



2026 Offshore Series



Coastal & Offshore Yacht Racing

www.cogsracing.org.uk/  
email:chairman@cogsracing.org.uk



RCYC Sailing Ltd

## ROYAL CORNWALL YACHT CLUB

### Falmouth to Roscoff Friday 8th to Saturday 9th May 2026

Organizing Authority: RCYC Sailing Ltd  
Greenbank, Falmouth, Cornwall, UK

[www.royalcornwallyachtclub.org/](http://www.royalcornwallyachtclub.org/) email: [contact@rcycsailing.org](mailto:contact@rcycsailing.org)

## SAILING INSTRUCTIONS

Abbreviations: [DP] – Rules for which the penalties are at the discretion of the protest committee.  
[NP] - means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.  
**All times stated in these SI are BST**

### 1 RULES

- 1.1 The race will be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2025-28.
- 1.2 Boats shall comply with Offshore Special Regulations (OSR) 2026-27 Cat 3. In addition, boats are to carry a life raft of sufficient size for all crew.
- 1.3 RRS Part 2 shall not apply between the hours of local sunset and sunrise and shall be replaced by the International Rules for the Prevention of Collisions at Sea (IRPCAS).
- 1.4 The following rules are changed:

Rule change:	Relevant SI Section
RRS 21.1	12.8
RRS 26	5.3, 12.2
RRS 27	5.3, 12.4
RRS 28.1	12.9
RRS 29	5.3, 12.4, 12.8
RRS 30	12.8
RRS 32	9.3
RRS 33	9.3
RRS 35	16.2
RRS 37	19.3
RRS 42	11.4
RRS 44	12.8, 15
RRS 52	1.6
RRS 61.1 a	2.2, 3.5, 9.3, 12.3, 12.5
A5.1	12.9, 16.2
A5.2	12.9, 16.2

- 1.5 IRC Rules parts A, B and C apply. Part D will not apply.
- 1.6 The use of autopilots and automated steering devices will be allowed. This changes RRS 52 and IRC rule 152 (d).

## **2 CHANGES TO SAILING INSTRUCTIONS**

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- 2.1 Changes to the sailing instructions will be posted before 10:00 on the day of the race. They will be posted online on the official COGS noticeboard - [www.cogsracing.org.uk/](http://www.cogsracing.org.uk/) and the RCYC website at - [www.royalcornwallyachtclub.org/On the water/Racing Events/COGS Racing Events](http://www.royalcornwallyachtclub.org/On%20the%20water/Racing%20Events/COGS%20Racing%20Events). On the day of the race any changes will be made via the COGS Whatsapp Group.
- 2.2 The race committee may also broadcast verbal instructions on marine VHF radio channel 69 and they may also be included on the COGS WhatsApp Group messaging. Failure to receive a broadcast will not be grounds for redress. This changes RRS 61.1(a).

## **3 COMMUNICATIONS WITH COMPETITORS**

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- 3.1 No notices to competitors will be posted after 10:00 on the day of the race.
- 3.2 Notices to competitors will be posted:
  - a) on the official COGS notice board located online at [www.cogsracing.org.uk](http://www.cogsracing.org.uk).
  - b) online at the RCYC website - [www.royalcornwallyachtclub.org/On the water/Racing Events/COGS Racing Events](http://www.royalcornwallyachtclub.org/On%20the%20water/Racing%20Events/COGS%20Racing%20Events).
  - c) on the COGS WhatsApp Group – especially for changes to SI's on the day of the race.
- 3.3 In addition general information which does not form part of the SI's will be posted on the COGS Whatsapp Group at any time.
- 3.4 On the water, the race committee intends to monitor and communicate with competitors on VHF channel 69.
- 3.5 Failure to hear a broadcast will not be grounds for redress. This changes RRS 61.1(a).
- 3.6 [DP] From the warning signal (for your class) until the end of your race, 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 CODE OF CONDUCT**

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

## **5 SIGNALS MADE ASHORE**

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- 5.1 Pre-start abandonment signals made ashore will be displayed on the RCYC signals mast.
- 5.2 IC flag "L" displayed over flag "Z" at the RCYC will indicate a change to the sailing instructions.
- 5.3 No visual signals, including starting signals, will be made at Pendennis Point. This changes RRS 26, 27 and 29.

