

LARGS REGATTA FESTIVAL HAVEN KNOX-JOHNSTON MIDWEEK SERIES 2026

Tuesday 25th – Thursday 27th August 2026

Largs, Ayrshire, Scotland, KA30 8EZ

DINGHY AND CATAMARAN SAILING INSTRUCTIONS

The Organising Authority (OA) is Largs Sailing Club (LSC)

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 CHANGES TO SAILING INSTRUCTIONS

- 1.1 Any change to the sailing instructions will be posted not less than one hour before the first start of the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

2 COMMUNICATIONS WITH COMPETITORS

- 2.1 The online official noticeboard is located at the LSC website Racing page in the relevant race series box: <http://www.largssc.co.uk/racing>. There will be no physical notice board.
- 2.2 Oral changes to the Sailing Instructions may be given on the water by the Race Support Boats ensuring that all boats are given the same information in a timely manner in accordance with RRS 90.2 (c). L flag will not be displayed.
- 2.3 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

3 CODE OF CONDUCT

- 3.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole located on the Northwest corner of the Largs SC balcony, and the lighting column on the Largs SC balcony.

5 SCHEDULE OF RACES

- 5.1 The racing series are scheduled to take place on midweek evenings with racing taking place on Tuesday 25th August, Wednesday 26th August, and Thursday 27th August with one race scheduled on each evening.
- 5.2 The scheduled time of the warning signal for the Class Short race each day is 1910.
- 5.3 No warning signal shall be made after 1940.

1 CLASS FLAGS & LIGHTS

- 1.1 Class flags will be replaced by lights when signals are displayed from the clubhouse balcony.

Class	Light
Class Long	Green

Class Short	Yellow
Class Beginner	Red

2 RACING AREAS

- 2.1 The racing area will be the Largs Channel.

3 THE COURSES

- 3.1 The courses are described in Appendix 1, including the order in which marks are to be passed and the side on which each mark is to be left. They do not indicate the angle or distance between legs. The course diagrams are indicative only and the positions of the marks may vary according to the wind direction.
- 3.2 Note that the When the Start line is dangerously short due to number of boats and/or tidal conditions the yellow Pin (P) may be moved further out than the normal fixed location and subsequently moved back to the fixed position for subsequent laps and finish. The **Yellow Pin** is the mark to be rounded in either location.
- 3.3 The courses have no specified number of laps and will run until the Race Committee shorten the course.
- 3.4 The courses to be used for each race will be displayed on the LSC Clubhouse balcony railings the course will be designated by black letters on a white background corresponding to the course to be sailed.

4 MARKS

- 4.1 Marks used are described on the course charts in Appendix 1.
- 4.2 The race committee may substitute marks of different colours or shapes to those specified in the course charts.

5 OBSTRUCTIONS

- 5.1 The entrance to the Largs Yacht Haven is designated as an obstruction; boats shall not pass between the red and white striped safe water mark and the entrance to the Marina.

6 THE START

- 6.1 Races started from the clubhouse will be started as shown in the table below. This changes RRS Rule 26.

	Light Signal				
Time	Yellow	Green	Red	Blue	
Class L* -8min	ON	ON	ON	ON	Pre-Warning Signal
Class L -3min	OFF	ON	OFF	OFF	Long Fleet Warning Signal
Class L -2min	OFF	ON	OFF	ON	Long Fleet Preparatory Signal
Class L -1min	OFF	ON	OFF	OFF	Long Fleet One-Minute Signal
Class L - Start Class S* – 3min	ON	OFF	OFF	OFF	Long Fleet Start Short Fleet Warning Signal

Class S - 2min	ON	OFF	OFF	ON	Short Fleet Preparatory Signal
Class S - 1min	ON	OFF	OFF	OFF	Short Fleet One-Minute Signal
Class S – Start Class B* – 3min	OFF	OFF	ON	OFF	Short Fleet Start Beginner Fleet Warning Signal
Class B - 2min	OFF	OFF	ON	ON	Beginner Fleet Preparatory Signal
Class B - 1min	OFF	OFF	ON	OFF	Beginner Fleet One-Minute Signal
Class B - Start	OFF	OFF	OFF	OFF	Beginner Fleet Start

