

7th Biennial



**Royal Nova Scotia Yacht Squadron
(RNSYS)
Halifax, Nova Scotia
Canada**

Time Zone: Atlantic Daylight Time (ADT) (UTC – 3 hr)

**Check-in Saturday July 5
Prize Giving Ceremony: Sunday July 13**

ORGANIZING AUTHORITY



**Yacht Club de Saint-Pierre
(YCSP)
Saint-Pierre, Saint-Pierre et Miquelon
France**

**Time Zone: Saint-Pierre & Miquelon Daylight
Time (PMDT) (UTC - 2 hr)**

1 RULES

- 1.1 The race will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 Prescriptions of *Sail Canada* (SC) will apply. Copies will be available at the check-in desk.
- 1.3 After 2000 ADT on the day of the start, the *International Rules for Preventing Collision at Sea* (IRPCAS) or government right-of-way rules will apply, at which point RRS Part 2 will no longer govern. Competitors are reminded that in restricted waters, such as Halifax Harbour and approaches, and Saint-Pierre Harbour and approaches, naval and commercial vessels including passenger ferries have the right of way. Any yacht that interferes with the orderly passage of these vessels may be disqualified without a hearing upon receipt of a complaint.
- 1.4 The ISAF Offshore Special Regulations as specified in the Route Halifax Saint-Pierre 2014 *Notice of Race* (NOR) 1.4 will apply.
- 1.5 Rules of the classes will apply as follows:
 - (a) For Division I IRC the *IRC Rule* parts A, B and C will apply.
 - (i) Unendorsed certificates will be accepted.
 - (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.
 - (b) For Division II PHRF-Racing the *Performance Handicap Racing Fleet of Nova Scotia* (PHRF-NS) class rules will apply.
 - (c) For Division III PHRF-Non-Spinnaker the *Performance Handicap Racing Fleet of Nova Scotia* (PHRF-NS) class rules will apply.
- 1.6 Racing Rules 28, 32, 33, 35, 41(c), 42.3(h), 52, 62.1(a), A, A4 and A4.1 will be changed as follows:
 - (a) 28 – the penalty for OCS will be 2 hours;
 - (b) 32 – the course will not be shortened;
 - (c) 33 – legs of the course will not be changed;
 - (d) 35 and A4 – the finish time limit will be 0900 PMDT on Saturday, July 12th;
 - (e) 41(c) – yachts are permitted to use an outside source to relay 'Freely available' information;
 - (f) 41(c) – yachts are permitted to communicate with each other using the VHF;
 - (g) 42.3(i) - motors will be permitted to avoid ships, a 15 minute penalty will apply;
 - (h) 52 – self steering devices or powered winches may be used on some yachts.
 - (i) 62.1(a) – failure of the race committee to broadcast on the VHF shall not be grounds for redress.
 - (j) A – in order to be scored the yacht shall compete in the Allianz Grand Prix.
 - (k) A4 – a yacht shall start within 30 minutes of her starting signal;
 - (l) A4.1 – failure to submit the finish time by protest time limit may result in a score of DNF;
 - (m) A4.1 – there will be a penalty for failing to return a position transponder.

The changes appear in full below.

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- 1.7 Division III PHRF – Non-Spinnaker – a yacht competing in this division is permitted to use power winches and mechanical and electro-mechanical self-steering devices. This changes rule 52 and may change class rules.
- 1.8 Doublehanded entrants are permitted to use mechanical and electro-mechanical self-steering devices. This changes rule 52 and may change class rules.
- 1.9 Except for doublehanded entrants the minimum crew size shall be 4.
- 1.10 At least one crew member shall be on watch at all times.
- 1.11 Except when acting in accordance with rule 1.1 *Helping Those in Danger* or instruction 12 *Avoiding Ships*, engines shall be operated only for charging batteries or providing other electrical power.
- 1.12 If there is a conflict between languages the English text will take precedence.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the Commodore's room, upstairs in the RNSYS main clubhouse.

