



MARBLEHEAD-TO-HALIFAX OCEAN RACE

July 7-11, 2013

Organizing Authority: The BOSTON YACHT CLUB
And The ROYAL NOVA SCOTIA YACHT SQUADRON

- SAILING INSTRUCTIONS -

- 1 RULES** The Race will be governed by these Sailing Instructions (SI), the Notice of Race (NOR) and any amendments or addenda thereto, and the following documents ranked in the order shown.
- 1.1 The Racing Rules of Sailing** including US SAILING Prescriptions (RRS), except as modified below:
 - a) Between the hours of local sunset and sunrise Part 2 of the RRS will be replaced by Part B, the Steering and Sailing Rules of the International Regulations for Preventing Collisions at Sea (IRPCAS).
 - b) RRS 52, Manual Power
 - i) Doublehanded yachts must be equipped with a self-steering device which can control the yacht under category 2 conditions.
 - ii) Yachts in Division III – PHRF Cruising with LOA of 70 ft or more and/or a displacement of 100,000 pounds or more are permitted to use power winches.
 - iii) RRS 77 – Identification on Sails: It is strongly recommended that class insignia, national letters and sail numbers comply with the requirements of RRS Appendix G.
 - iv) Engines, except when acting in accordance with RRS Fundamental Rule 1.1 or SI 11.1 b) below, shall be operated only for charging batteries or providing other electrical power. In the event of engine use under RRS 1.1 or SI 11.1 b), full details of the yacht's positions, times, courses, speeds etc. from the time the course was altered and/or the engine is started until the yacht resumes racing, shall be reported to MHORC with her Compliance Certificate.
- 1.2 The International Sailing Federation (ISAF) Offshore Special Regulations (OSR)** for Monohulls, Category 2, as modified by the NOR.
 - a) The prescriptions of US Sailing shall apply.
 - b) Yachts shall carry a radar reflector securely attached to the rigging at all times during the race. This changes OSR 4.10.1.
- 1.3 The IRC Rule 2013 (IRC), the Offshore Racing Rule (ORR), the Performance Handicap Racing Fleet (PHRF) of New England (PHRF-NE) By-laws.**
 - a) Yachts in Division I (IRC) that are also being scored under ORR, must also comply with ORR Class Rules.
 - b) Yachts in Divisions II (PHRF Racing) and Division III (PHRF Cruising) that are also being scored under ORR, must also comply with ORR Class Rules.
 - c) Yachts shall carry only the sails allowed under the respective measurement or handicap system rules.
- 2 NOTICES TO COMPETITORS** will be posted on the Official Notice Board in the BYC Yardarm Building and in the RNSYS Marine Activity Center.
- 3 CHANGES TO SAILING INSTRUCTIONS and NOR.** Amendments to the SIs and the NOR will be posted before 0900 hours EDT, on the day of the start. Such 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. This changes RRS 62.1(a).
- 4 SIGNALS MADE ASHORE** will be displayed from the BYC Flagpole.

AP means next warning signal will be made not less than 2 hours after removal unless at that time the race is again postponed or abandoned. (Changes RRS Race Signals).

5 SCHEDULE

BYC	Thursday 7/4	0900 – 1700 EDT	Registration and check in
BYC	Friday 7/5	0900 – 1700 EDT	Registration and check in
BYC	Saturday 7/6	0830 – 1000 EDT	Registration and check in
BYC	Saturday 7/6	1000 EDT	Registration closed see 5.1*
BYC		1200 EDT	Captains' meeting see 5.2
BYC	Sunday 7/7	1250 EDT	Attention Signal
BYC		1255 EDT	Warning for First Start
RNSYS	Thursday 7/11	1200 ADT	Awards Presentations Time Limit
RNSYS	Thursday 7/11	1700 ADT	Awards Ceremony
RNSYS	Saturday 7/13	1200 ADT	Race Time Limit