*L – Long fleet, *S – Short fleet, *B – Beginner fleet

- 6.2 The blue light is the equivalent of a P flag preparatory signal.
- 6.3 The starting lines are described on the course charts in Appendix 1.
- 6.4 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 6.5 **INDIVIDUAL RECALL:** When at a boat's starting signal any part of her hull is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display the appropriate **flashing class light with one sound**. The flashing light shall be displayed until the hull of each such boat has been completely on the pre-start side of the starting line or one of its extensions, but no later than four minutes after the starting signal. If rule 29.2, 30.3 or 30.4 applies this rule does not. This changes RRS 29.1.
- 6.6 **GENERAL RECALL:** When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which RRS rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall (**by displaying the appropriate class light along with a flashing blue light with two sounds**). The warning signal for a new start for the recalled class shall be made one minute after the class light and flashing blue light are switched off and the starts for any succeeding classes shall follow the new start. This changes RRS 29.2
- 6.7 If there is more than one class racing the normal starting sequence shall not be interrupted by a general recall. The warning signal for the class which has had a general recall shall be three minutes before its starting signal and shall normally be displayed at the starting signal of the last class to start correctly in the schedule. If more than one class is subject to a general recall, the second of these classes shall start three minutes after the first and so on. If a class subject to general recall is the last or only class to start, the next signal after the general recall shall be the new warning signal.

7 CHANGE OF THE NEXT LEG OF THE COURSE

- 7.1 Legs of the course shall not be changed during racing. This changes RRS 33.

8 THE FINISH

- 8.1 When races are finished from the clubhouse the finishing line will be between Mark P and the light cluster on the LSC clubhouse balcony. Boats shall pass through the finish line from the direction of the previous mark - See RRS definition Finish.

- 8.2 Shortly before the finish, flag S will be displayed from the LSC balcony, **the appropriate class lights(s)** will be illuminated, along with the **blue light** and two sound signals made. Boats shall finish the race when they pass through the finish line at the end of their current lap.

Note: Where applicable separate classes may be finished at different times, competitors should observe which class light is displayed in the shortened course signal. If no class light is displayed, then all classes will finish when they pass through the finish line at the end of their current lap.

9 PENALTY SYSTEM

- 9.1 The Two-Turns Penalty is replaced by the One-Turn Penalty. This changes RRS 44.1.

10 TIME LIMITS AND TARGET TIMES

- 10.1 Time limits for all competitors and target times for the lead boat are as follows:

<i>Class</i>	<i>Race Target Time</i>	<i>Race Time Limit</i>	<i>Finishing Window</i>
Handicap Dinghies	60 min	90 min	30 min

- 10.2 If no boat within a Class finishes within the time limit, the times of the previous round completed by the leading boat may be used to calculate results at the discretion of the race committee. Subsequent retirements or rule infringements shall be disregarded. This changes RRS 35, A4 and A5.
- 10.3 The Finishing Window is the time for boats to finish after the first boat in their class sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 10.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

11 HEARING REQUESTS

- 11.1 The Post-Race Penalty and RYA Arbitration of the RYA Rules Disputes Procedures shall apply (for full information on the procedures, go to www.rya.org.uk/go/rules). The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed.
- 11.2 The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later.
- 11.3 Hearing request forms are available from the race officer.
- 11.4 The race officer will provide a list, no later than 30 minutes after the protest time limit, to inform competitors of hearings in which they are parties or named as witnesses.
- 11.5 Protest hearings and RYA arbitration may take place virtually, competitors shall need to be able to access a device suitable for running popular commercially available video conferencing software. Further details will be published on the LSC website racing page in the Relevant Series Box (<http://www.largssc.co.uk/racing>).

12 SCORING

- 12.1 One race is required to be completed to constitute a series. The results of all races will count towards a boats final score: there are no discarded results in the series.
- 12.1 Finishing positions shall take into account the number of laps actually sailed and results shall be calculated on an "average lap" basis using the Portsmouth Yardstick rating system for dinghies and the SCHRS system Portsmouth Number conversion formula for Catamarans.

- 12.2 If conditions dictate, the Race Committee may, at their discretion, take the results of a race from the times recorded for a previous round.
- 12.3 RRS A5.3 applies.
- 12.4 Competitors that undertake a “Duty” on a race day either as RIB helm/crew, Race Officer (RO) or Assistant RO will be awarded average points (excluding discards) for the races that are completed on the day(s) that they undertake their Duty. The scoring abbreviation for this will be OOD. This changes RRS A11
- a) Competitors may only receive an OOD score for a maximum of 1 race in the series.
 - b) Where the number of duties completed exceeds the maximum number of OOD scores permitted for a series Competitors will be scored as Did Not Start.

