



MEDWAY YACHT CLUB REGATTA

Incorporating the Sonata Class Eastern Championships

26th - 29th May 2023

Sailing Instructions

The notation '[DP]' in a rule in the Sailing Instructions (SIs) means that the penalty for a breach of that rule may, at the discretion of the Protest Committee, be less than disqualification.

ORGANISING AUTHORITY: Medway Yacht Club

- 1. Rules:**
 - 1.1. The Regatta will be governed by:
 - 1.2. The Rules are set out in the Notice of Race for the MYC Medway Regatta 2023.
 - 1.3. These Sailing Instructions (SI's) and other rules and bylaws as detailed in the Notice of Race (NOR).
 - 1.4. In the event of any conflict in these rules, those of the SI's shall prevail except over those of the Peel Ports and the London Port Authority. This changes rule 63.7.
 - 1.5. Boats racing with an IRC rating shall comply with the IRC rules 2022 parts A, B and C.
 - 1.6. RRS Changes: RRS 35: RRS 64.1 RRS 66: RRS A4 & A5: RRS Race Signals: see details below.
 - 1.7. Dragon Class: IDA Rules 13.10 (Crew numbers) and 13.30 (crew weight) do not apply. Depth sounders are permitted. This changes IDA rule 12.20.
- 2. Changes to the Sailing Instructions:**
 - 2.1.** Any changes to the Sailing Instructions will be posted before 0830 on the day it will take effect, except that any change to the schedule of races will be posted by 1830 on the day before it will take effect.
- 3. Communication with Competitors:**
 - 3.1.** Notices to competitors will be posted on the official notice board located in the entrance lobby of the Medway Yacht Club.
 - 3.2.** The Race Office will be situated in the Library at the Medway Yacht Club.
 - 3.3.** On the water, VHF communication from the Race Committee will be available on channel 72 to announce courses and other information for competitors.
 - 3.4.** Course details may be sent via text message or WhatsApp to competitors who register a mobile phone number on the entry form.
- 4. Code of Conduct:**
 - 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.

4.2. DP] N/A.

5. Signals Made Ashore:

5.1. Signals made ashore will be displayed from MYC Race Hut mast.

5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP. This changes RRS Race Signals AP.

6. Schedule of Races:

6.1. The schedule of the races is detailed in section 9 of the NOR.

6.2. The Daily Schedule of Races will be announced by VHF channel 72 on the day. Boats should be within the vicinity of the committee boat to hear announcements and to watch the flag signals.

6.3. The first warning signal will not be before 09.55.

6.4. The starting interval may be 5 minutes or 10 minutes apart.

6.5. Classes may be combined for starting purposes.

6.6. At the discretion of the race committee, the order in which classes start for second or subsequent races on any day may be changed.

6.7. No warning signal will be made on Monday 29th May after 13:00.

7. Classes and Class Flags.

7.1. *The Classes and Class Flags are shown in the Regatta Web Site.*

7.2. For boats entering the River Challenge race the number 4 pennant must be flown.

7.3. The class flag for Class One (NHC 0.889 and above and IRC) is ICF No 1.

7.4. The class flag for Class Two (NHC 0.888 and below and IRC) is ICF No 2.

7.5. The class flag for Dragons is ICF "D".

7.6. The class flag for Sonatas is ICF "F".

7.7. The Class flag for the Squibs is "NN9".

7.8. Class flags for all classes except Dragon and Squibs shall be flown whilst racing from the backstay or nearest equivalent point.

8. Racing Areas:

8.1. Racing will be on the River Medway, the Approaches to the River Medway and adjacent Thames Estuary.

9. Courses

9.1. Courses will be around fixed and inflatable marks chosen from those listed on the list of Racing Marks detailed in Appendix 1 except for the River Challenge which may be around the Montgomery wreck depending on the weather.

9.2. The courses to be sailed will be announced on VHF Ch.72 prior to the warning signal for each class and may be texted to registered mobile phones.

9.3. Windward/Leeward courses will be announced on VHF Ch. 72.

9.4. The Windward/Leeward course is detailed in Appendix 2. One lap is: 1P, 1aP, 2P, start/finish line.

- 9.5. The number of laps will be displayed on the Committee boat no later than the warning signal.
- 9.6. Squib Class courses will be taken from the Medway Yacht Club in river course card detailed on Appendix 3.

