

# *Hampton One Design Class Racing Association*

*The first Hampton One Design  
was delivered in February of  
1935 by its builder,  
Hampton Roads Boat Works.*

*June 2026*

# *DEDICATION*

To that peculiar individual, the Racing Skipper,  
may he always make Sportsmanship  
his weather mark.

I will go back to the great sweet mother,  
Mother and lover of men, the sea.  
I will go down to her, I and none other,  
Close with her, kiss her, and mix her with me.

Swinburne  
“The Triumph of Time”

For she is such a smart little craft,  
Such a neat little, sweet little craft,  
Such a bright little, tight little,  
Slight little, light little  
Trim little, prim little craft!

W. S. Gilbert  
“Ruddigore, Act II”

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## HAMPTON ONE DESIGN CLASS NATIONAL CHAMPIONS

Year	Name of Boat	Number	Owner	Fleet
1935	Bil Bol	8	W. T. Saunders	HYC
1936	Jasyto	1	S. A. Vincent	HYC
1937	Jasyto II	40	Syd Vincent, Jr.	HYC
1938	Jasyto II	40	Jack Vincent	HYC
1939	Jasyto II	40	Jack Vincent	HYC
1940	Night Wind	66	Edward W. Wolcott	NYCC
1941	Silver Spray	113	William V. Cox, II	NYCC
1942	Not Held			
1943	Arrow	155	K. E. Savage	NYCC
1944	Arrow	155	Ben O. Colonna	NYRA
1945	Defender	199	Ben O. Colonna	NYCC
1946	Route 66	66	Chauncey Willis	NYCC
1947	Rough Passage	1	Lloyd Emory	URBANNA
1948	My Dream	360	J. Willis Martin, Jr.	AYC
1949	Fantasy	443	William Chewning	Va.YC
1950	Uh-Oh II	515	Charles R. Smith, Jr.	AYC
1951	Windrider III	428	Robert N. Harrell	PBC
1952	Mis-Hap	506	Russell Hogshire	NYCC
1953	Uh-Oh II	515	Charles R. Smith, Jr.	AYC
1954	Impulse	465	George Roper	FBYC
1955	Uh-Oh II	515	Charles R. Smith, Jr.	AYC
1956	Windrider III	428	Robert N. Harrell	PBC
1957	Early-Bird	530	Robert Seidel	AYC
1958	Rebel II	375	Robert Clemens	AYC
1959	GO-Girl II	571	George Conrad	NYCC
1960	Rebel II	375	Robert Clemens	AYC
1961	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC
1962	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC
1963	Go Girl IV	616	William V. Reese	HYC
1964	Go Girl IV	616	William V. Reese	HYC
1965	Windrider IV	582	Robert N. Harrell	NYCC
1966	Windrider IV	582	Robert N. Harrell	NYCC
1967	Apple	642	Edward W. Wolcott	NYCC
1968	Polly-Ester	646	L. Edward Williams	HYC
1969	Fever Blister	661	L. Edward Williams	HYC
1970	Little Star	668	William P. Hunt, Jr.	HYC
1971	Little Star	668	William P. Hunt, Jr.	HYC
1972	Pearl-Pearl-Pearl	673	L. Edward Williams	HYC
1973	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC
1974	Little Star	677	William P. Hunt, Jr.	HYC

Year	Name of Boat	Number	Owner	Fleet
1975	Little Star	677	William P. Hunt, Jr.	HYC
1976	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1977	Little Star	677	William P. Hunt, Jr.	HYC
1978	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1979	Little Star	677	William P. Hunt, Jr.	HYC
1980	Little Star	677	William P. Hunt, Jr.	HYC
1981	Little Star	677	William P. Hunt, Jr.	HYC
1982	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1983	Old Glory	691	L. Edward Williams	HYC
1984	Little Star	677	William P. Hunt, Jr.	HYC
1985	Scooters Revenge		J. William Cofer	HYC
1986	Layla	694	J. William Cofer	HYC
1987	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1988	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1989	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1990	Bride of the Rain	655	J. William Cofer	HYC
1991	Old Glory	685	J. William Cofer	HYC
1992	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1993	Razzleberry	701	J. William Cofer	HYC
1994	American $\pi$	700	Edward W. Wolcott, Jr.	NYCC
1995	Razzleberry	701	J. William Cofer	NYCC
1996	Razzleberry	701	J. William Cofer	NYCC
1997	Kennon	693	Kevin L. Hanna	HYC
1998	Malaprop	684	Leigh Anne Morgan	HYC
1999	Radio Flyer	609	R. Latane Montague, IV	UCYC
2000	>Fraid Knot	719	Kevin L. Hanna	HYC
2001	>Fraid Knot	719	Kevin L. Hanna	HYC
2002	Patience	717	Mark Wheeler	HYC
2003	Super G III	727	R. Latane Montague, IV	PRSA
2004	Apple II	714	Edward W. Wolcott, Jr.	NYCC
2005	Patience	717	Mark Wheeler	HYC
2006	Zephyr	721	J. Randolph Stokes	NYCC
2007	Super G III	727	R. Latane Montague, IV	PRSA
2008	Superfreak	715	Gordon Wolcott	NYCC
2009	Super G III	727	R. Latane Montague, IV	FBYC
2010	Super G III	727	R. Latane Montague, IV	FBYC
2011	Super G III	727	R. Latane Montague, IV	FBYC
2012	Summer Wind	718	Mark Wheeler	HYC
2013	Super G III	727	R. Latane Montague, IV	FBYC
2014	Superfreak	715	Gordon Wolcott	NYCC
2015	Superfreak	715	Gordon Wolcott	NYCC
2016	Super G III	727	R. Latane Montague, IV	FBYC
2017	Super G III	727	R. Latane Montague, IV	FBYC

Year	Name of Boat	Number	Owner	Fleet
2018	Super G III	727	R. Latane Montague, IV	FBYC
2019	Superfreak	715	Gordon Wolcott	NYCC
2020	Super G III	727	R. Latane Montague, IV	FBYC
2021	Superfreak	715	Gordon Wolcott	NYCC
2022	Superfreak	715	Gordon Wolcott	NYCC
2023	Blaze	725	Gordon K. Stokes	NYCC
2024	Patriot	724	Parker Purrington	NYCC
2025	Superfreak	715	Gordon Wolcott	NYCC

## CHESAPEAKE BAY YACHT RACING ASSOCIATION HAMPTON ONE DESIGN HIGH POINT CHAMPIONS

Year	Name of Boat	Owner	Fleet
1940	Silver Spray II	William Cox	NYCC
1941	Sea Fever	Lloyd Emory	UYC
1942	Not Awarded		
1943	Rumpus	Mary Truslow	CRYCC
1944	Suspended		
1945	Suspended		
1946	Rhapsody	Dean Atcheson	NYCC
1947	Windward	Charles Nelms	NYCC
1948	Rebel II	Jack Vail	NYCC
1949	Long Gone	Chauncey Willis	NYCC
1950	Long Gone	Chauncey Willis	NYCC
1951	Windrider	R. N. Harrell	PBC
1952	Windrider	R. N. Harrell	PBC
1953	Windrider	R. N. Harrell	PBC
1954	Uh-Oh	Charles Smith	AYC
1955	Windrider II	R. N. Harrell	PBC
1956	Windrider II	R. N. Harrell	PBC
1957	Uh-Oh II	Charles Smith	AYC
1958	Go Girl	George Conrad	NYCC
1959	Go Girl	George Conrad	NYCC
1960	Rebel II	Robert Clemens	AYC
1961	Windrider II	R. N. Harrell	NYCC
1962	Race Judicata	Edward Wolcott	NYCC
1963	Go Girl V	B. Reese	HYC
1964	Race Judicata	Edward Wolcott	NYCC
1965	Little Star	William P. Hunt, Jr.	HYC
1966	Windrider II	Robert N. Harrell	NYCC
1967	Bloody Mary	Edward Wolcott	NYCC
1968	Calamity Jane	Charles H. McCoy, Jr.	NYCC
1969	Fever Blister	L. Edward Williams	HYC
1970	Fever Blister	L. Edward Williams	HYC
1971	Little Star	William P. Hunt, Jr.	HYC
1972	Pearl-Pearl-Pearl	L. Edward Williams	HYC
1973	Pearl-Pearl-Pearl	L. Edward Williams	HYC
1974	Little Star	William P. Hunt, Jr.	HYC
1975	Little Star	William P. Hunt, Jr.	HYC
1976	Windrider IV	Robert N. Harrell	NYC

