



39th Biennial

2023 MARBLEHEAD-TO-HALIFAX OCEAN RACE

Joint Organizing Authority (OA)

The Royal Nova Scotia Yacht Squadron and

The Boston Yacht Club

Sailing Instructions

Posted: June 30, 2023

Start: Sunday, 9th July, 2023
Awards: Thursday 13th July, 2023
Distance: 361 nautical miles

1 CHANGES TO SAILING INSTRUCTIONS

1.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

2 COMMUNICATIONS WITH COMPETITORS

2.1 Notices to competitors will be posted on the official notice board located at <https://www.yachtscoring.com/emenu.cfm?eID=15535>.

2.2 The pre-start race office is located at the BYC Yardarm.

2.3 After the start, the race office is located at the RNSYS Marine Activities Centre, telephone 902-446-7223 (RACE).

2.4 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72 until the starting race committee vessel weighs anchor.

3 SIGNALS MADE ASHORE

3.1 Signals made ashore will be displayed at the BYC flagpole.

3.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 2 hours' in Race Signals AP.

4 SCHEDULE OF STARTS

4.1 The scheduled time of the start for each class will be listed on the scratch sheet which will be posted on the notice board no later than the skippers' meeting.

4.2 The warning signal for the 2nd and subsequent starts will be no sooner than 5 minutes after the preceding start.

5 CLASS AND IDENTIFIER FLAGS

5.1 The class flags will be listed on the scratch sheet.

5.2 A boat shall fly from her backstay, or where there is no backstay, the starboard mizzen shroud or other highly visible location, the numeral pennant(s) corresponding to her class flag and meeting NoR 3.7 from:

- (a) 1 hour before her scheduled start, until
- (b) no less than 5 minutes after clearing mark C-M2.

6 START LOCATION AND PRE-START CHECK-IN

6.1 Attachment 1 shows the starting area.

6.2 The check-in vessel, located southeast of Satan Rock, will be flying the Boston Yacht Club burgee and a large pink flag.

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- 6.3 The check-in vessel will be on station approximately 1 hour before the scheduled warning signal for the first start.
- 6.4 Prior to her warning signal, each boat 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 by using VHF.
- 6.5 Where the contrast between the color of the sail number and the color of the sail is insufficient, the boat shall display her sail number by alternate means so that the boat can be identified by the starting line race committee.

7 COURSE

- 7.1 The course is published in NoR 10.
- 7.2 Marks C-M1, C-M2 and HB are to be left to port.
- 7.3 The course will not be shortened. This changes RRS 32.

8 MARKS

- 8.1 The starting marks will be the race committee signal vessel at the starboard end and a race committee vessel at the port end.
- 8.2 Marks C-M1 and C-M2 will be inflatable yellow cylinder marks.
- 8.3 All other marks are navigational buoys.
- 8.4 Marks C-M1, C-M2 and HB are rounding marks.

9 OBSTRUCTIONS AND EXCLUSION ZONES

The following areas are designated as obstructions and exclusion zones:

- 9.1 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".
- 9.2 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'.

This perimeter is 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".

- 9.3 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'.

10 THE START

- 10.1 The starting line is between staffs displaying green flags on the starting marks.
- 10.2 A boat 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.
- 10.3 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of

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her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).

- 10.4 A boat that does not start within 30 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

11 RADIO COMMUNICATIONS

- 11.1 A 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.
- 11.2 A boat shall start transmitting her position using her Automatic Information System (AIS) beginning no later than 2000 ADT on the day of the start and ending no earlier than after she has entered the Northwest Arm in Halifax.
- 11.3 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.

12 AVOIDING SEA LIFE

- 12.1 A boat shall keep a sharp lookout for whales and take evasive measures to avoid vessel to whale contact. Should such efforts fail and confirmed or suspected contact is made, the person in charge will make an appropriate report to the NOS and National Marine Fisheries Service Stranding and Entanglement Hotline (978-281-9351).
- 12.2 While crossing Stellwagen Bank National Marine Sanctuary a boat shall monitor available data sources for real time whale sighting information to gauge the potential for whale presence in the path of their vessel. Such data sources include, "Whale Alert".
- 12.3 A boat shall not exceed 10 knots of speed at any time that she is in the Stellwagen Bank National Marine Sanctuary.

