



36th Biennial
2015 MARBLEHEAD-TO-HALIFAX OCEAN RACE
July 5-9, 2015
Joint Organizing Authority
The Royal Nova Scotia Boat Squadron and
The Boston Yacht Club
Sailing Instructions

1 RULES

- 1.1 The race will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 [Prescriptions of US Sailing](#) will apply.
- 1.3 Between 2000 Atlantic Daylight Time (ADT) (UTC – 3 hr) and 0800 ADT the *International Rules for Preventing Collision at Sea* ([IRPCAS](#)) will apply, during which times Part 2 of the RRS will not govern.
- 1.4 The International Sailing Federation Offshore Special Regulations (OSR) as specified in *Notice of Race* (NOR) 1.4 will apply.
- 1.5 Rating rules will apply as follows:
 - (a) IRC division:
 - (i) The [IRC](#) rule parts A, B and C will apply.
 - (ii) Under IRC rule 11.2, IRC rule 21.6.1 is varied to the extent that a boat may carry one more spinnaker than shown in her current IRC certificate of area not greater than SPA without an increase in rating.
 - (iii) An unendorsed certificate will be accepted for a TCC slower than 1.080.
 - (b) ORR division: The [ORR](#) rule will apply.
 - (c) PHRF-Racing division: The Performance Handicap Racing Fleet of New England ([PHRF](#)) rules will apply.
 - (d) PHRF-Cruising division: The [PHRF](#) rules will apply.
 - (e) Multihull division: The New England Multihull Association ([NEMA](#)) rules will apply. If there is a conflict between these Sailing Instructions and the NEMA rules, these Sailing Instructions will take precedence.
- 1.6 Racing rules 35, 41, 52, 77, A4 and A5 will be changed as follows:
 - (a) 35, A4 and A5 - there will be a time limit at the finish;
 - (b) 41 – some radio communications will be permitted;
 - (c) 52 – some boats will be permitted to use self-steering or power winches;
 - (d) 77 – RRS G will be a strong recommendation.The changes appear in full below.
- 1.7 Except when acting in accordance with RRS 1.1 *Helping Those in Danger* or instruction 12 *Avoiding Commercial Vessels*, engines shall be operated only for charging batteries or providing other electrical power.
- 1.8 A boat in the PHRF-Cruising division with a hull length of 21.3 m (70') or greater, or displacement of 45,000 kg (100,000#) or greater is permitted to use power winches. This changes RRS 52.
- 1.9 It is strongly recommended that national letters and sail numbers comply with RRS 77. This changes RRS 77 and G, and OSR 4.01.1.
- 1.10 Except for double-handed entries the minimum crew size shall be 4.
- 1.11 A boat racing double-handed shall be equipped with self-steering. This changes RRS 52.

2 NOTICES TO COMPETITORS

- 2.1 Pre-start notices to competitors will be posted on the official notice board in the Boston Yacht Club (BYC) Yardarm building.
- 2.2 Post-start notices to competitors will be posted on the official notice board at the RNSYS Marine Activity Centre.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 Eastern Daylight Time (EDT) (UTC -4 hr) on the day of the start, except that any change to the schedule of starts will be posted by 2000 on the day before it will take effect. Changes may also be posted on the race website, www.marbleheadtohalifax.com. Failure to post a change on the website or failure to post it in a timely fashion will not be grounds for redress.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the BYC flagpole.
- 4.2 When AP is displayed ashore, "1 minute" is replaced with "not less than 2 hours" in the race signal AP.

5 SCHEDULE OF STARTS

- 5.1 The scheduled time of the warning signal for the first class to start is 1255 EDT on Sunday July 5th.
- 5.2 The schedule time of the start for each class will be listed in the *Scratch Sheet* (Attachment 7).
- 5.3 The warning signal for the 2nd and subsequent starts will be no sooner than 5 minutes after the preceding start.

6 CLASS FLAGS

- 6.1 The class flag for each class will be one or more numeral pennants as listed in the *Scratch Sheet*.
- 6.2 Each boat shall fly from her backstay, or from the starboard mizzenmast shroud, as a Class Identifier:
 - (a) the numeral pennant(s) corresponding to her class flag,
 - (b) these pennants shall be not less than 84 cm (33") long,
 - (c) between one hour before the scheduled time of her warning signal until one hour after her start, and
 - (d) when approaching the finishing line until she has finished.