Year	Name of Boat	Owner	Fleet
1977	Little Star	William P. Hunt, Jr.	HYC
1978	Little Star	William P. Hunt, Jr.	HYC
1979	Pearl-Pearl-Pearl	L. Edward Williams	HYC
1980	Little Star	William P. Hunt, Jr.	HYC
1981	Pearl-Pearl-Pearl	L. Edward Williams	HYC
1982	Old Glory	L. Edward Williams	HYC
1983	Calamity Jane	Charles H. McCoy, Jr.	NYCC
1984	Old Glory	L. Edward Williams	HYC
1986	Sentimental Journey	Edward W. Wolcott, Jr.	NYCC
1987	Calamity Jane	Charles H. McCoy, Jr.	NYCC
1988	Calamity Jane	Charles H. McCoy, Jr.	NYCC
1989	Serah	Edward H. Wolcott, Jr.	NYCC
1991	Calamity Jane	Charles H. McCoy, Jr.	NYCC
1992	Calamity Jane	Charles H. McCoy, Jr.	NYCC
1993	Razzleberry	J. William Cofer	HYC
1994	American π	Edward W. Wolcott, Jr.	NYCC
1995	Calamity Jane	Charles H. McCoy, Jr.	NYCC
1996	Radio Flyer	R. Latane Montague, IV	UCYC
1997	American π	Edward W. Wolcott, Jr.	NYCC
1998	Calamity Jane	Charles H. McCoy, Jr.	NYCC
1999	Radio Flyer	R. Latane Montague, IV	UCYC
2000	Fraid Knot	Kevin L. Hanna	HYC
2001	Patience	Mark Wheeler	HYC
2002	Patience	Mark Wheeler	HYC
2003	Sinwagon	T. Devon Sweeney	HYC
2004	Fraid Knot	Kevin L. Hanna	HYC
2005	Super G III	R. Latane Montague, IV	PRSA
2006	Patience	Mark Wheeler	HYC
2007	Super G III	R. Latane Montague, IV	PRSA
2008	Super G III	R. Latane Montague, IV	PRSA
2009	Patience	Mark Wheeler	HYC
2010	Calamity Jane	Charles H. McCoy, Jr.	NYCC
2011	Super G III	R. Latane Montague, IV	FBYC
2012	Calamity Jane	Charles H. McCoy, Jr.	NYCC
2013	Calamity Jane	Charles H. McCoy, Jr.	NYCC

## CHARLES H. MCCOY, JR. HAMPTON-ONE DESIGN HIGH POINT TROPHY

2022	Blaze #725	Gordon and Kerri Stokes	NYCC
2023	Blaze #725	Gordon and Kerri Stokes	NYCC
2024	Blaze #725	Gordon and Kerri Stokes	NYCC
2025	Ghost #728	Jackson Montague	FBYC

## VIRGINIA GOVERNOR'S CUP

Year	Name of Boat	Number	Owner	Fleet
1945	Defender	199	Ben J. Colonna, Jr.	NYCC
1946	Witched		Charles Nelms, Jr.	NYCC
1947	Windward	311	Charles Nelms, Jr.	NYCC
1948	Windward	311	Charles Nelms, Jr.	NYCC
1949	Route 66		Chauncey Willis, Jr.	NYCC
1950	Route 66		Chauncey Willis, Jr.	NYCC
1951	My Dream	360	Jack W. Martin, Jr.	AYC
1952	Windrider III	482	Robert N. Harrell	PBC
1953	Windrider III	482	Robert N. Harrell	NYCC
1954	Miss Hap	506	Russell B. Hogshire	NYCC
1955	Windrider III	482	Robert N. Harrell	NYCC
1956	No. 346		John Wade	NYCC
1957	Go Girl	571	George Conrad	NYCC
1958	Go Girl	571	George Conrad	NYCC
1959	No. 346		John Wade	NYCC
1960	Knave	511	Wilson Browing	NYCC
1961	Windrider IV	582	Robert N. Harrell	NYCC
1962	Windrider IV	582	Robert N. Harrell	NYCC
1963	Race Judicata		Edward W. Wolcott	NYCC
1964	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC
1965	Windrider IV	582	Robert N. Harrell	NYCC
1966	Windrider IV	582	Robert N. Harrell	NYCC
1967	Apple	642	Edward W. Wolcott	NYCC
1968	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC
1969	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC
1970	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1971	(Tie) Little Star	677	William P. Hunt, Jr.	HYC
	and Pearl, Pearl, Pearl	673	L. Edward Williams	HYC
1972	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC
1973	Pearl, Pearl, Pearl	673	L. Edward Williams	HYC
1974	Little Star	677	William P. Hunt, Jr.	HYC
1975	Little Star	677	William P. Hunt, Jr.	HYC
1976	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1977	Little Star	677	William P. Hunt, Jr.	HYC
1978	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1979	Pearl's Sister Irene	673	J. William Cofer	HYC
1980	Pearl's Sister Irene	673	J. William Cofer	HYC
1981			Gene Hinkle	BBSA
1982	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1983	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC

Year	Name of Boat	Number	Owner	Fleet
1984	Windrider IV	582	Robert N. Harrell, Jr.	NYCC
1985	HYTYDE	674	John T. Atwood	USA
1986	Sentimental Journey	687	Edward W. Wolcott, Jr.	NYCC
1987	Yo Moma	691	Edward W. Wolcott, Jr.	NYCC
1988	Yo Moma	691	Edward W. Wolcott, Jr.	NYCC
1989	Windrider IV	582	Robert N. Harrell, Jr.	HYC
1990	Windrider IV	582	Robert N. Harrell, Jr.	HYC
1991	Relax	693	William J. Daugherty	HYC
1992	Kennon	693	Kevin L. Hanna	HYC
1993	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC
1994	Kennon	693	Kevin L. Hanna	HYC
1995	American $\pi$	700	Edward W. Wolcott, Jr.	NYCC
1996	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC
1997	American $\pi$	700	Wayne F. Wilbanks	NYCC
1998	Speed	714	Edward W. Wolcott, Jr.	NYCC
1999	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC
2000	Aphrodite II	708	Gordon K. Stokes	NYCC
2001	Windrider	711	Robert N. Harrell, Jr.	HYC
2002	Fraid Knot	719	Kevin L. Hanna	HYC
2003	Hey Now	714	Edward W. Wolcott, Jr.	NYCC
2004	Fraid Knot	719	Kevin L. Hanna	HYC
2005	Patience	717	Mark Wheeler	HYC
2006	Zephyr	721	J. Randolph Stokes	NYCC
2007	Zephyr	721	J. Randolph Stokes	NYCC
2008	Superfreak	715	Gordon Wolcott	NYCC
2009	Patience	717	Mark Wheeler	HYC
2010	Superfreak	715	Gordon Wolcott	NYCC
2011	Apple II	714	Edward W. Wolcott, Jr.	NYCC
2012	Apple II	714	Edward W. Wolcott, Jr.	NYCC
2013	Aphrodite II	708	Gordon K. Stokes	NYCC
2014	Aphrodite II	708	Gordon K. Stokes	NYCC
2015	Zephyr	721	J. Randolph Stokes	NYCC
2016	Aphrodite II	708	Gordon K. Stokes	NYCC
2017	Blaze	725	Gordon K. Stokes	NYCC
2018	Aphrodite II	708	Gordon K. Stokes	NYCC
2019	Blaze	725	Gordon K. Stokes	NYCC
2021	Blaze	725	Gordon Stokes	NYCC
2022	Aphrodite	708	Ann P. Stokes	NYCC
2023	Blaze	725	Gordon K. Stokes	NYCC
2024	706	706	Tyler Brown	HYC
2025	Smokin	713	Blake Goodwin	HYC

**ADMIRAL RICHARD E. BYRD SERIES  
EASTERN SEABOARD CHAMPIONSHIP  
HAMPTON ONE DESIGN**

Year	Name of Boat	Owner
1946	Route 66	Chauncey Willis, Jr.
1947	Rebel II	Jack H. Vail
1948	Rebel II	Jack H. Vail
1949	Rebel II	Charles A. Vail
1950	Long Gone	Chauncey Willis, Jr.
1951	My Dream	J. Willis Martin, Jr.
1952	Ringer	Robert L. McVey
1953	Uh-Oh II	Charles R. Smith, Jr.
1954	Our Dream	J. Willis Martin, Jr.
1955	Mis-Hap	Russell B. Hogshire
1956	Marky	Vincent J. Serio (Owner of 514)
Regatta won by Dinky Vail		
1957	Uh-Oh II	Charles R. Smith, Jr.
1958	Go-Girl	George Conrad
1959	Uh-Oh II	Charles R. Smith, Jr.
1960	Uh-Oh II	Charles R. Smith, Jr.
1961		E. Ralph James
1962	Delta Dart	William J. Daugherty
1963	Windmaker	Laurance A. Leonard
1964		Ralph James
1965	Elena	Conrad J. Rosemere
1966		Edward W. Wolcott
1967	Apple	Edward W. Wolcott
1968	Calamity Jane	Charles H. McCoy, Jr.
1969	Windmaker	Larry Leonard
1970	Fever Blister	L. Edward Williams
1971	Pearl-Pearl-Pearl	L. Edward Williams
1972	Pearl-Pearl-Pearl	L. Edward Williams
1973	Sea Eagle	Robert D. Thompson
1974	Calamity Jane	Charles H. McCoy, Jr.
1975	Windmaker	Larry Leonard
1976	Windmaker	Larry Leonard
1977	Little Star	William P. Hunt, Jr.

