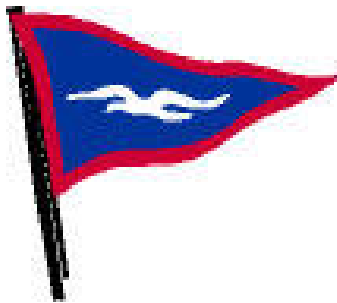


HERRINGTON HARBOUR SAILING ASSOCIATION



HHSA RACING RULES 2021, Revision 1

Approved by the Board of Directors, Herrington Harbour Sailing Association, March 2021, Revised April 2021



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1. Introduction

- A. As the Organizing Authority, Herrington Harbour Sailing Association's (HHSA) objective is to promote friendly competition while testing the skills of the skipper and crew in the spirit of fair sailing as defined by the current Racing Rules of Sailing with the United States Prescriptions (as amended), hereafter referred to as RRS. A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play.
- B. HHSA supports the policies and practices of the Chesapeake Bay Yacht Racing Association (CBYRA), the Performance Handicap Racing Fleet (PHRF) of the Chesapeake, Inc., and the United States Sailing Association (US Sailing).
- C. These *rules* are intended to be used in conjunction with the HHSA Sailing Instructions and enhance the understanding of the RRS, as well as supplement with local procedures beyond the scope of the RRS, and with the published calendar on the HHSA website function for purpose and effect as the Notice of Race (NOR) unless a separate NOR is issued. In case of conflict between these the *rules* and the RRS, the RRS shall take precedence unless the HHSA Racing Rules (HHSA Rules) or HHSA Sailing Instructions (SIs) 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.
- D. HHSA recognizes that the many *rules* and regulations that govern sailing can be extensive and intimidating to new racers, particularly as they often change as technology evolves. The HHSA Competition Committee is always available to answer questions and provide support to members, including many resources on the HHSA Racing Page, Training Page, and discussion forums.

2. General Requirements

- A. Each skipper shall be familiar with the HHSA Racing Rules and Sailing Instructions. A copy of these *rules* shall be carried aboard each boat.
- B. Boats participating in HHSA events are encouraged to display a sail number. This modifies RRS Appendix G.
- C. Safety is paramount!
 - 1. Boats participating in HHSA events are encouraged to comply with The US Sailing Safety Equipment Requirements for "Nearshore", which can be found at the following link: <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>.
 - 2. The addition of shorthanded sailing in HHSA brings added considerations with respect to RRS 14 ("Avoiding Contact") for non-shorthanded crews. Skippers should be aware of boats with shorthanded crews and consider their ability to respond and maneuver quickly in RRS Part 2 situations ("When Boats Meet").



- D. When Shorthanded (SH) (either as its own class or as part of other classes), the following additional *rules* shall apply to boats sailing SH.
1. “Shorthanded” is defined as 1 or 2 crew members while *racing*. Anyone under the age of 13 who is serving principally as a passenger shall not count towards this limit.
 2. Anyone single handed boat shall wear a PFD while *racing* regardless of weather conditions.
 3. The use of autopilots is allowed (but not required).
 4. When SH crews are sailing as part of other classes, they shall check-in with the RC and clearly identify themselves as “SH.” This is not only for scoring purposes but for safety.
- E. Boats participating in HHSA races shall comply with applicable equipment guidelines, limitations, and regulations etc. in Part 4 of the RRS and as prescribed by PHRF of the Chesapeake and their boat’s certificate.
- F. Unless otherwise specified by the SIs, the following *rules* apply:
1. The HHSA web site will serve as the Notice Board for all races.
 2. The racing area, descriptions of marks and all courses are defined in the HHSA Course Book.
 3. VHF channel 68 may be used as an alternative means to hail for *room* at an *obstruction* when conditions are such that a verbal hail may not be heard per RRS 20.4.
 4. The use of ‘double headsails’ (carrying two headsails flow at the headstay on opposite tacks on a downwind leg) are not normally permitted in non-spinnaker classes, but may be explicitly allowed by the SIs for individual series/events. This *rule* does not affect spinnaker classes.

3. Eligibility to Participate

- A. By participation or entry into an event, each boat owner/skipper agrees to abide by the RRS, HHSA Racing Rules, and HHSA Sailing Instructions for the HHSA 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 HHSA and the people conducting these events from all liability in connection with any injury or damage that may occur.



