# Lilliput Sailing Club

Promoting and encouraging amateur sailing

# Dinghy Sailing Instructions

# 2025-2028

Version 1.5

©2021-2028 Lilliput Sailing Club
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# Introduction

These Sailing Instructions together with the ISAF Racing Rules of Sailing 2025-2028 (RRS, see: World Sailing - Racing Rules of Sailing) are the rules that govern dinghy sailing at Lilliput Sailing Club. These Sailing Instructions describe the specific approach taken at Lilliput Sailing Club in situations where the RRS allows different approaches to be followed.

It is important that every dinghy racer in the club has read the Sailing Instructions and has a basic understanding of the RRS. But whether you have read the rules or not, there are some basic principles that you must abide by. That is, when you enter your dinghy in a race at Lilliput you agree:

- to compete in a spirit of sportsmanship and fair play.
- that the decision to participate in a race, or continue racing, is your responsibility.
- to give all possible help to any person or vessel in danger.
- to avoid contact with another boat if reasonably possible.
- that when you break a rule you will promptly take a penalty.
- to accept the penalties imposed by a protest committee

Although the RRS is a daunting read, everyone racing at Lilliput Sailing Club should have at least read the rules of Part 2 (When Boats Meet). As an alternative to the full Rule Book there is an RYA Handy Guide to the Racing Rules, which will teach you all the basics that you need to race safely.

A commentary has been included at the back of the Sailing Instructions to provide a simple interpretation. In most cases, this is all that you need to read. However, in the event that this causes a contradiction, it is the Sailing Instruction rather than the commentary that takes precedence.

Despite the formality of the Sailing Instructions, please never lose sight of the fact that racing is meant to be fun. Lilliput is a small family sailing club, which aims to promote and encourage amateur sailing.

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# 1 Rules

## 1.1 RRS Fundamental Rule 1.1

A boat or competitor shall give all possible help to any person or vessel in danger.

## 1.2 Precedence

Racing shall be governed by:

- The ISAF Racing Rules of Sailing, 2025-2028 (see www.sailing.org/racingrules.php)
- The prescriptions of the RYA
- These Sailing Instructions
- The appropriate class rules (where relevant) unless modified by a Notice of Race or the Sailing Instructions for a specific event. In the case of a conflict with class rules, these Sailing Instructions shall prevail.

# 2 Conditions of Entry

## 2.1 General

The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the boat who must ensure that the boat and crew are adequate to face the conditions that may arise during the course of the race.

The establishment of these sailing instructions in no way limits or reduces the absolute responsibility of the owner/competitor for the crew, the boat and the management thereof.

Lilliput Sailing Club shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner / competitor, skipper or crew, as a result of their taking part in the race or races.

Moreover, every owner / competitor warrants the suitability of the boat for the race or races.

## 2.2 Insurance

Adequate insurance, (Third Party Risks, with a minimum cover of £3,000,000 is mandatory), shall be the sole responsibility of the owner/competitor racing the boat. It is also a condition of club membership that all dinghies left in the dinghy park are adequately insured.

## 2.3 Eligibility

To be eligible to race, at least one member of the crew must:

- Be a member of Lilliput Sailing Club.
- Or have submitted a completed Membership Application Form and paid the appropriate fees in full.
- Or have been invited to participate by the Dinghy Captain.

Non-members entering the club Regatta or Open meetings shall be given temporary membership for the duration of the event. This replaces RRS Rule 75.

## 2.4 Personal Buoyancy

All competitors must wear adequate personal buoyancy of an approved standard at all times when afloat. Neither a wet suit nor dry suit constitutes adequate personal buoyancy. Failure to comply will result in automatic disqualification. This enforces RRS Rule 40.2 (c).

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### 2.5 Identification

All boats shall carry a distinguishing number on the mainsail. Under exceptional circumstances the Dinghy Captain may permit the use of sails carrying a distinguishing number other than that required by RRS Rule 77 and Appendix G. A change of number must be notified to the Race Officer by entering the details on the race sheet before the race.