13 SAFETY REGULATIONS

- 13.1 [NP] [DP] A tally system will be used during the Series; To check-out competitors shall sign the tally sheet in the appropriate column indicating that they intend to go afloat. The tally sheet will normally be located with the race officer, upstairs in LSC. To check-in the tally sheet shall be signed again in the appropriate column indicating that the competitor has returned to shore. The ashore signature shall be made no later than the protest time limit. Competitors that fail to tally correctly may be subject to protest by the Race Committee, the Protest Committee may impose a penalty that is less than DSQ for boats that have been found to infringe, any points penalty shall be applied to the first race completed on the day the infringement took place. This changes RRS Rule 63.1.
- 13.2 RRS 40.1 applies. Adequate personal buoyancy shall be worn by competitors at all times whilst afloat, except briefly while changing or adjusting clothing or personal equipment. A wetsuit or dry suit is not adequate personal buoyancy.
- 13.3 [NP] [DP] A boat that retires from a race shall notify the race committee immediately on coming ashore.
- 13.4 [NP] [DP] Clydeport Operations Limited Restrictions.
- 13.5 **NARROW CHANNELS.** Attention is drawn to the International Regulations for the prevention of collisions at sea, 1972. Particular notice shall be taken of Rule 9b which states that “a vessel of less than 20m in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway”. Whilst racing or on a passage in the Firth of Clyde north of Cumbrae Head yachts must regard any such recommended channels as a “Narrow Channel” within the meaning of the IRPCS 9b.
- 13.6 Furthermore, Clydeport Operations Limited has decreed that any waters in the Firth of Clyde where vessels by virtue of their size, draught, speed or proximity to land, hazards and other vessels are unable to manoeuvre freely must be regarded as a “Narrow Channel”. Whilst racing any yacht which is unable for reasons of lack of wind or other cause, to sail clear of a large power-driven vessel shall start her engine and/or paddle in order to clear and thereafter shall report full details to the Race Committee.
- 13.7 Competitors are reminded of the Clydeport Operations Limited Byelaw which prohibits yachts and other craft from manoeuvring within 100m of any ferry terminal. Particular regard should be paid to this when in the vicinity of the Caledonian Macbrayne facilities at Largs and Cumbrae.

14 REPLACEMENT OF CREW OR EQUIPMENT

- 14.1 Substitution of the registered person in charge during a series will be scored as a separate entry unless written permission is obtained from the Racing Sub-Committee.

- 14.2 Substitution of the registered boat during a series will be counted as a separate entry unless the substitution is between different LSTA boats of the same class. It is the responsibility of the competitor making the substitution to ensure that this is communicated to the Race Committee.

15 EQUIPMENT AND MEASUREMENT CHECKS

- 15.1 A boat or equipment may be inspected at any time by a member of the Racing Sub-Committee for compliance with the class rules and sailing instructions.
- 15.2 The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in the event documentation.

16 TRASH DISPOSAL

- 16.1 Trash may be placed aboard official vessels.

17 PRIZES

- 17.1 Prizes for top 3 boats in each class will be awarded.
- 17.2 The OA reserves the right not to award prizes if there are insufficient boats entered in any class for any series and may decide to award additional prizes.
- 17.3 The race committee reserve the right not to award prizes if there are insufficient boats entered in any class for any series and may decide to award additional prizes.

18 RISK STATEMENT

- 18.1 Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 18.2 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 that:
- a) 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 event;
 - b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- 18.3 Their boat is in good order, equipped to sail in the event and they are fit to participate;
- d) 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 responsibilities;
 - e) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
 - f) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

19 INSURANCE

- 19.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per event.

Appendix 1

Course 1 (Northerly Winds)

Start Line

Between LSC Light Cluster and Mark P

Class Short

Start -1s(Port) -W(Port) -3(Port) - P(Port)

Class Long

Start -1L(Port) -3(Port) - P(Port)

Repeat until course is shortened.