3 CHANGES TO SAILING INSTRUCTIONS

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

4 COMPETITORS INFORMATION MEETING

- 4.1 The Competitors' Information Meeting (CIM) and weather briefing will be held in the Spar Shed on Monday, July 7th starting at 1600 ADT.
- 4.2 A back-up CIM may be held if urgent matters such as forecast severe weather should be discussed. See instruction 5.3 for the signal.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the flagstaff between the RNSYS clubhouse and the waterfront.
- 5.2 When flag AP is displayed ashore, the "1 minute" is replaced with "not less than 90 minutes" in race signal AP.
- 5.3 Flag E with one sound means a back-up Competitors' Information Meeting will be held at 0900 ADT on the day of the start. This signal will

be made no later than 30 minutes before the meeting. The meeting will be held in the vicinity of the flagstaff.

6 SCHEDULE OF STARTS

- 6.1 The scheduled time of the first warning signal will be Tuesday, July 8th at 1155.
- 6.2 The scheduled times for the starts of each class will be posted on the scratch sheet no later than the competitors meeting (see instruction 4.1 above).

7 CLASS FLAGS

- 7.1 Class flags and class assignments will be posted on the scratch sheet no later than the competitors meeting (see instruction 4.1 above).
- 7.2 Yachts should fly the class flag on their backstay when racing.

8 THE COURSE

All latitudes and longitudes given are for general guidance only. Yachts are responsible for their own navigational needs.

- 8.1 The diagram in Attachment A shows the course.
- 8.2 The starting line will be near Sackville Wharf on the downtown Halifax waterfront. (near Lat 44° 38.9' N, Lon 63° 34.0' W)
- 8.3 Halifax Bravo light buoy HB (Canadian List of Lights #509.5 Lat 44° 26.617' N, Long 63° 27.550' W) shall be left to port.
- 8.4 The island of Saint-Pierre (Île Saint-Pierre) shall be left to starboard.
- 8.5 The island "Grand Colombier" is not a mark of the course.
- 8.6 The beacon on "Rocher Petit Saint-Pierre" (Lat 46°47.917' N, Long 56°08'.950 W) shall be left to starboard.
- 8.7 Yachts shall finish according to instruction 13.
- 8.8 The course will not be shortened. This changes rule 32.
- 8.9 Legs of the course will not be changed after the preparatory signal. This changes rule 33.

9 MARKS

- 9.1 The starting marks will be an orange tetrahedron on the port end and the race committee signal boat on the starboard end.

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9.2 The finishing marks will be a whistle buoy on the port end and a flagstaff on shore.

9.3 All other marks will be navigation buoys, beacons or land features.

10 THE START

10.1 All competing yachts shall check in with the race committee prior to the first warning signal.

10.2 The starting line will be between a staff displaying an orange flag on the starting line boat at the starboard end and the port-end starting mark.

10.3 A yacht whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

10.4 A yacht starting later than 30 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4. At its sole discretion the race committee may extend this 30 minute period.

10.5 The race committee may communicate general recalls, individual recalls or other information on VHF 72. Failure to broadcast or to identify any yacht on course side will not be grounds for redress. This changes rule 62.1(a).

11 POSITION REPORTING

11.1 Each yacht shall carry aboard and operate continuously from the race start to the finishing line a race tracking transponder supplied by the OA. Willfully disabling the transponder in any way may result in the yacht being protested. These transponders shall be returned to the vendor under instruction 13.7.

11.2 The French Navy is providing one escort ship, the Fulmar. Royal Canadian Navy vessels will be conducting exercises in the vicinity of the fleet. A navy vessel may hail yachts periodically on VHF channel 16 as the race progresses. Yachts shall respond to and cooperate with these hails to the fullest degree possible.

12 AVOIDING SHIPS

Under rule 42.3(i) if a yacht has to avoid shipping traffic and can only do so by using her engine, she may use her engine provided:

12.1 The engine is run in gear for no more than 5 minutes per incident.

12.2 The yacht shall proceed on a heading that best permits safe passage of the ship and is readily

apparent to the ship. VHF communication with Halifax Traffic and with the ship(s) is permitted and encouraged.

