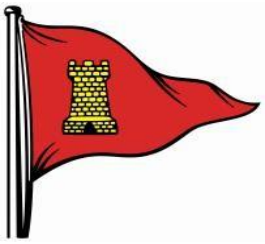
little britain
CHALLENGE CUP
2027

LITTLE BRITAIN
40TH ANNIVERSARY

NEXT GENERATION SAILING
THE SONAR CUP

10th September 2027

Organising Authority, **THE ISLAND SAILING CLUB**



SAILING INSTRUCTIONS

All times are BST

Dates	High Water
10th September	**1650 3.9m**

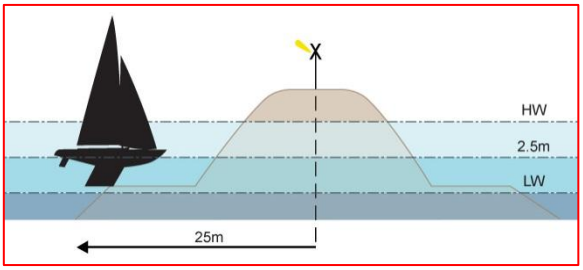
1. Rules

1.1 Racing will be governed by the current Racing Rules of Sailing (RRS) 2025-2028, the prescriptions of the Royal Yachting Association, the Sonar Association Class Rules and these Sailing Instructions (SIs). In the event of a conflict the SIs shall prevail.

1.2 The ***Precautionary Area*** referred to in Associated British Ports Byelaw 11 shall rank as an obstruction to boats racing (See appendix A at the end of this document).

1.3 Competitors are reminded of their obligation to keep clear of other boats, if reasonably possible, regardless of Racing Rules. In the event of any contact causing damage, all boats in the incident will be disqualified regardless of blame.

1.4 Competitors shall keep at least 50m away from the new Cowes harbour breakwater so as to avoid the underwater footings. See: www.cowesharbourcommission.co.uk/cowes_breakwater



2. Entries

There shall be no race unless two boats start.

3. Communication with Competitors

3.1 Notices to competitors will be posted on the official noticeboard which can be found in the lobby at the Island Sailing Club.

3.2 Where possible and when required, announcements will be made over VHF radio on channel P2 (ISC Private) to competitors. Radios will be provided.

4. Boats

4.1 Boats will be provided for all competitors, who shall not modify them or cause them to be modified in any way.

4.2 The penalty for not complying with the above instructions will be disqualification from all races sailed in which the instruction was broken.

4.3 Competitors shall report any damage or loss of equipment, however slight, to the ISC Bosun or Sailing Manager immediately after returning ashore. The penalty for breaking this instruction, unless the protest committee is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.

4.4 Class rules requiring competitors to be members of the class association will not apply.

5. Changes to Sailing Instructions

Any changes to the sailing instructions will be posted on the official noticeboard which can be found at the top of the stairs in the lobby at the Island Sailing Club, Cowes. Changes will be also announced at the briefing.

6. Signals Made Ashore

6.1 Signals made ashore will be displayed at the flagstaff of the ISC.

6.2 Flag AP over H with two sound signals means that racing is postponed. The warning signal of the first race after such a postponement will be made not less than 30 minutes after one AP is lowered with one sound signal.

6.3 In the event of insufficient or excessive wind at the scheduled warning signal time, a postponement or abandonment will be signalled by the race committee boat and/or ashore.

7. Schedule of Races

A briefing will take place in the Island Sailing Club at 0930hrs on Friday 10th September.
Practice racing may be offered on Friday before the series scoring begins. The number of practice races will be agreed at the Friday briefing.
All skippers and crews are required to attend.

7.1 Race 1 Warning Signal will not be before **1100hrs.** Subsequent races will follow as soon as possible after the previous race. It is the intention of the Race Committee to run a few short races during the day.

7.2 To avoid delays between races, all competitors are required to stay in close proximity to the Committee Vessel after completing each race.

8. Class Flag

Not Applicable.

9. Racing Area

The racing area will generally be in the Central Solent or over the Shrape area, just North / East of the Cowes Harbour breakwater.

10. The Course and Marks

The course for each race will be windward/leeward and will consist of a series of specially laid marks and will be Course A as detailed below or Course B races round the cans. If for any reason, a different course is to be sailed, details will be given either at the briefing or to each boat on the water.

