

# 2011



*Sailing Instructions*

*Race Schedule*

*Member List*

*Events*



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Sharon Green photo

## Governor's Welcome

### Welcome Sailors:

Hingham Bay PHRF, a member of Mass. Bay Sailing Assoc. And US Sailing, is dedicated to the sport of having fun using the medium of sailboat racing. What better way to get through the work week than to decompress every Wednesday evening from May to September by joining like minded sailors on the race course. Reconnect with friends or make new ones at the post race gathering at the 99 where the real racing occurs. HB-PHRF also organizes weekend races starting in June with the Solstice Regatta on the 18th, Scorpion Bowl July 9th, Hitchcock Regatta August 20th, and the Chowder Cup September 24th. All of the weekend races are Mass. Bay qualifiers. For more information please visit our web site [www.hbphrf.org](http://www.hbphrf.org).

HBPHRF encourages fair competition by discouraging "rule beating" and employs the Performance Handicap System to rate boats relative to design, sails, modifications, and racing history. We encourage all sailboats meeting certain safety requirements, regardless of past racing experience, to join in the fun.

New this year is a cruising canvas only fleet, race Pro to oversee the Wednesday evening races, and a reverse order of starting. If you are interested in competing, becoming a better sailor, maximizing the use of your boat, or just having fun, visit our web site to learn how to obtain a PHRF certificate.

If you don't have a boat and want to sail, register in the crew needed section of our web page.

Questions, concerns, or comments can be directed to me at [hbphrf@gmail.com](mailto:hbphrf@gmail.com)

Have a great season and sail fast.

### Bob Foley

**Governor, Hingham Bay PHRF, 2011**

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## About Hingham Bay PHRF

Hingham Bay PHRF is a racing organization dedicated to the expansion of sailing as a sport and the support of its fundamental sportsmanship principles. Our organization values sailors and racers who demonstrate an understanding of the rules, an unwavering adherence to the concept of a competitor self enforced system of rules, goodwill towards all competitors and desire to share their experiences and skills with newcomers in the fleet.

The PHRF rating systems allows equitable racing between boats of different manufacture, making the fun of racing available to more than the traditional one design fleets.

Wednesday evening and weekend races are held in the protected waters of Hingham Bay within easy reach of boats moored in Quincy Bay, Hingham Bay and Boston Harbor. Our fleet also conducts social events such as after race parties, seminars and our year end dinner party.

**Cover Photo: Bob Nelson's J 24 "Alice"**

## PHRF Organization

### HINGHAM BAY PHRF

Fleet Governor: Bob Foley  
 Phone: 617.799.0379

Handicapper: Darthea Collins  
 Phone: 781.749.0373

Secretary: Melissa Verrochi  
 Phone: 781.956.2832

Treasurer: Bob Nelson  
 Phone: 781.331.7958

Race Committee: Brian Curtis  
 Phone: 781.718.6240

Scorer: Andy Kurtz  
 Phone: 781.925.9535

### Fleet Captains:

A: Jeff Kent 781.335.4650  
 B: Rich Pierce 617.851.8235  
 C: Chris Burns 781.749.7963

Member at Large: Melissa Verrochi  
 Phone: 781.956.2832

Past Governor: Darthea Collins  
 781.749.0373

Mailing Address:  
 Hingham Bay PHRF  
 c/o Diane Kane  
 52 Brookline Street  
 Abington, MA 02351

## 2011 Racing Schedule

Spring Meeting at the Hingham Yacht Club (6:30 PM) ..... May 11th

### Hingham Bay Twilight Series

Tune-Up ..... May 18th  
 Fran Davis Spring ..... May 25, June 1, 8, 15, 22  
 Sullivan Summer Series ..... June 29, July 6, 13, 20, 27  
 Flashlight Series ..... August 3, 10, 17, 24, Sept. 2

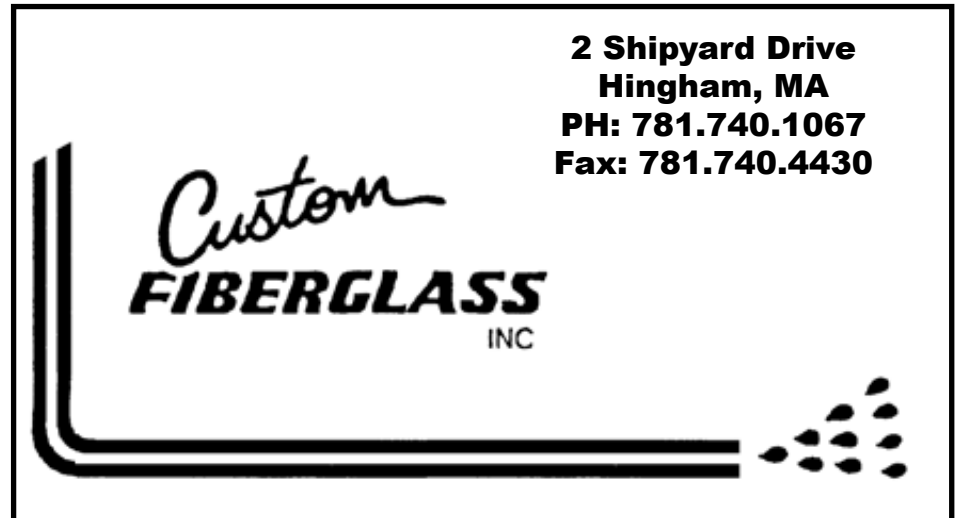
### Governors Cup

Solstice Regatta ..... June 18th (11:00 Start)  
 Scorpion Bowl ..... July 9th (12:00 Start)  
 Hitchcock Trophy ..... August 20th (12:00 Warning)  
 Chowder Cup ..... September 24th (11:00 Rendezvous)

### Other Notable Weekend Races

Constitution Yacht Club Spring Regatta ..... June 11  
 Chapman Bowl ..... June 24  
 Constitution Cup ..... June 25  
 Scituate Invitational ..... July 23  
 Flip Flop ..... August 13  
 CPYC JFK ..... August 21  
 PHRF New Englands ..... August 26, 27, 28  
 CPYC Make A Wish ..... August 31  
 The Great Chase Race..... September 17  
 Boston Harbor Alliance Regatta ..... October 1

**2 Shipyard Drive  
 Hingham, MA  
 PH: 781.740.1067  
 Fax: 781.740.4430**



## General Instructions

**MANAGEMENT:** Races will be managed by the Race Committee of the sponsoring yacht club or fleet who shall have authority to interpret the rules and conditions of the race, to decide protests, and to reject the entry of any yacht.

**ELIGIBILITY:** Only members in good standing, paid in full before the start of racing, and those who have fulfilled all assigned obligations (including race committee) will be scored for the racing season.

**RULES:** Races will be sailed under the current rules of racing (USSA) or as amended herein (amended by these instructions). Yachts must keep clear of commercial vessels underway. Failure to do so is an infringement of the law and will result in disqualification.

**RATINGS:** Monohulls will race under the PHRF rating system and must have a valid rating certificate on file with the sponsoring organization. Other classes will rate and handicap their entries.

**RULE BEATING:** PHRF discourages "rule beating". If a skipper modifies his boat to go faster, PHRF will compensate for the faster potential speed. The use of taller masts, longer spinnaker poles, extra ballast, gutted interiors, or other modifications intended to increase speed is compensated for in the rating in order to nullify any unfair advantage. Any such changes must be reported to the Fleet Handicapper to retain a valid rating.

**CLASSES AND DIVISIONS:** All competing yachts must check in with race committee for each race declaring whether they intend to race or cruise before the warning signal of the 1st class start of that race. Failure to check in with race committee shall result in the yacht being scored as not starting that race.

