



Lilliput Sailing Club

“promoting and encouraging amateur sailing”

Annual Regatta - 18th & 19th July 2026

Dinghy Sailing Instructions

1 RULES

The event is governed by the rules as defined in The Racing Rules of Sailing (2025-2028) (RRS), with the following amendments:

Alternative Penalties: RRS rule 44.1 and 44.2 shall apply: a boat may take a two-turn penalty for a break of rules in RRS Part 2; a boat may take a one-turn penalty for breaking RRS 31 (touching a mark). Note: the scoring penalty, RRS rule 44.3 shall not apply.

Time Limits: RRS rules 35 and A5.1 and A5.2 are changed: Boats failing to finish within the time specified in section 7 (after the first boat in their class sails the course and finishes) will be scored “Did Not Finish” (DNF).

Arbitration: RRS Appendix T will apply.

Protest time limit: RRS rule 60.3: The time limit for delivering a protest is 60 minutes after the last boat comes ashore after the last race of the day.

2 CHANGES TO THE SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted on the Regatta page of the club website (<https://lilliputsc.org.uk> > Regatta) and announced in the LSC Dinghy Sailing WhatsApp group. Any change will be posted at least 60 minutes prior to the start of the first race.

3 COMMUNICATIONS WITH COMPETITORS

Notices to competitors will be posted on the Regatta page of the club website (<https://lilliputsc.org.uk> > Regatta), and on the LSC Dinghy Sailing WhatsApp group.

4 CLASSES

All entrants must complete an entry form and return to the Lilliput SC Office before 10:00 Sat 18th July. Entry forms are available on the Lilliput SC website (see here: <https://lilliputsc.org.uk> > Regatta) and may be completed online or printed and returned in hardcopy to the club office. The entry fee is payable with a completed entry form, which includes payment instructions.

The fleet will be split into two classes; **class A** and **class B**. Class A is intended for experienced racers in competitive boats. Class entry is by self-selection before racing starts and should be declared on the entry form. Once a choice is made it should be retained for the duration of racing. The Race Officer may, at their discretion adjust the membership of fleets to balance out the numbers in each.





5 SIGNALS MADE ASHORE

Signals made ashore will be displayed on the Lilliput SC flagpole with a corresponding announcement in the LSC Dinghy Sailing WhatsApp group.

6 SCHEDULE OF RACES

Racing will consist of the Regatta Series (up to 4 races) followed by a single race for the Charity Cup. It is intended to run 3 races on Saturday and 2 races on Sunday, but the Race Officer may adjust this if necessary, according to prevailing conditions. Race duration will be approximately 50 minutes for the Regatta Series but will be longer (approximately 90 mins) for the Charity Cup. If conditions permit, it is intended to run the Charity Cup as a 'Round the Islands format'. Races will run back-to-back and the warning signals for the first race of each day will be as follows:

- Saturday first warning signal **12:25**
- Sunday first warning signal **12:25**

Both classes (A and B) will start at the same time. A minimum of 1 race is required for the Regatta Series. If the final Charity Cup race cannot be completed (for example due to abandonment or cancellation) the Charity Cup will be awarded for the final race of the Regatta Series.

7 TIME LIMITS

The race time limits are as follows:

Course/Series	Time Limit for first boat	Time after first boat finishes
Courses from the LSC Course sheet	75 minutes	45 minutes
Long Distance (e.g. Round the Islands)	120 minutes	60 minutes

8 CLASS FLAG

The class flag for dinghy class A shall be code flag "D" . The class flag for dinghy class B shall be code flag "B" .

9 COURSES

Courses will be chosen from Lilliput Sailing Club's standard dinghy courses as shown in section 20 (LSC Dinghy Race Courses). The course marks are harbour navigation buoys, harbour race





buoys, a large yellow inflatable buoy or pillar buoys, or a yellow or orange flag atop a short white mast.