Course A: Windward mark, leeward mark, through the start/finish line, windward mark, leeward mark and pass through the start/finish line to finish. (1 – 2 – # – 1 – 2 – Finish)
Course B: Round the cans will be given out over the radio and at the briefing.

11. The Start

11.1 The starting line is between a staff or halyard bearing an orange flag on the committee boat and an orange Outer Distance Mark (ODM), which is the nearby inflated mark or a Solent buoy.

11.2 The starting sequence will be 5 – 4 – 1 – Go (see RRS 26).

12. Recalls

Sail numbers of individually recalled boats may be informed over the radio from the committee boat but not before 30 seconds after the start.

Delay or failure to inform a recalled sail number by the committee boat shall not be grounds for redress.

13. Change of Course after the Start

The positions of any laid mark(s) may be adjusted by up to plus or minus 10 degrees relative to the previous laid mark(s) and up to 5 cables windward or leeward without the signalling of *Changing Race Signals Flag* "C" or + or -.

14. The Finish

The finishing line is between the staff or halyard displaying a blue flag on the committee boat and the ODM, which is the nearby inflated mark. (Same as the starting line see SI 11).

15. Time Limits

Unless otherwise amended in accordance with SI 3 or 5, the time limit is **40 minutes per race**. Should no boat finish within the time limit, the result of the race will be determined from the previous time that the finishing line was crossed, or where all the boats were all recorded at a rounding mark. Boats still sailing more than ten minutes after the first boat finishes shall be awarded the points for the place behind the last boat which has finished the race within the time.

16. Protests and Alternative Penalties

1.1. This is a friendly event with the emphasis being on the spirit of fair competition and fun. Penalties shall be taken on the water:
RRS 44.1 is changed so that the Two Turns Penalty is replaced by the One Turn Penalty (one tack and one gybe)
Any other formal Protests will be heard as soon as possible after racing.
RRS 61.2 is changed in that protest forms, which are available from the ISC entrance lobby at the ISC bar, Official Notice board or website must be submitted to a member of the Race Committee within 20 minutes of the last boat crew being landed ashore after racing.

17. Scoring

The scoring will use the low point system in RRS Appendix A.
One Race will constitute a series
There will be no discards for this event:

18. Declarations and Retirements

Declarations are not required. Boats shall notify retirements to the race committee at the earliest opportunity.

19. Results

19.1 Results will be posted on the Official Notice Board as soon as possible after the **last race** has finished.

20. Hired Boats

Chartered or hired boats shall not be able to seek redress in the event of gear or equipment failure.