All competing yachts shall display the code flag of the class in which they are competing on the permanent backstay while in the starting area and throughout the race. Classes A, B, and C display code flag A, B, and C respectively. Boats sailing in the new cruising fleet (CR) should fly code flag D. Failure to fly class flag shall result in the yacht being scored as not starting that race.

The new cruising fleet (CR) has been established for all those that wish to race without spinnakers and be scored against non-spinnaker boats only. The CR fleet is open to all boats regardless of rating. Any boat that wishes to be scored for the series must compete in the CR fleet for the entire series. The CR fleet will start with C fleet but sail the CR course. CR boats will be handicapped using their cruising rating without the benefit of the 10% increase to their rating.

**EQUIPMENT AND SAFETY:** Each owner is responsible for providing the equipment to ensure the safety of his yacht, crew and guests, and acknowledges that responsibility by filing an application to participate in, or by participating in, any event. It is the sole responsibility of a skipper to decide whether to start or to

## General Instructions

continue in an event and to comply with applicable rules and regulations.

**PERSONAL FLOTATION DEVICES:** US SAILING prescribes that every boat shall carry lifesaving equipment conforming to government regulations.

**VHF RADIO COMMUNICATION:** All yachts shall carry a marine transceiver capable of receiving/transmitting channels 16 and 68. All race related communications will be on Channel 68. Emergency calls only should be made to the Coast Guard on Channel 16.

**SIGNALS:** The raising or lowering of a flag or shape constitutes the signal; audible attention may be directed to signals as noted.

**Postponement:** Answering pennant (vertical red and white) and two horns or guns; lowered with horn one minute before warning signal for start of next class.

**Course Change:** Code flag "C" (horizontal red, white, and blue stripes) and horn signal

**Follow Me:** Code flag "L" (black and yellow squares) and two horns or guns.

**Shortened Course:** Code flag "S" (blue square on white field) and two horns or guns; means finish between nearby mark and committee boat.

**Twice Around:** Code flag "T" (vertical red, white and blue) will be displayed by the race committee along with the course designation. The starting pin shall be considered a mark of the course.

**Cancellation:** Code flag "N" (blue and white checkerboard) and three guns.

**Individual Recall:** Code flag "X" (blue cross on white field) and one horn or gun.

Failure of the race committee to hail a boat over is not grounds for redress. The race committee will make every effort to hail boats that are over either audible or via VHF on Channel 68.

**General Recall:** First repeater (blue and yellow triangle) and two horns or guns. The next signal will be the preparatory signal for the class recalled.

**PFD's REQUIRED:** CODE FLAG "Y"- (yellow and red stripe) and one horn or one gun.

When flag Y is displayed before or with the warning signal, competitors shall wear life jackets (PFD's) or other adequate personal buoyancy throughout the race.

**ADVERSE WEATHER CONDITIONS:** Races are run in rain, cold, wind, waves and fog.

Each skipper is responsible for the choice to start a race or not. Race committee special radio communications will be attempted 1 hour before the start of the race. The race committee will give out all necessary information on VHF Channel 68 and attempt to email blast the fleet. Race participants are responsible for contacting the race committee.

**ALTERNATE PENALTY:** Yachts which acknowledge infringement of a rule of Part 2 shall fly Code Flag I and shall be penalized in accordance with the scoring penalty rule. (Part 4, Rule 44.3 of The Racing Rules of Sailing) A yacht which acknowledges infringing a rule of

(continued next page)

## General Instructions — continued

Part 2 shall be penalized by receiving the score for the place worse than her actual finishing position by 20% of the number of starters in that race or two places, whichever is greater.

**Note:** The alternative penalty only applies to Part 2 rule violations, port/starboard, windward/leeward, etc... The penalty for touching a mark (Rule 31.2 violation) a complete 360 degree turn (one tack one gybe) is still in force.

**PROTEST FORMS:** Protests must be filed on a U.S. Sailing-approved protest form or a facsimile of same. Protests for races with scheduled social activities that same day must be delivered to the hosting club within 3 hours of the boats finishing time. All other protests must be mailed to either Hingham Bay or Boston Harbor PHRF postmarked no more than two (2) days after the incident.

**SPECIAL RULE:** Yachts hitting, or causing other boats to hit, the Race Committee boat shall be disqualified.

**RETIREMENT:** Yachts retiring from a race are required to report their retirement to the Race Committee by marine radio if practical, otherwise by telephone to the sponsoring committee.

**HEARINGS:** The Protest Chairman will convene a committee and schedule a hearing at the earliest possible date. Both parties will be notified of the date and time. Once scheduled, the hearing will not be rescheduled for the convenience of the Protestor or Protestee. The Committee will hear the protest if only one party appears. Protests will be dismissed if neither party appears. All competitors should be aware that they are expected to serve on a protest committee if asked, much like race committee work, it is part of being a member of Hingham Bay PHRF.

## PHRF Race Entry Form

| Boat Name   | Sail No. | Rating                 | Boat Type |
|---|----------|------------------------|-----------|
| Owner's Name: _____   |          |                        |           |
| Address: _____  |          |                        |           |
| Phone #: _____  |          | Fee Enclosed: \$ _____ |           |
| Race(s) Entered: _____  |          |                        |           |
| PHRF Fleet Affiliation: _____                                 |          |                        |           |
| Attach PHRF Certificate if not a member of the Hingham Fleet. |          |                        |           |

## Membership and Entry

**SKIPPER:** PHRF certificate and fleet membership is \$35 payable to Hingham Bay PHRF. Send this fee with a signed copy of your previous year's certificate, marked with any changes, to the address indicated below. For new boats or skippers, a PHRF rating application form can be obtained from the fleet handicapper or on the web sites of either Hingham Bay PHRF, [www.hbphrf.org](http://www.hbphrf.org) or PHRF New England, [www.phrfne.org](http://www.phrfne.org).

**ASSOCIATE MEMBERSHIP - HBPHRF:** An Associate Membership is available to anyone interested. This is an effective way for crew members, or past members to receive mailings, schedules, etc. relating to the Hingham Bay Fleet. The cost of the Hingham Bay PHRF Associate Membership is \$10.00.

**ENTRIES:** All yachts must file the proper entry form (see below) and fee with the sponsoring club or fleet. Yachts that are not members the Hingham Bay PHRF fleets must also furnish a copy of a valid PHRF certificate.

### ENTRY FEES:

*Season's Pass:* Hingham Bay PHRF is offering a "season's pass with certificate" for \$175. This includes certificate and membership to HBPHRF that allows a yacht to enter all weekend and twilight races sponsored by Hingham Bay PHRF.

*Weekend pass:* Hingham Bay PHRF is also offering a "weekend pass with certificate" for \$115. This includes certificate and membership to HBPHRF that will cover the entry fees for the Solstice Regatta, Scorpion Bowl, Hitchcock Trophy and the Chowder Cup

*Solstice Regatta, Scorpion Bowl, Hitchcock Trophy, Chowder Cup:*  
\$35 each with valid PHRF certificate

Hingham Bay Twilight Series: There will be a \$40 entry fee for each series \$155 for all three, with valid PHRF certificate.

