

PARKER CONVERSE TOWER RACE

JULY 10, 2021

NOTICE OF RACE

The notation '[NP]' in a rule of the notice of race (NoR) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. ORGANIZING AUTHORITY

The Organizing Authority ("OA") is the Beverly Yacht Club.

2. GOVERNING RULES

2.1 The race will be governed by the current Racing Rules of Sailing (RRS), except as changed by this Notice of Race or by the Sailing Instructions.

2.2 All boats shall have proper offshore equipment that meets the US SAILING Safety Equipment Requirements for a Coastal Race.

2.3 [NP Competitors and support persons shall comply with reasonable requests from the race officials

2.4 RRS 52 is amended as provided for under RRS 86.1(b) as follows: Competitors are permitted to use electrically-powered winches for running rigging and autopilot while racing.

3. ELIGIBILITY AND ENTRY

3.1 This race is open to all single-hull sailboats with a current, valid PHRF NE certificate.

3.2 Entry Deadline Eligible Boats may enter by completing the [registration online](#) through Regatta Networks by 1800 on Thursday, July 8, 2021. Non-BYC boats will pay a registration fee of \$65 at the time of registration.

3.3 There is a minimum registration requirement of three sailboats for each racing Class by this deadline.

3.4 A complete crew list, including name, and emergency contact name and telephone number, is required and included as part of the registration process.

3.5 Classes: It is the OA's intent to have one Racing (Spinnaker) Class and at least one Cruising (Non-spinnaker) Class. At its sole discretion, the OA may divide the registrants into multiple divisions.

4. INSPECTION/MEASUREMENT

Sailboats competing are subject to inspection and/or measurement by the Club Measurer, PHRF Marion Fleet Handicapper, Race Committee Chair, or Race Officer at any time. A boat may be excluded from racing for failure to meet safety requirements or failure to comply with its racing handicap certificate. The Race Committee, at its sole discretion, may allow or not allow a sailboat to participate in a race.

5. START

5.1 The first warning signal will be at 1230.

5.2 The start will be in the vicinity of Sippican Harbor Lighted Red Buoy "2" (Fl R) at Centerboard Shoal (BYC mark "G"). The finish will be at Sippican Harbor Lighted Red Buoy "2" (Fl R) at Centerboard Shoal (BYC mark "G").

6. COURSE

A sailboat can choose to sail the course in either direction:

(1) A sailboat must first pass through Quick's Hole; round Lighted Gong G31 (Gay Head a/k/a Devils Bridge), leaving G31 to starboard; and then round Buzzards Bay Tower, leaving the Tower, Cuttyhunk, and Penikese Island to starboard,

OR (2) A sailboat must sail the course in reverse by first rounding Buzzards Bay Tower, leaving Cuttyhunk, Penikese Island, and the Tower to port; then round Lighted Gong G31 (Gay Head a/k/a Devils Bridge), leaving G31 to port; and then pass through Quick's Hole.

7. SAILING INSTRUCTIONS

Sailing Instructions will be posted online on the Regatta Network Parker Converse Tower Race page on or before 1800 on July 8, 2021. Printed copies are available from the BYC Office upon request.

8. PENALTIES RRS Appendix V will apply in its entirety. (This alters RRS 44.1)

9. PROTEST HEARINGS

The Protest Committee will hear protests properly filed for the Parker Converse Tower Race at BYC on July 11, 2021 at 1700 at BYC.

10. SAFETY

10.1 In accordance with RRS 40.2, RRS 40.1 applies and all competitors shall wear properly fastened, USCG-approved personal flotation devices at all times.

10.2 Every competing boat is required to carry a VHF radio and to monitor VHF CH 72 from the preparatory signal and while racing.

11. PRIZES

11.1 Prizes will be awarded at Cups and Flags at BYC Oct 3, 2021 at 1800.

12. RISK STATEMENT

12.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

13. FURTHER INFORMATION For further information, please contact Beverly PHRF Fleet Captain, Mark Lindquist: lindquistj105@gmail.com.