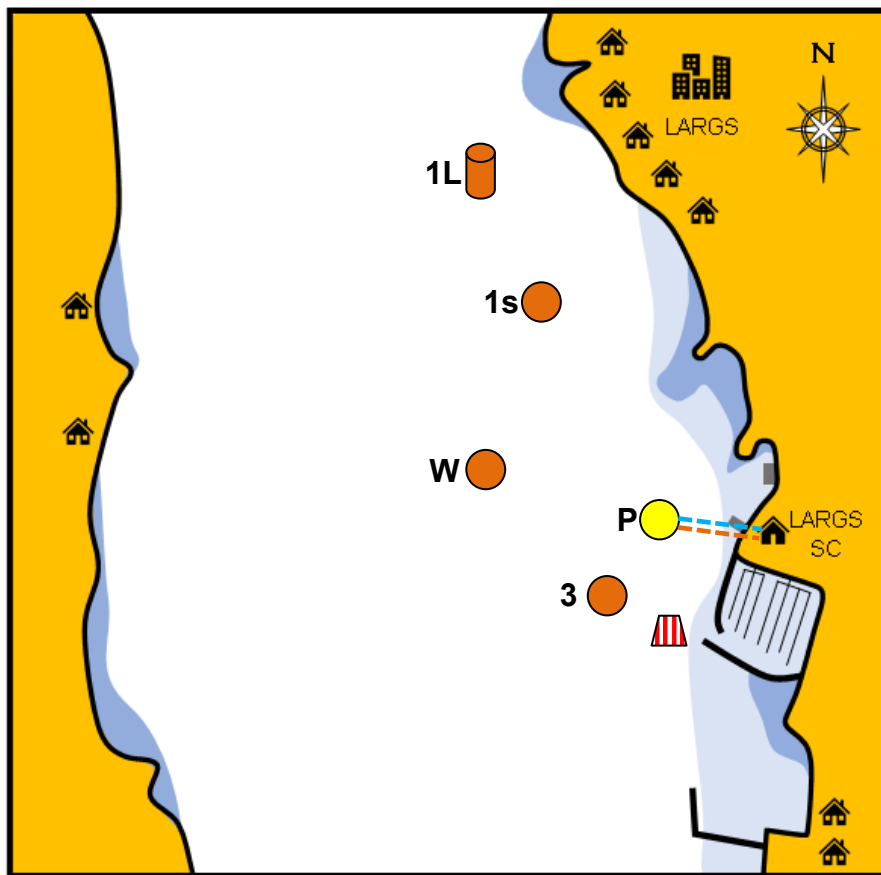
Finish Line

Between LSC Light Cluster and Mark P

Course 1A

Class S: Mark W is not used

Class L: No Change



Tall Orange Inflatable



Fixed Orange Buoy or Yellow Pencil



Start Line



Dumpy Orange Inflatable



LYH Safe Water Buoy



Finish Line



Course 2 (Southerly Winds)

Start Line

Between LSC Light Cluster and Mark P

Class Short

Start -1s(Stbd) -W(Stbd) -3(Stbd) - P(Stbd)

Class Long

Start -1L(Stbd) -3(Stbd) - P(Stbd)

Repeat until course is shortened.