12.3 The yacht shall record, on her *Declaration Form, attachment D*, her time and position when the engine is used to start avoiding the ship.

12.4 The yacht shall record, on her *Declaration Form*, her time and position one minute after her engine ceases being used to avoid the ship.

12.5 For each encounter the yacht will incur a penalty of 15 minutes added to her corrected finish time without a hearing. The race committee may protest the yacht if it deems the yacht gained a competitive advantage.

13 THE FINISH

13.1 The finishing line will be between a flagpole with a red flashing light (Lat 46° 47.643' N, Long 56° 09.560' W) on the Frigorifique deep-water wharf and the North Cardinal Buoy "Bouée du Flétan" with a white flashing light (Lat 46° 47.342' N, Long 56° 09.170' W).

13.2 1 hour prior to arrival the yacht should identify herself to "Saint Pierre Race Committee" on VHF 72 or call (011) 508 55 47 26.

13.3 Yachts shall take their own finish time in PMDT synchronized to the Global Positioning System (GPS) clock and shall record this on the *Declaration Form*.

13.4 If the race committee is on station and has recorded the finish time, the official finish time will be that taken by the race committee.

13.5 Yachts finishing at night should illuminate their sail number or any other distinguishing feature on the starboard side.

13.6 The *Declaration Form* should be submitted to the YCSP office as soon as possible. Yachts failing to submit their time prior to the protest time limit, instruction 15.2 below, may be scored Did Not Finish without a hearing. This changes rule A 4.1.

13.7 Position tracking transponders (NOR 10) shall be returned to YCSP prior to the protest time limit, instruction 15.2 below. Failure to do so may result in a yacht being scored Did Not Finish without a hearing. This changes rule A 4.1. A copy of an agreement accepted by the transponder vendor and submitted to the race committee during the yacht's check-in making alternate arrangements for return of the transponder is considered fulfillment of this instruction.

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Refer to Attachment C for docking instructions.

14 TIME LIMITS

Yachts failing to finish by 0900 PMDT on Saturday, July 12th will be scored Did Not Finish without a hearing. This changes rules 35 and A4.

15 PROTESTS AND REQUESTS FOR REDRESS

15.1 Protest forms are available at the YCSP main office. Protests shall be delivered there within the protest time limit.

15.2 Protest Time Limit (all times are PMDT)

(a) There is no time limit on protests by the Race Committee or the Protest committee.

(b) The protest time limit is 2 hours after the finish time of the protesting yacht unless:

(i) she finishes after 1600 and before 0800 of the following morning in which case her protest time limit will be 1000 the following morning, or

(c) The final protest time limit is Saturday, July 12th at 1000.

15.3 Notices of protests will be posted on the notice board in the YCSP near the administrative office no later than 0800, 1200, 1600 and 30 minutes after the final protest time to inform competitors of hearings in which they are parties or named as witnesses. The location of the protest room will be posted by this time.

15.4 Penalties may be less than disqualification if the protest committee so decides. The scoring abbreviation for a discretionary penalty under this instruction will be DPI.

16 SCORING

16.1 The corrected time of yachts will be calculated using time-on-time scoring.

16.2 A yacht scored OCS shall be penalized by having her corrected time increased two (2) hours without a hearing. This changes rule 28.

16.3 When a yacht is penalized by having her corrected time adjusted, her class, division, and overall positions will be scored according to the adjusted times.

16.4 Subject to notice of race instruction 14.2 a yacht failing to compete in the Allianz Grand Prix race will be scored GPD without a hearing. The points for GPD will be equal to those awarded for did not finish. This changes rule A.

17 SAFETY REGULATIONS

17.1 A yacht that retires from the race shall notify the race committee as soon as possible. In order of precedence, contact:

(a) "Saint Pierre Race Committee" on VHF 72 or 011 508 55 47 26.

(b) The Race Director at 416-627-8671.

(c) Escort vessel Fulmar on VHF 16.

(d) Hail the Canadian Coast Guard on VHF 16 and place a ship to shore telephone call to a telephone number in instructions (a) or (b) above.