22. Risk Statement

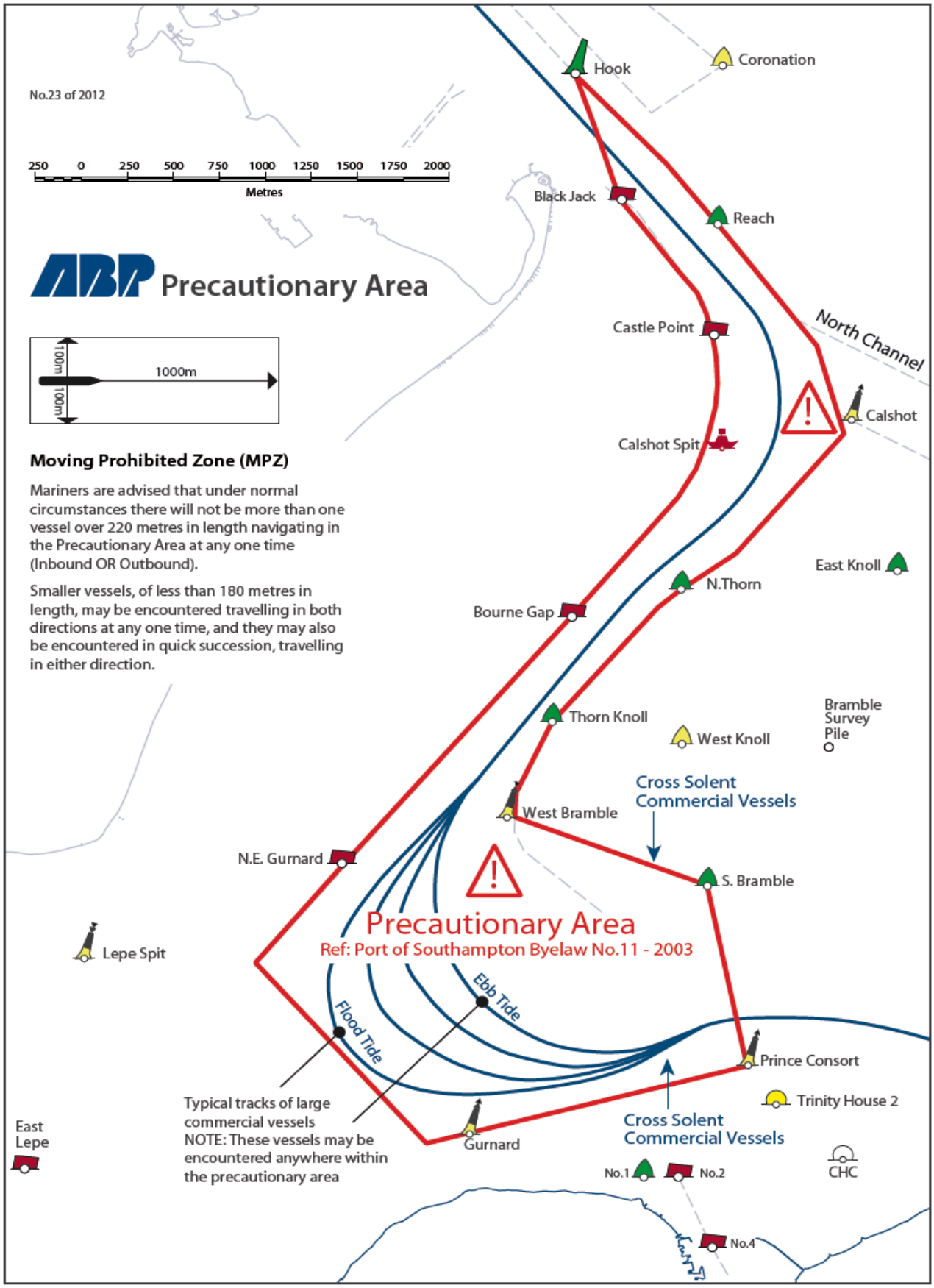
RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone," Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in this series, each competitor agrees and acknowledges that:

22.1 They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the series;
22.2 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
22.3 They accept responsibility for any injury, damage or loss, to the extent caused by their own actions or omissions;
22.4 Their boat is in good order, equipped to sail in the series and they are fit to participate;
22.5 The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own (the competitors') responsibilities;
22.6 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
22.7 They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather and there is a crew number 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.

23. RYA Charter

Competitors should note that Island Sailing Club implements the RYA Racing Charter and that competitors are required to sail in compliance with the Charter, which can be found at the front of the RYA rule book (Racing Rules of Sailing 2025-2028) or at www.rya.org.uk/racing/charter

APPENDIX A


No.23 of 2012
250 0 250 500 750 1000 1250 1500 1750 2000
Metres
ABP Precautionary Area
100m
1000m
100m
Moving Prohibited Zone (MPZ)
Mariners are advised that under normal circumstances there will not be more than one vessel over 220 metres in length navigating in the Precautionary Area at any one time (Inbound OR Outbound).
Smaller vessels, of less than 180 metres in length, may be encountered travelling in both directions at any one time, and they may also be encountered in quick succession, travelling in either direction.
Hook
Coronation
Black Jack
Reach
Castle Point
North Channel
Calshot
Calshot Spit
East Knoll
N.Thorn
Bourne Gap
Thorn Knoll
West Knoll
Bramble Survey Pile
Cross Solent Commercial Vessels
West Bramble
S. Bramble
N.E. Gurnard
Precautionary Area
Ref: Port of Southampton Byelaw No.11 - 2003
Lepe Spit
Ebb Tide
Flood Tide
Prince Consort
Trinity House 2
Typical tracks of large commercial vessels
NOTE: These vessels may be encountered anywhere within the precautionary area
Gurnard
Cross Solent Commercial Vessels
East Lepe
No.1
No.2
CHC
No.4