

HERRINGTON HARBOUR SAILING ASSOCIATION



HHSA RACING RULES 2018

Approved by the Board of Directors, Herrington Harbour Sailing Association, April 2018



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1. Introduction

- A. The objective of sailboat racing in the Herrington Harbour Sailing Association (HHS) is to promote friendly competition while testing the skills of the skipper and crew in the spirit of fair sailing as defined by the United States Sailing Association The Racing Rules of Sailing for 2017 - 2020 (RRS). A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play.
- B. HHS supports the policies and practices of the Chesapeake Bay Yacht Racing Association (CBYRA), the Performance Handicap Racing Fleet of the Chesapeake, Inc. (PHRF), and the United States Sailing Association (US Sailing).
- C. These rules are intended to be used in conjunction with the HHS Sailing Instructions and enhance the understanding of the RRS, as well as supplement with local procedures beyond the scope of the RRS. In case of conflict between these the rules and the RRS, the RRS shall take precedence unless the HHS Racing Rules (HHS Rules) or HHS Sailing Instructions (Sailing Instructions) expressly state there is a change to the RRS. The RRS can be viewed, downloaded, and printed free of charge from US Sailing's website www.ussailing.org.

2. General Requirements

- A. Each skipper shall be familiar with the HHS Racing Rules and Sailing Instructions. A copy of these rules shall be carried aboard each boat.
- B. Boats participating in HHS events are encouraged to display a sail number.
- C. Boats participating in HHS events are encouraged to comply with PHRF Near Shore (formerly 5P) safety requirements.
- D. Single handed boats are not allowed in an HHS racing event.
- E. Double head sails are permitted in Spinnaker and Non-Spinnaker classes. Headsails are subject to PHRF Standard Sail and Equipment Specifications.
- F. A whisker pole or spinnaker pole can be no longer than 100% of the "J" or the maximum length allowed by the boat's PHRF rating. "J" is a measurement defined by PHRF as the distance perpendicular from the fore side (leading edge) of the mast line to the point of intersection of the forestay with deck. Expandable whisker poles shall be taped to mark "J" (in accordance with PHRF Standard Sail and Equipment Specifications).



3. Eligibility to Participate

- A. By participation or entry into an event, each boat owner/skipper agrees to abide by the RRS, HHSRA Racing Rules, and HHSRA Sailing Instructions for the HHSRA event in which his/her boat participates. In consideration of being permitted to enter these events, being knowledgeable of the risks of competition sailing, and knowing that it is his/her sole responsibility to decide whether to enter and continue any race, each boat owner/skipper voluntarily assumes the risks of participation in these events and releases HHSRA and the people conducting these events from all liability in connection with any injury or damage that may occur.
- B. Each boat owner must be a member of HHSRA or registered guest. All boat owners must have a signed racing participation agreement on file or provide one to the Race Committee prior to participating in any race. Boat owners who are members of HHSRA are not required to be onboard or to helm. Any boats entered as a guest must have the owner on board.
- C. Each owner/skipper is responsible for the safety of his/her boat, crew, and guests. The skipper of any boat has the sole responsibility to decide whether to begin or continue sailing any race.
- D. Each owner/skipper is responsible for the safety of his/her boat, crew, and guests. The skipper of any boat has the sole responsibility to decide whether to begin or continue sailing any race.
 - 1. Guest entries are welcome at HHSRA events subject to compliance with the eligibility requirements of Section A. above. Registration and payment on the HHSRA website are required. Guests are encouraged to consider full membership at HHSRA.
 - 2. Guest entries will furnish evidence of a valid PHRF rating or may be assigned a provisional rating by the HHSRA Race Committee.
- E. Fees
 - 1. Fees are determined by the Board of Directors and entitle the HHSRA member to participate in scheduled races, unless otherwise noted in the Sailing Instructions.
 - 2. Any HHSRA member may enter any special interest or informal point-to-point race and will not be required to pay a fee.



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- F. Guests may register to participate in single events at HHSRA and will be eligible to be scored for the events entered and receive awards at the annual banquet.
- G. Guest fees are \$10 per for each weekend event and each Wednesday night series.

