



Massachusetts Bay Sailing Association



General Sailing Instructions **2024**

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General Sailing Instructions

1 Introduction

- 1.1 The yacht clubs and sailing organizations of Mass Bay Sailing Association (“MBSA”) plan to sponsor races and regattas, and they invite you to participate.
- 1.2 The yacht clubs and sailing organizations are the *Organizing Authority* (“OA”) of their respective events (races, regattas and/or series). The OA will have the authority to modify these *General Sailing Instructions* (“GSI”) by publishing *Event Sailing Instructions*.

2 Eligibility and Entry

- 2.1 Eligible boats, as stated in the *Event Sailing Instructions* (“ESI”), may be entered for each event by completing registration with the OA.
- 2.2 The entry method and any deadlines will be specified in the ESI.
- 2.3 The entry fee(s) and deadlines will be specified in the ESI. No refunds will be made if an entry is withdrawn after the entry deadline specified in the ESI. The entry fee is payable to the OA and shall be paid in order to be scored.
- 2.4 The handicap system(s) and either Time-on-Time (TOT) or Time-on-Distance (TOD) to be used will be specified in the ESI.
- 2.5 Each boat entered in an event shall be prepared to provide the OA with a copy of their valid handicap certificate(s) if requested.

3 Rules

- 3.1 The event(s) will be governed by the rules as defined in *The Racing Rules of Sailing* (“RRS”).
- 3.2 US Sailing prescription to the RRS 63.2 is deleted.
- 3.3 Additionally the event(s) will be governed by the following:
 - (a) The US Safety Equipment Requirements (USSER).
 - i. All yachts shall minimally comply with the US Nearshore section of the US SER and shall comply with their class rules, where applicable.
 - ii. In the event of a conflict between these Requirements and applicable class rules, the class rules shall apply.
 - (b) The current published documents from the controlling organizations governing the chosen handicap system(s).
 - (c) The MBSA ORR-EZ Rules.
- 3.4 Except when starting, rounding or passing marks, or finishing, when a race is scheduled to continue after sunset, the *International Regulations for Preventing Collisions at Sea* (“IRPCAS”) will replace the *Rules of Part II* of the RRS from sunset until sunrise.

4 Notices to Competitors

The procedure for notices to competitors will be specified in the ESI.

5 Changes to Sailing Instructions

- 5.1 Any change to the sailing instructions will be posted before 0800 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.
- 5.2 Changes to these GSI will be posted on the MBSA web site www.massbaysailing.org.

6 Signals Made Ashore

- 6.1 The location for signals made ashore, if any, will be specified in the ESI.
- 6.2 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 60 minutes’ in the race signal AP. This changes “Race Signals”.
- 6.3 The meaning for any additional signals made ashore will be specified in the ESI.

7 Schedule of Races

- 7.1 The schedule and number of races will be specified in the ESI.
- 7.2 The time for the first warning signal will be specified in the ESI.
- 7.3 The time for the last warning signal, if any, will be specified in the ESI.

8 Class Flags

Each boat racing handicap shall display, from her backstay or a stern staff, the class flag for the class in which she is competing, as specified in 2.1, commencing with her warning signal until she finishes. Boats without backstays or staffs shall fly the class flag from their starboard standing rigging.

9 Racing Area

The racing area will be specified in the ESI.

10 The Course(s)

10.1 The course(s) will be specified in the ESI and will be taken from **ONE** of the following:

- (a) MSBA Standard Courses;
- (b) MSBA Standard Rounding Marks List A, B, C;
- (c) A list of marks issued by the OAA and included in the ESI.

10.2 The **MBSA Standard Courses** show the courses, their letter designation, the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

When these courses are used:

- (a) The course letter designation, approximate compass bearing and approximate distance to Mark 1 will be displayed by the race committee signal boat.
- (b) To provide for simultaneous rounding of a nearby mark and starting by separate classes, the **starting** and/or **finishing** mark(s) may be set slightly (approximately 100 yards) beyond the windward or leeward mark as applicable. If such a separate starting and/or finishing mark is set, the nearby windward or leeward mark is not a mark of the course for that leg.
- (c) *Offset Mark*: An offset mark may be in place for the rounding of a windward mark.
- (d) *Leeward Gates*: Gates may be in place for the rounding of a leeward mark. If a gate mark is missing the remaining mark shall be passed to port.

