



HAVEN PORTS YACHT CLUB

SQUIB FLEET RACE PROGRAMME 2015



Ice Bucket
Blue Lady Salver
Little Toddy Trophy
Single-Handed Race
Klomp Trophy
Friday Evening A
Friday Evening B
Lady Helm
Spears Perpetual Pot
Cork Race
Squiggle Goblet
WYSIWYG Series
Bamford Bowl
Captain's Race
RNLI Pennant Pursuit Race
Squib Frostbite
Pete's Pot

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HAVEN PORTS YACHT CLUB - SQUIB RACE PROGRAMME 2015

NOTICE OF RACE

1. THE SQUIB PROGRAMME FOR 2015 –

Will comprise of races set out in the 'Schedule of Races' (Notice of Race section 11).

2. ORGANISING AUTHORITY

Is the Sailing Committee of the Haven Ports Yacht Club, comprising the following members for 2015:

Rear Commodore Clare Scott (sailing@hpyc.com)
(Sailing)

Committee members Roger Harvey, Ben Stone, Colin Lacey, Richard Brown

Squib Captain Roger Harvey (shellandvet@aol.com)

3. RULES & AMENDMENTS

Races will be sailed under the Racing Rules of Sailing 2013 - 2016 together with the RYA prescriptions; Squib Class Rules, the Notice of Race, the Entry Forms, the Sailing Instructions and any supplementary Sailing Instructions for the particular event, in the order stated. If there is any conflict with the above rules, the information in the latter will take precedence.

4. ELIGIBILITY

Except where explicitly provided otherwise, races in this Programme are open only to boats owned by or entered on behalf of current members of the Haven Ports Yacht Club, and conforming to current Squib Class Rules. By mutual agreement of **all** entrants in any race or series, the requirement for a minimum crew of two persons may be waived and single-handed racing permitted providing that evidence of insurance (i.e. a photocopy) covering single-handed racing is produced along with the entry form for the year.

5. SAFETY EQUIPMENT

Safety Equipment shall be in accordance with National Squib Class Rules, and additionally shall include a VHF radio, local chart, compass and a light suitable for use as a navigation light. When proceeding to seaward of the Harwich Breakwater, a buoyancy aid must be worn at all times.

In addition when competing in Club Handicap Races the Safety Instructions for that race shall be complied with as specified in the Club's General Sailing Instructions & Notice of Race.

6. CONDITIONS OF ENTRY

For the purposes of the following the word "boat" shall mean the owner or person in charge and all other persons concerned in the management and/or sailing of the boat and:

- (i) A boat is entirely responsible for its own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.
- (ii) It is for the boat to decide whether it is fit to sail in the conditions in which it will find itself. By going to sea the boat confirms that it is fit for those conditions and that its crew is competent to sail and compete in them.
- (iii) The boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £3,000,000.
- (iv) Nothing done by the organisers can reduce the responsibility of the boat nor make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred as a result of the boat taking part in the racing. The term "organisers" includes everyone helping to run the race and the event, and includes the organising authority, the race committee, the race officer and helpers.
- (v) The boat is responsible to ensure that it is equipped and seaworthy so that is able to face extremes of weather, that there is a crew sufficient in number, experience and fitness to withstand such weather; that the safety equipment is properly maintained, stowed and in date, and that the crew know how to use it.

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(vi) The fact that the race committee may conduct inspections of a boat does not reduce the responsibilities of the boat set out in this Exclusion Clause.

(vii) The provision of mark or support boats does not relieve the boat of its responsibilities.

(viii) No boat shall be eligible to race until the owner or person in charge has signed the appropriate entry form for the event, acknowledging the conditions and requirements set out in the Notice of Race and warranting that the boat will conform to such requirements throughout the race or series.

Notwithstanding anything stated or implied elsewhere, the committee has the right to refuse any entry.

7. RACING AREA & COURSES

Unless otherwise stated for a particular race, the race area comprises the Rivers Stour and Orwell, and the waters around and between the sea marks listed in the Course List, remaining always to southward and westward of the Harwich Haven Authorities' deep water shipping channel.

Races will start and finish at the Club line at Levington, except where otherwise stated. Courses will be selected from the HPYC 2015 Squib Course Card, and will be notified for each race to all competitors at the SYH Squib Pontoon, or by an Indicator Board displayed at the Suffolk Yacht Harbour fuel jetty for Club Race starts, or by flags and/or a board from a Committee Boat.