### 2.6 Entries

All competitors shall ensure that their sail number and boat name are entered on the race sheet before starting. Competitors shall also ensure that the names of helm and crew are entered on the race sheet. Any helm not complying with this procedure is liable to disqualification without a hearing. This alters RRS Rule 63.1.

### 2.7 Safety Cover

The club will endeavour to provide safety cover during the times of club racing. However, the provision of a safety boat does not diminish any potential competitor's responsibility under Sailing Instructions 1.1 and 2.1. The terms "safety cover" and "safety boat" are generic and do not indicate the suitability of any craft used for this purpose or the skills and qualifications of any individuals aboard. The term 'Patrol Boat' is also used synonymously with 'Support Boat' in some club documents.

Emergencies requiring external help will be dealt with in compliance with the Poole Harbour Commissioner's "Small Craft Emergency Protocol", and a laminated instruction sheet is attached to the console of the dinghy race duty Patrol Boats.

## 3 Notices to Competitors

Watch the dinghy WhatsApp group, website and the dinghy notice board in the clubhouse hallway for racing related notices.

## 4 Changes to the Sailing Instructions

The Sailing Instructions are not cast in stone, and it may be necessary to change them at some point. If that's the case, then the changes shall be put on the website and the dinghy notice board and announced in the Dinghy WhatsApp group.

## 5 Signals Made Ashore

Signals are not normally made ashore. In the unlikely event that this is necessary, a flag will be hoisted on the flagpole on the club balcony.

## 6 Schedule of Races

The schedule of races and the time of starts shall be listed in the club Sailing Programme available on the website and club notice boards. Any amendments to this schedule shall be communicated at least 7 days before the first affected race.

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# 7 Race Starts

## 7.1 Starting Line

The starting line shall be between the Start/Finish pole on the Committee vessel and the pole of the outer distance limit mark. The starting line does not rank as a prohibited area.

## 7.2 Starting Signals

The starting sequence will be as defined in RRS Rule 26, (i.e. 5, 4,1, Go). The class flag shall be code flag “B” ; the preparatory flag shall be code flag “P” .

## 7.3 Late Start

A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS). The Race Officer may override this rule at his discretion.

## 7.4 Pursuit Races

Pursuit race starting instructions are detailed in a separate instructions sheet, including start times for each of the club classes. This sheet is posted on the website and also on the dinghy notice board.

## 7.5 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.

## 7.6 Abandoned race

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

# 8 Recalls

## 8.1 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).

## 8.2 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.

# 9 Courses

## 9.1 Course identification

The course to be sailed shall be indicated by a board displayed on the Committee vessel prior to the warning signal. The course numbers shall relate to the courses currently prevailing on the course sheets as displayed on the website and the dinghy notice board.

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A board on the Committee vessel, as above, shall indicate the number of laps of the course to be sailed. The presence of pre-defined courses shall not prevent the Race Officer identifying an alternative course and displaying the course on the Committee vessel.

### 9.2 Marks of the Course

The course marks are: harbour navigation buoys, harbour race buoys, a large yellow inflatable buoy or pillar buoy, or a yellow or orange flag atop a short white mast.

### 9.3 Sailing the Course

A boat that is observed by the Race Officer to break rule RRS 28.1(Sailing the Course) may be disqualified without a protest hearing. This alters RRS Rule 63.1.

### 9.4 Shortening the Course 1

The course may be shortened at the discretion of the Race Officer. This shall be indicated by Code Flag "S"  being displayed on the Committee vessel as the leading boat rounds the final mark of the course. Two sound signals should be given to draw attention to the signal.

### 9.5 Shortening the Course 2

The course may be also shortened at any course mark by a safety boat acting on the authority of the Race Officer. The safety boat shall display the code flag "S"  and should make two sounds signals as described above.

### 9.6 Finishing Line

For most club racing the finishing line will be at the Committee vessel, and the Committee vessel finishing line shall be the same as the starting line see SI 7.1.

Where the race is shortened at a rounding mark (9.4, 9.5 above), the finishing shall be between the flag on the safety boat and the adjacent rounding mark.