## **6 SCHEDULE OF RACES**

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- 6.1 Separate starts will be held for IRC 1 and IRC 2 handicap classes.
- 6.2 IRC 1 will start first.
- 6.3 The scheduled time of the warning signal for IRC 1 will be 18:25 BST.
- 6.4 The time of the warning signal of the IRC 2 class will be the time of the starting signal of the IRC 1 class.

## **7 CLASS FLAGS**

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Boats shall display their class flag beneath IC flag "Z" on the backstay or mainsail leech as follows:

- (a) IRC 1 - IC numeral pennant "1"
- (b) IRC 2 - IC flag "E" or numeral pennant "2"

## **8 RACING AREA**

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The start will be in the vicinity of Pendennis Point. The racing area will be the English Channel from Falmouth to Roscoff.

## 9 COURSES

- 9.1 The course will be from the start off Pendennis Point, Falmouth to the finish mark at the "Astan" east cardinal buoy. The approximate position of Astan is 48° 44'.914 N, 003° 57'.664 W. The course distance is approximately 94 nautical miles. See Addendums A & B.
- 9.2 The course will not be shortened or changed after the start.
- 9.3 If the race is abandoned after the start, the race committee will advise competitors using VHF and the COGS Whatsapp Group. This changes RRS 32 & 33. Failure to receive this notification will not be grounds for redress. This changes RRS 61.1 (a).

## 10 MARKS

The marks of the course are as follows:

Name	Position
Pendennis Point (western boundary of start line)	See Addendum A
Black Rock Beacon (eastern boundary of start line)	See Addendum A
Astan – (finish mark)	48°44.914'N, 003°57.664'W. See Addendum B

## 11 OBSTRUCTIONS

- 11.1 Black Rock and Pendennis Point.  
Competitors should be aware of the shallow waters around these obstructions.
- 11.2 [NP] Commercial shipping. Moving exclusion zones around commercial vessels constricted by their draft or size are designated obstructions. Such exclusion zones extend to 100m on all sides of the vessel and include tugs, pilot boats and safety boats escorting the vessel. No competitor is at any time to enter the exclusion zone, and, if becalmed, is to use their engine or other means of propulsion to move out of the way. This should only be sufficient to move out of the exclusion zone, and the distance travelled should be the shortest necessary to keep clear. Competitors who unnecessarily interfere with shipping bring the sport into disrepute and shall be reported by the race committee under RRS 69 - Misconduct.
- 11.3 Diving activity. Exclusion zones extend 30m around a dive boat displaying international code flag "A", an orange pillar mark indicating a diver beneath the surface, and a diver on the surface. No boat is at any time to enter the exclusion zone.
- 11.4 Traffic Separation Schemes (TSS). In order to cross the TSS lanes safely the use of the vessel's engine is permitted where required. This changes RRS 42.

## 12 THE START

- 12.1 Start times will be as follows:

Class Flag	Class	Warning Time BST	Start Time BST
1	IRC 1	18:25	18:30
2 or E	IRC 2	18:30	18:35

- 12.2 No visual signals will be made. This changes RRS 26.
- 12.3 Starting signals, including a countdown, will be made by the race committee on VHF ch 69. Failure to receive this broadcast will not be grounds for redress. This changes RRS 61.1(a)
- 12.4 No visual individual or general recall, postponement or abandonment signals will be displayed. This changes RRS 27, 29.
- 12.5 Any boats OCS (on course side) at their starting signal will be broadcast by the race committee on VHF channel 69 if they can be identified. Failure to announce sail numbers and failure of boats to receive this broadcast will not be grounds for redress. This changes RRS 61.1 (a).

- 12.6 The starting line will be a line extending east on a transit formed by the triangle and the signals mast on the east side of Pendennis Point. The line will be bounded at the eastern end by Black Rock Beacon and at the western end by the shore. See Addendum A.
- 12.7 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.8 For the purposes of the definition of “Start” and “Finish” the term “hull” is to include a boat’s bowsprit in its normal position. This changes RRS 21.1, 29.1, 30 and 44.2.
- 12.9 A boat that does not start within 20 minutes after her starting signal will be scored DNS (did not start). This changes RRS 28.1, A5.1 and A5.2.