8. FLEXI-COURSES

Where a suitable course for the conditions is not available from the Squib Course Card, a flexi-course may be set using any Navigation buoys within the racing area. The course to be sailed will be displayed on the Squib pontoon prior to the race in question.

9. ENTRIES

Signed Squib Entry Forms should be sent, or given, to Roger Harvey, Ingonish, Old Station Rd, Mendlesham, Stowmarket, IP14 5RT (£30) to be received before the date of the first race entered. Cheques should be made payable to HPYC, please. For legal reasons, you will not be able to race until a signed Entry Form has been received. .

Please Note: If entering the Klomp Trophy which is sailed in conjunction with the Lightships Series a separate entry fee for the Lightship Series must be paid to the club. Similarly, Pete's Pot, RNLI Pennant Pursuit, Frostbite & The Ice Bucket are Club Open Races and entry fees for these will be payable to the Club as well as any other Open races a Squib may choose to enter.

YOUR ASSISTANCE BY ENTERING IN GOOD TIME WILL BE MUCH APPRECIATED AS LATE ENTRIES CAUSE MUCH EXTRA WORK – PLEASE DON'T PUT IT OFF!

10. SCORING

Races will be scored using the "Low Point" system set out in RRS appendix A4, as modified by Appendix A9 (Series longer than a Regatta) save that a boat that is disqualified (DSQ, DNE or BFD) shall be scored points for the finishing place three more than the number of boats that came to the starting area. This changes RRS Appendix A9 accordingly. Ties will be broken in accordance with Appendix A7 and A8.

Any boat entering a single race within a series will be deemed to enter the whole series and be scored accordingly.

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NOTICE OF RACE

Abbreviation per RRS A11	Score as for -
DNC	Declared Entry plus one
DNF, DNS, OCS & RAF	Starters plus one
BFD, DSQ & DNE	Starters plus three

Results will be posted on the Club notice-board and on the club website as soon as practicable.

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NOTICE OF RACE

11. SCHEDULE OF RACES (SQUIBS)

Ice Bucket (1 race) 1100 start	Thursday 1 st January
Blue Lady Salver (4 races, 3 to count) Saturday / Sunday 15:00 / 10:20 start	April 18 th & 19 th ; May 2 nd & 3 rd
Little Toddy Trophy (4 races, 3 to count) Saturday / Sunday 15:00 / 10:20 start	May 16 th , 17 th , 30 th , 31 st .
Single-handed Race (2 races, 2 to count) Friday 19:00 start	July 26 th , August 15 th
Lady Helm Series (4 races, 3 to count) Friday 19.00 start	July 10 th , 17 th , 24 th , 31 st .
Klomp Trophy (6 races, 4 to count) Wednesday 19:00 start	May 27 th , June 3 rd , 10 th , 17 th , 24 th , July 1 st
Friday Evening A Series (4 races, 3 to count) Friday 19:00 start	May 15 th , 29 th , June 12 th , 26 th .
Friday Evening B series (4 races, 3 to count) Friday 1900 start	May 22 nd , June 05 th , 19 th , July 03 rd .
Spears Perpetual Pot (4 races, 3 to count) Saturday / Sunday 15:00 / 10:20 start	June 13 th , 14 th , 27 th , 28 th .
Cork Race (1 race, 1 to count) Sunday 10:20 start	July 25 th (Possibly a long race)
Squiggle Goblet (1 race, 1 to count) Sunday 10:20 start	August 16 th
WYSIWYG Race (4 races, 3 to count) Friday 19:00 start	July 11 th , 12 th , August 1 st , 2 nd .
Bamford Bowl Series (4 races, 3 to count) Saturday / Sunday 15:00 / 10:20 start	September 12 th , 13 th , 26 th , 27 th .
Captain's Race (1 race, 1 to count) Sunday 10:20 start	October 11 th
RNLI Pennant Pursuit Race Saturday 10.00	October 24 th
Squib Frostbite Sunday Start 10.00	November 15 th , 22 nd , 29 th , Dec. 6 th

Notes:

a) Start Times:

Start times are as indicated in the Schedule of Races. When starting from the Club line along with other Club races, Squibs may be started last for convenience. In the event that a previous start is recalled and re-started, the Squib start may be delayed as a result - please watch the starting signals carefully (see section 12 of the Sailing Instructions).

b) Discards:

Where a discard applies, if a race is cancelled or abandoned in a 4-race series all remaining races in that series will count. In a 6-race series if one race is cancelled one of the 5 remaining races may be discarded, if two races are cancelled all remaining races shall count. Discarded races may be re-sailed on a spare day at the Captain's discretion.