Occasionally events may be run with a planned finish in a different location – for example elsewhere in the Harbour. In these cases, a pre-race briefing will be held to inform competitors how to find and identify the finish line – details will be posted on the Dinghy WhatsApp group.

### 9.7 Early Finishing

Slower classes may be finished before completing the full number of laps at the discretion of the Race Officer. Ideally the boat should be finished after sailing a whole number of laps, but if this is not practical, the Race Officer shall estimate the time for a whole number of laps. The Race Officer shall record the number of laps alongside the time and whether estimated or measured.

### 9.8 Time Limits

The race time limits are as follows:

| Series | Time Limit for first boat | Time after first boat finishes |
|---|---|---|
| Wednesday evening series<br>Sunday series | 2 hours elapsed | 45 minutes |
| Long Distance<br>(e,g, the Beehive Trophy) | 3 hours elapsed | 60 minutes |

Boats failing to finish within the time specified in column 3 after the first boat in their class sails the course and finishes will be scored "Did Not Finish" (DNF). This alters RRS rules 35 and A4.1.

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# 10 Penalties

### 10.1 Touching a Mark

RRS rule 44 shall apply: after getting well clear of other boats as soon as possible, take a penalty by promptly making one turn including one tack and one gybe.

### 10.2 Alternative Penalties

RRS rule 44 shall apply: after getting well clear of the other boats as soon after the incident as possible, a boat takes two turns penalty by promptly making two complete 360 degree turns in the same direction, including two tacks and two gybes.
Note: the scoring penalty, RRS rule 44.3 shall not apply.

# 11 Prohibited Areas

There is a moving prohibited zone 500 metres ahead and 50 metres either side of commercial shipping over 50metres 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.

Any dinghy finding itself in a position where it may impede a commercial vessel is permitted to use any available means of propulsion to evacuate the danger area. A dinghy taking this course of action may continue racing but must report the incident to the Race Officer. The Race Officer may impose a time penalty if it is felt that a gain was made.

Any dinghy impeding commercial shipping/passenger vessels whilst racing shall be disqualified from the race and will have to appear before the Sailing Committee who may increase the penalty to disqualification from the series or a ban from club racing for a period that is deemed appropriate to the severity of the incident.

# 12 Grounding

Where a competitor's boat runs aground, they may use propulsion to free their vessel. However, they may not use propulsion to gain a significant advantage in the race. This alters RRS Rule 42.3(i).

# 13 Communications

Any information received by a means of communication which is not potentially available to other competing boats may be construed as outside assistance under RRS 41.

# 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 10 will be resolved by one of the following:

- An informal Advisory Meeting (see section 15)
- 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.

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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 race, 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 in Appendix A14

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 24 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.

## 15 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.

## 16 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.

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# 17 Handicap System

### 17.1 RYA Portsmouth Yardstick

The RYA Portsmouth Yardstick Scheme for the current year shall be used for all classes listed within the scheme and will be posted on the club website.

### 17.2 Alternative Rig PY Number

For boats which have alternative rigs with different PY numbers (e.g. Laser Standard, Radial and 4.7) shall be allocated one PY number per series. If a boat uses different rigs in a series, then the rig with the lowest PY number shall be used to score the whole series.

### 17.3 Non-RYA PY Numbers

A boat without a current RYA PY number will be allocated a PY Number by the Dinghy Captain on a justifiable basis, ideally using performance data where available.

### 17.4 Non-standard Boats

Boats which have PY numbers, but which are being sailed in a non-standard configuration (e.g., a Wayfarer with a trapeze) shall be allocated a PY Number by the Dinghy Captain on a justifiable basis, ideally using performance data where available.

### 17.5 Personal Handicap Series

The club will from time to time run a series which is scored using personal handicaps. Personal handicaps will be calculated for each crew based on prior performance. Each personal handicap will be generated depending on the boats standard PY and the crew's prior performance in other club racing in the same boat. The handicap calculation method is intended to give all crews a reasonable expectation of winning based on their previous results and will be revised from time to time at the discretion of the Dinghy Captain. The calculation method will be announced prior to the first race of the series.