4. Handicapping

- A. To foster boat-to-boat competition within HHSRA, the PHRF handicapping system shall be used. The time-on-time version shall be used in all races, except as noted in the Sailing Instructions. PHRF Circular Random course ratings will be used in HHSRA races unless Windward-Leeward course ratings are specified in the Sailing Instructions.
- B. PHRF of the Chesapeake, Inc. is the official handicapping organization for HHSRA.
- C. For the time-on-time version of the PHRF handicap system, race results will be determined by the following formula:

$$\text{Corrected time} = (\text{elapsed time}) \times (\text{time correction factor})$$

- D. Elapsed time shall be calculated from the starting signal to finish time.
- E. The time correction factor (TCF) shall be based on the following formula:

$$\text{TCF} = 550 / (550 + \text{PHRF rating})$$

- F. Staggered start races (sometimes called “pursuit starts”) will be scored on a time-on-distance basis using PHRF ratings. The Race Committee has final say as to the distance covered. Race results will be determined using the following formula:

$$\text{Corrected time} = \text{elapsed time} - (\text{distance} \times \text{PHRF rating})$$

5. Starting Times, Schedule, Sequence, and Meetings

- A. Starting times and schedules will be determined by the Competition Committee and published in the HHSRA Sailing Instructions which is posted on the HHSRA Racing website. The HHSRA Course Book and HHSRA Racing Rules also are posted on the website. Any changes to these documents will be published on the website (www.hhsra.org).
- B. Racers must monitor the HHSRA website for changes in scheduled starting times and skippers’ meetings.



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- C. The Sailing Instructions for a specific event will state if there is a skippers' meeting and the location of the meeting.
- D. For races without a Race Committee present, a rabbit start shall be performed in accordance with guidance provided in the Sailing Instructions.
- E. Radio Communications

While HSA endorses minimum radio usage, the Race Committee is encouraged to communicate changes to the starting sequence, course changes, and other important information via VHF radio to racers, to complement the use of visual signals. Racers should monitor VHF Channel 68 for supplemental instructions from the Race Committee. However, two-way radio communication between racers and the Race Committee should be minimized.

6. Starting Area and Line

A. Starting Area

1. The starting line shall be between (i) an orange flag on the Committee Boat or, if the flag is not present, the mast of the Committee Boat and (ii) the designated starting mark.
2. The starting line shall be within two (2) nautical miles of the entrance of Herrington Harbour South unless specified in the Sailing Instructions.
3. The starting area is defined as extending 50 yards beyond each end of the starting line and 75 yards behind the starting line and its extension.
4. After the first preparatory signal, boats not in their starting sequence shall keep clear of the starting area and the first leg of the course until the warning signal of their starting sequence.

B. Checking in for a Race

Prior to the warning signal for its first race of the day, each boat intending to race shall check in with the Race Committee by passing close to the Committee Boat to declare its intention to race, register in its class, obtain the course and verify the starting sequence. As a last resort, boats may register via VHF Channel 68 prior to the warning signal.

- C. The Race Committee's judgment shall be final in course selection and setting of the starting line.



7. Finish Line

A. Location

The finish line shall be between either an orange flag on the Committee Boat (usually to starboard), or if the flag is not present, the mast of the Committee Boat and the designated finish mark.

B. Boat Identification for Finishing after Sunset

Each boat crossing the finish line after sunset shall contact the Race Committee by VHF Channel 68 to confirm its identity and also is encouraged to shine a light on the sail/sail number to assist in recognition.

C. If the Race Committee is not on station, a boat finishes when the foremost part of the boat crosses an imaginary line not over 100 feet away from the finish mark and 90 degrees from the layline of the final leg of the course. Each boat shall leave the finish mark to the specified side, usually to port.

8. Elapsed Time

A. Each boat should also record her own finish time, in addition to the names of the boat immediately ahead and astern.

B. In the event the Race Committee is not on station at the end of the race, racers must record and report their time to the Rear Commodore (Racing) within two (2) days of the finish. Failure to report in a timely fashion may result in being scored DNF.