- 5.1 The Safety and Inspection Check List (Entry Form part 4) and the Final Crew List (Entry Form part 5), including *ALL PERSONS ABOARD* shall be furnished to MHORC at the BYC not later than 1000 hours, Saturday July 6, 2013. These lists must be complete, correct, legible and certified by the yacht's captain.
- 5.2 The Captain of each yacht or his/her representative must be in attendance at the Captains' Meeting to receive all information being disseminated. Scratch lists containing Class assignments, Class flag descriptions and the order in which classes are scheduled to start will be distributed at the Captains' Meeting. A short weather briefing may be held at the conclusion of the Captains' meeting. Attendance will be limited to one (1) person from each yacht.

6 DIVISIONS, CLASSES AND IDENTIFICATION

- 6.1 The fleet will race in three divisions, PHRF Racing, IRC, and PHRF Cruising.
- 6.2 The fleet will be comprised of yachts sailing under *four* handicap scoring systems: (i) IRC, (ii) ORR, (iii) PHRF Racing (PHR), (iv) and PHRF Cruising (PHC). Starting classes will be based on PHR, IRC, and PRC handicaps.
- 6.3 Yachts in the IRC, and PHRF Racing divisions, holding a valid ORR certificate, may be dual-scored under the ORR rule. The ORR corrected times for yachts in all divisions will be used to determine ORR prizes.
- 6.4 Time-on-time scoring will be employed for all divisions. The Time Correction Factor (TCF) for PHRF boats will be computed as: $TCF = 650 / (550 + PHRF)$, calculated to the nearest 0.001 (0.0005 to be rounded upward).
- 6.5 Each class shall be identified by number using International Numeral Code Flag(s) (1 through 16), flown from the backstay or from the starboard shroud of the mizzen. When the class numeral is above 9 the pennant signifying the 10's will be flown above the pennant signifying the 1's. These flags must be flown:
- From one hour before the warning gun for the start of her class until one hour after the last class has started;
 - When approaching the finish line and until the yacht has certain knowledge that her finish and finishing time have been recorded.
- 6.6 Class flag assignments will be provided at the Captains' Meeting. Each yacht is expected to provide their required class flag(s).
- 6.7 It is strongly recommended that each yacht display her identifying sail numbers on deck or on the cabin top with numbers and letters approximately the same size as those displayed on the sails to assist in identifying yachts from the air.

7 START LOCATION AND PRE START CHECK-IN

- 7.1 The starting line will be established in the vicinity of Marblehead Harbour with location details provided at the Captains' Meeting. The starting line will be between a pair of orange flags flown from anchored Race Committee vessels.
- 7.2 Each yacht shall check-in, prior to her Warning Signal, with the RC Check-in Vessel which will be flying the BYC Burgee and a yellow Race Committee flag, stationed at a location provided at the Captains' Meeting.
- 7.3 Yachts shall pass within 200 feet of the Check-in Vessel to either hail or display their sail number. This will be acknowledged by the RC on VHF Ch 78. Yachts shall remain at least 500 yards away from the starting line until the warning signal for their class. *Yachts shall NOT attempt to check in by calling on any VHF channel.*
- 7.4 The Check-in Vessel will be on station one hour prior to the first Warning Signal.

8 THE COURSE. The course shall be from the starting line off Marblehead, Massachusetts (SI 7.1), leaving the following buoys to port and to the finishing line off Halifax Nova Scotia (SI 11.2).

	Buoy	Description	Canadian List of Lights (LL)	Latitude North	Longitude West
(i)	C-M1	Special inflatable. Position to be provided at the Captains' Meeting		42°30.10'	070°49.20'
(ii)	C-M2	Special inflatable. Position to be provided at the Captains' Meeting		42°28.50'	070°49.00'
(iii)	Gate	Entry to Stellwagen Bank National Marine Sanctuary (SBNMS). Yachts shall pass between		42° 33.000' and 42° 34.000'	70° 36.000' 70° 36.000'
(iv)	Gate	Exit from SBNMS. Yachts shall pass between		42° 37.000' and 42° 38.000'	70° 10.500' 70° 10.500'
(v)	HB	Halifax Bravo light buoy	509.5	44°26.617'	63°27.550'
(iv)	H4	Inner Automatic light buoy	516	44°31.658'	63°30.060'
(vii)	H8	Neverfail Shoal light and bell buoy	518	44°33.258'	63°31.460'

(Note that all latitudes, longitudes and course diagrams provided by the race organizers are provided for guidance only. Yachts are responsible for their own navigational needs).