# 18 Scoring System

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

### 18.1 Discards

The number of discards allowed for all Club race series will be calculated by the following formula: truncated(S/2)-1) resulting in…

| Number of sailed races in series | Number of Discards |
|---|---|
| 0-3 | None |
| 4-5 | 1 discard |
| 6-7 | 2 discards |
| 8-9 | 3 discards |
| 10-11 | 4 discards |

### 18.2 Series

A series is constituted when 25% of scheduled races are sailed.
Overall positions for trophies are determined by the sum of the positions obtained from the series, after allowing for discards.

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### 18.3 Points

As RRS Appendix A4.

### 18.4 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

### 18.5 Change of boat

If a competitor changes boat during a series each boat will be scored separately for that series.

### 18.6 Average Points

Any club members performing race duties and competing in a series shall be awarded average points for the races that they miss due to duties. The maximum number of races for which average points may be claimed is equal to the number of races sailed by the individual in that series, up to a maximum of four races. Average points are calculated from all races sailed in the series by the club member ("Average of all non-DNC" in Sailwave parlance).

Average points for duties are not available for the club Regatta, and may not be available for other series, if announced to members (see section 4) prior to the start of the series.

### 18.7 Non-Member Sailing

Where a non-member takes part in a race at the invitation of the Dinghy Captain, see SI2.3, their results shall count towards a series position. However, trophies shall not be awarded to non-members.

### 18.8 Results

Results shall be posted on the LSC website.

## 19 Local Variations

### 19.1 Starting Area

The Starting Area shall be the area immediately to the south of the Blue Lagoon entrance, in the vicinity of the Committee vessel on its mooring. The committee vessel is identifiable by a yellow square flag flown prior to racing.

### 19.2 Scoring as a Competing Boat

The Starting Area defined in SI 19.1 shall be taken as 'the vicinity of the starting line' for the purposes of scoring as a competing boat. Boats must be in the vicinity of the starting line at the warning signal to score as competing boat.

### 19.3 Class Rules

Subject to the Dinghy Captains approval, dinghies may use sails other than those meeting the appropriate Class Rules in normal club racing, but not in Open Events (including the club Regatta) hosted by the club.

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### 19.4 Rules of the Road

Boats are reminded of their obligations under the International Regulations for Preventing Collisions at Sea to maintain a lookout for all other vessels and to take appropriate action should a risk of collision be deemed to exist.
Specifically, boats navigating in one of the channels may be restricted in their ability to manoeuvre, a dinghy that is racing does not have right of way over such vessels. Attention is drawn to SI 11 and the penalties that would be imposed should you impede such a vessel.

## 20 Race Organisation

### 20.1 Personnel

In most cases there will be 6 people required to support a race – Race Officer and Assistant on the committee boat, 2 patrol boats with driver and crew in each.

For 'round the islands' racing, a team of 5 will be used - the Race officer will be one of the 2 people in a patrol boat, and only the assistant will remain on the committee boat.

For racing in the Lagoon a team of 4 will be used – there is no ARO as the role of committee boat is taken by one of the patrol boats.

A minimum of 3 people (Race Officer plus one patrol boat) is required to run a race. A single patrol boat may be used in calm conditions if the race officer judges that appropriate safety cover can be provided for the race.

At least one of the patrol boat crew must be prepared to enter the water to assist people who are in trouble and the other must be qualified to drive the boat. Drivers of the club patrol boats supporting dinghy racing must have an appropriate formal qualification, namely RYA Power Boat Driver Level 2 (or equivalent).

The patrol boats OrangeAid and MarmalAid have an operation limit allowing them to carry 3 crew in conditions of Beaufort force 6 and waves up to 2m (Category C), which is comfortably above our normal racing wind strength limit. Under normal use there should be a maximum of 3 people in the patrol boat. The RO and ARO should be ferried to the committee boat separately before and after the race. During a rescue it is acceptable to carry 4 people in the patrol boat if required, but in severe conditions the 4$^{th}$ person should be carried in the second patrol boat. The driver of the patrol boat will decide on how to manage loading of the boat in order to ensure safe operation of the boat.