7 START LOCATION AND PRE-START CHECK-IN

- 7.1 Attachment 1 shows the starting area and location of the Check-in Vessel.
- 7.2 The Check-in vessel will be flying the BYC burgee and a yellow race committee flag.
- 7.3 The Check-in vessel will be on station approximately 1 hour before the first warning signal.
- 7.4 Prior to her warning signal each yacht shall pass within 200 ft. of the Check-in vessel and either verbally hail or display her sail number. Check-in will be acknowledged by the Check-in vessel on VHF 78. Boats shall not attempt to check in using VHF.

8 THE COURSE

All latitudes and longitudes are provided for guidance only. Boats are responsible for their own navigational needs.

- 8.1 The starting line will be near N42° 30.00' W70° 47.15'.
- 8.2 C-M1 will be near N42° 30.10' W70° 49.20' and shall be left to port.
- 8.3 C-M2 will be near N42° 28.50' W70° 49.00' and shall be left to port.
- 8.4 HB (Halifax Bravo light buoy Canadian List of Lights (LL) #509.5 N44° 26.617' W63° 27.550') shall be left to port.

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- 8.5 H4 (Inner Automatic light buoy LL #516 N44°31.658' W63°30.060') shall be left to port.
- 8.6 HN7 (Neverfail Shoal north light buoy LL #519.5 N44°33.513' W63°31.063') shall be left to port.
- 8.7 The finish will be at HK5, (Southeast Middle Ground light buoy LL #525.2 N44°36.188' W63°32.560').
- 8.8 The course will not be shortened. This changes RRS 32.

9 MARKS

- 9.1 The starting marks will be the race committee signal boat at the starboard end and a race committee boat at the port end.
- 9.2 Marks C-M1 and C-M2 will be inflatable yellow cylinder marks.
- 9.3 The finishing marks will be a race committee boat at the port end and a navigation buoy at the starboard end.
- 9.4 All other marks will be navigation buoys.

10 EXCLUSION ZONES AND OBSTRUCTIONS

The following areas are exclusion zones and obstructions:

- 10.1 South of Bakers Island (NOAA chart 13275): A boat shall not traverse the area bounded by lines connecting the following buoys in the order listed: Bell G "9" (Powers Rock); Cans "7", "5" & "3" (Salem Channel); Nuns "2" & "4" (south of Bakers Island); Can "5" (Pope Head); and Bell G "9".
- 10.2 Neptune Deepwater Port STL Safety Zones: A boat shall not sail within a 500 meter radius of each of two STL buoys of the Neptune Deepwater Port located at:
 - (a) N42°29.205' W070°36.495' and
 - (b) N42°27.342' W070°36.122'These are marked on the surface of the water by several small white buoys marked LNG with red flags, and radar reflected buoys known as "Hy Flyers":
- 10.3 Sambro Channel (CHS chart 4237): A boat shall not traverse the area bounded by the mainland shoreline and lines connecting the following in the order listed: Shoreline on Pennant Point nearest to N44°26' W63°39'; HS (Sambro Harbour light and whistle buoy LL #508 N44°24.500' W63°33.608'); HD3 (Sisters light and bell buoy LL #509 N44°26.233' W63°31.433') thence 0° true to the shoreline near N44°29.6 W63°31.433'.

11 THE START

- 11.1 The starting line will be between staffs displaying orange flags on the starting marks.
- 11.2 Boats whose warning signal has not been made shall stay 500 or more yards away from the starting line during the starting sequence for other races.
- 11.3 A boat starting later than 30 minutes after her start will be scored Did Not Start without a hearing. This changes RRS A4. At its sole discretion the race committee may extend this 30 minute period.
- 11.4 The race committee may communicate general recalls, individual recalls or other information on VHF 72. Failure to broadcast or to identify a boat on course side will not be grounds for redress. This changes RRS 62.1 (a).