9. Courses

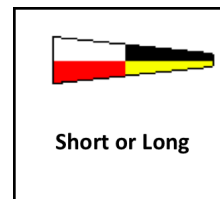
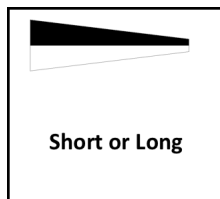
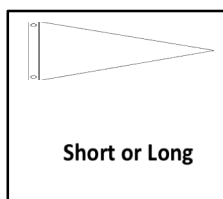
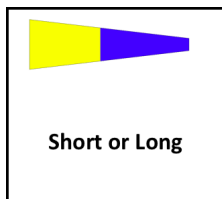
A. The Race Committee will designate the course to be sailed using the class course boards in the Committee Boat kit. The boards will be displayed on the Committee Boat, positioned on the opposite side of the starting line. The Sailing Instructions will specify the classes to be sailed and if starts are to be combined.

B. Class course boards will indicate which option of the course is to be sailed (either Short or Long).

1. Numeral Pennant 5 will indicate the Non-Spinnaker Racing course, or the combined Non-Spinnaker Racing/Cruising course;
2. White Pennant will indicate the Non-Spinnaker Cruising Course;
3. Numeral Pennant 6 will indicate the Spinnaker B course or the Combined Spinnaker Course; and
4. Numeral Pennant 9 will indicate the Spinnaker A course.



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#5 - Non-Spin
Racing Board &
Combined Non-Spin
Board

White - Non-Spin
Cruising Board

#6 - Spin B Board
& Combined Spin
Board

#9 - Spin A Board

- C. A separate board with either a single letter A through Z or numeral 1 through 4 will indicate which course from the HHSRA Course Book will be sailed.



Example Course Board for Course "G"

- D. Course boards shall be displayed prior to the warning signal. If, after displaying a course, the Race Committee decides to change the course prior to the warning signal, it shall make multiple sounds with a horn and also attempt to notify racers on VHF Channel 68. This modifies RRS 27.1. A course change after the warning signal should be made only after a delay (AP flag) has been signaled. Failure to receive the transmission or see visual signals will not relieve a boat from sailing the course properly and is not grounds for redress. This modifies RRS 62.1(a).



10. Time Limits

A. Race Qualification

1. The lead boat in each class must finish before the Race Qualification Time Limits specified in the Sailing Instructions for that event.
2. Any race that fails the Race Qualification Time Limits shall be abandoned. The evaluation for abandonment is by class. Notification of abandonment should be announced over VHF Channel 68.

B. Time Limit Expired

Every race will have a Boat Qualification Time Limit defined in the Sailing Instructions. Any boat that has not finished at this time will be recorded as Time Limit Expired (TLE). This modifies RRS 35. All boats in a class scored TLE will receive points equivalent to those they would have received for finishing two places behind the last boat to finish within the Boat Qualification Time Limit in their class. However, in no case will a boat scored TLE receive more points than the last place boat would have received had all boats on the course racing at the expiration of the time limit finished. A boat that retires from a race before the Time Limit shall be scored as Did Not Finish (DNF) and boats that retire after finishing shall be scored as Retired After Finishing (RAF).

C. TLE examples based on a race in which ten Spinnaker boats started:

1. If six boats have finished and four boats are still racing when the Boat Qualification Time Limit is reached, all four boats will be scored as 8th for the race in question, and their High Point calculation will be based on this score.
2. If nine of the ten boats have finished and one boat is still racing when the Boat Qualification Time Limit is reached, the boat still on the course will be scored as if it had finished tenth.

11. Shortening Course

- A. Courses may be shortened to any mark on the posted course, provided the Race Committee is on station to record finishes prior to the first boat reaching that mark. The Race Committee may display the Code Flag "S" and notification shall be made on VHF Channel 68. This modifies RRS 32.2.
- B. The order in which legs of the course are sailed shall not be changed.



12. Changing the Next Leg on the Course for Windward Leeward Courses

- A. The Race Committee may change a leg of the course that begins at a rounding mark or at a gate by changing the position of the next mark (or the finish line) and signaling all boats before they begin the leg.
- B. If the direction of the leg will be changed, the signal should be the display of Code Flag “C” with repetitive sounds and a board with the new compass bearing and distance to the next mark.
- C. The Race Committee shall announce course changes on VHF Channel 68.
- D. This Rule 12. modifies RRS 33.

