



# Barrington Yacht Club

Charles V. Cox Memorial Series – 2024

**Event Chairs:** Charles Stoddard ([cssj30@gmail.com](mailto:cssj30@gmail.com)) and  
Sam Sylvester ([samsylvester28@gmail.com](mailto:samsylvester28@gmail.com))

**PRO:** Scott Walker ([w\\_walker@brown.edu](mailto:w_walker@brown.edu))

**Race Committee Chair:** Dwight McMillan ([racing@barringtonyc.com](mailto:racing@barringtonyc.com))

## Notice of Race (NoR)

*The notation “[NP]” as it appears in a rule of the sailing instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).*

Skippers Meeting, including Safety and Rules Review: May 7, 1830 hours

Race Dates: May 14, 21, 28; June 4, 11, 18, 25; July 2, 9, 16, 23, 30; August 6, 13, 20, 27  
*Fall Series (does not count for season standings): September 3, 10, 17, 24*

### 1. RULES

- a) The event is governed by the rules as defined in The Racing Rules of Sailing (RRS)
- b) [NP] All boats shall minimally comply with the US Nearshore section of the US Sailing Safety Equipment Requirements (USSER). Requirements can be downloaded at <https://www.ussailing.org/wp-content/uploads/2022/01/Monohull-SER-2022.0-Nearshore.pdf>
- c) [NP] Each boat should have a representative at the Skippers meeting, which will include a Safety and Rules review

### 2. SAILING INSTRUCTIONS

- a) Sailing instructions will be available by 1800 on May 6, 2024 and will be posted on the Yachtscoring event page, which can be accessed from a link on <https://barringtonyc.com/race>

### 3. COMMUNICATION

- a) The official online notice board is located on the Yachtscoring event page
- b) [NP] All boats shall carry a VHF radio capable of communicating on channels 72 and 16
- c) On the water, the race committee may make courtesy broadcasts to competitors on VHF channel 72
- d) From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

### 4. ELIGIBILITY AND ENTRY

- a) The event is open to all boats with valid 2024 PHRF certificates from PHRF-NB.
  - i. The copy of the PHRF-NB certificate under which a boat will be racing shall be provided

to the RC via email or by hand delivery of a hard copy to the BYC office.

- ii. Boats for which a valid 2024 PHRF-NB certificate is not received prior to a race in which she participates may be scored DNC.
- b) Classes are defined as follows:
  - i. Spinnaker: Class SPHRF
  - ii. Non-Spinnaker: APHRF
  - iii. One Design: The J-29 class and/or any other one design class with at least 5 boats
- c) Eligible boats may enter by completing the online registration form on Yachtscore and submitting it, together with all required fees, by May 11
- d) Late entries will be accepted at the sole discretion of the race committee and require payment of applicable late fees

## 5. FEES

- a) Full season registration fee : \$250 for BYC Members and \$275 for BYC non-members
- b) Late fee (payable if registration deadline is missed): \$50
- c) Fee adjustments, including any required because of government regulations, will be announced at least 5 days prior to any new registration deadline

## 6. ADVERTISING

- a) Advertising shall be in accordance with Regulation 20 in the World Sailing Advertising code
- b) Boats will not be required to display advertising chosen and supplied by the organizing authority

## 7. SCHEDULE

- a) Skippers meeting Tuesday, May 7 at 1830
- b) Tuesday evenings May 14 through September 24
  - i. For races in May, June, July, and August the first warning signal will be at 1830
  - ii. For races in September the first warning signal will be at 1800

## 8. RACING AREA

- a) The event venue is the Barrington Yacht Club
- b) The racing area is the northern portion of Narragansett Bay.

## 9. COURSES

- a) Courses will use either drop marks, fixed (government) marks or a combination thereof
- b) Details regarding drop marks that may be used and a list of government navigational aids will be included in the Sailing Instructions (SIs)

## 10. PENALTY SYSTEM

- a) RRS VI and V2 apply

## 11. SCORING

- a) PHRF Time on Time scoring applies to boats racing under PHRF
  - i. The Time on Time formula used will be:  
 $Corrected\ Time = Elapsed\ Time \times 650 / (550 + PHRF\ rating)$ .
- b) The scoring system is as follows:
  - i. The Low Point Scoring System is as described in Appendix A will be used. A5.3 will apply.
  - ii. The scores for 16 races (May 14, 21, 28; June 4, 11, 18, 25; July 2, 9, 16, 23, 30; August 6, 13, 20, 27) will constitute "the series".
    - The results for races in September will not be included in scoring the series.
- c) Exclusions
  - i. If 13 or more races are completed, a boat's score for the series will be the total of her race

- ii. If 10-12 races are completed, a boat's score for the series will be the total of her race scores excluding her two worst scores.
- d) [NP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

## 12. AWARDS

- a) Awards for racing will be given by the race committee at Barrington Yacht Club as follows
  - i. Awards will be presented to the top 3 finishers in each class for the for each evening and for the season.
  - ii. Perpetual Awards will be presented to the top finisher in each class for the season whose name will be listed on the appropriate award plaque in the Barrington Yacht Club clubhouse

## 13. RISK STATEMENTS

- a) 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
- b) The race area utilizes navigable waters shared by commercial traffic and other stakeholders
- c) The right of way of commercial traffic and other vessels restricted in their ability to maneuver is absolute
- d) [NP] A commercial vessel sounding a danger signal (5 or more horn blasts) shall subject the offending boat to be protested by the Race Committee

For further information please contact:

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