The Organising Authority is Hooe Point SC & Plym YC in conjunction with the UK Nacra 15 Class Association and the International Nacra 15 Class Association (IN15CA)

SAILING INSTRUCTIONS (SI's)

PC: Protest Committee or International Jury
NoR: Notice of Race
OA: Organising Authority
RRS: Racing Rules of Sailing
SI: Sailing Instructions
RC: Race Committee
WS: World Sailing
ONB: Official Notice Board
MBC: Mount Batten Centre

In this document the notation in a rule:
[NP] means that a boat may not protest another boat for breaking that rule. This changes RRS 60
[SP] *denotes a rule for which a standard penalty may be applied by the race committee without a hearing. This changes RRS 63.1*

1 RULES

1.1 See NoR 1.1 to 1.8

1.2 In case of conflict between NoR and SI's these SI's will prevail.

1.3 In RRS 44.2 insert after the first sentence: " a boat may take a penalty for an incident in the zone around Mark 1 or on the leg between Mark 1 and Mark 1a, as soon as possible after leaving the zone around Mark 1a."
This changes RRS 63.5(c)

1.4 Races will not be started with a wind below an average of 5 knots over the entire course area.

1.5 As stipulated by The Cattewater Harbour Commissioners' Code of Conduct:

1.5.1 [SP] All boats must keep clear of any mooring areas unless picking up a mooring, or unless the constraints of navigation require them to enter such areas.

1.5.2 [SP] Transiting the Cattewater all boats should wherever possible navigate through the Cattewater using the main channel, as marked on current Admiralty Charts, keeping where possible to the starboard side.

1.6 [SP] No spinnakers are to be flown in the Cattewater Harbour Area (see Appendix 6), this covers an area from the Slipways at Mount Batten to the Western end of Mount Batten Pier

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any changes to the Sailing Instructions will be posted on the ONB https://www.racingrulesofsailing.org/documents/13417/event

2.2 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 https://www.racingrulesofsailing.org/documents/13417/event and may also be made on the competitors WhatsApp group, as per NoR 3.3, any omission on WhatsApp will not be grounds for redress under RRS 61.1(a).

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 any advertising provided by the Organizing Authority with care, and 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, located near the Slipway.

5.2 When Flag "AP" is displayed ashore, '1 minute' is replaced with 'not less than 40 minutes' in Race Signals AP. This changes RRS Race Signals AP.

5.3 [SP] [NP] Flag D displayed ashore with one sound means : Boats shall not leave their assigned places in the boat park, or leave the shore, until this signal is displayed. The warning signal will not be made before the scheduled time, or not less than 40 minutes, after flag D is displayed.

5.4 Numeral pennant No.1 or No. 2 will be displayed to signify which Race Area the RC intend to use for that day.

6 SCHEDULE

6.1 As per NoR 9.1

Saturday July 25th	09.00-13.00 14.00-18.00	Registration Registration & inspection
Sunday July 26th	09.00 - 13.00 & 14.00 - 18.00	Registration & inspection
Monday July 27th	09.00 – 11.30 12.00 12.30 14.30 18.15	Registration & inspection Briefing - Sailors & Coaches Briefing – Coaches & Safety boats Practice Race Opening Ceremony – Tinside Lido, Plymouth
Tuesday July 28th	09.00 09.30 10.55	Briefing - Sailors & Coaches Briefing – Coaches & Safety boats 1st Warning signal
Wednesday July 29th	09.00 09.30 10.55 18.30	Briefing - Sailors & Coaches Briefing – Coaches & Safety boats 1st Warning signal Midweek Pizza dinner

Thursday July 30th	09.00 09.30 10.55	Briefing - Sailors & Coaches Briefing – Coaches & Safety boats 1st Warning signal
Friday July 31st	09.00 09.30 10.55	Briefing - Sailors & Coaches Briefing – Coaches & Safety boats 1st Warning signal
Saturday August 1st	09.00 09.30 10.55 Circa 17.00 *(as soon as possible)*	Briefing - Sailors & Coaches Briefing – Coaches & Safety boats 1st Warning signal Prize giving & closing ceremony

6.2 On Monday 27th July a briefing for all competitors and coaches is scheduled at 12.00.

6.3 Total number of scheduled races: 19

4 Races per day scheduled on 28th July to 1st August
3 Races scheduled on 1st August

6.4 On the last day of scheduled racing (1st August) no warning signal will be made after 15.00

6.5 One extra race per day may be sailed, providing that the event becomes no more than one race ahead of schedule and the change is made according to SI 2.1

7 CLASS FLAGS

7.1 Nacra 15 insignia on a white flag

8 RACING AREA

8.1 The Racing Areas 1 & 2 are as described in Appendix 1.
(Note – The Race area locations will be described at the daily briefing, and may also be stated on WhatsApp Competitors group.)