Entries and membership applications should be mailed to:

Hingham Bay PHRF, c/o Diane Kane  
52 Brookline Street, Abington, MA 02351

# Haven't joined yet?



**It is really easy:**

- 800 US SAIL-1
- [www.sailing.org](http://www.sailing.org)
- 888 US SAIL-6

## Classes and Divisions

**Hingham Bay Weekend Races:** Solstice Regatta, Scorpion Bowl, Hitchcock Trophy, and Chowder Cup shall be split in to three racing fleets and one cruising fleet as shown below.

| Racing | Race Rating of:     | MBSA equiv. Fleet |
|--------|---------------------|-------------------|
| A      | up to 100           | A & B             |
| B      | 101-155             | C                 |
| C      | 156 up              | D                 |
| CR     | All cruising canvas | F & G             |

**Hingham Bay Twilight Races:** Races shall be split into three racing fleets and one cruising fleet as shown below.

| Fleet                | Race Rating of:                          |
|----------------------|--|
| A                    | Up to - 100                              |
| B                    | 101 - 130                                |
| C                    | 131 up                                   |
| CR (cruising canvas) | All boats utilizing cruising canvas only |

Classes C and CR will start together but be scored separately

Boats utilizing cruising canvas that opt to race in fleets A, B, or C will be scored equaled to 110% of their cruising rating.



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## Starting Times and Time Limits

### Weekend Races:

| Race             | First Warning | Time limit |
|------------------|---------------|------------|
| Solstice Regatta | 11:00 AM      | 4:40 PM*   |
| Scorpion Bowl    | 12:00 PM      | 4:00 PM*   |
| Chowder Cup      | 11:00 AM      | 5:00 PM*   |
| Hitchcock Trophy | 12:00 PM      | 5 hours    |

(\*If a yacht in your class finishes within the prescribed time, the Race Committee shall continue to take times for an additional 1/2 hour.)

### Twilight Series:

| Race    | First Warning | Time Limit |
|---------|---------------|------------|
| Tune-up | 1840          | 2050       |
| Spring  | 1840          | 2050       |
| Summer  | 1840          | 2050       |

(Classes C & CR to start first followed by Class B, then Class A.)

If a yacht in your class finishes within the prescribed time, the Race Committee shall continue to take times for an additional 5 minutes.

### Typical Race Start Sequence:

Your class warning is when the flag for you class is raised and the start for your class is when your class flag is lowered.

|      |      |       |           |               |               |                  |
|------|------|-------|-----------|---------------|---------------|------------------|
| 6:40 | 6:20 | 11:00 | Warning   | One Horn      | Class Flag up |                  |
| 6:41 | 6:21 | 11:01 |           | One Horn      | P Flag up     |                  |
| 6:44 | 6:24 | 11:04 |           | One Long Horn | P Flag down   |                  |
| 6:45 | 6:25 | 11:05 | 1st Start | One Horn      | Class Flag up | Lower Class Flag |
| 6:46 | 6:26 | 11:06 |           | One Horn      | P Flag up     |                  |
| 6:49 | 6:29 | 11:09 |           | One Long Horn | P Flag down   |                  |
| 6:50 | 6:30 | 11:10 | 2nd Start | One Horn      | Class Flag up | Lower Class Flag |
| 6:51 | 6:31 | 11:11 |           | One Horn      | P Flag up     |                  |
| 6:54 | 6:34 | 11:14 |           | One Long Horn | P Flag down   |                  |
| 6:55 | 6:35 | 11:15 | 3rd Start | One Horn      |               | Lower Class Flag |

## Preset Courses for Twilights

| (1) Southwest |     |     | (2) Southwest      |     |     | (3) Southwest |     |     | (4) West     |     |     | (5) West           |     |     |
|---------------|-----|-----|--------------------|-----|-----|---------------|-----|-----|--------------|-----|-----|--------------------|-----|-----|
| A             | B/C | CR  | A                  | B/C | CR  | A             | B/C | CR  | A            | B/C | CR  | A                  | B/C | CR  |
| HB            | HB  | HB  | HB                 | HB  | HB  | HB            | HB  | HB  | HB           | HB  | HB  | HB                 | HB  | HB  |
| 29s           | 29s | 22s | 29p                | 22p | 22p | 22p           | 23p | 23p | 26p          | 25p | 23p | 26p                | 25p | 25p |
| 17p           | 17p | 17p | 19p                | 19p | 30p | 19p           | 19p | 19p | 19p          | 19p | 19p | 23s                | 30p | 19p |
| 22p           | 23p | 24p | 18p                | 18p | 23s | 17p           | 17p | 18p | 25p          | 25p | 23p | 22p                | 19p | 18p |
| 19p           | 19p | 19p | 23s                | 23s | 17s | HB            | HB  | HB  | 19p          | 19p | 19p | 19p                | 18p | HB  |
| 34p           | 34p | 17p | 17s                | 17s | HB  |               |     |     | 24s          | 24s | 18p | 18p                | HB  |     |
| HB            | HB  | HB  | HB                 | HB  |     |               |     |     | HB           | HB  | HB  | HB                 |     |     |
| 7.9           | 7.2 | 5.5 | 6.4                | 5.1 | 3.4 | 4.3           | 3.6 | 2.8 | 8.8          | 8.0 | 5.3 | 5.0                | 3.9 | 3.8 |
| Shorten @ 19  |     |     | Shorten @ 23 or 17 |     |     | Shorten @ 19  |     |     | Shorten @ 19 |     |     | Shorten @ 19 or 18 |     |     |

| (6) Northwest** |     |     | (7) Northwest      |     |     | (8) Northwest      |     |     | (9) North    |     |     | (10) North   |     |     |
|-----------------|-----|-----|--------------------|-----|-----|--------------------|-----|-----|--------------|-----|-----|--------------|-----|-----|
| A               | B/C | CR  | A                  | B/C | CR  | A                  | B/C | CR  | A            | B/C | CR  | A            | B/C | CR  |
| HB              | HB  | HB  | HB                 | HB  | HB  | HB                 | HB  | HB  | HB           | HB  | HB  | HB           | HB  | HB  |
| 17s             | 17s | 17s | 19p                | 19p | 19p | 24p                | 24p | 24p | 17p          | 17p | 17p | 17s          | 17s | 17s |
| 35p             | 35p | 35p | 17p                | 17p | 17p | 22s                | 22s | 22s | 29p          | 22p | 30p | 19s          | 19s | 18s |
| 17p             | 18p | 18p | 29p                | 22p | 24p | 26s                | 25s | 23s | 17p          | 17p | 17p | 22s          | 23s | 23s |
| 35p             | 35p | HB  | 19p                | 19p | 19p | 22s                | 22s | 22s | 23p          | 22p | 30p | 17s          | 17s | 17s |
| 17p             | 18p |     | HB                 | HB  | HB  | 25s                | 25s | 25s | HB           | HB  | HB  | 22s          | 23s | 23s |
| HB              | HB  |     |                    |     |     | 24p                | 24p | 24p |              |     |     | HB           | HB  | HB  |
|                 |     |     |                    |     |     | HB                 | HB  | HB  |              |     |     |              |     |     |
| 8.0             | 6.4 | 3.9 | 6.0                | 4.8 | 3.8 | 7.1                | 5.1 | 3.6 | 6.1          | 5.6 | 3.8 | 6.2          | 5.3 | 5.0 |
| Shorten @ 35    |     |     | Shorten @ 17 or 19 |     |     | Shorten @ 22 or 25 |     |     | Shorten @ 17 |     |     | Shorten @ 17 |     |     |