13 AVOIDING COMMERCIAL VESSELS

- 13.1 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 Certificate of Compliance, 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.
- 13.2 RRS 56.2 is changed as follows:
- 56.2 (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or the Ship Pilotage Routes in Halifax Harbour (attachment 2), as a TSS.
- (b) A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane.
- (c) If a commercial, government, or naval power-driven vessel in a traffic lane makes five short and rapid blasts on her whistle (a danger signal, see IRPCAS rule 34(d)) and the boat causing the danger signal can be identified, then the boat is subject to protest under rule 56.2(b).
- (d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken rule 56.2(b).
- (e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.

14 RETIRING FROM THE RACE

A boat retiring from the race shall notify the race committee as soon as possible by:

- 14.1 emailing race@marbleheadtohalifax.com, and/or
- 14.2 telephoning 902-446-7223 (RACE), or
- 14.3 if having VHF contact with the starting race committee vessel, contact the race committee on VHF 72.

15 THE FINISH

- 15.1 See NoR 10 for the finishing line.
- 15.2 The Brazil Rock longitude (see NoR 11.4) time will be the time recorded by the position locating transponder.
- 15.3 A boat shall take her time crossing longitude W 065°26.733", in ADT synchronized with the GPS, and record it on the certificate of compliance (attachment 4).
- 15.4 The finishing time will be the time recorded by the position locating transponder.
- 15.5 A boat shall take her finishing time, in ADT synchronized with the GPS, and record it on the certificate of compliance (attachment 4). Note that the magnetic bearing from HN6 to HN7 is approximately 260°.

16 TIME LIMITS

- 16.1 See NoR 7.5.

17 HEARING REQUESTS

- 17.1 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.
- 17.2 Hearing request forms are available from the Officer of the Day at the race office, or at <https://www.rnsys.com/racing>.
- 17.3 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).
- 17.4 A penalty may be less than disqualification if the protest committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 17.5 The national authority responsible for hearing appeals is US Sailing.