9 COURSES

9.1 The courses to be sailed will be windward/leeward LA2 or LA3 as described in Appendix 2.

9.2 No later than the warning signal, the principal committee vessel and the pin end committee vessel shall display the course and number of laps - (e.g. LA2)

10 MARKS

10.1 See Appendix 3 for description of marks.

10.2 If one of the marks (1 or 1a,) or (2s or 2p) is missing the remaining mark should be rounded to port. This is in addition to RRS 34.

11 OBSTRUCTIONS

11.1 Boats shall not sail at any time through the Mooring Areas (as shown in Appendix 6) located north of Mountbatten peninsula and south of the Plym navigation channel, unless otherwise instructed by any race official.

11.2 Shipping traffic routes in Cattewater and Plymouth Sound see Appx. 6
Overview of the Port of Plymouth Dockyard regulations see Appx 7 & NoR 1.8
Moving Exclusion Zone as established for large tidally constrained warships, auxillaries and support vessels – see Appx. 8 and NoR 1.8

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. (Note - a warning to all Support Boats to leave the support boat exclusion zone will be made on VHF CH 10 before the orange flag is displayed)

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.
When an inner or outer limit buoy is laid adjacent to the starting line no part of any boat shall cross a line from the buoy to the nearby mast or staff on the principal or pin end committee vessels displaying the orange flag whilst racing. Neither the buoy nor the line is an obstruction. The penalty for breaking this sailing instruction is disqualification without a hearing.

12.4 A committee vessel displaying an orange flag may be positioned approximately at the mid point of the start line, and it will motor forward away from the start line approximately 10 secs before the start.

12.5 A buoy may be attached to the race committee vessels, and also to their anchor lines. Boats shall not pass between this buoy and the race committee vessel at any time.

12.6 The Preparatory Signal for the World Championship will be either international code flag P, or U, or Black flag.

12.7 All signals required under RRS 26 (Starting), 27 (Course designation, AP etc) and 29 (Recalls) displayed on the principal committee vessel, except sound signals, shall be repeated on the pin end committee vessel.

12.8 A boat that does not start within four minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS 35,1, A5.1 and A5.2.

12.9 If a general recall is signalled or the race is abandoned after the starting signal, the sail numbers of boats that have broken RRS 30.4 (BFD) shall be displayed on both principal and pin end committee vessels, they will be displayed at least five minutes before a new starting sequence and for a minimum of five minutes.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 While boats are racing the race committee may change the next leg of the course, the race committee will lay new change marks 1 and 1a, or move the leeward gate, (see 10.1 above & Appendix 3) as per RRS 33.
When a new mark is laid the original marks will be removed as soon as practicable.

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

13.3 When Flag “F” is displayed with repeated sound signals at the windward mark (1or 1a), boats shall proceed directly to the finish.

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.

When an inner limit buoy is laid adjacent to the finish line no part of any boat shall cross a line from the buoy to the nearby mast or staff on the principal committee vessel displaying the blue flag whilst racing. Neither the buoy nor the line is an obstruction. The penalty for breaking this sailing instruction is disqualification without a hearing.

15 PENALTIES

15.1 RRS Appendix T applies (as per NoR 1.3).

15.2 RRS Appendix P applies as modified by SI 15.3.

15.3 RRS Appendix P 2.1 applies with the Two-Turns Penalty replaced by the One-Turn Penalty.

15.4 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

16 TIME LIMITS AND TARGET TIMES

16.1 Time limits and target times Nacra 15:

Mark 1 time limit	Race Target time	Finishing Window	Race Time Limit
15 mins	30 mins	15 mins	45 mins

16.2 If no boat has passed the first mark within the “Mark 1 time limit” the race will be abandoned.

16.3 Boats failing to finish within the time stated under “Finishing Window” after the first boat sailed the course and finished will be scored DNF without a hearing. This changes RRS 35,A5.1 & A5.2.

16.4 Failure to meet the “Race Target time” will not be grounds for redress. This changes RRS 61.4(b)(1).

17 HEARING REQUESTS

17.1 The protest time limit for a protest about an incident observed in the racing area is 90 minutes after the last boat finishes the last race of the day or the Race Committee signals no more racing today, whichever is the later. The time will be posted on the ONB and may also be posted on the WhatsApp Competitors Group.

