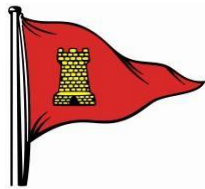




LITTLE BRITAIN
LBCC NextGen Sonar Cup
11th September 2026, Cowes

Organising Authority, **THE ISLAND SAILING CLUB**



NOTICE OF RACE

INTRODUCTION

The LBCC NextGen Sonar Cup is the inaugural One-Day Property & Construction Industry Event held on **Friday 11th September 2026** in Cowes during the 39th Edition of the Little Britain Challenge Cup Regatta.

A series of races will be organised by the famous Island Sailing Club with their **23ft International Sonars**. It is an exciting 2026 inaugural event supporting the property and construction industry's Next Generation community and is organised by the Little Britain Challenge Cup committee in partnership with the Island Sailing Club.

International Sonars are a one-design 7-metre keel boat designed in 1979 by Bruce Kirby - the designer of the famous Laser dinghy. With its large cockpit, Bermudian rig with large main and jib, Sonars are fast and exciting to sail and **ideal for both beginners and experienced** racers.

To appeal to the Next-Gen sailor, the LBCC NextGen Sonar Cup will be a **white-sails** only series. A maximum of **four persons** are required to race the Sonar, however, an eligible **qualified skipper** is required within your team for safety reasons. The skipper can be provided by the ISC, should you request.

The LBCC NextGen Sonar Cup is age restricted. This is due to the spirit and purpose that it has been set up for. Crews must be from the property and construction industry, must be **under the age of 40** with the exception of the nominated skipper who can be any age.

The **booking** form, prices and programme guide for the LBCC NextGen Sonar Cup will be published on the littlebritain.co.uk website on the NextGen Sonar Cup page.

LBCC NEXTGEN SAILING -

It's great for team building & client relations, you network with industry professionals during the Little Britain Challenge Cup at the famous Island Sailing Club. The cost is low, it's for one day, it's in Cowes, the mecca of sailing, & it's easy to organise.

1 RULES

- 1.1 The event will be governed by the 'rules' as defined in the Racing Rules of Sailing (RRS) 2025-2028 the prescriptions of the Royal Yachting Association, the Sonar Association Class Rules and the LBCC NextGen Sonar Cup Sailing Instructions (SIs). In the event of conflict the SIs will prevail

2 RESPONSIBILITY

- 2.1 The nominated skipper of the boat is entirely responsible for safety of the crew and the boat, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.
- 2.2 It is for the nominated skipper to decide whether she is fit to sail in the conditions in which she will find herself. By leaving her mooring or, in the event of a crew change, by coming to the starting area the boat confirms that she is fit for those conditions and that her crew is competent to sail and compete in them.
- 2.3 Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury however it may have been caused, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race team, the race officer and patrol boat crew.

3 SAFETY

- 3.1 The OA will supply a manually operated, gas inflatable lifejacket which shall be worn at all times whilst afloat. Each boat will also be equipped with a radio and safety pack.

4 SAILING INSTRUCTIONS

- 4.1 Sailing Instructions will be available from Friday 28th August.
- 4.2 The courses to be sailed will be designated or indicated in the Sailing Instructions.
- 4.3 Any changes to the Sailing Instructions will be posted on the official notice board in the lobby of the Island Sailing Club and announced at the briefing.

5 ELIGIBILITY – Crew and Skipper

- 5.1 A maximum of 4 persons is required, and a minimum of three, to sail the Sonar, however, an eligible qualified skipper is required within your team for safety reasons. The skipper can be provided by the ISC, should you request.
- 5.2 Crews must be from the property and construction industry. The criteria is wide as is the industry. However, if you have any questions about eligibility, please contact the Little Britain Next-Gen regatta team at info@littlebritain.co.uk.
- 5.3 The LBCC NextGen Sonar Cup is restricted to age. This is due to the spirit, purpose and reasons for which this NextGen regatta has been Set up. Crew members must be under the age 40 years as of 11th September 2026. The exception will be for the nominated qualified skipper who can be any age.