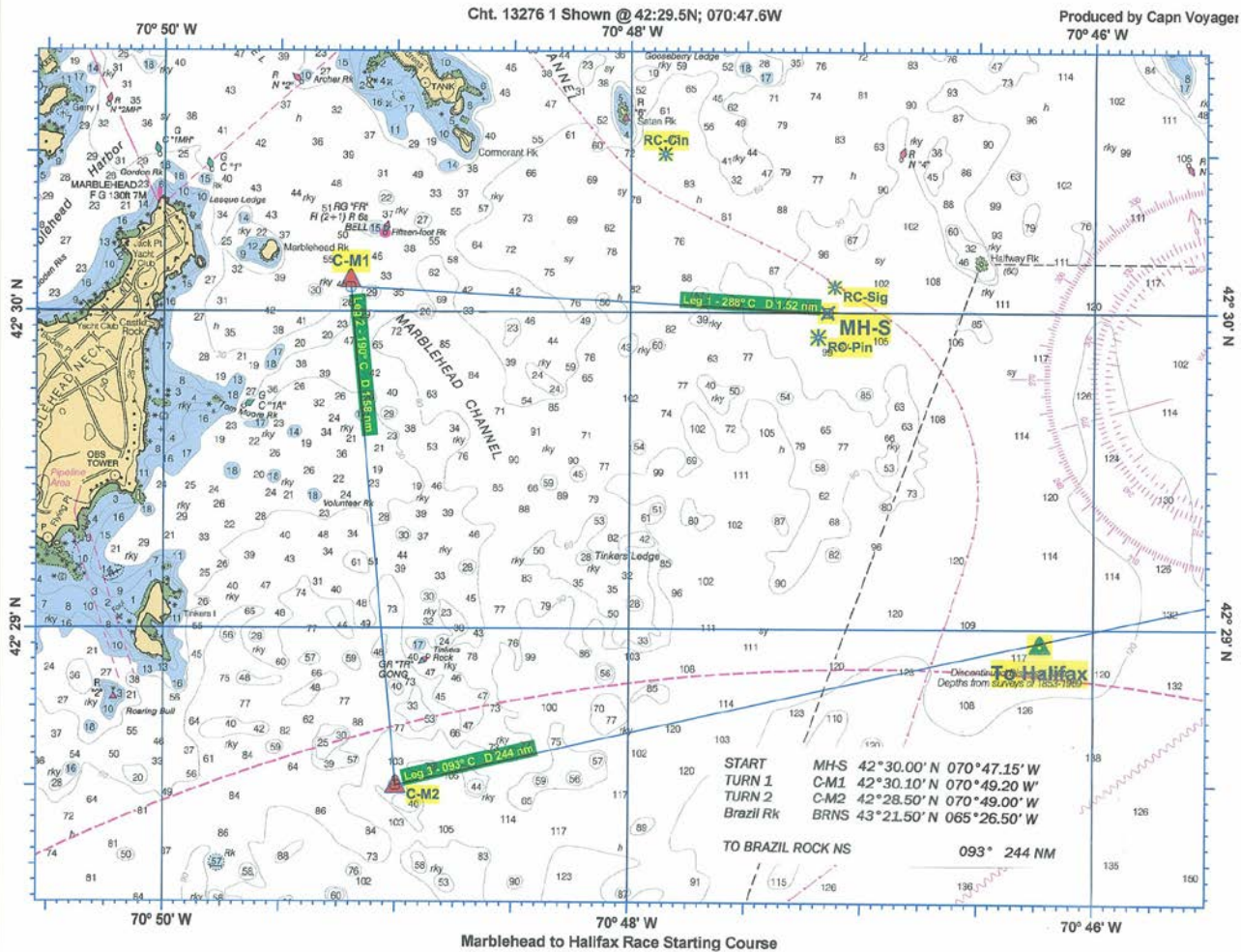
18 EQUIPMENT AND MEASUREMENT CHECKS

- 18.1 A boat may be inspected at any time until 2 hours after the time limit (see 16.1 above).