13. Abandonment

- A. Race abandonment for reasons other than exceeding the time limits is at the sole discretion of the Race Committee. If the Race Committee determines it cannot remain on station or otherwise continue its duties as Race Committee, as defined in these Racing Rules and Appendices, the race may be abandoned; however, after one boat has sailed the course and finished, the Race Committee shall not abandon the race without considering the consequences for all boats in the race or series. See Rule 8.B. and 8.C. for finishing when the Race Committee is not on station.
- B. An abandoned race may be restarted the same day, provided the race can be completed within the Race Qualification Time Limits described in the Sailing Instructions. An abandoned race that cannot be restarted as described above shall not be re-sailed.



14. Time, Shapes, and Sounds for Starting Sequence

- A. The starting sequence follows the rules outlined in RRS 26. The Race Committee will display Code Flag “L”, indicating competitors should approach to check-in or follow the Committee Boat to the starting area. Code Flag “L” shall be dropped one minute before the five (5) minute starting sequence begins for one or more classes.
- B. The table below is an example of the sequence when two classes are defined with individual starts.

<i>Signal</i>	<i>Flag & Sound</i>	<i>VHF (recommended)</i>	<i>Minutes before starting signal</i>	<i>Example time for Wednesday races</i>
Follow-me/ Check-in	‘L’ at full hoist	“Welcome, racers”		Leaving marina
	‘L’ lowered, multiple short horn blasts		6	1829
Warning	Spin Class Flag raised; 1 horn blast	“5, 4, 3, 2, “	5	1830
Preparatory	‘P’ raised; 1 horn blast	“Spin Prep”	4	1831
One-minute	‘P’ lowered; 1 long horn blast	“5, 4, 3, 2, “	1	1834
Starting	Spin Class Flag lowered; Non-Spin Class Flag raised; 1 sound*	“5, 4, 3, 2, all clear”	0	1835
Preparatory	‘P’ raised; 1 horn blast	“Non-Spin prep”	4	1836
One-Minute	‘P’ lowered; 1 long horn blast	“5, 4, 3, 2, “	1	1839
Starting	Non-Spin Class Flag lowered; 1 sound*	“5, 4, 3, 2, all clear”	0	1840

* sound may be a horn blast or cannon fire

- C. A boat is racing, and the Racing Rules apply, beginning with the Preparatory Signal for its start. Visual starting signals are to govern. Times shall be taken from the visual starting signals, and a failure or mistiming of a gun or other sound signals shall be disregarded. Engines may not be used after a boat's preparatory signal.
- D. When more than a single start is called for in an event’s Sailing Instructions, those starts will normally “roll”; the first sequence’s start shall be the warning signal for the second sequence.



15. Recalls

A. Individual Recall

When at a boat's starting signal any part of her hull, crew or equipment is on the course side (OCS) of the starting line the Race Committee shall promptly display Code Flag "X" with one (1) sound. The flag shall be displayed until all such boats are completely on the pre-start side of the starting line, but not later than four minutes after the starting signal. The Race Committee may call sail numbers or names of the boats recorded OCS on VHF Channel 68. Failure to receive the transmission will not relieve a boat of the responsibility of starting properly, and is not grounds for redress. This modifies RRS 62.1(a).

B. General Recall

1. If the Race Committee is unable to identify OCS boats or if there was an error in the starting procedure the Race Committee may recall all boats by displaying the "First Substitute" Code Flag with two (2) sounds. The Race Committee should also attempt to notify the affected class via VHF Channel 68.
2. Following a General Recall, the warning signal for a new start of the recalled class shall be made one minute after the "First Substitute" Code Flag is lowered with one (1) sound of the horn, and the starts for any succeeding class shall follow the new start. The Race Committee will make its best effort to notify boats of the General Recall. All boats must be alert to the sound and visual signals of a General Recall and heed those signals. Failure to observe the General Recall signal will not be grounds for redress. This modifies RRS 62.1(a).

C. Returning Boats

A boat returning to start properly shall keep clear of the boats started until on the pre-start side of the starting line. Under a General Recall, engines may be used until the preparatory signal.

16. Classes

- A. Participants may be divided into classes - spinnaker boats with PHRF ratings less than 100 (Spinnaker A), spinnaker boats with PHRF ratings greater than 100 (Spinnaker B), Non-Spinnaker boats with Sail Area-to-Displacement (SA/D) ratios ≥ 18.0 (Non-Spinnaker Racing), and Non-Spinnaker boats with SA/D ratios < 18.0 (Non-Spinnaker Cruising). Classes will be identified in the Sailing Instructions.
- B. For races with two spinnaker class starts, the Spinnaker A class warning signal shall be a numeral pennant "9" and the Spinnaker B class warning signal shall be



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numeral pennant “6”. For races with a single Spinnaker class start, the warning signal shall be numeral pennant “6”. The Non-Spinnaker warning signal shall be numeral pennant “5”. Participating boats are encouraged, but not required, to display their class flag from the backstay. The Sailing Instructions provide specific information on classes for each event.