10.3 Courses using marks from the **MSBA Standard Rounding Marks List A, B, C** and the side on which each mark is to be left, will be designated by letters or numbers displayed by the race committee signal boat, along with a colored or lettered rounding side indication. Marks shall be rounded, and the finishing mark passed, in the order displayed.

- (a) When code flags are used, 1st Substitute substitutes for the first flag in the hoist, 2nd Substitute substitutes for the second flag and 3rd Substitute substitutes for the third flag in the hoist.
- (b) Code flag T indicates that the posted course is to be sailed twice around. The starting mark is not included unless it is also a designated mark.
- (c) When an inflatable windward mark is used (List A Mark W) the approximate compass bearing and approximate distance to that mark will be displayed by the race committee signal boat.
- (d) If a green flag or placard is displayed, all turning marks shall be rounded to starboard; otherwise a green color or the letter S associated with a turning mark letter or number will indicate starboard rounding for that mark, and a red color, letter P or no color will indicate port rounding. In the absence of any indication all marks shall be left to port.
- (e) The finishing line will be at the last designated mark.

11 Marks

Marks will be either:

- (a) As described in the ESI (e.g. when inflatable marks are used with MSBA Standard Courses);
- (b) As identified in MBSA Standard Rounding Marks List A, B, C.

12 Areas that are Obstructions

Passing or Boundary Marks (Restricted Areas) along with the Additional Restrictions contained in MBSA Standard Rounding Mark Lists A, B, C are obstructions.

13 The Start

13.1 The starting line will be between a staff displaying an orange or yellow flag or shape on a race committee boat and the course side of a nearby mark.

13.2 Boats whose warning signal has not been made shall avoid the *starting area* during the starting sequence of other boats.

13.3 The starting area is defined as a box whose top extends one-half the length of the starting line past either end of the starting line and whose sides are one half of the length of the starting line behind the starting line.

14 Recalls

14.1 The race committee will attempt to hail each boat that is determined to be on course side ("OCS") using VHF radio. The failure to hail, the order of hail, the hail of some but not all, or the untimely hail of OCS boats, all will not be grounds for redress. This changes RRS 62.1(a).

14.2 The VHF channel used for recalling boats will be specified in the ESI.

15 Change of the Next Leg of the Course

For races using MBSA Standard Rounding Marks List A, B, C, the race committee will display the letter or number, identifying the new mark, along with the side on which it is to be left. This changes RRS 33.

16 The Finish

16.1 The finishing line will be between a staff displaying a blue flag or shape on a race committee boat and the course side of a nearby mark.

16.2 Each boat is responsible for taking her own time and, if possible, the names or sail numbers of the boats immediately ahead and astern. This information shall be provided to the race committee upon request.

16.3 For events that include more than one race, flag A displayed, with no sound, while boats are finishing means "No more racing today".

17 Time Limits and Targets

- 17.1 Time limit(s), if any, will be specified in the ESI, stated as a number of hours and/or minutes after the actual starting time of each class.
- 17.2 Finishing window(s), if any, will be specified in the ESI, stated as the number of hours and/or minutes after the first boat in each class finishes.
- 17.3 If a finishing window applies, boats failing to finish within the finishing window will be scored DNF. This changes rules 35, A4 and A5.

18 Penalty System

- 18.1 U.S. Sailing Prescription Appendix V V1 shall apply.
- 18.2 U.S. Sailing Prescription Appendix V V2 shall apply.
- 18.3 In accordance with RRS 44.1 an alternative penalty shall be used as one of:
 - (a) taking a penalty in compliance with the penalty terms of U.S. Sailing Prescription Appendix V V1
 - (b) taking a Scoring Penalty as the penalty in accordance with RRS 44.3.