There is no hard-and-fast required ratio of support boats to competing dinghies. The decision to run the race safely is the Race Officer's, and they will take account of the prevailing conditions, likely courses, experience levels of the competitors and the patrol boat crews. As a guideline a ratio of 6 competing boats to 1 support boat is usually adequate for LSC club racing, This ratio may be reduced in adverse conditions and may be increased in benign conditions.

### 20.2 Weather

Racing shall not take place if the wind strength reaches Force 6 (22 Knots) on the Beaufort scale. This applies to the strength of gusts and not the average wind speed. For the 'Round the Islands Series' (Beehive Trophy) a lower wind limit of 18 knots applies and in this case the

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Race Officer will use a standard 'round the cans' course in place of the Round the Islands course.
Sources of weather data are the Parkstone Yacht Club online weather station and local weather forecasts. An anemometer is provided in the Race Officers box to monitor wind strength during racing.

### 20.3 Abandonment

The Race Officer may abandon a race at his or her discretion. Reasons may include (but are not limited to):

- Deteriorating weather conditions (includes being becalmed as well as too windy).
- Deteriorating light.
- Deteriorating tidal conditions.

The Race Officer will abandon the race when the patrol boat(s) are unable to support the race. Reasons can include injury, sinking or patrol boat failure, but do not include assistance to competitors/dinghies that are not in danger and could be left should a more serious incident need attention.

If you choose to retire from the race then you must inform the Race Officer, one of the Race Duty team or a fellow competitor as soon as is reasonably practical.

The Race Officer may choose to abandon any race where the number of boats in the start area is less than 3.

# Appendix A: Commentary

*A layman's guide to the Sailing Instructions.*

## A1. Rules

If you see someone who needs help – help them!
We sail to internationally recognised rules supplemented by these Sailing Instructions

## A2. Conditions of Entry

Whether you race or not is entirely up to you. You are in charge of your boat and are responsible for it and your crew.

To race at Lilliput, you must:

- Be insured
- Be a member, about to become a member or invited to take part by the Dinghy Captain
- Wear a buoyancy aid
- Have a race number on your sail. It doesn't matter what number, any old number will do, just let the Race Officer know which one you're using.
- Sign on for the race or make yourself known to the Race Officer before the start of the race.

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A safety boat will be afloat while racing is going on but you shouldn't rely on it or the crew aboard it to provide rescue facilities.

## A3. Notices to Competitors

Watch the website.

## A4. Sailing Instructions

Watch the website.

## A5. Signals Made Ashore

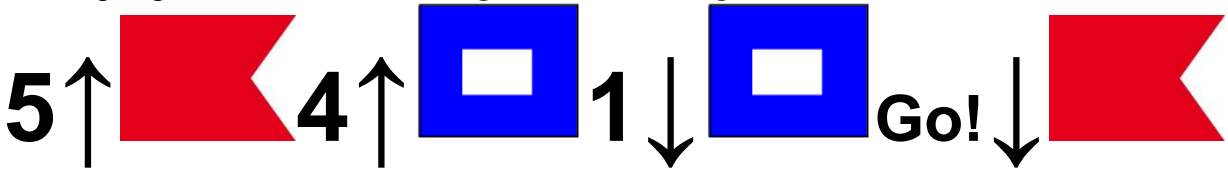
Watch the dinghy WhatsApp group and the flag pole on the club house.

## A6. Sailing Program

Watch the website.

## A7. Race Starts

The starting line is between the committee vessel and a buoy with a flag. If in doubt ask the Race Officer. Note, this will also be your finishing line.
Starting Signals – Sounds and flags at 5, 4, 1 and go.




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

## A8. Recalls

If you hear a single hoot, see the flag below on the committee vessel and you think you were over, then check with the Race Officer and either go back or be OCS.