- C. Once a boat has registered in a class, it may not change classes during that series or event.
- D. HHSA considers gennakers, drifters, and any other such asymmetrical spinnakers as spinnakers. The spinnaker used must conform to that listed on the boat's current PHRF rating certificate. As such, they may only be flown in a Spinnaker class.

17. Scoring

- A. Unless stated otherwise in the Sailing Instructions (and subsequent amendments), only HHSA member boats will be scored in HHSA races. Members who have raced in at least one HHSA-scored race the previous season must have a current valid PHRF certificate to be scored. Members without a current valid PHRF certificate who did not race in the previous season will be scored using a rating assigned by HHSA.
- B. The following point system will be used unless otherwise noted in the Notice of Race or Sailing Instructions, as amended.
- C. Points will be awarded in accordance with the RRS low point system (RRS Appendix A) based on HHSA corrected time summarized as follows:
 - 1. 1st place: 1 point
 - 2. Subsequent finishers: Points equal to place
 - 3. Did Not Start (DNS), Did Not Finish (DNF), Disqualified (DSQ), and Retired After Finishing (RAF): 1 point plus the number of boats that arrived at the starting area and indicated an intention to race by checking in with the Race Committee.
 - 4. Did Not Compete, did not come to the starting area (DNC): 1 point plus the number of boats signed up for the series that is held over a period of time longer than a single regatta. NOTE: For the Wednesday Series this means total number of boats that arrived at the starting area and indicated an intention to race by checking in with the Race Committee for at least one of the races in the series.



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5. Time Limit Expired (TLE): Two points plus the number of boats in the class to finish within the time limit, except that in no case will a boat scored TLE receive more points than the last place boat would have received had all boats on the course racing at the expiration of the time limit finished. This score is intended to reward boats which keep racing until the Race Committee abandons the race or announces TLE. If the race is abandoned, no boats in that class will be scored.
- D. In a single race, boats with equal corrected times, rounded to the closest second, will share the highest place those boats could have scored had one been a single second faster. For example, two boats corrected to the same elapsed time that is faster than all other boats will share first place. This modifies RRS Appendix A.
- E. Tied places after completion of a series or regatta will be broken by applying the following instructions from RRS Appendix A8:
1. If there is a series score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the boat(s) with the best score(s). No excluded scores shall be used.
 2. If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.
- F. After a series has started, it will not be combined with another series.
- G. For each race series or event, the number of races scored for each class will be dependent on the number of completed races in the series or event as described in the following table.

Number of Races Completed	Throw Outs
6 or 5	1
4 or fewer	0

- H. Multiple classes may be combined for individual events or regattas, at the discretion of the Rear Commodore (Racing) and before that event's warning signal, if competition is improved by so doing. In this case, the classes shall be scored together for the event or regatta.



18. Protests and Requests for Redress

- A. Except as noted in RRS Appendix T (reproduced below in Section D), protests must fulfill the requirements of RRS Rule 61. The most important aspects of this rule are summarized below:
1. Display a red protest flag at the first reasonable opportunity.
 2. Attempt immediately to hail the boat protested.
 3. Notify the Race Committee of the protest immediately after finishing. If no Race Committee is on station, notify a member of the Competition Committee as soon as practical.
- B. Except as noted in RRS Appendix T (reproduced below in Section D), all protests or requests for redress shall be submitted in writing using the CBYRA, US Sailing, or ISAF protest form. Forms are available from the Race Committee. Forms must be submitted in accordance with Sailing Instructions.
- C. The Protest Committee shall consist of three (3) HNSA racing members, none having been onboard the protested or protesting boats or Committee Boat. The Rear Commodore (Racing) or his or her designee will appoint the three members to serve on the Protest Committee.
- D. Alternative Procedures for Dispute Resolution
1. HNSA has implemented RRS Appendix T which deals with alternative procedures for dispute resolution. We encourage members to consider using these procedures when it is possible to convene a hearing immediately after racing has concluded when:
 - a. All parties can be present.
 - b. When a qualified person, knowledgeable of the Rules and approved by the parties, is available to conduct a hearing, whether Arbitration or Protest.
 2. The contents of RRS Appendix T are reproduced below for the convenience of HNSA members.
 3. Note that if it is not possible to convene an expedited protest hearing before the protest time limit has expired (i.e., immediately after the race), then the RRS Part 5 - Protests, Redress, Hearings, Misconduct and Appeals shall apply.



