

SQUIB NATIONALS GUIDELINES

INTRODUCTION

The notes below are produced for the assistance of the host club to help with planning the championship and providing the sort of event that competitors are used to enjoying. The notes are not intended to be definitive but the NSOA championship committee should be notified of, and agree to any significant changes.

CLASS CONTACTS

The NSOA championship committee will provide a named point of contact for the host club for liaison before the event and during the week.

FINANCIAL

The host club is responsible for all financial matters relating to the championship. The class cannot provide any financial guarantees. The cost of lifting competitors' boats in and out should be included in the entry fee. The entry fee should be agreed with NSOA no less than 6 months in advance of the event. The entry fee normally does not cover social events.

NOTICE OF RACE & SAILING INSTRUCTIONS

The event should be run using the NSOA standard sailing instructions and notice of race as a starting point. Copies of these can be obtained from the NSOA championship committee. The final versions should be submitted to the NSOA championship committee for approval, at the latest, by Jan 1st of the year in which the event will take place.

It is recommended that laminated copies of the courses and optionally the Sailing Instructions should be issued to competitors at registration.

TIMING

In the normal way, the event will be held over a week in the period between 16th June & 7th July inclusive. Whenever possible the championships should be sailed on neap tides.

CHAMPIONSHIP VENUE

The venue should;

- Be within easy distance of sufficient accommodation for the sailors (a mixture of B&B and self catering is the norm)
- Have restaurants and cafes close by
- Be a tourist resort that has attractions in addition to sailing

The sailing area should be;

- Chosen for good winds and the minimum tidal influence. The tide should, whenever possible, be the same across the course area.
- Capable of supporting racing at any state of the tide
- No more than 1 hours sail from the mooring area.
- Capable of supporting courses with legs of at least 1 nm no matter what the wind direction.

The host club should have or arrange for facilities that are capable of;

- Supporting changing, catering and bar for up to 200 sailors.
- Mooring up to 100 boats within easy reach of the club.
- Providing car parking for the sailors within easy reach of the club
- Ideally have a Squib fleet.

NSOA'S RESPONSIBILITIES

The NSOA is responsible for;

- Agreeing the venue and the date
- Agreeing the entry fee
- Approving the Notice of Race and Sailing Instructions
- Agreeing the level of safety cover
- Ensuring the perpetual trophies are returned in time for the event
- Providing minimum scrutineering requirements
- Providing a calibrated load cell for weighing boats
- Providing a named liaison with the Host Club
- Agreeing any change in format of the event
- Initial Allocation of competitors into Gold, Silver & Bronze fleets
- Supplying a notice for the Official Notice Board permitting changes to rule C5.1 (this allows for mandatory carrying of compasses, optional flares etc.)
- Post-event publicity

HOST CLUB'S RESPONSIBILITIES

The host club is responsible for;

- All financial matters relating to the championship.
- Pre-event publicity
- The production and distribution of Notice of Race and Sailing Instructions based on the NSOA supplied standards, these should be approved by NSOA prior to distribution.
- Determining the late entry date, this should be at least 6 weeks before the start of the event but no earlier than 30th April.
- Taking the entries
- Acknowledging entries by post, or e-mail
- **Direction maps to be sent to every entrant 1-2 weeks before the event and lamp-post signage would be helpful**
- Final allocation to gold/silver/bronze fleets based on NSOA list and entry information
- Registration
- The provision of a small memento to each competitor on registration, e.g. slate coaster, mug, glass paperweight. This should bear the name and date of the event.
- Organising scrutineering of competitors
- The provision of craning facilities on the Friday and Saturday at the start of the event and Friday at the end of the event.
- The provision of mooring facilities
- The provision of facilities to store the boat trailers during the event
- The provision of transport between the craning and mooring facilities where applicable
- **The provision of towing facilities where difficulties may be encountered in sailing to the racing area, e.g. getting out of a harbour or river**
- The appointment of the Race Officer and Race Management Team
- The provision of patrol boats for mark laying and safety cover (the minimum number to be agreed with NSOA)
- The provision of a beach master to police any tally system in operation
- Recruiting a protest committee and organising any protests or arbitrations necessary. **NSOA do not require on the water jury boats.**
- Supplying the prizes
- Supplying a list of trophy winners to NSOA
- Organising the social events
- Arranging bar extensions

SPONSORSHIP

The NSOA does not have a class sponsor. The host club can recruit sponsorship as they wish. It is expected that the financial benefit of sponsorship will be split between the class (in terms of reduced entry fees or enhanced prizes) and the host club.

