



**32<sup>nd</sup> Biennial**  
**2007 MARBLEHEAD-TO-HALIFAX OCEAN RACE**  
**NOTICE OF RACE**  
**Conditions and Racing Instructions**

*Sponsored Jointly by The*  
*ROYAL NOVA SCOTIA YACHT SQUADRON*  
*And The*  
*BOSTON YACHT CLUB*

**Release Date February 14, 2007**

Including NOR Amendments 1 to 4

--Changes Indicated--

*Start:* Sunday, 8 July 2007  
*Course:* Marblehead, Massachusetts, U.S.A to Halifax, Nova Scotia, Canada  
*Distance:* 360 Nautical Miles

**1. A CORDIAL INVITATION** is extended to owners of eligible racing yachts to apply for entry into the 32<sup>nd</sup> Biennial running of the Marblehead-to-Halifax Ocean Race starting on Sunday, 8 July 2007. Entry forms are available by writing to or contacting the Chairman, Marblehead-to-Halifax Ocean Race Committee, Boston Yacht Club, P.O. Box 487, Marblehead, MA 01945, U.S.A. Entry can also be initiated by on-line registration at <[www.marbleheadtohalifax.com](http://www.marbleheadtohalifax.com)>

**2. MANAGEMENT** The Organizing Authority for the Marblehead-to-Halifax Ocean Race is a joint committee comprising members of the Boston Yacht Club (BYC) and the Royal Nova Scotia Yacht Squadron (RNSYS).

The BYC Marblehead-to-Halifax Ocean Race Committee (MHORC) will accept entries, interpret the conditions governing the race, and rule on the eligibility of any yacht, with the right to reject the entry of any yacht without prejudice prior to the start of the race. It will also publish the Sailing Instructions and Scratch List, and conduct the Captains' Meeting. The BYC Race Committee (RC) will manage the start of the race. The RNSYS RC will manage the finish, taking the official times of finishing yachts, and determining their corrected elapsed times.

**3. RULES AND PRESCRIPTIONS** The Race will be governed by the following Rules and Regulations in force at the time of the race. In all matters of interpretation, the documents shall rank in the order of precedence listed hereunder:

(a) The official Sailing Instructions (SIs) and all addenda and amendments thereto.

(b) This Notice of Race (NOR).

(c) The 2006–2007 ISAF Offshore Special Regulations Governing Offshore Racing for Monohulls & Multihulls (OSR), Category 2, as modified by Section 4 of this NOR.

(d) The Performance Handicap Racing Fleet (PHRF) of New England (PHRF-NE) by-laws, the IRC Rule 2007 Parts 1, 2 and 3, the New England Multihull Association (NEMA) by-laws and the Offshore Racing Rule (ORR).

(e) The Racing Rules of Sailing 2005-2008 (RRS).

(i) No National Authority prescriptions will apply.

ii) RRS Part 2 shall govern at the start of the race until 1800 hrs EDT July 8, 2007.

(iii) The National Authority responsible for hearing and deciding appeals for this event is US Sailing (See RRS 70)

(f) The International Regulations for Preventing Collisions at Sea (IRPCAS). Except for the times specified in (e) (ii) above, IRPCAS shall govern.

(g) Advertising: The race will be a Category C event in accordance with ISAF Regulation 20 except as otherwise modified by Class Association rules. All entrants may be required to display advertising chosen and provided by the MHORC in accordance with Regulation 20.3 (d) (i).

(h) Yachts shall carry only the sails allowed under the respective measurement or handicap system rules.

(i) Engines, except as provided in Section 5 of this Notice, shall be operated only for charging batteries or providing other electrical power. Propeller shafts must be secured against rotation at all such times.

(j) The use of electronic aids to navigation and safety at sea is permitted. All yachts shall carry a radar reflector securely attached to the rigging at all times during the race.

(k) Each yacht shall monitor Channel 16 VHF throughout the race.

#### 4. SAFETY AND INSPECTION

4.1. Each yacht shall conform to the OSR for Category 2 WITHOUT National Prescriptions and in effect as of the day of the race, with the following exceptions:

(a) OSR 3.03, Hull construction standards (scantlings) will not apply.

