



40th Biennial
2025 MARBLEHEAD-TO-HALIFAX OCEAN RACE

Joint Organizing Authority (OA)

The Royal Nova Scotia Yacht Squadron and
The Boston Yacht Club

Notice of Race (NoR)

Revision 1

Posted: June 10, 2025

Start: Sunday, 6th July, 2025

Awards: Thursday 10th July, 2025

Distance: 361 nautical miles

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

RED TYPE indicates significant changes in 2025

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The World Sailing Offshore Special Regulations (OSR) as modified for the event, available at <https://www.marbleheadtohalifax.com/page/entry/inspections>, applies.
- 1.3 **ORR** *Full Measurement or Partial Measurement* (see ORR rule 1.03.1 Measurement Level) will be accepted.
- 1.4 The navigation rules of the International Regulations for Preventing Collisions at Sea (**IRPCAS**) replaces RRS Part 2 from 2000 Atlantic Daylight Time (ADT) (UTC – 3 hr.) until 0800 ADT each day, and when visibility is reduced.
- 1.5 While transiting the Stellwagen Bank National Marine Sanctuary a boat shall monitor available data sources for real time whale sighting information. Such sources include “Whale Alert” which can be found at <https://stellwagen.noaa.gov/protect/whales.html>
- 1.6 National Prescriptions of US Sailing will apply, except the prescription pertaining to Appendix G. This changes the US Sailing prescriptions.
- 1.7 When RRS 20 applies, a boat may indicate her need for room to tack or her response by hailing on VHF 16.
- 1.8 Provided that her rating certificate indicates that power winches have been declared, a boat is permitted to use power winches when racing. This changes RRS 52.
- 1.9 Where indicated in NoR 4.4, below, a boat shall be equipped with, and will be permitted to use, an autopilot. Autopilots may be used to adjust and operate

moveable hull appendages. The autopilots shall only use measurements of weather, wind, or sea surface within 100 millimetres of sensors that are mounted on the boat, and therefore the use of cameras, lidar, sonar, or radar to measure the sea surface surrounding the boat is prohibited. This changes RRS 52.

- 1.10 Under World Sailing Test Rule DR21-1, the definition of *Start* is changed as follows:

Start A boat *starts* when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

- (a) at or after her starting signal, or
- (b) during the last minute before her starting signal.

When a boat *starts* in accordance with item (b) of the definition Start, she may return to the pre-start side of the line to comply with item (a) of the definition of Start, but, if she does not the starting penalty shall be 2 hours added to her corrected time.

Boats built after 2026 shall produce at least 20% of the energy that is used while racing, other than propulsive power from the wind, from renewable energy sources.

2 SAILING INSTRUCTIONS

- 2.1 The sailing instructions will be available no less than 1 week before the skippers' meeting at [Yacht Scoring](#) and a copy will be included in the Skipper's Package at mandatory check-in.
- 2.2 The scratch sheet which assigns boats to their classes will be distributed at the skippers' meeting and will be available at [Yacht Scoring](#) no later than 2100 on the day prior to the start.

3 COMMUNICATION

- 3.1 The online official notice board is located at: [Yacht Scoring](#)
- 3.2 All boats shall carry a VHF radio capable of communicating on 12, 14, 16, 26, 27, 68, 69, 72 and 78.
- 3.3 All boats shall carry satellite communication equipment capable of 2-way text and/or voice communications and shall monitor this equipment for incoming messages. The text message inbox shall be checked at intervals of 2 hours or less.

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- 3.4 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 3.5 While racing, a boat may make voice or data transmissions and may receive voice or data communication provided no tactical, strategic or other technical advice is received.
- 3.6 Weather information that is available to all boats for a fee may be received, but it shall not include specific weather or routing advice customised for the boat or a group of boats. This changes RRS 41 (c).
- 3.7 Boats will need access to a set of numeral pennants to be flown per the SIs. Pennants shall be not less than 58 cm (23”) long.