17.2 Hearing Request forms are available from the Race Office by electronic means, (details to be provided at Registration). Hearing Requests and Requests for Redress or reopening shall be submitted to the Race Office by electronic means within the appropriate protest time limit.

17.3 Notices will be posted on https://www.racingrulesofsailing.org/documents/13417/event 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 may be scheduled to begin before the end of the protest time limit. Hearings will be held in the Jury Room, at MBC, beginning at the time posted.

17.4 RRS 61.2(b)1 is changed to :"However, on the last day of racing the request for redress shall be submitted by electronic means:

(a) Within the protest time limit if the requesting party was informed of the decision on the previous day.
(b) No later than 30 minutes after the party was informed of the decision on that day.

17.5 A list of boats that, under SI 15.2 have been penalized for RRS 42 will be posted on : https://www.racingrulesofsailing.org/documents/13417/event

17.6 For breaches of a rule marked '[SP]' or a class rule listed in Appendix 5 – 'Standard Penalties' the Race Committee or Technical Committee may impose a standard penalty without a hearing.
Appendix 5 – 'Standard Penalties' shows a list of these breaches and the associated standard penalties. However, the Race Committee or Technical Committee may protest a boat if it considers a standard penalty is inappropriate. A boat that has been penalized with a standard penalty shall neither be protested by another boat for the same incident nor can another boat request redress for this committee action. This changes RRS 60.1, 61.1(a) and A5.1.
The penalty for any breach of a class rule not listed in Appendix D 'Standard Penalties' may, at the discretion of the Jury, be less than disqualification.

17.7 The right of appeal from an International Jury decision is denied as provided in RRS 70.3(a).

17.8 A request for redress based on an incident identified in a scoring enquiry will meet the time limit if:

(a) the scoring enquiry was submitted within the time limit specified in RRS61.2 as changed by SI 17.4; and

(b)The request for redress is delivered as soon as reasonably possible after being notified of the Race Committee's response to the scoring enquiry. The response by the Race Committee may be notified in writing or through the online system. This changes RRS 61.2.

18 SCORING

18.1 See NoR 15

19 SAFETY REGULATIONS

19.1 RRS 40.1 (wearing a PFD) applies at all times when boats are afloat

19.2 [NP] [DP] 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 RC at the first reasonable opportunity.

19.3 A tally system will be used to ensure the safety of competitors who should note that safety boats may not be released from duty until all the boats have tallied off correctly.

Tally procedure:

1) The tally control points to check-out and check-in competitors will be located at the top of their allocated slipway at MBC.

2) Each boat will be allocated a tally number at registration.

3) Prior to leaving the shore, each competitor (helm & crew) shall collect their wristbands corresponding to their tally number from the tally board and place them around their wrists, so that they are visible without needing to remove/lift any layers of clothing.

4) When returning from racing at the end of the day, competitors shall return their wristbands back on the tally board as soon as possible but within 15 minutes after the last boat returns to shore.

5) All tally board actions shall be done by the helm or crew of the relevant boat only.

6) A boat that retires from a race shall, if possible, notify a RC vessel before leaving the racing area and on returning to shore, shall immediately tally off in accordance with SI 19.2 and complete the race declaration form at the race office.

19.4 [SP][NP] Each boat shall collect a GPS tracker from the tally board location before going afloat, and the tracker is to be returned as soon as possible but within 15 minutes of the last boat returning to shore.

19.5 [SP]Boats failing to comply with SI 19.1, 19.2,19.3 or 19.4 will receive a penalty of 5 points non-excludable added to the boats series score for each failure. This changes RRS A5.

19.6 [NP] Before the warning signal of the first race each day, each boat shall sail on starboard tack past the stern of the Principal Committee Vessel displaying Flag L, to enable the RC to determine which boats have come to the starting area by recording sail numbers.

20 REPLACEMENT OF CREW OR EQUIPMENT

20.1 [DP] Substitution of competitors is not allowed without prior written approval of the RC.

20.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized by the Technical Committee. Requests for substitution shall be made to the Technical Committee at the first reasonable opportunity, which may be after the race, on the https://www.racingrulesofsailing.org/documents/13417/event

21 EQUIPMENT AND MEASUREMENT CHECKS

21.1 A boat or equipment may be inspected at any time for compliance with the Class Rules, the NoR and the SI's.

21.2 [SP][NP] Bibs will be provided by the OA for competitors aboard the boats ranked first, second and third in the series at the beginning of that day. Bibs shall be issued at the daily briefing, and returned with the tallies when returning to shore.
Competitors shall wear the bibs on top of any clothing or PFD device so that they are visible whilst racing.

