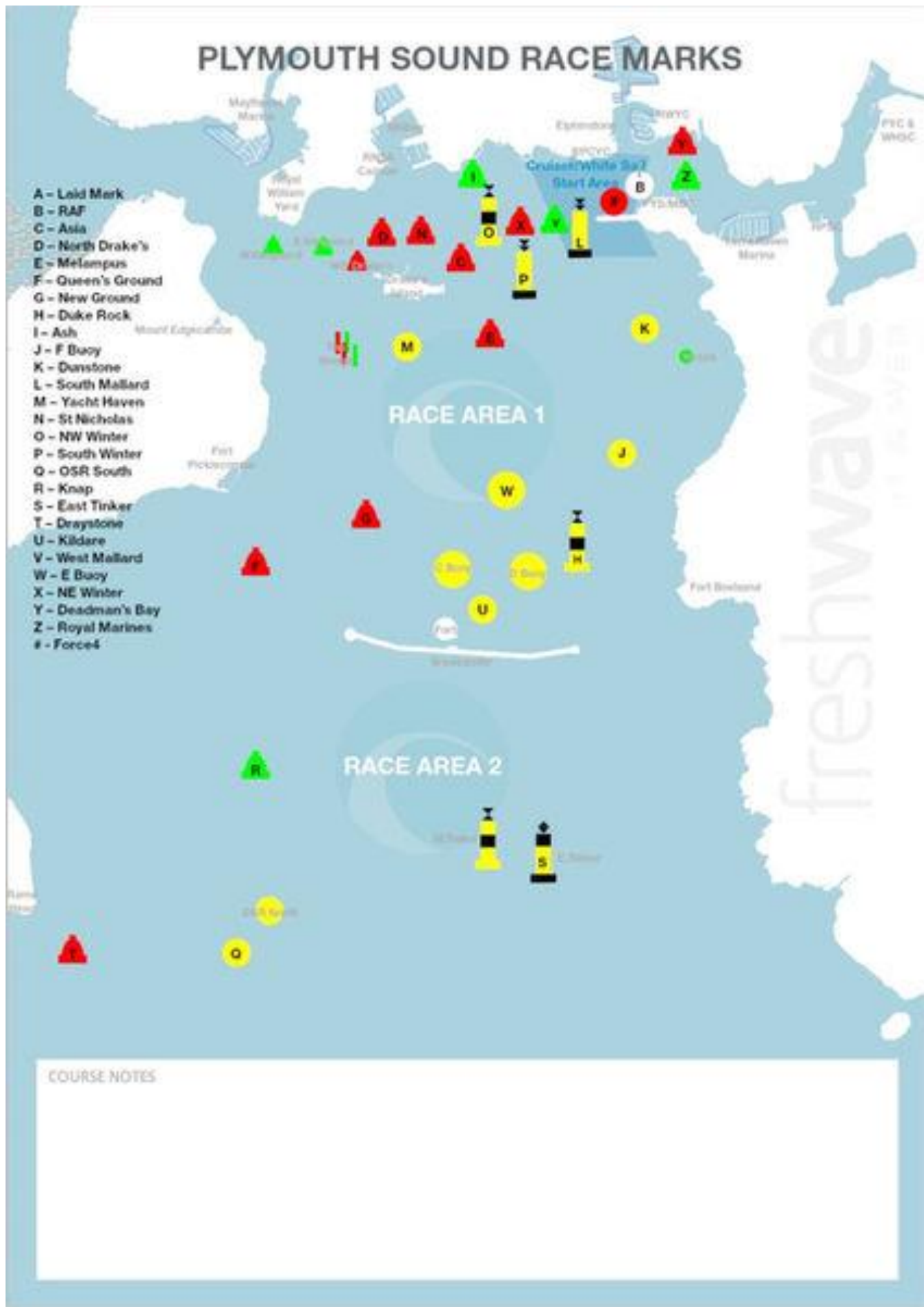
Appendix 1 - Course Areas



Appendix 2 – Course Diagram



Appendix 3 – Race Marks in Plymouth Sound



pendix 4 Moving Exclusion Zone

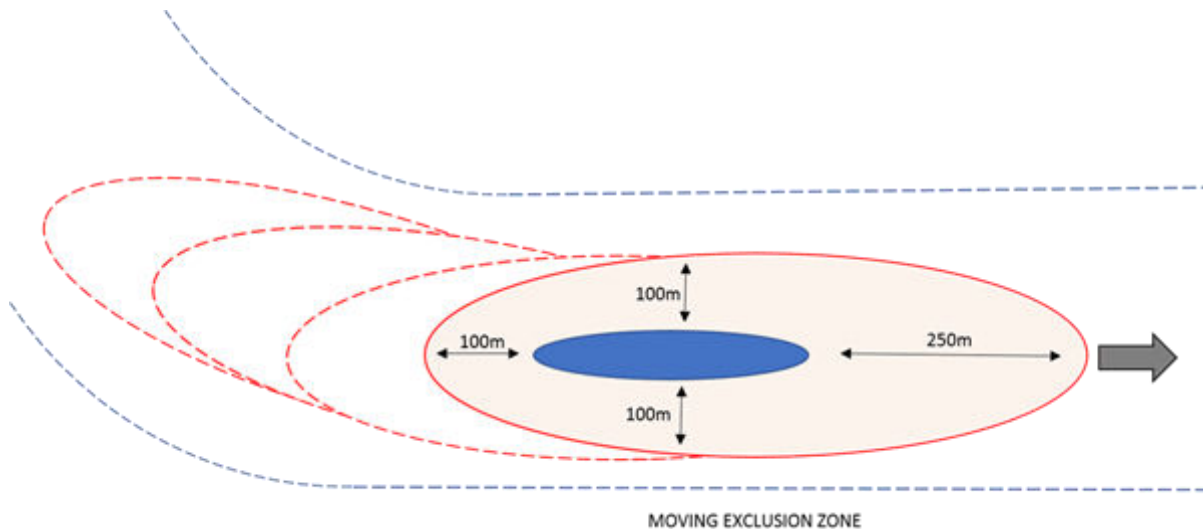
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PLYMOUTH LOCAL NOTICE TO MARINERS 012/24

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 5

Cattewater shipping routes and obstructions



Barbican ferry — Shipping route — Cattewater Harbour boundaries & speed limits —

— Possible traffic routes across the Sound —
 — Cattewater commercial —
 — Battery ferry —
 — Naval —