Figure 1Individual Recall Flag

If you hear two hoots and see the flag below on the committee vessel, then go back 'cause it's a general recall.

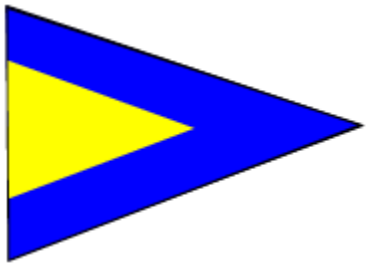


Figure 2 General Recall Flag

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## A9. Courses

Make sure that you have an up-to-date course sheet before you go out. The numbers on the top of the committee vessel will tell you which course and how many laps to sail.

We mainly set courses around the big red and green North Channel marks, a few yellow race marks, a big yellow inflatable mark and a few small buoys with flags on them.

If you don't have the right course sheet and go the wrong way around a mark, then either go back and go the right way or you'll be disqualified.

Race Officers quite often set the number of laps to more than they expect to sail, on the grounds that they can always shorten a race, but they can't lengthen it. So, if you see the flag below committee vessel and hear a hoot when you cross the line then you've probably finished.

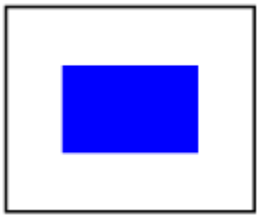


Figure 3 Shortened Course Flag

If you see the Shortened Course Flag on the safety boat whilst passing a mark then the course has been shortened. Note, you may not always be by a mark.
If you're in a slow boat (e.g. Mirror, Topper, Pico, etc.) don't be surprised if the Race Office finishes you whilst the faster boats (e.g. Phantoms, Supernovas, Lasers, etc.) are still racing. Especially if it's getting late and the Race Officer hasn't had his supper yet.

You've got 45 minutes to finish the race after the first boat finishes. The first boat must take less than 2 hours. For long distance races (e.g. Beehive Trophy) you have 60 minutes after the first boat, which must take less than 3 hours.

If the first boat doesn't finish in time the Race Officer will abandon the race and if he's feeling nice, he'll give you all a tow back to the club.

## A10. Penalties

If you hit a mark, do one turn (one tack and one gybe).
If you hit (or impede) another boat, do two turns (two tacks and two gybes).

## A11. Prohibited Areas

Stay away from big ships, or else! (at least 500m ahead, 50m each side and rear)

## A12. Grounding

You can push yourself off, but don't try to take an advantage from it.

## A13. Communications

You are not allowed secret communications to advise your mates of the best tide and/or wind conditions. However, the Race Officer may turn a blind eye to you giving your kids a bit of "gentle encouragement".

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# A14. Protests and Arbitration

There is a process to be followed if you think that someone has cheated.

To encourage an understanding (and compliance with!) the rules, we use a 3-step process that allows informal resolution where possible, with less severe penalties available. If necessary, more formal procedures are available (and should be used for serious incidents as described in RRS).

We will follow the RYA Guidance as far as possible – available on the LSC website here, and embedded in this document for reference.

RYA_Guidance_-_Rules_Disputes.pdf

Protests may use the RYA standard protest form, also embedded here.

RYA_Hearing_Request_Form.pdf

# A15. Handicap

We'll use the standard RYA PY number for your boat if we can.

# A16. Scoring System

Only your best results count, the number of results used depends upon the number of races sailed in the series. You get 1, for a win, 2 for second, etc. so the sailor with the lowest score is the winner.
We use Sailwave for scoring and post the results on the web as soon as we can.

# A17. Local Variations

We start all our races just outside of the Lagoon. You can clearly see our committee vessel "Little Holly" from the clubhouse bar, and a yellow flag is flown from the masthead before and during racing.
You've got to be near the start to be called a "starter".
You can use any sail for club racing provided it was designed for the boat.
Keep a look out for other vessels that you may not be racing against, e.g.:

- Big ships (see A11)
- Boats in other races possibly at other clubs like Parkstone Yacht Club and East Dorset. Note the racing rules also apply to boats competing in different races!
- Yachts navigating up and down the North Channel. Even if motoring, they may not be able to leave the channel, so you may "have rights" but they cannot manoeuvre…
- The occasional cruiser member rowing their tender out to their yacht.