17.2 Upon retiring, a yacht should file a sail plan with the Canadian Coast Guard. The Canadian Coast Guard can be reached using VHF channel 16.

17.3 From no later than 10 minutes after her start until she has entered Vessel Traffic Services (VTS) (see attachment B) zone 1 each yacht shall monitor Halifax Traffic on VHF channel 12.

17.4 While in VTS zone 1 each yacht shall monitor Halifax Traffic on VHF channel 14.

17.5 As soon as possible after rounding buoy Halifax Bravo (see instruction 8.3) the yacht should hail Halifax Traffic on VHF 14 as follows: "Halifax Traffic this is 'yacht name' on 1 4. We have rounded Hotel Bravo and are heading East to Saint-Pierre. 'Yacht name' out.

17.6 After leaving VTS zone 1 each yacht shall monitor VHF channel 16.

17.7 Yachts should maintain a dual watch with VHF channel 16 when monitoring other channels.

18 RADIO COMMUNICATION

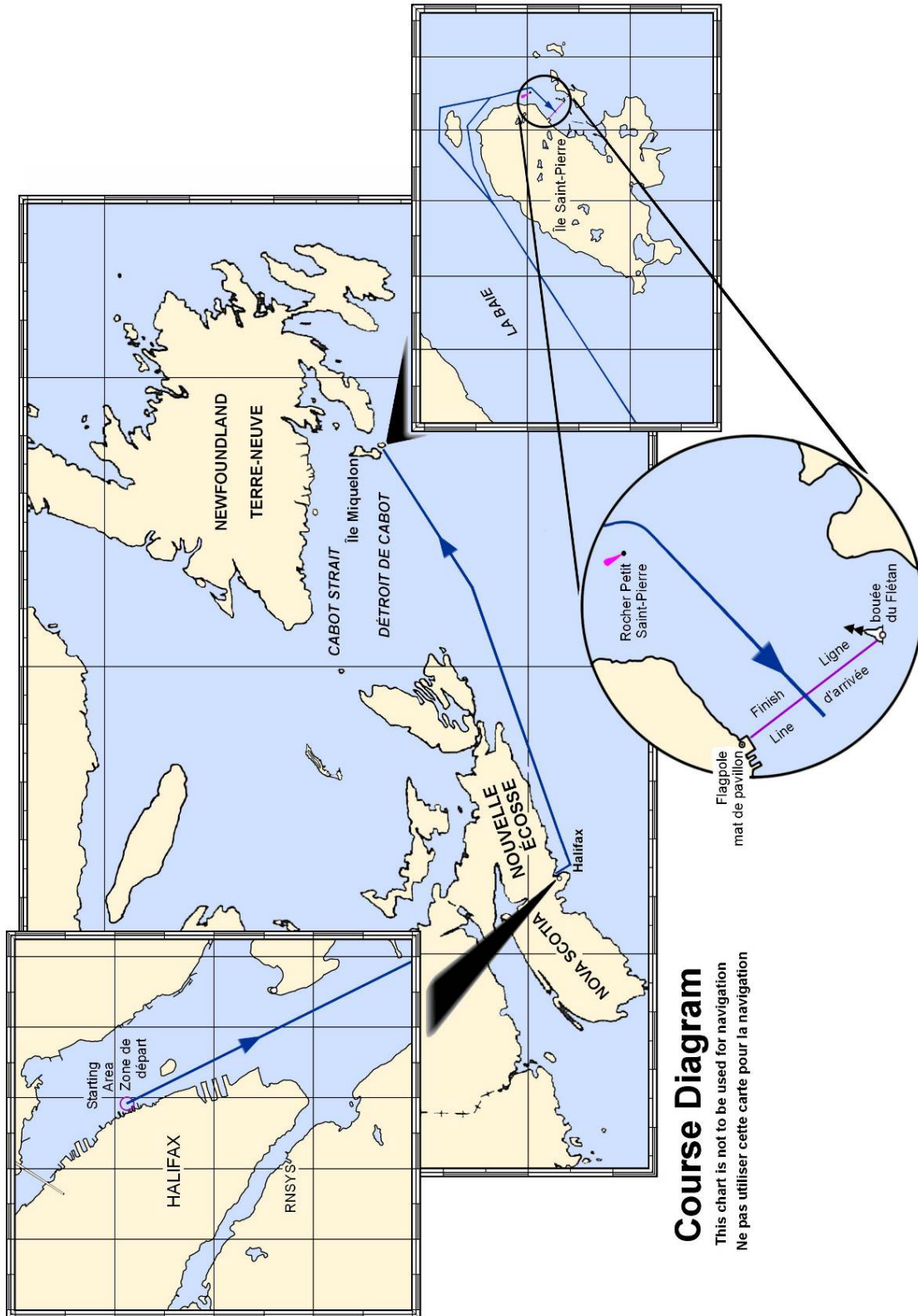
18.1 In RRS 41 (c) (Outside Help) the term 'freely available' as defined by the Royal Yachting Association case 2005/5 will apply. It states "Information available at no cost other than subscribing to and using a generally available and non-specialized service through which it is obtained is 'freely available'."