19 Protests and Requests for Redress

Protest forms shall be delivered in person to the protest desk within one hour after the race committee signal boat, for the race in which the protesting boat competed, docks. If allowed by the ESI, protest forms may be submitted by email. Protest hearings may be conducted virtually in lieu of in person when considered practicable by the Organizing Authority. See the ESI for details.

20 Scoring

- 20.1 The RRS Low Point System will be used for all individual events.
- 20.2 The MBSA Offshore Season Scoring System will be used for all season-long series.
- 20.3 One race is required to be completed to constitute a series.
- 20.4 No race scores will be excluded. This changes RRS A2.
- 20.5 Event score ties are broken in accordance with RRS A8.1. If a tie remains among handicapped boats, it will be broken in favor of the boat with the lowest total corrected time for all races. For a boat scored DNS, OCS, ZFP, UFD, BFD, SCP, RET, DNF, TLE (Time Limit Expired), DSQ, or DNE, her corrected time in that race will be the corrected time of the boat finishing last in that class plus 10%. This changes RRS A 8.2.
- 20.6 MBSA Class Splits will be used.
- 20.7 For TOD scoring when MBSA Standard Courses are used, the posted distance, adjusted for starting marks beyond the windward or leeward mark, offset marks and finish lines beyond the windward or leeward mark, if any, will be official for scoring purposes.
- 20.8 For TOD scoring when MSBA Standard Rounding Marks, List A, B, C are used, the distance as measured from the mark positions as published in the current edition of the US Coast Guard Light List, adjusted for fixed obstructions such as islands and passing and boundary marks, if any, will be official for scoring purposes. If an obstruction may be passed on more than one side the shorter distance will be used.
- 20.9 When the ORR handicap rating system is used, the following matrix may be used for rating selection:
Standard Courses A, C, H, K, L: W/L 50/50 - B, D: W/L 60/40 - E, F, G, M, O: Random Leg. Ocean, Navigator & Point to Point races:
Random Leg, Mostly WW, Mostly LW.
- 20.10 When the ORR handicap rating system is used, four wind strength ranges are available to be chosen and the intended range may be posted (or hailed by VHF) by the first warning signal of each race. The ranges are (in knots): 0 to 4.9 (very light), 5 to 8.9 (light), 9 to 16 (medium) and 16.1 and over (heavy). If no wind range has been posted (or hailed) by the warning signal the medium range is intended to be used for scoring. The final wind range to be used for scoring may be posted (or hailed) prior to the first boat finishing the race. If no choice is indicated the medium range is intended to be used for scoring.

21 Safety Regulations

- 21.1 All boats shall have a working VHF radio.
- 21.2 Boats shall check in with the race committee signal boat before her first warning signal each day by sailing past the signal boat or by VHF (if allowed in the ESI) when within 100 yards of the signal boat and stating her sail number and the number of souls on board. Boats that fail to check in may receive a 20% scoring penalty for the first race. This changes rules 63.1 and A5.
- 21.3 In the event of an emergency, or if a boat withdraws, either the boat or an associated support boat shall notify the race committee at the first reasonable opportunity.

22 Support Boats

Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired, or the race committee signals a postponement or abandonment.

23 Radio Communication

Except in an emergency, a boat that is racing shall not make or receive voice or data communications that are not available to all boats. This restriction applies to all electronic devices. **Note as per US SAILING RRS *Part 3; Rule 37*: "When the race committee displays flag V with one sound, all boats and official and support vessels shall, if possible, monitor the race committee communication channel for search and rescue instructions"**

24 Prizes

Prizes will be specified in the ESI.

25 Disclaimer of Liability

Competitors participate in the event(s) 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 event(s).

Class Splits

Class splits will be based on the Legacy 4 Wind ORR-EZ W50/L50 Medium ToT rating or the equivalent PHRF New England rating for each boat however final class assignment will be at the discretion of the MBSA Scorer. Once a boat is placed in a fleet using this rating it will always be in that fleet for the entire season no matter what other rating is used for an individual event or race unless that boat receives a new certificate due to a change in its configuration.