| (11) Northeast     |     |     | (12) Northeast |     |     | (13) East    |     |     | (14) East**  |     |     | (15) Southeast |     |     |
|--------------------|-----|-----|----------------|-----|-----|--------------|-----|-----|--------------|-----|-----|----------------|-----|-----|
| A                  | B/C | CR  | A              | B/C | CR  | A            | B/C | CR  | A            | B/C | CR  | A              | B/C | CR  |
| HB                 | HB  | HB  | HB             | HB  | HB  | HB           | HB  | HB  | HB           | HB  | HB  | HB             | HB  | HB  |
| 34p                | 34p | 34p | 34s            | 34s | 34s | 19p          | 19p | 19p | 18s          | 18s | 19p | 19s            | 19s | 19s |
| 29p                | 22p | 23p | 18p            | 18p | 18p | 17p          | 17p | 17p | 35p          | 35p | 34p | 29s            | 29s | 22s |
| 19p                | 19p | 19p | 19s            | 19s | 19s | 26p          | 25p | 25p | 17p          | 17p | 17p | 17s            | 24s | 17s |
| 24s                | 24s | 17s | 29s            | 29s | 22s | 19p          | 19p | 24p | 25p          | 24p | 24p | 19s            | 18s | 19s |
| 34s                | 34s | 34s | 34s            | 17s | 17s | HB           | HB  | HB  | HB           | HB  | HB  | HB             | 19s | HB  |
| HB                 | HB  | HB  | HB             | HB  | HB  |              |     |     |              |     |     | HB             |     |     |
| 8.0                | 6.7 | 5.7 | 6.2            | 5.6 | 4.3 | 6.3          | 5.0 | 4.5 | 6.1          | 4.4 | 3.4 | 6.3            | 5.7 | 5.2 |
| Shorten @ 19 or 34 |     |     | Shorten @ 19   |     |     | Shorten @ 17 |     |     | Shorten @ 17 |     |     | Shorten @ 19   |     |     |

| (16) Southeast     |     |     | (17) Southeast                    |     |     | (18) South   |     |     | (19) South   |     |     |
|--------------------|-----|-----|-----------------------------------|-----|-----|--------------|-----|-----|--------------|-----|-----|
| A                  | B/C | CR  | A                                 | B/C | CR  | A            | B/C | CR  | A            | B/C | CR  |
| HB                 | HB  | HB  | HB                                | HB  | HB  | HB           | HB  | HB  | HB           | HB  | HB  |
| 19s                | 19s | 19s | 19s                               | 19s | 19s | 22s          | 22s | 22s | 22p          | 22p | 23p |
| 22s                | 22s | 22s | 22s                               | 23s | 23s | 23p          | 26s | 25s | 19p          | 19p | 19p |
| 23p                | 25s | 17s | 23s                               | HB  | HB  | 26s          | 24s | 24s | 17p          | 18p | 18p |
| 26s                | 17s | 19s | HB                                |     |     | 17s          | 22p | 22p | HB           | HB  | HB  |
| 17s                | 19s | HB  |                                   |     |     | 22p          | HB  | HB  |              |     |     |
| 19s                | HB  |     |                                   |     |     | HB           |     |     |              |     |     |
| HB                 |     |     | (Good course<br>for twice around) |     |     |              |     |     |              |     |     |
| 7.2                | 5.9 | 5.2 | 2.9                               | 2.5 | 2.5 | 6.6          | 5.5 | 4.8 | 3.5          | 2.8 | 2.5 |
| Shorten @ 17 or 19 |     |     | Shorten @ 23                      |     |     | Shorten @ 22 |     |     | Shorten @ 19 |     |     |

Courses can be made twice around if the committee hoists the "T" flag.

Note\*\*: Courses 6 and 14 may only be used if low tide does not occur between 4:00 PM and 10:00 PM.

## Starting and Finishing Lines

### STARTING LINES:

#### Hingham Bay Twilight Races, Solstice Regatta, and Scorpion Bowl:

Between the Hingham Bay Start Mark north of Sheep Island and a yellow flag on the race committee.

**Note:** For Solstice and Scorpion bowl the rendezvous for the start will be the same as Wednesday night races, however final starting location is up to the discretion of the race committee.

**Hitchcock Trophy:** The starting line will be between a orange flag on the committee boat and ALLERTON BELL "3" (mark 13), or other suitable mark determined by the committee boat.

**Chowder Cup:** Rendezvous in the vicinity of mark 32 Hospital Shoal Can 15 minutes prior to the first gun. Race Committee will lead the starters to the starting area. The starting line will be between a orange flag on the committee boat and an indicated mark from the list.

**Note:** All yachts after checking in must keep clear of the starting area and first leg of the course until the preparatory signal for their division or face disqualification.

**Finishing Lines:** At the last mark designated for the course and the orange flag on the Race Committee boat, unless the Race Committee displays Code Flag "S" and establishes a finish line at an earlier mark of the course.

## Social Events

**After Twilights:** 99 Restaurant, Rte. 3A, Hingham.

**After Solstice Regatta:** Awards at the Hull Yacht Club

**After Scorpion Bowl Race:** Party at Hull Yacht Club, Free moorings available.

#### Friday before the Hitchcock Trophy:

Skippers Meeting 19:00 at Hingham Yacht Club.

**After Hitchcock Trophy:** There will be a cookout and an awards ceremony following the race at the Hingham Yacht Club. Moorings will be available at HYC after racing.

**After Chowder Cup:** Chowder and cookout at the Hull Yacht Club.

**Awards Dinner:** Trophies for the Hingham Bay races will be awarded at the Annual Banquet held in January/February of 2012 at a time and location to be announced.

## Race Series Scoring

**HINGHAM BAY SERIES SCORING:** Each of the series trophies will be scored using a modified high point system encouraging race participation. In this scoring system you receive points for each race per the following table.

| Place | Points | Place             | Points |
|-------|--------|-------------------|--------|
| 1st   | 102    | 5th               | 91     |
| 2nd   | 98     | 6th, 7th, 8th,... | 89     |
| 3rd   | 96     | DNF, WD, OCS      | 85     |
| 4th   | 93     | DNS, DSQ          | 0      |

The boat with the most total points at the end of the series wins. The Hingham Bay Twilight series will allow one throw out per series, when four or more races are scored.

**TIES:** Ties will be broken in favor of the boat with the most first places, and if the tie remains, the most second places, and so on. If this method fails to break the tie it will be broken in favor of the boat with the lowest corrected time total for all of the races.

**RACE COMMITTEE:** In races in which a fleet member provides race committee duties that boat will be scored for that race with the average number of points for all other races in the series. Throw-outs are used in this calculation. For example, in a five race series, Boat A finished 2nd, 7th, 1st, was race committee for the fourth race and went on vacation missing the last race. Boat A would receive a  $92.6$  points  $(96+80+102)/3$  for the race they performed race committee. Their total point score for the series would be  $370.6$  allowing for the one throw-out. Ideally what we would like to accomplish is to have each fleet be responsible for a twilight series. In that way the boats involved would be affected, scoring wise, relative to other boats in the same fleet

Part of the fun and learning experience of sailboat racing is providing support necessary to run a race. Everyone who races will have an opportunity to assist the pro in the running and management of races on either the Hingham or Hull race committee boat. You will be called upon to assist the Pro with the duties of running a race. Only members who have fulfilled all assigned obligations will be scored for the racing season.

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## Season Awards

**Governor's Cup:** Awarded to the boat with highest four race total points in the following five weekend races: Solstice Regatta, Scorpion Bowl, Chowder Cup, Hitchcock Trophy, and the PHRF New Englands.

**Hingham Bay Cup:** Awarded to the boat with the highest 10 race total points for the Twilight series of races, not including the Champions races.

**Fleet Captain's Trophy:** This trophy will be awarded to a participant in our fleet who best meets the following criteria:

- Any Skipper or Crew who actively raced throughout the season.
- Demonstrated knowledge of the rules of racing.
- Unwavering adherence to the Basic Principle of the racing rules titled, "Sportsmanship and the Rules", in particular the following clause will be strongly considered as a basis for awarding this trophy: "A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty or retire."
- Demonstrated goodwill towards all other competitors.
- Demonstrated sharing of sailing knowledge with other competitors, especially with new members of the fleet.