### **13 CHANGE OF THE NEXT LEG OF THE COURSE – not used.**

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### **14 THE FINISH**

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- 14.1 The finish line will be a line extending 090°M from the finish mark. Boats shall pass within 2 boat lengths of the mark or of a boat overlapped inside. See Addendum B.
- 14.2 Boats shall record their finishing time using British Standard Time (BST), and if possible the sail numbers or names of the boats next ahead and next behind respectively. This information shall be passed to the Race Results Officer, Anthony Nathan, as soon as possible on the COGS Chat Whatsapp Group and may also be sent via email to: [anthony.nathan@btinternet.com](mailto:anthony.nathan@btinternet.com) or by telephone to: 07768446815.

### **15 PENALTY SYSTEM**

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

### **16 TIME LIMITS [AND TARGET TIMES]**

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- 16.1 The time limit for both classes is 17:00 BST on Saturday May 9th.
- 16.2 Boats finishing later than the time limit will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A5.1 and A5.2.
- 16.3 The time limit for submission of finishing times to the Race Results Officer is 17:15 BST.

### **17 HEARING REQUESTS**

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- 17.1 For both classes, the protest time limit is 60 minutes after the last boat has finished or after the race time limit, whichever is earlier.
- 17.2 Details shall be lodged in writing with the COGS Race Finish Officer who will pass them on to the race committee at RCYC.
- 17.3 Hearings will take place at the RCYC as soon as practicable after boats return. Parties will be informed of the schedule of hearings by email.

### **18 SCORING**

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- 18.1 The race will be scored in accordance with COGS NOR para 7.
- 18.2 For this race RRS Rule A5.3 will apply.

### **19 SAFETY REGULATIONS**

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- 19.1 Crew Lists:
- A boat’s crew list shall be sent to the Race Officer, Chris Davis, at [contact@rcycsailing.org](mailto:contact@rcycsailing.org) no later than 30 mins before the first scheduled warning signal. Forms can be downloaded from the RCYC website.
  - All boats shall report their name, sail number and number of persons on board via VHF Ch. 69 to the race officer no later than 10 minutes before the first scheduled warning signal. Radio silence shall be kept after this time except if called by the race committee or in an emergency.

- 19.2 Retirement. A boat that retires from the race or is unable to cross the finish line before the time limit shall communicate as follows:
- a) Race Officer - VHF Ch. 69, email: [contact@rcycsailing.org](mailto:contact@rcycsailing.org), mob: 07816654590 and
  - b) Race Results Officer - Anthony Nathan at [anthony.nathan@btinternet.com](mailto:anthony.nathan@btinternet.com), mob: 07768446815. The same information must also be posted on the COGS chat WhatsApp group.
- 19.3 RRS 37 will not apply

## **20 REPLACEMENT OF CREW OR EQUIPMENT – not used**

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## **21 EQUIPMENT AND MEASUREMENT CHECKS**

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A boat or equipment may be inspected at any time by the Organising Authority for compliance with the Class Rules, NOR and Sis.

## **22 SUPPLIED BOATS – not used.**

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## **23 OFFICIAL VESSELS – not used.**

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## **24 [DP] SUPPORT TEAMS – not used**

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## **25 TRASH DISPOSAL - not used**

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## **26 BERTHING – not used**

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## **27 HAUL-OUT RESTRICTIONS – not used**

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## **28 DIVING EQUIPMENT AND PLASTIC POOLS – not used**

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## **29 PRIZES**

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- 29.1 Prizes will be given as listed in the COGS 2026 NOR para 8.
- 29.2 The prize-giving on Saturday 9th May will be held at Bloscon Marina as soon as possible after all boats have finished or the time limit has expired. The time will be announced on the COGS Whatsapp group.