- B. 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.
- C. Each boat owner must be a member of HHSA or registered as a guest as described below. Boat owners who are members of HHSA are not required to be onboard or to helm.
- D. Fees
 - 1. Annual fees are determined by the Board of Directors and entitle the HHSA member to participate in scheduled races and receive awards.
 - 2. Any HHSA non-racing member may enter any HHSA point-to-point race and the Herring Bay Cup and will not be required to pay the annual racing fee. They may also enter up to 1 Wednesday night or weekend race without paying the annual racing fee.
 - 3. The Competition Committee may set fees for non-members in individual races events via the SIs.
- E. Guests (non-HHSA members) may participate HHSA races/events subject to the following restrictions:
 - 1. They must comply with the eligibility requirements of section 3.A and 3.B, above.
 - 2. Registration and payment (if required by SIs) must be made on the HHSA website. Guests should become HHSA racing members if they participate in more than one HHSA race in a given season excluding 'open' races (e.g. West River Race, Women's Regatta, and others as designated by SIs).
 - 3. Guests are eligible to receive awards given for individual events as designated by SIs but are not eligible for Series or High Point awards until they become racing members.
 - 4. Guest entries will furnish evidence of a valid PHRF rating or may be assigned a provisional rating by the HHSA Competition Committee.

4. Handicapping

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



Corrected time = (elapsed time) x (Time Correction Factor)

- D. Elapsed time shall be calculated from the starting signal to a boat's finish time.
- E. The time correction factor (TCF) shall be based on the following formula for all wind conditions:

$$\text{TCF} = 650 / (550 + \text{PHRF rating})$$

5. Starting Times, Schedule, and Meetings

- A. Starting times and schedules will be determined by the Competition Committee and published in the HHSA Sailing Instructions which is posted on the HHSA Racing website. The HHSA Course Book and HHSA Racing Rules also are posted on the website. Any changes to these documents will be published on the club website (www.hhsa.org).
- B. Racers must monitor the HHSA website for changes in scheduled starting times and skippers' meetings.
- C. The Sailing Instructions for a specific event will state if there is a skippers' meeting and its time and location.
- D. For races without a Race Committee present, a rabbit start may be performed in accordance with guidance provided in the Sailing Instructions.
- E. While HHSA endorses minimum radio usage, the Race Committee is encouraged to communicate changes to the starting sequence, course changes, and other vital 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.

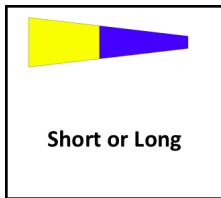
6. Classes

- A. Participants may be divided into classes identified in the Sailing Instructions. The SIs may combine classes and/or start times and define the flag(s) for the warning for each class/start. Skippers should pay careful attention to these instructions and ensure they understand the signals made by the RC.
- B. Once a boat has registered in a class, it may not change classes during that series or event.
- C. HHSA has adopted PHRF of the Chesapeake's definition of jibs (genoas) and spinnakers. A boat that uses a sail that meets the definition of a spinnaker must conform to that listed on the boat's current PHRF rating certificate and may only be flown in a spinnaker class.

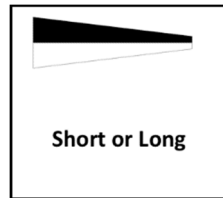


7. Courses

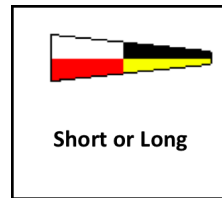
- A. The Race Committee will designate the course to be sailed using the class course boards in the Committee Boat kit and their judgement of the selected course shall be final. The boards will be displayed on the Committee Boat positioned on the opposite side of the starting line. The SIs will specify 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) using one of these 4 pennants as designated by the SIs.



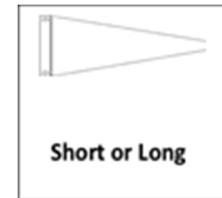
Pennant 5



Pennant 6



Pennant 9



Solid White Pennant

- C. A separate board with either a single letter A through Z or numeral 1 through 4 will indicate which course from the HHSA 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 attempt to notify racers on VHF Channel 68. This modifies RRS 27.3. A course change after the warning signal should be made only after a delay (AP flag) has been signaled.

8. Starting Area & Line, Checking In

A. Starting Area & Line

1. The starting line shall be between an orange flag on the Committee Boat or, if the flag is not present, the mast of the Committee Boat and the designated starting mark.
2. The starting line should be within two (2) nautical miles of the entrance of Herrington Harbour South unless specified in the Sailing Instructions.
3. The Race Committee's judgement shall be final for the setting of the starting
4. 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 extensions.



5. 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

1. 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.
2. As a last resort, boats may check in via VHF Channel 68 prior to the warning signal, however are strongly discouraged from doing so once the RC has begun a starting sequence as it may interfere with the conduct of the start for other racers

9. Time, Shapes, and Sounds for Starting Sequence

A. The starting sequence follows the *rules* prescribed 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 starting sequence when two classes with individual starts are identified by the SIs.