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SAILING INSTRUCTIONS

1. **RULES** – See Notice of Race Section 3.
2. **SAFETY** – See Notice of Race Section 5.
3. **ADDITIONAL SAFETY RESPONSIBILITIES**

The Bylaws of the Harwich Haven Authority and the Port of Ipswich apply, as do the International Regulations for Preventing Collisions at Sea as between competitors and any vessel not racing. Any competitor found to have infringed these bylaws or regulations may be subject to Protest Committee action under RRS.

Competitors should be aware that a boat sailing a converging course with a large or unwieldy commercial vessel may be held to have impeded its safe passage by approaching within its restricted visibility zone, even without having encroached within the deep water channel.

Competitors are required while racing;

To avoid passing on the Channel side of any mark to seaward from the Guard buoy inclusive, that is indicated in current Admiralty Charts or designated by Harwich Haven Authority Notices to Mariners as a mark of the Harwich Deep Water Channel (and including the Landguard buoy which is not so indicated).

To avoid navigating within the limits of the Deep Water Channel to seaward of the Guard buoy, as defined by straight lines joining consecutive such channel marks including the Landguard Buoy. For the purposes of the RRS such lines are to be regarded as a Continuing Obstruction.

Any competing boat which touches a moored or anchored boat shall retire immediately unless she claims that she was wrongly compelled to touch it by another competitor in which case she shall protest.

Any boat which being out of control or disabled encroaches into the deep water channel shall promptly advise Harwich VTS on VHF channel 71 of her situation.

4. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Squib Notice Board in LV87 (the HPYC Clubhouse). And will be made known on the Squib pontoon prior to the event in question.

Communications

Competitors are required to monitor VHF channel 37 at all times when racing inshore of the *Landguard* buoy, and in any case at least from 30 minutes before to 10 minutes after their start. They are advised to monitor this channel as far as practicable at all times while racing. The race office/committee boat may display a mobile telephone, if one is available for that day. In emergency, or for purposes stipulated in these Sailing Instructions, competitors may communicate with the Race Officer using VHF channel 37 or the above mentioned telephone number. Except as above, no boat shall while racing, make radio transmissions, nor receive transmissions not available to all boats, except for purposes entirely unconnected with racing. This restriction also applies to mobile telephones.

5. CHANGES TO SAILING INSTRUCTIONS

Notices to Competitors including changes to the Notice of Race or Sailing Instructions will be posted on the Club Notice Board in LV87. When appropriate and if time permits they may in addition be mailed to all known competitors and/or posted on the Club's website, but inability or failure to do so shall not be grounds for redress.

Where a Notice to Competitors is issued late (i.e. within 8 days of the first race affected) IC flag Lima will be displayed prior to the start of that race, and competitors should come to the Race Office or pass within hail of the Committee Boat (as applicable) in order to be notified.

In the case of a change to Sailing Instructions, flag Lima will be displayed with a numeral pennant denoting the serial number of the new amendment, and competitors already aware of that and all previous amendments may ignore the signal.

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Signals made ashore will be displayed at the HPYC Race Office (the building, signals mast and light signalling apparatus adjacent to the Suffolk Yacht Harbour public slipway).

6. RANKING AS A STARTER

Intending competitors must hail the Race Officer prior to their warning signal (i.e. on the pontoon or afloat if appropriate), declaring the number of crew on board, and obtain an acknowledgement. Any boat failing in this will not rank as a starter, and will be scored DNS for the race in question. VHF channel 37 may be used for this purpose but not during a starting sequence and an explicit acknowledgement must be obtained.

7. IDENTIFICATION

Boats must display their class flag (numeral 9 for Squibs) continuously while racing, in a visible position at the stern clear above any obscuring gear or rigging. An alternative to the stipulated class flag may be permitted provided that it is declared to and approved by the Race Officer prior to each race.

A boat using any sail bearing a sail number other than that stated in its entry must declare the fact and obtain dispensation from the Race Officer prior to each race.