Please note, that as many of the older squibs are painted, NSOA does not permit the fixing of sponsors materials or bow numbers to the hull.

CLOTHING

The Host Club is free to source and sell commemorative clothing as a way of raising funds. T-shirts and Rugby shirts usually sell well. In view of the nature of the fleet small sizes do not sell.

SCRUTINEERING

The host club should organise scrutineering of competitors, normally on Friday pm and Saturday. Items for scrutineering are at the discretion of the host club, however the NSOA technical subcommittee will suggest a minimum; boat weighing is mandatory, however and the load cell owned by NSOA must be used. The host club is strongly advised to have an experienced squib measurer available at scrutineering. Any boat presenting for weighing at scrutineering where the number and weight of correctors do not match the certificate should be sent to the back of the queue until she conforms.

LAUNCHING & RETRIEVAL

Craning facilities should be provided on the Friday and Saturday at the start of the event and Friday at the end of the event. Whilst some of the sailors have their own strops the club should not rely on this. There should be a decent area of hard-standing near the crane where scrutineering can be carried out at the start of the event.

At the end of the event the club should ensure that the craning facilities are capable of lifting out all the boats in time for the final Prize Giving event on Friday evening, **and ideally within a period of 2 hours. It is recommended that 2 cranes be used if at all possible.**

It is acceptable for competitors to have to sail from the craning area to the mooring area but where the distance is more than walking then transport should be provided between the two areas for both launching and retrieval. A minibus is usually sufficient.

MOORINGS

The host club should provide mooring facilities for up to 100 boats. These can be either;

- rafting up alongside a jetty or in a marina or
- individual moorings.

The mooring facilities should be accessible at all states of the tide.

Where individual moorings are supplied the host club should arrange transport to and from the moorings included within the entry fee.

The type of mooring facilities should be specified in the Notice of Race to ensure that competitors are prepared when they arrive. **The Notice of Race should also specify any requirement for fenders / mooring lines / strops etc.**

SOCIAL PROGRAMME

It is normal practice to hold a social event on the majority of the evenings and a separate charge should be made for them. The nature of these is at the discretion of the host club but the following should be borne in mind when arranging them.

- The racing is must take precedence over the socials, ideally no social event should start before 7.30 to allow for flexibility for the racing to run late (or the social event should have a built-in contingency to enable it to run later if needed).
- The majority of Squib sailors are middle-aged men who only meet as a group twice a year and like excuses to chat. There are not very many women and most of the sailors do not bring their wives and families.
- The host club should ensure that the bar is open when competitors return from racing and reasonable extensions to closing hours are obtained.
- It is highly recommended that food be provided as competitors come ashore e.g. bacon butties, beef-burgers, pizza slices.
- Socials that work well are;
 - i. Suppers such as barbecues, hog roasts, curry nights,
 - ii. Participative events such as bowling, go-kart racing, horse racing.
 - iii. Music and comedy so long as they are not too intrusive. Karaoke would probably also work.
 - iv. Home visits where members of the home fleet entertain groups of the visitors in their own homes
- A minority of the sailors are also golfers so a golf tournament at a supplement can work.
- Having tickets for each event plus a ticket for the week at a slightly reduced price often gives the best result for ticket sales. However if yours is a venue with lots of local attractions then this approach does not work.
- The host club should provide for a cocktail reception for club helpers to be hosted by NSOA. The purpose of this reception is for NSOA to thank organisers and people involved from the host club running the week. It is recommended that a private room capable of accommodating 30 people is provided for this. The reception normally lasts for 1 hour. Cost is borne by NSOA.
- The host club should provide for the class A.G.M. There are normally about 60 attendees. A private area is preferred. Timing should be midweek.
- The host club should arrange for a final Prize Giving dinner on the final Friday of the event. A supplementary charge is made for this. The final Prize Giving dinner should be a sit-down meal where everyone sits down in one room with music and ticket holders should be able to book their places on a table plan prior to the event. Competitors expect to dress up for this meal. The host club should arrange a bar extension.

