



38th Biennial
2019 MARBLEHEAD-TO-HALIFAX OCEAN RACE
July 7-11, 2019
Joint Organizing Authority
The Royal Nova Scotia Yacht Squadron and
The Boston Yacht Club
Sailing Instructions

1 RULES

- 1.1 The race will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 National [Prescriptions of US Sailing](#) will apply.
- 1.3 Between 2000 Atlantic Daylight Time (ADT) (UTC – 3 hr) and 0800 ADT the *International Rules for Preventing Collision at Sea* ([IRPCAS](#)) will apply, during which times Part 2 of the RRS will not govern.
- 1.4 The *World Sailing Offshore Special Regulations* (OSR) as specified in *Notice of Race* (NoR) 1.4 will apply.
- 1.5 Rating rules will apply as follows:
 - (a) ORR division: The [ORR](#) rule will apply.
 - (b) PHRF-Racing division:
 - (i) The Performance Handicap Racing Fleet of New England ([PHRF](#)) rules will apply.
 - (ii) A boat may carry a fourth spinnaker meeting PHRF rules without an increase in rating. This changes PHRF bylaw 8.14.
 - (c) PHRF-Cruising-Spinnaker division:
 - (i) The [PHRF](#) rules will apply.
 - (ii) A boat shall carry no more than 1 asymmetrical spinnaker complying with PHRF rule 8.15.1. This changes PHRF rule 8.14. The spinnaker's tack shall be attached to the boat's centerline.
 - (d) PHRF-Cruising division: The [PHRF](#) rules will apply. Note that the sails which are permitted are governed under PHRF Rule 8.13.
- 1.6 It is strongly recommended that national letters and sail numbers comply with RRS 77. This changes RRS 77 and G, and OSR 4.01.1.
- 1.7 Except for double-handed entries the minimum crew size shall be 4.
- 1.8 A boat racing double-handed shall be equipped with and is permitted to use self-steering. This changes RRS 52.
- 1.9 Provided that her PHRF-NE rating certificate indicates that power winches have been declared, a boat is permitted to use power winches when racing in a PHRF division. This changes RRS 52.
- 1.10 Except when acting in accordance with RRS 1.1 *Helping Those in Danger* or instruction 12 *Avoiding Commercial Vessels*, engines shall be operated only for charging batteries or providing other electrical power.
- 1.11 While transiting the Stellwagen Bank National Marine Sanctuary: [the US Coast Guard in](#) consultation with the National Marine Fisheries Service (NMFS), the agency responsible for marine wildlife, has determined that the following measures will apply while sailing through the Stellwagen Bank National Marine Sanctuary. This is a designated Right Whale Critical Habitat, participating vessel operators can avoid or minimize interaction with a listed species. Compliance with the following measures is required:
 - (a) Keeping vigilant watch for whales (and taking avoidance measures when able) x.
 - (b) If a whale is reported or spotted proximate ("proximate" per NMFS regulations for whale protection as within 100 yards of any whale, but 500 yards if it is a Right Whale per 50 CFR 224 . 103) to the race start line, the race start will be delayed until a competent person

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(Qualified whale observer may be a professional mariner with experience around whales) provides a report on no whale sightings to the event official who would signal for the race to proceed.

- (c) Monitoring available sources for information on known whale sightings. Such data sources include "Whale Alert" <http://stellwagen.noaa.gov/protect/whalealert.html> (including "Whale Alert" [http : Stellwagen .noaa. gov/ protect/ whalealert . html](http://stellwagen.noaa.gov/protect/whalealert.html)); and
- (d) Keeping a sharp lookout when sailing near those areas where whales have been sighted or otherwise anticipated to be present and if possible steering clear of those areas. If it occurs, all confirmed or suspected contact with whales must be reported to the NMFS Stranding and Entanglement Hot-line (978-281-9351) .
- (e) Vessels may not exceed 10 knots while transiting through the Stellwagen Bank National Marine Sanctuary.

1.12 All vessels shall respect the Neptune and Northeast Gateway Deepwater Ports boundaries situated in proximity to the start area.

2 NOTICES TO COMPETITORS

- 2.1 Pre-start notices to competitors will be posted on the official notice board in the Boston Yacht Club (BYC) Yardarm building.
- 2.2 Post-start notices to competitors will be posted on the official notice board at the RNSYS Marine Activity Centre.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 Eastern Daylight Time (EDT) (UTC -4 hr) on the day of the start, except that any change to the schedule of starts will be posted by 2000 on the day before it will take effect. 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.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the BYC flagpole.
- 4.2 When AP is displayed ashore, "1 minute" is replaced with "not less than 2 hours" in the race signal AP.

5 SCHEDULE OF STARTS

- 5.1 The scheduled time of the warning signal for the first class to start is 1255 EDT on Sunday July 7th.
- 5.2 The schedule time of the start for each class will be listed in the *Scratch Sheet* (Attachment 5).
- 5.3 The warning signal for the 2nd and subsequent starts will be no sooner than 5 minutes after the preceding start.