A yacht wearing an ensign after her preparatory signal will be deemed not to be racing or to have retired.

8. STARTING TIMES – see Notice of Race section 11 (Schedule of Races).

9. STARTING LINE

Races may be started from the Club Race Office using the Club Line or by the Class Captain or OOD afloat from the Squib Line or from an alternative start line as described below by Committee boat or OOD afloat.

HPYC Club Line

The HPYC line is defined by a line drawn through the Signals Mast at the Race Officer's building and a fore-mark, with two triangles as top mark, positioned on the up-river quay head of the Suffolk Yacht Harbour entrance.

As an aid to the identification of the line described above, two lights have been installed to form a transit.

These lights are positioned as follows:

- One high level light mounted on the Flag Signal mast adjacent to the HPYC Race Officer's building.
- One low level light mounted on a pole attached to the rear of the Race Officers building.

The location of the line is determined by bringing the lights into transit so that the lower light is obscured by the flag signalling mast. Failure of the above lights will not be grounds for redress.

The line is to be crossed in the direction specified by the course set for the race in question. An arrow (if used) displayed on the Course Indicator board at the Harbour entrance is for guidance only; the applicable course designation is definitive of the start direction.

The Suffolk Yacht Harbour 'Offing Buoy' (spherical, vertically striped red/white) is an inner distance mark.

HPYC Committee Boat Start

In this case the line is defined by an orange flag displayed on the Committee Boat (or its forward mast if no orange flag is used) and the Signals Mast at the Race Officer's building, approximately on the extension of the shore-based start line described above.

Note that the line may be appreciably biased as compared to the shore-based line, and all fixed transits should be ignored.

HPYC Squib Line

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SAILING INSTRUCTIONS

The Squib Start line for 2015 is the same as the HPYC Club line (see Sailing Instructions section 9). However, depending upon the conditions the line may be reduced in length at the discretion of the OOD. Competitors will be informed if this is the case prior to the start.

Alternative Start Lines

When circumstances so require, an alternative start line may be substituted for that prescribed in the Notice of Race. Such alternative start line may be any of those listed above, or may be defined by a Committee Boat adjacent to any navigational mark (whether or not listed in the course definition), or to any other mark if explicitly so stated.

The portion of the prescribed course between the nominal start and the alternative start line shall be ignored, and the alternative start line crossed in the direction of the remainder of the course.

In such circumstances the change will if possible be individually notified to all competitors in advance, or will be communicated by a signal or notice displayed under IC flag Lima in the vicinity of the original start line before and at least up to the original start time. If circumstances permit, the location and time of the intended start will be broadcast at intervals on VHF channel 37, but inability or failure to do so shall not be grounds for redress.

The start at the alternative line will be so timed as to allow competing boats reasonable time to reach it from the original starting area before their respective Warning Signals.

10. INNER LIMIT

A dinghy or dan buoy or other mark which may be wearing a flag may be anchored close to a committee boat as an inner limit mark. Competitors shall not pass between an inner limit mark and the committee boat at any time except when finishing. A ball or other mark extending on a staff from a Committee Boat, or a dinghy or other floating object secured alongside or streamed astern, shall be regarded as a part of the starting mark and not as a temporary or accidental attachment for the purposes of RRS 18 and 19. This affects the definition "Mark" in RRS.

When a shore-based start is used the Suffolk Yacht Harbour offing buoy (spherical, vertically striped red/white) is an inner limit mark, and no competing boat shall pass on its shoreward side during or immediately after starting.

In either case, the zone on the prohibited side of the inner limit mark is not an obstruction for the purposes of RRS 18 and 19 when approaching the line to start or when starting.

11. THE START

Competitors are requested to keep clear of the area either side of the starting line during the starting sequence for other races (i.e. between the Warning Signal and the start in question).

12. SIGNALS MADE ASHORE

Signals made ashore will be displayed at the HPYC Race Office (the building and signals mast adjacent to the Suffolk Yacht Harbour fuel jetty).

Except as provided below for Squib only racing, races will be started using Rule 26 with the following addition; An attention signal, (Flag F with one sound), will be made five minutes before the warning signal for the first class to start, and removed at that warning signal.

Time shall be taken from the visual signals; the timing or absence of a sound signal shall be disregarded.