During transit between the SBNMS entry gate and SBNMS exit gate yachts shall take active measures to avoid vessel to whale contact in accordance with *Attachment 1* of these Sailing Instructions.

9 EXCLUSION ZONES

9.1 Off Marblehead.

a) Yachts shall not traverse the area bounded by a line connecting the following buoys in the order listed; see NOAA chart 13275: Bell G "9" (Powers Rock); Cans "7", "5" & "3" (Salem Channel); Nuns "2" & "4" (south of Bakers Island); Can "5" (Pope Head); and Bell "9" (Powers Rock).

b) Yachts shall not enter or traverse the Neptune Deepwater Port STL Safety Zones. These encompass all navigable waters within a 500 meter radius of each of two STL buoys of the Neptune Deepwater Port, located as given below, and 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":

(i) 42°29.205' N -- 070°36.495' W.

(ii) 42°27.342' N -- 070°36.122' W.

9.2 Off Halifax

The areas between the mainland shoreline and the following points are designated as exclusion zone

	Buoy	Description	Canadian List of Lights (LL)	Latitude North	Longitude West
(i)		Nearest shoreline on Pennant Point to:		44°26'	63°39'
(ii)	HS	Sambro Harbour Light and Whistle Buoy to:	508	44° 24.500'	63°33.608'
(iii)	HD3	Sisters Light and Bell Buoy	509	44°26.233'	63°31.433'
(iv)		Thence 0° True to the Shoreline		44°29.600'	63°31.433'

10 STARTING TIME AND SEQUENCE

- a) Scratch Sheets containing Class Assignments, Class Numeral Flag designations and the order in which classes start will be distributed at the Captains’ Meeting.
- b) The signal boat will display an orange flag with one sound as an attention signal at 5 or more minutes before the first warning signal is displayed. The time scheduled for the first warning signal is 1255 hours EDT.
- c) The warning signal for each succeeding class shall be made 5 minutes or more after the starting signal for the preceding class in accordance with RRS 26 and see the table below.
- d) After a long postponement, to alert yachts that a race or sequence of races will begin soon, an orange flag with one sound will be displayed for at least 4 minutes before the warning signal is displayed.

Minutes before start	Signal	Flag	Sound
10	Attention Signal*	Orange flag up	Horn
5	Warning	Class number flag up.	Gun
4	Prep	“P” or “I” up	Gun
1	One Minute	“P” or “I” down	Horn
0	Start First Class	Class number flag down	Gun

* The Attention Signal will be for the first start in a sequence only.