18.2 Yachts are permitted to use an outside source to relay 'freely available' information. Any other tactical, strategic or other technical advice is a violation of the rules. This changes RRS 41 (c).

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- 18.3 Yachts are permitted to communicate with each other provided no tactical, strategic or other technical advice is exchanged. This changes RRS 41(c).
- 19 PRIZES**
- Prizes will be given as follows:
- 19.1 The *André H. Paturel Trophy* will be awarded to the first Monohull to finish RHSP on elapsed time.
- 19.2 Division and class prizes, all based upon corrected time:
- (a) Where a division has been divided into more than one class, a prize will be awarded to 1st place in division and to 1st, 2nd and 3rd in each class,
 - (b) otherwise a prize will be awarded to:
 - (i) 1st place in division if there are less than 5 entrants, or
 - (ii) 1st, 2nd and 3rd place in division if there are 5 or more entrants.
- 19.3 The *Founders' Trophy* will be awarded to the best team of two yachts in RHSP scored under PHRF.
- 19.4 The *Trophée de la Ville de Saint-Pierre* will be awarded to the best armed services or military academy yacht in RHSP scored under PHRF.
- 19.5 The *Etat Français* trophy will be awarded to the best yacht in any monohull division sailed by a crew of two in RHSP scored under PHRF.
- 19.6 The *Friar* trophy will be awarded (at the RNSYS awards ceremony) to the monohull yacht earning best combined score in the Marblehead-to-Halifax Ocean Race 2013 and RHSP 2014, scored under PHRF.
- 19.7 The *Hal Davies Memorial Trophy* will be awarded to the yacht to the best yacht who's captain is competing in RHSP for the first time, scored under PHRF.
- 19.8 The *Halifax* trophy will be awarded to the best yacht registered as sailing from a yacht club in the Halifax Municipality, scored under PHRF.
- 19.9 The *Guests of Halifax* trophy will be awarded to the best yacht not eligible for 19.8 above, scored under PHRF.
- 19.10 The *Next Generation* trophy will be awarded to the youngest crewmember (anybody older than 20 is not eligible).
- 19.11 The *George A.W. Acland* Trophy will be awarded to the most valued crewmember.
- 19.12 The *Cook's Trophy* will be awarded to the chef aboard the last yacht to finish.
- 20 DISCLAIMER OF LIABILITY**
- Competitors participate in the race entirely at their own risk. See rule 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.
- 21 INSURANCE**
- Each participating yacht shall be insured with valid third-party liability insurance with a minimum cover of \$2,000,000 (Canadian funds).