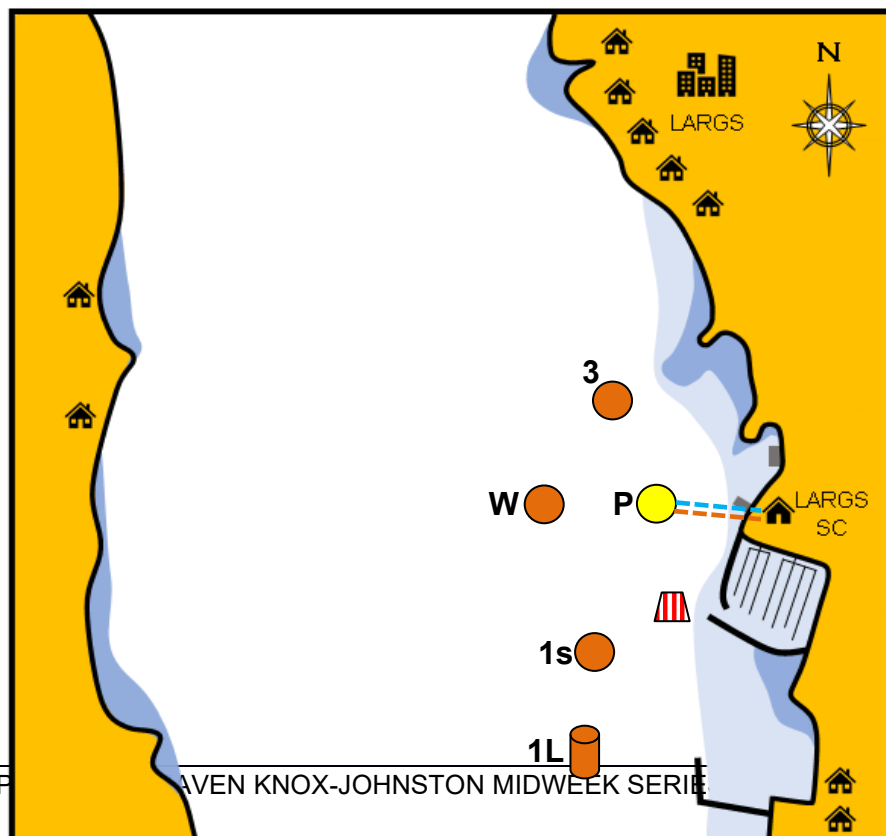
Finish Line

Between LSC Light Cluster and Mark P

Course 2A

Class S: Mark W is not used

Class L: No Change



HAVEN KNOX-JOHNSTON MIDWEEK SERIES

Course 3 (Easterly Winds)

Start Line
Between Mark 3 and Mark P

Class Short
Start -W(Port) -1S(Port) -3(Port) - P(Port)

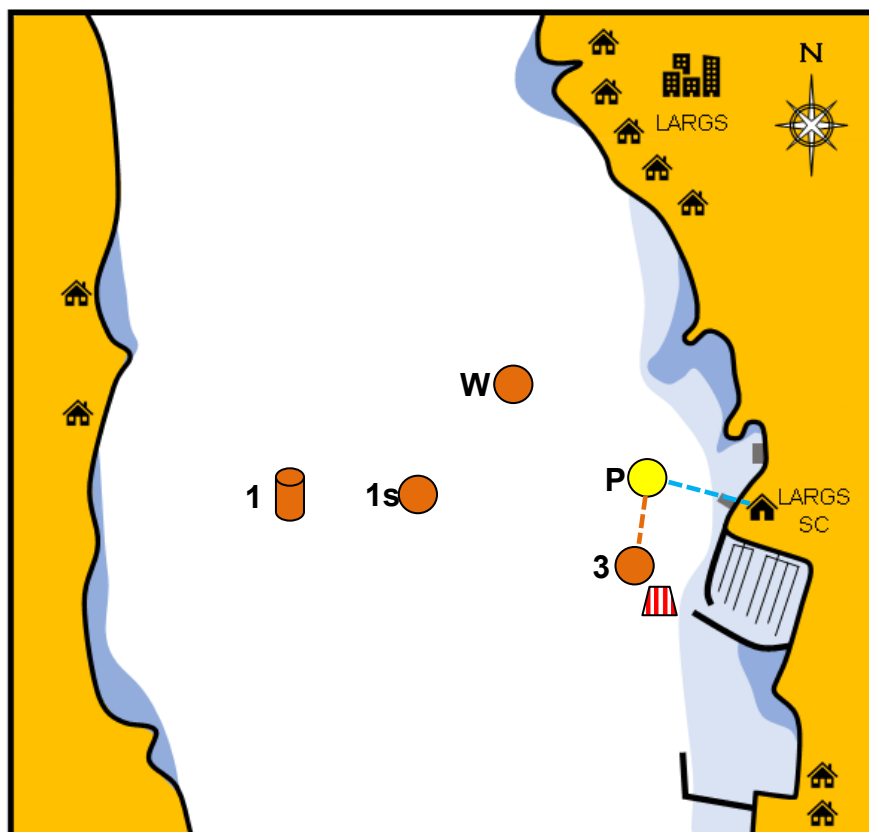
Class Long
Start -1L(Port) -3(Port) - P(Port)

Repeat until course is shortened.