4 ELIGIBILITY AND ENTRY

- 4.1 The event is open to all non-foiling boats with one of the following valid certificates:
 - (a) ORR,
 - (b) PHRF-NE or
 - (c) ORR-Mh.
- 4.2 Upon request the race committee will consider adding other divisions provided 6 or more entries have been received by June 1st.
- 4.3 Boats shall have crewmembers each of whom has competed, in their respective roles, in no less than 3 offshore races, each no less than 90 nautical miles in length, as follows:
 - (a) The navigator and two watch captains on a fully crewed boat,
 - (b) All crewmembers on a double-handed or single-handed boat.

At its sole discretion the race committee may accept other experience as being equivalent.

4.4 Divisions are defined as follows:

<i>Division</i>	<i>Rating Rule</i>	<i>Rating (for Eligibility)</i>	<i>Handicap Range</i>	<i>Crew Size</i>
ORR	ORR	Offshore Mainly Downwind	not less than 0.760	1 ^a , 2 ^a or minimum of 4
ORR- Cruising- Spinnaker	ORR	Offshore Mainly Downwind	not less than 0.760	minimum of 4 ^b

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PHRF-Racing	PHRF-NE	Racing	greater than 30 ^c and not greater than 180	1 ^a , 2 ^a or minimum of 4
PHRF-Cruising-Spinnaker	PHRF-NE	Racing	not greater than 210	minimum of 4 ^b
PHRF-Cruising	PHRF-NE	Cruising	not greater than 210	minimum of 4 ^b
Multihull	ORR-Mh	Racing		minimum of 4

^a under NoR 1.9 above, the boat shall be equipped with and is permitted to use an autopilot.

^b the crew size may be 3 provided that, under NoR 1.9 above, the boat shall be equipped with and is permitted to use an autopilot.

^c the base rating for the design.

At its sole discretion:

- (a) The race committee may sub-divide divisions into multiple classes.
- (b) The race committee may accept a boat with a slower rating.

4.5 Eligible boats may enter by following the instructions at:

<https://www.marbleheadtohalifax.com/entry/register/>.

4.6 Eligible boats may enter special competitions listed in addendum A, available at [Yacht Scoring](#), by contacting registration@marbleheadtohalifax.com

4.7 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

4.8 Late entries will be accepted at the sole discretion of the race committee.

4.9 The maximum number of boats that may enter is 130.

5 SAILS

5.1 Boats competing in the ORR-Cruising-Spinnaker division shall:

(a) Carry no more than 1 asymmetrical spinnaker complying with PHRF-NE rule 8.15.1. This changes ORR 10.02.1. The spinnaker's tack shall be attached to the boat's centerline.

(b) Shall not carry any Large Roach Headsails. This changes ORR 10.02.1.

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- 5.2 Boats competing in the PHRF-Racing division may:
- (a) carry a fourth spinnaker meeting PHRF New England (PHRF-NE) rules without an increase in rating. This changes PHRF-NE bylaw 8.14.
 - (b) may carry a second and third mizzen staysail meeting PHRF New England (PHRF-NE) rules without an increase in rating. This changes PHRF-NE bylaw 8.14.1.
- 5.3 Boats competing in the PHRF-Cruising-Spinnaker division shall carry no more than:
- (a) the sails permitted under PHRF-NE bylaw 8.13, plus
 - (b) 1 asymmetrical spinnaker complying with PHRF-NE rule 8.15.1. This changes PHRF-NE bylaw 8.14. The spinnaker’s tack shall be attached to the boat’s centerline.