<i>Signal</i>	<i>Flag & Sound</i>	<i>VHF (recommended)</i>	<i>Minutes before starting signal</i>	<i>Example time for Wednesdays</i>
Follow-me/ Check-in	‘L’ at full hoist	“Welcome racers...”		Leaving marina
	‘L’ lowered, multiple short horn blasts		6	1759
Warning	Spin Class Flag raised; 1 horn blast	“5, 4, 3, 2, 1”	5	1800
Preparatory	‘P’ raised; 1 horn blast	“Spin Prep”	4	1801
One-minute	‘P’ lowered; 1 long horn blast	“5, 4, 3, 2, 1”	1	1804
Starting	Spin Class Flag lowered; Non-Spin Class Flag raised; 1 sound*	“5, 4, 3, 2, 1... all clear”	0	1805
Preparatory	‘P’ raised; 1 horn blast	“Non-Spin prep”	4	1806
One-Minute	‘P’ lowered; 1 long horn blast	“5, 4, 3, 2, 1”	1	1809
Starting	Non-Spin Class Flag lowered; 1 sound*	“5, 4, 3, 2, 1... all clear”	0	1810

*sound may be a horn or shotgun blast

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 (4 minutes prior to start).

- 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.

10. Recalls

A. Individual Recall

1. When, at a boat's starting signal any part of her hull 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.
2. The Race Committee should also attempt to call sail numbers or names of the boats recorded OCS on VHF Channel 68.

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, however all boats must be alert to the sound and visual signals of a General Recall and heed those signals.
3. Under a General Recall, engines may be used until the preparatory signal.

C. A boat returning to *start* properly shall keep clear of the boats *started* until on the pre-start side of the starting line.

D. Unless otherwise modified by the SIs, in the case of an individual or general recall an error in signal alone by the RC does not entitle an OCS boat redress; this modifies RRS 62.1.(a). However, nor does such an error absolve a boat that is knowingly OCS from exonerating herself.

11. Finishing

- A. The finish line shall be between either an orange flag on the Committee Boat (usually on the course side), or if the flag is not present, the mast of the Committee Boat and the



designated finish mark. This modifies the “Signals” section in the front matter of the RRS.

- B. 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 hull crosses an imaginary line not over 100 feet away from the finish mark and 90 degrees from the lay line of the final leg of the course. Each boat shall leave the finish mark to the specified side (usually to port).

12. Elapsed Time

- A. Each boat should 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 Official Scorer within two (2) hours of their *finish*. Failure to report in a timely fashion may result in being scored DNF.

13. Time Limits

- A. Race Qualification
 - 1. The lead boat in each class must *finish* before the Race Qualification Time Limit 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 in addition to the signals prescribed by the RRS.
- B. 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 Did not Finish (DNF). This modifies RRS 35.

14. 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.

15. 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. *HHSA Rule 15* in its entirety modifies RRS 33.

16. Abandonment

- A. Race *abandonment* for reasons other than exceeding 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, 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 *HHSA Rule 11.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.

17. Scoring

- A. Unless stated otherwise in the Sailing Instructions (and subsequent amendments), only HHSA racing member boats will be scored in HHSA races. Members must have a current valid PHRF certificate to be scored for a season. Members without a current valid PHRF certificate will be scored in individual races using a rating assigned by HHSA. This modifies RRS 78.2.
- B. Unless otherwise noted in the NOR or SIs (as amended), points will be awarded in accordance with the RRS low point system (RRS Appendix A) based on HHSA corrected time and RRS *Rule A5.3* is in effect, summarized as follows:
 - 1. 1st place: 1 point
 - 2. Subsequent *finishers*: Points equal to place, then per RRS A5.3:

“A boat that came to the starting area but did not *start* (DNS/OCS), did not sail the course (NSC), did not *finish* (DNF), retired (RET) or was disqualified (DSQ) shall be scored points for the finishing place one more than the number of boats that came to the starting area, and a boat that did not come to the starting area (DNC) shall be scored points for the finishing place one more than the number of boats entered in the series.”
- C. Guests/non-racing members shall not count towards DNC totals in series scores unless they subsequently become HHSA racing members during that series.



- 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 A7.
- E. Tied places after completion of a series or event will be broken by applying RRS A8.
- 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 (this modifies RRS A2.1):

Number of Races Completed, Less than 7 Scheduled	Number of Races Completed, 7 or More Scheduled	Throw Outs
N/A	8 or More	2
5 or 6	5 – 7	1
4 or fewer	< 5	0

- H. Multiple classes may be combined for individual races or events, 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 series or event.

