



34th Biennial
2011 MARBLEHEAD-TO-HALIFAX OCEAN RACE
Joint Organizing Authority
The Royal Nova Scotia Yacht Squadron and
The Boston Yacht Club

Preliminary Notice of Race

Start: Sunday, 10th July, 2011
Awards: Thursday 14th July, 2011
Distance: 363 nautical miles
Handicap Scoring: IRC, ORR, PHRF-NE, & NEMA

- 1 RULES:** 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.
- 1.1 Racing Rules of Sailing (RRS)** except as modified below. The US Sailing Prescriptions will apply.
- 1.1.1 RRS Part 2 will be replaced by Part B, the Steering and Sailing Rules of the International Regulations for Preventing Collisions at Sea (IRPCAS), between the hours of local sunset and sunrise.
- 1.1.2 RRS 52 – Manual Power:
- (i) Doublehanded yachts are permitted to use mechanical or electro-mechanical self-steering devices.
 - (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.
- 1.2 2010-2011 ISAF Offshore Special Regulations (OSR)** Governing Offshore Racing for Monohulls and Multihulls, Category 2, as modified hereunder. US Sailing Prescriptions will apply.
- 1.2.1 OSR 3.03 – Hull Construction Standards (Scantlings) and Appendix M shall apply to yachts with an Age Date of January 2010 or later. Yachts with an Age Date of December 2009 or earlier shall supply evidence of compliance with these ISAF standards or ABS certification or, in the absence of such evidence, should provide, with their entry application, details of its offshore history and a current survey that specifically addresses the characteristics required for a Category 2 race.
- 1.2.3 OSR 3.04 Stability – Monohulls: -- Sub-paragraph 3.04.2 shall apply as follows:
- (i) A yacht of less than 31 ft LOA in hull length:
 - (a) Shall have a minimum displacement of 3.0 tonnes (6,600 lb) and shall meet at least one of the following:
 - (b) Design Category A under ISO 12217-2 and an Angle of Vanishing Stability (AVS) greater than $(130 - (2 \times \text{mass}))$ where mass is the minimum sailing displacement in tonnes, but always greater than 100°, or
 - (c) Minimum Royal Ocean Racing (RORC), STIX of 32, or
 - (d) Minimum RORC Stability & Safety Screening Numeral (SSSN) of 28, or
 - (e) Minimum ORR Stability Index (STBIX) of 110, or
 - (f) Class rules if those rules have been previously accepted by the Marblehead to Halifax Ocean Race Committee (MHORC), in which case 1.2.3 (i) (a) above does not apply.
 - (ii) A yacht of 31 ft LOA and over:
 - (a) Shall have a minimum displacement of 3.0 tonnes and

(b) Should meet one of 1.2.3 (i) (b), (c), (d), (e) and (f) above.

- 1.2.4 OSR 3.14.6 – Lifeline Minimum Diameters, Required Materials, Specifications – Subsection (c): Stainless steel lifelines shall be uncoated and used without close fitting sleeving. However, temporary sleeving may be fitted provided it is regularly removed for inspection. Lifelines installed after January 1, 2006 may be coated provided the coating in the vicinity of the terminal fittings is removed to allow inspection of the wire strands at the cable to fitting joint: This changes OSR 3.14.6 (c).
- 1.2.5 OSR 3.18 – Toilet: Division V, multihull yachts, may substitute a portable, but securely mounted and restrained toilet: This changes OSR 3.18.1
- 1.2.6 OSR 3.21.1 – Drinking Water Tanks: Division V, multihull yachts, may substitute portable but securely restrained water tanks with a hand pump: This changes OSR 3.21.1
- 1.2.7 OSR 3.29 – Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS:
- (i) OSR 3.29.1 applies with the following additional requirement: An installed satellite communications transceiver with capability of two-way Email communications with the MHORC.
- (ii) It is strongly recommended that an AIS Transponder is provided: This changes OSR 3.29.1 (n).
- 1.2.8 OSR 4.20 Liferrafts: Multihull Division entrants are required to carry either life rafts as in OSR 4.20 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 Multihull entrants also carry life rafts in accordance with ISAF OSR as an additional safety measure.
- 1.2.9 OSR 4.26 – Storm and Heavy Weather Sails: Providing a yacht meets 4.26.4 (e) and (f), she will not be disqualified for failing to meet OSR 4.26.4 (c) provided she meets OSR requirements for Race Category 3 – Monohulls rule 4.26.4 (g).
- 1.2.10 OSR 6.01 – Training: An in-date certificate gained at an ISAF Approved Offshore Personal Survival Training Course or at a US Sailing Sanctioned Safety at Sea Symposium will be accepted as evidence of compliance with OSR 6.01.