11 THE FINISH

- 11.1 **Approach to Halifax.** The diagram in *Attachment 2* shows the approaches to Halifax, the Halifax Vessel Traffic Control Services (VTS) zones, and explains communications with Halifax Traffic. Upon entering VTS Zone 1 the yacht:
 - a) Shall follow the communications instructions in Attachment 1.
 - b) May use her engine to avoid ships provided she does not gain a significant advantage in the race, in which case:
 - i) 15 minutes will be added to her corrected time.
 - ii) She shall record, on her Certificate of Compliance, details of her times and positions before and after engaging the engine.
- 11.2 **Finish Line and Protocols**
 - a) The finishing line will be between a staff displaying an orange flag on the committee boat anchored approximately 400 feet west (270°) magnetic of HK5, (Southeast Middle Ground light buoy LL #525.2, Lat. 44°36.188’ N., Lon. 63°32.560’ W.
 - b) By day, the committee boat may fly the International Flag Hoist “MHRC”. At night, she will show the all-round white light, or lights, prescribed in IRPCAS rule 30(a) or (b) as appropriate to her length. In the event of fog, the vessel may sound Morse code “R”.
 - c) A second committee boat may be in the vicinity of the finish line as a picket boat to assist in identifying yachts.
 - d) Upon crossing the finish line, each yacht shall identify herself to the committee boat and should make every effort to illuminate distinguishing code flags and sail numbers.
 - e) As she crosses the line between finishing buoy HK5 and a point 400 feet at a bearing of 270° magnetic from that buoy, each yacht shall take her own finish time, in Atlantic Daylight Time (synchronized to the Global Positioning System (GPS) and record it on her Certificate of Compliance (SI 11.3 below). If the Race Committee is on station and has recorded the finish time, the official time will be that taken by the Race Committee.
- 11.3 **Certificate of Compliance.** A *Certificate of Compliance* with the conditions contained in these instructions, and including the finish time, shall be delivered to the Officer of the Day (OOD) upon arrival, signed by the Captain and the Watch Officer on duty. No yacht will be officially credited with finishing until such certificate has been received. Any deviation, whether voluntary or involuntary, from the requirements of SI 15 below, shall be reported in writing and filed as an amendment to the *Certificate of Compliance* upon arrival in Halifax. A copy of the Safety Inspection Certification as accepted by MHORC during registration must also be presented with the Certificate of Compliance.

12 PENALTIES

- a) RRS 44.3 applies for RRS Part 2 and Rule 31 throughout the race and that penalty shall be a 2 hour increase in the corrected time.
- b) A yacht OCS shall take a scoring penalty in accordance with SI 12 (a).
- c) A yacht touching a mark shall take a scoring penalty in accordance with SI 12 (a).
- d) The Protest Committee may, at its discretion issue a warning, penalize a yacht by increasing its corrected time by an amount the Protest Committee deems appropriate or disqualify her. This modifies RRS 64.1.

13 TIME LIMIT, RETIRING FROM THE RACE, LATE FINISH

- a) The Race Time Limit for the race is 1200 hours ADT on Saturday, July 13, 2013.
- b) The Awards Presentations Time Limit is 1200 hours ADT on Thursday, July 11, 2013. The finishing line boat will not be on station after this time.
- c) A yacht who cannot finish by the Awards Presentations Time Limit, b) above, shall, no later than that time limit, communicate her position and her ability and intention to finish and, if applicable, her intention to protest another yacht, to MHORC by telephone at 902-479-7223 or to the Finishing Boat on VHF 16.
- d) Yachts retiring from the race before finishing shall communicate at the earliest possible opportunity with *MHORC, Telephone 902-479-7223*.
- e) Yachts failing to reply to a hail from the US Coast Guard, Canadian Coast Guard, the escort vessel or Halifax Traffic will be subject to protest.

14 PROTESTS AND REQUESTS FOR REDRESS

- 14.1 Protest forms are available at the OOD office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 14.2 The protest time limit is the earlier of four hours after the protesting yacht's finish time or two hours after the Time Limit, 13 a) above, provided MHORC has been advised before the Awards Ceremony Time Limit, 13 b) above, of the yacht's intention to protest.
- 14.3 Notices will be posted at 0800, 1200, 1600 and 30 minutes after the final protest time limit to inform competitors of hearings in which they are parties or have been named as witnesses.
- 14.4 The National Authority responsible for hearing and deciding appeals for this event is the Sail Canada – Voile Canada, (See RRS 70).

15 INSPECTION

- 15.1 MHORC reserves the right to inspect entries for compliance with eligibility and equipment requirements at any time prior to 1 hour before the Protest Time Limit, SI 14.2 above.
- 15.2 Yachts shall remain at the RNSYS pier head until they have first been cleared by Canadian Customs and then either have been inspected for compliance with these requirements or officially released.
- 15.3 MHORC may protest yachts that fail inspection or that are selected for inspection but are not available at the RNSYS at the required time.