Year	Name of Boat	Owner
1978	Little Star	William P. Hunt, Jr.
1979	Windmaker	Larry Leonard
1980	Tootie Green	L. Edward Williams
1981	Tootie Green	L. Edward Williams
1982	Old Glory	L. Edward Williams
1983	Yo Moma	Edward W. Wolcott, Jr.
1984	Windrider	Robert N. Harrell, Jr.
1985	Yo Moma	Edward W. Wolcott, Jr.
1986	Yo Moma	Edward W. Wolcott, Jr.
1987	Calamity Jane	Charles H. McCoy, Jr.
1988	Calamity Jane	Charles H. McCoy, Jr.
1989	Sarah	Edward W. Wolcott, Jr.
1990	Calamity Jane	Charles H. McCoy, Jr.
1991	Calamity Jane	Charles H. McCoy, Jr.
1992	Calamity Jane	Charles H. McCoy, Jr.
1993	Razzleberry	J. William Cofer
1994	Calamity Jane	Charles H. McCoy, Jr.
1995	Calamity Jane	Charles H. McCoy, Jr.
1996	Radio Flyer	R. Latane Montague, IV
1997	American $\pi$	Edward W. Wolcott, Jr.
1998	Radio Flyer	R. Latane Montague, IV
1999	Face Lift	Kevin L. Hanna
2000	Fraid Knot	Kevin L. Hanna
2001	Fraid Knot	Kevin L. Hanna
2002	Superboat II	T. Devon Sweeney
2003	Sinwagon	T. Devon Sweeney
2004	Super G III	R. Latane Montague, IV
2005	Super G III	R. Latane Montague, IV
2006	Apple II	Edward W. Wolcott, Jr.
2007	Super G III	R. Latane Montague, IV
2008	Super G III	R. Latane Montague, IV
2009	Apple II	Edward W. Wolcott, Jr.
2011	Superfreak	Gordon Wolcott
2019	Superfreak	Gordon Wolcott
2024	Miss Poppet	Ian Twinn

## ROCK HALL YACHT CLUB PERPETUAL HAMPTON ONE DESIGN TROPHY

<u>Date</u>	<u>Skipper</u>
1995	William Dougherty
1996	(Not sailed)
1997	(Not sailed)
1998	(Not sailed)
1999	(Not sailed)
2000	Wilbur Keyworth, III
2001	Dave Thomas
2002	Devon Sweeney
2003	Ian Twinn
2004	William Carnell
2005	Latane Montague, IV
2006	Latane Montague, IV
2007	(Not sailed)
2008	Latane Montague, IV
2009	Charles H. McCoy, Jr.
2010	Charles H. McCoy, Jr.
2011	Charles H. McCoy, Jr.
2012	Charles H. McCoy, Jr.
2013	(Not sailed)
2014	(Not sailed)
2015	(Not sailed)
2016	Willis Roberts
2017	(Not sailed)
2018	
2021	Latane Montague V
2022	Gordon Wolcott
2023	R. Latane Montague IV
2024	R. Latane Montague, IV
2025	Jackson Montague

## T. LANE STOKES CUP

<u>Date</u>	<u>Name of Boat</u>	<u>Owner</u>
2003	Emma	Sean P. Reilly
2004	Queen Mary V	William S. Carnell
2005	Nuance	S. Trevor Pardee, Jr.
2006	Aphrodite	Gordon K. Stokes
2007	Superfreak	Gordon M. Wolcott
2008	Queen Mary V	William S. Carnell
2009	Patriot	Ed Cassidy
2012	Pigs In Heat	Andrew Newbold
2018	Norma	Woody Granger
2019	Firefly	Steven Kistler
2020	Calamity Jane	Charles H. McCoy, Jr
2021		Patricia Montague
2021	White Lightning	Jackson Montague
2022	Miss Poppet	Ian & Nicolas Twinn
2023	White Lightning	Latane Montague V
2024	Blaze	Kerri Rae Stokes
2025	Squirrel	Leigh Morgan Chapman

## WILLIAM J. DAUGHERTY MEMORIAL TROPHY

Awarded to the Best Crew of the Year

<u>Date</u>	<u>Crew</u>
2005	John F. McCoy
2006	Ann Stokes
2007	Woody Granger
2008	Christopher Kennedy
2009	Sarah Wolcott
2011	Charles H. McCoy, III
2012	Aiden Toms
2013	Colin Voigt
2014	Jackson Montague
2015	Rose Peterson
2016	Bill Parker
2017	Sam Kistler
2019	Blake Goodwin
2020	Chris Robertson
2021	Dave Chapman
2022	Kerri Rae Stokes
2023	Gracie Goodwin
2024	Lindsey G. Kaufmann
2025	Laura Rhodes

## J.W. HURST NOVICE AWARD

<u>Year</u>	<u>Winner</u>	<u>Fleet</u>
1964	Joseph T. Jennings	SMRYC
1965	Walt and Linda Smith	HYC
1966	James L. Matthews, Jr.	NYCC
1967	William S. Davis	NYCC
1968	James H. Shoemaker	HYC
1969	Richard C. Moore	HYC
1970	Joe Grandy	NYCC
1971	Ray and Marty Otte	HYC
1972	Andrew Kramer	AYC
1973	George Duncan, Jr.	NYCC
1974	John Hitch	NYCC
1975	Dick and Ted Nixon	HYC
1991	Marshall Martin	NYCC
1992	Mike Long	
1993	Sterling Spruill	HYC
1994	T.J. Brockenbrough, Jr.	NYCC
1995	Jamie Brohawn	CYC
1996	Karen Alt	
2002	Thomas T. Ballantine	PRSA
2003	Gary Van Tassel II	
2004	Sean Reilly	PRSA
2005	Ed Cassidy	PRSA
2006	Drew Johnson	NYCC
2007	Travis Dozier	HYC
2008	Steve Taylor	HYC
2009	Bill Van Buren III	NYCC
2010	Mike Toms	FBYC
2012	Andrew Newbold	HYC
2015	Bill Parker	NYCC
2018	Chip Lollar	NYCC
2019	Jackson Montague	FBYC
2020	Chip and Sarah Lollar	NYCC
2021	Andrew Ciszewski__	FBYC
2022	Alex Jacob	NYCC
2023	Blake Goodwin	HYC
2024	Parker Purrington	NYCC
2025	Sam Riley	ODU

## BOB AND PEGGY SEIDEL MEMORIAL AWARD

<u>Year</u>	<u>Name of Boat</u>	<u>Boat #</u>	<u>Winner</u>	<u>Fleet</u>
2019	Superfreak	715	Gordon Wolcott	NYCC
2021	Super G III	727	Latane Montague V	FBYC
2022	Calamity Jane	514	Charles H. McCoy, Jr.	NYCC
2024	Miss Poppet	719	Ian Twinn	BESC

## URBANNA CUP

2024	Super G III	727	Latane Montague IV	FBYC
2025	Ghost	728	Jackson Montague	FBYC
2026	Ghost	728	Jackson Montague	FBYC

## WARE RIVER YACHT CLUB

2021	Blaze	#725	Gordon Stokes	NYCC
2022	Super G III	#727	Latane Montague IV	
2023		#712	Keith Goodwin	HYC
2024	Ghost	#728	Jackson Montague	FBYC
2025	Super G III	#727	Latane Montague IV	FBYC

## THE FIBERGLASS HAMPTON ONE DESIGN

Design and construction of the first fiberglass Hampton One Design was started in January 1962. The fiberglass development was pioneered by Dave Brown, Waldo Oehman, and Ed Williams, the founding fathers of BOW Marine. The first approved Hampton was completed in the summer of 1963. Since that time the hull design has remained essentially the same with only minor changes being made to the interior. The rig and equipment have steadily progressed until the present status of three-stay rig, aluminum spars, and midship traveler. Having reached that point in development, the fiberglass Hampton has been standardized at an acceptable level of modernization.

The Hampton One Design Class Racing Association and BOW Marine worked together to accomplish what most older wood construction one-design classes have attempted to accomplish: To build a modern fiberglass version which is on a par with the wooden boats in the class. The fiberglass Hampton is being built to stimulate growth of the class, and not to produce a "bomb" which will drive the older boats into obsolescence. There has not been, nor will there be any attempt made to alter lines, reduce weight, or change weight distribution to make the glass boats superior. The advantages of the fiberglass Hampton are enough without going to these extremes. The fiberglass Hampton is a beautiful boat which equates performance to the skipper's ability and not to his pocketbook or engineering talent. The success of the fiberglass Hampton is a tribute to the builders, and to the genuine interest of the Hampton One Design Class Racing Association to retain the one-design aspect of the boat.

## CONSTRUCTION

The fiberglass Hampton combines the traditional mahogany coming and trim of wooden boats with the modern fiberglass colors, finishes, and rugged durability. These features, when combined with the inherent beauty of the Hampton, produces a sailboat equal to the best available anywhere. The fiberglass hull is made using four major molded pieces; the deck, the innershell, the innerbottom stiffeners, and the hull. Unique design and construction features include: the centerboard well molded as an integral part of the hull; all fiberglass construction except for the exterior mahogany trim; foam flotation in the innerbottom; self bailing; sandwich construction for stiffness and light weight; completely molded cockpit interior for specified thickness, weights and strengths can be maintained. Each part is carefully weighed for quality control purposes and to insure that the completed boat approaches minimum weight. In addition, the all fiberglass construction assures that the weight will remain more or less constant for the life of the boat.