Reference ORR-Ez Class Splits

Spinnaker

Class A = .900 and higher

Class B = .850 to .899

Class C = .775 to .849

Class D = up to .774

Jib and Main

Class F = .775 and higher

Class G = up to .774

Reference PHRF New England Class Splits

Spinnaker

Class A = up to 55

Class B = 56 to 100

Class C = 101 to 155

Class D = 156 and higher

Jib and Main

Class F = up to 155

Class G = 156 and higher

Scoring System

SCORING: Points are awarded to each boat using the Mass Bay Offshore Scoring System (CHIPS table below).

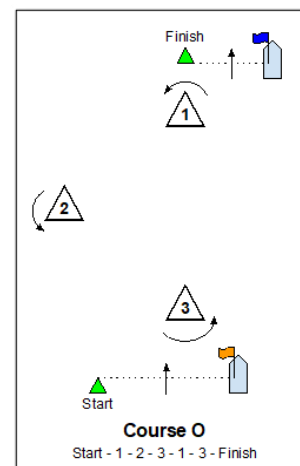
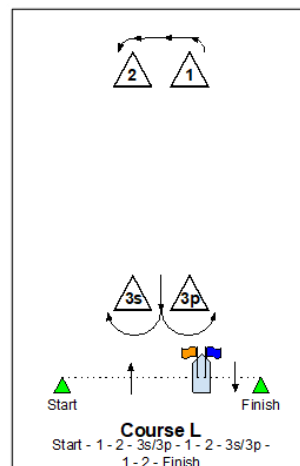
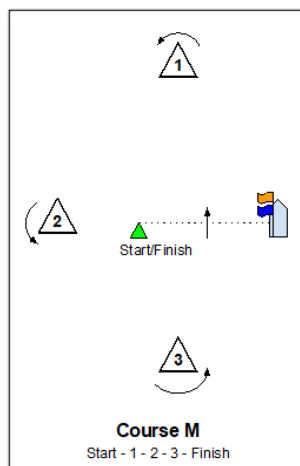
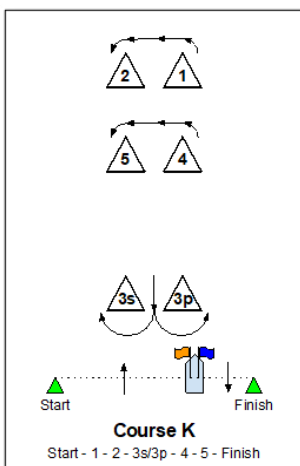
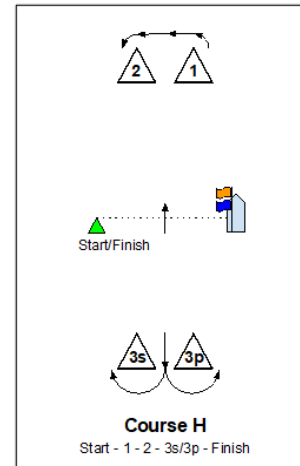
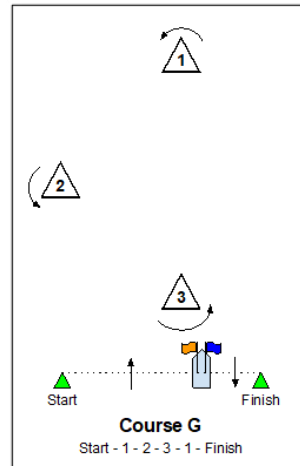
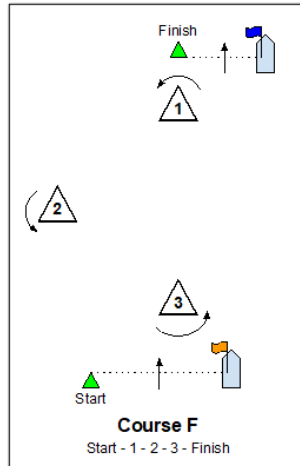
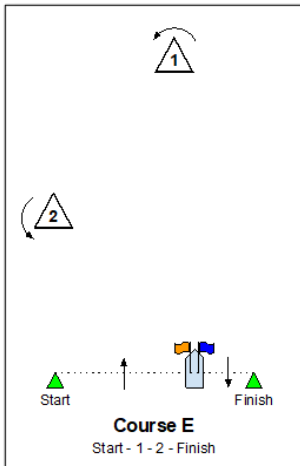
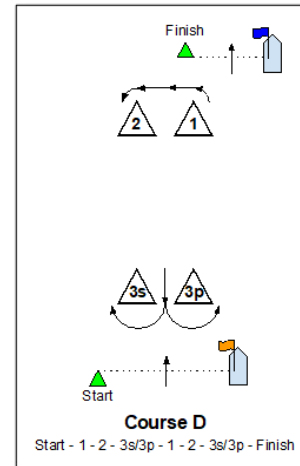
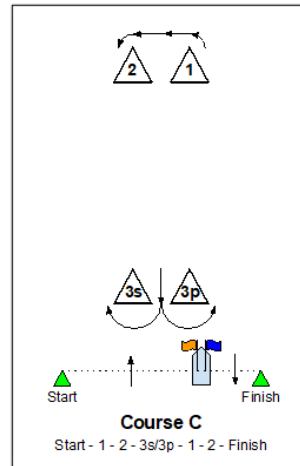
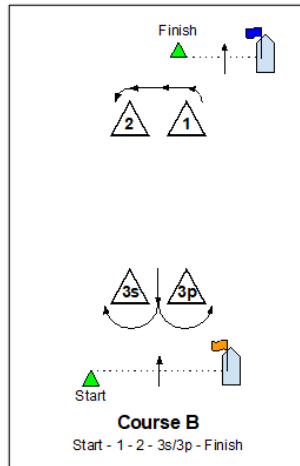
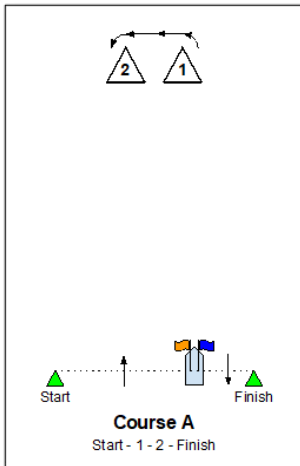
All events will be scored based upon the boat's finishing place in the event as reported by the Organizing Authority.