At the end of each season, Nominations will be sought from all active racers in the fleet. The fleet captains will vote for the recipient, with a tie to be broken by the fleet governor. Fleet captains should not feel obligated to limit their vote/nomination to sailors within their own fleet.

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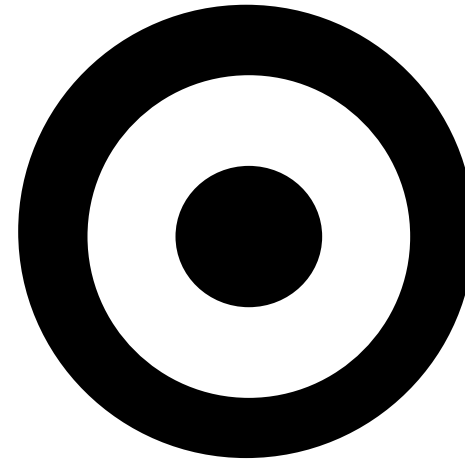
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## Rating System

Hingham Bay PHRF will use Time on Distance as the method to adjust finishing times for both Twilight and Weekend Races. This method multiplies the handicap of the boat by the distance of the race resulting in a time adjustment to the boat's elapsed time.

The distance of the course is determined as the "straight line" distance from mark to mark. The exception to this is between Mark 17 (Hull Gut) and 25 (West Gut) and Mark 17 (Hull Gut) 26 (West Gut). A straight line between 17 and 25 or 17 and 26 would intersect with Peddocks Island. The distance between these marks will be determined by using the following marks:

- 17 to R "HR" (Harry's Rock Daybeacon) to 25
- 17 to R "HR" (Harry's Rock Daybeacon) to 26

### Hingham Bay Sailing Conditions

Sailing in Hingham Bay can be challenging because of the strong currents, high-speed ferries, shallow spots, and islands. To conquer Hingham Bay you need to know where all the marks are (get a good chart) and understand what the tide is doing (get an Eldridge book). Learning to race better in Hingham Bay will improve your Strategic and Tactical decision making no matter what the venue.

The prevailing wind direction in the summer is from the West/Southwest in the 10 – 20 knot range. The southwest wind direction allows for a nice first beat up into the Fore River channel. The first decision competitors must make is whether to sail to the left of Sheep Island (along the Hingham Shore) or sail to the right of Sheep Island towards the Quincy shore.

Probably the biggest factor in making this choice is the tide. On an incoming tide, the right side will usually be the better play while on an outgoing tide the left side along the Hingham shore can work, but this area is susceptible to lighter winds so be careful. During an outgoing tide try to stay out of the deep water channel, remember that "tide runs deep", the current will be stronger in deeper water.

If the wind is out of the East or Southeast, it is usually a dying sea breeze and can be very fluky. The first leg is usually a beat up into Bumpkin Island. Again the tide plays a big factor in your overall strategy. On an outgoing tide it is best to stay out of the deep water channel if possible. Staying out of the tide is easier if you go right, but there can be more wind out on the left towards the Hull shore, so always keep your head out of the boat, looking up the course for wind.

If the wind is out the North/Northwest it is usually a strong shifty breeze. It is usually windy enough that current is less of a factor, but when rounding marks in West Gut (25, 26) always be aware of the tide. The current is very strong in West Gut and will push you into the mark if you are not careful.

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## 2011 Hingham Bay Roster

| Yacht Name         | Owner                | Sail # | Type           | Race | Cruise |
|--------------------|----------------------|--------|----------------|------|--------|
| Shamrock Sensation | Ralph DiMattia       | 25279  | N/M 40         | 42   | 45     |
| Wildride           | Robert Foley         | 109    | Henderson 30   | 45   | 54     |
| Ladylove           | Feeley               | 290    | J 109          | 69   | 78     |
| Black Seal         | Jeff Kent            | 143    | J 35           | 71   | 83     |
| JAM                | John Feldman         |        | J109           | 75   | 81     |
| Astray Liana       | Barry Linquest       | 51036  | V G 30         | 75   | 87     |
| Got Qi             | Matt Pike            | 317    | J 105          | 84   | 90     |
| Bella Vita         | Joe Vita             | 52554  | BENETEAU 36.7  | 84   | 93     |
| Early Light        | Mike Gardner         | 42184  | Bristol 51.1   | 84   | 99     |
| Jazz               | Kirk Brown           | 42353  | J 40           | 87   | 96     |
| Magpie             | Brian Curtis         | 147    | J100           | 90   | 102    |
| Deneb              | Roger Merrill        | 157    | SWAN 43        | 93   | 105    |
| Static             | Bill/Darthea Collins | 40786  | Evelyn 32 - 2  | 102  | 114    |
| Solution           | Peter Ross           | 40638  | C & C 38       | 102  | 114    |
| Rolling Stone      | Chet Osborn          | 42     | Melges 24      | 102  | 108    |
| Solution           | Peter Ross           | 40638  | C & C 38       | 102  | 114    |
| Moose              | Rich Pierce          | 40995  | Frers 33       | 108  | 120    |
| Waywind Wind       | David Edgren         | 832    | CATALINA 42-2  | 111  | 123    |
| Alquemie           | Marc Bucklen         | 33867  | C&C 37         | 111  | 126    |
| Maxami             | Lenn Schnabel        | 2      | Olsen 30       | 114  | 126    |
| Jester             | Kenneth Pilczak      | 52670  | Dehler 37      | 117  | 114    |
| Runnin Wild        | Gallagher/Davis      | 40846  | Evelyn 32 - 2  | 117  | 120    |
| Tsunami            | Lewis Marten         | 71195  | C & C 34+WK    | 117  | 123    |
| Ariel              | Douglas Ryan         | 15     | Tartan 40      | 117  | 123    |
| Magic Dragon       | Steve DiMenna        | 42003  | Hinkley SW 42  | 120  | 183    |
| Summerin           | Jody Graul           | 40825  | Sabre 36       | 123  | 135    |
| Little Tiger       | David Nelson         | 138    | LASER 28       | 123  | 135    |
| Georgia Rose       | Ray Kasperowicz      | 22729  | PEARSON 40     | 123  | 135    |
| Prohobis           | Stephen White        | 40857  | SABRE 36       | 123  | 135    |
| Whistler           | William Hines        | 209    | Sabre 38-2 W K | 126  | 138    |
| Indian Summer      | Sheridan Cary        | 51906  | Sabre 38-2     | 129  | 135    |
| Impromptu          | Ron Casciato         | 6013   | C&C 38-2       | 129  | 132    |
| Meister            | Jim Higgins          | 245    | J29            | 129  | 135    |
| Cayuga             | Andy Kurtz           | 197    | Laser 28       | 129  | 135    |
| William Henry      | Philip Marrantette   | 115    | O Day 39       | 129  | 144    |
| Wharf Rat          | RJ DiMattia          | 92     | Pearson Flyer  | 132  | 141    |
| Ansiela            | C. Semmelink         | 50756  | Hood 38        | 132  | 148    |
| Aquavit            | Curt Mahlstedt       | 42313  | Pearson 36-2   | 141  | 144    |