Finish Line
Between LSC Light Cluster and Mark P

Course 3A

Class S: Mark W is not used
Class L: No Change



Tall Orange Inflatable 

Dumpy Orange Inflatable 

Yellow Pencil 

LYH Safe Water Buoy 

Start Line 

Finish Line 

Course 4 (Westerly Winds)

Start Line
Between Mark 3 and Mark P

Class Short
Start - 1S(Port) - W(Port) -3(Port) - P(Port)

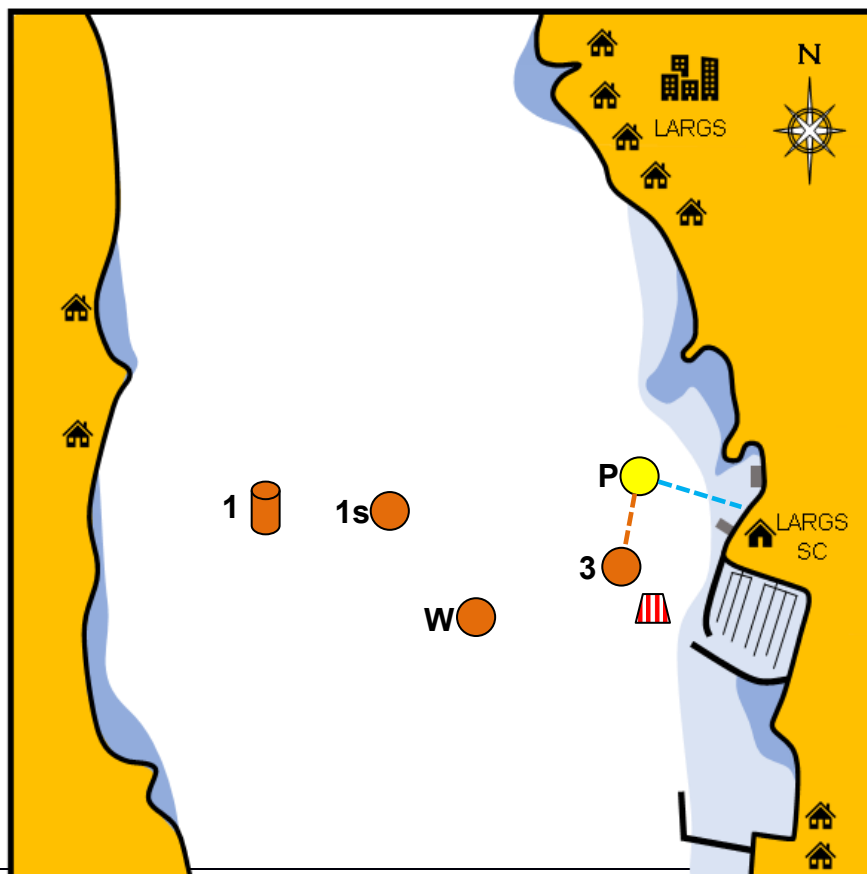
Class Long
Start -1L(Port) -3(Port) - P(Port)

Repeat until course is shortened.