RRS APPENDIX T – ARBITRATION

This appendix applies only if the notice of race or sailing instructions so state.

The rules in this appendix are intended to improve compliance with the Basic Principle, Sportsmanship and the Rules, and may be used for fleets of boats in major or minor events.

Arbitration adds an extra step to the protest resolution process but can eliminate the need for some protest hearings, thus speeding up the process for events in which many protests are expected. Arbitration may not be appropriate for all events as it requires an additional knowledgeable person to act as the arbitrator. Further guidance on arbitration can be found in the World Sailing International Judges Manual, which can be downloaded from the World Sailing website.

T1 POST-RACE PENALTIES

(a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.

(b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.

(c) A boat takes a Post-Race Penalty by delivering to the arbitrator or a member of the protest committee a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

T2 ARBITRATION MEETING

An arbitration meeting will be held prior to a protest hearing for each incident resulting in a *protest* by a boat involving one or more rules of Part 2 or rule 31, but only if each *party* is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

T3 ARBITRATOR'S OPINION

Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

(a) the *protest* is invalid;

(b) no boat will be penalized for breaking a rule; or

(c) one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.

T4 ARBITRATION MEETING OUTCOMES

After the arbitrator offers an opinion,



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- (a) a boat may take a Post-Race Penalty, and
- (b) a boat may ask to withdraw her protest. The arbitrator may then act on behalf of the protest committee in accordance with rule 63.1 to allow the withdrawal.

Unless all protests involving the incident are withdrawn, a protest hearing will be held.

19. Race Committee/Mark Boat

- A. All boats signed up for the HHSA racing program are required to make themselves available to serve as Race Committee or mark boat for at least one of HHSA's high-point eligible races.
- B. Each skipper shall notify the Rear Commodore (Racing) of the race in which he or she proposes to serve as the Race Committee.
- C. If a boat owner cannot fulfill the Race Committee duties, then he/she must find a replacement.
- D. The Rear Commodore (Racing) shall make public and distribute the schedule of Race Committee Assignments.
- E. Race Committee Scoring
 - 1. In a series/regatta, each Committee Boat shall be awarded redress equal to its average score, after throw-outs if applicable, for all races it sailed in the series/regatta; excluding races scored DNS or DNC.
 - 2. No scoring points shall be awarded to the Committee Boat if the race is abandoned for its class.
 - 3. If a boat serves as a Race Committee in a regatta, it must start in more than 49% of the races to be scored in the regatta and receive redress as in 1 above for un-sailed races.
 - 4. For a series held over a period of time longer than a single regatta, the race committee shall receive redress if the boat was scored (including DNF, RAF, DSQ, and TLE) in at least one scored race.
 - 5. If the owner who has Race Committee duty uses a boat other than his racing boat to perform that duty and his or her boat races, the owner shall get credit



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for the performance of Race Committee duty and the owner's boat will not be an official race participant.

- F. Mark boats shall be considered part of the Race Committee and shall be scored using the same procedures.

20. Awards

Awards will be based on the number of boats entered per class for a race series and the number of boats racing per class in other events. The following will be used as a guide for awards:

Boats Entered	Places
1 to 3	1 Place
4 to 7	2 Places
8 to 10	3 Places
11 or more	4 Places

- A. A boat will be considered to be entered in a series or event if it enters (arrives at the starting area and indicates an intention to start) in any race of the series or event.
- B. Awards for special interest categories are at the discretion of the Rear Commodore (Racing) and the Race Committee.
- C. High Point awards for each class shall be given to recognize a combination of racing participation and performance throughout the season. The recipients of the High Point awards shall retain custody of the respective perpetual trophy for the following season.

