

34th MARBLEHEAD-TO-HALIFAX OCEAN RACE - 2011

- Attachment No. 1 to the Sailing Instructions - Yacht Communications and Manoeuvring Instructions – Halifax Harbour

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 IRPCAS 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

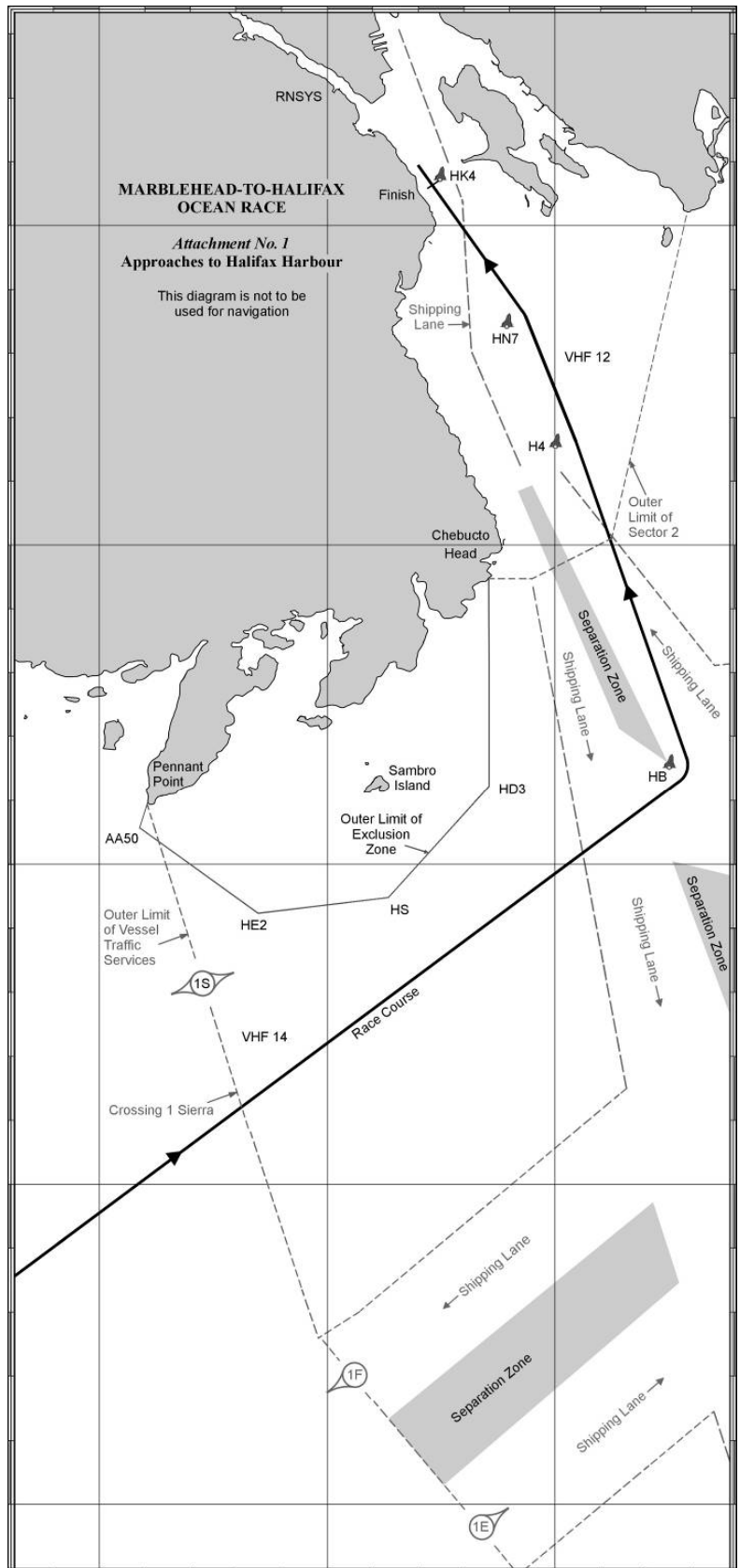
Location	Latitude N	Longitude W
Point Pennant	44°25'53.8"	63°38'56.5"
	44°17'41.3"	63°35'09.6"
	44°14'02"	63°30'50.3"
	44°22'43.5"	63°13'48.5"
Petpeswick Head	44°40'43.3"	63°09'44.2"

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. 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.



Communications and Manoeuvring Instructions at Halifax and Approaches

1 ENTERING VTS SECTOR 1

- 1.1 On approach to Sector 1, the yacht shall maintain a radio watch on VHF 14.
- 1.2 Immediately before entering the VTS the yacht shall contact "Halifax Traffic" on VHF 14 and identify herself.
- 1.3 Upon acknowledgement from HTC, the yacht 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 yacht shall reply to any communications from HTC, pilots or masters of commercial vessels.
- 1.5 The yacht shall follow any action directed by HTC, pilots or masters of commercial vessels.
- 1.6 If possible, the yacht should also monitor VHF 12.

2 ENTERING VTS SECTOR 2

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

3 FINISH

- 3.1 While crossing the finishing line, the yacht should hail the MHOR committee boat on VHF 72 and identify herself.
- 3.2 After clearing the finishing line the yacht shall call HTC on VHF 12 to indicate that she is commencing passage to RNSYS.

ESCORT VESSELS

HMCS Summerside

SUMMARY OF VHF CHANNELS

- VHF **11** - In lieu of Ch 12 for non traffic-regulating communications during busy periods; i.e. to request weather information.
- VHF **12** - Traffic Control in VTS Sector 2. This is restricted to reports required by VTS Regulations, i.e. clearances, reports at calling in points, etc.
- VHF **14** - Traffic Control in VTS Sector 1. This is restricted to reports required by VTS Regulations, i.e. entry report, clearances, reports at calling in points, etc.
- VHF **68** - Communication with RNSYS Harbourmaster and launches.
- VHF **72** - Yacht identification to Committee as the finish line is crossed.

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

APPROACHING RNSYS

After finishing, the yacht should contact the RNSYS Dockmaster on VHF 68 for entry assistance and berthing instructions.

Table 1**CALLING-IN-POINTS**

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 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 traffic lane	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 traffic lane	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; & 44°17'41.3"N 63°5'09.6"W
1Y	1		Eastern limit of zone	A line joining 44°40'43.3"N 63°09'44.2"W; & 44°28'42.3"N 63°12'27.6"W
3D	1		Outward traffic only	A point at 44°28'12.6"N 63°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 63°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 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; & 44°32'59.3"N 63°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 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 of Georges Island	A line joining light buoy "HT2", 44°37'50.2"N 63°32'44.7"W; & 44°37'33.9"N 63°33'34.7"W
8	2	Indian Point		A line joining 44°37'37.9"N 63°31'48.8"W; & 44°37'59.1"N 63°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 63°34'09.9"W; & 44°39'23.7"N 63°34'38.4"W
10	2	Bedford Basin		A line joining 44°40'18.9"N 63°37'25.6"W; & 44°41'22.6"N 63°36'58.3"W

All times shall be given in Atlantic Standard Time or Atlantic Daylight Saving Time, whichever is in effect

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/eng/CCG/MCTS_Radio_Aids