CHAMPIONSHIP FORMAT

SCHEDULE OF RACES

1. The championship event is scheduled to consist of a practice race (or races) plus 6 or 8 points races, depending on the venue's constraints
2. The championship will be determined on the results of the points races held daily, Sunday through to Friday. There will be no discards if 4 or less races are held. There will be 1 discard if 5 to 6 races are held, 2 discards if 7 or 8 races are held. The practice race cannot be included as a championship points race.
3. There will be one points race per day on Sunday, Tuesday, Thursday and Friday and two points races on Monday and Wednesday if 8 races are held otherwise there will be one points race per day Sunday to Friday.
4. Races should ideally be scheduled to commence at the same time each day, ideally 11:00 am (+/- 15 mins). The time selected should depend on the wind history and tides for the venue, e.g. to take advantage of sea breezes.
5. We prefer the race officer to be flexible on programming the racing waiting for sea-breezes / weather systems / wind to settle / being prepared to send us back ashore whilst waiting for wind to settle / not sending us out to race until wind has settled. The forecast should be assessed and local knowledge applied on a daily basis with a view to adjusting the start time. The quality of races is more important than quantity and the racing must take precedence over the social programme (flexibility on the social front). If wind is anticipated in the afternoon the fleet would prefer an early postponement to allow them to make use of the morning rather than sitting waiting for a decision.
6. The Race Officer should only hoist the 'D' flag when he believes that he is in a position to start a race.
7. The SI's should allow for the potential to bring a race forward in the case of an adverse weather forecast
8. Under no circumstances will more than 2 races be run in a day.
9. All fleets Gold, Silver & Bronze race together for the same overall prizes.

PRACTICE RACES

1. The practice race is to be programmed for the Sunday at the start of the event. It is recognised that practice races are of benefit to both competitors and the race committee. Short Practice races are preferred, as little as 1 lap. No benefit is gained from 1 Long Practice race.
2. The short practice race on the Sunday should be immediately followed by the first points race.
3. If necessary the practice race should be abandoned to enable the first points race to take place on time.

STARTS

- Due to the size of the entry the starting line should consist of yachts at each end with a flag or streamer at the top of each mast. Experience shows that without this the fleet loses sight of where the line is and fails to start correctly.
- Longer start lines are preferred as this assists the fleet to get away "on time". It is suggested that the race officer should allow +10% on R.Y.A guidelines. Gate starts are not to be used for the main series.
- In view of the length of the start line the Race Officer should consider repeating signals at the pin-end, using a mid-line buoy and setting square lines.
- The first attempt at starting any race **should always be using a Blue Peter** unless there are pressures of time that preclude this. The fleet likes to have one attempt to get away cleanly before moving on to Black Flags.
- The only penalty to be applied at the start is the Black Flag.
- Races should not be started unless the wind is 5 knots or above for the whole of the starting sequence. **If the wind drops below 5 knots during a race we rely on the experience of the race officer to decide what action to take.**

COURSES

- The courses that are available for use are described in the NSOA standard sailing instructions. The class likes a variety of courses over the week's event.

- Windward / Leeward courses should be used in particularly heavy or light winds < 8 knots and > 20 knots.
- The first windward leg should be timed for approximately 30 minutes duration and be 1 nm as a minimum.
- The first beat should be longer than subsequent beats to provide separation at the windward mark.
- In lighter wind conditions the speed differential of the fleet through the water is greater than in moderate to heavy weather. To prevent the front of the fleet lapping the back in light winds the lap size should be increased by bringing the leeward mark closer to the start area and the race officer should be prepared to shorten to meet the target time.
- When Triangular Legs are used, it is preferred that reaches are not “close” reaches to allow boats to take a leeward course as an option. A gybe angle of 80° is suggested.
- It is recommended that where a hitch mark is laid then it should be a different colour to the windward mark to prevent confusion.
- The finishing mark, unless the course has been shortened at a mark, should be readily distinguishable from a normal rounding mark.
- The target duration for points races is 2 hours unless more than one race is scheduled on a day in which case it is 1.5 hours.

USE OF RADIOS

The Squib class encourages the PRO to communicate with the fleet by radio and an increasing number of boats are equipped with them.

The recommended channel is M2/P4.

The type of information found useful is;

- course to be sailed
- expected timings, with any reason for delay
- weather and sea conditions
- countdown to the start

If the Race Officer is comfortable with the situation the Race Management channel should be made available to be listened to.