10. Marks

- 10.1. The marks of the course will be Medway/Thames Estuary navigation buoys and permanent yellow horizontal barrels as listed in the Racing Marks document and temporarily laid inflatable buoys which if used will have their approximate position and description broadcast from the committee boat.
- 10.2. Marks for the windward/leeward races will be orange or white inflatable buoys.

11. Obstructions

- 11.1. The Medway is a commercial navigable river and as such various international regulations and local bylaws apply to vessels using the marked fairway or jetties, piers, berths mooring etc.
- 11.2. At any time, an official boat displaying Naval Numeral Zero and ICF Pennant Number Nine may escort such vessels through the racing area. No boat shall sail between the escort and the vessel being escorted. Any boat reported by an official boat as deemed to have caused a perceived obstruction, may be subject to protest by the race committee and liable to be scored DNE.
- 11.3. Boats shall not sail on the shore side of Folly Beacon, Darnett Beacon, Bee Ness Jetty and its outlying dolphins or the North Cardinal marking the outfall to the north east of Garrison Point.
- 11.4. Boats may not sail across Bishop Marsh which lies between Darnett Ness and Bishop Ness.
- 11.5. Attention is drawn to the exclusion zone around the LNG terminal on the North shore between Z1 and Victoria. It is advised that boats should stay to the south of a line between Z2 and South Kent Buoys. Failure to observe this exclusion zone can result in a heavy fine from the Port Authority.
- 11.6. Please note that if a gas vessel is manoeuvring all vessels should stay well clear at all times.
- 11.7. Vessels on moorings or at anchor are deemed to be obstructions for the purpose of RRS. If a boat or its crew make contact with a moored or anchored vessel, she shall declare the contact at the end of the race and accept a 20% scoring penalty pursuant to RRS 44.3(c).
- 11.8. If a boat caused injury or serious damage, her penalty shall be to retire. A boat deemed to have contravened this instruction will be subject to protest and liable to be scored DNE. A mooring or anchor line or chain or an object accidentally attached to a moored or anchored vessel is not part of it.
- 11.9. Any reasonable means of propulsion including the use of an engine may be used by a boat to avoid making contact with a moored or anchored boat provided that the use of the engine or other means of propulsion ceases as soon as the boat is clear and she does not gain a significant advantage in the race.
- 11.10. Boats shall not sail over span lines or fore and aft moorings.

12. The Start

- 12.1. Races will be started in accordance with RRS 26.
- 12.2. Boats arriving in the starting area are to sail to the starboard side of committee vessel to acknowledge their intention to race.
- 12.3. The starting line will be between a staff or mast displaying an orange flag on the race committee boat and either an inflatable buoy or a staff/mast displaying an orange flag or an outer distance boat/rib.
- 12.4. Boats, marks or other items attached to the race committee boat for the duration of the starting sequence are deemed to be part of the committee boat and are not temporary attachments.
- 12.5. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number using the designated VHF channel. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request; this changes RRS 62.1(a).
- 12.6. A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 12.7. For Club line starts, the start line will be a transit line running approximately north/south through the apexes of two white triangles mounted on poles positioned above and to the rear of the race box.
- 12.8. When a buoy is laid near the race committee vessel approximately on the start line, it is a starting limit mark and shall be left on the same side as the nearby race committee vessel.
- 12.9. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

13. Change of the Next Leg of the Course:

- 13.1. To change the next leg of the course for windward leeward courses, the race committee will move the original mark or the fishing line to a new position and remove the original mark as soon as practicable.
- 13.2. When in a subsequent change, a new mark is replaced, it will be replaced by an original mark.

14. The Finish:

- 14.1. The finishing line will be a line between a staff or mast displaying an orange flag on the race committee boat and either an inflatable buoy, Medway/Thames Estuary Navigation buoy, permanent yellow horizontal barrels as listed in the Racing Marks document or a staff/mast displaying an orange flag on an outer distance boat/rib.
- 14.2. For club line finishes, the line is described in section 12.7 above.

15. Penalty System:

- 15.1. The Scoring Penalty RRS 44.1 applies except a boat shall take a one turn penalty when she may have broken one or more rules of Part 2 in an incident while racing.
- 15.2.