22 SUPPLIED BOATS
N/A

23 OFFICIAL VESSELS

23.1 Official vessels will be identified as follows:

VESSEL	**Course Area A**
Committee Vessels	White flag with letter RC in black
Mark Laying Vessel	Orange Flag with no's 1-3 in white
Safety Boats	Blue Flag with no's 1-10 in White
Jury	Yellow flag with letter J in blue
Technical Committee	White flag with letter M in black
Media / Press	Pink flag with letter P in black
Support/Coach boats	Black flag with no's 1-20 in white

23.2 Actions by official vessels shall not be grounds for requesting redress by a boat. This changes RRS 61.1(a)

24 [DP] SUPPORT TEAMS

24.1 Support teams, including all support persons and vessels, shall comply with the " Support Vessel Regulations" see NoR Appendix 5 and the "Support Vessel Guidelines" to be issued at Registration

24.2 Each support vessel is required to carry a VHF radio capable of transmitting and receiving all international ship-to-ship channels.

24.3 Communication with the support vessels will be made on the following VHF CHANNEL 10

(Call signs will be Black 1-20 as per allocated flag no.)

24.4 If a support vessel does not comply with instructions of SI 24 a [DP} may be applied by the Jury to some or all associated competitors and may include restrictions on the movement of the support vessel.

25 TRASH DISPOSAL

25.1 [NP][DP] Competitors shall not intentionally dispose of trash in the water. Trash shall be held for proper disposal ashore or placed aboard official or support vessels.
Competitors are reminded that Plymouth Sound is a National Marine Park

26 BERTHING

26.1 [DP] Boats shall be kept in their assigned places while in the boat park, and shall not be moved to the slipways until Flag D is displayed.