Finish Line
Between LSC Light Cluster and Mark P

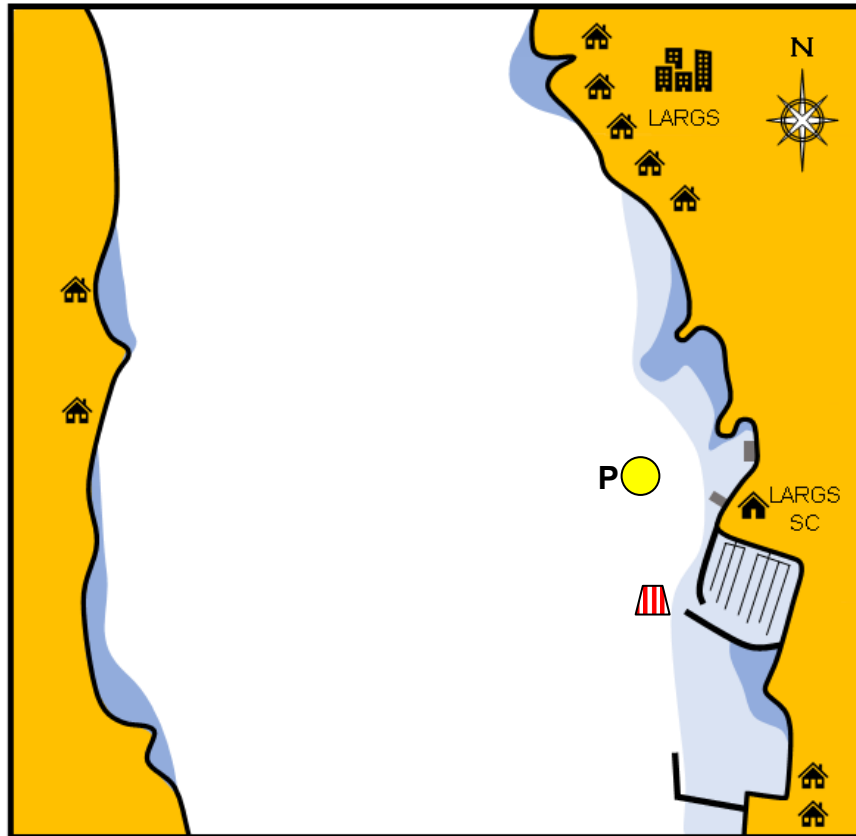
Course 4A

Class S: Mark W is not used
Class L: No Change



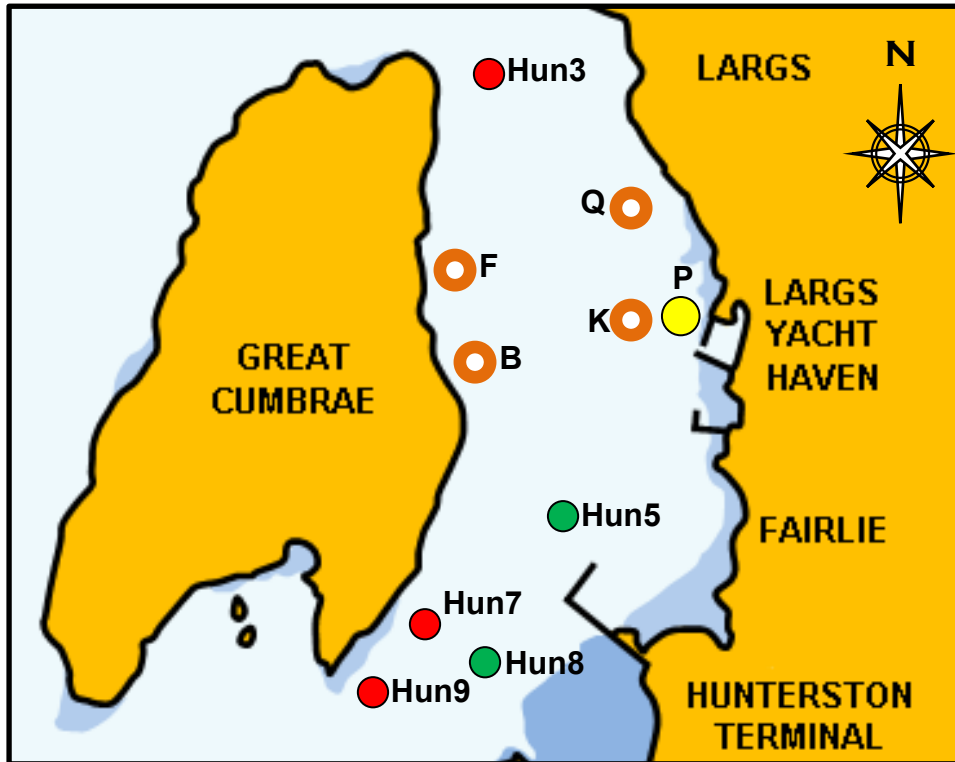
Course 5

Designed by the Race Officer on the day, using the marks shown in the diagram below.
The course should be drawn on a copy of this sheet and posted next to the sign on sheet.



<i>Class</i>	<i>Start</i>	<i>Mark 1</i>	<i>Mark 2</i>	<i>Mark 3</i>	<i>Mark 4</i>	<i>Mark 5</i>	<i>Finish</i>
Class S							
Class L							

Designed by the Race Officer on the day, using the marks shown in the diagram below.



Red Channel Mark ●

Fairlie YC Race Mark ○

Green Channel Mark ●

Largs SC Fixed Race Mark ●

Class	Start	Mark 1	Mark 2	Mark 3	Mark 4	Mark 5	Finish
Class S							
Class L							