12 AVOIDING COMMERCIAL VESSELS

- 12.1 Under RRS 42.3(i), a boat is permitted to use other means of propulsion to avoid a commercial vessel. If, in doing so, she breaks any other part of RRS 42 she shall record all details of the incident on her *Declaration Form, Attachment 4*. The penalty for this will be decided at a protest hearing but will be no less than 15 minutes added to her corrected time.
- 12.2 A boat that interferes with the orderly passage of a commercial vessel will be subject to a protest upon receipt of a complaint from the vessel's, captain, pilot or from Halifax Traffic.

13 AVOIDING SEA LIFE

- 13.1 Each boat shall keep a sharp lookout for whales and take evasive measures so as to avoid vessel to whale contact. Should such efforts fail and contact is made, the person in charge will make an appropriate report to the NOS and NMFS as directed by those agencies. (See attachments 2 and 3).
- 13.2 Each boat shall monitor available data sources for real time whale sighting information so as to gauge the potential for whale presence in the path of their vessel. Such data sources include, "Whale Alert" (Stellwagen.noaa.gov/protect/whalealert.html).

14 RETIRING FROM THE RACE OR LATE FINISH

A boat retiring from the race, or a boat who expects to arrive in Halifax after 1200 ADT on Thursday July 9th, shall notify the race committee as soon as possible by:

- (a) emailing race@marbleheadtohalifax.com, and/or
- (b) telephoning 902-446-7223, and /or
- (c) if having VHF contact with the starting or finishing race committee boat, on VHF 72.

15 THE FINISH

- 15.1 When approaching Halifax each boat shall communicate with Halifax Traffic Control as outlined in Attachment 5.
- 15.2 The finishing line will be between the course side of HK5, (Southeast Middle Ground light buoy LL #525.2 N44°36.188' W63°32.560') and:
(a) a staff displaying an orange flag on the committee boat anchored approximately 400 feet west (270°) magnetic of HK5, or
(b) if the race committee boat is absent a point 400 feet west (270°) magnetic of HK5.
- 15.3 Each boat shall identify herself to the committee boat and should illuminate her sail number.
- 15.4 As she crosses the finishing line each boat should take her finishing time in ADT, synchronized with the GPS, and record it on the Certificate of Compliance (Attachment 6). If there is a conflict between the time taken by the boat and the time taken by the race committee, the race committee time will take precedence.
- 15.5 After clearing customs, the completed and signed *Certificate of Compliance* and the *Inspection Deficiency Report* shall be submitted to the Officer of the Day (OOD).

16 TIME LIMITS

- 16.1 Boats failing to finish by 1200 ADT on Saturday July 11th will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.
- 16.2 A competition which can't be decided because a boat hasn't finished before 1200 ADT on Thursday July 9th or due to an unheard protest might not be awarded at the Prize-Giving ceremony.

17 PROTESTS AND REQUESTS FOR REDRESS

- 17.1 Protest forms are available at the OOD office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

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- 17.2 The protest time limit is the earlier of 4 hours after the protesting boat has finished or two hours after the time limit in 16.1 above.
- 17.3 A boat intending to protest and still racing at 1000 on Thursday, July 9th shall inform the race committee, using the contact information in 14 above, no later than 1000 on Thursday, July 9th.
- 17.4 Notices will be posted at 0800, 1200, 1600 and 30 minutes after the final protest time to inform competitors of hearings in which they are parties or have been named as witnesses. Hearings will be held in the Commodores' Room located on the 2nd floor of the RNSYS clubhouse (turn right at the top of the stairs).
- 17.5 A penalty may be less than disqualification of the protest committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 17.6 The national authority responsible for hearing appeals is US Sailing.

18 SCORING

- 18.1 The corrected time will be calculated using time-on-time scoring.
- 18.2 For PHRF the Time Correction Factor (TCF) will be calculated as:
$$\text{TCF} = 650 / (550 + \text{PHRF})$$
Calculated to the nearest 0.001 (0.0005 to be rounded upward).
- 18.3 A boat scored On Course Side will be penalized by having her corrected time increased by 2 hours without a hearing. This changes RRS 28.

19 INSPECTION

- 19.1 A boat may be inspected at any time until 1 hour before the time limit (see 16.1 above).
- 19.2 Each boat shall remain at the RNSYS pier head until after she has cleared customs and either completed her post-race inspection or had her inspection waived by the inspector on duty.