27 & 28 HAUL OUT RESTRICTIONS & DIVING EQUIPMENT AND PLASTIC POOLS

N/A

29 PRIZES

29.1 Prizes will be awarded as per NoR 24

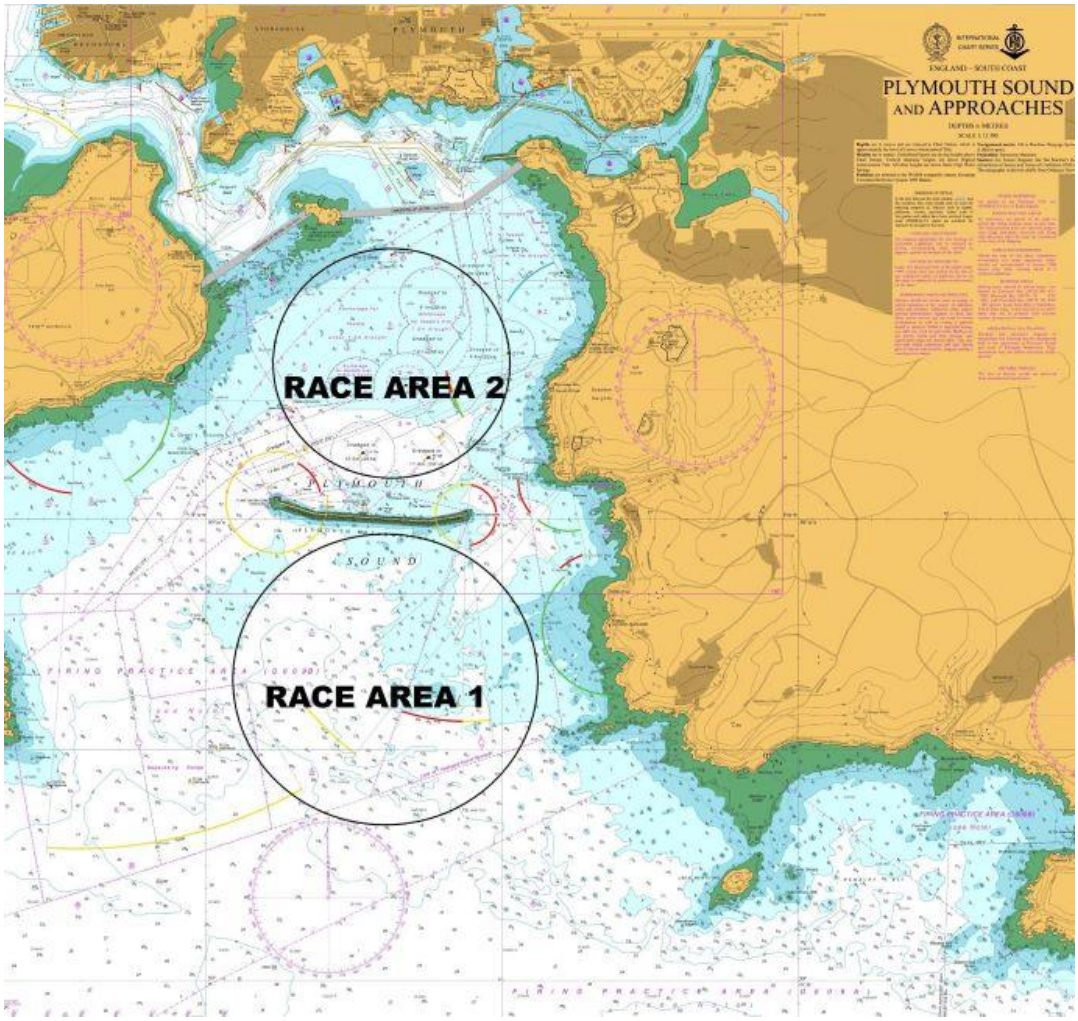
30 RISK STATEMENT

30.1 As per NoR 22

31 INSURANCE

31.1 As per NoR 23

Appendix 1 – Race Areas



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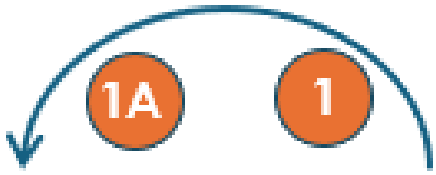
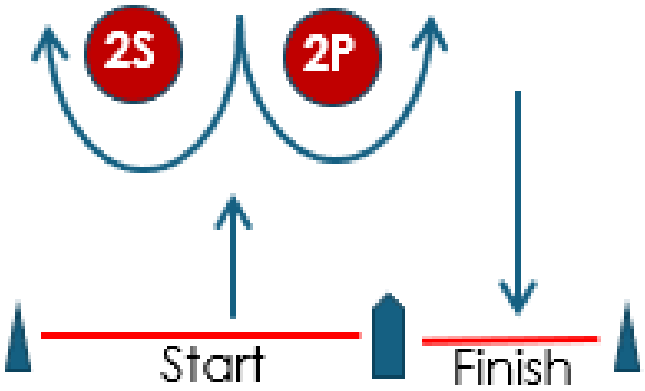
NOT TO BE USED FOR NAVIGATION

Appendix 2 – Courses

LA Course





LA2 Start – 1 – 1A – 2P/2S – 1 – 1A – Finish

LA3 Start – 1 – 1A – 2P/2S – 1 – 1A – 2P/2S – 1 – 1A – Finish

Appendix 3 – Marks

Mark	Type/Shape	Colour
1	Cone	Yellow- PYC
1a	Cone	Yellow - PYC
2s & 2p	Tetrahedral	Red – Sail GP
Change Mark 1	Cone	Orange
Change Mark 1a	Cone	Orange
SS - Starting mark starboard end	Principal Committee Vessel	Sailing yacht (S/Y) TBA
SP - Starting mark port end	Pin End Committee Vessel	S/Y TBA
Start line IDM/ODM	Tetrahedral	Red – Sail GP
FP - Finishing mark port end	Committee vessel or Dan Buoy	
FS - Finishing mark starboard end	Committee vessel	S/Y TBA
Finish line IDM	Tetrahedral	Red – Sail GP

Appendix 4 – Standard Penalties

In accordance with the Notice of Race and Sailing Instructions, the Race Committee and the Technical Committee will impose the following Standard Penalties. These penalties shall apply to the race sailed nearest in time to the incident.