(b) OSR 3.04, Stability – Monohull. Sub paragraph 3.04.2 shall apply. In addition, the MHORC requires all monohull yachts entered in the race should meet one of the standards listed below which are consistent with ISAF for Category 2 events. See also 4.7 below:

(i) A Minimum Stability and Safety Screen Numeral (SSSN) or ~~RORC~~ STIX value of 30 or;

(ii) ISO12217 Part 2 Design Category A or;

(iii) Minimum Stability Index (STIX) value of 32 and a minimum Angle of Vanishing Stability (AVS) as given by the expression  $130 - 0.002 * m$  degrees, where m is the minimum sailing weight in kg.

(c) OSR 3.27, Navigation lights: Following the wattage specifications, add, “Non-incandescent navigation lights are permitted provided they emit the equivalent illumination levels.

(f) OS 4.20, Liferaft:

(i). The number of persons aboard shall not exceed the capacity number indicated on the life raft(s) or container(s).

(ii) Multihull Division (MH) entrants are required to carry either life rafts as defined in (i) above, or an Immersion (Survival) suit for each person on board, having an inherent reserve buoyancy of at least 15.5 lbs. and that otherwise meets SOLAS requirements. Diver’s wet suits or dry suits do not comply with this requirement. It is strongly recommended that MH entrants also carry life rafts in accordance with ISAF OSRs as an additional safety measure.

(g) OSR 3.18, Toilet: MH Division entrants may substitute a portable, but securely mounted and restrained, toilet.

(h) OSR 3.21, Tanks: MH Division entrants may substitute a portable, but suitably secured and restrained, water tank with a hand pump.

(j) OSR 3.14.6, Lifeline Minimum Diameters, Required Materials, Specifications: The wording of subsection (a) is changed by adding the following after the second sentence:

Lifelines installed after January 1, 2002, may be coated provided the coating is removed in the vicinity of the terminal fittings to allow inspection of the cable-to-fitting joint.

*(k) OSR 6.01.4 is changed to read: An in-date certificate gained at either an ISAF Approved Offshore Personal Training course or a U.S. Sailing – Sanctioned Safety at Sea Symposium shall be accepted as evidence of complying with OSR 6.01.*

4.2 Some means must exist for supporting the boom in the event of a sudden failure of the mainsail. Topping lifts or solid vang are acceptable for this purpose.

4.3 PHRF Cruising entrants are permitted to use power-driven winches. Doublehanded entrants are permitted to use mechanical and electro-mechanical steering devices. This modifies RRS 52.

4.4 One member of the crew of Doublehanded entrants must be on watch at all times.

4.5 As evidence of a yacht being thoroughly seaworthy and in compliance with OSRs for Category 2 as amended by this NOR, each entry must complete and submit a signed Inspection Checklist. This checklist must be submitted prior to the Entry Deadline, and accepted by the MHORC prior to the start of the race, in order for a yacht to be eligible to participate in the race.

4.6 MHORC reserves the right to conduct a Courtesy Safety and Eligibility Inspection of any entered yacht before the start and at any time after the finish of the race. Yachts that are found not to comply with the safety and eligibility requirements before the race will not be permitted to start. Yachts found to be non-compliant after the race may be disqualified or otherwise penalized.

4.7 **CONFORMANCE WITH THE SAFETY REQUIREMENTS OR PERFORMANCE OF A COURTESY INSPECTION OF A YACHT IN NO WAY LIMITS OR REDUCES THE COMPLETE AND UNLIMITED RESPONSIBILITY AND LIABILITY OF A YACHT'S OWNER, CAPTAIN, AND/OR CHARTERER FOR THE SAFETY OF HIS/HER VESSEL AND/OR CREW.**

4.8 After finishing the race, yachts shall remain at the RNSYS pierhead until they have first been cleared by Canadian Customs, have submitted their compliance certificate to the Officer of the Day, and then either been inspected for compliance with applicable safety regulations or have been officially released. Yachts selected for inspection but not available at RNSYS may be protested by the MHORC.