## PERTINENT DATA

**Winning** depends upon the ability of the individual. Ability in turn includes not only helmsmanship, but encompasses the tune of the boat, sails, conditioning, racing tactics, weather, and other variables found present in every race. The newcomer cannot expect to win at the outset, if he does it is much to his credit, but like any other sport a conditioning effect of time and experience is much to be desired. Perseverance is a factor always present, some never achieve major honors, but there is always plenty of company and the fun of trying to attain your goal.

**The Hampton** is a one design boat placing greatest emphasis on the ability of the individual. It cannot be denied; however, a well kept boat will greatly enhance the prospects of winning. This applies as a psychological advantage as well as a physical advantage. Take pride in the upkeep of your boat and dividends will so be evident in the outcome of your racing.

**Sails** are greater variables due to the fact that they are of cloth and subject to change by expansion and contraction each time they are used. They are the driving power of a sailboat and it cannot be emphasized too greatly that extremely good care must be afforded these "motors." Likewise, it is ridiculous to talk about fractional differences in hulls, when sails vary so greatly in regard to the flexibility of their material.

**Rules** are for the purpose of an orderly class and the prevention of chaotic disorganization. No matter how complete; however, they cannot anticipate every possible situation and it is then their intent arises; that is if an ambiguity in the wording is discovered it should not be capitalized, but rather in the intention of the rules should be followed. If a subject is not covered therein, or by the dictates of the common sense, it should be assumed that it is or is not followed. A ruling to cover the subject must be obtained from the National Executive Committee.

**Membership Dues** - Annual dues are payable as set by the NEC. Non-payment of dues automatically disqualifies a boat owner from participation in any sanctioned regatta or Hampton function.

**Name of Boat** - There are no restrictions on the naming of a boat, but it is requested that all names be placed on file with the secretary so that more adequate records may be kept.

**Changing Skippers** - In all sanctioned regattas only one skipper (helmsman) is allowed to sail any one boat for the entire series except by permission of the race committee, said permission granted only in the case of proven accident or sickness.

**Racing Equipment** - The Hampton must be sailed with all essential equipment at all times while racing. This means that the rudder should not be removed to gain an advantage, such as crossing a bar or passing through seaweed.

**Site of Nationals** - The National Executive Committee with the approval of the National Champion selects the location for the Nationals for the coming year. The Nationals are to be held in August or September.

**Novice Events** - The rank and file should insist on events for the novice. Each fleet should see to it that their novices should have something to race for whether in the Fleet races or local regatta. He, too, pays dues.

## SPECIFICATIONS

### HAMPTON ONE DESIGN CLASS

April 16, 1951

Revised 2021

### TITLE I - GENERAL

#### 1. Plans:

Official Hampton One Design Class plans are obtainable from the Class Secretary for a price established by the National Executive Committee.

#### 2. General Requirements:

Hull - its spars and sails must conform strictly throughout with respect to design, dimensions, construction and material to the plans and specifications except as otherwise herein provided. Alternate construction of the Hampton One Design is permitted so as to allow construction of the hulls using either fiberglass or plywood in place of conventional planking. In the event that plywood is used the plywood must be 3/8" min. or 9 mm thickness. Regardless of which material is used the weight per square foot of sides, bottom and deck must not be less than the weight per square foot of the new conventionally planked red cedar hulls. Furthermore, regardless of which material is used the total weight of hull, rig and equipment must not be less than 500 lbs. Plywood boats must have standard framing as to the thickness and material. All boats, either plywood or fiberglass, must conform to standard Hampton exterior hull lines called for in plans and specifications.

#### 3. Racing Numbers and Emblem:

Emblem - Arrow head to point toward mast on both sides and shall be at least 15 in. high.

Number to be 12 in. high, block type of suitable easily distinguished color, sewed on both sides of mainsail. Top of emblem to be 4 ft. 0 in. below headboard and number below.

Racing numbers are assigned by the Secretary.

#### 4. Measurements:

Length overall from forward side of stem to aft side of transom at deck line. All deck measurements to be exclusive of molding and trim.

## TITLE II - HULL DIMENSIONS

1. Length overall 18 ft. 0 in.
2. Length water line 14 ft. 0 in. - not an official measurement.
3. Beam at deck (maximum) 5 ft. 9 1/2 in.
4. Draft of Hull only 7 1/4 in. - not an official measurement.
5. Beam at chine ( maximum) 5 ft. 2 1/4 in.
6. Half breadths and depths of hull at various stations as per plans.

## TITLE III - PLANKING

1. Keel, mahogany or oak 1 in. thick, width 7 1/2 in. in way of centerboard trunk, tapered in width at ends as per plans.
2. Bottom planking - Cedar, White Pine, Mahogany or Cypress 5/8 in. thick.
3. Side planking - Cedar, White Pine, Mahogany or Cypress 5/8 in. thick.
4. Sternboard - Mahogany or Oak 7/8 in. thick. Scuppers in the transom are prohibited or option 3/4 in. Marine Mahogany plywood.
5. Options - Sides and bottom planking may be shiplapped; garboard and keel may be rebated; hull covering such as fiberglass may be used.

## TITLE IV - STEM

1. Stem - Oak, Mahogany or Ash sided 2 1/2 in., molded as per plan.

## TITLE V - FRAMING

1. Side frames - Oak or Mahogany sided 13/16 in. or 3/4 in. molded 1 3/4 in. at deck, and 2 3/4 in. at chine.
2. Bottom frames - Oak or Mahogany sided 13/16 in. or 3/4 in. molded 2 in. at chine, 3 in. at keel.
3. Deck beams - Spruce, Cedar, Cypress or White Pine sided 13/16 in. molded 1 3/4 in. Camber

shall be 3 3/4 in. in 6 ft. as measured at frame No. 6; same camber from frame No. 6 aft. Camber for beams forward of frame No. 6; to suit straight line from frame No. 6 stem at sheer on center line.

4. Stern knee - Oak or Mahogany 1 3/4 in. thick, molded as per plan.
5. Chine - Oak, Mahogany, Spruce or Yellow Pine 3/4 to 1 3/4 in.

#### TITLE VI - CENTERBOARD TRUNK

1. Bed log - Spruce, Mahogany or Cypress sided 1 1/8 in. molded as per plan.
2. Upper log - Cedar, White Pine, Mahogany, Fir or Cypress sided 7/8 in. molded as per plan.
3. Or 3/4 in. Marine Mahogany in one piece vs. the two piece design above.
4. Kingspost - Oak or Mahogany sided 13/16 in. or 3/4 in. molded as per plan.
5. Options - Forward Upper Corner of centerboard well may be cut off 5 inch by 5 inch as per plan.

#### TITLE VII - DECKING

1. Planking - Cedar, White Pine, Mahogany, or Cypress 5/8 in. thick, or fiberglass or 9 mm marine plywood.
2. Deck Covering - Canvas No. 12 recommended. Painted or varnished deck without canvas is permitted.
3. Molding - Mahogany, Oak rubber or synthetic rubber 1 in. x 5/8 in.
4. Clamps - Fir, Cedar, White Pine, Spruce or Cypress 3/4 in. x 1 3/4 in.

#### TITLE VIII - COCKPIT

1. Size and shape of cockpit shall be as per plan.
2. Coaming - Mahogany or Oak 5/8 in. thick, molded as per plan.
3. Thwarts - Cedar 7/8 in. thick. Installation optional.
4. Footings (floorboards) - Cedar (or any material 5/8 in. thick); width and spacing as per plan.

Number of floor boards shall be eight, and shall extend between frames 6 and 12 or 13.

5. Options: Centerboard seat, brace at aft end of wall, stern seat and the two outboard floorboards may be omitted.
6. Point of intersection of the cockpit coaming forward of the mast may be rounded off to round corner not to exceed 2 in. in radius.

## TITLE IX - FASTENINGS

1. Fastenings - plankings to frames, galv. boat nails.
2. Deck - planking to beams, galv. boat nails.
3. Frames bolted with 1/4 in. bronze bolts at chine. 4 sheer.
4. Stem and stern knee bolted with 1/4 in. bronze bolts.
5. Keel to bed Log - brass screws No. 14 x 2 3/4 in.
6. Options: Material, type and size.
7. Or fasteners can be of resistant material in lieu of the above.

## TITLE X - MAST STEP AND PARTNER

1. Mast step - Oak, Mahogany 1 in. - 2 in. thick, 5 in wide. Mast Partner - Oak, or Mahogany 1 in. thick, 8 in. wide or 3/4 in. plywood 8 inches wide or 1/8 in. thick aluminum channel.