Race Committee Penalties

SI	BREACH OF A RULE	SCORING PENALTY
SI 5	**SIGNALS MADE ASHORE** Boats leaving before Flag D Displayed	**5 pts**
SI 19.3	**SAFETY REGULATIONS** Failure to tally out Failure to tally back in	**5pts**
SI 19.6	**GPS TRACKERS** Failure to pick up or install GPS tracker Failure to return the GPS tracker	 **5pts** **5pts**
SI 21.2	**EQUIPMENT** Leader's bib not worn as instructed	**1pt**

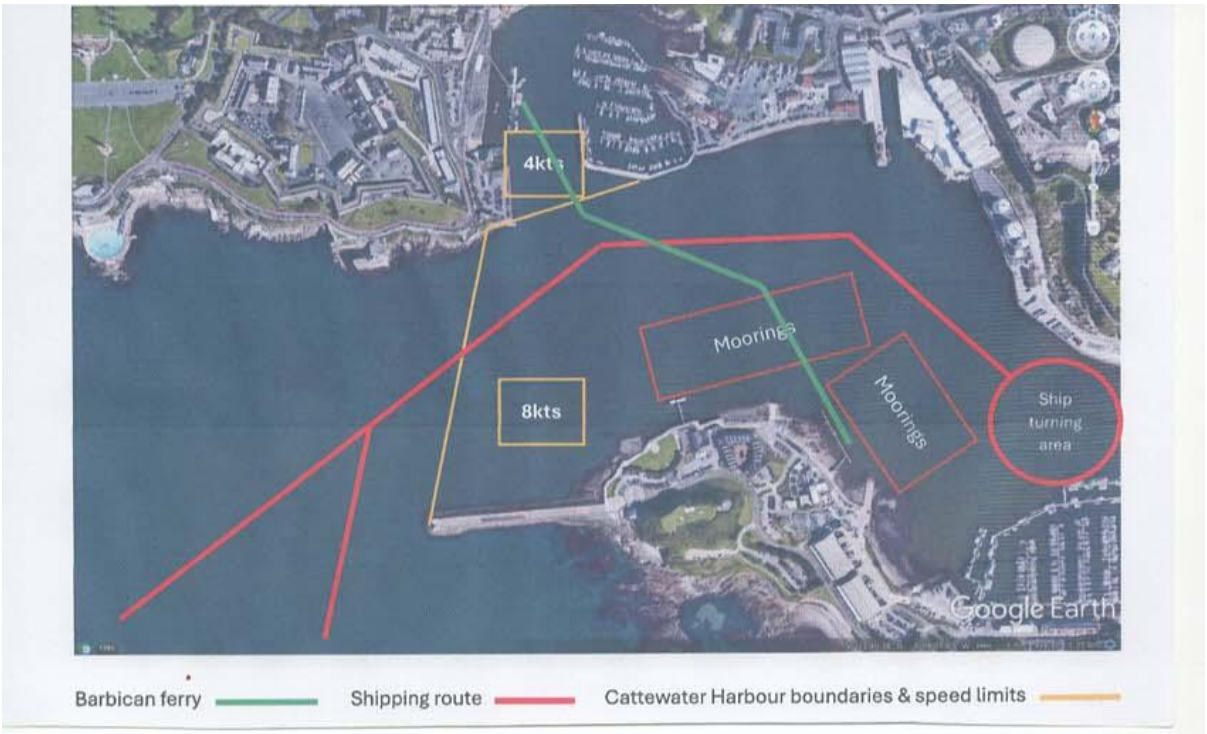
Technical Committee Penalties

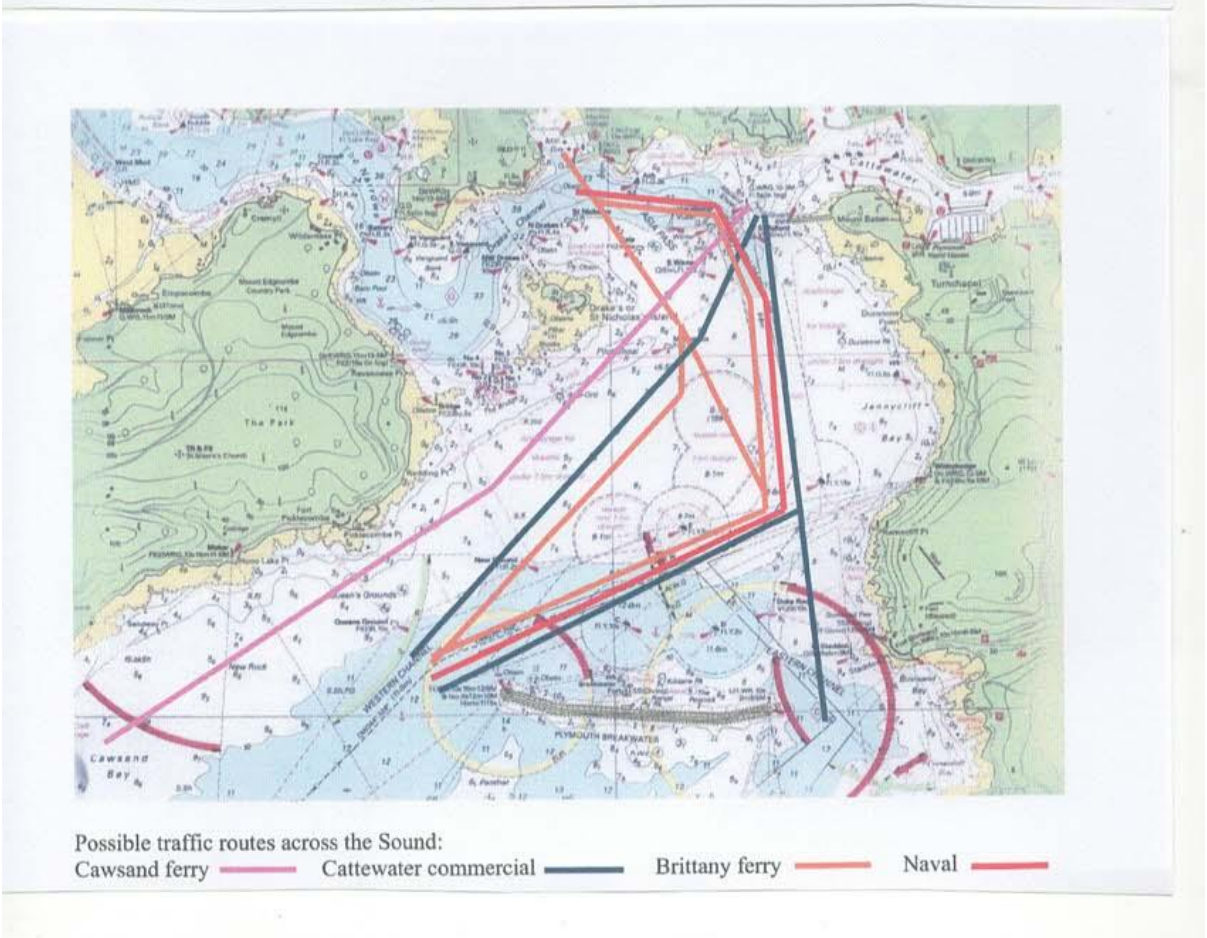
Class Rule	BREACH OF A RULE	SCORING PENALTY
C3.1(a)(ii)	Failure to wear a helmet when required	**5 pts**
C3.1(a)(iii)	Failure to carry a safety knife	**5 pts**
C3.1(a)(iv)	Failure to carry a whistle	**5 pts**
C5.1(a)(ii)	Towing rope with wrong dimensions	**2 pts**
C5.1(a)(ii	Towing rope missing	**5 pts**

Appendix 5 – GPS Tracker Placement

During the event Trace & Tracking will be used for all competitors. Trackers must be placed safely inside the buoyancy tank as per photo below and be collected daily and returned daily as per SI9.4

Appendix 6 – Obstructions as per SI 11.1 & 11.2





Appendix 7 – Port of Plymouth Overview see NoR 1.8

NACRA 15 WORLDS 2026 **Dockyard Port of Plymouth — Overview**

Kings Harbour Master (KHM)

Plymouth is a busy port with both military and commercial shipping movements. All maritime activities within the port are overseen by the King's Harbour Master (KHM) . KHM is responsible for the navigation safety and traffic regulation of all vessels bound to and from the Dockyard Port of Plymouth including the commercial berths within the Cattewater, Millbay and Sutton Harbour.

Control of Shipping

Shipping movements are controlled by the Port Control— callsign Plymouth VTS. They have full oversight of the race areas with visual, radar and CCTV coverage. Movements of all vessels over 20m in length are under the direction of Plymouth VTS. Details of planned military and commercial ferry movements are published daily on the KHM website - Daily movements
Movements of commercial and fishing vessels to and from the Cattewater are co-ordinated by Plymouth VTS once timings are known. Plymouth VTS are on VHF Channel 14.