6 CLASS FLAGS

- 6.1 The class flag for each class will be one or more numeral pennants as listed in the *Scratch Sheet*.
- 6.2 Each boat shall fly from her backstay, or from the starboard mizzenmast shroud, as a Class Identifier:
 - (a) the numeral pennant(s) corresponding to her class flag,
 - (b) these pennants shall be not less than 84 cm (33") long,
 - (c) between one hour before the scheduled time of her warning signal until one hour after her start, and
 - (d) when approaching the finishing line until she has finished.

7 START LOCATION AND PRE-START CHECK-IN

- 7.1 Attachment 1 shows the starting area and location of the Check-in Vessel.

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- 7.2 The Check-in vessel will be flying the BYC burgee and a large pink flag.
- 7.3 The Check-in vessel will be on station approximately 1 hour before the first warning signal.
- 7.4 Prior to her warning signal each yacht 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 using VHF.
- 7.5 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 she can be clearly identified by the starting line race committee.

8 THE COURSE

All latitudes and longitudes are provided for guidance only. Boats are responsible for their own navigational needs.

- 8.1 The starting line will be near N42°30.00' W70°47.15'.
- 8.2 C-M1 will be near N42°30.10' W70°49.20' and shall be left to port.
- 8.3 C-M2 will be near N42°28.50' W70°49.00' and shall be left to port.
- 8.4 HB (Halifax Bravo light buoy Canadian List of Lights (LL) #509.5 N44°26.617' W63°27.550') shall be left to port.
- 8.5 H4 (Inner Automatic light buoy LL #516 N44°31.658' W63°30.060') shall be left to port.
- 8.6 HN7 (Neverfail Shoal north light buoy LL #519.5 N44°33.513' W63°31.063') shall be left to port.
- 8.7 The finish will be at HK5, (Southeast Middle Ground light buoy LL #525.2 N44°36.188' W63°32.560').
- 8.8 The course will not be shortened. This changes RRS 32.

9 MARKS

- 9.1 The starting marks will be the race committee signal vessel at the starboard end and a race committee vessel at the port end.
- 9.2 Marks C-M1 and C-M2 will be inflatable yellow cylinder marks.
- 9.3 The finishing marks will be a race committee vessel at the port end and a navigation buoy at the starboard end.
- 9.4 All other marks will be navigation buoys.

10 EXCLUSION ZONES AND OBSTRUCTIONS

The following areas are exclusion zones and obstructions:

- 10.1 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".
- 10.2 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 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":
- 10.3 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'.

11 THE START

- 11.1 The starting line will be between staffs displaying green flags on the starting marks.

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- 11.2 Boats 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.
- 11.3 A boat starting later than 30 minutes after her start will be scored Did Not Start without a hearing. This changes RRS A4. At its sole discretion the race committee may extend this 30 minute period.
- 11.4 The race committee may communicate general recalls, individual recalls or other information on VHF 72. Failure to broadcast or to identify a boat on course side will not be grounds for redress. This changes RRS 62.1 (a).

12 AVOIDING COMMERCIAL VESSELS

- 12.1 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.
- 12.2 A boat that interferes with the orderly passage of a commercial vessel prior to, during or after the race will be subject to a protest upon receipt of a complaint from the vessel's captain, pilot or from a governmental authority such as Halifax Traffic.

13 AVOIDING SEA LIFE

- 13.1 Each boat shall keep a sharp lookout for whales and take evasive measures so as to avoid vessel to whale contact. Should such efforts fail and contact is made, the person in charge will make an appropriate report to the NOS and NMFS as directed by those agencies. (See the flyers included in the skipper's kit).
- 13.2 While crossing Stellwagen Bank National Marine Sanctuary each boat shall monitor available data sources for real time whale sighting information so as to gauge the potential for whale presence in the path of their vessel. Such data sources include, "Whale Alert" (Stellwagen.noaa.gov/protect/whalealert.html).
- 13.3 A boat shall not exceed 10 knots of speed at any time that she is in the Stellwagen Bank National Marine Sanctuary.

14 RETIRING FROM THE RACE OR LATE FINISH

A boat retiring from the race, or a boat who expects to arrive in Halifax after 1200 ADT on Thursday July 11th, shall notify the race committee as soon as possible by:

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

15 THE FINISH

- 15.1 When approaching Halifax each boat shall communicate with Halifax Traffic Control as outlined in Attachment 3.
- 15.2 The finishing line will be between the course side of HK5, (Southeast Middle Ground light buoy LL #525.2 N44°36.188' W63°32.560') and:
 - (a) a staff displaying an orange flag on the committee boat anchored approximately 200 feet west (270°) magnetic of HK5, or
 - (b) if the race committee vessel is absent a point 200 feet west (270°) magnetic of HK5.
- 15.3 Each boat shall identify herself to the committee boat and should illuminate her sail number.
- 15.4 As she crosses the finishing line each boat should take her finishing time in ADT, synchronized with the GPS, and record it on the Certificate of Compliance (Attachment 4). If there is a conflict between the time taken by the boat and the time taken by the race committee, the race committee time will take precedence.

