

Keel Boat of the Year (IRC and HKPN)



Criteria and process for selecting the Recipients

The following criteria shall apply for Year 2021 and each subsequent year. The HHYC Sailing Committee reserves the right to amend the criteria, at its sole discretion, for Year 2022 or later. Any changes will be advised to Competitors and published on the HHYC website.

1. Separate awards will be given for IRC and HKPN Classes.
2. This is an objective determination based on boats' performance throughout the defined period, calculated using the Cox-Sprague System of scoring (attached). For the avoidance of doubt the Cox-Sprague System is scored based on the number of entries and positions of boats within individual races, not a series as a whole.
3. The defined period is a Calendar Year.
4. All IRC and HKPN boats entering HHYC races are eligible for the awards.
5. Only Races where HHYC is the Organizing Authority will be considered in the calculation.
6. The following HHYC organised races will be included,:
 - a) Monsoon Spring Series; Typhoon Series, Summer Saturday Series; and Monsoon Winter Series.
 - b) Kowloon Cup regatta; and Port Shelter Regatta
 - c) Mirs Bay Return Race (the Second Race of the Mirs Bay Regatta).
7. The official published results, after any adjustment for errors or protests, will be converted to points using the Cox-Sprague Scoring System.
8. Where more than one set of results is published for the same race, such as the Mirs Bay Passage Race, the results shall only be included once. In this regard, score conversions such as "IRC to HKPN" or vice versa shall not be considered.
9. For the avoidance of doubt and due to the nature of the Cox-Sprague system, all boats that participated in a race will be included in the calculation. The highest placed boat will be adjudged the winner.
10. In the event of a tie between two or more boats, the winner will be determined based on the head-to-head results between the tied boats.

Whilst the assessment to determine the winner of the Boat of the Year is an objective exercise, the ultimate decision of the Sailing Committee is final and shall not be subject to challenge or protest.

Cox-Sprague Scoring System

Number of Participants

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20 or more	Pl.s
10	31	43	52	60	66	72	76	80	84	87	90	92	94	96	97	98	99	100		1
4	25	37	46	54	60	66	70	74	78	81	84	86	88	90	91	92	93	94		2
(0)	21	33	42	50	56	62	66	70	74	77	80	82	84	86	87	88	89	90		3
(17)	29	38	46	52	58	62	66	70	73	76	78	80	82	83	84	85	86			4
(26)	35	43	49	55	59	63	67	70	73	75	77	79	80	81	82	83				5
(32)	40	46	52	56	60	64	67	70	72	74	76	77	78	79	80					6
(38)	44	50	54	58	62	65	68	70	72	74	75	76	77	78						7
(42)	48	52	56	60	63	66	68	70	72	73	74	75	76							8
(46)	50	54	58	61	64	66	68	70	71	72	73	74								9
(48)	52	56	59	62	64	66	68	69	70	71	72									10
(50)	54	57	60	62	64	66	67	68	69	70										11
(52)	55	58	60	62	64	65	66	67	68											12
(53)	56	58	60	62	63	64	65	66												13
(55)	57	59	61	62	63	64	65													14
(56)	58	60	61	62	63	64														15
(57)	59	60	61	62	63															16
(58)	59	60	61	62																17
(58)	59	60	61																	18
(58)	59	60																		19
(58)	59																			20

The Cox-Sprague scoring system awards points dependent on the number of participants in a race in each class. For example, in a race with 6 boats the winning boat receives 60 points and the second placed boat 54 points, etc.

Points indicated in parenthesis () indicate the score to be awarded to any yacht which did not start (DNS), started on course side (OCS) retired (RET) did not finish (DNF) or was disqualified (DSQ). No points will be awarded for races that are abandoned before or after starting.

If IRC or HKPN divisions are split into rating or handicap bands, the number of boats participating in each division will be used to determine the points awarded to each boat in any race.