6 FEES

- 6.1 Entry fees including:
- (a) launch service at BYC after 1400 on Wednesday, July 2
 - (b) two BYC wristbands / RNSYS ticket packages and
 - (c) moorings and launch service at RNSYS until 1100 on Friday, July 11
- are as follows:

<i>Boat Hull Length</i>	<i>Entry Fee US\$ Received:</i>		
	<i>On or before January 31, 2025</i>	<i>On or after February 1, and on or before March 31, 2025</i>	<i>On or after April 1, 2025</i>
<38'	1290	1360	1470
38' to <42'	1510	1600	1730
42' to <50'	1700	1800	1940
50' to <60'	2040	2160	2330
60' and up	2610	2760	2980

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6.2 The entry fee discount for double-handed entries is 20% as follows:

<i>Boat Hull Length</i>	<i>Entry Fee US\$ Received:</i>		
	<i>On or before January 31, 2025</i>	<i>On or after February 1, and on or before March 31, 2025</i>	<i>On or after April 1, 2025</i>
<38'	1030	1090	1180
38' to <42'	1210	1280	1380
42' to <50'	1360	1440	1550
50' to <60'	1630	1730	1860
60' and up	2090	2210	2380

6.3 Other fees:

(a) Wrist bands / tickets for ashore programs \$125, see:
<https://www.marbleheadtohalifax.com/news/event-schedule/> for additional information.

(b) A credit card imprint will be taken as a damage or loss deposit on position locating transponders.

6.4 Refunds: Provided the Person in Charge informs the race committee of the boat's withdrawal from the race:

(a) before June the refund will be 100% of fees paid, or

(b) before July the refund will be 50% of the fees paid.

7 ADVERTISING

7.1 [DP] Boats may be required to display advertising chosen and supplied by the organizing authority.

7.2 [DP] Boats shall carry a Position Locating Transponder provided by the race committee and mounted so that it reliably transmits its information.

8 SCHEDULE

8.1 Equipment inspection by appointment, see:

<https://www.marbleheadtohalifax.com/page/entry/inspections>

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8.2 Pre-registration deadlines:

Deadline	Day	Date 2025
Entry deadline	Saturday	June 28
Submittal of rating certificate information ^a	Saturday	June 28
Choice of division ^b	Saturday	June 28

^a: the penalty for declaring any speed altering changes to the rating authority after this deadline will be 0.5% added to the rating for each day by which the deadline is missed, with a maximum penalty of 4%.

^b: A boat may switch to a cruising division, or between cruising divisions after this deadline.

8.3 Marblehead: times are Eastern Daylight Time (EDT) (UTC – 4 hr)

<i>Activity</i>	<i>Day</i>	<i>Date 2025</i>	<i>Time</i>	<i>Location</i>
Mandatory check-in	Thursday	July 3	1000-1200	BYC Yardarm
Mandatory check-in	Friday	July 4	0800-1700	BYC Yardarm
Mandatory check-in	Saturday	July 5	0730-0930 ^a	BYC Yardarm
Skippers' meeting ^b	Saturday	July 5	1130	BYC Tent

^a: [NP] [DP] The online crew list including emergency contact information, customs information and acceptance of waiver shall be complete by this time.

^a: [NP] [DP] This is the deadline for entering special competitions.

^b: [NP] [DP] At least one representative from each boat shall attend the skippers' meeting.

8.4 The scheduled time of the warning signal for the first class to start is Sunday, July 6 at 1255. The scheduled start time for all classes will be published on the scratch sheet.

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8.5 Halifax: times are Atlantic Daylight Time (ADT) (UTC – 3 hr)

<i>Activity</i>	<i>Day</i>	<i>Date 2025</i>	<i>Time</i>	<i>Location</i>
Race time limit	Thursday	July 10	1400	
Prize-giving	Thursday	July 10	1700	Spar Shed

9 EQUIPMENT INSPECTION

- 9.1 Each boat shall produce or verify the existence of a valid rating certificate.
- 9.2 Each boat shall produce or verify the existence of a safety equipment inspection.
- 9.3 The inspection cards and deficiency report (original or copy) shall be kept on board.

10 VENUE

- 10.1 The starting venue will be the Boston Yacht Club.
- 10.2 The finishing venue will be the Royal Nova Scotia Yacht Squadron.

