



SAILING INSTRUCTIONS (SIs)

BAMSE CUP

July 29 – July 30, 2026

Organizing Authority: Dartmouth Yacht Club

Competitors should be informed that the course marks may be autonomous. Competitors are to use discretion when rounding autonomous marks as they are trolling on station and adjusting within the GPS location they are provided. Hitting the mark is a penalty. It is at the discretion of the competitor to determine if extra room is required.

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

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located online at the Dartmouth Yacht Club Website.
- 3.2 The race office is located at the Junior Sailing Building.
- 3.3 On the water, the race committee intends to monitor and communicate with coaches on VHF radio channel 72.
- 3.4 [DP] [NP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the signal mast on the water side of the clubhouse.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.



6 SCHEDULE OF RACES

6.1

Class / Fleet	Total Number of Races	Races Per Day
29er	7	4
ILCA 4-6	7	4
Club 420	7	4
Optimist	7	4

6.2 One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule and the change is made according to SI 2.1.

6.3 The scheduled time of the warning signal for the first race each day is 1100.

6.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

6.5 On the last scheduled day of racing, no warning signal will be made after 1500.

7 CLASS FLAGS

7.1 The class flags will be discussed at the coach's meeting.

8 RACING AREA

8.1 Racing will occur in the vicinity but is not exclusive to Bedford Basin.

9 COURSES

9.1 The diagram(s) in SI Addendum A shows the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

10 MARKS

10.1 Marks of the course shall be yellow autonomous marks.

10.2 If an autonomous mark stops functioning, it shall be anchored in place or replaced with a suitable replacement mark.

11 OBSTRUCTIONS

11.1 Dartmouth Yacht Club and the surrounding waters have many dangerous areas which should be navigated with care. It is the responsibility of all competitors to familiarize themselves with the underwater features of the area and always maintain safe navigation.

12 THE START

12.1 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.



12.2 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee may attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).

12.3 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12.4 The starting sequence will be postponed if the wind exceeds a 5-minute moving average of 20 knots.

13 CHANGES FOR THE NEXT LEG OF THE COURSE

13.1 When autonomous marks are in use, the Race Committee may make minor adjustments (up to 15 degrees and .2NM in length) to the course during a race without signaling a course change. This changes RRS 33.

14 THE FINISH

14.1 The finish line will be between a staff displaying a blue flag on the Signal boat and a yellow autonomous mark off the port side of the Signal boat.

15 TIME LIMITS

15.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window	Target time
20 minutes	50 minutes	20 minutes	35 minutes

15.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

15.3 Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

16 HEARING REQUESTS

16.1 The protest time limit is 60 minutes after the Signal boat returns to her berth. The time will be posted on the official notice board.

16.2 Hearing request forms are available at the race office located on the main floor of the Junior Sailing building.

16.3 Protest forms are available on the main floor of the Junior Sailing building.

16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at the Junior Sailing building beginning at the time posted.



17 SCORING

17.1 One (1) race is required to be completed to constitute a series.

17.2 (a) When fewer than 5 races have been completed, a boat's series score is the total of her race scores.

(b) When from 5 to 7 races have been completed, a boat's series score is the total of her race scores excluding her worst score.

18 [DP][NP] SAFETY REGULATIONS

18.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

19 [DP][NP] REPLACEMENT OF CREW OR EQUIPMENT

19.1 Crew and/or equipment replacement shall be governed by the Race Officer.

20 [DP][NP] TRASH DISPOSAL

20.1 Trash may be placed aboard official vessels.

21 RISK STATEMENT

21.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race 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 an 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.



SI ADDENDUM A Course configurations

Course	Description	
	Windward/Leeward with Hollywood finish	
	Possible courses	
	Signal	Mark Rounding Order
	LH1	Start-1-2-Finish
	LH2	Start-1-2-1-2-Finish
	LH3	Start-1-2-1-2-1-2-Finish