


Ancasta
INTERNATIONAL BOAT SALES
2026 Offshore Series




Coastal & Offshore
Yacht Racing

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Eddystone Night Race

Sponsored by The St Mawes Hotel



THE IDLE ROCKS & ST MAWES HOTEL
— CORNWALL —

Saturday 13th June 2026

Sailing Instructions

Organising Authority St Mawes Sailing Club
COGS 2026 – OFFSHORE SERIES RACE 3

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 Sailing Regulations (OSR) 2026-27 Cat 3. In addition, boats are to carry a life raft rated to carry the boat's full 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	SI Section
RRS 26	6.2, 7.1
RRS 27	6.2
RRS 28.1	7.2
RRS 29	6.2, 6.3, 7.1
RRS 32	5.5
RRS 33	5.5
RRS 35	10.2
RRS 44.1	11.2
RRS 52	1.6
RRS 61.1	2.2, 5.2.2
RRS A4	7.2, 10.2
RRS A5	10.2

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.

2. NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted before 1230 on the day of the race at the COGS WhatsApp Group in the first instant, and may also be copied on the COGS website.

2.2 The race officer may also broadcast verbal instructions on VHF channel M2. Failure to receive a broadcast will not be grounds for redress. This changes RRS 61.1(a). *Note: Ch.M2 is P4 on some VHF sets.*

3. CLASS FLAGS

3.1 Boats shall display their class flag - Number 1 pennant for IRC1 and number 2 pennant or E flag for IRC2 - beneath IC flag 'Z' on the backstay or mainsail leech

4. THE RACING AREA

4.1 The racing area will be the Cornish coast from Pendennis Point to Rame Head.

5. COURSES

5.1 The course will be selected from the list of courses shown in Appendix A and will depend upon wind strength and direction.

5.2.1 The course will be conveyed by radio on M2 10 minutes prior to each boat's start. *Note: Ch.M2 is P4 on some VHF sets.*

5.2.2 The course identifier may also be broadcast by the Race Officer during the starting sequence. Failure to receive this broadcast will not be grounds for redress. This changes RRS 61.1(a).

5.3 Yachts must record their time AT EACH MARK when it bears 180 or 360 degrees (M) when applied to the side that it is passed. All yachts MUST take their FINISHING TIME as they pass the ST MAWES TURNING MARK left to starboard at a distance of no more than one boat length. See Appendix B.

5.4 Boats must NOT pass between the Eddystone Light and any adjacent rocks charted as drying at MLWS.

5.5 Any decision to shorten the course, postpone or abandon the race will be broadcast via WhatsApp and VHF. This changes RRS 32 and 33.

5.6 Marks – are described in Appendix B.

5.7 If any mark is missing then a virtual mark shall be considered to exist at the position given in Appendix B. A virtual mark shall be treated as if it were a mark.

5.8 When data from electronic positioning systems are used to determine the position and track of a boat for the purpose of verifying compliance with the rules, precedence shall be given to data from the boats primary navigation system.

5.9 Boats are strongly advised to take a photograph of a relevant navigation display to verify compliance with the rules.

6. THE START

6.1 The starting line will be the normal StMSC Start line. This is a transit of the yellow pole on the Club House and the yellow pole on the St Mawes Quay. Boats must pass seaward between an Inner distance mark (IC flag 'I') and an Outer distance mark (IC flag 'D'). *Note: There is a St Mawes Turning mark (IC flag 'T'), located equidistant between the IDM and ODM, but forms no part of the start.*

6.2 No visual signals will be made, this changes RRS26, 27, 29

6.3 No recalls will be made, this changes RRS29. 1, 29.2

7. INDIVIDUAL START TIMES

7.1 These will be determined by the Race Committee and published on the COGS WhatsApp group. Competitors are responsible for ensuring they have a watch set accurately to BST (or use boat's GPS time) and do not cross the line before their start time. There will be no recalls. For each minute early, or part thereof, a 2 minute penalty will be added to their passage time. This changes RRS 26 and 29.

7.2 A boat starting later than 20 minutes after her starting time will be scored Did Not Start (DNS). This changes RRS 28.1 and A4.

8. HANDICAP TIMING

8.1 This is a staggered start race. Individual corrected times will be based on individual start times.

9. FINISH

9.1 THIS IS A SELF TIMED RACE: **All yachts MUST take their FINISHING TIME as they pass the ST MAWES TURNING MARK with the mark left to starboard at a distance from the mark of no more than one boat length.** *Note: see Appendix B.*

9.2 No sound signal will be made to signify that a boat has finished. Each boat MUST take their finish time and submit it via COGS Chat WhatsApp group as soon after finishing as is practical.

10. TIME LIMITS

10.1 The time limit for all classes is 0900 on Sunday 14th June.

10.2 Boats finishing later than the time limit will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A4 and A5.

11. PROTESTS PENALTIES AND REQUESTS FOR REDRESS

11.1 Protests and requests for redress shall be lodged with the Race Officer within 1 hour of the boat's finish.

- (a) All parties to a protest hearing shall be
 - (i) informed of the time and place of the hearing,
 - (ii) given access to the protest, request for redress, or report to be considered at the hearing,
 - (iii) allowed reasonable time to prepare for the hearing, and
 - (iv) allowed to have a representative present throughout the hearing of the evidence but, in a protest involving a breach of a rule of Part 2, 3 or 4, the representative shall have been on board at the time of the incident unless there is good reason for the protest committee to decide otherwise.
- (b) If a party does not come to a hearing, the protest committee may proceed with the hearing in their absence.