Useful links

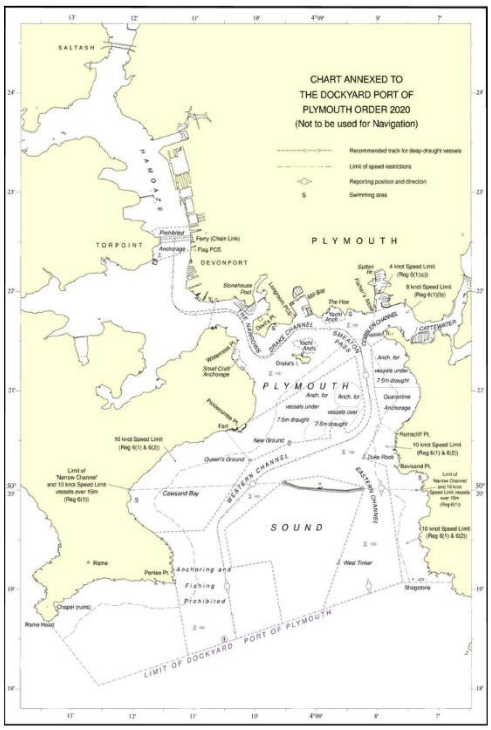
KHM Website

Local Notices, Navigation Warnings and General Directions

Dockyard Port of Plymouth Port Order 2020

Plymouth Waterways Small Craf t Guide

Cattewater Code of Conduct



Port Rules

- Speed limits (for vessels under 20m)-
  - Plymouth Sound within 400m of the shore—10 knots
  - Cattewater—8 knots
  - Sutton Channel—4 knots
- Vessels under 20m are to keep clear of military vessels and larger shipping.
- Keep at least 50m clear (100m for submarines) of all military vessels.
- Certain vessels may have a designated Moving Exclusion Zone
- Always obey the instructions of the Harbour officials, Marine police and Plymouth VTS.

Appendix 8 – Moving Exclusion Zone for designated vessels

KING'S HARBOUR MASTER PLYMOUTH

LNTM 012/24

PLYMOUTH LOCAL NOTICE TO MARINERS 012/24

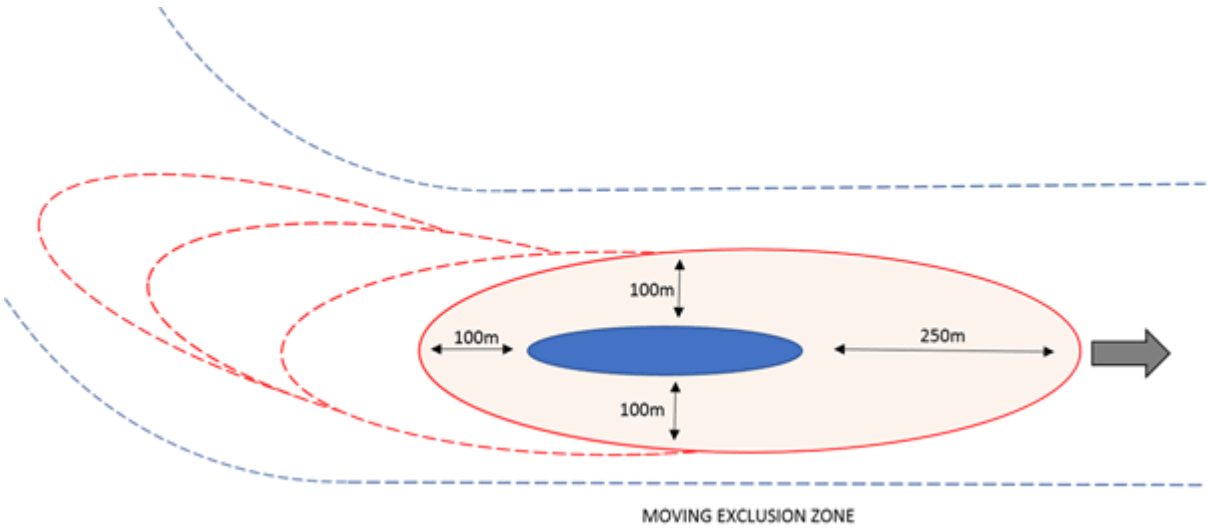
GENERAL DIRECTION

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 9 – Local Tide times & Heights

Date	HW		LW		HW	
	Time	m	Time	m	Time	m
25th July - Sat			0905	2.25	1529	4.40
26th July - Sun			1017	2.09	1630	4.61
27th July - Mon			1116	1.85	1720	4.84
28th July - Tue	0548	4.70	1203	1.61	1804	5.03
29th July - Wed	0630	4.85	1245	1.42	1844	5.16
30th July - Thu	0712	4.95	1322	1.29	1924	5.24
31th July - Fri	0751	5.00	1356	1.20	20.01	5.27
1st Aug - Sat	0827	5.01	1429	1.16	20.35	5.27