4.9 Fleet Location Transponders: Each yacht is required to carry a GPS transponder which will be supplied by the MHORC in Marblehead during the check-in process. The unit shall be mounted in accordance with the directions provided and a good faith effort made to maintain its operation during the race. The unit will provide tracking data which will be posted on the Marblehead-to-Halifax website during the race. A deposit of \$500 is required. This deposit is fully refundable on return of the transponder in good order to the MHORC on arrival in Halifax.

**5. RENDERING ASSISTANCE** A yacht may use her engine to recover a person overboard or to render assistance to any vessel or person in peril. Full details of such activities shall accompany submittal of the compliance certificate to the RNSYS RC as soon as possible after the yacht finishes the race. Information shall include positions, times, courses, speeds, etc., from the time course is altered and/or the engine is started until the yacht resumes racing. (See RRS 62.1 (c).)

**6. DIVISIONS AND SCORING** The race will be run in five divisions concurrently, (i) IRC, (ii) PHRF Racing, (iii) PHRF Cruising, (iv) Multihull (MH) and (v) Classic Yachts (CY) providing at least 6 yachts have entered in this division before June 1, 2007. Each division will be divided into classes based on ratings or handicaps. The FINAL assignment of classes will be announced at the Captains' Meeting.

6.1 MHORC reserves the right to modify the course marks and distances for any division, depending upon expected race conditions, until the Captains' Meeting. A list of ratings, handicaps and time allowances for all entrants will be supplied to each contestant at the Captains' Meeting. Entrants must declare which division they are entering at the time of filing their entry. Requests for a change of division may not be considered after Friday, 6 July 2007

6.2. The IRC division will be limited to yachts with a Time Corrector (TCC) of  $\boxed{-0.880-}$  or greater (PHRF handicap of approximately 180 or less).

(i) A Special Competition will be available for yachts holding a valid Offshore Rating Rule (ORR) certificate and racing in the IRC division and who elect to also be scored (dual scored) under the ORR rule using Offshore – Mainly Downwind Time-on-Time handicap ratings.

(ii) A Special Competition will be available for IRC Division yachts with doublehanded crew.

(iii) Time-on-time scoring will be employed for IRC Division yachts.

6.3. The PHRF Racing Division will be limited to PHRF-NE Racing handicaps not greater than 180 and the PHRF Cruising Division to PHRF-NE Cruising handicaps not greater than 192.

(i) A Special Competition will be available for PHRF Racing Division yachts with doublehanded crew.

(ii) Entries in the PHRF Cruising Division will race under the sail restrictions prescribed by PHRF-NE and RRS Rule 50.4. That is, only standard-cut headsails are allowed. No “gennikers” or other special-purpose sails intended to provide spinnaker-like performance for cruising vessels will be permitted, either in the foretriangle or between masts.

(iii) Time-on-distance scoring and a course length of 360 nautical miles will be employed for both PHRF Racing and PHRF Cruising Division yachts.

6.3. The Multihull (MH) Division will be scored using New England Multihull Association (NEMA) formula handicap ratings for a 360 nautical mile course and time-on-distance calculations.

6.4. A Classic Yacht in the CY division is defined as a yacht designed 35 or more years ago. Sails must be of cotton, nylon, Dacron or Pentax material and of non-laminar construction. CY yachts will race without spinnakers. Time on distance scoring with time allowances based on the 60% time allowance tables and a course length of 360 nautical miles will be used.

**7. ELIGIBILITY** Yachts entering this race must be thoroughly seaworthy vessels having an overall length not less than 29.5 feet (8.99 meters) with shorter vessels accepted at the discretion of the MHORC. The MHORC reserves the right to consider the seaworthiness of any applicant yacht and, without prejudice, refuse entry to any yacht that it deems unsuitable for the conditions of this race.

Each crew must include (as a minimum) a navigator and two watch captains who have each successfully participated; i.e., completed the designated course, in at least three offshore races of ninety (or more) nautical miles in distance, while performing the duties of their position as navigator or watch captain. It is not intended by this minimum standard to exclude those sailors who have amassed extensive experience while cruising or in other non-racing activities. Accordingly, those backgrounds will be given due consideration on an individual basis.