1. The High Point scoring is calculated as follows:

High Point = (Start Points + Finish Points + Boats Beat Points + Performance Points)

Start Points

1.0 point for starting a race, regardless of finish including OCS or any other scoring action resulting from accepting non-binding arbitration, Protest Committee, or Race Committee actions. DNC receive 0 points.

Finish Points

0.5 points for finishing a race properly started. DNF, TLE, RAF, and DSQ (all forms of DSQ) receive 0 points.

Boats Beat Points



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The first place boat gets 1.0 point. The last place boat gets 0 points. The boats in between are awarded the proportional part of 1.0. The formula is $((Boats - Place) * (1/(Boats - 1)))$. DNFs, RAFs and DSQs will receive 0 points in this category.

Performance Points

Number of points awarded proportional to number of boats raced.

- 1st Place boat receives 0.5 if 2 or more boats raced
- 2nd Place boat receives 0.3 if 4 or more boats raced
- 3rd Place boat receives 0.2 if 6 or more boats raced
- 4th Place boat receives 0.1 if 8 or more boats raced

Appendix A. High Point Calculation Tables provide a simple look up for Determining High Point values.

2. All 18 Wednesday evening High Point scores and 6 weekend High Point scores will be combined to give each boat its final year end High Point score.
3. High Point scoring for regattas (multiple races on a single day): All boats starting at least one race in the regatta will receive 1 high point for starting. All boats finishing at least one race in the regatta will receive 0.5 high points. Each boat's overall regatta finish will be used for computing boats beat and performance points based on the total boats participating in that class in the regatta.
4. Boats serving as Race Committee for a weekend race shall be given redress equal to the average High Points for all other HHSA weekend events in which they sailed. Boats serving as Race Committee for a Wednesday evening race shall be given redress equal to the average High Points for all other Wednesday evening events from that series. However, if the race is abandoned after the start for the class in which the Race Committee normally races, she will receive no redress.
5. HHSA will maintain separate accounting of the Spinnaker A, Spinnaker B, Non-Spinnaker Racing, and Non-Spinnaker Cruising Classes and will recognize the top scoring boat in each Class, using the High Point scoring system detailed above. If for any reason multiple classes are scored together as allowed in Section 17.H. for an individual event, High Points shall be awarded according to the finishing place for boats in that event without regard to the differing classes of the boats. If multiple classes are scored together for the season, High Points shall be awarded as a single class.
6. For racers who own multiple boats during the season, the combined total for all of the racer's boats shall apply. For boats with multiple owners, the combined total for races posted by all owners shall apply.



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D. Eligibility

A boat must have served at least once as a Race Committee or mark boat, to the extent that opportunities for Race Committee or mark boat duty are available. Any boat not meeting this requirement will lose 3 points from her High Point total, subject to review by the Competition Committee at the end of the season. At the end of the season, the Competition Committee will review the facts surrounding a boat's failure to serve as Race Committee or mark boat and may use its discretion in determining whether the boat should be eligible for awards and subject to the 3 point High Point penalty.

E. High Point Qualifying Races

Qualifying races will be identified in the Awards section of the Sailing Instructions for each race.

F. Wednesday Night Boat of the Year

1. The Wednesday Night Boat of the Year is a perpetual trophy established by North Sails to recognize the best performing boat over the three Wednesday Series in the most competitive class (Combined Spinnaker, Non-Spinnaker Racing, or Non-Spinnaker Cruising). The boat in the most competitive class with the lowest total points for all three series, after throw outs, is the winner.
2. The most competitive class is determined by scoring each Wednesday Night event as a regatta between the three classes scored over the entire season. The class with the lowest score over the season will be deemed the most competitive.
3. The winning class for each Wednesday Night will be the class with the lowest time between the 1st and 3rd place finishers in their respective classes calculated as a percentage of the duration of the race based on the 1st place finishers' elapsed time.
$$(3^{\text{rd}} \text{ place corrected time} - 1^{\text{st}} \text{ place corrected time}) / 1^{\text{st}} \text{ place corrected time}$$
4. Classes that do not have a valid race or participate with less than three boats for an event are not scored for that event.