16. Time Limits:

- 16.1. The time limit for boats will be as follows:
- 16.2. On days when Cruiser classes are scheduled for one race, the time limit for all boats will be 17.30 hrs. Any boat finishing after the time limit will be scored DNF.
- 16.3. On days where Cruiser classes are scheduled for 2 races, the time limit for the first race will be 60 minutes after the first boat finishes and 17.30 hrs for all boats for the second race. Any boat finishing after the time limit will be scored DNF.
- 16.4. On days where Cruiser classes are scheduled for 3 or 4 races, the time limit for the first 3 races will be 20 minutes after the first boat finishes, and 17.30 hrs for the last race of the day. Any boat finishing after the time limit will be scored DNF.
- 16.5. For the windward/leeward courses, the following will apply:
- 16.6. The target time for each race is 60 minutes.
- 16.7. The race time limit is 90 minutes.
- 16.8. The Finishing Window is the time for boats to finish after the first boat 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. The Finishing Window is 20 minutes after the first boat finishes
- 16.9. Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

17. Hearing Requests and Requests for Redress:

- 17.1. Hearing Request forms are available from the Regatta Office.
- 17.2. Hearing Request Forms shall be delivered to the Regatta Office within the appropriate time.
- 17.3. The Hearing Request time is 120 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is the later.
- 17.4. Notices will be posted no later than 30 minutes after the Hearing Request time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 17.5. Hearing Requests will be held in the library (Regatta Office) at the time stated on the notice.
- 17.6. A schedule of hearings will be displayed on the official notice board 2¼ hours after the last boat finishes or retires from the last race of the day.
- 17.7. Further hearings may be added to the schedule.
- 17.8. Notices of Hearing Requests by the race committee or the Hearing Request committee will be posted to inform boats under RRS 61.1(b).
- 17.9. On the last day of the Regatta a request for re-opening a hearing shall be delivered within the Hearing Request time limit when the party requesting the re-opening was informed of the decision on the previous day and no later than 30 minutes after the party requesting re-opening was informed of the decision on the last day. This changes RRS 66.
- 17.10. The RYA Post-Race penalty, the Advisory Hearing and RYA Arbitration of the RYA rules disputes process will be available.

18. Scoring: See NOR 14

19. Safety: [DP] Boats retiring shall notify the Race Committee at the first opportunity by VHF or notifying an Official Vessel

20. Official Vessels: Official boats will be marked by displaying 'ICF' Numeral 9.

21. Prizes: See NOR 19.

22. Replacement of Crew or Equipment:

22.1. [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

23. Berthing:

23.1. [DP] Boats shall be kept in their assigned moorings during the event.

24. Haul out Restrictions:

24.1. See NOR 18

25. Equipment and Measurement Checks:

25.1. A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

Medway Yacht Club (Office)

Lower Upnor, ROCHESTER ME2 4XB

Tel: 01634 718399

office@medwayyachtclub.com

www.medwayyachtclub.com

DATE: 15th April 2023

Please note that the positions listed are approximate and should be checked against an up to date large scale chart. Misprints of positions or descriptions shall not be grounds for redress