18. Protests and Requests for Redress

- A. Except as noted in RRS Appendix T protests must fulfill the requirements of RRS 61. The most important aspects of this *rule* are summarized:
 1. Conspicuously display a red protest flag at the first reasonable opportunity.
 2. Immediately hail “Protest.”
 3. Notify the Race Committee of the protest immediately after *finishing*. If no Race Committee is on station notify the Official Scorer and Rear Commodore (Racing) within the time limit specified by the SIs.
- B. Except as noted in RRS Appendix T, all protests or requests for redress shall be submitted in writing using the CBYRA, US Sailing, or ISAF protest form. Forms are available online. Forms must be submitted in accordance with Sailing Instructions.
- C. The Protest Committee shall consist of three (3) HHSA 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. HHSA 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. 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.

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 their scheduled 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 Redress
 1. In a series/event, 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/event; excluding races scored DNS or DNC.
 2. No 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 an event other than a series that includes more than one race in a single day (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 longer than a regatta, the race committee shall receive redress if the boat was scored 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 their boat races, the owner shall get credit for the performance of Race Committee duty or the boat can get credit for the race, but not both at the same time. If the owner intends for the boat to count in the race, they shall inform the official scorer BEFORE the race, otherwise credit will default to having performed RC duties.
 - 6. No redress is given for the Race Committee Boat when the race does not count towards the HHSA High Point Award (see Section 20) except as noted above.
- F. Mark boats shall be considered part of the Race Committee and shall be scored using the same procedures.

20. Awards

- A. 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

- B. A boat will 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.
- C. Awards for special interest categories are at the discretion of the Rear Commodore (Racing) and the Competition Committee.
- D. 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:

$$\text{High Point} = (\text{Start Points} + \text{Finish Points} + \text{Boats Beat Points} + \text{Performance Points})$$

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, RET, and all forms of receive 0 points.

Boats Beat Points

The first-place boat gets 1.0 point. The last place boat that *finished* gets 0 points. The boats in between are awarded the proportional part of 1.0. The formula is $((\text{Boats} - \text{Place}) * (1/(\text{Boats} - 1)))$. DNF, TLE, RET 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 of these *rules* (High Point Calculation Tables) provides a simple look up for Determining High Point values.

2. All Wednesday evening High Point scores and designated weekend High Point scores will be combined to give each boat its final year end High Point score. High Point qualifying races will be identified in the Awards section of the SIs.
3. High Point scoring for an event that includes multiple races on a single day (aka a “regatta”): 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 in which they sailed. 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 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 the racer's boats shall apply. For boats with multiple owners, the combined total for races posted by all owners shall apply.
7. 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. Wednesday Night Boat of the Year

1. The Wednesday Night Boat of the Year is a perpetual trophy to recognize the best performing boat over the three Wednesday Series in the most competitive class. 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 most competitive 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 will be ranked in order of competitiveness (i.e. most competitive scores 1, second most competitive 2, etc.). Classes that do not have a valid race or participate with less than three boats for an event are scored the total number of classes participating in the Wednesday Night races.

F. Commodore's Cup

1. The Commodore's Cup award shall recognize the HHS A racer who makes the best overall contribution to racing by participation and performance in HHS A high point races, in HHS A races which do not count towards the boat's HHS A high point total, in CBYRA sanctioned events, and in other US Sailing sanctioned events. To emphasize participation in events outside of HHS A, a boat must race in at least one CBYRA or US Sailing sanctioned race to qualify for the Commodore's Cup.



2. The award shall be given to the HHS racer with the highest total points from the following summation:
 - a. Combined HHS 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 HHS non-high point (rounded to 2 decimal places). The qualifying races will consist of the double-handed race, and all the frostbite days.
 - c. Combined high points for CBYRA sanctioned events and other US Sailing sanctioned events, calculated using HHS 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 HHS high points, then in HHS non-high points, and finally in CBYRA/other high points.
 3. Boats participating in CBYRA/other sanctioned events shall provide the CBYRA/other event sanction number, the class raced, the HHS boat's finish place, and the total number of scored places in its class to the Rear Commodore (Racing) and the official scorer.
- F. The Herring Bay Cup (formerly known as the "free for all") is a perpetual "trophy" awarded to the winning team of an informal team race on the last Wednesday night of the racing season that follows the same basic format of Wednesday night races. The teams are composed of boats normally moored north of Herring Bay G3 (The Upper Chesapeake Bay Team) and those south of it (The Lower Chesapeake Bay Team). Team *rules* and scoring will be provided in the SIs, which do not necessarily need to be the same from year to year. The intent of this race is to be very informal and light-hearted, and as such do not count towards any other awards.
- G. Upon the recommendation of the Competition Committee, the Rear Commodore, Racing may designate any additional classes/awards and the criteria for awarding them that may be given in a season. An example might be a "Shorthanded Class Highpoint."
- 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) as directed.



2. Serve as a Technical Committee when required and 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 when requested.
4. Draft, updated, and review the racing *rules*, sailing instructions, course book and RC Manual.

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



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