## TITLE XI - SPARS

1. Mast - Wood or aluminum, solid or hollow, slotted or with sail track with external or internal halyard. Mast cross-section may be square, round, oval or streamlined. Length overall 25 ft.-3 in. with limitations, under 3 in., over 7 in. Weight of bare spar not to be less than 21 pounds. "Bare Spar" means the mast with sail track or tube, halyard tube or sheave, tangs, heel plate, and spreader attachment fittings.
2. Revolving mast barred. Mechanical means of adjusting the mast at the step barred. Rake of mast recommended, one half inch per foot.
- 3a. Except as provided in Option 3b below, the following specifications shall apply. Top limit of the luff of the mainsail is to be clearly indicated by a one inch band of any contrasting color placed

on the mast, so that the upper edge of the band shall be 23 ft. 7 3/4 in. above deck. An additional band shall be placed on the mast with the top edge 23 in. above deck. The distance between the top edges of each band shall be 21 ft. 8 3/4 in. The mainsail may be hoisted and flown between the top edges of the bands described in this subsection.

**3b. Option:** For boats using mainsails measured and approved prior to January 1, 2007 under Title XV, subsection C, the following optional specifications may be used to establish the position of the mainsail on the mast. Top limit of the luff of the mainsail to be clearly indicated by a one inch band of any contrasting color placed on the mast, so that the lower edge of the band shall be 23 ft. 1 3/4 in. above deck. An additional band to be placed on the mast with the top edge 14 in. above deck 21 ft. 11 3/4 in. between bands. An additional set of bands of a color other than and in addition to the above may be placed on the mast so that the lower edge of the band shall be 23 ft. 6 3/4 in. above deck. The lower band of the same color is to be placed on the mast with the top edge 19 in. above the deck. The main sail may be hoisted and flown between either of the two sets of bands described above as long as the top and bottom band used at the time are the same color.

4. Boom - Wood or aluminum, slotted or with sail track. Boom at aft end must bear a one inch band of any contrasting color positioned so that the forward edge shall be no more than 10 ft.-3 in. from the aft side of the mast. Boom may be any shape or diameter including round, square, oval or tee, but not more than 5 inch total vertical depth at any point. Flexing of the boom is permitted only by use of the main sheet and the boom vang.

5. Whisker Pole - Material and length optional.

6. Reefing gear - One set of reefing points may be used in the mainsail.

7. Fittings - Optional.

8. Options - Position of mast at deck as shown on plan, may be shifted 4 inches forward or aft for balance. Rake of mast as desired.

## TITLE XII - CENTERBOARD

1. Centerboard - 3/16 in. to 1/4 in. aluminum, plate, shape and dimensions as per plan.

2. Options - Forward upper corner of centerboard may be cut off 3 3/4 inch by 3 3/4 in. as per plan.

## TITLE XIII - RIGGING

1. Material, size and arrangement of standing and running rigging is optional, except boomkins,

bowsprits, and permanent backstays are barred.

2. The standing rigging shall not extend over the deck plan including molding, unless spreaders are used, in which case the width between shrouds shall not exceed the maximum width of the hull including molding.
3. One trapeze on each side of the boat may be used, for the crew, only.

#### TITLE XIV - RUDDER

1. Rudder material - Any wood or fiberglass, 1 in. thick, shape as per plan.
2. Rudder fittings - Optional.
3. Kick-up Rudder - Optional, but must be of same profile as specified rudder. Must be constructed with a pin which will lock the rudder in a down position, and the rudder must be locked down while racing.
4. The rudder "checks" may be extended past the lower pintle - optional.
5. Tiller - Any wood, as per plan, but length not to exceed 5 ft.
6. Tiller Options - A thwartship pivoting tiller extension of 36 in. maximum length. Tiller cut to permit vertical lift.

#### TITLE XV - SAILS

1. All sails must be measured, approved, signed and dated by an official class Measurer appointed by the Commodore pursuant to Title XVII.
2. Materials - Standard cotton racing canvas, nylon, dacron or orlon may be used as per plan. All other materials including, but not limited to, silk, cellophane, kevlar or mylar are prohibited.
3. No sails other than jib and mainsail specified herein are allowed.
4. Dimensions - Sails may have any draft desired. Sails, when measured in the manner described below, must not exceed the following dimensions:
  - A. Jib:
    - Luff - 16'
    - Leech Measurement - 14', 4 3/4"
    - Foot - 6', 10"

- Mid-girth Measurement - 3', 7 1/2" measurement taken from leech to shortest point on luff
- Battens - Jib battens must not be longer than 15", and are limited to three in number. Battens may be made of any material.

B. Mainsail:

- Leech Measurement - 23', 3"
- Mid-girth Measurement - 7', 3"
- Three-quarter-girth Measurement - 4', 6"
- Head Measurement - 4 3/4"
- Battens - Mainsail battens, upper to lower respectively, must not be longer than 53", 40", 40", and 40", and are limited to four in number. Mainsail battens shall be equally spaced along the leech, and parallel to each other. Battens may be made of any material.

C. Mainsail Option: for mainsails measured and approved prior to January 1, 2007, and flown pursuant to Title XI-paragraph 3b.

- Leech Measurement - 23', 5"
- Mid-girth Measurement - 7', 2"
- Three-quarter-girth Measurement - 4', 4"
- Head Measurement - 4 3/4"
- Battens - Mainsail battens, upper to lower respectively, must not be longer than 30", 40", 40", and 40", and are limited to four in number. Mainsail battens shall be equally spaced along the leech, and parallel to each other. Battens may be made of any material.

5. Measurement Procedures -

All measurements should be taken with sails pulled hand taut so as to remove wrinkles across measurement points. Sails are to be measured with the battens in.

The Leech Measurement is the straight line distance between the head and clew.

The Mid-girth Measurement is the distance from the mid-point of the leech to the point on the outside of the boltrope that yields the shortest measurement. To find this measurement, first find the leech mid-point by folding the sail in half along the leech, until the head grommet overlaps the clew grommet. Then mark the leech mid-point at the fold. Then measure from the mark at the leech mid-point to the luff along the shortest distance to the outside of the luff boltrope.

The Three-quarter-girth Measurement is the distance from the leech at the three-quarter point to the point on the outside of the luff boltrope that yields the shortest measurement. To find this measurement, first find the three-quarter point on the leech by folding the head of the sail along the leech until the head touches the mid-point mark. Then mark the leech at the new fold. Then measure from this three-quarter mark to the luff along the shortest distance to the outside of the luff boltrope.

The main and jib girths are to be measured in the same manner and should be done hand taut, with no wrinkles.

The Head Measurement is the distance from the leech where it terminates at the head of the forward side of the luff boltrope. Measured along the top edge of the sail, no portion of the mainsail shall extend beyond 4 3/4" from the outside of the boltrope.

#### 6. Further Limitations -

Loose footed mainsails, jib booms, clubs, and zippers for draft control are all prohibited.

Headboards, if used, are not to exceed 4" in width along the top edge of the mainsail. The mainsail shall extend no more than 3/4" from the aft termination of the headboard.

Mainsail, when hoisted, must be within the mast and boom bands described in Title XI.

No inserts of any material other than sailcloth of the type predominantly used in the sail are allowed as reinforcements at the clew, tack or head. Sailcloth reinforcement patches may not exceed seven thickness' of sailcloth.

Sails that are irregularly cut to circumvent any of these specifications will not be approved by class Measurers and are subject to disqualification at any time.

### TITLE XVI - LIMITATIONS

	Allowed	
	Under	Over
1. Length overall	1/2 in.	1/2 in.
2. Half breadths - deck	1/4 in.	1/4 in.
3. Half breadths - chine	1/4 in.	1/4 in.
4. Number of frames - 13 frames side and bottom, and any number of additional intermediate frames of any wood as desired.		
5. Number of deck beams - 26 (including intermediate deck beams). Seam battens or plywood decks may be used if desired, and if either is used, deck beams shall be at least 13, (in which case such deck beams must be attached to the main frames).		
6. Contour longitudinally - 1/2 in. on stem and stern "up" and "down". 1/2 in. amidship "up" and "down".		

7. Rudder - Must conform in size, design, and position to plan tolerance of 3/16 in. plus or minus allowed on profile.

8. Centerboard position - Must be as shown on plan within 1/2 in and centerboard well must have 13/16 in. or 3/4 in. wide slot as shown on plan. Centerboard handle or pennant length must be such that, with the centerboard in the full down position, a point 1/2 in. below top edge and 1/2 in. forward of after edge of centerboard will be above the outside edge of the keel.

Width of centerboard slot through keel is optional. Keel may be chamfered up to 3/4 in. from garboard stake. Keel may be fared off in line with planking provided 1 in. thickness at center line is kept throughout keel.

9. Centerboard dimension - Profile to be as shown on plan within 1/4 in. Centerboard may have horn projecting above top edge of centerboard to receive handle. A wire or rope pennant may be used. Edges of centerboard may be square, or shaped as desired. May be painted, galvanized or finished as desired.

10. Size and location of main halyard sheave optional. Top side of deck to fitting for attachment of jib halyard fitting on mast 18 ft. 1 in., under 2 in., over 5 in.

11. Camber - 3 in., 1 in., 1/4 in.

12. Mast height overall, under 3 in., over 7 in.

13. Thickness given on planking, decking and framing shall be minimum dimensions.

## TITLE XVII – MEASUREMENT CERTIFICATES

1. "Measurers" assigned by the NEC, shall verify each boat and her sails and equipment when the NEC designates the measurer to.

