



Sailing Instructions (SIs)

Veterans' Cup Regatta

August 30, 2026

Organizing Authority: The Convoy Cup Foundation

Hosted by: Dartmouth Yacht Club

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).

Competitors should be aware that the marks of the course could 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. Contact with the mark is a penalty. It is at the discretion of the competitor to determine whether extra room is required.

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 Sail Canada prescriptions can be found at https://www.sailing.ca/wp-content/uploads/2025/01/Sail-Canada-Prescriptions-to-the-RRS-2025-2028_revfinal-1.pdf

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.
- 3.2 The race office is in the boardroom of the main clubhouse.
- 3.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 68.
- 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 SIGNALS MADE ASHORE

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

5 SCHEDULE OF RACES

5.1

Class / Fleet	Total Number of Races	Races Per Day
All Fleets	3	3

- 5.2 The scheduled time of the warning signal for the first race each day is 1200.
- 5.3 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.
- 5.4 On the last scheduled day of racing, no warning signal will be made after 1530.

6 CLASS FLAGS

- 6.1 The class flag shall be described at the competitor's briefing as described in NoR 7.

7 RACING AREA

- 7.1 Racing will occur in the vicinity, but is not exclusive to Bedford Basin.

8 COURSES

- 8.1 The signal vessel shall indicate the course to be sailed on a course board located on or near her stern.

9 MARKS

- 9.1 The RC may make minor adjustments to the autonomous marks (up to 20 degrees and .2NM in length) to the course during a race without signalling a course change. This changes RRS 33.
- 9.2 The course shall use either marks as described on the DYC course card or, in some cases, Autonomous marks described by the colour and the direction to round. (Example: YP = Yellow Port)

10 OBSTRUCTIONS

- 10.1 Bedford Basin and the surrounding waters have many dangerous areas that should be navigated with care. All competitors are responsible for familiarizing themselves with the area's underwater features and maintaining safe navigation at all times.

11 THE START

- 11.1 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and a green autonomous mark.
- 11.2 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).
- 11.3 A boat that does not start within 4 minutes after the starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12 CHANGES FOR THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the race committee may make minor adjustments as per SI 9.1, or it may lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When a new mark is placed in a subsequent change, it will be replaced by an original mark.
- 12.2 The Race Committee will announce any course change multiple times on the appropriate VHF channel. A Race Committee vessel will also attempt to signal the change accordingly and display the new course to be sailed on a whiteboard located on the Race Committee vessel signalling the change. Failure of this vessel to display the course clearly shall not be grounds for redress. This changes RRS 33.

13 THE FINISH

- 13.1 The finish line will be between a staff displaying a blue flag on the Signal boat and an orange autonomous mark off the starboard side of the Signal boat.

14 PENALTY SYSTEM

- 14.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty. Except when the incident occurs in the zone, where the penalty is a Two-Turn Penalty.

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
45 minutes	2 hours	20 minutes	90 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 as described in SI 3.2
- 16.3 Protest forms are available at the race office as described in SI 3.2
- 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 in the Dartmouth Yacht Club clubhouse.

17 SCORING

- 17.1 One (1) race is required to be completed to constitute a series.
- 17.2 Corrected times will be rounded to the nearest second
- 17.3 A boat's series score will be the total of her race scores.

18 [DP][NP] SAFETY REGULATIONS

- 18.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 18.2 Any boats that interfere with the orderly passage of naval or commercial shipping may be subject to disqualification from the race. Such disqualification shall be reported to Sail Nova Scotia and may result in further disciplinary action.

19 [DP][NP] TRASH DISPOSAL

- 19.1 Trash may be placed aboard official vessels.

20 [DP][NP] HAUL-OUT RESTRICTIONS

- 20.1 Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

21 [DP][NP] DIVING EQUIPMENT AND PLASTIC POOLS

- 21.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the last race of the event.
- 21.2 Keelboats shall not be cleaned below the waterline by any means during the event.

22 RISK STATEMENT

- 22.1 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.**

23 [NP] INSURANCE

- 23.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$1,000,000 CDN per incident or the equivalent.