Route Halifax Saint-Pierre Attachment A – Course Diagram



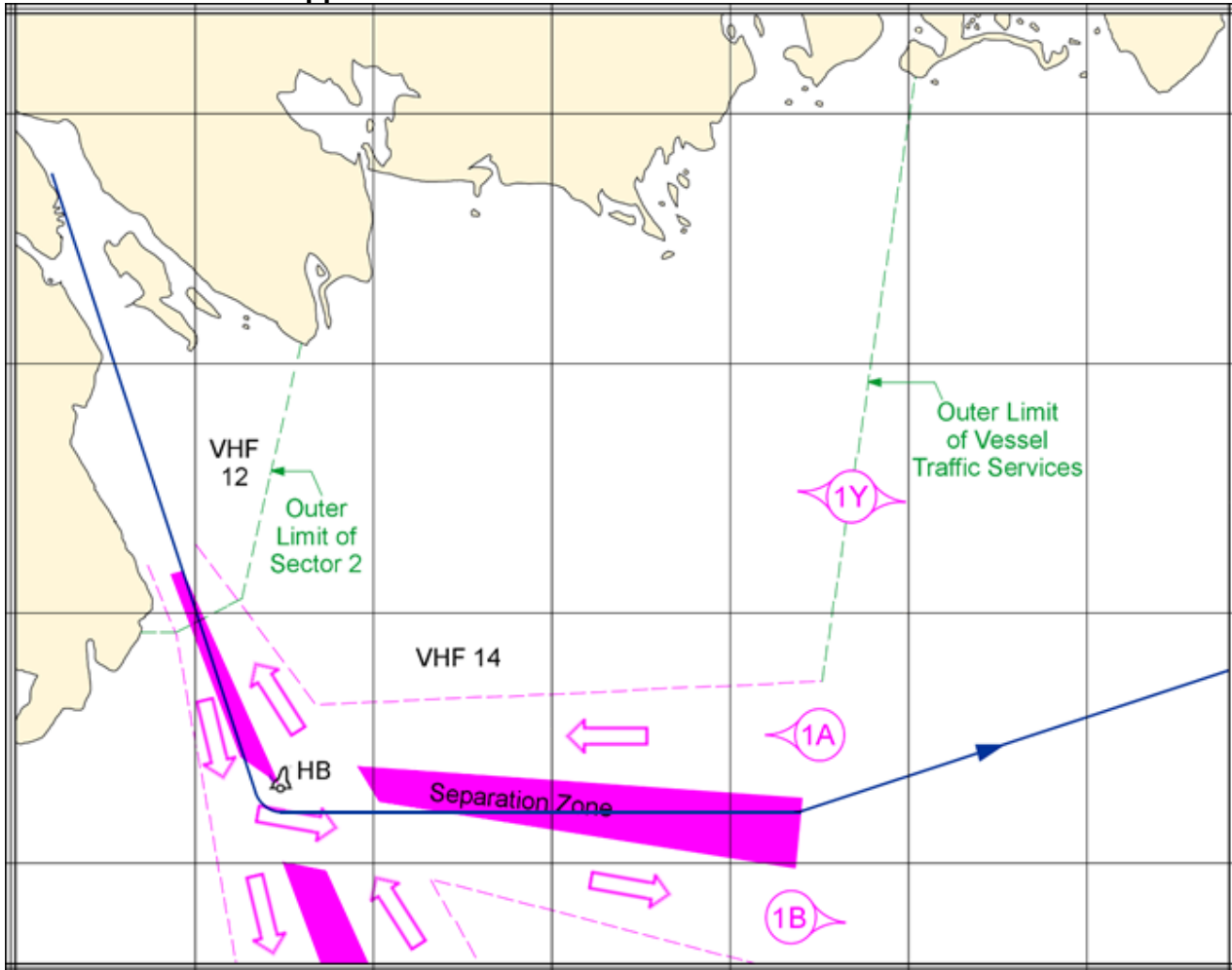
Course Diagram

This chart is not to be used for navigation
Ne pas utiliser cette carte pour la navigation

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Attachment B – Halifax Harbour Communications

Halifax Harbour and Approaches



This diagram not to be used for navigation. Ne pas utiliser cette carte pour la navigation.

Yachts 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 shipping lanes, thus under IRCAS Rule 9 b) & d) they have right of way.

In order to control traffic in busy waterways like Halifax Harbour, 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 bounded by a line 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"

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All or part of this boundary can be found on Canadian Charts L/C 4385 and L/C 4320, as well as the diagram above.