Starting Procedure

For Squib only starts, the following shall apply:

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SAILING INSTRUCTIONS

5 minutes to start	1 sound	Warning
4 minutes to start	1 sound	Preparatory
1 minute to start	1 long sound	Preparatory off (1min to start)
START	1 sound	START

At the discretion of the Squib Race Officer of the Day another starting sequence may be agreed with competitors prior to starting.

When competing in Club Races Squibs will follow the starting sequence applicable for that race.

Recalls

Individual or general recalls will be signalled in accordance with RRS29 at the club line if in use.

If a previous start is recalled (in a multiple start sequence) a Squib start will be delayed if necessary until all other classes have started successfully.

Squib Fleet only Recalls

Following the start signal, the following shall apply:

1 sound	INDIVIDUAL recall	Cancelled when all boats correctly started or in any case after 4 minutes
2 sounds	GENERAL recall	Cancelled with 1 sound, 1 minute before Warning (5min) signal for new start

13. AREAS THAT ARE OBSTRUCTIONS

The limits of the Harwich Haven Authority deep water channel, as described in Section 3, (Additional Safety Responsibilities), of these sailing instructions.

14. COURSES

Courses will be selected from the HPYC 2015 Squib Course Card, and will be notified before each race to all competitors by an Indicator Board at the SYH Squib Pontoon, or by an Indicator Board displayed at the Suffolk Yacht Harbour fuel jetty for Club starts, or by flags and/or a board from a Committee Boat.

Where a suitable course for the conditions cannot be found on the course card a Flexi Course may be used. (See Notice of Race section 8).

15. CHANGE OF COURSE AFTER THE START

Courses will not be changed after the start, other than by shortening in accordance with rule 32.

16. FINISHING LINE

For a fixed course, unless otherwise indicated the finishing line is the same as the starting line. An alternative finish location may, however, be signalled by a notice displayed along with the course signal before the start.

For a flexi-course the finishing line will be between the stipulated finishing mark and an adjacent committee boat, leaving the finishing mark on the indicated side.

17. SHORTENING COURSE

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The intention to shorten the course shall be made shortly before the first boat rounds the mark at which the course is to be shortened. A blast of a horn will be sounded shortly before the first boats finish and again as she finishes, subsequent horns will signal the remaining boats finish.

The Race Officer may shorten the course for any reason at any mark of the course, or for Sea Courses at the Cliff Foot buoy or any river navigation mark. Rule 32 is changed accordingly. The meaning of IC flag Sierra in RRS Race Signals is changed to "Finish between the nearby mark and the orange flag if displayed or otherwise the fore mast of this vessel"

If circumstances permit, the intention to shorten course and location of the finish may be announced on VHF channel 37, but inability or failure to do so shall not be grounds for redress.

A course may be shortened for some but not all classes, in which case the class flags affected will be displayed along with flag S.

For Squib only races, at the discretion of the Squib Race Officer of the Day, the course may be shortened during a race if changing weather conditions mean that the original course may not be completed. This shall be communicated to the fleet during the race by radio or hailing.

18. AFTER FINISHING

Boats having finished racing shall not wait or manoeuvre in the finish line area so as to impede or inconvenience boats still racing, or hamper the operations of the race committee.

19. TIME LIMIT

Except for races designated as "long races" a time limit of 3½ hours (2½ for evening races) from the actual start shall apply, and the course shall be shortened at the next mark to be passed by the leading boat after that limit is reached. If no committee boat is on station the leading boat shall after finishing execute a conspicuous 90° turn, (and if necessary wait by the mark), to ensure that following boats are aware.

For long races, if no boat finishes by 16:00, (local time), the race shall be abandoned. Any boat finishing after 17:00 will be scored "Did Not Finish", this changes rule 35.

20. RETIREMENT OR DELAY (Mandatory Safety Requirement)

Squib version – Boats withdrawing from a race without finishing shall make every reasonable effort to advise the Race Officer before they would otherwise expect to have finished, and in any event shall do so as soon as possible. Any boat retiring, or withdrawing from a subsequent race the same day, must report accordingly to the Race Officer by hailing, or by VHF or telephone at the earliest opportunity, and obtain an acknowledgement.

Any boat significantly delayed while racing but not requiring assistance should report her situation and estimated finishing time to the Race Officer by the means indicated above.

NOTE THAT ANY BOAT NOT ACCOUNTED FOR AT THE END OF RACING MAY BE REPORTED TO THAMES COASTGUARD AS OVERDUE.