Note: For regattas that are abandoned, all boats checking in with the RC on the water will score 50 points. These points apply only to the MBSA Season Championship and fulfill the travel requirement, if applicable.

MBSA Offshore Season Scoring System

		NUMBER OF RACERS*																						
POSITION	P	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	N	P	
	1	86.1	88.2	90	91.5	92.7	93.8	94.8	95.5	96.2	96.8	97.3	97.7	98	98.3	98.6	98.8	99	99.1	99.3	99.4	1	1	
2		74.6	77.5	80	82.1	83.9	85.5	86.9	88.1	89.1	90.1	90.9	91.6	92.2	92.8	93.3	93.7	94.1	94.5	94.8	2			
3			65	68.5	71.4	74	76.2	78.2	79.9	81.5	82.8	84.1	85.2	86.1	87	87.8	88.5	89.1	89.7	90.2	3			
4				57	60.7	64	66.9	69.5	71.8	73.8	75.6	77.3	78.7	80	81.2	82.3	83.2	84.1	84.9	85.7	4			
5					50.1	54.1	57.7	60.8	63.7	66.2	68.4	70.5	72.3	73.9	75.4	76.8	78	79.1	80.2	81.1	5			
6						44.2	48.4	52.2	55.5	58.5	61.2	63.7	65.9	67.8	69.6	71.3	72.8	74.1	75.4	76.5	6			
7							39.1	43.5	47.4	50.9	54	56.9	59.4	61.7	63.9	65.8	67.5	69.1	70.6	72	7			
8								34.8	39.3	43.2	46.8	50.1	53	55.7	58.1	60.3	62.3	64.1	65.8	67.4	8			
9		OCS = N+1 points								31.1	35.6	39.6	43.3	46.6	49.6	52.3	54.8	57.1	59.1	61.1	62.8	9		
10		UFD = N+1 points									27.9	32.4	36.5	40.1	43.5	46.5	49.3	51.8	54.1	56.3	58.3	10		
11		BFD = N+1 points										25.2	29.7	33.7	37.4	40.7	43.8	46.6	49.2	51.5	53.7	11		
12		DNF = N+1 points											22.9	27.3	31.3	34.9	38.3	41.3	44.2	46.7	49.1	12		
13		RET = N+1 points												20.8	25.2	29.1	32.8	36.1	39.2	42	44.6	13		
14		DNS = N+2 points													19.1	23.4	27.3	30.9	34.2	37.2	40	14		
15		DSQ = 0 points														17.6	21.8	25.6	29.2	32.4	35.4	15		
16		DNE = 0 points															16.3	20.4	24.2	27.6	30.9	16		
17		DNC = 0 points - not included in N (number of racers*)																15.1	19.2	22.9	26.3	17		
18		ABD = 50 points (only for boats checked in on site)																	14.2	18.1	21.7	18		
19		*The NUMBER OF RACERS is based on the number of boats that check in with the RC on station NOT registrants																		13.3	17.2	19		
20																					12.6	20		
N+1	70.8	61	52.6	45.5	39.4	34.2	29.9	26.1	23	20.3	18	16.1	14.4	13	11.8	10.8	9.9	9.2	8.6	8	N+1			
N+2	55.5	47.3	40.1	34	28.7	24.3	20.6	17.5	14.8	12.6	10.8	9.3	8	6.9	6	5.3	4.7	4.2	3.8	3.5	N+2			

Standard Courses



Standard Marks

List A: MASSACHUSETTS BAY

LETTER OR NO.	DESIGNATION	GOV'T SYMBOL	LIGHT CHARACT	LAT	LONG	GOV#
A	EASTERN POINT WHISTLE	R "2"	FI R 4s	42.34.2406	70.39.8349	340
B	NEWCOMB LEDGE WHISTLE	G "1"	FI G 4s	42.30.4639	70.44.3875	365
D	TINKERS ROCK GONG	GR "TR"		42.28.9123	70.48.8663	10410
E	PORTABLE GYBE/REACH MARK					
F	PORTABLE START/FINISH MARK					
G	GREAT PIG ROCKS BUOY	R "4"	FI R 4s	42.27.6261	70.50.2093	365
H	FLIP ROCK GONG	RG "FR"		42.24.1423	70.55.4541	10555
J	BOSTON APPROACH BUOY	RW "BG"	Mo (A) W	42.23.4470	70.51.4843	385
K	BOSTON LIGHTED WHISTLE	RW "B"	Mo (A) W	42.22.7026	70.46.9693	410
L	BOSTON APPROACH BUOY	Y "BF"	FI (4)Y 20s	42.20.7336	70.39.0653	420
M	BOSTON ENTRANCE WHISTLE	RW "NC"	Mo (A) W	42.22.5347	70.54.2972	10680
N	THE GRAVES LIGHTED WHISTLE	G "5"	FI G 4s	42.22.5470	70.51.4741	380
P	BOSTON SOUTH ENTRANCE CAN	GC "1"		42.21.8767	70.53.8300	10740
Q	3½ FATHOM LEDGE BELL	R "2"	FI R 4s	42.21.0829	70.50.4964	395
R	BOSTON LEDGE NUN	RN "6"		42.20.0774	70.51.8282	405
S	THIEVES LEDGE WHISTLE	G "1"	Q G	42.19.5678	70.49.8222	430
U	HARDING LEDGE BELL	G "1HL"	FI G 4s	42.18.5698	70.50.6312	435
V	21 FOOT LIGHTED BUOY (near MINOTS)	G "21"	FI G 4s	42.16.5794	70.42.3676	450
W	PORTABLE WINDWARD MARK					
X	DAVIS LEDGE GONG	G "1DL"	FI G 2.5s	42.16.3482	70.44.8547	445
Y	SCITUATE APPROACH GONG	RW "SA"	Mo (A) W	42.12.1257	70.41.8224	460
Z	FARNHAM ROCK BELL	R "6"	FI R 4s	42.05.5975	70.36.4348	12490