Doublehanded entries must have completed an offshore passage of a minimum of 90 nautical miles and of not more than 3 legs prior to June 30, 2007. The captain and crew must be the same individuals as entered in this race. The MHORC will accept as compliance a previously sailed doublehanded race of at least 90 nautical miles which the yacht and crew completed within the last three years. The MHORC, however, reserves the right to refuse any doublehanded entry into the Race without prejudice.

In accordance with OSR Section 6, at least 20% of each crew including the captain shall have undertaken Safety at Sea or other equivalent training within the five years before the start of the race

**8. SCHEDULE OF EVENTS**

Wed – Sat	4, 5,6, 7 July 2007	0900 to 1700 EDT.	Registration
Saturday	7 July 2007	1200 EDT	Captains' Meeting
Sunday	8 July 2007	1250 EDT	First Start Warning Signal
Thursday	12 July 2007	1700 EDT	Prize Ceremony

**9. CAPTAINS' MEETING** A Captains' Meeting will be held at the BYC at 1200, Saturday, 7 July 2007. The Captain of each yacht or his/her representative must be in attendance to receive all information being disseminated at this meeting.

**10. ENTRIES AND ENTRY FEES**

10.1 Number of Entries: MHORC reserves the right to limit the number of entries in any division. The total fleet shall not exceed 150 yachts.

10.2 Entry deadline: The Deadline for submission of entries is 1800 EDT, Saturday, 30 June 2007. Entries may be submitted on-line at [www.marbleheadtohalifax.com](http://www.marbleheadtohalifax.com) or in writing on the Official Entry Form, and must be accompanied by a valid handicap rating certificate, Inspection Checklist and entry fee delivered to the Chairman, Marblehead-to-Halifax Ocean Race Committee, Boston Yacht Club, P. O. Box 487, Marblehead, MA 01945, U.S.A. The Entry Process must be completed by Check-in and Registration in person by the Owner or Captain or his/her authorized representative.

10.3 Race Entry Fees: The Entry Fee for applications received by 30 April 2007 will be:

<i>Length Overall Feet</i>	<i>Entry Fee US \$</i>
<i>&lt; 38</i>	<i>650</i>
<i>38 to &lt; 42</i>	<i>700</i>
<i>42 to &lt; 50</i>	<i>775</i>
<i>50 to &lt; 60</i>	<i>875</i>
<i>60 ft and up</i>	<i>1000</i>

Entry fees received during May 2007 are increased by US \$100;  
Entry Fees received after 31 May 2007 are increased by US \$200.

**11. RATING AND HANDICAP CERTIFICATES** One copy of the yacht's current, valid handicap rating certificate must be received by MHORC at the address listed in 10.2 above before the Entry Deadline. The certificate must be signed by a certified measurer or handicapper designated by a recognized yacht racing association. The entering yacht's captain must certify that no changes have been made or will be made, after the date of the certificate, which would alter the yacht's assigned rating. MHORC RESERVES THE RIGHT TO REJECT ANY IRC, ORR, PHRF OR NEMA HANDICAP RATING CHANGE, AND PROBLEMS DUE TO RE-MEASUREMENT OR MODIFICATION MUST BE RESOLVED PRIOR TO THE ENTRY DEADLINE.

**11.1 IRC Certificates.** IRC Division yachts with a TCC of 1.080 or greater require an Endorsed IRC certificate. Yachts in the IRC Division electing to be dual scored under the Offshore Racing Rule (ORR) require in addition a valid Full Measurement ORR Rating Certificate.

**11.2 PHRF Handicap Certificates.** Entries in the PHRF Racing and Cruising Divisions having current, valid handicap certificates issued by a recognized regional authority other than PHRF-NE will have their certificates submitted by the MHORC to a PHRF-NE Handicap Review Board for normalization of their handicaps to PHRF-NE standards. All such entrants, including those with approved Nova Scotia Yachting Association handicaps, will submit PHRF-NE Handicap Application forms with all requested data to support the normalization process. The Handicap Review Board will be the final authority on PHRF handicaps for all race entrants. There is no fee imposed by PHRF-NE for this service. Questions about PHRF handicaps must be received by 15 June 2007. There will be no discussion of PHRF handicaps at the Captains' Meeting.