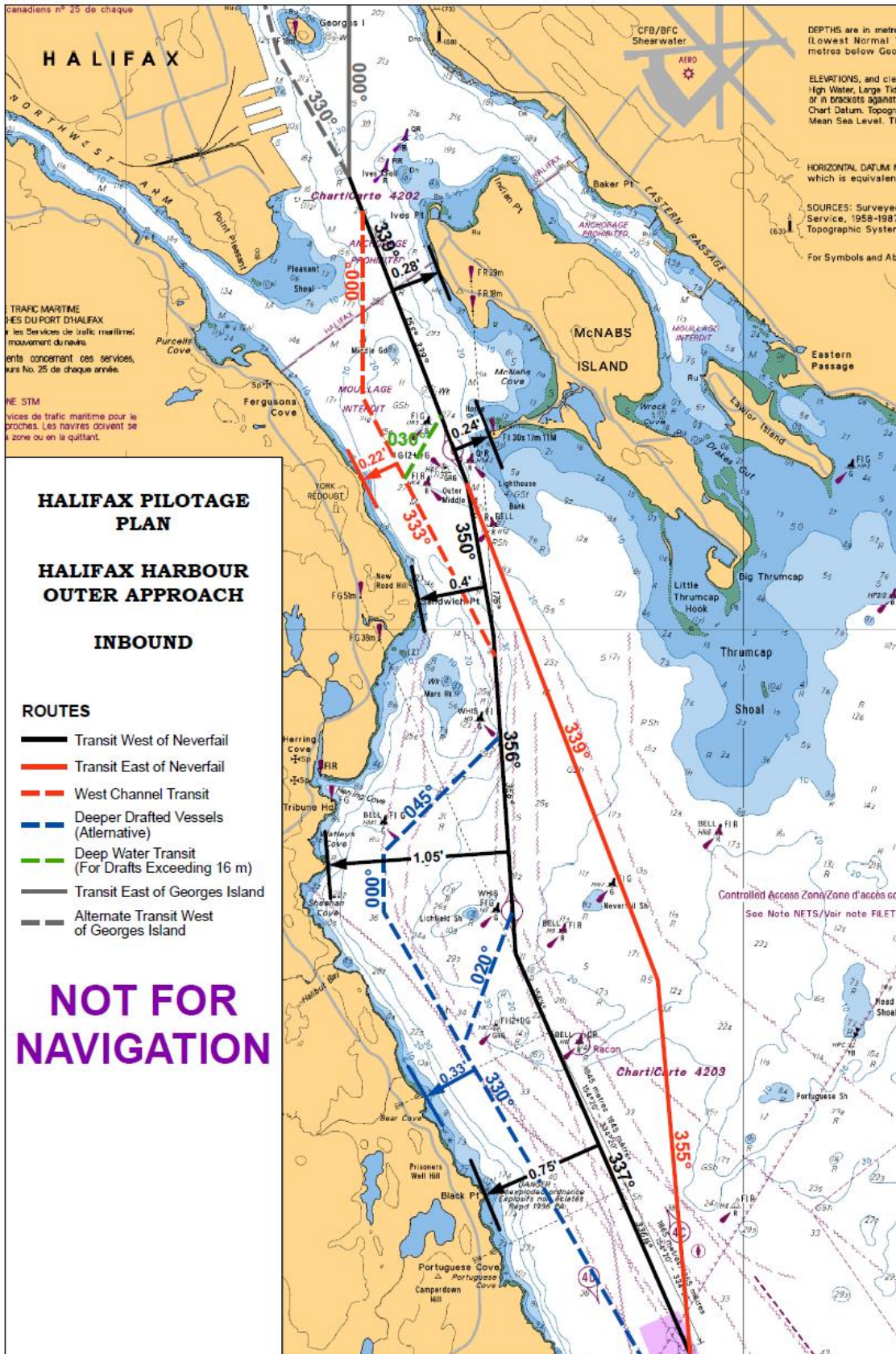
MARBLEHEAD-TO-HALIFAX OCEAN RACE

Attachment 1 to the Sailing Instructions STARTING AREA



Mark	Description	Latitude North	Longitude West
MH-S	Start Line	42:30.00'	70:47.15'
Turn 1 (C-M1)	Yellow Cylinder	42°30.10'	70°49.20'
Turn 2 (C-M2)	Yellow Cylinder	42°28.50'	70°49.00'
Brazil Rock	Brazil Rk	43°21.000'	065°26.733'

Marblehead-to-Halifax Ocean Race 2023 – Attachment 2



Or download a larger version here: [Ship Pilotage Routes Hfx Harbour.pdf](#)



39th MARBLEHEAD-TO-HALIFAX OCEAN RACE - 2023 - Attachment 3 to the Sailing Instructions - Boat Communications and Manoeuvring Instructions – Halifax Harbour

Boats are reminded that as a major shipping port and navy base, Halifax frequently experiences heavy shipping traffic. Such vessels are restricted in their manoeuvrability and are required to follow the traffic lanes, thus under IRPCAS Rule 9 b) & d) they have right of way.

In order to control traffic, the Canadian Department of Fisheries and Oceans has instituted a Vessel Traffic Services system. The Halifax Vessel Traffic Services (VTS) is operated by Halifax Traffic Control (HTC) under the call sign "Halifax Traffic".