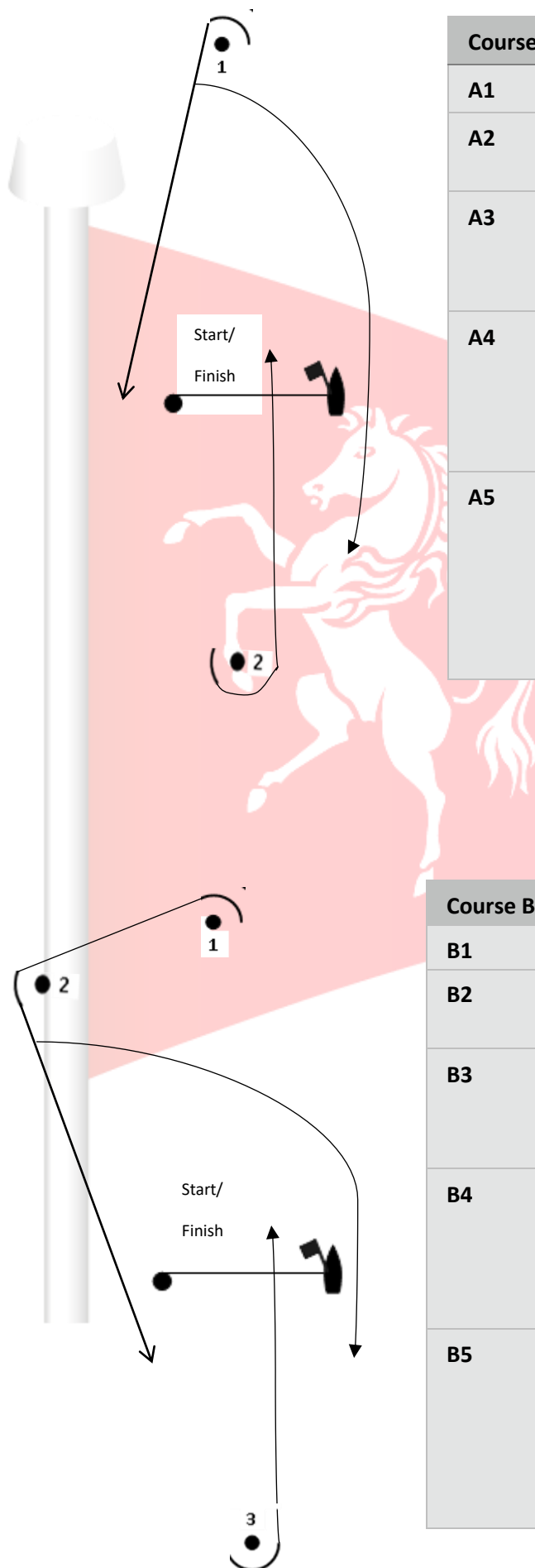
Appendix 1 Medway Regatta Racing Marks

Designation	Name	Description	Approximate Position		Notes
30		R. Can	51:24.08N	0:33.45E	
29		G. Conical	51:24.00N	0:33.75E	
28		R. Can	51:23.88N	0:34.08E	
27		G. Conical	51:23.91N	0:34.71E	
26		R. Can	51:23.84N	0:34.76E	
25	Folly	G. Conical	51:24.09N	0:35.25E	
24		R. Can	51:24.04N	0:35.37E	
23	Darnet	G. Conical	51:24.60N	0:35.66E	Always stbd. (if used)
MYA 1		Y. Barrel	51:24.66N	0:35.79E	Always port (if used)
22		R. Can	51:24.51N	0:36.09E	
20		R. Can	51:24.52N	0:36.92E	
19		G. Conical	51:24.63N	0:36.91E	
Autumn		Y. Barrel	51:24.71N	0:36.91E	
18		R. Can	51:24.48N	0:37.90E	
17		G. Conical	51:24.60N	0:37.90E	
MYC 4		Y. Barrel	51:24.76N	0:37.93E	
16	Bishop	R. Can	51:24.71N	0:38.78E	
B.OOZE		Y. Barrel	51:24.14N	0:38.79E	
15		G. Conical	51:24.75N	0:38.44E	
W. Bulwark		R. Can	51:25.38N	0:39.10E	
E. Bulwark		G. Conical	51:25.39N	0:39.25E	
14		R. Can	51:25.43N	0:39.63E	
13	Stoke	G. Conical	51:25.76N	0:39.84E	
12		R. Can	51:25.76N	0:40.20E	
11		G Conical	51:25.51N	0:45.80E	
Z2		N. Cardinal	51:25.65N	0:41.63E	
Stangate Spit		E. Cardinal	51:25.41N	0:41.55E	
S. Kent		R. Can	51:25.98N	0:43.66E	
Queenborough Spit		BYB Pillar	51:25.82N	0:43.94E	
Grain Hard		G. Conical	51:26.90N	0:44.18E	
Grain Edge		G. Conical	51:27.63N	0:45.49E	
Nore Swatch		R. Can	51:28.30N	0:45.50E	
Mid Swatch		G. Conical	51:28.68N	0:44.18E	
Sea Reach No2 South		R Can	51:29.30N	0:49.75E	
Sea Reach No3 South		R Can	51:29.22N	0:46.71E	
Sea Reach No4 South		R Can	51:29.50N	0:44.12E	
Sea Reach No5 South		R Can	51:29.85N	0:41.43E	
W Shoebury		G. Conical	51:30.23N	0:45.81E	
S. Shoebury		G. Conical	51:30.44N	0:52.47E	
W Nore Sand		R. Can	51:29.42N	0:40.89E	
10A		Y. Can	51:27.57N	0:46.92E	
8A		Y. Can	51:27.71N	0:47.70E	
6A		Y. Can	51:27.88N	0:48.58E	
4A		Y. Can	51:28.01N	0:49.42E	
2A		Y. Can	51:28.21N	0:50.53E	
E. Cant		R. Can	51:28.54N	0:55.62E	
W Cant		R Can	51:27.21N	0:45.50E	
Spile		G. Conical	51:26.34N	0:55.78E	
Mid Cant		BY Beacon	51:26.85N	0:49.78E	
Medway		R&W Safe Water	51:28.85N	0:52.78E	
Inflatables and temporary marks			Approx. positions will be broadcast from the main committee boat		

Please note that the positions listed are approximate and should be checked against an up to date large scale chart. Misprints of positions or descriptions shall not be grounds for redress.