**11.2.1 PHRF Handicap Appeals.** Holders of current valid PHRF-NE certificates, who wish to appeal their ratings must use the existing PHRF-NE appeals process. Holders of current valid ratings from outside the PHRF-NE jurisdiction wishing to appeal their assigned ratings for this race will be heard by the US Sailing U.S. PHRF Appeals Committee according to the following procedure.

- a. Appeals of a maximum of five (5) pages in length, accompanied by an appeal fee of US \$150 payable to the Boston Yacht Club Measurer (in care of the MHORC) must be received no later than 10 June 2007.
- b. Appeal forms are available from the BYC Measurer; date and time submitted must be recorded on the appeal.
- c. Handicaps will not be discussed after the Entry Deadline (30 June, 2007).
- d. Decisions of the US PHRF Appeals Committee will be posted at the Boston Yacht Club no later than 6 July 2007.
- e. Decisions of the US Appeals Committee are final.

**11.3 Multihull Certificates:** Entries in the MH Division with handicap certificates issued by an authority other than NEMA will have their handicap certificates submitted by the MHORC to review by NEMA for certification and normalization of their handicaps to NEMA standards. NEMA will be the final authority on Multihull handicaps for all race entrants in the MH Division. Questions about NEMA handicaps must be received no later than 15 June 2007.

**12. TIME LIMIT** The time limit for the race will be 1200 ADT, Thursday, 12 July 2007. Depending on race conditions, this time limit may be extended by the MHORC; such extension will be announced on VHF Channel 16 at 1100 ADT, Thursday, 12 July 2007.

**13. PRIZES** Prizes will be given for the following performances:

- (a) The yacht in each division with the best corrected time over the course.
- (b) The first monohull to cross the finish line.
- (c) The first multihull to cross the finish line.
- (d) The yacht in each class of each division with the best corrected time over the course.
- (e) The yacht in each class of each division with the second best corrected time over the course.
- (f) The yacht in the IRC division dual scored with the best ORR corrected time over the course.
- (g) The skipper of a yacht scored under ORR, who was also a skipper in the 2006 Newport to Bermuda race, with the best combined score for both races.
- (h) The yacht racing Doublehanded in the IRC Division with the best corrected time over the course.
- (i) The yacht racing Doublehanded in the PHRF Racing Division with the best corrected time over the course.
- (j) The yacht crewed entirely by women in the PHRF Racing Division with the best corrected time over the course.

(k) The yacht where the average age of captain and crew is over 50 in the PHRF Racing Division with the best corrected time over the course.

(l) A special Cook's Trophy, to the "Chef" of the last yacht to finish the race, in the spirit of ocean racing.

--(m) *The club team of 3 yachts with the best combined performance over the course.--*

--(n) *The Naval or Maritime Academy Training Vessel with the best corrected time over the course.--*

Additional prizes may be given and a suitably inscribed remembrance will be presented to each competing yacht.

**14. SAILING INSTRUCTIONS** Copies of the Sailing Instructions will be provided to each entrant at the Captains' Meeting. All amendments thereto will be available at the BYC.

**15. CREW AND CREW LIST** An official Final Crew List of the yacht's complement shall be furnished to the MHORC at the BYC during Check-in and Registration not later than 1000 EDT, Saturday, 7 July 2007. This list must be complete and legible, and must include, as a minimum, either a phone number or E-mail address of an emergency contact point for each person aboard. The yacht's Owner or Captain must sign this Final Crew List certifying it as both complete and accurate.

It is requested that a Preliminary Crew List be submitted with a yacht's entry form in order to support planning for social events and overall coordination.

**16. IDENTIFYING MARKS** Yachts shall carry authorized racing numbers and symbols in accordance with RRS Appendix G.

It is requested that each yacht also display her identifying 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.

