

Charleston Ocean Racing Association

2026 CORA Fall Ocean Race & James Island Yacht Club Centennial Cup



Sponsored by Ashley Yachts

SAILING INSTRUCTIONS

Saturday, October 10, 2026

(version 10/05/2026)

Organizing Authority (OA): Charleston Ocean Racing Association

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1. The notation '[DP]' in a rule means that the rule is subject to a discretionary penalty which can be less than disqualification.

1. RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS) and Charleston Ocean Racing Association (CORA) sailing policies which may be found at <https://charlestonoceanracing.com/race-management> except as changed by the NOR or these SIs.
- 1.2 Rule 60.4(a)(2) is changed as follows: (2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or
- 1.3 This race is categorized as a **Nearshore Race**. Boats must comply with US Sailing Safety Equipment Requirements: <https://www.ussailing.org/wp-content/uploads/2025/12/US-SER-2025.2-Nearshore-Mono.pdf>
A functioning VHF radio is mandatory equipment for all Offshore races.
- 1.4 Appendix V1 of the RRS will apply.
- 1.5 In the case of a conflict between the Notice of Race and these sailing instructions, this document will take precedence.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any onshore changes to the SIs and Notices to Competitors will be posted on the CORA event page (<https://charlestonoceanracing.com/regatta/HO0zHgalXw/#notice-board>) no later than 20:00 the evening before the day of the race.
- 2.2 Changes to a sailing instruction may be made on the water by verbal instruction with a hail from the RC/ Signal vessel in accordance with RRS 90.2(c). The Race Committee will display code flag "L" with one sound and communicate the changes before the next warning signal.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board on the CORA website in the individual event link for each event date: <https://charlestonoceanracing.com/calendar>
- 3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 73.
- 3.3 **A boat intending to race must check in** with the Race Committee using the boat name, sail number, Class and number of crew on board via VHF radio channel 74. A boat shall continue to hail the Race Committee until it has been acknowledged by the Race Committee. Boats failing to check in will be scored DNS in accordance with the CORA Check-in Policy. Do not attempt to check in on channel 73.
- 3.4 All announcements from the Race Committee will be on VHF 73 and are given as a courtesy only.
- 3.5 [DP] While racing, a boat may make voice or data transmissions and may receive voice or data communication provided no tactical, strategic or other technical advice is solicited or received.
- 3.6 RRS 41 (c) (OUTSIDE HELP) the term 'freely available' as defined by the Royal Yachting Association case 2005/5 will apply. It states "Information available at no cost other than subscribing to and using a generally available and non-specialized service through which it is obtained is 'freely available'."

4. CODE OF CONDUCT:

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials and Host club or facility, failure to do so may result in DSQ without redress.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore (flags and course board) will be displayed at the James Island Yacht Club Dock.
- 5.2 The race committee will announce the order of fleet starts and the courses for each fleet to sail.

6. SCHEDULE OF RACES

- 6.1 Fall Ocean Race October 10, 2026, First warning at 12:00

7. CLASS FLAGS

- 8.1 Classes are as follows:

Class A: PINK class flag.

Class B: GREEN class flag.

Class D: LIGHT BLUE class flag.

Exhibition: Multihull boats are to start with A fleet

8. RACING AREA

Charleston Harbor and the near coastal Atlantic Ocean

9. COURSES

There are three (3) possible courses for this race. The marks and the order in which marks are to be passed and the side which each mark is to be passed is indicated below.

Course	Mark Name.rounding	Gov Mark	LAT * DDD MM.MMM	LON * DDD MM.MMM	Note
Fall Ocean 1 24.1 NM	James Island YC Dock Start		32 46.364N	079 55.093W	A line between the orange flag on the JIYC dock and a mark (section 12)
Fall Ocean 1	R2.S	R "2"	32 45.574 N	079 52.931 W	
Fall Ocean 1	R14.P	R "14"	32 42.141 N	079 45.831 W	
Fall Ocean 1	RN2.P	R "2"	32 44.443 N	079 43.084 W	Rattlesnake Shoal Buoy 2
Fall Ocean 1	R14.S	R "14"	32 42.141 N	079 45.831 W	
Fall Ocean 1	R2.P	R "2"	32 45.574 N	079 52.931 W	
Fall Ocean 1	James Island YC Dock Finish		32 46.364N	079 55.093W	A line between the blue flag on the JIYC dock and a mark (section 14)

Course	Mark Name.rounding	Gov Mark	LAT * DDD MM.MMM	LON * DDD MM.MMM	Note
Fall Ocean 2 17.4 NM	James Island YC Dock Start		32 46.364N	079 55.093W	A line between the orange flag on the dock and a mark (section 12)
Fall Ocean 2	R2.S	R “2”	32 45.574 N	079 52.931 W	
Fall Ocean 2	R14.P	R “14”	32 42.141 N	079 45.831 W	
Fall Ocean 2	R2.P	R “2”	32 45.574 N	079 52.931 W	
Fall Ocean 2	James Island YC Dock Finish		32 46.364N	079 55.093W	A line between the blue flag on the JIYC dock and a mark (section 14)

Course	Mark Name.rounding	Gov Mark	LAT * DDD MM.MMM	LON * DDD MM.MMM	Note
Fall Ocean 3 14.2NM	James Island YC Dock Start		32 46.364N	079 55.093W	A line between the orange flag on the dock and a mark (section 12)
Fall Ocean 3	R2.S	R “2”	32 45.574 N	079 52.931 W	
Fall Ocean 3	G15.S	G “15”	32 42.783N	079 47.637W	
Fall Ocean 3	R2.P	R “2”	32 45.574 N	079 52.931 W	
Fall Ocean 3	James Island YC Dock Finish		32 46.364N	079 55.093W	A line between the blue flag on the JIYC dock and a mark (section 14)

10. MARKS

10.1 Government marks described in the courses table will be used.

10.2 Inflatable marks in the vicinity of the JIYC dock may be used to designate the start and finish line as described in sections 12 and 14.