2. The Commodore and Chief Measurer of the Association will confirm appointment of Measurers. The fee for such measurements, if any, shall be arranged by the NEC to its own satisfaction. It is recommended that fee be kept to a minimum in keeping with the spirit of these specifications - namely, to provide a well built, smart little sloop at a minimum cost. The boats that comply in every way with these specifications shall be assigned a certificate to that effect, showing the racing number, and signed by the official measurer. The Secretary of the Hampton One Design Class Racing Association shall issue each certificate, and the certificate shall, if demanded, be shown at races.

3. A yacht under construction must be completed to a stage where the class measurer can measure and certify the boat. The National Secretary must then receive the measurement

certification for this yacht before a racing number is issued to the yacht.

4. Plans available only from the Secretary of the Association.

## CLASS AND RACING RULES DEFINED

### Class Rules:

All rules, regulations and restrictions made by and especially governing the Hampton One Design Class.

### Racing Rules:

Rules of right of way and race procedure which apply in general to all yacht racing.

Hampton One Design Class Racing Association

## CONSTITUTION

Revised February 1969

### ARTICLE I -- Name:

The name of this organization shall be Hampton One Design Class Racing Association.

### ARTICLE II -- Emblem:

To be an "H", the horizontal bar of which is extended beyond the vertical bars, forming a horizontal arrow. Standard color shall be red, or another dark color to contrast with white sails.

### ARTICLE III -- Object:

To promote and develop Hampton One Design Class racing in all localities, under uniform rules, and governed by this association of Hampton One Design Class owners.

### ARTICLE IV -- Policy:

1. To cooperate with all other yachting organizations and to demand in return observance of the rules of the Hampton One Design Class.
2. To keep the Hampton One Design Class within the financial reach of owners of modest means without handicapping ability or encouraging neglect in conditioning yachts. A Hampton One Design yacht constructed and rigged in accordance with the specifications in use in 1938 except as modified in accordance with the rules and regulations of this document shall be considered typical thereof. Design or specification changes tending appreciably to increase costs, or in races to outclass boats certificated as of October 22, 1938, will not be permitted.

### ARTICLE V -- Organization:

1. The individual shall join the Hampton One Design Class by payment of the current year dues and be of good standing as determined by the National Executive Committee.
2. The Fleet, a territorial branch or unit, is open to all eligible persons within its territory. Each fleet shall elect its own officers, which include a Fleet Secretary. It is self-governing in local matters not conflicting with Association rules.

## ARTICLE VI -- Jurisdiction:

The Association shall have jurisdiction over all Hampton One Design activities. The Class rules shall govern all Hampton One Design races regardless of by whom held. The Constitution, By-Laws and Rules shall be binding upon all members and Fleets, and the construction of all Hampton One Design Yachts must conform strictly to the official plans and specifications within the limitations and provisions of the measurement rules.

## ARTICLE VII -- Fleet Charter:

A Fleet may be granted a charter upon application to the Governing Committee, by the owners, or prospective owners, of three or more Hampton One Design yachts not racing within the locality of an organized fleet. The annual renewal of the charter shall be provided for by the By-Laws. Charters shall be granted by the Governing Committee. Charters may be suspended by the National Executive Committee, but revoked only at an annual meeting for failure to maintain in good standing a minimum membership and quota of yachts as above required, or by other adequate causes.

## ARTICLE VIII -- Dues:

Association dues shall be fixed by the NEC; fleet dues, if any, shall be fixed by the Fleet. Both classes of dues shall be paid before a member can be held in good standing in either organization.

## ARTICLE IX -- Membership:

1. An Active Member: An active member shall be an owner, a part owner, a designated syndicate representative, or a bona fide charterer of a Hampton One Design yacht, and shall be an upstanding yachtsman or woman. There shall be no barriers to active office, to vote, to race a Hampton One Design yacht in all races, except as modified in the rule governing the National Series.

2. An Associate Member: An associate member shall be a upstanding yachtsman or woman who has neither ownership of a Hampton One Design yacht. Associate members shall not vote, nor hold office, but the racing privileges and other provisions for active or isolated membership shall apply.

3. Membership Retention: Membership in active class cease when a member sells his Hampton One Design Yacht or when his Hampton One Design Yacht does not come up to specifications. He shall be put in Associate Membership class until September 30th of the calendar year. His active Membership may be re-established at any time during this period when he becomes the owner of a Hampton One Design Yacht which passes all requirements of the

Constitution, By-Laws and Specifications.

## ARTICLE X -- The Executive Officers:

### The National Executive Committee, and Their Duties

1. Commodore: The Commodore is the chief executive officer of the Association. He shall preside at meetings and serve as chairman of the National Executive committee and of the Governing Committee. He shall rule on procedure, jurisdiction, summarize decisions, appoint special committees, and authorize the payment of all bills.

2. Vice Commodore: The Vice Commodore shall officiate in the absence of the Commodore.

3. Rear Commodore: The Rear Commodore shall officiate in the absence of the Commodore and the Vice Commodore.

4. National Secretary: The National Secretary (if applicable) shall record the minutes of the meetings of the Association and the National Executive Committee. He shall be responsible for the system of forms, keeping the rolls, the roster of names and numbers of yachts of the class, keeping all the records and perform other duties pertaining to the office of Secretary.

5. Treasurer: The Treasurer shall keep the financial books and securities of the Association.

6. Web Master: The webmaster shall be the primary person responsible for maintaining the Hampton One Design web page and Hampton One Design social media. The web page should include a complete and current copy of the Sea Chest, a current race schedule, a summary of recent race results, history of the class and photographs arranged in good order. The expense for the web page and social media shall be approved by the National Executive Committee.

7. Fleet Secretaries: A Fleet Secretary may be elected at the annual meeting of the Association from each established fleet by a majority of the votes. He or she shall represent the Association in his or her fleet as directed by the officers and authoritative committees, and shall represent his or her fleet on the National Executive Committee.

8. National Executive Committee (NEC): The National Executive Committee shall consist of the above officers. The Committee shall be empowered to function by mail telephone or e mail. It shall interpret the Constitution and By-Laws, and make amendments which do not conflict therewith. It shall be the last court or appeals in disputes over constitutional rights and have the power to enforce its decision by suspension of a member. A majority vote shall decide all questions, if not otherwise stipulated. Rulings of the Committee shall be binding and final.

9. Budget Committee: The Budget Committee shall consist of the Commodore who shall be chairman, the National Secretary, and the Treasurer. This committee shall prepare the association budget, and following its approval by the National Executive Committee, shall publish the budget for the ensuing year and a restoration blank for dues and the National Regatta.

9. Governing Committee: The Governing Committee shall consist of the Commodore, who shall be chairman, and two or more National Executive Committee members from his or her vicinity. The committee shall be authorized to render decisions on appeals, to sanction or ban races, procedure, and committees, to grant charters, to fill vacancies in office, subject to ratification by the National Executive Committee if the vacancy to be filled is within that committee, to impeach association officers, subject to ratification by three-quarters of the vote of the National Executive Committee when an officer of that committee is involved, to suspend members guilty of gross violation of rules or of unsportsmanlike conduct for a period not exceeding the committees' term of office, to approve the purchase and sale of securities, and to approve depositories.

10. In addition to the responsibilities listed in paragraph 1 through 7 above all the National officers will keep contact and encourage the members in his or her immediate area. The National Commodore is to act as coordinator and director for all class activity keeping contact with the subordinate officers to insure the performance of their responsibilities. The Vice Commodore will act as special committee head; keep a record of boats available for sale; direct class activity and participation (boat shows, special regattas, Sea Chest). The Rear Commodore will act as special committee head, organize and direct all class publicity establishing contact with the various popular publications and keeping a flow of class news to them. The Secretary-Treasurer will act as special Committee head, keep record of class finances, boats and handle general correspondence.

11. The NEC shall meet regularly to determine items of new business to be proposed at the annual meeting.

#### ARTICLE XI -- Appointed Officers and Committees:

The National Executive Committee shall hold an organization meeting following the National Series, and at that time shall appoint from any class of membership a Technical Advisory Committee, a measurement committee, of which the chairman shall be chief measurer of the Association and on which no Hampton One Design builder or sailmaker shall serve. A Rules Committee consisting of five members shall be appointed and any boats under question may be referred to this committee which shall inspect or if necessary, have such boats remeasured to see that they meet the requirements of the Association. The decision of this committee may be referred to the National Executive Committee. Such officers and committees shall be appointed as may be considered necessary and shall determine their respective duties.