G. Commodore's Cup Award

1. The Commodore's Cup award shall recognize the HHSA racer who makes the best overall contribution to racing by participation and performance in HHSA high point races, in HHSA races which do not count towards the boat's HHSA high point total, in CBYRA sanctioned events, and in other US Sailing sanctioned events.
2. The award shall be given to the HHSA racer with the highest total points from the following summation:



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- a. Combined HHSA Spinnaker and Non-Spinnaker high points (rounded to 2 decimal places). The maximum number of qualifying races is 25, consisting of up to 18 Wednesday races plus up to 7 weekend events.
 - b. Combined high points for HHSA non-high point (rounded to 2 decimal places). The qualifying races will consist of the Wednesday Free-for-all race, the double-handed race, and all of the frostbite days.
 - c. Combined high points for CBYRA sanctioned events and other US Sailing sanctioned events, calculated using HHSA high point rules (rounded to 2 decimal places). The maximum number of qualifying races is 10. For boats posting more than 10 races in this category, the 10 highest high point scores shall apply.
 - d. Ties shall be broken based on boat versus boat performance first in HHSA high points, then in HHSA non-high points, and finally in CBYRA/other high points.
3. Boats participating in CBYRA/other sanctioned events shall provide to the Rear Commodore (Racing), or the designated scorer, the CBYRA/other event sanction number, the class raced, the HHSA boat's finish place, and the total number of scored places in its class.

21. Competition Committee

- A. The Competition Committee will consist of a maximum of 12 members in addition to the Rear Commodore (Racing).
- B. The Competition Committee will be responsible for the following duties:
 1. Assist the Rear Commodore (Racing) in duties;
 2. Determine ratings for all boats entered in HHSA-sponsored races that do not have a current PHRF Valid Certificate;
 3. Serve as jurors in protest hearings, as needed; and
 4. Determine the racing rules and sailing instructions.
- C. Any member who is interested in participating on the Competition Committee should contact the Rear Commodore (Racing).

22. Suggestions and Changes

Racers are encouraged to contact the Competition Committee with suggestions concerning these Racing Rules. The Competition Committee will advise all racers of any changes, using the most expeditious and economical media.



Appendix A. High Point Calculation Tables

Boats Beat Table

	Number of boats in class													
Place	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2		0.5	0.67	0.75	0.8	0.83	0.86	0.88	0.89	0.9	0.91	0.92	0.92	0.93
3			0.33	0.5	0.6	0.67	0.71	0.75	0.78	0.8	0.82	0.83	0.85	0.86
4				0.25	0.4	0.5	0.57	0.63	0.67	0.7	0.73	0.75	0.77	0.79
5					0.2	0.33	0.43	0.5	0.56	0.6	0.64	0.67	0.69	0.71
6						0.17	0.29	0.38	0.44	0.5	0.55	0.58	0.62	0.64
7							0.14	0.25	0.33	0.4	0.45	0.5	0.54	0.57
8								0.13	0.22	0.3	0.36	0.42	0.46	0.5
9									0.11	0.2	0.27	0.33	0.38	0.43
10										0.1	0.18	0.25	0.31	0.36
11											0.09	0.17	0.23	0.29
12												0.08	0.15	0.21
13													0.08	0.14
14														0.07

Performance Points

	Number of boats in class													
Place	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
2			0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
3					0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
4							0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1



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Combined Points Table

	Number of boats in class													
Place	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
2	1.50	2.00	2.47	2.55	2.60	2.63	2.66	2.68	2.69	2.70	2.71	2.71	2.72	2.72
3		1.50	1.93	2.00	2.30	2.36	2.42	2.45	2.48	2.50	2.52	2.53	2.55	2.55
4			1.50	1.75	1.90	2.00	2.17	2.23	2.27	2.30	2.33	2.35	2.37	2.39
5				1.50	1.70	1.83	1.93	2.00	2.06	2.10	2.14	2.16	2.19	2.21
6					1.50	1.67	1.79	1.88	1.94	2.00	2.05	2.08	2.12	2.14
7						1.50	1.64	1.75	1.83	1.90	1.95	2.00	2.04	2.07
8							1.50	1.63	1.72	1.80	1.86	1.92	1.96	2.00
9								1.50	1.61	1.70	1.77	1.83	1.88	1.93
10									1.50	1.60	1.68	1.75	1.81	1.86
11										1.50	1.59	1.67	1.73	1.79
12											1.50	1.58	1.65	1.71
13												1.50	1.58	1.64
14													1.50	1.57
15														1.50