1.3 Class Rules

- 1.3.1 Division I–IRC: IRC Rule 2011 parts 1, 2 and 3 apply. See <http://www.ussailing.org/offshore/IRC>
- 1.3.2 Division II–ORR: ORR Rule 2011 applies. See <http://www.ussailing.org/offshore/ORR>
- 1.3.3 Division III & IV–PHRF Racing and PHRF Cruising: Performance Handicap Racing Fleet of new England (PHRF-NE) Rules and Regulations. See <http://www.phrfne.org>.
- 1.3.4 Division IV – Multihull: New England Multihull Association (NEMA) bylaws apply. See http://www.nemasail.org/pdf/rating_system.pdf.
- 1.3.5 Yachts in Divisions I and III that are also being dual scored under ORR for the Olin J. Stephens trophy must also comply with the ORR Class Rules.
- 1.3.6 Sails: Yachts shall carry only the sails allowed under their respective measurement, class or handicap rules that apply for their division.

1.4 Boom Support: Some means must exist for supporting the boom in the event of a sudden failure of the mainsail. Topping lifts or solid vang are suitable for this purpose.

1.5 Engines: Except when being used to render assistance to any person or vessel in peril, engines shall be operated only for charging batteries or providing non-propulsive electrical power. Propeller shafts shall be secured against rotation and the propulsion clutch of sail drive engines disengaged at all such times.

1.6 Fleet Location Transponders (FLT): All yachts shall carry a FLT which will be provided by MHORC 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 FLT will be returned to MHORC at the end of the race. A refundable damage deposit of TBD is required.

- 2 ADVERTISING:** Shall be in accordance with ISAF regulation 20. All entrants may be required to display advertising chosen and provided by the MHORC in accordance with Regulation 20.3 (d) (i).

3 ELEGIBILITY AND ENTRY

3.1 Yacht Eligibility:

(i) Yachts entering this race must be thoroughly seaworthy vessels that meet the requirements of Section 1 above. As evidence of a yacht being thoroughly seaworthy and compliant with OSR Category 2, as amended by this NOR, each yacht must complete and submit a signed Safety and Inspection Check List and Certification and any documentation required per 1.2.2 above. The signed documents must be submitted prior to the Entry Deadline, and accepted by MHORC prior to the start of the race.

(ii) MHORC reserves the right to consider the seaworthiness of any applicant yacht and, without prejudice, refuse entry of any yacht that it deems unsuitable for the conditions of the race.

(iii) MHORC reserves the right to inspect any yacht for compliance with the rules at any time before the Official Time Limit (see Section 9 – Time Limit).

- 3.2 Crew Eligibility:** Except for Doublehanded entries, each crew must consist of at least four members, including (as a minimum) a navigator and two watch captains who have each successfully participated; i.e. completed the designated course, in at least 3 offshore races of ninety (or more) nautical miles while performing their duties 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.

- 3.3 Divisions:** The race is open to five divisions as described below. The minimum number of yachts entered in any Division will be six. Each division may be divided into classes based on handicap ratings and the judgement of the MHORC. The final assignment of classes will be provided at the Captains' Meeting.

3.3.1 Division I–IRC:

(i) Will be limited to yachts with a Time Corrector (TCC) of 0.88 or greater.

(ii) Will be scored on a Time-on-Time (TOT) basis.