20 RADIO COMMUNICATION

- 20.1 Each boat shall monitor VHF 16 from 10 minutes after her start until she enters the Halifax Vessel Traffic Services zone, at which point Attachment 3 will apply.
- 20.2 When beyond VHF range of a starting or finishing committee boat, any communication from the race committee will be by email or by SMS text message.
- 20.3 In RRS 41 (c) (Outside Help) the term 'freely available' as defined by the Royal Yachting Association case 2005/5 will apply. It states "Information available at no cost other than subscribing to and using a generally available and non-specialized service through which it is obtained is 'freely available'."
- 20.4 Boats are permitted to communicate with anyone provided no tactical, strategic or other technical advice is exchanged. This changes RRS 41.
- 20.5 A boat failing to reply to a radio hail from an authority including, but not limited to, a Coast Guard station, naval vessel or Halifax Traffic Control will be subject to protest.

21 PRIZES

- 21.1 The Prize-Giving ceremony is scheduled to start at 1700 ADT on Thursday July 9th.
- 21.2 Subject to NOR Attachment A, the following will be given:
- (a) *Halifax Herald and Mail Trophy* to the first monohull to finish on elapsed time
 - (b) *Ralph L. Keller Memorial Trophy* to the first multihull to finish on elapsed time
 - (c) *Commonwealth of Massachusetts Cup* to the first in the IRC division on corrected time
 - (d) *David P. Prince Memorial Cup* to the first boat in the ORR division on corrected time
 - (e) *Province of Nova Scotia Tray* to the first in the PHRF-Racing division on corrected time
 - (f) *Halifax Tourist Bureau Cup* to the first in the PHRF-Cruising division on corrected time
 - (g) *Cook's Plate* to the chef aboard the last boat to finish on elapsed time

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- (h) Where the division has not been divided into classes, a prize will be given to 2nd and 3rd in division.
- (i) Where the division has been divided into classes, a prize will be given to 1st, 2nd and 3rd in each class.
- (j) The *Minot-McAskill Trophy* will be awarded to the winner of the Race Committee teams (Canada vs USA) competition.
- (k) The *Bras D'Or Lakes Trophy* will be awarded to winner of the club team competition.
- (l) The *Parker C. Hatch Memorial Trophy* will be awarded to the winner of the PHRF-Racing double-handed competition.
- (m) The *RNSYS Trustee Bowl* will be awarded to the winner of the IRC double-handed competition.
- (n) A prize will be awarded to the winner of the ORR double-handed competition.
- (o) A prize will be awarded to the 1st boat on corrected time dual scoring HPR in any of PHRF-Racing, IRC or ORR divisions.
- (p) The *Gabriella Women's Trophy* will be awarded the winner of the all women crew competition.
- (q) The *Academy Cup* will be awarded the winner of the all maritime academy competition.
- (r) The *George F. Lawley Memorial Cup* will be awarded the winner of the schooner, ketch or yawl competition.
- (s) The *Over the Hill Gang Trophy* will be awarded the winner of the average crew age over 60 competition.
- (t) The *Olin J. Stephens Trophy* will be awarded the captain with the best score combined with Newport-Bermuda 2014.
- (u) The *Friar Trophy* will be awarded the boat with the best score combined with Route Halifax Saint-Pierre 2014.
- (v) A *Chelsea Clock Mariner Trophy* will be awarded the 1st, 2nd and 3rd boat with the best score combined with the 2015 Annapolis to Newport race in each of the following:
 - (i) PHRF-Racing
 - (ii) PHRF-Cruising
 - (iii) IRC
 - (iv) PHRF-Racing Double-Handed

22 DISCLAIMER OF LIABILITY

Competitors participate in the race entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the race.

23 INSURANCE

Each participating boat shall carry sufficient valid third-party liability insurance.

ATTACHMENTS

Attachment 1: [Starting Area](#)

Attachment 2: [Compliance Guide for Right Whale Ship Strike Reduction](#)

Attachment 3: [North Atlantic Right Whale Factsheet](#)

Attachment 4: [Ship Pilotage Routes in Halifax Harbour](#)

Attachment 5: [Communications and Manoeuvring Instructions - Halifax Harbour](#)

Attachment 6: Certificate of Compliance

Attachment 7: Scratch Sheet