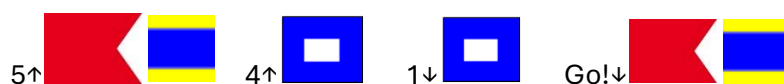
The LSC Committee Boat (Little Holly) is anchored between the North Channel and the entrance to the Blue Lagoon and will fly an large yellow flag. Races will start from a start line laid between the Committee Boat start pole and a small buoy also flying an orange flag. No later than the warning signal, the Committee Boat will display the course number and number of laps to be completed for the race.

10 THE START

There will be up to three races each day, back-to-back each lasting approx. 50 minutes.

Fleet A (class flag 'D' ) and fleet B (class flag 'B' ) will start together, indicated by raising both class flags at the warning signal and lowering both at the start signal.

The following sounds and flags will be made from the Committee Boat as the start sequence at 5, 4, 1 and 0 minutes before the start:



You have 10 minutes after the starting signal to cross the starting line.

Races will not be started unless the Race Officer determines that the wind strength is adequate, and wind gusts do not exceed 21 knots.

11 THE FINISH

The finish line will usually be the same as the start line - between the Committee Boat start pole and a small buoy also flying an orange flag.

For the Charity Cup (if a "Round-the-Islands race" is run) the finish line angle may be adjusted during the race.

12 RECALL, SHORTENED COURSE, POSTPONEMENT AND ABANDONMENT

The following additional signals may be made from the Committee Boat:

12.1 POSTPONED START

If it is necessary to postpone the start, the "AP" flag  will be raised, with 2 sound signals. At the end of the postponement, the flag is lowered, with 1 sound signal. At this point the race will be abandoned, or the start sequence will re-commence after approximately 1 minute.





12.2 SHORTENED COURSE

If appropriate the Race Officer may choose to shorten the course as detailed in Rule 32.2, amended as follows. If the race is shortened, this will be indicated by code flag S , alongside one or two class flags, and 2 sound signals. This signal is made before the first boat crosses the finishing line. The course may be shortened for Fleet A, Fleet B or both fleets, as indicated by the class flag  (D) for fleet A and  (B) for fleet B.

If the course is shortened, the finishing line shall be either:

- a) the usual finishing line; or
- b) at a rounding mark, between the mark and a patrol boat displaying flag S; or
- c) (for Round the Islands races) by passing the patrol boat (displaying flag S and class flag(s)) on the opposite side to Brownsea Island, the finishing line being a line perpendicular to the line from the code flag to the Committee Boat

12.3 ABANDONED RACE

If racing is abandoned, the “N” flag  will be raised with 3 sound signals.

12.4 RECALLS

12.4.1 Individual Recall

If any boat is on the course side of the starting line at its starting signal, a second sound signal will be made and the Code Flag 'X'  hoisted until all the premature starter(s) return(s) up to a maximum period of 5 minutes. This alters RRS29.1.

Note: if the premature starter(s) do not re-cross the starting line they shall be scored on course side (OCS).

12.4.2 General Recall

If the Race Officer deems it necessary for any reason during and immediately after the starting sequence, they may issue a general recall. This shall be signalled by the Code Flag First Substitute  being hoisted together with two sound signals. A single warning sound signal shall be sounded 1 minute before the starting sequence restarts.

13 SCORING

The Low Point System of scoring will be used as in RRS Appendix A with the following amendments:

- **Points:** As RRS Appendix A4, modified as in the Notice of Race.
- **Scoring Changes:** RRS A5.3 shall apply.
- **Discards:** If more than 3 races are sailed in the Regatta Series, 1 result may be discarded.





- **Ties:** Race ties are resolved as described in RRS Appendix A7. Series ties are settled using RRS using Appendix A8, including the optional 8.1 and 8.2

The RYA Portsmouth Yardstick Scheme for the current year shall be used for all classes listed within the scheme. The Race Officer may, at their discretion, allocate a suitable PY number to a non-standard boat.

14 PROTESTS AND ARBITRATION

Appendix T of the Racing Rules of Sailing will apply.