Appendix 2 Windward Leeward Courses

Note: The Marks will be as described in Section 9 of the SI's and not necessarily as they appear in the course diagrams below where all Marks are for illustrative purposes only.



Course A Course Designation	
A1	1p, 2p, start/finish
A2	1p, 2p, start/finish, 1p, 2p, start/finish
A3	1p, 2p, start/finish, 1p, 2p, start/finish, 1p, 2p, start/finish
A4	1p, 2p, start/finish, 1p, 2p, start/finish, 1p, 2p, start/finish, 1p, 2p, start/finish
A5	1p, 2p, start/finish, 1p, 2p, start/finish, 1p, 2p, start/finish, 1p, 2p, start/finish, 1p, 2p, start/finish

Course B Course Designation	
B1	1p, 2p, 3p, start/finish
B2	1p, 2p, 3p, start/finish, 1p, 2p, 3p, start/finish
B3	1p, 2p, 3p, start/finish, 1p, 2p, 3p, start/finish, 1p, 2p, 3p, start/finish
B4	1p, 2p, 3p, start/finish, 1p, 2p, 3p, start/finish, 1p, 2p, 3p, start/finish, 1p, 2p, 3p, start/finish
B5	1p, 2p, 3p, start/finish, 1p, 2p, 3p, start/finish, 1p, 2p, 3p, start/finish, 1p, 2p, 3p, start/finish, 1p, 2p, 3p, start/finish