The VTS comprises all waters in an area contained within a line connecting points from

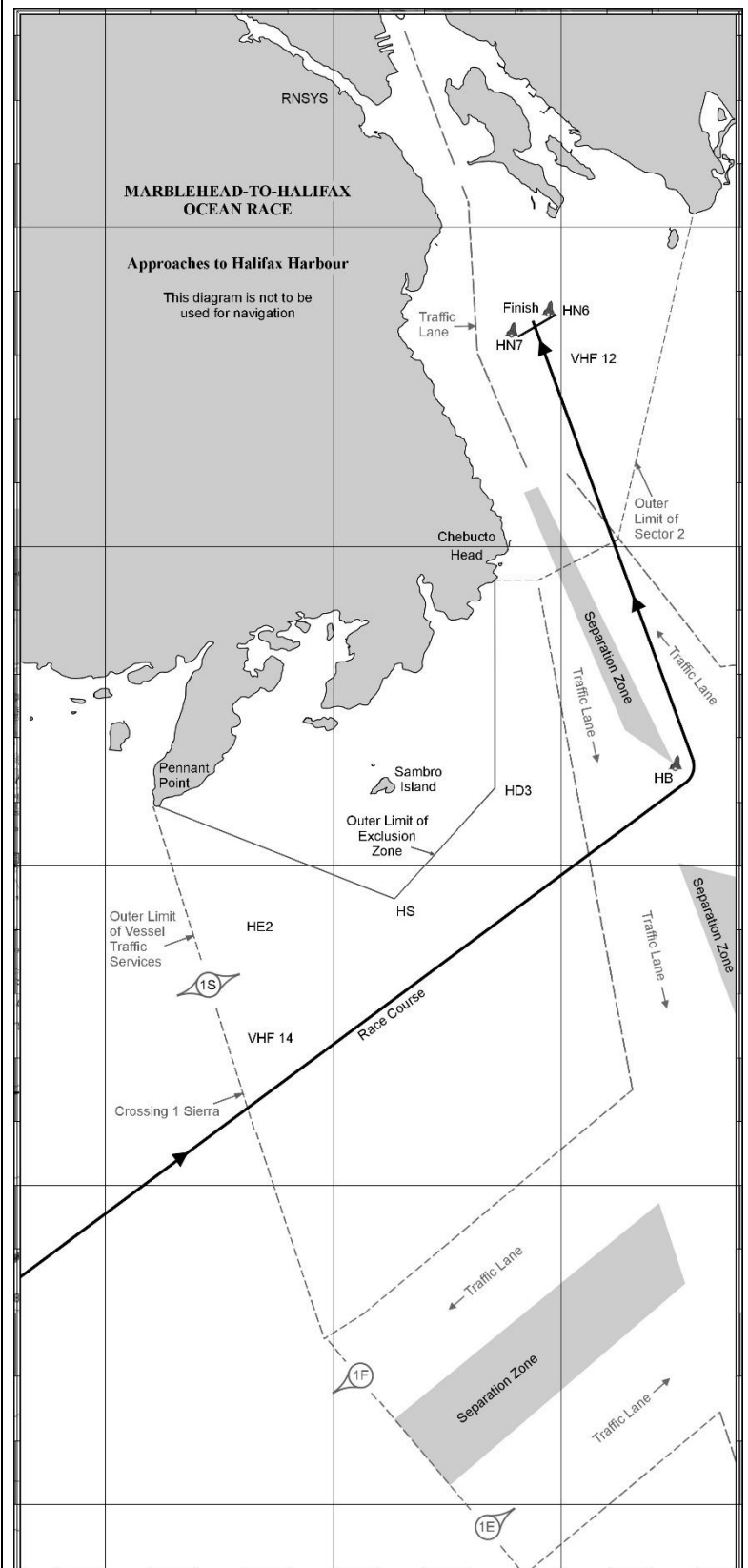
Location	Latitude N	Longitude W
Point Pennant	44°25'53.8"	63°38'56.5"
	44°17'41.3"	63°35'09.6"
	44°14'02"	63°30'50.3"
	44°22'43.5"	63°13'48.5"
Petpeswick Head	44°40'43.3"	63°09'44.2"

All or part of this boundary can be found on Canadian Charts L/C 4385 and L/C 4320, as well as the accompanying course diagram. Note that all positions and diagrams are for guidance only. Boats are responsible for their own navigational needs.