## 2011 Hingham Bay Roster

|                 |                        |       |                   |      |      |
|-----------------|------------------------|-------|-------------------|------|------|
| Frolic          | Perry Moore            | 472   | J 30              | 141  | 150  |
| Viva            | Jon/Lori Lacks         | 31283 | J30               | 147  | 153  |
| Ruffian         | Cunningham/Pasko       | 23801 | J 30              | 150  | 156  |
| REJUVENATE      | Erik Diekmann          | 51734 | HUNTER 34         | 150  | 162  |
| Melody          | Dave Smookler          | 41317 | Islander 36       | 150  | 165  |
| Reflections     | Steve Bearden          | 484   | Tartan 37-2       | 153  | 156  |
| Blue Note       | Paul Blum              | 41736 | C S 30            | 156  | 168  |
| Big Bird        | Charles Moore          | 22337 | METALMAST 30      | 159  | 165  |
| Deep Trance     | Bill Beckett           | 33526 | Tartan 33         | 159  | 165  |
| Caliente        | Ed White               |       | Cal 35-2          | 162  | 168  |
| Celebration     | David Brown            | 1692  | CATALINA 36       | 162  | 177  |
| Aledia          | Nicholas Bonn          | 16    | HINCKLEY 38       | 162  | 174  |
| Point Breeze    | Rob Carvette           | 1701  | Catalina 34-2     | 165  | 180  |
| Analgesic       | Brian McPhillips       | 584   | Catalina 34-2     | 165  | 180  |
| Pocito          | Ed Putnam              | 57    | J 24              | 168  | 174  |
| Relic           | Bob Nelson             | 0024  | J 24              | 168  | 174  |
| Beautiful Day   | Patricia MacDonald     | 384   | Hunter 340 SD     | 168  | 180  |
| No Name         | Ingrid Beattie         | 429   | J 24              | 168  | 174  |
| Sapphire        | Dimitrios Salemis      | 52542 | Hallsberg/Rassy   | 168  | 183  |
| BOBOBOB         | Bob Nelson             | 2699  | Catalina 36 Mk 11 | 168  | 183  |
| Scheherazard    | Mario Greico           | 27    | Hunter 33         | 171  | 183  |
| Gusty           | Jim Gustafson          | 3060  | CATALINA 30TR     | 174  | 186  |
| Preamble        | Bob White              | 3761  | Island Packet 37  | 174  | 180  |
| Legacy          | Gavin Peters           | 74007 | C & C 30 - 1      | 186  | 198  |
| Lyrical         | Dan Liewellyn          | 325   | Tarten 30         | 186  | 198  |
| Eastern Wind    | Glenn/Jovy Pollock     | 3190  | Catalina 30       | 186  | 204  |
| Taking Time     | John Keating           | 4500  | Catalina 30       | 192  | 207  |
| Legacy          | Gavin Peters           | 74007 | C&C 30-1          | 195  | 198  |
| Quill           | Aram Donabed           | 15    | Stuart Knockabout | u204 | u216 |
| Summer Wind     | Patrick Uhlar          |       | Island 28         | 207  | 219  |
| Dea             | Richard Lords          | 1925  | Catalina 27       | 207  | 219  |
| Fair Chance     | Joe Griffin            | 1706  | PEARSON 26        | 213  | 225  |
| Legasea         | Kathl. Colbert-Haven54 |       | C & C 26          | 231  | 243  |
| Rollout 11      | Nick Shostak           | 1200  | Cal 25            | 237  | 249  |
| G Force         | Tom Gardner            | 27    | Ericson 27        | 246  | 258  |
| Second Wind     | Stephen W. Johnson     | 288   | PEARSON TRITON    | 255  | 261  |
| Chikanery       | Sean Kane              | 154   | Thunderbird       | U201 | U210 |
| Mysterious Ways | Steve Kavanaugh        | 1192  | Thunderbird       | U201 | U210 |
| Flying Gull     | Ken MacLeod            | 777   | Thunderbird       | U201 | U210 |

## List C: Greater Boston/Hingham Harbor

| #  | Designation                                     | Symbol       |             | Lat N    | Long W   |
|----|---|--------------|-------------|----------|----------|
| 1  | Boston North Channel Bell (Finns Ledge)         | R "2"        | QR          | 42°22.2' | 70°55.2' |
| 2  | Boston North Channel Buoy                       | G "5"        | FIG 2.5s    | 42°21.4' | 70°55.5' |
| 3  | Boston North Channel Buoy                       | GR "PR"      | FI(2+1)G6s  | 42°20.5' | 70°56.2' |
| 4  | President Roads Anchorage Gong                  | Y "A"        | --          | 42°20.6' | 70°57.6' |
| 5  | President Roads Anchorage Nun                   | YN "E"       | --          | 42°20.2' | 70°58.8' |
| 6  | Winthrop Harbor Approach Nun                    | RN "4"       | --          | 42°21.0' | 70°58.7' |
| 7  | Boston Channel Buoy (Castle I.)                 | R "10"       | FR 6s       | 42°20.7' | 71°00.7' |
| 8  | Boston Main Channel Buoy                        | R "6"        | FIR 2.5s    | 42°20.2' | 70°59.9' |
| 9  | Long I. Head Buoy (President Road)              | G "17"       | FIG 2.5s    | 42°19.9' | 70°57.5' |
| 10 | Sculpin Ledge Nun (Spectical Is. Chan)          | RN "8A"      | --          | 42°18.9' | 70°58.9' |
| 11 | Dorchester Bay Nun (NW of Thompson I.)          | RN "4"       | --          | 42°19.3' | 71°00.8' |
| 12 | Long Is. Shoal Nun (West Head)                  | RN "6"       | --          | 42°18.4' | 70°58.6' |
| 13 | Nantasket Roads Chan. Bell (Pt. Allerton)       | G "3"        | FIG 4s      | 42°19.1' | 70°52.8' |
| 14 | Kelly Rock Bell (The Narrows)                   | R "2"        | --          | 42°19.2' | 70°54.7' |
| 15 | Nantasket Roads Chan. Lt. Buoy (N Hull Gut)     | G "11"       | FIG 2.5s    | 42°18.7' | 70°55.3' |
| 16 | Rainsford Isle Shoal Buoy (white/orange)        | W Or         | --          | 42°18.6' | 70°56.7' |
| 17 | Hull Gut Channel Buoy                           | G "5"        | FIG 4s      | 42°17.6' | 70°55.4' |
| 18 | Bumkin Island (Shoal) Buoy                      | G "1"        | FIG 4s      | 42°17.4' | 70°54.9' |
| 19 | Crow Point Flats North Nun (Bumkin)             | RGN "CF"     | --          | 42°16.9' | 70°54.6' |
| 20 | Sheep Is Can (500yds SE of Sheep I.)            | G "1"        | --          | 42°16.7' | 70°55.1' |
| 21 | Quincy YC Channel Can                           | G "1"        | --          | 42°16.5' | 70°56.6' |
| 22 | Weymouth Fore River Chan Light                  | "13"         | QG          | 42°16.3' | 70°55.8' |
| 23 | Western Way Lighted Buoy                        | RG"WW"       | FI(2+1) R6s | 42°16.6' | 70°55.9' |
| 24 | Weymouth Fore R Chan Lighted Buoy               | G "9"        | FIG 2.5s    | 42°17.1' | 70°55.8' |
| 25 | Western Way Buoy (Peddocks I.)                  | R "2"        | FIR 2.5s    | 42°17.0' | 70°57.0' |
| 26 | Western Way Buoy (Peddocks I.)                  | G "3"        | FIG 2.5s    | 42°17.2' | 70°57.5' |
| 27 | Lynn Channel Approach Can (Nahant Rock)         | GC "1"       | --          | 42°24.4' | 70°56.8' |
| 28 | Shag Rock Buoy                                  | R "2"        | FIR 4s      | 42°24.7' | 70°54.4' |
| 29 | Weymouth Fore River Chan Lighted Buoy           | GC "17"      | FIG 6s      | 42°15.7' | 70°56.2' |
| 30 | Sheep Island Nun                                | R "2"        | --          | 42°16.7' | 70°55.3' |
| 31 | Nubble Channel Can 1                            | GC "1"       | --          | 42°19.5' | 70°56.8' |
| 32 | Hospital Shoal Can (Rainsford I.)               | GRC "HS"     | --          | 42°18.7' | 70°56.3' |
| 33 | President's Roads                               | G "15"       | QG          | 42°20.0' | 70°56.7' |
| 34 | Hingham YC '32' (300 yds W of Hull Hill)        | Orange       | "32"        | 42°18.0' | 70°54.9' |
| 35 | Hingham YC '8' (400 yds SSW of Strawberry Hill) | Orange "8"   | --          | 42°17.2' | 70°53.3' |
| 36 | Hingham YC 'T' (400 yds SSW of Spinnaker I.)    | Orange "T"   | --          | 42°17.8' | 70°53.9' |
| 37 | Hingham Channel Ent. Nun                        | RN "6"       | --          | 42°16.4' | 70°53.9' |
| 38 | Hingham YC '6' (400 yds NNE of Harry's rock)    | Orange "6"   | --          | 42°17.5' | 70°56.0' |
| 39 | Hingham YC '31' (West of Skull Head Hull)       | Orange       | "31"        | 42°17.6' | 70°53.4' |
| HB | Hingham Bay Starting Buoy (N of Sheep I.)       | White "HBSB" |             | 42°17.3' | 70°55.4' |