21. ABANDONMENT

Any race that is abandoned may be re-sailed. If practicable and if circumstances so permit, the Race Officer shall have power to re-sail an abandoned race on the same day. Otherwise re-sailing arrangements shall be determined by the Sailing Committee and shall be announced by way of a Notice to Competitors.

22. PROTESTS

<p style="text-align: center;">HAVEN PORTS YACHT CLUB – SQUIB RACE PROGRAMME 2015 SAILING INSTRUCTIONS</p>
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Signalling and Notification

Intention to protest shall be properly signalled and notified in accordance with Rule 61.1, and shall be drawn to the attention of the race committee immediately after finishing or by mobile telephone or VHF radio within two hours after the time of the last boat's finish of the last race of the day.

A boat that is considering a protest will be asked to conform to the 'RYA Racing Charter'.

Protests shall be confirmed in writing to the Squib Captain, Roger Harvey, Ingonish, Old Station Rd, Mendlesham IP14 5RT, at the earliest possible time. In any event, protests should be posted first class and postmarked no later than the last post on the Monday following the race or Thursday in the case of a Lightship Series race.

Protest forms are normally available from the RYA web site, but any written notification is acceptable provided all the information required by the Rules is included and is legible.

Hearings

- (i) In the first instance, boats will be invited to discuss the incident, with a view to reaching an amicable settlement.
- (ii) If a settlement cannot be reached the boats involved will be asked to discuss the matter with an independent arbitrator who is to be agreed by all the parties concerned.

If a settlement is reached using either method the outcome must not be to the detriment of any other boat racing in that race or series.

- (iii) Should method 1 and 2, described above, fail then protests will be heard on the Friday following the race at 20.00 BST in LV87, or failing this at a time and place appointed by the Rear Commodore (Sailing). This is the notification required by RRS.

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SQUIB COURSES

1. COURSES TO BE SAILED

(a) Starting and finishing lines will be as indicated in Sailing Instructions.

(b) For Squib Courses, listed in this section, any buoy or mark not listed as part of the course may be passed on either side subject to the following:

- College Buoy (Orwell) is to be left to Port sailing downriver and to Starboard returning.
- Harwich Shelf Buoy (when on station) is to be passed on its correct navigational side.
- For all courses continuing down the River Orwell, Shotley Spit and Guard Buoys are always to be left to Port sailing downriver and to Starboard returning. A competitor may, however, pass either or both on the "wrong" side, if necessary, to avoid impeding or creating a close-quarters situation with a commercial vessel, provided that, having done so, she then clears the main channel and returns to her proper racing course by the quickest practical route, and she logs the incident (including date, time and name of commercial vessel) and reports her action to the OOD as soon as possible.
- For courses turning into the Stour, a new buoy has been established upriver of Shotley Spit Buoy. This is called Shotley Horse Buoy and this must be used as a turning mark when proceeding into the Stour.
- The Suffolk Yacht Harbour 'Offing Buoy' is to be left to Port when sailing down river and to Starboard when returning.

The competitor's absolute responsibility to keep well clear of and to avoid impeding commercial traffic continues to apply in full.

Warnings

Competitors are required to keep out of the Harwich Haven Authority's deep water shipping channel from Guard to seaward - see the Notice of Races and/or Sailing Instructions for details.

None of the following courses requires a yacht to cross the channel at any point to seaward of Guard.

Shoals may be encountered in the racing area, and it should not be assumed that the rhumb line between marks has adequate depth for all boats at all states of the tide.

The Suffolk Yacht Harbour 'Offing Buoy' (also known as 'YC') shall always be passed on the seaward side when racing so as not to interfere with traffic in the entrance channel.

Composite Courses

Courses may be sailed more than once round, or may be constructed by adding together two or more courses from the card. In such cases the start line marks become marks of the course for intermediate rounds, and shall be passed on the same side as for the start.

Reversed Courses

A course may be set "reversed", indicated by the addition of suffix "R" to the Course letter and meaning that the course is to be sailed in the reverse direction, passing all marks in the reverse order and on the opposite side to that stated in the course definition, such that a boat sailing the reversed course correctly would follow an identical track to the course sailed normally save for the reversal of direction.

Extension of Courses

Any up or down-river mark may be inserted at the beginning of a course, to create an upwind start.