VTS is divided into an outer sector, Sector 1 and an inner sector, Sector 2. Communications between Halifax Traffic and vessels is on VHF 14 in Sector 1 and VHF 12 in Sector 2. The boundary separating the sectors is a line from

Location	Latitude N	Longitude W
Hartlen Point	44°35'20.5"	63°27'05.8
	44°30'13.8"	63°28'46.7
Duncan Reef light buoy, H1	44°29'36"	63°30'34"
the shore west of Duncan Reef	44°29'36"	63°31'28.1"

Ships are required to report at Calling-in-Points which are shown on the charts. Table 1 at the end of this attachment lists the Calling-in-Points.



Communications and Manoeuvring Instructions at Halifax and Approaches

ENTERING VTS SECTOR 1

- 1.1 On approach to Sector 1, the boat shall maintain a radio watch on VHF 14.
- 1.2 Immediately before entering the VTS the boat shall contact "Halifax Traffic" on VHF 14 and identify herself.
- 1.3 Upon acknowledgement from HTC, the boat shall state that she is "Competing in the sailboat race from Marblehead" and:
 - (a) If entering the VTS by crossing the western limit of the sector state that she is at "Crossing 1 Sierra", or
 - (b) State the nearest entry Calling-in-Point.
- 1.4 The boat shall reply to any communications from HTC, pilots or masters of commercial vessels.
- 1.5 The boat shall follow any action directed by HTC, pilots or masters of commercial vessels.
- 1.6 If possible, the boat should also monitor VHF 12.

ENTERING VTS SECTOR 2

- 2.1 Upon entering Sector 2, the boat shall maintain a radio watch on VHF 12, or as directed by HTC.
- 2.2 The boat shall reply to any communications from HTC, pilots or masters of commercial vessels.
- 2.3 The boat shall follow any action directed by HTC, pilots or masters of commercial vessels.
- 2.4 If possible, the boat should also monitor VHF 14.

FINISH

- 3.1 After clearing the finishing line the boat shall call HTC on VHF 12 to indicate that she is commencing passage to RNSYS.

SUMMARY OF VHF CHANNELS

NOTE: Instructions from Halifax Traffic take precedence over the channels listed below.

- VHF **12** - Traffic Control in VTS Sector 2. This is restricted to reports required by VTS Regulations, e.g. clearances, reports at calling in points, etc.
- VHF **14** - Traffic Control in VTS Sector 1. This is restricted to reports required by VTS Regulations, e.g. entry report, clearances, reports at calling in points, etc.
- VHF **68** - Communication with RNSYS Harbourmaster and launches after clearing customs and inspections.
- VHF **69** - Communication with the race Harbourmaster for instructions after finishing.

EMERGENCY CONTACT NUMBERS

- VHF **16** - Make a distress, urgency, safety or medical request call using proper radiotelephone procedures.
- Telephone (US waters) - U.S. Coast Guard Rescue Coordination Centre Boston:
 - 1-617-223-8555
- Telephone (Canadian waters) - Joint Rescue Coordination Centre Halifax:
 - 1-800-565-1582 or
 - 1-902-427-8200 (Satellite or out of area)
 - *16 on a mobile phone