16 ADVERTISING In accordance with ISAF Regulation 20 except as otherwise modified by Class Association Rules. All entrants may be required to display advertising supplied by MHORC.

17 RADIO COMMUNICATION

- 17.1 During the start communications between the racing fleet and the race committee will be VHF channel 72. Neither failure of the Race Committee to make a broadcast nor failure of the yacht to receive a broadcast will be grounds for redress.
- 17.2 Each yacht will maintain a continuous watch on VHF channel 16 from 10 minutes after her start until the end of the race.
- 17.3 While racing each yacht shall provide a reliable capability for long-distance two-way communications with MHORC sufficient to enable email or voice communications. The email address and/or telephone number shall be provided to the MHORC at Registration/check-in. To allow for cell phone "dead zones," it is strongly recommended that this communications capability should be implemented using satellite communication services, or suitably equipped HF SSB. This communication capability shall remain "on" ready to receive incoming calls between 0600 and 0800 and between 1800 and 2000 (ADT) each day until the vessel arrives in port.
- 17.4 Communication requirements for the approach to Halifax and in Halifax harbour are given in Attachment 1.

18 PRIZES

- 18.1 The Awards Ceremony will commence at the RNSYS on Thursday July 11 at 1700 ADT, by which time it is anticipated that most yachts will have finished racing. Trophies will be awarded at the ceremony for all competitions that have established final finish positions by the Awards Presentations Time Limit, 13 b) above. Trophies for unfinished competitions will be forwarded to the winners after the publication of the Official Results. Entry to the Awards Ceremony is by invitation only. Invitations will be included in the skipper’s kit.
- 18.2 Where there sufficient entries, Trophies and Prizes will be awarded for the following performances.
 - a) The first monohull to finish the race.
 - b) The first multihull to finish the race.
 - c) The first yacht in each division on corrected time.
 - d) The first yacht in the IRC or PHRF Racing division and being dual scored under ORR on corrected time
 - e) The captain of the yacht scored under ORR, who was also captain in the 2012 Newport to Bermuda race, with the best combined score for both races.
 - f) The yacht for the best combined performance in the 2013 Annapolis to Newport and Marblehead to Halifax races, in each of the IRC, PHRF Racing, PHRF Cruising and IRC Double Handed divisions and that races in both events.
 - g) The winning team of 3 yacht, selected by the Commodores of the two Clubs, representing Canada and the United States of America.
 - h) The first yacht in each class on corrected time.
 - i) The yacht racing double handed in the IRC division with the best corrected time.
 - j) The yacht racing doublehanded in the PHRF racing division with the best corrected time.
 - k) The yacht crewed entirely by women with the best overall performance.
 - l) The yacht in a racing division with the average age of captain and crew is over 55 with the best overall performance.
 - m) The club team of three yachts with the best overall combined performance.
 - n) The Naval or Maritime Academy training vessel with the best overall performance in a racing division.
 - o) Schooner, Ketch or Yawl with the best overall performance.
 - p) In the spirit of racing, to the Chef of the last yacht to finish the race.
 - q) Additional prizes may be given and a suitably inscribed remembrance will be presented to each competing yacht.

19 DISCLAIMER OF LIABILITY Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The organizing authority, MHORC, 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.

Yachts, after finishing, are requested to hail the RNSYS Dock Master on VHF Channel 69 and proceed to the RNSYS anchorage in the Northwest Arm (Lat. 44°37'18" N, Lon. 63°34'54" W). The Dock Master will direct each yacht to clearance of Customs and anchorage. Limited marinas are available; there will be moorings available to participants. In addition, some yachts will have the option of laying alongside the Squadron wharf, subject to rafting with others. Yachts must remain at the RNSYS until Customs formalities have been completed and their Certificates of Compliance have been filed.