Appendix 3 MEDWAY YACHT CLUB

2023 IN-RIVER COURSE SHEET

No	Dist	Direction	
1	15.50	NE/SW	15(P) MYC4(P) 20(P) 15(P) W Bulwark(S) 12(S) 18(S) MYA1(P) 27(P) 24(P) MYA1(P) 30(P)
2	15.30	NE/SW	15(P) 13(S) 16(S) W Bulwark(S) 14(S) 18(S) MYC4(P) 22(P) 20(P) Autumn(P) MYA1(P) 30(P)
3	15.15	ANY	26(P) 30A(P) 28(P) 23(S) 22(P) MYC4(S) Booze(S) 15(S) Booze(S) 16(P) 18(S) Autumn(S) 17(S) MYA1(P) 26(S) 30(P)
4	15.00	N/S	16(S) Otterham Fairway(P) 12(P) Otterham Fairway(P) 15(P) MYA1(P) 24(S) 30(P)
5	14.80	N or NW	30(P) 26(P) 22(P) 23(S) 20(P) Autumn(S) 18(P) MYC4(S) Booze(P) W Bulwark(P) Booze(P) W Bulwark(P) 22(S) 30(P)
6	14.57	SE/NW	28(P) 30(P) 26(P) 23(S) 22(P) 19(S) 18(P) Autumn(S) 15(S) Booze(S) 15(S) Booze(P) 16(P) 18(S) Autumn(P) 20(S) MYA1(P) 28(S) 30(P)
7	14.50	E/W-T	27(P) 25(S) Otterham Fairway(P) 15(P) 23(S) 16(P) 22(S) 30(P)
8	14.30	SW/NE	20(P) MYC4(S) 15(P) W Bulwark(S) 14(S) 16(S) 13(S) 18(S) MYC4(P) 30(P)
9	14.10	N	30(P) 26(P) 22(P) 23(S) 20(P) Autumn(S) 18(P) MYC4(S) Booze(P) W Bulwark(P) Booze(P) 15(P) 22(S) 30(P)
10	14.00	N(NE) S(SW)	26(P) 23(S) 22(P) 15(P) W Bulwark(S) Otterham Fairway(S) W Bulwark(S) 16(S) 30(P)
11	14.00	N/S	30A(S) 30(P) 27(S) 26(P) 24(P) 23(S) 20(P) Autumn(S) 18(P) 16(P) W Bulwark(S) 14(P) 13(P) W Bulwark(P) 16(S) MYC4(P) MYA1(P) 26(S) 30(P)
12	14.00	N/S	26(P) 25(S) 24(P) 23(S) 16(S) Otterham Fairway(P) 13(P) Otterham Fairway(S) 15(P) MYA1(P) 26(S) 30(P)
13	14.00	N/S- NE/SW	30(P) 26(P) 24(P) 23(S) 16(S) Otterham Fairway(P) 12(P) 16(S) MYA1(P) 24(S) 30(P)
14	14.00	NW/SE	16(S) Booze(S) 15(S) 16(S) Booze(S) MYC4(P) 20(S) Autumn(P) 22(S) MYA1(P) 30(P)
15	14.00	SW	30(P) 24(P) 23(S) 15(P) 14(S) 16(S) 17(S) 13(S) 16(S) MYC4(P) 26(S) 30(P)
16	13.87	N/S	24(P) 23(S) 22(P) Autumn(S) 20(P) MYC4(S) 18(P) 16(P) W Bulwark(S) Otterham Fairway(S) 15(P) MYC4(P) 18(S) 22(P) 30(P)
17	13.52	NE/SW	28(P) 23(S) 26(P) 22(P) MYC4(S) 15(P) 12(S) 20(S) MYA1(P) 28(S) 30(P)
18	13.50	E/W-T	S Yantlet3(S) 29(P) 23(S) 20(P) 16(S) Otterham Fairway(S) 24(S) 30(P)
19	13.50	N/S	24(P) 23(S) 22(P) Autumn(S) 20(P) MYC4(S) 18(P) 16(P) W Bulwark(S) Otterham Fairway(S) 15(P) MYC4(P) 18(S) 30(P)
20	13.30	NW/SE	30(P) 24(P) 25(S) 22(P) Autumn(S) 18(P) 16(P) Autumn(P) 18(P) 16(P) MYC4(P) 20(S) 30(P)
21	13.10	SE/NW	30(P) 24(P) 25(S) 23(S) 22(P) Autumn(S) 18(P) 15(S) Booze(P) 15(P) 18(S) Autumn(P) 18(S) 19(P) 20(S) MYA1(P) 22(S) 28(S) 30(P)