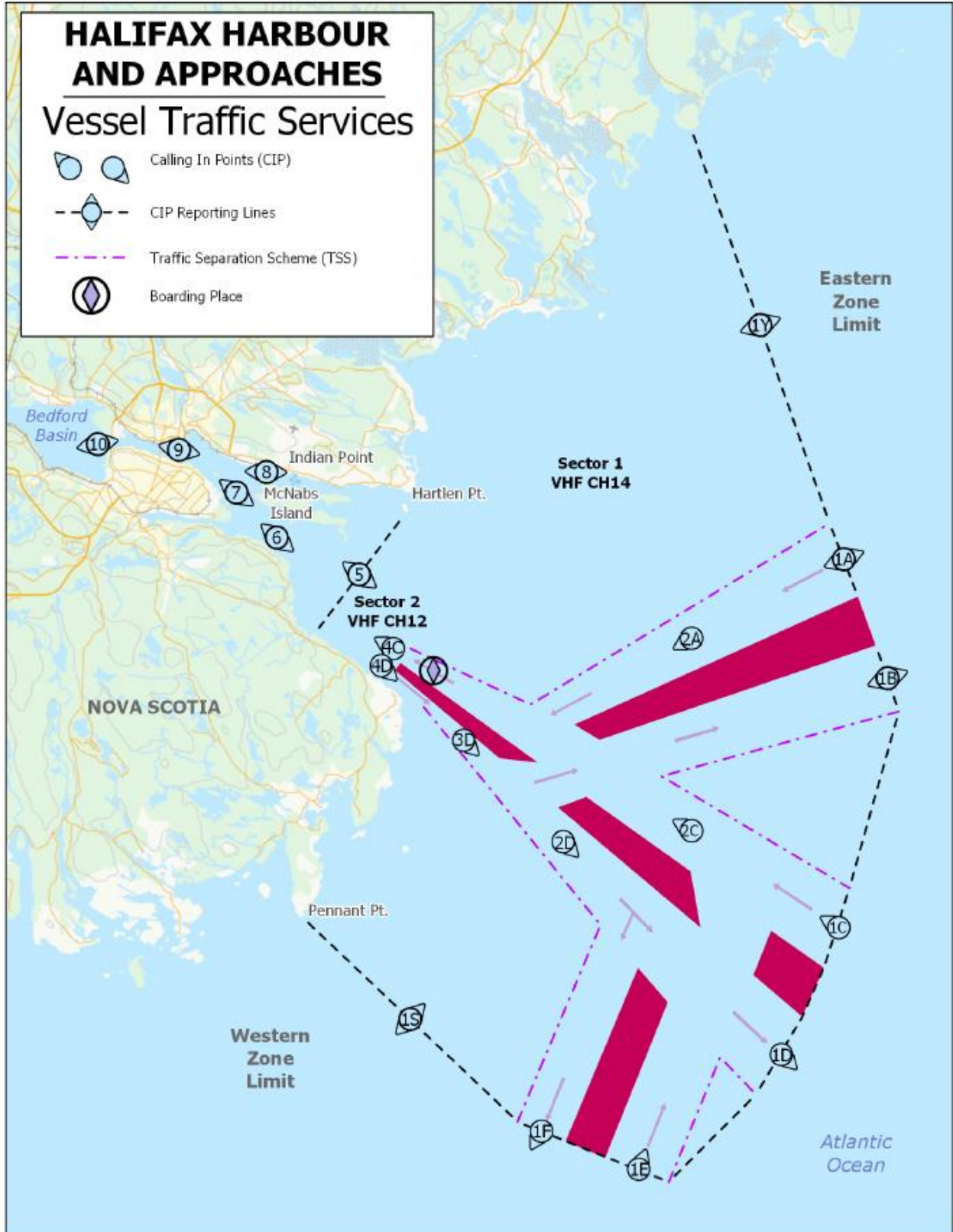
APPROACHING RNSYS

After finishing, the boat should contact the RNSYS Dockmaster on VHF 69 for entry assistance and berthing instructions.