Note that all positions and diagrams are for guidance only. Yachts 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 a number of Calling in Points which are shown on the charts. Table 1 at the end of this attachment lists the Calling-in-Points.

SUMMARY OF VHF CHANNELS

- VHF **11** - In lieu of VHF 12 for non-traffic-regulating communications during busy periods; e.g. to request weather information.
- 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 **21B** – Weather and Notices to Mariners.
- VHF **68** - Communication with RNSYS Harbourmaster and launches.
- VHF **72** – Communications with the starting line committee and the finishing line committee.
- VHF **83B** – Weather and Notices to Mariners.

CALLING FOR HELP

For medical advice only call Praxes Medical Group.

For any urgencies or emergencies, including a request for **medical** advice or connection to a medical professional, contact the nearest Marine Communications and Traffic Services (MCTS), listed below.

The preferred method is to use **VHF 16** because that will broadcast the situation to other nearby vessels which might also be able to offer assistance. Failing that, a satellite phone (in some areas #16 or *16 on a cell phone will work) can be used.

- Joint Rescue Coordination Centre (JRCC) Halifax
 - 1-800-565-1582
 - 1-902-427-8200
 - *16 on a mobile phone
- MCTS Halifax, NS, call sign VCS
 - Hail "**Halifax Coast Guard Radio**" on VHF **16**.
 - MMSI 00 316 0016
 - Telephone (902) 426-9750
- MCTS Sydney, NS, call sign VCO
 - Hail "**Sydney Coast Guard Radio**" on VHF **16**.
 - MMSI 00 316 0017
 - Telephone (902) 564-7751
- MCTS Port aux Basques, NL, call sign VOJ
 - Hail "**Port aux Basques Coast Guard Radio**" on VHF **16**.
 - MMSI 00 316 0018
 - Telephone (709) 695-2167
- MCTS Placentia, NL, call sign VCP
 - Hail "**Placentia Coast Guard Radio**" on VHF **16**.
 - MMSI 00 316 0019
 - Telephone (709) 227-2181 or (709) 227-2182

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Table 1 – CALLING-IN-POINTS (for commercial vessels)

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND	GEOGRAPHIC DESCRIPTION
1A	1		Boundary limit. Entrance to	A point at 44°27'35.6"N 63°12'42.6"W
2A	1		Inward traffic only	A point at 44°27'39.3"N 63°19'37.6"W
1B	1		Boundary limit. Traffic lane exit	A point at 44°23'42.7"N 63°13'35.2"W
1C	1		Boundary limit. Entrance to	A point at 44°18'13.2"N 63°19'57.3"W
2C	1		Inward traffic only	A point at 44°22'44.6"N 63°23'21"W
1D	1		Boundary limit. Traffic lane exit	A point at 44°15'46.2"N 63°24'26.4"W
2D	1		Outward traffic only	A point at 44°24'14"N 63°28'09.1"W
1E	1		Boundary limit. Entrance to	A point at 44°14'47.8"N 63°31'44.4"W
1F	1		Boundary limit. Traffic lane exit	A point at 44°17'07"N 63°34'29"W
1S	1		Western limit of zone	A line joining 44°25'53.8"N 63°38'56.5"W; &
1Y	1		Eastern limit of zone	A line joining 44°40'43.3"N 63°09'44.2"W; &
3D	1		Outward traffic only	A point at 44°28'12.6"N 63°29'45.9"W
4C	2	Inner Automatic	Vessels inward shall state whether passing east or west	A point at 44°31'31.9"N 63°30'31.6"W
4D	2	Inner Automatic	Vessels shall state course and ETA to 3D	A point at 44°31'15.2"N 63°31'16.1"W
5	2	Neverfail Shoal		A line joining points at: 44°34'47.8"N 63°27'34"W; 44°33'23.2"N 63°31'51.9"W; &
6	2	Maugher Beach light	Vessels outward shall state if passing east or west of	A line joining 44°36'07.7"N 63°32'02.5"W; & 44°35'50.2"N 63°33'04.7"W
7	2	Ives Knoll	Vessels inward shall state whether passing east or west	A line joining light buoy "HT2", 44°37'50.2"N 63°32'44.7"W; & 44°37'33.9"N
8	2	Indian Point		A line joining 44°37'37.9"N 63°31'48.8"W; &
9	2	Ferry Track	Vessels outward shall state whether passing east or west	A line joining 44°39'47.3"N 63°34'09.9"W; & 44°39'23.7"N 63°34'38.4"W
10	2	Bedford		A line joining 44°40'18.9"N 63°37'25.6"W; &