## **30 RISK STATEMENT**

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Rule 3 of the Racing Rules of Sailing states: “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:

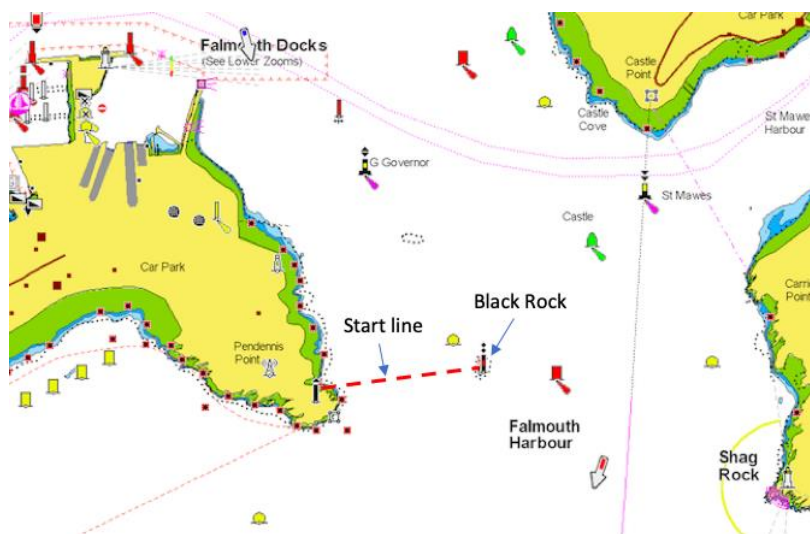
- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions and omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

- (g) It is their responsibility to familiarise 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 a safety briefing held for the event.
- (h) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

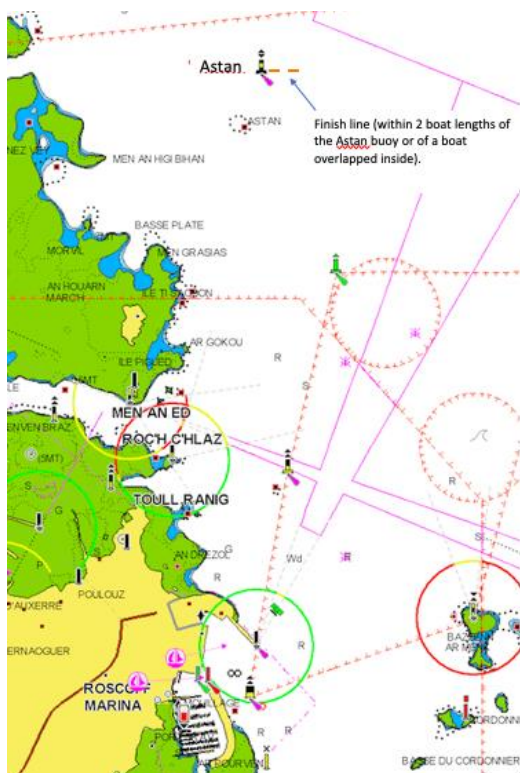
## 31 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

### Addendum A – start area



### Addendum B – finish area



THE FOLLOWING INFORMATION IS NOT PART OF THE SI.  
THIS INFORMATION IS PROVIDED BY COGS FOR THE BENEFIT OF ALL  
COMPETITORS.

## UK & French Customs and Immigration.

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### **Administration of Border Formalities UK**

#### ***UK Pleasure Craft Report Service (sPCR)***

When a small boat leaves or returns to the UK, there are formalities to complete by the skipper

#### ***Departing the UK***

Before departing to a location outside the UK you must notify your intentions by [completing and submitting a pleasure craft report \(https://www.spcr.homeoffice.gov.uk/\)](https://www.spcr.homeoffice.gov.uk/) using the digital service sPCR. This should be done at least two hours before you depart, but any reasonable time before then

#### ***Arriving back into the UK***

You must complete the UK entry procedures and obtain clearance to enter the UK, as detailed at [gov.uk](https://www.gov.uk).

Again, you must complete and submit a pleasure craft report (<https://www.spcr.homeoffice.gov.uk/>) at least two hours before you depart, but no more than 24 hours before you depart, but you can do a draft earlier and save it.