Table 1 - Calling-In-Points for Halifax Harbour and Approaches

Number	Sector	Name	General Description and Conditions	Geographic Description
1A	1		Boundary limit. Entrance to traffic lane.	A point at 44°27'35.6"N 063°12'42.6"W.
2A	1		Inward traffic only.	A point at 44°27'39.3"N 063°19'37.6"W.
1B	1		Boundary limit. Traffic lane exit.	A point at 44°23'42.7"N 063°13'35.2"W.
1C	1		Boundary limit. Entrance to traffic lane.	A point at 44°18'13.2"N 063°19'57.3"W.
2C	1		Inward traffic only.	A point at 44°22'44.6"N 063°23'21"W.
1D	1		Boundary limit. Traffic lane exit.	A point at 44°15'46.2"N 063°24'26.4"W.
2D	1		Outward traffic only.	A point at 44°24'14"N 063°28'09.1"W.
1E	1		Boundary limit. Entrance to traffic lane.	A point at 44°14'47.8"N 063°31'44.4"W.
1F	1		Boundary limit. Traffic lane exit.	A point at 44°17'07"N 063°34'29"W.
1S	1		Western limit zone.	A line joining: 44°25'53.8"N 063°38'56.5"W and 44°17'41.3"N 063°35'09.6"W.

Number	Sector	Name	General Description and Conditions	Geographic Description
1Y	1		Eastern limit of zone.	A line joining: 44°40'43.3"N 063°09'44.2"W and 44°28'42.3"N 063°12'27.6"W.
3D	1		Outward traffic only.	A point at 44°28'12.6"N 063°29'45.9"W.
4C	2	Inner Automatic Inward	Vessels inward shall state whether passing east or west of Neverfail Shoal buoy.	A point at 44°31'31.9"N 063°30'31.6"W.
4D	2	Inner Automatic Outward	Vessels shall state course and ETA to 3D.	A point at 44°31'15.2"N 063°31'16.1"W.
5	2	Neverfail Shoal		A line joining points at: 44°34'47.8"N 063°27'34"W; 44°33'23.2"N 063°31'51.9"W and 44°32'59.3"N 063°33'04.6"W.
6	2	Maugher Beach light	Vessels outward shall state if passing east or west of Neverfail Shoal buoy.	A line joining: 44°36'07.7"N 063°32'02.5"W and 44°35'50.2"N 063°33'04.7"W.
7	2	Ives Knoll	Vessels inward shall state whether passing east or west of Georges Island.	A line joining light buoy "HT2", 44°37'50.2"N 063°32'44.7"W; 44°37'33.9"N 063°33'34.7"W.
8	2	Indian Point		A line joining: 44°37'37.9"N 063°31'48.8"W and 44°37'59.1"N 063°31'31.8"W.
9	2	Ferry Track	Vessels outward shall state whether passing east or west of Georges Island.	A line joining: 44°39'47.3"N 063°34'09.9"W and 44°39'23.7"N 063°34'38.4"W.
10	2	Bedford Basin		A line joining: 44°40'18.9"N 063°37'25.6"W and 44°41'22.6"N 063°36'58.3"W.



This diagram is not to be used for navigation.



MARBLEHEAD-TO-HALIFAX OCEAN RACE
Attachment 4 to the Sailing Instructions
CERTIFICATE OF COMPLIANCE

We certify that the boat _____, sail number _____ has conformed to all the provisions contained in the *Racing Rules of Sailing, Notice of Race and Sailing Instructions*, for the Marblehead-to-Halifax Ocean Race.

GATE: DATE _____ (Brazil Rock Longitude W065°26'44")
TIME ____ hr. ____ min. ____ sec. (Atlantic Daylight Saving Time)

FINISH: DATE _____
TIME ____ hr. ____ min. ____ sec. (Atlantic Daylight Saving Time)

Starboard Watch Officer

Port Watch Officer (n/a for double-handed)

Person in Charge

Dated: July _____, 2023

-
- INSPECTION Exempted
 Passed
 Failed (notes on other side or attached)

Officer-of-the-Day

Inspector

Dated: _____, 2023

NOTE: Upon arrival at the RNSYS pier head, the Person in Charge shall report to the Canada Border Services Agency (CBSA) (agent on duty or phone 1-888-226-7277) with entry documents for all crew. Following clearance, report to the Officer-of-the-Day for further instructions.