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SQUIB COURSES

2. MARKS AND ABBREVIATIONS

NAME OF MARK	ABBREVIATION		NAME OF MARK	ABBREVIATION
Babergh (Orwell)	BB		Orwell No 4	O4
Bay (Orwell)	BY		Orwell No 5	O5
Bridgewood (Orwell)	BD		Outer Ridge	OR
Beacon Hill	BH		Parkbright (Orwell)	PB
Bristol (Stour)	BL		Parkeston (Stour)	PN
College (Orwell)	CG		Pepys (Orwell)	PS
Collimer (Orwell)	CR		Pye End	PE
Cathouse (Orwell)	CS		Pennyhole	PH
Fagbury (Orwell)	FY		Ramsey (Stour)	RY
Ganges (Stour)	GS		Sewer (Orwell)	SR
Grog (Orwell)	GG		Stone Banks	SB
Guard (Harwich Harbour)	GD		Shotley Horse	SH
Harwich Shelf (Harwich Harbour)	HS		Shotley Spit Cardinal Mark	SS
Landguard	LD		Stour No 1	S1
Orwell	OL		Stratton (Orwell)	SN
Orwell No 1	O1		Squib distance mark (nr. Club line)	SQ
Orwell No 3	O3		SYH offing buoy (R/W Striped)	SY
Orwell No 2	O2		Trimley (Orwell)	TY
			Rounding mark indicated by	*

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SQUIB COURSES

3. COURSE LIST

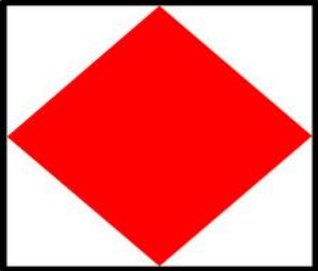
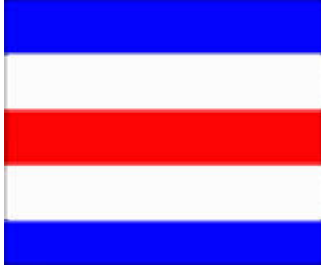
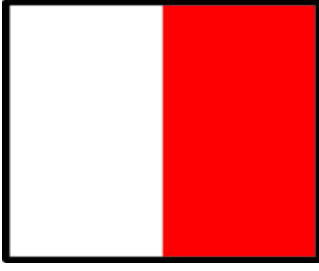
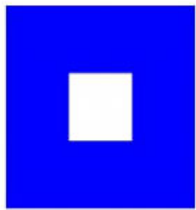