Venue information can be found at the race website <https://www.marbleheadtohalifax.com/> under Logistics.

11 COURSES

The course to be sailed will be as follows (locations are approximate):

<i>Mark</i>	<i>Description</i>	<i>I/I No^a</i>	<i>Latitude North</i>	<i>Longitude West</i>
MH-S	Starting Line	-	42°30.00'	70°47.15'
C-M1	Racing Mark	-	42°30.10'	70°49.20'
C-M2	Racing Mark	-	42°28.50'	70°49.00'
HB	Halifax Bravo light buoy	509.5	44°26'37.0"	63°27'33.0"
Finishing Line Between				
HN7	Neverfail Shoal North light buoy	519.5	44°33'30.8"	63°31'03.8"
HN6	Thrumcap light and bell buoy	520	44°33'49.3"	63°30'11.6"

^a Canadian List of Lights, Buoys and Fog Signals

12 SCORING

- 12.1 The corrected time will be calculated using time-on-time scoring.
- 12.2 For ORR and ORR-Mh, the corrected time will be calculated using a Forecast – Time Correction Factor (F-TCF). A boat’s F-TCF is determined by running her ORR-derived velocity prediction values through routing software. Publicly available forecasts published the morning before the start will be used. If technical problems prevent the F-TCF ratings from being published before 1000 on the day of the start, the “Offshore Offwind” Time on Time (ToT) rating will be used in lieu of F-TCF. The race committee’s choice of forecast or rating system will not be grounds for a request for redress.
- 12.3 For PHRF the Time Correction Factor (TCF) will be calculated as:
- $$\text{TCF} = 650 / (550 + \text{PHRF})$$
- 12.4 The score for a boat which sails the course until it crosses West 065°26’44” (the longitude of the Brazil Rock South Cardinal light buoy J, I/I No 338), but fails to finish, will be awarded as follows:
- (a) the boat with the best corrected time crossing this longitude receive points equal the last finishing place plus 1, and
 - (b) the boat with the second-best corrected time crossing this longitude will receive the above points plus 1, and so on.
- The score applied to the special competitions (see addendum A) will be Did Not Finish.
- 12.5 [RRS 90.3 \(e\) applies. Under RRS 90.3 \(e\), ‘24 hours’ is changed to ‘12 hours’.](#)

13 MEDIA RIGHTS

- 13.1 Each boat (including all crew members), as a condition of entry or participation, consents to allowing the OA and their sponsors the rights to use, free of compensation, their name and image in any media taken in connection with the event for the purpose of editorials, press information and/or advertising purposes.

14 RISK STATEMENT

- 14.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing**

is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

15 INSURANCE

15.1 Each participating boat shall be insured with sufficient valid third-party liability insurance.

16 PRIZES

Prizes will be given as follows:

16.1 *Halifax Herald and Mail Trophy* to the first monohull to finish on elapsed time.

16.2 *Ralph L. Keller Memorial Trophy* to the first multihull to finish on elapsed time.

16.3 1st boat in each division.

16.4 Where the division has:

(a) not been divided into classes, 2nd and 3rd in the division.

(b) been divided into classes, 1st, 2nd and 3rd in each class.

16.5 As described in Addendum A for special competitions.

16.6 *Cook's Plate* to the chef aboard the last boat to finish on elapsed time.

17 FURTHER INFORMATION

17.1 For further information please contact:

race@marbleheadtohalifax.com

or

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

For general information please visit our website at:

www.marbleheadtohalifax.com

MARBLEHEAD-TO-HALIFAX OCEAN RACE COMMITTEE

For the Boston Yacht Club:

Chair: Kate Ferris Richardson

Vice-Chair: William J. Watt

Race Director: Karen Tenenbaum

For the Royal Nova Scotia Yacht Squadron:

Chair: Robinson Manson

Vice-Chair: Mike Evans

Race Director: Richard Hinterhoeller

Protest Chair: Rod Millar