3.3.2 Division II–ORR:

(i) Will be limited to yachts with a TOT handicap (Offshore, Mainly Downwind) of 0.76 or greater.

(ii) Will be scored using TOT and Offshore, Mainly Downwind ratings.

3.3.3 Division III–PHRF Racing (PH-R):

(i) The PH-R division will be limited to yachts with a PHRF-NE handicap rating of not greater than 180 seconds per mile.

(ii) TOT scoring will be employed. The Time Corrector Factor (TCF) will be computed as: $TCF = 650 / (550 + PHRF)$, calculated to the nearest 0.001 (0.0005 to be rounded upward).

3.3.4 Division IV–PHRF Cruising (PH-C):

(i) The PH-C division will be limited to yachts with a PHRF-NE Cruising Canvas handicap rating of not greater than 200 seconds per mile.

(ii) TOT scoring will be employed. The Time Corrector Factor (TCF) will be computed as: $TCF = 650 / (550 + PHRF)$, calculated to the nearest 0.001 (0.0005 to be rounded upward).

- 3.3.5 Division V–Multihull (MH):** TOT scoring will be employed with NEMA handicap ratings.

3.4 Doublehanded Entries: Both members of the crew of 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, 2011. The captain and crew must be the same individuals entered in this race. 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.

3.5 Dual Scoring: A special competition will be available for yachts in Div I–IRC and Div III–PH-R holding valid ORR rating certificates and who wish to be dual scored under ORR for the Olin J. Stephens trophy.

3.6 Entry Process

3.6.1 Entry Deadline: The deadline for submission of entries is 1800 EDT, Saturday, July 9, 2011. Entries may be submitted on-line or in writing on the Official Entry Forms, and must be accompanied by the entry fee and a valid handicap rating certificate or certificates.

3.6.2 Late Entries: Late entries will be accepted at the discretion of MHORC.

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

3.6.4 Check-in: The entry process must be completed by the Check-in and Registration in person by the Owner or Captain or his/her authorized representative who will satisfy at that time all outstanding documentation requirements.

3.6.5 Final Crew List: An official Final Crew List of the yacht’s complement shall be furnished no later than Check-in. This list must be complete, legible and must include, as a minimum, either the phone number or the Email address of an emergency contact point for each person on board. The yacht’s Owner or Captain must sign this Final Crew List certifying it is both complete and accurate.

4 ENTRY FEES

4.1 Required Fees

Yacht LOA	Entry Fee US \$... --- Received...		
	...By 30 April 2011	...During May 2011	...After 31 May 2011
< 38 ft	675	775	875
38 to < 42 ft	730	830	930
42 to < 50 ft	805	905	1005
50 to < 60 ft	910	1010	1110
60 ft and up	1040	1140	1240

4.2 Additional Fees: Additional fees will be assessed for social events, launch, gear transport and other provided services. These fees must be paid before or during the final check-in process. Details of these fees will be provided in the Official Notice of Race.

5 SCHEDULE

5.1 Race Events

Marblehead	Day	Date	Time -- EDT	Location
Entry Deadline	Saturday	July 2, 2011	1800	BYC
Registration & Check-in	Thursday	July 7, 2011	0900 – 1700	BYC Yardarm
	Friday	July 8, 2011	0900 – 1700	BYC Yardarm
	Saturday	July 9, 2011	0830 – 1000	BYC Yardarm
Captains’ Meeting	Saturday	July 9, 2011	1100	BYC Tent
First Start Warning	Sunday	July 10, 2011	1250	Off Marblehead

Halifax	Day	Date	Time – ADT	Location
Awards ceremony	Thursday	July 14, 2011	1600	RNSYS Halifax
Race time limit	Saturday	July 16, 2011	1500	RNSYS Halifax

5.2 Social and Other Events: Will be posted on the race website: www.marbleheadtohalifax.com and during Registration and Check-in at the BYC Yardarm Building.