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## List A: Massachusetts Bay

| # | Designation                    | Gov't   | Light     | Approx. Position |         |
|---|--------------------------------|---------|-----------|------------------|---------|
|   | Symbol                         |         |           | Lat N            | Long W  |
| A | Eastern Point Whistle          | R "2"   | FLR 4s    | 42.34.2          | 70.39.8 |
| B | Newcomb Ledge Whistle          | G "1"   | FLG 4s    | 42.30.5          | 70.44.4 |
| D | Tinker's Rock Gong             | GR "TR" |           | 42.28.9          | 70.48.9 |
| E | Portable Gybe/Reach Mark       |         |           |                  |         |
| F | Portable Start/Finish Mark     |         |           |                  |         |
| G | Great Pig Rock's Bell          | R "4"   | FLR 4s    | 42.27.6          | 70.50.2 |
| H | Flip Rock Gong                 | RG "FR" |           | 42.24.1          | 70.55.5 |
| J | Boston Approach Buoy           | RW "BG" | MO(A)     | 42.23.4          | 70.51.5 |
| K | Boston Lighted Whistle Buoy    | RW "B"  | MO(A)     | 42.22.7          | 70.47.0 |
| L | Boston Approach Buoy           | Y "BF"  | FL(4)Y20s | 42.20.7          | 70.39.1 |
| M | Boston Entrance Gong           | RW "NC" | MO(A)     | 42.22.5          | 70.54.3 |
| N | The Graves Whistle             | G "5"   | FLG 4s    | 42.22.5          | 70.51.5 |
| P | Boston S Entrance Can          | GC "1"  |           | 42.21.9          | 70.53.8 |
| Q | 3 1/2 Fathom Ledge Bell        | R "2"   | FLR 4s    | 42.21.1          | 70.50.5 |
| R | Boston Ledge Nun               | RN "6"  |           | 42.20.1          | 70.51.8 |
| S | Thieves Edge Whistle           | G "1"   | QkFLG     | 42.19.6          | 70.49.8 |
| U | Davis Ledge Gong               | G "1DL" | FLG 2.5s  | 42.16.3          | 70.44.9 |
| V | 21 Foot Whistle (Minots Ledge) | G "21"  | FLG 4s    | 42.16.6          | 70.42.4 |
| W | Portable Windward Mark         |         |           |                  |         |
| X | Scituate Approach Gong         | RW "SA" | MO(A)     | 42.12.1          | 70.41.8 |
| Y | Harding Ledge Bell             | G "1HL" | FLG 4s    | 42.18.6          | 70.50.6 |
| Z | Farnham Rock Bell              | R "6"   | FLR 4s    | 42.05.6          | 70.36.4 |

### ADDITIONAL LIMITATIONS:

Yachts shall not complete passage in either direction under Long Is. Bridge, nor between Castle Is. and Horn/Light "5", Deer Is. and Deer Is. Light Buoy, Deer Is. and Great Faun Daybeacon R "6A". Nixes Mate and Gallops Is., Boston Light and Little Calf Is., Graves Whistle G "5" and Graves Light GpFI(2) 12s, Toddy Rocks Can C "9A" and Hull Shore, Rainsford Is and Quarantine Rocks, Harry's Rock Daybeacon R "HR" and Peddocks Is., G "3" and Bumpkin Is., Bumkin Is. and Sunset Pt. Other Government aids to navigation may be ignored unless as marks of the course.

# Race Committee Procedures

## I. EQUIPMENT REQUIRED - BOLD items supplied by PHRF

- Marine Radio with channels 16 and 68
- Accurate watch (digital hour-minute-second)
- Boston Harbor and Mass Bay Charts
- Minimum of two assistants
- **Extra copies of circular**
- **Air Horn (large size freon)**
- **Results tally sheets**
- **Flags 0-9, A-Z including CODE FLAGS:  
A, B, C, D, L, N, R, S, T, X, Y, 1ST sub, YELLOW, BLUE, RED.**
- **RACE COMMITTEE (IN POUCH OF FLAG BAG)**

## II. PRE-RACE - Adverse Weather Conditions

The race committee, may delay, postpone or cancel a race no sooner than 60 minutes prior to the first warning signal.

A guideline for cancellation may be as follows:

- Full fog with less than 200-ft. visibility
- Waves in excess of 6 ft. (3 ft. inside Hingham Bay)
- Wind with true sustained speed exceeding 20 knots and/or gusting in excess of 25 knots.

The Race Committee should announce on channel 68 any special orders 1/2 hour before the scheduled warning gun. If possible the committee should continue to monitor 68 for additional questions.

IN CONDITIONS APPROACHING ADVERSE WEATHER THE RACE COMMITTEE MAY HOIST CODE FLAG Y-LIFE JACKET/P.F.D. RULE.

## III. SETTING THE LINE - Get to station on time

The ideal line is at right angles to the course to the first mark and at right angles to the wind. Insure that the line is long enough to accommodate the largest fleet. Longer is better (rule of thumb is the line should be 1.5 X total length of all boats in the largest fleet). The committee boat should be anchored so that it is positioned outside of any shipping channel. Position the yellow flag in a spot convenient for sighting the line.

**PLEASE NOTE:** Race committees should position the committee boat to accommodate finishing in a direct course from the preceding mark if possible. This may require moving the committee boat between the end of the starting sequence and before the first boat finishes.

## IV. SETTING THE COURSE

Observe book presets. Note the tide and make sure that you are not setting a course that would make it impossible for the 7-ft. draft boats to sail. Insure that the start is set to

# Race Committee Procedures

windward as closely as possible. Select one of the preset courses according to the wind direction. If it looks like the wind may die or there is a possibility of squalls, select a short course and post twice around. Hoist the correct course flag. If the course is twice around, (Note: Remember in a twice around course the starting mark is a mark of the course shall be honored by all competitors.) also hoist the "T" flag. If the course is posted twice around and you decide to shorten the race to once around you must haul up the code flag "S", fire two guns as the first finisher in each class approaches the line and record the finish. Record the starters as they sail by the committee boat.