It is strongly recommended that each yacht carry a "Distress Cloth" as specified by the Canadian Coast Guard for Search and Rescue. This is a fluorescent orange cloth 72 inches by 45 inches, showing a black 18-inch square and a black 18-inch circle 18 inches apart. In emergencies, this cloth shall be spread out on the deck or cabin top to attract aircraft attention.

Each class will be designated by a letter. Yachts shall identify their class by the corresponding International Code Flag, which must be flown from the aftermost backstay or the starboard spreader of the mizzen in the absence of a mizzen backstay. Class assignments will be provided at the Captains' Meeting. It is the responsibility of the yacht to provide the identifying Code Flag. These flags shall be flown:

(i) from the warning gun of the first class to start until a yacht has started; and

(ii) when approaching the finish line and until a yacht has certain knowledge that her finish and finishing time have been recorded.

**17. DISCLAIMER** Competitors participate in the Marblehead-to-Halifax Ocean Race (The Race) entirely at their own risk. See RRS 4, Decision to Race. The Marblehead-to-Halifax Ocean Race Committee of the Boston Yacht Club and the Royal Nova Scotia Yacht Squadron, the co-sponsoring organizations, will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after The Race.

**18. CORRESPONDENCE** Communications regarding race matters should be directed to the Marblehead-to-Halifax Ocean Race Committee, c/o Boston Yacht Club, P.O. Box 487, Marblehead, Massachusetts, 01945, U.S.A., phone (781) 631-3100, FAX (781) 631-9059, or the Marblehead-to-Halifax Ocean Race Committee, c/o Royal Nova Scotia Yacht Squadron, 376 Purcell's Cove Road, Halifax, Nova Scotia, B3P 1C7, Canada, phone (902) 477-5653, FAX (902) 477-6298.

Mail and telegrams may be sent to owners and crewmembers at the addresses and phone numbers shown above. Be sure to include the name of the yacht in the address of all such correspondence.

**19. GENERAL INFORMATION** For vessels arriving from outside the United States: On arrival in the first United States port of entry, a U.S. Customs and Immigration clearance must be obtained before the crew may go ashore. In Marblehead, the Customs Officer usually boards the vessel at anchorage and gives the necessary clearance while on board.

As soon as possible after arriving in Halifax, each skipper or his/her representative, will report with the yacht's documentation and crew list, to Customs and Immigration authorities. Customs and Immigration Officers will be stationed at the RNSYS between the hours of 0800 and 2400 ADT to give necessary clearances. Yachts arriving after 2400 are expected to report for clearance at 0800 the following morning.

U.S. yachts should obtain Cruising Permits from U.S. Customs before departing the U.S., and submit them to U.S. Customs at their first port of entry upon returning to the U.S.

U.S. yachts will receive Cruising Permits from Canadian Customs. This permit allows a yacht to sail in and out of Canadian harbors without reporting to Customs authorities. This permit must be delivered to the Customs authorities at the last port of departure from Canada. If, for any reason, a yacht should return to the U.S. without delivering this permit the owner or his representative MUST immediately mail the permit to the Canadian Customs authorities in the envelope provided at the time of issuance of the permit.

While in foreign waters, international courtesy calls for the display of the appropriate National Ensign at the starboard main spreader of all yachts, except that schooners should fly it at the starboard fore spreader, between morning and evening colors.

Yachts returning to the United States are reminded that they must clear Customs and Immigration formalities at their first U.S. port and that the crew must remain aboard until clearance is completed.

Owners are also reminded that they should have the limits of their insurance extended to the area of the race, and also beyond if they plan to cruise further.

### **MARBLEHEAD-TO-HALIFAX OCEAN RACE COMMITTEE**

*For the Royal Nova Scotia Yacht Squadron:*

Chairman: Past Commodore George Chisholm

Vice Chairman: Robert Stoddard

Race Director: Richard Hinterhoeller

*For the Boston Yacht Club:*

Chairman: Vice Commodore Philip DiCarlo

Vice Chairman: Past Commodore Harvey Brand

Race Director: Geoffrey Smith