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15.5 After clearing customs, the completed and signed *Certificate of Compliance* and the *Inspection Deficiency Report* shall be submitted to the Officer of the Day (OOD).

16 TIME LIMITS

16.1 Boats failing to finish by 1400 ADT on Thursday July 11th will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

17 PROTESTS AND REQUESTS FOR REDRESS

17.1 Protest forms are available at the OOD office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

17.2 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.

17.3 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 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

17.5 A penalty may be less than disqualification of the protest committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.

17.6 The national authority responsible for hearing appeals is US Sailing.

18 SCORING

18.1 The corrected time will be calculated using time-on-time scoring.

18.2 For PHRF the Time Correction Factor (TCF) will be calculated as:

$$\text{TCF} = 650 / (550 + \text{PHRF})$$

Calculated to the nearest 0.001 (0.0005 to be rounded upward).

18.3 For boats competing in the PHRF-Cruising-Spinnaker division the "Racing" rating will be used.

18.4 For ORR the corrected time will be calculated using the "Offshore Offwind" Time on Time (ToT) Rating.

18.5 A boat scored On Course Side will be penalized by having her corrected time increased by 2 hours without a hearing. This changes RRS 28.

19 INSPECTION

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

19.2 Each boat shall remain at the RNSYS pier head until after she has cleared customs and either completed her post-race inspection or had her inspection waived by the inspector on duty.

20 RADIO COMMUNICATION

20.1 Each 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.

20.2 When beyond VHF range of a starting or finishing committee boat, any communication from the race committee will be by email or by SMS text message.

20.3 Each 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.

20.4 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'."

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- 20.5 Boats are permitted to communicate with anyone provided no tactical, strategic or other technical advice is exchanged. This changes RRS 41.
- 20.6 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.

21 PRIZES

- 21.1 The Prize-Giving ceremony is scheduled to start at 1700 ADT on Thursday July 11th.
- 21.2 Subject to NoR Attachment A, the following will be given (some of these change the NoR):
- (a) *Halifax Herald and Mail Trophy* to the first monohull to finish on elapsed time
 - (b) *Commonwealth of Massachussets Cup* to the first boat in the ORR division on corrected time
 - (c) *Province of Nova Scotia Tray* to the first in the PHRF-Racing division on corrected time
 - (d) *Halifax Tourist Bureau Cup* to the first in the PHRF-Cruising division on corrected time
 - (e) A prize will be awarded to the first boat in the PHRF-Cruising-Spinnaker division on corrected time
 - (f) *Cook's Plate* to the chef aboard the last boat to finish on elapsed time
 - (g) Where the division has not been divided into classes, a prize will be given to 2nd and 3rd in division.
 - (h) Where the division has been divided into classes, a prize will be given to 1st, 2nd and 3rd in each class.
 - (i) The *Minot-McAskill Trophy* will be awarded to the winner of the Race Committee teams (Canada vs USA) competition.
 - (j) The *Bras D'Or Lakes Trophy* will be awarded to winner of the club team competition.
 - (k) The *Parker C. Hatch Memorial Trophy* will be awarded to the winner of the PHRF-Racing double-handed competition.
 - (l) The *RNSYS Trustees Bowl* will be awarded to the winner of the ORR double-handed competition.
 - (m) The *Gabriella Women's Trophy* will be awarded the winner of the all women crew competition.
 - (n) The *Academy Cup* will be awarded the winner of the all maritime academy competition.
 - (o) The *George F. Lawley Memorial Cup* will be awarded the winner of the schooner, ketch or yawl competition.
 - (p) The *Over the Hill Gang Trophy* will be awarded the winner of the average crew age over 60 competition.
 - (q) The *Olin J. Stephens Trophy* will be awarded the captain with the best score combined with Newport-Bermuda 2018.

22 DISCLAIMER OF LIABILITY

Competitors participate in the race entirely at their own risk. See RRS 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.

23 INSURANCE

Each participating boat shall carry sufficient valid third-party liability insurance.

ATTACHMENTS

- Attachment 1: [Starting Area](#)
- Attachment 2: [Ship Pilotage Routes in Halifax Harbour](#)
- Attachment 3: [Communications and Manoeuvring Instructions - Halifax Harbour](#)
- Attachment 4: Certificate of Compliance
- Attachment 5: Scratch Sheet



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.

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 _____, 2019

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

Officer-of-the-Day

Inspector

Dated: _____, 2019

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.