On entry into UK territorial waters you are required to fly the Q flag. This should remain in place until you have finished reporting your arrival in the UK – i.e. you have been given permission to enter the UK. You will need to comply with any further instructions that you are given.

You must call 0300 0739621/01752 68920/01752 689200 (Border Force Devon & Cornwall) before you disembark the vessel. If between 2000 – 0800hr BST call 07810 851199 instead, or National Yachtline on 0300 123 2012

### **Administration of Border Formalities France**

Also see <https://www.rya.org.uk/boating-abroad/country-specific-advice/france/>

***Skippers need to submit two “Navigation de Plaisance Hors Espace Schengen” forms to the French authorities electronically, one for arrival and another for departure. The form is available in the “NORs and SIs 2026” tab on the COGS Website as part of the Roscoff Race documentation***

Following the full implementation of the European Entry/Exit System (EES) recently, the rules have changed. Roscoff are implementing the rules in full for all yacht crew and foot passengers on ferries but not car passengers and drivers yet (iPad problems)

## Key EES Rules & Procedures

- **Who it applies to:** Non-EU citizens (including UK nationals) visiting the EU/Schengen area for short stays (up to 90 days in a 180-day period).
- **Who is exempt:** Irish passport holders and residents of most EU countries. Day trippers are **not** exempt from EES
- **Registration Process:** At the first entry, travellers have their photos and fingerprints (for ages 12+) registered, replacing passport stamps (although at present these will continue in addition to the electronic system)
- **Subsequent Travel:** For future visits, only photo or fingerprint verification is needed (plus passport stamps at present)
- **Location of Registration:** Registration takes place at the port of arrival, in this case the Ferry Terminal in Roscoff
- **Validity:** The data is stored in the system for three years

## Key Passport Requirements for EU Travel

- **10-Year Rule:** On the day you enter an EU country, your passport must have been issued less than 10 years before that date.
- **3-Month Rule:** Your passport must be valid for at least 3 months after the day you plan to leave the EU.
- **Check Expiry Date:** Always check the "date of issue" and "expiry date" on your passport, not just the validity remaining

We think that Brittany Ferries arrive at 0700hr CET and 0800hr CET on Saturday and one departs at 1430hr CET the same day. On Sunday, May 10th, there are two arrivals scheduled: at 0700hr CET and 0945hr CET, and departures are at 1015hr CET and 1430hr CET. The authorities are pre-occupied at those times.

After much discussion, the Roscoff Customs and Immigration have offered ***to meet us in the Ferry Terminal Building on Saturday afternoon, May 9th, between 1400hr and 1530hr CET (1300 and 1430hr BST)***. They say that the entire fleet must have arrived by then, but in negotiation we can't do better than this – we have tried hard!! Previously they have allowed us to have passports stamped for entry on arrival and for exit on the next day, but they now say “we'll see at that point if the computer system will accept a different departure date” - we are not optimistic for this!

If we have to re-attend on ***Sunday, they say that we can meet them at, between 0930 and 1000hr CET (0830 and 0900hr BST)*** – we might be able to persuade them to meet earlier in between the two early arrivals. They add “It is your responsibility to strictly adhere to these times or adjust your race accordingly.”

### **Bloscon Roscoff Marina** (VHF Channel 9 or ☎+33 2 98 79 79 49)

They are expecting our fleet. Due to activity in the commercial and fishing ports that adjoin the marina, it is important to closely follow safety regulations:

1. All boats must stay tuned to VHF channel 12 while navigating in the channel, and announce their arrival to the port office on channel 9
2. Make sure you have permission to enter
3. Entry to the port is regulated by the light at the end of the Pierre Lemaire seawall. When three red lights are lit, only boats authorised by the harbour master's office may enter the port – this will usually be the ferry
4. The Marina will allocate you a berth, usually grouped together with the other COGS boats, and their RIB will often escort you to the berth
5. When you leave, make sure you have permission to exit
6. At the exit of the fishing harbour, other lights control the exits from the marina and inner fishing harbour when a ferry or commercial ship is sailing. When a vertical line of three red lights is lit, no boat has permission to leave