PRIZES

Trophies

The host club should invite entry to the following trophies on the Entry Form and at registration:

1. "Con Brio" Trophy Combined crew age over 125 years.
2. "Felixstowe Ferry" Trophy Leading helm over 65.
3. "Frank Davis" Trophy Leading helm under 21.
4. "Melody" Trophy Leading boat with crew related by Blood or Marriage.
5. "Holyhead" Trophy Leading Lady Helm.
6. "Leading Lady Bowl" Leading boat with a lady crewing.
7. "Leicester Veterans" Trophy Leading boat with an average age of over 50.
8. "NSOA Decanter" Leading boat carrying a disabled helm or crew
9. "Parker Sailboats" Trophy Leading helm that is new to the event
10. "The Shackle Trophy" Combined crew age 70 years or under
11. "International Paints Team Cup" Lowest aggregate score from 3 boats from the same club, clubs to nominate teams of 3 boats prior to the start of the 1st points race. Clubs may enter as many teams as they wish.

Other class trophies are detailed in the NSOA Standard Notice of Race and Sailing Instructions.

The engraving of the trophies is the responsibility of the winner.

Daily Prizes

Daily prizes should be awarded to;

1. the top 10% of the fleet minus 2; both Helm and Crew should receive prizes. The intrinsic value of the prize is irrelevant, but it should, where possible, be inscribed as a minimum with the event, year and logo. Engraving is particularly important
2. the first and second in the Silver & Bronze Fleets
3. the boat that finishes in the position corresponding to the age of the Squib. In 2008 this was 40.

The intrinsic value of the prize is irrelevant, but it should, where possible, be inscribed as a minimum with the event, year and logo. **Engraving is particularly important for the 1st 3 overall and silver and bronze fleet prizes.**

Overall Prizes

On overall results, additional prizes should be awarded to;

1. the top 20% of the fleet (on the same basis as above)
2. the first 3 in each of the Silver & Bronze fleets respectively.
3. the first 3 boats eligible for the Leading Lady Bowl

City of Plymouth Trophy is awarded to the "highest placed boat excluding any major trophy winner". This means to a boat, irrespective of whether they had won a trophy based on age or sex or marriage, that is the highest placed outside the top 3 but that hasn't won an individual race.

The Overall prizes must be inscribed with event, year and logo plus what they were awarded for e.g. 1st Overall, Leading Lady Helm. **NSOA have produced a spreadsheet which the host club can use to determine what prizes are required to be purchased and to assist in budgeting. This spreadsheet details which trophies require replicas and whether helm& crew should receive prizes.**

GOLD / SILVER / BRONZE FLEETS

The initial list of rankings into Gold / Silver / Bronze will be supplied by NSOA.

When entries are invited entrants are requested to indicate which fleet they want to be considered for on the entry form.

The final list of rankings is produced by the host club by checking what entrants have requested on the entry form and applying this to the NSOA supplied rankings. If the request is for a higher fleet e.g. silver when NSOA have got them as bronze then you use the fleet they have requested. If the request is for a lower fleet e.g. bronze when NSOA have got them as silver then the NSOA ranking should be used.

This is to try and prevent pot-hunting and we let them move up so as not to offend ...

After the first two points races the NSOA representative will reassess the rankings and adjust if necessary. Any daily prizes already awarded still stand.

PRIZE GIVING

Prize Giving should be held daily and also at the final Prize Giving dinner.

- **DAILY PRIZE GIVING**

1. It is recommended that, subject to protests, a daily Prize Giving is held at a regular time, say 6:00 pm or 1 hr after the fleet comes ashore, at a regular venue each day. It is suggested that to ensure attendance at the daily Prize Giving that the club considers alternative protocols.

Suggestions are:

- Obtaining sponsorship in the form of goody bags, vouchers etc. that can be raffled daily. Only attendees can pick up prizes.
- Awarding special awards in addition to silver & bronze fleet prizes

This has the added effect of spreading awards throughout the fleet

2. Daily Prize Giving will also include the awarding of the 'Dick of the Day' otherwise known as the jacket. It is the responsibility of the current holder of the jacket to receive nominations and make the award at the daily Prize Giving.

- **FINAL PRIZE GIVING**

1. All the Trophies are to be presented at the final Prize Giving dinner. Any competitor winning more than one Trophy, has all Trophies announced, but makes one trip to collect. The final presentation will always be for the John Player Trophy.
2. It is the responsibility of NSOA to arrange for Trophies to be present.