# A18. Race Organisation

We'll only hold a race if the Race Officer feels that it's safe to do so:

- There must always be at least 3 people in the Race Duty team

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- There will not be any racing if the wind strength rises to Force 6 (i.e., 22 Knots) or above, even if it's just in the gusts
- The race may be postponed whenever the Race Officer feels that a temporary condition (confusion in the committee boat, obstruction on the start line, lack of wind/water etc.) prevents the race starting at the scheduled start time, but will be resolved within a short time

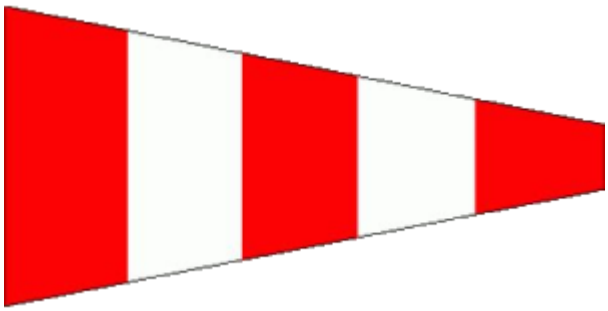


Figure 4 Postponed flag

- The race may be abandoned whenever the Race Officer feels that conditions have deteriorated (for whatever reason) and that it is no longer safe to continue racing.

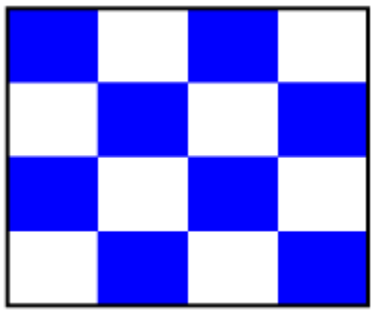


Figure 5 Abandoned Flag

If you feel that it is no longer safe to continue racing before the Race Officer does, then you are free to retire from the race. However, please inform the Race Officer or someone on the Race Duty team so that they don't launch a search and rescue mission for your missing boat!

## Finally

Remember, Lilliput is just a small family sailing club, and that sail racing is meant to be fun.
If you're not having fun, then you're not doing it right!

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# 21 Document Control

| Version | Date | Name | Comments |
|---|---|---|---|
| **Previously** | To 2021 | Alex Clapperton – Sailing Secretary | Earlier versions |
| **2021-01** | 07 Mar 2021 | Alex Clapperton - Rear Commodore | Updated for 2021 |
| **2022-01** | 11 Mar 2022 | Andy Bethell – Sailing Secretary | Updated for 2022. Minor tweaks to:<br>• Scoring<br>• Protests<br>• Prohibited Areas<br>• Postponement<br>• Reference to PHC 'Small Craft Emergency Procedures' |
| **2023-02** | 03 Mar 2023 | Andy Bethell – Sailing Secretary | Reviews and minor editorial updates for 2023.<br>Added a requirement for RYA PB2 qualification for support boat drivers. |
| **1.3** | 18 Aug 2023 | Andy Bethell – Sailing Secretary | Updated description of race personnel, patrol boats and weather (section 20) |
| **1.4** | Feb 2024 | Andy Bethell – Sailing Secretary | Reviewed for 2024 season |
| **1.5** | Feb 2025 | Andy Bethell – Sailing Secretary | Items added or updated for 2025:<br>• OOD points entitlement revised<br>• No OOD points for some series/events (e.g. regatta)<br>• Arbitration for protests (RRS Appendix T)<br>• Personal handicap series<br>• Checked against RRS 2025-2028 |
| **1.6** | Mar 2026 | Andy Bethell – Sailing Secretary | Reviewed and updated for 2026:<br>• Added guidance on number of patrol boats needed<br>• Added ability to abandon racing is fewer than 3 boats in start area |

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