## V. AT THE START

The first gun for the Twilight series is either 6:40 PM (Spring and Summer) or 6:20 PM (Flashlight and Champions). The first gun for the weekends is at 11:00 am. If you need to postpone a weekend race sound two horns and raise the red and white flag. Time the starts and finishes from the same watch. Start the sequence (the warning signal) on a five minute mark. (6:40:00 OR 6:45:00 for example) in order to make it easier to time the finishes.

A typical Twilight sequence follows:

|      |             |               |                 |           |
|------|-------------|---------------|-----------------|-----------|
| 1840 | Warning     | One Horn      | C & D Flag up   |           |
| 1841 |             | One Horn      | P Flag up       |           |
| 1844 |             | One Long Horn | P Flag down     |           |
| 1845 | Start C & D | One Horn      | C & D Flag down | B Flag up |
| 1846 |             | One Horn      | P Flag up       |           |
| 1849 |             | One Long Horn | P Flag down     |           |
| 1850 | Start B     | One Horn      | B Flag down     | A Flag up |
| 1851 |             | One Horn      | P Flag up       |           |
| 1854 |             | One Long Horn | P Flag down     |           |
| 1855 | Start A     | One Horn      | A Flag down     |           |

If a yacht finishes within the prescribed time, the Race Committee shall continue to take times for that fleet for an additional five minutes. On the sheet that you will use to record the finishes, be sure that you note the time that the class started and record the starters. We do not encourage "general recalls" nor is the Race Committee required to attempt to notify individual boats if they are over at the start. If anyone is over, display code flag "X" (blue cross on white field and sound one horn).

(continued next page)

## **Race Committee Procedures — continued**

### **VI. SHORTENING THE COURSE**

Race committee only has to stay on starting station for five minutes past the last starting gun. Finishing the most fleets possible on a light air night should be the objective. For the **Twilight Series**, the marks designated for shortening the course in the preset courses are only suggestions. The RC may shorten the course to another mark as long as that mark is common to all fleets racing that night.

### **VII. AT THE FINISH**

Be sure the race committee boat is outside of the channel, but on the correct side of the mark. The presets will denote relationship of boat to mark. The boats will be finishing between the yellow flag on your Committee boat and the last mark of the course.

Recording the time of finishers ACCURATELY is an absolute necessity. Use the same watch you used for starting the race and record the exact hour, minute and second as each boat crosses the line.

On Twilight races the time limit is fixed- no matter what time the first gun actually went off. If one boat finishes before the limit the race committee will take time for an additional 5 minutes. No finish times will be recorded after this time.

Turn in result tally sheets as soon as possible to the scorer.

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# 2010 Results

## Spring Series

|         |     |               |
|---------|-----|---------------|
| A Fleet | 1st | Blackseal     |
|         | 2nd | Got Qi        |
|         | 3rd | Ladylove      |
| B Fleet | 1st | Wharf Rat     |
|         | 2nd | Rolling Stone |
|         | 3rd | Moose         |
| C Fleet | 1st | Ruffian       |
|         | 2nd | Viva          |
|         | 3rd | Margay        |

## Flashlight Series

|         |     |               |
|---------|-----|---------------|
| A Fleet | 1st | Lady Love     |
|         | 2nd | Got Qi        |
|         | 3rd | Wild Ride     |
| B Fleet | 1st | Rolling Stone |
|         | 2nd | Wharf Rat     |
|         | 3rd | Moose         |
| C Fleet | 1st | Viva          |
|         | 2nd | Margay        |
|         | 3rd | Ruffian       |
| D Fleet | 1st | Second Wind   |
| F Fleet | 1st | Indian Summer |
|         | 2nd | Summerin      |
|         | 3rd | Ariel         |

## Governors Cup 2010

|         |     |                 |
|---------|-----|-----------------|
| A Fleet | 1st | Wild Ride       |
|         | 2nd | Lady Love       |
|         | 3rd | Agora           |
| B Fleet | 1st | Rolling Stone   |
|         | 2nd | Static          |
|         | 3rd | Moose           |
| C Fleet | 1st | Mysterious Ways |
|         | 2nd | Ruffian         |
|         | 3rd | Chickanery      |
| F Fleet | 1st | Summerin        |
|         | 2nd | Indian Summer   |
| G Fleet | 1st | Gusty           |
|         | 2nd | Andiamo         |
|         | 3rd | Big Bird        |

## Summer Series

|         |     |               |
|---------|-----|---------------|
| A Fleet | 1st | Got Qi        |
|         | 2nd | Magpie        |
|         | 3rd | Lady Love     |
| B Fleet | 1st | Wharf Rat     |
|         | 2nd | Cayuga        |
|         | 3rd | Rolling Stone |
| C Fleet | 1st | Margay        |
|         | 2nd | Ruffian       |
|         | 3rd | Viva          |

## Solstice Race

|         |     |                 |
|---------|-----|-----------------|
| A Fleet | 1st | Lady Love       |
|         | 2nd | Wild Ride       |
|         | 3rd | Superstition    |
| B Fleet | 1st | Rolling Stone   |
|         | 2nd | Rocket          |
|         | 3rd | Viva            |
| C Fleet | 1st | Mysterious Ways |
|         | 2nd | Chickanery      |
|         | 3rd | Atalanta        |

## Hingham Bay Cup

|         |     |               |
|---------|-----|---------------|
| A Fleet | 1st | Got Qi        |
|         | 2nd | Ladylove      |
|         | 3rd | Magpie        |
| B Fleet | 1st | Rolling Stone |
|         | 2nd | Moose         |
|         | 3rd | Cayuga        |
| C Fleet | 1st | Viva          |
|         | 2nd | Margay        |
|         | 3rd | Ruffian       |
| D Fleet | 1st | Second Wind   |

## Scorpion Bowl

|         |     |                 |
|---------|-----|-----------------|
| A Fleet | 1st | Scheherazade    |
|         | 2nd | Cone of Silence |
|         | 3rd | Agora           |
| B Fleet | 1st | Viva            |
|         | 2nd | Wharf Rat       |
|         | 3rd | Rolling Stone   |
| C Fleet | 1st | Pocito          |
|         | 2nd | Ruffian         |
| F Fleet | 1st | Ares            |
|         | 2nd | Summerin        |
| G Fleet | 1st | Gusty           |
|         | 2nd | Big Bird        |

## Hitchcock Trophy

|         |     |               |
|---------|-----|---------------|
| A Fleet | 1st | Golden Eye    |
|         | 2nd | Superstition  |
|         | 3rd | Scheherazade  |
| B Fleet | 1st | Wharf Rat     |
|         | 2nd | Viva          |
|         | 3rd | Rolling Stone |
| C Fleet | 1st | Gusty         |
|         | 2nd | Big Bird      |
|         | 3rd | Pterodactyl   |
| F Fleet | 1st | Summerin      |

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## Race Committee 2011 Schedule

| Date    | Name         | Date        | Name             |
|---------|--------------|-------------|------------------|
| May 5   | Matt Pike    | July 6      | Rich Pierce      |
| May 25  | Brian Curtis | July 13     | Richard Lords    |
| June 1  | Jeff Kent    | July 20     |                  |
| June 8  | John Feldman | July 27     | Chet Osborn      |
| June 15 | Bob Foley    | August 3    | Feeley Family    |
| June 22 | Kirk Brown   | August 10   | Cunningham/Pasko |
| June 29 | Andy Kurtz   | August 17   | Bob Nelson       |
|         |              | August 24   | RJ DiMattia      |
|         |              | September 2 | Brian Curtis     |



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