Disputes and rule infringements that are not resolved by the alternative penalties detailed in section 1 will be resolved by one of the following:

- An informal Advisory Meeting (see section 14.2)
- An Arbitration Meeting (if all affected parties agree to the meeting and all agree (following the meeting) on the outcome).
- Otherwise by formal Protest Hearing.

Where an Arbitration Meeting (or formal Protest Hearing) is needed, a protest must be lodged at the earliest opportunity in accordance with RRS Rule 61. Protests shall be lodged in writing with the Race Officer within 60 minutes of the last boat finishing the last race of the day, unless extended (within this time) at the discretion of the Race Officer. We will use the standard RYA Protest Form, available [on the RYA website](#) and on the club noticeboard.

When no Race Officer is available, the protest form or paper substitute shall be signed, dated and timed and posted in the club letterbox within 60 minutes of coming ashore, and the Race Officer notified.

The Race Officer initiates the Protest or Arbitration process by notifying the Dinghy Captain (or their nominated substitute) of the protest as soon as possible (and within 2 hours of coming ashore). The Dinghy Captain (or nominated substitute) will convene a Protest Hearing as soon as practicable and will inform those involved directly. As far as possible, the club will follow the recommendations of the RYA in the management of Arbitration and Protest Hearings – see here: [RYA Rules Disputes Process](#).

14.1 ARBITRATORS AND ADVISORS FOR ADVISORY MEETINGS AND ARBITRATION

Arbitrators and Advisors for Advisory Meetings and Arbitration of Protests will understand the RRS and have an ability to interpret these for other meeting participants. The Dinghy Captain (or nominated substitute) will be responsible for approving Arbitrators and Advisors, but they could be any competent person.

14.2 ADVISORY MEETING

When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may request an advisory meeting and notify any boat involved in the incident.

An adviser will then call a meeting to learn what may have happened and will state whether any rule appears to have been broken, and by which boat.





A boat may as a result notify the race office that it accepts a Post-Race Penalty when it applies to the incident, or choose to retire, but is not required to do so.

14.3 POST-RACE PENALTY

Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.

A Post-Race Penalty is a **30% Scoring Penalty** calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.

A boat takes a Post-Race Penalty by notifying the Race Officer and the Advisor (for Advisory Meetings) or Arbitrator (for Arbitration) that she accepts the penalty, identifying the race number and where and when the incident occurred.

15 OBSTRUCTIONS

Boats must comply with Poole Harbour regulations, including the moving exclusion zone around commercial shipping. The exclusion zone extends 500 metres ahead and 50 metres either side of commercial shipping over 50 metres LOA or constrained by draught, under pilotage or holding a pilotage exemption. A boat that is observed by the Race Officer to enter a moving prohibited zone will be automatically disqualified from the race without a protest hearing. Competitors should also familiarise themselves with, and comply with, the Poole Harbour Commissioners Sail Racing Procedures (see here: [Yacht Racing | Racing Events | Poole Harbour Commissioners](#))

16 SAFETY

Personal Buoyancy must be worn for all competitors whilst racing. Wet suits and dry suits do not constitute personal buoyancy.

A boat that retired from a race shall notify the Race Officer as soon as possible, preferably informing one of the support boats before leaving the race area.

17 RISK STATEMENT

RRS 3 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 the Conditions of Entry and Risk Statement detailed in the Notice of Race.

18 INSURANCE

Each participating boat shall be insured as specified in the Notice of Race.





19 PRIZEGIVING

Prizes will be awarded for 1st, 2nd and 3rd place in each dinghy class (A and B) for the Regatta Series and 1st, 2nd and 3rd places for the combined fleet (A and B classes combined) for the Charity Cup. A prizegiving will be held at the LSC clubhouse on Sunday as detailed in the Notice of Race.