#### ARTICLE XII -- National Race Committee:

The National Race Committee shall consist of all members of the National Executive Committee present for the National Series. The National Race Committee shall conduct the National Series and generally supervise all other officials and committees connected therewith. It shall appoint, from its own members who are eligible to serve by reason of not being contestants, the race committee that shall conduct each race. Other members of the Association may be added to make an odd number of at least five members. The race committee shall be ratified by the annual meeting, and it shall serve until twenty-four hours after the completion of the first race or sail-off of the National Series. During this period it shall supersede the National Executive Committee, which remains inactive in respect to the Series, having direct and appellate jurisdiction shall be final, if rendered in accordance with the provisions of this article, over matters directly connected with the current Series, but its powers shall not extend to other matters, nor shall it revoke National Executive Committee rulings. The National Series Committee shall appoint a protest committee from its own membership, if possible. It shall hold hearings on all protests, and witnesses may be heard collectively or separately. Decisions shall be rendered within twenty-four hours of the completion of the race involved, or as described in the race circular. It shall, however, have the power to re-open a hearing because of new evidence at any time during its term of office. All business must be disposed of before the committee is disbanded. The ranking officer member of each committee appointed by the National Series Committee shall be its chairman. A majority of the committee membership shall constitute a quorum, and a majority decision shall decide all questions. The decisions of the committee shall be final if rendered in accordance with the provisions of this article and they cannot be appealed to any other body whatsoever.

### ARTICLE XIII -- Meetings:

1. The annual meeting shall be held during the period of and in the vicinity of the National Series, if possible. Special meetings may be called upon order of the National Executive Committee, or upon demand in writing by twenty-five per cent of the active members. The exact time and place of all meetings shall be fixed by the National Executive Committee.

2. Notice of meetings must be sent by the National Secretary to each active member. If the meeting is a special meeting, the purpose thereof must be stated in sufficient detail to permit voting by mail, and no other business can be transacted.

### ARTICLE XIV - Deleted

### ARTICLE XV -- Quorum and Roll Call:

1. One-half (50%) of the active members in good standing constitute a quorum at meetings.
2. If a quorum exists at roll call it exists throughout the session.

## ARTICLE XVI -- Voting:

1. Each active member shall be entitled to cast one vote.
2. At special meetings each member will be allocated one vote.
3. Members may be heard, but only active members shall vote on motions, and must vote unless excused by the Chair. A majority of the votes present shall decide all questions not otherwise stipulated and the Chair shall cast the one deciding vote in case of a tie. He may fix time limits on speakers and motions.
4. At National Meetings, no decisions will be made on new business proposals. Discussions are encouraged, but approval or disapproval of the proposal will be deferred to a subsequent active membership meeting or vote by mail.

## ARTICLE XVII -- Election of Officers:

1. Each officer (No. 1 to No. 5, Article X) shall be voted upon separately and the candidate receiving the most votes in each case shall be elected.
2. Nomination may be made by an active member from the floor or by mail and must be seconded. Nominations cannot officially close until the results of the election on the preceding office voted upon have been made known.
3. All officers at the annual meeting shall serve for one year beginning October 1st and ending September 30th. A suitable award such as a plaque may be given to the retiring National Commodore and Vice Commodore at their termination of office each year.

## ARTICLE XVIII -- Impeachments:

1. A member may be expelled only by a three-fourths vote at an annual meeting.

## ARTICLE XIX -- Amendments:

1. The Constitution, By-Laws, National Series Rule can never be suspended but may be amended at any meeting by two-thirds of the votes present. The plans and specifications may be amended at any meeting by four-fifths of the votes present, but any such amendments must conform to Section 2 thereof.
2. The basic principles of Articles III, IV, V, and VI cannot be changed, nor can an amendment be passed which will render then existing rules of this Association and whose status cannot be changed to conform to the proposed amendments: nor shall retroactive legislation be

passed affecting active members.

3. At the annual meeting previous notice of proposed amendments is not required, but at special meetings it must have been included in notice thereof.

4. The Governing Committee shall have the power to simplify, clarify or correct the wording of any article without changing its intent or purpose.

#### ARTICLE XX -- Order of Business:

1. At annual meetings:
  - (1) Call to order
  - (2) Determine quorum
  - (3) Minutes of last meeting
  - (4) Reports of officers
  - (5) National Race Committee Ratification
  - (6) Suspensions
  - (7) Ratification of National Executive Committee
  - (8) Unfinished business
  - (9) Instructions for the Measurement Committee
  - (10) New business
  - (11) Election of officers for following year
  - (12) Adjournment
  
2. At Special Meetings:
  - (1) Determine quorum
  - (2) Special Business
  - (3) Adjournment

The newly elected National Executive Committee shall hold its organization meeting following the National Series.

#### -- BY LAWS --

Revised February 1969

#### Part I

#### ARTICLE I - Fleet Business and Meetings:

1. Business between Association and the fleets is, in general, transacted by a system of approved forms filed by the fleet secretaries with the National Secretary of the Association. New

Business to be proposed at the Association Annual Meeting should be submitted in writing to the National Secretary at least 30 days prior to the meeting.

2. The annual meetings of fleets shall be in April of each year, and results of elections of fleet officers shall be filed with the Association Secretary.

3. Each fleet shall provide officers as required, but the following is recommended: Refer to Article X, Sections 1-5 of the Constitution. The Commodore will act as stated. The Vice Commodore will act as stated, forwarding his information directly to the National Vice Commodore. In addition he or she will act as fleet measurer and spot check fleet boats at least twice a season, and submit for decision any questionable boats or equipment. The Rear Commodore will act as stated, and forward all fleet information direct to the National Rear Commodore. In addition he or she will be responsible for local publicity. The Secretary will act as stated. The Treasurer will act as stated.

#### ARTICLE II -- Dues:

1. As determined by NEC.

#### ARTICLE III - Deleted

#### ARTICLE IV -- Report and Returns (Penalties where applicable):

1. Suspended fleets, members, and ineligible yachts may be posted by publication, and must be barred from all Hampton One Design races. They cannot be reinstated until all requirements of the Association have been fulfilled.

#### ARTICLE V -- Eligible Yachts:

1. A yacht is eligible and considered in the Hampton One Design Class only if it conforms to measurements rule, has been properly registered, and is owned by a qualified active member recorded at the time as in good standing with the Association.

#### ARTICLE VI -- Yacht's Number and Name:

1. The official number, allotted to new yachts on application to National Secretary, shall be permanent and affixed to each mainsail and the centerboard trunk. Name is optional but it must be recorded and approved. (For compliance with U. S. Coast Guard, the number should also be placed on the upper starboard corner of the transom.)

2. If alterations are made and affect more than one-half of the hull, or sufficiently extensive to so warrant, in the opinion of the measurement committee, a new number shall be awarded and boat be considered new as of such date.

#### ARTICLE VII -- Measurements and Certificates:

1. No yacht shall be eligible to enter any race for the Hampton One Design until a measurement certificate has been granted for such yacht.

2. Measurers will be approved by the Commodore and Chairman of the measurement committee jointly. Their authority is restricted to actual measuring and filing a report of same. They are entitled to a fee approved by the National Executive Committee. No certified measurer shall measure his own boat except under supervision of a disinterested person appointed by the measurement committee.

3. The Association certificate shall be binding upon all organizations conducting races for the Hampton One Design Class. A yacht holding such certificate shall not be subject to measurement or protest on measurements unless reasonable grounds can be shown to suspect subsequent alterations. A yacht is always subject to remeasurement by order of the rules committee or the measurement committee. The owner of a yacht that has no certificate shall pay the measurer's fee whether approved or not.

4. Protest of measurements of a certified Hampton One Design yacht must include \$10.00 deposit, only in the actual remeasurement of hull or protested yacht, returnable only if sustained, except, as to matters covered by Paragraph 5 hereof.

## PART II

The Rules, Regulations, Restrictions, and Provisions which are included here shall apply to all contests, exclusive of the National Series, in which Hampton One Design yachts participate. If any incident or conditions should arise in the course of the National Series, then these provisions of Part II (and of Part I, if applicable) of the By-Laws shall be made to apply thereto.

#### ARTICLE I - Deleted

#### ARTICLE II -- Racing Rules:

1. The most current version of the U.S. Racing Rules of Sailing shall govern all Hampton One Design Class races unless otherwise specified in race notices, race instructions or circulatates.

2. In Chesapeake Bay Yacht Racing Association Sanctioned Regattas, U.S. Sailing's Racing Rules of Sailing as modified by CBYRA will apply -- particularly as regards scoring of protests.

### ARTICLE III -- Racing Restrictions:

Revised June 2026

1. The correct boat number in specified size must be displayed on both sides of the mainsail.
2. The maximum number of persons allowed in one boat in any race shall be four (4). At least two (2) persons must be aboard each boat in each race.
3. No dead weight can be carried as stationary or shifting ballast.
4. The jib may be winged by means of a whiskerpole the inboard end of which, when in use, shall rest against or be secured to the mast. No sails other than the approved jib and mainsail can be used and only one of each on its proper hoist can be above deck at the same time.
5. A yacht must carry ground tackle of not less than 15-pound anchor or equivalent in manufacturer's rating and 50 ft. of 5/16 inch manila anchor line, or 1/4 inch minimum diameter synthetic anchor line or better, and an oar (paddle). Wearable life jackets are required.
6. Sculling with rudder is prohibited. Sweeping the boat's head around to change course or fill away in one given direction is not considered sculling. No stopping of headway by any means except sail and rudder or anchoring, shall be allowed.
7. Any yacht that capsizes or swamps shall be credited with a D.N.F. for that race. Capsize shall be defined as mast head hitting the water.
8. One yacht only registered under the same owner can enter a race. The score made by different yachts having the same owner cannot be combined in the same series.
9. It is the policy of the Association that prizes and points be awarded to the eligible entrants, also that trophies of perpetual character be inscribed with names of yachts and entrant (or entrants).
10. Use of artificial intelligence ("AI") algorithms to process and interpret data for the purpose of assisting with tactics or strategy is prohibited.
11. Use of GPS based raw data or information related to Distance to Start Line is prohibited.