LIST B: SALEM BAY

LETTER OR NO.	DESIGNATION	GOV'T SYMBOL	LIGHT CHARACT	LAT	LONG	GOV#
1	SALEM CHANNEL BUOY (CURTIS POINT)	G "13"	FI G 4s	42.32.5781	70.50.3534	10035
2	MARBLEHEAD CHANNEL (CHAPPEL LG)	G "3"	FI G 4s	42.31.1306	70.49.4698	10465
3	MARBLEHEAD CHANNEL BELL (15-FT RK)	RG "FR"	FI (2+1) R 6s	42.30.2426	70.49.0773	10425
4	SALEM CHANNEL BUOY (BOWDITCH LG)	G "11"	FI G 4s	42.32.5483	70.48.5550	10020
5	EAGLE I, CHANNEL CAN (POPE HEAD)	GC "5"		42.31.6868	70.47.9648	10375
6	CHILDREN'S I, CHAN. NUN (NR HALF RK)	RN "4"		42.30.4861	70.46.8391	10390
7	SALEM CHANNEL BELL (POWERS LG)	G "9"	Q G	42.32.3927	70.47.2894	9995
8	SALEM CHANNEL NUN (GALES LG)	RN "6"		42.32.8277	70.45.8909	9980
9	SALEM CHANNEL CAN	GC "5"		42.31.7667	70.45.7181	9970
0	SALEM CHANNEL CAN	GC "3"		42.31.1476	70.45.0729	9965

PASSING OR BOUNDARY MARKS (RESTRICTED AREAS): Boats shall not traverse the area bounded by a line connecting the following in the sequence listed: Bell G "9" (Powers Rock), Salem Channel Cans: "7" & "3", Nun "2" (near Newcomb Ledge), South Gooseberry Island, Can "5" (Pope Head), Bell G "9" (Powers Rock). ***Yachts entering this area must leave between the same two boundary markers that they passed when entering.*** Yachts shall not pass to the west of Great Pig Rocks Buoy R "4" (Outer Breakers) or to the north of Shag Rocks R "2" (Nahant). ***If any of the marks listed in this paragraph are used as marks of the course, passing them on their required side is allowed.***

ATTENTION: MBSA provides this list for letter designation only. The details given are NOT FOR NAVIGATION. Please reference official US Coast Guard publications for accuracy.