6. BOATS

- 6.1 Boats will be provided for all competitors, who shall not modify them or cause them to be modified in any way.
- 6.2 The penalty for not complying with the above instructions will be disqualification from all races sailed in which the instruction was broken.
- 6.3 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.
- 6.4 Class rules requiring competitors to be members of the class association will not apply.
- 6.5 This is a **White Sails only event** and will exclude the use of spinnakers.

7. ENTRY.

- 7.1 All entries shall be via the official entry form available online and shall be submitted to the LBCC NextGen Office before or by 17:00 on Friday 31st July 2026. There is a limited number of Island Sailing Club Sonar-boats available. Book early to avoid disappointment. For entries after this date regarding the waiting list. Contact the LBCC Next Gen Team, email info@littlebritain.co.uk
- 7.2 If a written cancellation is received at the LBCC Next Gen Office before 17:00 on Friday 31st July 2026, the whole fee will be refunded. Cancellation and refunds after this date will only be made in exceptional circumstances.
- 7.3) In the event of any race (or races) being abandoned, entry fees will not be refunded.
- 7.4) Registration will open at the Island Sailing Club on Thursday 10th September from 16:00 – 20:00 for early arrivals. However, all entrants must register before the skipper & crew briefing on Friday 11th September at 0930h

8. SCHEDULE OF RACES

A **briefing** will take place in the Island Sailing Club at 0930hrs on Friday 11th 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.**

- 8.1 **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.
- 8.2 To avoid delays between races, all competitors are required to stay in close proximity to the Committee Vessel after completing each race.

9. COMMUNICATION WITH COMPETITORS

- 9.1 Notices to competitors will be posted on the official **notice board** which can be found in the lobby at the Island Sailing Club.
- 9.2 Where possible and when required, announcements will be made over **VHF radio on channel P2** (ISC Private) to competitors. Radios will be provided.

10. 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.

11. 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.

12. SCORING AND PRIZES.

An overall points series will be run for this class using the scores from the races completed. One race will constitute a series. When all races have been completed, a boat's series score will be the **total of her race scores with no discards**. The winner will be the boat with the best points score. In the event of a points draw, the boat with the best score from the final race will win.

13. FEES

See LBCC Next Gen Sonar Cup web page at www.littlebritain.co.uk for more details. Prices can be found in the NextGen entry form.

14. INSURANCE

Each participating boat shall be adequately insured, with cover of at least £3,000,000 sterling against third party claims

15. SAILING AGREEMENT

In taking charge of and/or sailing in an *ISC owned International Sonar* I declare that I am a competent sailor and know of no reason why I should not undertake this activity.

I agree to be bound by the Racing Rules of Sailing (when applicable), the International Regulations for Prevention of Collisions at Sea (when applicable) and any other event-specific conditions in force during my use of the boat.

In respect of damage, breakage or loss of equipment I agree to be bound by the following convention:

To report to the designated person at the event any damage, breakage or loss of equipment, concerning either the boat in which I am sailing or another boat, of which I become aware.

Where the damage, breakage or loss of equipment is identified as being my fault, I agree to pay up to the sum of £750 (the insurance excess) in respect of that incident.

I understand that there are various possibilities as to who might be at fault in respect of the damage which has occurred and that the likely possibilities are as follows:

- a. It may be entirely my fault;
- b. It may be wholly the fault of the boat in which I am sailing;
- c. It may be partly the fault of the boat in which I am sailing; or
- d. It may not be possible to attribute fault between two boats, but the damage caused was the result of an incident between two boats, one of which was the one in which was sailing; or
- e. It may not be able to apportion blame at all but the damage occurred on a day on which I was sailing.

If the damage was entirely my fault, I agree to pay for the full cost of repair up to the sum of £750.

In every other case, I agree to pay such sum not exceeding £750 as shall in the absolute and unfettered discretion of the Club be considered as a fair proportion of the cost of repair taking all relevant circumstances into account.

Signature & Date	
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