20 LSC DINGHY RACE COURSES

Course	Wind	One Lap of Course
1	ANY	WM(P) GM(P) LM(P) SF WM(P) LM(P) SF
2	ANY	WM(S) GM(S) LM(S) SF WM(S) LM(S) SF
3	320	WM(P) NC12(P) GM(S) OK(P) NC8(P) SF
4	320	WM(P) NC11(P) GM(S) NC10(P) NC8(P) SF
5	340	WM(P) NC12(P) GM(S) OK(S) SF
6	340	WM(P) GM(P) OK(P) SF WM(P) OK(P) SF
7	040	WM(S) NC6(S) LM(S) SF WM(S) LM(S) SF
8	040	WM(S) NC6(S) OK(S) NC8(P) NC10(S) SF
9	040	WM(S) NC8(S) LM(S) SF WM(S) LM(S) SF
10	250	NC11(S) GM(S) NC10(P) LM(P) SF
11	240	NC12(P) NC6(S) OK(S) LM(P) SF
12	240	NC12(P) NC10(S) OK(P) LM(P) SF
13	260	NC14(P) NC12(P) GM(S) NC10(P) LM(P) SF
14	240	WM(P) OK(P) LM(P) SF WM(P) LM(P) SF
15	250	WM(P) NC8(P) LM(P) SF WM(P) LM(P) SF
16	210	NC10(P) NC8(S) OK(P) NC6(P) LM(P) SF
17	180	WM(P) NC6(P) LM(P) SF WM(P) LM(P) SF
18	160	OK(P) GM(P) NC12(S) LM(S) SF
19	160	OK(S) GM(S) LM(S) SF OK(S) LM(S) SF
20	140	NC6(S) OK(S) GM(P) NC10(S) LM(S) SF
21	140	NC8(S) OK(S) GM(P) NC12(S) LM(S) SF
22	140	NC8(S) GM(S) LM(S) SF NC8(S) LM(S) SF
23	140	NC8(S) NC10(S) GM(P) NC11(S) LM(S) SF
24	070	WM(S) NC10(S) GM(P) NC11(P) SF
25	080	WM(S) NC10(S) GM(P) NC12(S) NC14 (S) SF
26	060	WM(S) OK(S) NC10(P) NC12(S) SF
27	060	WM(S) OK(P) NC6(P) NC12(S) SF
28	320	WM(P) GM(P) NC8(P) SF WM(P) NC8(P) SF
29	350	WM(P) NC11(P) LM(P) SF WM(P) LM(P) SF
30	170	WM(S) NC11(S) LM(S) SF WM(S) LM(S) SF
0	any	Pre-race briefing or see Race Officer



Race Courses

WM Windward Mark
GM Gybe Mark
LM Leeward Mark
(S) Starboard
(P) Port
SF Start Finish

OK Our Kid



NC North Channel
Even numbers, red, flat top (can):



Odd numbers green, cone top:



Beehive Race Courses				
No	Race	Direction	One Lap Only	
B1	Beehive	Clockwise	WM(S)	Brownsea-Furzey Green (S) SF
B2	Beehive	Clockwise	WM(P)	Brownsea-Furzey Green (S) SF
B3	Beehive	Clockwise		Brownsea-Furzey Green (S) SF
B4	Beehive	Anti-Clockwise	WM(S)	Brownsea-Furzey-Green (P) SF
B5	Beehive	Anti-Clockwise	WM(P)	Brownsea-Furzey-Green (P) SF
B6	Beehive	Anti-Clockwise		Brownsea-Furzey-Green (P) SF





20.1 ROUND THE ISLANDS COURSE

The start (and finish) line will be laid from the Committee Boat – note that the orientation of the line may be adjusted after the start to provide a finish line perpendicular to the proper course. The usual course passes around these 3 islands: Brownsea, Furzey and Green Island, leaving them all to the same side. If necessary, a single windward mark will be laid to enable a short beat from the start line. The Race Officer may shorten the course to circumnavigate only Brownsea Island. Indication of any course shortening will be given verbally to all entrants from the Committee Boat prior to the warning signal, or a support boat during the race, accompanied by a sound signal, and boats should be vigilant for this possibility. If the wind strength (in gusts) exceeds 18 knots, the Race Officer will select a standard course from the list above, rather than the Round the Islands course.

21 REVISION HISTORY

Version	Date	Author	Changes
V0.1	21/05/2026	Andy Bethell	First issued, based on 2025 version