List C: GREATER BOSTON/HINGHAM HARBOR

LETTER OR NO.	DESIGNATION	GOV'T SYMBOL	LIGHT CHARACT	APPROX LAT N	APPROX LONG W	GOV#
1	Boston North Channel Bell (Finns Ledge)	R "2"	Q R	42.22.1772	70.55.1562	10685
2	Boston North Channel Buoy	G "5"	FI G 2.5s	42.21.4433	70.55.5417	10700
3	President Roads Junction	GR "PR"	FI (2+1)G6s	42.20.4892	70.56.2264	10735
4	President Roads Anchorage Gong	Y "A"		42.20.5916	70.57.5617	10815
5	President Roads Anchorage Buoy	N "E"		42.20.2129	70.58.7788	10860
6	Winthrop Harbor Approach Buoy	RN "4"		42.21.0182	70.58.7033	11045
7	Boston Main Channel Buoy (Castle Island)	R "10"	FI R 6s	42.20.7183	71.00.7250	10910
8	Boston Main Channel Buoy	R "6"	FI R 2.5s	42.20.2014	70.59.9004	10895
9	Long Island Head Buoy (President Roads)	G "17"	FI G 2.5s	42.19.9556	70.57.5239	10805
10	Sculpin Ledge Buoy (Sculpin Ledge Channel)	RN "8A"		42.18.9059	70.58.8529	11575
11	Dorchester Bay Buoy (NW Thompson Is.)	RN "4"		42.19.2942	71.00.8003	11205
12	Western Way Buoy (West Head)	RN "6"		42.18.3933	70.58.5545	11564
13	Nantasket Roads Chan Bell (Pt. Allerton)	G "3"	FI G 4s	42.19.1188	70.52.7833	11355
14	Kelly Rock Bell (The Narrows)	R "2"		42.19.2359	70.54.7023	11415
15	Nantasket Roads Channel Buoy (N Hull Gut)	G "11"	FI G 2.5s	42.18.6729	70.55.2658	11395
16	Rainsford Island Shoal Danger Buoy	W Or		42.18.6273	70.56.7219	11507
17	Weymouth Fore River Channel Buoy	G "5"	FI G 4s	42.17.6326	70.55.4043	11660
18	Bumkin Island (Shoal) Buoy	G "1"	FI G 4s	42.17.4176	70.54.8591	11945
19	Crow Point Flats Buoy (Bumkin Is.)	RG N "CF"		42.16.9250	70.54.6000	11970
20	unused					
21	Houghs Neck Channel Buoy	GC "1"		42.16.5198	70.56.6318	11620
22	Weymouth Fore River Channel Light	"13"	Q G	42.16.2706	70.55.7833	11710
23	Western Way Buoy WW	RG "WW"	FI (2+1)R6s	42.16.6469	70.55.9303	11695
24	Weymouth Fore River Channel Buoy	G "9"	FI G 2.5s	42.17.0511	70.55.7873	11685
25	Western Way Buoy (Peddocks Island)	R "2"	FI R 2.5s	42.17.0048	70.56.9947	11537
26	Western Way Buoy (Peddocks Island)	G "3"	FI G 2.5s	42.17.2000	70.57.4667	11539
27	Nahant Rock	GC "1"		42.24.3667	70.56.7750	10560
28	Shag Rocks Lighted Buoy	R "2"	FI R 4s	42.24.7208	70.54.3592	10540
29	Weymouth Fore River Channel Buoy	G "17"	FI G 6s	42.15.7363	70.56.2373	11725
30	unused					
31	Nubble Channel Buoy	GC "1"		42.19.5234	70.56.8420	11485
32	Hospital Shoal Buoy	GR C "HS"		42.18.7333	70.56.2500	11504
33	Nixes Mate Bell (President Roads)	G "15"	Q G	42.20.0421	70.56.6750	10790
34	HB Racing (West of Outer Seal Rock)	Orange Barrel "34"		42.17.8	70.54.8	
35	HB Racing (Middle of Hull Bay)	Orange Barrel "35"		42.17.5	70.53.8	
36	unused					
37	Hingham Harbor Approach Buoy	RN "6"		42.16.4388	70.53.9318	11990
38	unused					
39	unused					
HB	Hingham Bay Starting Buoy (N of Sheep I.)	Wht"HSB"		42.17.3	70.55.4	

ADDITIONAL RESTRICTIONS: Boats shall not complete passage in either direction between Castle Is. and Horn/Light "5", Deer Is. and Deer Is. Light Buoy, Deer Is. and Great Faun Day Beacon R "6A", Nixes Mate and Gallops Is., Boston Light and Little Calf Is., Toddy Rocks Can "9A" and Hull Shore, Rainsford Is. and Quarantine Rocks, Harry's Rock Day Beacon R "HR" and Peddocks Is., Grape Is. and Slate Is., Slate Is. and Hingham Shore, G "3" and Bumkin Is., Bumkin Is. and Sunset Pt.. ***There are no exceptions to the restricted areas listed in this paragraph.***

ATTENTION: MBSA provides this list for letter designation only. The details given are NOT FOR NAVIGATION. Please reference official US Coast Guard publications for accuracy.