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

12. SAFETY REGULATIONS

12.1 In addition to the requirements of SI 1.3 the following safety regulations will apply:

12.1.1 Commercial and Naval Shipping. Moving exclusion zones around commercial and naval 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 is allowed if necessary to use their engine to move out of this zone, but the distance travelled under engine should be the shortest necessary to keep clear. Competitors who interfere with commercial shipping bring the sport into disrepute; a complaint by the Harbour Authority will initiate a protest by the Race Committee.

12.1.2 Diving activity. A 30m exclusion zone around a dive boat displaying IC flag 'A', an orange pillar mark indicating a diver beneath the surface, and a diver on the surface are designated obstructions. No competitor is at any time to enter the exclusion zone

12.2 Retirement. A yacht that retires from the race or is unable to cross the finish line before the time limit shall notify the Race Officer by one of the following means:

The Race Officer: COGS Chat WhatsApp group or if in range VHF Ch.M2.

12.3 All skippers shall confirm sail number and declare number of persons on board via VHF Ch. M2 to the Race Officer on Saturday June 13th no later than 20 minutes before their given start time.

12.4 A full list of crew racing must be held by a shore based contact for the boat. Contact details for the boat's shore contact should be sent to ian@lyehole.com by 12 noon on Saturday June 13th.

13. EQUIPMENT AND MEASUREMENT CHECKS

13.1 A boat may be inspected at any time for compliance with the COGS rules and these instructions. On the water a boat may be instructed to by the Race Committee to proceed immediately to a designated area for inspection.

14. RACE COMMUNICATIONS

14.1 Except in an emergency and subject to SI 10, whilst racing a boat shall neither make nor receive radio communication that is not available to all boats. This restriction also applies to mobile telephones.

15. RISK STATEMENT

15.1 Rule 3 of the Racing Rules of Sailing states: 'the responsibility for a boat's decision to participate in a race or to continue is hers alone'

15.2 Sailing is by 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, 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: provision of a race management team, and other officials and other volunteers by the event organiser does not relieve them of their own responsibilities.

f: they are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that their crew is 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.

16. ENTRIES.

16.1 All competitors must make their race entry at the St Mawes SC site which can be found at the link : www.rustler24piper.com/general-5

16.2 Entry must ALSO be made at www.cogsracing.org.uk/ and the required entry fee paid.

16.3 All entrants must submit an entry by midday Thursday 11th June in order for their start time to be assessed.

17. SHORT HANDED ENTRIES

17.1 If a COGS boat competes single- or two-handed, it will be included in the short-handed series. There are separate prizes for short-handed yachts competing in the IRC1 and IRC2 handicap fleets.

18. INSURANCE

18.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum of £3,000.000 per incident or the equivalent.

APPENDIX A - COURSES

Course 1 (N. Wind or SW. Wind)

Start

Eddystone Lt. to Port

Hand Deeps Buoy to Port

Buoy B to Port

Manacles Buoy to Starboard

Finish

Distance: 72nm

Course 2 (NW. Wind)

Start

Hand Deeps Buoy to Starboard

Eddystone Lt. To Starboard

Buoy B to Port

Finish

Distance 61nm

Course 3 (E. Wind or W. Wind)

Start

Eddystone Lt. to Port

Hand Deeps Buoy to Port

Buoy B to Port

Finish

Distance: 58n

Course 4 (SE. Wind)

Start

Buoy B to Starboard

Eddystone Lt. to Port

Hand Deeps Buoy to Port

Buoy B to Port

Finish

Distance 61nm

Course 5 (NE.Wind or S. Wind)

Start

Manacles Buoy to Port

Buoy B to Starboard

Eddystone Lt. to Port

Hand Deeps Buoy to Port

Buoy B to Port

Finish

Distance: 67nm

Course 6 (very strong winds)

Start

Hand Deeps Buoy to Starboard

Finish

Distance: 46nm

APPENDIX B - MARKS

Hand Deeps Buoy West cardinal mark N50° 12.68 W4° 21.10

Manacles Buoy East cardinal mark N50° 02.81 W5° 01.91

Buoy B Yellow special buoy N50° 10.30 W4° 45.00

St Mawes Turning Mark (*IC flag 'T'*) is a cone buoy with a blue top and an orange base situated midway on the St Mawes SC start line.

APPENDIX C - POST RACE

Supplementary information for competitors (not part of the SI)

Moorings

A discounted mooring fee including use of the Harbour Water Taxi is offered at £15. Please pay the Harbour Master at the office on the quay.

Water Taxi / RIB

It is planned that a courtesy RIB will be available from 0630 to ferry competitors ashore on Sunday morning prior to the Harbour Water Taxi service which runs from 0900. The courtesy RIB may be contacted on VHF Ch. 12.

Hospitality ashore

Hospitality will be provided by the St Mawes Hotel, located just to the left of the Sailing Club, where breakfasts will be available free of charge to crews from 8am. The prize giving will be held as soon as practical after all competitors are in the St Mawes Hotel and the time will be communicated via COGSWhatsApp