Note: Pilots and masters sometimes use the name of a calling-in-point in lieu of the number. This table has been excerpted from the Radio Aids to Marine Navigation available for download at:

<http://www.ccg-gcc.gc.ca/Marine-Communications/RAMN-2013/RAMN>

Route Halifax Saint-Pierre

Attachment C – Saint Pierre Docking Instructions

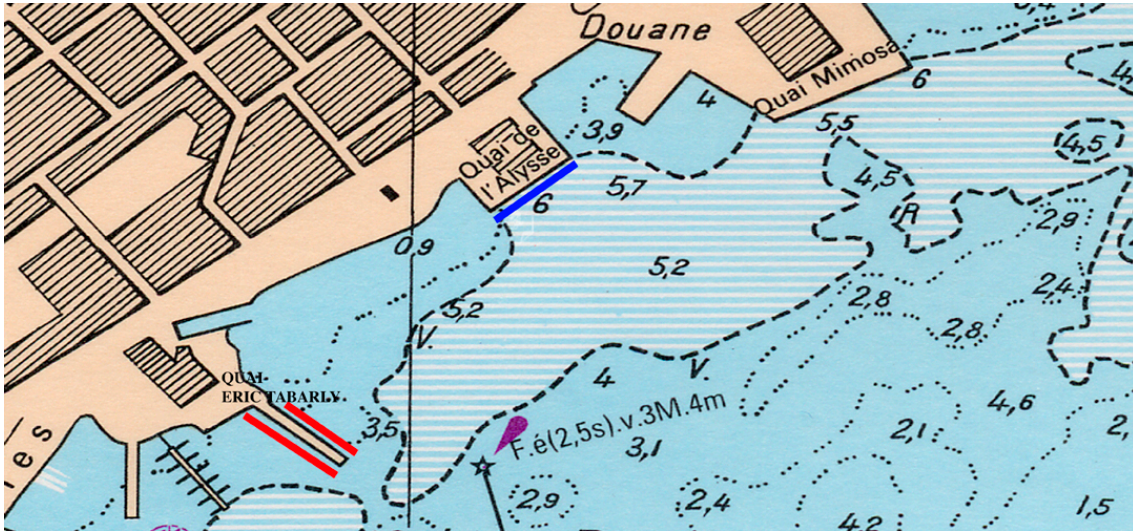
After Crossing the Finish Line:

A dinghy from the Yacht Club de Saint-Pierre will guide you to your marina berth.

Docking Locations:

Red Zone: Eric Tabarly Wharf: Monohulls

Blue Zone: l'Alysse Wharf: Monohulls



This chart is not to be used for navigation.

Internet Site: Port de Saint-Pierre:

[http:// www.voilespm.org/portspm](http://www.voilespm.org/portspm)

Yacht Club de Saint-Pierre – Quai Eric Tabarly – BP: 4397 - 97500 Saint-Pierre et Miquelon

Tél : 05 08 41 47 36 – fax : 41 47 46 – Mail : yachtsp@cheznoo.net

Route Halifax Saint-Pierre Attachment D – Declaration Form

(To be signed by the owner/charterer or his representative)

I HEREBY DECLARE that I am a member of the (Name of Yacht Club):

.....

and that I was on board and in charge of the yacht:.....

while sailing In the Route Halifax Saint-Pierre 2014.

I declare that during the race the following rules were **NOT** observed and an explanation follows:

.....
.....
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.....
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.....
.....

Finish Time Details:

Date:..... Time:

Signed:..... Print Name:
(Owner/Charterer/Skipper/Representative)

Witnessed:..... Yacht Club:
(Crew Member)