11. OBSTRUCTIONS

N/A

12. THE START

- 12.1. **Start Line:** The starting line for all classes will be between two inflatable marks and an orange flag located on the James Island YC dock. If there is one mark, a line between the inflatable mark and an orange flag on the dock, If there is no inflatable starting mark, the government Mark RG BP (Battery Point) will be used as the other end of the starting line.
- 12.2. [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.3 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified; the race committee will attempt to hail her sail number. A boat may not request redress based on failure of the race committee to hail her number, failure of her to hear such a hail, or the order in which boats are hailed. This changes RRS 61.1(a).

13. CHANGING COURSE

- 13.1. If weather conditions dictate, RC may shorten course, and will do so via announcement over VHF 73 and posting on the CORA calendar event page. If shortened, the new finish will be on a line between R"14" and G"13" or as dictated by Race Committee when announcing the change. In the event the course is shortened, competitors must record their own finish times and text/email to the Rear Commodore at rearcommodore@charlestonoceanracing.com or by text/sms to 843-900-6896 within 3 hours of finishing. Boats failing to report finish times within 3 hours of finishing will be given a scoring penalty equal to 20% of the number of boats entered in that class without a hearing.

14. THE FINISH:

- 14.1 The finishing line for all classes will be between two inflatable marks and a blue flag located on the James Island YC dock. If there is one mark, a line between the inflatable mark and a blue flag on the dock, If there is no inflatable starting mark, the government Mark RG BP (Battery Point) will be used as the other end of the finishing line.
- 14.2 As you cross between the two marks record your finish time. Boats shall report this time to the Rear Commodore at rearcommodore@charlestonoceanracing.com or by text/sms to 843-900-6896 within 3 hours of finishing, if the race committee is present the race committee will record finishing times. In the case of a discrepancy between the RC time and the boats reported time, the RC time will take precedence.
- 14.3 If no race committee is present to record finish times, boats failing to report finish times within 3 hours of finishing will be given a scoring penalty equal to 20% of the number of boats entered in that class without a hearing.

15. PENALTY SYSTEM

- 15.1 Appendix V1 of the RRS will apply.

16. TIME LIMITS

The time limit for the race shall be 7 hours from the start of the class. Boats still making a genuine attempt to finish but failing to finish by the time limit will be scored TLE and given two additional points more than the number of boats that finished within that time for their class. This changes RRS63.1, A4, and A5.3.

17. PROTESTS (HEARING REQUESTS)

17.1 A protest by a boat, or by the Race Committee about an incident the Race Committee observed, shall be emailed to the race PRO or a member of the CORA Board no later than 1700 the first business day following the race. The Race Committee is not obligated to remain on station after the end of the race to await filing of protests.

17.2 The Rear Commodore (or their designee) will organize a Protest Committee. The protest hearing will be held as soon as possible following the protest filing time limit. The Protest Committee Chairman will notify the parties to the protest as to the time and the place of the hearing. It is the responsibility of these parties to have a representative at the meeting and to arrange for any witnesses to be present. The absence of a representative is not grounds for rescheduling a hearing.

17.3 Hearing Request forms are available from:

https://www.ussailing.org/wp-content/uploads/2024/11/US_Sailing_2025-Hearing_Request_Form_FINAL.pdf.

18. SCORING

18.1 The scoring system in RRS Appendix A4 (Low Point) will be used to score the race only. As prescribed in the NOR, the series is scored using High Point.

18.2 Scoring will be based on Time-on-Time Method.

19. [NP][DP]SAFETY REQUIREMENTS

19.1. When exiting and entering the Charleston Harbor, if a competitor finds themselves in a position that will impede or cause concern for commercial traffic, the competitor may use their engine to clear the channel for the inbound or outbound ship. You must record the start time the engine was engaged and time it was disengaged.

19.2. You cannot take a course or restart in a position that improves your position towards the finish. Such action shall be reported to the race committee upon finishing.

19.3. Any competitor receiving five horns from a commercial vessel shall be disqualified (scored DSQ) without redress.

19.4. A boat retiring from a race shall notify the Race Committee before leaving the course, or when that is impossible, text Rear Commodore Tim Vienneau at 843-900-6896 at the first reasonable opportunity.

19.5 All boats competing shall carry all required safety equipment as required by the US Coast Guard

20. AWARDS

20.1 One trophy will be awarded for every three yachts starting each race for each class up to a maximum of three trophies per class.

20.2 The Centennial Cup will be awarded by James Island Yacht Club after the race.

20.3 Class Trophies will be awarded at the next CORA Member Meeting.

21. RISK STATEMENT

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 the sailing is a potentially dangerous activity with inherent risk. 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.