22	13.00	N/S	30(P) 27(S) 26(P) 24(P) 23(S) 20(P) 18(P) MYC4(P) Autumn(P) 20(P) 18(P) MYC4(P) MYA1(P) 25(S) 26(S) 30(P)
23	12.80	E/W-T	26(P) 23(S) 24(P) Otterham Fairway(P) 14(P) 16(S) 30(P)
24	12.50	NE/SW	22(P) MYC4(S) 18(P) 12(S) 16(S) MYA1(P) 26(S) 30(P)
25	12.50	SW/NE	26(P) 27(S) 25(P) 23(S) 22(P) Autumn(S) 18(P) 12(P) 13(P) 18(S) MYC4(P) 20(S) MYA1(P) 26(S) 27(P) 30(P)
26	12.40	EW	30(P) 24(P) 23(S) MYC4(S) 16(S) 19(S) 17(S) 18(S) 22(S) 20(S) 22(P) 30(P)
27	12.27	ANY	26(P) 27(S) 24(P) 23(S) 20(P) Autumn(S) 18(P) MYC4(S) 16(P) BeeNess(S) W Bulwark(S) Booze(S) MYC4(P) 22(S) MYA1(P) 24(S) 30(P)
28	12.00	N/S	24(P) 23(S) 18(P) 15(P) W Bulwark(S) 16(S) 24(S) MYA1(P) 26(S) 30(P)
29	12.00	NW/SE	29(P) 30A(P) 29(P) 18(P) Autumn(P) 20(S) MYA1(P) 26(S) 28(S) 30A(P) 30(P)
30	11.8	ANY	26(P) 27(S) 24(P) 23(S) 20(P) Autumn(S) 18(P) MYC4(S) 16(P) BeeNess(S) 16(S) MYC4(P) 18(S) 22(S) MYA1(P) 24(S) 30(P)
31	11.60	EW	24(P) 30(P) 15(P) MYA1(P) 24(S) 30(P)
32	11.60	NE&EW	30(P) 26(P) 23(S) 16(S) 19(S) 16(S) 30(P)
33	11.50	E/W-T	26(P) 25(S) Otterham Fairway(P) 24(S) 30(S) 24(P) 30(P)
34	11.40	NW/SE	26(P) 30A(P) 26(P) 30A(P) 26(P) 30A(P) 26(P) 30(P)
35	11.30	SW	23(S) 15(P) MYC4(P) 20(S) Autumn(P) 22(S) MYA1(P) 26(S) 30(P)
36	11.20	E/W-T	24(P) S Yantlet4(S) S Yantlet2(P) Booze(P) S Yantlet2(P) Booze(P) 25(P) 30(P)
37	11.2	NW-T	30(P) 31(S) 28(P) 24(P) Hoo1(S) S Yantlet4(P) 23(S) 22(P) 18(P) Autumn(P) S Yantlet4(S) Hoo1(P) 25(S) 30(P)
38	11.00	SW&SE-T	26(S) 29(P) 27(S) 26(P) Otterham Fairway(P) 15(P) 18(S) Autumn(P) 25(P) 24(S) 30(P)
39	11.00	SW/NE	26(P) 27(S) 25(P) 23(S) 22(P) 18(P) 15(P) MYC4(P) 20(S) MYA1(P) 26(S) 30(P)
40	10.80	NW/SE-T	24(P) S Yantlet4(S) Otterham Fairway(P) S Yantlet3(P) Otterham Fairway(P) S Yantlet3(P) 25(P) 30(P)
41	10.62	NW/SE	28(P) 30(S) 24(P) 25(S) 22(P) 23(S) 18(P) Autumn(P) 20(S) MYA1(P) 22(P) MYA1(P) 28(S) 30(P)
42	10.50	SW	24(P) MYA1(P) 26(P) 23(S) 19(S) 22(S) MYA1(P) 26(S) 30(P)
43	10.42	N/S	26(P) 27(S) 25(S) 24(P) 23(S) 24(S) 23(S) 22(P) MYA1(P) 24(S) 23(S) 25(P) 22(P) 24(S) 29(S) 30(P)
44	10.3	EW	24(P) 29(P) 24(P) 23(S) 20(S) 22(S) 20(S) 24(S) 29(S) 30(P)
45	10.10	EW	30(P) 27(P) 30(P) 24(P) 29(P) 24(P) 29(P) 24(P) 30(P)
46	10.00	SW	24(P) 23(S) 18(P) MYC4(P) 17(S) 20(S) Autumn(P) 24(S) MYA1(P) 30(P)
47	9.90	E/W	24(P) 29(P) 24(P) MYA1(P) 27(S) 29(P) 24(P) 30(P)

