

Corsica River One Design Regatta

October 11 and 12 2025
Cosica River Yach Club
SAILING INSTRUCTIONS (SIs)

Oct 1 2025

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The class rules for each class shall be enforced as required by that class.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted 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.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at Club Pavillion.
- 3.3 On the water, the race committee intends to monitor and make courtesy broadcasts communicate with competitors on VHF radio channel [72](#)
- 3.5 While racing, 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.
- 3.6 Check-In: Boats shall check-in on the water each day by sailing on starboard tack, by the signal boat and hailing their sail number until acknowledged. There will be no check-In by radio.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the RC shed flagpole near the dock.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than [60](#) minutes' in Race Signals AP.

6 SCHEDULE OF RACES

- 6.1 As many races as are viable will be sailed on each scheduled day of racing.
- 6.2 The scheduled time of the warning signal for the first race is 11:00 on Saturday and 10:00 on Sunday
- 6.4 To alert boats that a race or sequence of races will begin soon, the

orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

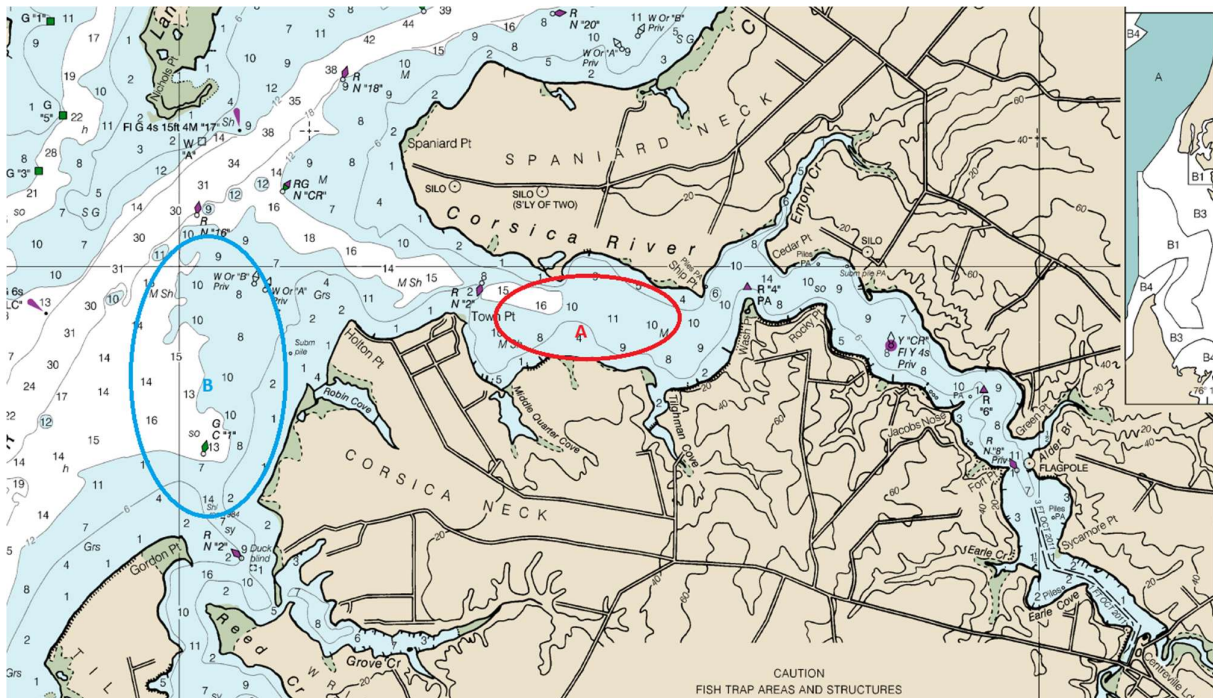
6.5 On Sunday no warning signal will be made after 14:00

7 CLASS FLAGS

7.1 The class flags are: Each class Logo on a white Background

8 RACING AREA

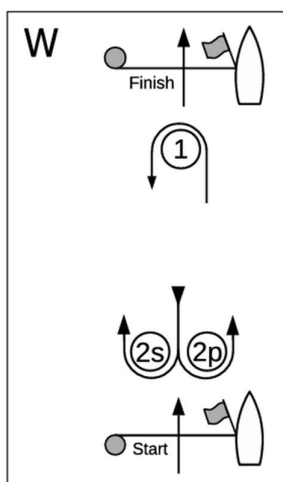
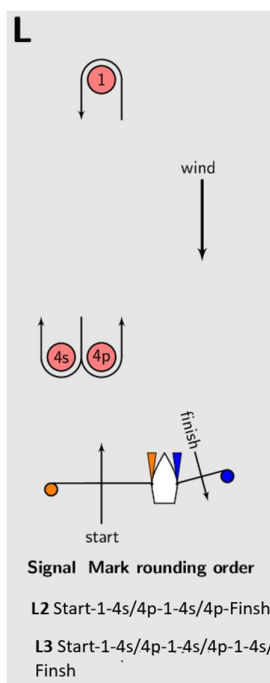
8.1 The racing area is the Corsica and Chester Rivers show below. The figure shows the location of the racing areas A and B



9 COURSES

9.1 The diagrams below show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

9.2 Two different windward marks will be used with the A cat on the longer course. All classes will use the same start finish and leeward gate.



Course W – Windward/Leeward, Windward Finish	
Signal	Mark Rounding Order
W2	Start – 1 – 2s/2p – Finish
W3	Start – 1 – 2s/2p – 1 – 2s/2p – Finish
W4	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2s/2p – Finish

10 MARKS

10.1 Marks are

Start line: Yellow short Cylinder

Finish Line: Small yellow tetrahedron

Leeward Gates: Orange Cylinder

Windward Mark A Cat: Green tetrahedron

Windward Mark all other Classes: Yellow Tall Cylinder

10.3 Change marks, as provided in SI 13, are Green Cylinder for the A CATS
Orange Cylinder for all other classes

12 THE START

12.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

12.3 The starting line is between staff displaying orange flag and the starting mark.

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

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

14 THE FINISH

14.1 The finishing line is between staff displaying a blue flag and the finishing marks.

15 PENALTY SYSTEM

15.1 For all classes, 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 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 Time Limit	Finishing Window
30	90	15

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 and finishes. Boats failing to finish 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 one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

17 HEARING REQUESTS

17.1 The protest time limit is 60 minutes after the race committee signals no more racing today. The time will be posted on the official notice board.

17.2 Hearing request forms are available from the race office at RC shed.

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 in the protest room, located at the RC shed, beginning at the time posted.

18 SCORING

18.1 The scoring system is as follows:

18.2 2 races are required to be completed to constitute a series.

18.5 When fewer than 5 races have been completed, a boat's series score is the total of her race scores.

19 SAFETY REGULATIONS

19.2 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

29 PRIZES

29.1 Prizes will be given in each class.

30 RISK STATEMENT

30.1 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.