6 RATING CERTIFICATES, MEASUREMENTS

6.1 Rating Certificates

6.1.1 IRC Certificates: Each yacht in Division I shall provide a current Endorsed IRC certificate.

6.1.2 ORR Certificates: Each yacht in Division II and those in Divisions I or III that have elected to be dual scored with ORR for the Olin J. Stephens trophy shall provide a current ORR certificate.

6.1.3 PHRF Certificates:

(i) Each yacht in Divisions III and IV shall provide a current PHRF-NE handicap rating certificate.

(ii) Yachts in Divisions III and IV having a current PHRF handicap certificate issued by a recognized regional authority **other than** PRHR-NE, including those with approved Nova Scotia Yachting Association handicaps, shall submit their certificates, with any requested supporting data, to MHORC for review by the PHRF-NE Handicap Review Board and normalization to PHRF-NE standards. There will be no fee imposed by PHRF-NE for this service.

6.1.4 Multihull Certificates: Yachts in Division V shall provide a current NEMA handicap certificate. Yachts with certificates issued by an authority **other than** NEMA will have their certificates submitted by MHORC to NEMA for certification and normalization of the handicaps to NEMA standards.

7 SAILING INSTRUCTIONS: Sailing Instructions will be provided during Check-in and Registration, and will also be available at the Captains' Meeting.

8 COURSE: The start will be near the mouth of Marblehead Harbour and the finish will be near the Northwest Arm of Halifax Harbour. The course length will be approximately 363 nautical miles. Course details will be provided at the Captains' Meeting and in the Sailing Instructions.

9 TIME LIMIT: Saturday July 16, 2011, 1500 ADT.

10 RADIO COMMUNICATION

10.1 Each yacht shall monitor VHF Channel 16 throughout the race.

10.2 Each yacht shall Email their position report to MHORC twice daily by means of Iridium or other similar Satellite Communications System.

11 PRIZES: The following Division trophies will be awarded for first place in division on corrected time.

Division I – IRC	Commonwealth of Massachusetts Cup
Division II – ORR	David P. Prince Trophy
Division III – PHRF Racing	Province of Nova Scotia Trophy
Division IV – PHRF Cruising	MacIntosh–Wood Trophy
Division V – Multihull	BYC Commodores Trophy

Prizes will be awarded in each class of each division for First, Second and Third places.

The Olin J. Stephens Trophy will be awarded for the yacht scored under ORR in Division 1, 2 or 3, with the best combined performance in the 2010 Newport Bermuda Race and the 2011 Marblehead-to-Halifax Race.

Trophies will also be awarded for Special Competitions as follows:

Team Competition – Canada vs. US	RNSYS Race Committee Bowl
Yacht Club Team Competition	Parker C. Hatch Memorial Trophy
Doublehanded – PHRF Racing	Bras D’Or Lakes Trophy
Doublehanded – IRC	Trustee Bowl
Women’s Crew – PHRF Racing	Gabriella Trophy

Additional prizes will include: the First Monohull to Finish; the first Multihull to Finish; the best performance by a Schooner, Ketch or Yawl; the best performance by a crew with an average age over 50 years and the best performance by a yacht under ORR scoring.

12 DISCLAIMER OF LIABILITY: Competitors participate in the regatta 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 regatta.

13 GENERAL INFORMATION: Yachts arriving from outside the United States must, on arrival at their first United States port of entry, obtain Customs and Immigration clearance before the crew may go ashore. Further details regarding US Customs and Immigration requirements and procedures will be published in the Official Notice of Race.

As soon as possible after arriving in Halifax, each skipper or his/her representative shall report with the yacht’s documentation and crew list to Canadian Customs and Immigration authorities. Further details regarding Canadian Customs and Immigration requirements and procedures will be published in the Official Notice of Race.

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

14 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.

MARBLEHEAD-TO-HALIFAX OCEAN RACE COMMITTEE

For the Royal Nova Scotia Yacht Squadron:

Chairman: Jamie Oland

Vice Chairman: TBD

Race Director: Richard Hinterhoeller

For the Boston Yacht Club:

Chairman: Vice Commodore Peter Barnet

Vice Chairman: Past Commodore Harvey Brand

Race Director: Geoffrey Smith