48	9.80	E/W N/S-T	Otterham Fairway(P) 15(P) MYC4(P) 22(S) MYA1(P) 24(S) 30(P)
49	9.50	NW	15(P) MYC4(P) 18(S) Autumn(P) 20(S) 19(P) 22(S) MYA1(P) 24(S) 25(P) 26(S) 30(P)
50	9.50	W/E	24(P) 25(S) 20(P) 19(P) MYA1(P) 27(S) 30(P) 24(P) 25(P) 30(P)
51	9.37	ANY	31(S) 28(S) 30A(P) 26(P) 29(S) 24(P) 23(S) 22(P) MYA1(P) 24(S) 25(P) 28(S) 30(P)
52	9.30	NE/SW	28(P) 23(S) 26(P) MYA1(P) 25(P) 22(P) Autumn(P) 22(S) MYA1(P) 27(S) 30(P)
53	9.20	N/S	26(P) 23(S) 18(P) 15(P) MYC4(P) 18(P) MYC4(P) 30(P)
54	9.1	NW-T	28(P) 29(S) 28(P) 26(P) 27(S) 25(S) 24(P) Hoo1(S) S Yantlet4(P) Hoo1(S) 23(S) 22(P) 20(P) Autumn(P) 22(S) MYA1(P) 24(S) 28(S) 30(P)
55	9.00	NE/SW	31(S) 30(P) 23(S) 26(P) 20(P) Autumn(P) 22(S) MYA1(P) 24(S) 26(S) 30(P)
56	9.00	W/E	30(P) 24(P) 30(P) 24(P) 30(P) 24(P) 30(P)
57	8.9	NW-T	30(P) 31(S) 28(P) 24(P) Hoo1(S) S Yantlet4(P) 23(S) 22(S) S Yantlet4(S) Hoo1(P) 25(S) 30(P)
58	8.80	E/W-T	24(P) S Yantlet4(S) S Yantlet2(P) Booze(P) 25(P) 30(P)
59	8.80	NE/SW	20(P) MYA1(P) 24(S) 25(S) 20(P) MYA1(P) 30(P)
60	8.75	E/W	25(S) 24(S) 29(S) 25(S) 24(S) 29(S) 25(S) 24(S) 29(S) 30(P)
61	8.50	NW/SE	30(P) 24(P) 25(S) 22(P) Autumn(S) 18(P) MYC4(P) 20(S) 30(P)
62	8.30	N/S	26(P) 23(S) 24(S) 23(S) 20(P) Autumn(P) 26(S) 30(P)
63	8.30	N/S SW/NE	31(S) 29(P) 26(P) 23(S) 20(P) MYA1 (P) 24(S) 23(S) 24(S) 30(P)
64	8.30	NW/SE	28(P) 30A(P) 28(P) 30(P) 24(P) Hoo1(P) 24(P) Hoo1(P) 26(S) 30(P)
65	8.20	SW	26(P) MYA1(P) 26(P) MYA1(P) 26(S) 30(P)
66	8.1	NW-T	31(S) 30(P) 24(P) 25(S) Hoo1(S) S Yantlet3(S) S Yantlet4(S) Hoo2(S) 23(S) 30(P)
67	8.10	SE	31(S) 30(P) 31(S) 28(S) 30A(S) 26(S) 30A(S) 28(S) 30(P)
68	7.90	N/S	24(P) MYA1(P) 26(S) 23(S) 24(S) 25(P) 30(P)
69	7.7	NW-T	28(P) 29(S) 28(P) 26(P) 27(S) 25(S) 24(P) S Yantlet4(P) Hoo1(S) 23(S) 22(P) MYA1(P) 24(S) 30(P)
70	7.60	NE/SW	23(S) 27(P) 26(P) 22(P) 24(S) 30(P)
71	7.50	NW/SE	31(S) 30(P) 31(S) 29(P) 31(S) 28(P) 30(P) 26(P) 30(P)
72	7.30	E/W	26(P) 23(S) 24(S) 29(P) 26(P) 23(S) 24(S) 30(P)
73	7.30	W/E	24(P) 25(P) 27(S) 30(P) 24(P) 25(P) 30(P)
74	7.20	N/S	30(P) 26(P) 27(S) 24(P) MYA1(P) 24(S) MYA1(P) 26(S) 27(P) 30(P)
75	7.20	SE/NW	31(S) 28(P) 29(S) 26(P) Hoo1(S) 24(S) 25(S) MYA1(P) 25(S) 30(P)
76	7.20	SW/NE	28(P) 27(P) 28(P) 25(S) 26(P) 23(S) 30(P)
77	7	E/W	30(P) 26(P) 27(S) 24(S) 26(S) 28(S) 27(P) 30(P)
78	6.80	W/E	30(P) 24(P) 30(P) 24(P) 30(P)
79	6.7	E/W	26(P) 25(P) 30(P) 27(S) 28(S) 31(P) 30A(S)
80	6.70	NNE/SSW	27(S) 28(S) Hoo1(S) 25(S) 23(S) 24(S) 30(P)
81	6.60	N/S	30(P) 27(S) 26(P) 24(P) 23(S) 22(P) MYA1(P) 25(S) 26(S) 27(P) 30(P)
82	6.50	E/W	29(P) 27(P) 29(P) 28(P) 26(P) 28(S) 29(S) 24(P) 30(P)
83	6.40	NW/SE	28(P) 30(S) 24(P) Hoo1(P) 24(S) 25(P) 26(S) 30(P)
84	6.30	SW/NE	26(P) 27(S) 25(P) 23(S) 22(P) MYA1(P) 26(S) 30(P)
85	6.25	N/S	26(P) 27(S) 24(P) 23(S) 24(S) 25(P) 26(S) 27(P) 30(P)
86	6.20	E/W	26(S) 30(S) 24(S) 26(S) 31(P)
87	6	SW/NE	26(P) 22(P) 24(S) 27(S) 30(P)
88	5.8	E/W	30(P) 26(P) 27(P) 28(S) 29(P) 30(P) 26(P) 27(P) 28(S) 30(P)
89	5.8	N/S	30(P) 24(P) 23(S) 25(S) 30(P)
90	5.70	N/E	30(P) 24(P) 25(P) 31(P) 30A(P) 30(P) 31(P)
91	5.70	SE/NW	30(P) 26(P) 29(S) 24(P) 25(P) 30(P)
92	5.70	SE/NW	31(S) 30(P) 23(S) 24(S) 26(S) 30(P)
93	5.2	E/W	30(P) 28(P) 29(S) 27(S) 26(S) 30(P)
94	4	SW/NE	31(S) 30(P) 26(P) 25(P) 27(S) 30(P)