ARTICLE IV - Deleted  
ARTICLE V - Deleted  
ARTICLE VI - Deleted  
ARTICLE VII - Deleted  
ARTICLE VIII - Deleted

ARTICLE IX -- Novice:

It shall be at the option of the host yacht club or the NEC, as applicable, as to whether a novice trophy is to be awarded, but it is recommended that as much recognition be given this category of skippers that is possible. Winning of any special novice events removes the novice from said classification. Winning of a novice trophy in any event; however, will not remove a skipper from the classification of novice. A novice is a person who has never won a trophy at a regatta racing in the Hampton One Design Class.

ARTICLE X -- Obligations:

The Association shall not be liable for any debts contracted by its fleet or officers or members other than expenditure authorized by the budget or upon written order of the Commodore and National Secretary.

## RULES GOVERNING THE NATIONAL SERIES AND OTHER SANCTIONED EVENTS AS APPLICABLE

Revised June 2026

### ARTICLE I -- Purpose:

To determine annually the championship of the entire Hampton One Design Class by bringing together, insofar as possible, the entire class.

### ARTICLE II -- Perpetual Trophies:

1. The name of the perpetual trophy shall be "National Hampton One Design Class Championship Trophy."

Right, title, and interest in and to the trophy shall, always be in the name of the Hampton Yacht Club, Inc., the donors, who may impose any conditions necessary to safeguard the same."

2. The J. W. Hurst perpetual trophy shall be awarded to the highest placing novice skipper in the Hampton Nationals. This award is given in honor of J. "Willy" Hurst for his contributions in promoting the Hampton One Design Class. The trophy owned by the Hampton One Design Class shall be held on display at the Norfolk Yacht and Country Club.

3. The T. Lane Stokes Cup shall be awarded at the National Series to the Hampton One Design sailor (skipper or crew) who: exhibits exemplary sportsmanship, actively participates in Hampton One Design regattas, and actively promotes the Hampton One Design Class. The trophy is owned by the Hampton One Design Class and shall be held on display at the Norfolk Yacht and Country Club.

4. The Bob and Peggy Seidel Memorial Award is awarded to the Hampton One Design Northern Bay Champion. The award is presented to the Hampton One Design Skipper who places highest in the combined scores for all regattas sailed in Maryland (Northern Bay).

5. Charles H. McCoy, Jr. Hampton-One Design High Point Trophy

Eligibility:

The Skipper must be a member in good standing of the Hampton-One Design Class.

The Skipper must race in a minimum of three sanctioned Hampton-One Design regattas.

Legitimate co-owners who sail together as a skipper and crew team may switch positions where the crew skippers in some races or regattas. The points the team obtains at a regatta where a switch of position has occurred will apply to the high point tally of the usual skipper at the team's discretion.

#### Time Period

The annual competition for the Charles H. McCoy, Jr. Hampton-One Design High Point Trophy includes the national regatta and all sanctioned regattas in the twelve-month period prior to the national regatta.

#### Ownership and Presentation

The Trophy is owned by Charles H. McCoy, Jr. It will be awarded at the National Regatta Trophy presentation. The trophy will be housed at Norfolk Yacht and Country Club at the discretion of Charles H. McCoy, Jr., and the NEC.

#### Scoring

Each skipper will receive three participation points for every sanctioned regatta he or she has traveled to with the intent to sail in the competition, plus a point for every boat defeated in that regatta according to the race committee's final computation.

#### Tie Breaking Procedure

In the event of a tie after all scoring is complete following the National Regatta, the tie will be broken based on the tally of the tied skippers overall position in each individual regatta as follows. The skipper who has the most first place final regatta results wins the high point trophy. If a tie remains, the skipper with the most second place final regatta results, and if necessary third place, fourth place etcetera will be used to break the tie. If a tie remains after comparing all the overall regatta final results the tie will be broken based on the best final position in the National Regatta.

#### Calculating and Posting Results

The Commodore or his/her designee is responsible for calculating and posting the high point standings after each regatta. It is the responsibility of each skipper to check the posted results and report any discrepancy as soon as possible so it can be corrected.

### ARTICLE III - Entries:

1. Open to entire class subject to limitations established by the NEC.

ARTICLE IV - Deleted

ARTICLE V - Deleted

ARTICLE VI - Deleted

#### ARTICLE VII -- General Procedure:

1. All instructions and regulations not fully described in National Series rules shall be published in Race Circular.
2. The National Race Committee shall be the Regatta Committee and conduct all races.
3. The National Race Committee shall be available for hearings at and directly following hours stated in Article X.
4. Course and mark officials shall be appointed and instructed by the National Race Committee.
5. Fouls or violations reported by or to any official before 8:30 p.m. must be investigated and an open hearing shall be conducted if necessary.
6. Postponements, for an accident reported before preparatory signal, of reasonable time (intervals of fifteen minutes) shall be given, but if repairs or allowable substitutions cannot be made within one hour, or if entry cannot mathematically win the series, or if postponements would result in extending series more than one hour beyond schedule, then no postponement can be granted unless by unanimous consent of all entries.
7. The Governing Committee before, and the National Race Committee during, the series has the power to modify or change such details connected with the Series Rules as may be necessary to conform to local conditions, but cannot alter their basic principle. Notice of such changes must be contained in the Race Circular or be issued by bulletin or written notice before any race to which they shall apply.
8. Contestants and officials must remain at or within call of headquarters until two hours after last race or sail-off and be available to attend hearings or enter sail-offs until that time when all decisions shall be rendered and the results of the series shall become official. Results shall not be subject to subsequent change for any reason whatsoever.

#### ARTICLE VIII -- Conditions Governing Race:

1. Nine races shall be scheduled for the National Series. The winner of a Championship shall be the crew which scores the least points under the Low Point scoring system (RRS Appendix A). Each competitor's worst race shall be discarded if six or more races are completed. The

Championship shall not be awarded if less than four races are sailed.

2. Races shall be held in open water as free as possible from headlands, shoals, obstructions or aids to navigation. If unavoidable, aids to navigation, unless otherwise ordered, must be left on the required or channel side.

3. The traditional course is an equilateral triangle, with a windward and, leeward, and then with a third windward leg to the finish, totaling approximately 5 miles.

The race committee has the option to set the course as a series of windward-leeward legs (no reach mark) with a finish to windward (6 legs) or a finish to leeward (5 legs), totaling approximately 5 miles. Courses may be shorter if required by the sailing conditions in the discretion of the Race Committee.

4. Procedure: Signals and descriptions, etc., shall be as nearly as practicable as shown on the approved series instruction circulars and on file with the National Secretary.

5. The time limit shall be one hour, forty-five minutes (1 3/4 hours). If one entrant finishes within the time limit all must be timed.

6. Rules shall always be the approved rules of the Association, and such special rules as may be published in the race circular.

7. No yacht shall be prevented from entering a re-sail of an uncompleted National, sanctioned, or elimination race for any cause arising out of the uncompleted race. Such incomplete race shall be considered null and void for all purposes.

8. Ties for prize winning places shall be sailed off separately after the series if time and conditions allow; otherwise ties will be decided according to guidelines established in the Racing Rules of Sailing.

## ARTICLE IX -- Eligibility

NOTE: Consult carefully the Constitution and By-Laws on membership qualifications and other details affecting eligibility.

1. A yacht must be certified as eligible by the Measurement Committee before the first race. A certified copy of the bill of sale must be demanded as proof of ownership if a yacht was acquired from another territory or registered with Association for the first time under new owner's name within six months of the series. Spars, rudders and positions not included in the certificate, must be measured and approved before any major championship series.

2. Sails used, not exceeding two units, must have been approved by a class measurer.

3. Each entrant must: (a) Be an active Association member (or members); (b) Be a bona fide owner, or part owners-of the yachts to be sailed, and (c) Have sailed the yacht in a representative number of Hampton One Design races within a year. Requirement (b) and (c) may be modified by the NEC.

4. Syndicate owners may list either one or two owners of the yacht as entrants, subject to the eligibility requirements stated herein.

5. Professionals are not allowed to participate in the National Regatta as a skipper or crew. Professionals are defined as a person who has been paid to race aboard a yacht as skipper or crew within the past three years. A high school or college sailing coach is not considered a professional in regard to eligibility for Hampton One Design racing unless he or she has also been paid to race within three years aboard a yacht as skipper or crew. This definition of professional supersedes any contrary definitions published by other national or international sailing governing bodies

#### ARTICLE X -- Substitutions:

1. Alternates may be designated but yacht, and entrant (or entrants) starting the series must sail throughout except in the case of proven accident or sickness.

2. No limitations are placed on the duties that may be performed by the individuals aboard yachts while racing. The entrant (or entrants) must be aboard in each of the races sailed and will be in command, assuming full responsibility, but may ask and receive advice from others aboard the yacht.