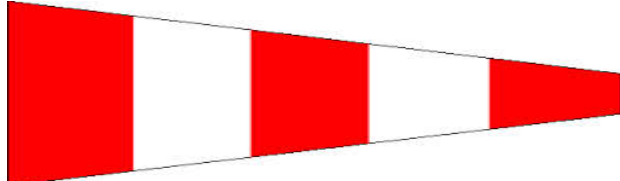

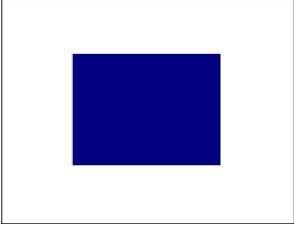


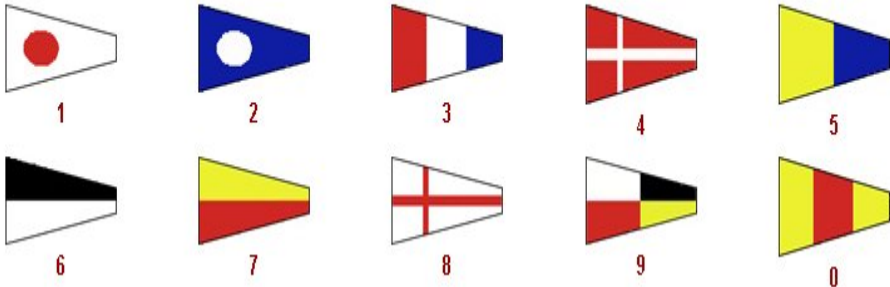


Course	Start	Course Definition (Distances are from Club Line in Nautical Miles)	Finish	Dist.
A	Down	SN(s), O2(s), O3(s)	Down	1.95
B	Up	O3(p), O2(p), SN(p)	Up	1.95
C	Down	SN(s), O2(p), TY(s), O1(s*), TY(p), O2(s), SN(p)	Up	3.28
D	Up	O4(s), BY(p), O5(p*), O4(p), BY(s)	Down	4.05
E	Down	CR(p), SN(s), TY(s), O2(p), O1(s), OL(p), FY(p*), O2(s), TY(p), SN(p)	Up	4.18
F	Up	BY(p), O4(p), O3(p), BY(p), O4(p)	Down	4.28
G	Up	O4(s), BY(p), O5(s), PB(p), O6(s), CS(s*)	Down	5.59
H	Down	CR(p), SN(s), CG(p), SS(p), GD(p), HS(s) BH(p*), HS(p), GD(s), SS(s), CG(s), SN(p), CR(s)	Up	7.45
J	Up	BD(p*), PB(s), O6(p), O5(p), BY(s), O4(p)	Down	7.50
K	Down	SN(s), CR(p), CG(p), SH(s), GS(p), BL(p), PN(p*), BL(s), GS(s), SH(p), CG(s), CR(s), SN(p)	Up	8.11
L	Down	CG(p), SS(p), GD(p), HS(s), PE(p*), HS(p), GD(s), SS(s), CG(s)	Up	9.66
M	Down	CG(p), SS(p), GD(p), HS(s), LD(p), OR(s*), PE(s), HS(p) GD(s), SS(s), CG(s)	Up	11.00
N	Down	SN(s), CR(p), CG(p), SH(s), GS(p), BL(p), PN(p), RY(p), S1(p*), RY(s), PN(s), BL(s), GS(s), SH(p), CG(s), CR(s), SN(p)	Up	12.28
P	*	Start Line – Beacon Hill. LD(p), OR(s), SB(s*), OR(p), PE(s), HS(p), GD(s), SS(s), CG(s) Finish – Club Line.	Up	12.45
R	Up	O5(s), SR(p*), O5(p)	Down	9.00

Please Note:

New buoy Shotley Horse (SH) to be used for courses K and N, instead of Shotley Spit Buoy.

**HAVEN PORTS YACHT CLUB – SQUIB RACE PROGRAMME 2011
CLUB STARTING SEQUENCE**

TIME	FLAGS	SOUNDS
Start – 10 min	F Up	1 Gun
Start – 5 min	F Down, Class flag Up	1 Gun
Start – 4 min	P Up	1 Gun
Start – 1 min	P Down	1 Long Hoot
Start	Class flag Down	1 Gun

			
F - FOXTROT	C- CHARLIE	H-HOTEL	P - PAPA
			
X- INDIVIDUAL RECAL 1 SOUND SIGNAL	GENERAL RECALL 2 SOUND SIGNAL	INDEFINATE POSTPONEMENT 2 SOUND SIGNALS WHEN APPLIED, 1 WHEN REMOVED	
			
R- REVERSED COURSE	S – COURSE SHORTENED	M -REPLACE MISSING MARK	Y – PERSONAL BUOYANCY MUST BE WORN
<p align="center">Numeral Pennants (triangle)</p> 			 N over A – RACING ABANDONED 

**HAVEN PORTS YACHT CLUB – SQUIB RACE PROGRAMME 2015
ENTRY FORM**

Boat Name:	Sail Number:
Owners Name:	
Address:	
Postcode:	
Telephone (Day)	Telephone (Mobile)
Emergency Contact Whilst Racing	E-mail.
<p>Please enter the above-named boat for the 2015 Squib Race Programme</p> <p>I enclose my Entry Fee of £ 30.00</p> <p>I agree to be bound by the Racing Rules of Sailing 2013-2016, the RYA Prescriptions, the Sailing Instructions and other applicable Rules. In particular I have read section 1 (<i>Conditions of Entry</i>) of the Notice of Races, and confirm and declare that I agree to its provisions and that my boat will conform to its requirements throughout the events.</p> <p>I agree that the Haven Ports Yacht Club, its Officers, Members and Servants shall bear no responsibility for any loss, damage, injury or inconvenience to property or persons arising directly or indirectly from instructions, policy or rulings during the race or related activities, and I undertake to indemnify the said Club, its Officers, Members and Servants against all costs, claims or demands arising from or relating to my entry and participation in any or all races in this Series.</p>	
Name:	Signature:
Owner/Owner's Representative (delete as appropriate)	Date: