38th THE BODRUM CUP 19-24 OCTOBER 2026

SAIL - INSTRUCTION

1. ORGANIZATION AUTHORITY

1.1. The races are in the activity program of the Turkish Sailing Federation and will be organized by Era Bodrum Sailing Club. Era Bodrum Sailing Club board of directors is the organization autorithy of this race.

1.2. 38. The Bodrum Cup is a five-leg race.

20 October 2026 Sumone Bodrum - Bodrum
21 October 2026 Ruins Bodrum - Knidos
22 October 2026 Yalıkavak Marina Knidos - -Ortakent
23 October 2026 Opet Ortakent - Yalıkavak
24 October 2026 Anadolu Sigorta Yalıkavak - Yalıkavak

1.3. Racing secretariat until the start of the races, at race village , starting from the first day of the races, it will be established on the race committee boat that will take charge at the start line.

2. RULES

2.1. Racing Rules of Sailing (RRS) of The World Sailing 2025 - 2028

2.2. Instructions published by the Organizing Authority,

2.3. Turkish Sailing Federation General Yacht Racing Rules 2026, Annual Guidelines 2026 and related instructions.

2.4. International Regulations for Preventing Collisions at Sea (IRPCAS),

2.5. Notice of Race, Sailing Instructions and Amendments to be published,

2.6. The World Sailing Regulation 20 (Advertising Code).

2.7. If there is a conflict between the rules above, the one that has the most recent publish date stamp on it shall take precedence. This changes RRS 63.7

2.8. Performance-based handicap system will be applied in this race. The principles and operation of the system will be explained by the Technical Committee during the pre-race Briefing.

Boats will be accepted as domestic or foreign boats according to the mooring port, based on the declaration information in the Race Registration Form.

2.9. The official language of the event will be Turkish. If there is a conflict between texts, Turkish text shall take precedence.

2.10. The notation [NP] (No Protest) in a rule means that a boat may not protest

another boat for breaking that rule. This changes RRS 60.1(a).

The notation [DP] (Discretionary Penalty) in a rule means that the penalty for a breach of that rule, at the discretion of the protest committee, may be less than a disqualification.

2.11. First and Second Leg course charts and details will be announced in the Sailing Instruction.

3. [NP]ADVERTISING

3.1. Boats may display advertising in accordance with Word Sailing Regulations 20, Advertising Code and Turkish Sailing Federation Advertising Carrying Rules.

3.2. All kinds of advertisements carried on the sails, sides and masts of boats or anywhere else are subject to fee and permission. The advertisements of the companies in the main sponsor's field of activity cannot be used. Boats that do not declare their advertisements and do not pay their fees will be scored as "DID NOT COME TO THE STARTING AREA (DNC)" by the race committee.

4. [NP]RACE CLASSES AND CATEGORIES

4.1. Races are open to boats in below classes and categories.

4.1.1. TRADITIONAL BUILT BOATS: Monohulled displacement wooden boats reflecting traditional lines and style and used for excursion purpose.

a) Gulet: Clipper bowed and square or buttock sterned displacement boat built in accordance with 4.1.1. in terms of technique and purpose, with a long keel which does not bear any concave angle in its keel drawings from the forefoot at the stem until the propeller bearing at the stern post. When determining the sub-groups, performance and water line length centreboard structures are considered.

b) Tirhandil: Boats built in accordance with 4.1.1. in terms of technique and purpose, with a keel no shorter than 70 % of the vessel length. In such, centreboard comes stereotype along the long keel from the stem to the propeller bearing at the stern. Keel line does not bear concave angles. Such structure should bear elements like frame, mainstay, etc. In the cases of conflict, the Tirhandil Cup Ballotage shall be applied.

4.1.2. MODERN BUILT BOATS: Monohulled displacement wooden and sheet metal boats with different centreboard structure compared to traditional built boats, also used for excursion purpose.

a) Mosaic: These are the boats whose keel is not along the keel, there is no connection between the rudder blade and the keel, the back of the keel ends before the propeller bed, can have concave angles, however, they do not carry torpedo keel and fin keel.

b) Performance: As a construction model, they are boats whose hulls are made of materials such as sheet metal and aluminum. Half keel, fin keel, twin keel, center board (movable keel), sliding keel (torpedo keel) and other underwater structures and keels that do not comply with the “Mosaic” definition above are evaluated in the performance class.

4.1.3 NON-TRADITIONAL BOATS:

a) Cruiser: All sailing boats which are not classified as Maximiles Black Bodrum Cup Traditional Style Boats, equipped to compete within the framework of racing and safety rules. While determining the categories, ORC and/or Support class scores will be taken as criteria.

b) One Design: Class rules shall be applied. Boats that do not take the defined safety precautions shall be disqualified without hearing.

c) Multihull: all boats with multiple hulls. IRC and/or Support class scores will be taken as criteria when determining categories.

4.2 Boats in all classes and categories mentioned above will constantly carry the class/category flags, number and race flags determined by the organizing authority. Boats not carrying this flag and numbers will be scored as DID NOT COME TO THE STARTING AREA (DNC) by the race committee.

4.3 All those registered are deemed to have accepted all the rules stated in the Notice of Race.

4.4 The organizing authority has the authority to define, re-determine, combine or abolish categories according to the status of the records.

5. REGISTRATION AND BOW NUMBER

5.1. Online registration forms must be filled with real information either by the owner or the skipper of the boat. Registrations must be submitted to the Organizing Committee by 1700 two days before the day of the first race of the stages.

5.2. Registration payments must be made upon submission.

5.3. Late registrations may be accepted until 1200 the day before the race day, provided that double registration fee is paid.

5.4. The information specified in the registration form to be obtained from the boat supervisors who will register for this race will be respected. Classification and category distinction will be made according to this information. At the end of the races, the ranking boats can be measured by the race “Technical Committee” and if the values specified in the registration form are incorrect, that boat may

be DISQUALIFIED by the decision of the Protest Committee and the ranking of the other boats will be increased by one place.

5.5. Race, Category, Stage flags and two Number Bands will be given to each boat by the Organizing Authority during registration. All boats shall identify these number bands on their starboard and port guards and carry them legibly during all races. Those who do not carry this flag and numbers will be scored as “DID NOT COME TO THE STARTING AREA (DNC)” by the Race Committee. At the abroad race stages, it necessary VHF channel will be change and announce in advance.

6. RESPONSIBILITY

6.1. Boat racing can be dangerous. Competitors participate in the race entirely at their own risk. RRS 3, Decision to Race is “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”

6.2. The Organizing Authority, members of the race committee and protest committee, sponsors of these races and all parties involved in the race organization; They will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during, or after the race.

6.3. Category 4 DefinitionScope: Short races, close to shore in relatively warm/protected waters, normally held in daylight.Safety assumption: Adequate shelter or effective rescue is available all along the course.Governing standard: Supplements governmental rules, class rules, and the Racing Rules of Sailing (RRS).

7. RESPONSIBILITY OF THE BOAT OWNERS;

All competitors, boat owners and persons in charge acknowledge and accept that;

7.1. They assume all the responsibility of their crews and the seaworthiness of their boats and safe navigation, and it is their responsibility and decision to start or not to continue the race.

7.2. Race; that it will be administered according to the racing rules, the penalties and final decisions given in accordance with the rules; They agree in advance not to apply to the judicial authorities or the court regarding these final decisions.

7.3. In accordance with these responsibilities, they will draw the attention of their crew before the start of each race.

7.4. They will also declare on the race registration form that they undertake all these responsibilities.

7.5 The owner of the boat participating in the race, its responsible person/stewerman, must have Third Party Liability insurance covering the boat and the racers, which includes the Racing Risks Extension Clause. Participants are responsible for checking to show this coverage of their existing policies and, if necessary, adding relevant supplements to their insurance. Organization, Race, Technical and Protest Committees are not obliged to check whether the competing yachts or personnel are insured and will not bear any responsibility in this regard.

8. [NP][DP] VHF COMMUNICATION

8.1. It's mandatory to have a marine VHF Radio equipment which must me ON on each participating boat. The Race Committee shall make all the announcements on VHF.

8.2. Official VHF channel of the race is 09. All boats need to listen on VHF Channel 09.Boats will not talk to other boats on the specified channel (VHF 09), but only listen to the announcements of the Organisation and the Race Committee and will make a call to the Race Committee only when necessary. Overseas racing If necessary, during the stages, VHF channel changes will be announced in advance, can be changed by doing.

8.3. Radio conversations containing insulting or aggressive expressions are not allowed. If it is detected that such calls are made, the boat in which the speech was made will first be warned and if it continues, it will be protested by the Race committee. The Protest committee may impose a penalty of DNE, DSQ or less.

8.4. In radio conversations, the Race Committee is not obligated to respond to any radio message.

9. NOTICES TO COMPETITORS

9.1. The race committee will announce the course and time to be applied with the start and finish lines previously announced on official VHF channel of the race (minimum 15 minutes) before the warning signal. These announcements will be accepted as "RECEIVED" by boats.

9.2. The results of a race or a serial race will be calculated as stated in Article 25 and the competitors will be informed from the Official WhatsApp information account created by the Organizing Committee.

9.3. The Race Committee may verbally announce some changes on the water when deemed necessary. The Race Committee may make any changes it deems necessary by announcing them on a pre-announced VHF channel before the warning signal (RRS 90.2.c). All competing boats are obliged to listen to radio announcements. Failure to receive announcements will not be considered a reason for a redress request.

10. [NP]MEASURING AND INSPECTION

Boats can be inspected before, during or after the race, whenever deemed necessary by the members of the technical committee. All necessary facilities will be provided to the members of the technical committee.

11. [DP]DECLARATIONS

11.1. A boat that retires from a race or intends not to start shall notify the race committee as soon as possible and will remove the class/category flags given to them.

11.2. Before the boats approaching the race line cross the finish line, the race committee in charge of the finish is responsible for introducing themselves (by stating their number and name) to the boat by radio. Boats that are not detected by the finish boat are considered as “DID NOT FINISH THE RACE, (DNF)”.

11.3. If a boat with an engine running for the purposes of rescue, battery charging only, will continue the race, she will inform the race committee with a detailed explanation of this situation as soon as possible and will give it to the race secretariat in protest time limit. The protest committee will decide for these boats. Apart from this, BOATS WITH ENGINE RUNNING will be scored as “RETIRED, (RET)”.

11.4. In special cases, the Race Committee may consider notification via the race’s official VHF channel sufficient.

11.5. The Protest Committee may impose a penalty of DSQ, DNE or less (DISQUALIFICATION) on boats that operate engines and/or do not make a declaration, except for the cases specified in Article 11.3, as detected by the Race Committee boats during the race.

12. CREW LIMITATION

There will be no upper crew limitation but a minimum crew of three (3) is required.

13. SAFETY

13.1. Boats shall be equipped with sufficient capacity of lifesaving equipment for all their personnel onboard. Sufficient number of life jackets will be available to be worn immediately when the “Y” (Yankee) code flag is displayed on the Committee boat and broadcast by the Race Committee the radio. The life safety of the racers is entirely their own.

13.2. Boats have to carry all equipment related to navigational safety while underway. For example, the propellers must not be dismantled, the anchor and chain must be suitable for that yacht, ready for immediate use, no restrictions on safety, etc.

14. [NP]COMMITTEE BOATS

14.1. Committee Boats shall be positioned at the Start and Finish Lines and at the Turning/Crossing points when necessary and shall make the necessary controls and inspections by navigating among the fleet throughout the race.

14.2. Race administering and controlling the Race Committee shall be made from the Committee Boat that has been assigned to the start line.

14.3. Among the boats assigned to the Race Committee, those assigned to the Start and Finish will carry the ORANGE flag, while the other boats will carry the “R” (Romeo) code flag. The absence of this flag shall not be grounds for a request for redress.

14.4. Committee boats at the Start and Finish lines may try to maintain their position by starting the engine for technical reasons, shall not be grounds for a request for redress.

14.5. Where the depths do not allow the Committee Boat to moor, the start and finish line will be established between the two buoys to be laid.

14.6. Press, photographers, film crews, VIPs and similar boats are not under the management of the Race committee. Events that occur due to the movements of such vessels cannot be grounds for a request for redress.

15. VISUAL AND SOUND SIGNALS

15.1. The race committee will run the race using visual signals and sound signals. The race committee may make additions to these markings by publishing them in the race instructions.

15.2. The race committee will try to announce the visual signals it applies by taking into account the characteristics of the boats participating in the race, also by radio. Failure to announce radio messages for technical reasons cannot be grounds for a request for redress.

15.3 The main rule is the visual signal in the race. The race committee is not obliged to make a radio announcement.

16. MARKS

16.1. Inflatable yellow and/or orange conical and/or cylindrical buoys will be used in the races.

16.2. Presence or not have the numbers and shapes/ colours of the marks shall not be grounds for a request for redress.

16.3. If necessary moving buoys and virrtual buoys can be used via the Arvento application.

16.4. Boats with an M (mike) flag on them can be used as buoys.

17. COURSES

17.1. The courses are as shown on the course charts.

17.2. The Race Committee will apply one of the courses specified in the Course Charts depending on the wind conditions. The course to be applied will be announced by the Race Committee on the

official VHF channel of the Race before the warning signal. Failure to receive announcements shall not be a grounds for a Protest/Redress.

17.3. After the start and finish lines are laid by the Race Committee, the coordinates of the committee boats and/or buoys will be announced on the official VHF channel of the Race and will be sent in writing from the WhatsApp group to the extent possible. Failure of this communication shall not be grounds for a request for redress.

17.4. All boats shall avoid and sail clear of obstructions and shallow water areas.

17.5. Change of courses is at the discretion of the Race Committee and shall not be ground for a request for redress.

17.6. The distances given for the courses are only to give an idea and cannot be used in calculations. The fact that the distances are less or more than the declared ones cannot be grounds for a request for redress.

18. START PROCEDURES

18.1. Races will be started as explained below. (This changes RRS 26)

18.1.1. For boats built in Traditional and Modern style;

All VISUAL and SOUND SIGNALS will be given from the Race Committee Signal boat at the Start line and in the following order:

• WARNING SIGNAL will be given 15 MINUTES before the Starting Signal, together with ONE SOUND SIGNAL, by displaying “T” (TANGO) code flag.

• PREPARATORY SIGNAL will be given 5 MINUTES before the Starting Signal, together with ONE SOUND SIGNAL, by displaying ‘’P’’ (PAPA) code flag

• When PREPARATORY Signal has been displayed, the ENGINES MUST BE STOPPED.

• LAST MINUTE SIGNAL; ONE MINUTE before the Starting Signal, the PREPARATORY SIGNAL (PAPA) will be removed together with, ONE LONG SOUND SIGNAL.

• STARTING SIGNAL, will be given 1 MINUTE after the Preparatory Signal by removing the Warning Signal (TANGO) together with ONE SOUND SIGNAL,

Boats which cannot start within 30 MINUTES after the Starting Signal will be scored as, “DID NOT START–DNS”.

18.1.2. For Non-traditional boats;

All VISUAL and SOUND SIGNALS will be given from the Race Committee Signal boat at the Start Line and in the following order:

• WARNING SIGNAL will be given 10 MINUTES before the Start by displaying “F” (FOXTROT) code flag together with ONE SOUND SIGNAL,

• PREPARATORY SIGNAL will be given 5 MINUTES before the Starting Signal, by displaying ‘’P’’ (PAPA) code flag together with ONE SOUND SIGNAL,

• When PREPARATORY Signal has been displayed, THE ENGINES MUST BE STOPPED.

• LAST MINUTE SIGNAL; ONE MINUTE before the Starting Signal, the PREPARATORY SIGNAL (PAPA) will be removed together with, ONE LONG SOUND SIGNAL.

• STARTING SIGNAL, will be given 1 MINUTE after the Preparatory Signal by removing the Warning Signal (FOXTROT) together with ONE SOUND SIGNAL.

Boats which cannot start within 10 MINUTES after the Starting Signal will be scored as, “DID NOT START–DNS”.

19. RECALLS (EARLY STARTING BOATS)

19.1. Race Committee; will immediately display the code flag “X”, Individual Recall Flag, with a SOUND SIGNAL. These boats may come back and re-start within the time limit or will be scored as “ON THE COURSE SIDE – OCS”. The Race Committee will try to inform the boats that start early boats by broadcasting the boat name/class number/sail number on the official VHF channel of the race at the earliest fifteen (15) seconds after the start signal. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress (This changes RRS 62.1(a))

19.2. When at the starting signal the Race Committee is unable to identify boats that are on the course side of the starting line or there has been an error in the starting procedure, the Race Committee may signal a GENERAL RECALL signal with TWO SOUND SIGNALS.

20. TIME LIMIT, SHORTENING OR ABANDONING THE COURSE

20.1. First start time is 11:00 for every day. Changes will be specified in additional instructions.

20.2. Race Time Limit is 1800.

20.3. The race committee may SHORTEN the course or ABANDONE the race when it considers that it will not be possible to finish the race within the time limit or considering the weather conditions or the safety and fairness of the race.

a. When it decides to shorten the course, at an appropriate location on the course, a race committee boat will display flag “S” (SIERRA) with two sounds and notify the racing boats by radio giving the new finishing line description.

b. If the Race Committee decides to abandon the race, it will display flag “N” (NOVEMBER) with three sounds and inform the racing boats of this decision by radio.

c. Receiving or not the Race Committee announcements via radio shall not be grounds for a request for redress.

21. [DP]FINISH

21.1. Boats approaching the finish line (approx. 50 meters) will introduce themselves to the FINISH COMMITTEE on the official VHF channel of the race.

21.2. A boat finishes when, after starting, any part of her hull crosses the finishing line from the course side. The Finish Committee will determine this situation with a sound signal. However, the boat is in the race until it finishes and is completely clear from the finish line and is obliged to comply with the RRS rules.

21.3. Finishing boats will stay away from the finish line in a way that does not interfere with the boats that will finish after them and the finish committee. Boats that do not comply with this may be subject to action by the Race Committee and/or Protest Committee.

21.4. When the finish time limit expires, the race will remove the BLUE FLAG and announce the boats still racing.

21.5. Boats which do not finish within the time limit shall be scored as DID NOT FINISH - DNF’.

22. PROTESTS AND REQUESTS FOR REDRESS

22.1. A boat intending to protest shall inform the other boat/s at the first reasonable opportunity (as soon as possible) as follows:

22.1.1. When the protest concerns an incident in the racing area that she is involved in or sees, she shall:

a. Hail “PROTEST”;

b. Inform the protested boat/s by the official VHF channel of the race. (This changes RRS 61.1(a)),

c. Inform the Race Committee on the finishing line by the official VHF channel of the race about the identity of the boat to be protested until it is confirmed by the Race Committee (This changes RRS 61.1(a)).

d. It is not necessary to inform the Race Committee at the time of the incident.

e. When protesting for any other reason, she shall inform the other boat/s immediately after coming ashore.

f. When the boat that will protest returns to ashore, it will fill out the PROTEST FORM and submit its objection within the PROTEST TIME LIMIT on that day.

22.2. The protest form / Hearing request form will be obtained from the Race Secretariat located on the Race Committee Start boat. Protests and redress for requests will be given within the protest time limit.

22.3. Protest time limit is two hours after the last boat in the race finishes.

22.4. Protest forms should only be submitted by the boat owner or the person responsible whose name is written on the registration form, or a team member authorized by them in writing, but in any case, whose name is written on the registration form and who participated in the race on the boat that is the subject of the protest, and only this person can attend the protest hearing.

22.5. The protest fee is US$ 50 and will be paid in cash to the race secretary at the time of the protest submission. The protest fee will be refunded if the request is withdrawn (with the permission of the protest committee) before the hearing or if the protester is justified at the end of the hearing; otherwise, will be kept for the Organizing Committee.

22.6. Parties are obliged to provide their own translators at the protest hearing. Failure to have the translator ready on time shall result a protest hearing with the absence of that party and hearing shall continue as RRS 63.3.b

Google translate etc. shall not be accepted as a means of communication in the protest hearings.

22.7. If a boat wants to bring any witnesses to the hearing, it is her responsibility to make her available at the time of the hearing.

22.7. The protest hearing schedule will be announced by the protest committee on the WhatsApp group.

22.8. Boat that intends to protest but could not continue and finish the race or retires shall inform the Race Committee finishing vessel by the official VHF channel of the race as soon as possible (This changes RRS 61.1(a)).

22.9. Which will be refunded if the protest is upheld, or redress is granted or the protest/request for redress is withdrawn after a permission of the Protest Committee.

22.10. Protest hearings will be held on the Race Committee Start boat.

23. SPORTSMANSHIP AND RULES

23.1. Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when a boat breaks a rule and is not exonerated, she will promptly take an appropriate penalty or action, which may be to retire.

23.2. ENVIRONMENTAL RESPONSIBILITY; Participants are encouraged to minimize any adverse environmental impact of the sport of sailing.

23.3. FAIR SAILING; A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. The penalty shall be a disqualification that is not excludable.

23.4. In this case, a team to be determined by the Organizing Authority will follow the races at sea, make the necessary checks and prepare a daily report to the protest committee. The protest committee will be able to action based on this report.

23.5. Any boat deliberately slowing down or starting its engine, except in cases of unavoidable necessity, will be considered unsportsmanlike conduct. The penalty will be disqualification (DSQ). The organizing authority has the authority to impose this penalty independently of the race management.

24. [DP]PENALTIES

24.1. After the preparatory signal, a boat shall not touch the starting marks, course marks and finishing marks when racing. Committee boats on the start and finish line will also be considered as marks.

24.2. If a boat touches one of these marks, shall notify the race committee by radio on the official VHF channel of the race and declare in writing within the protest time limit at the first opportunity after the race.

24.3. Traditional Built boats and Modern built boats may make ONE TURN PENALTY to exonerate herself or will get 5 minutes TIME PENALTY.

24.4. For Non-Traditional boats, this penalty will be ONE TURN PENALTY. If a boat does not report and make this penalty, the penalty will be disqualification.

24.5. A boat shall not use engine after the preparatory signal. Boats found to be using motors may receive a DISQUALIFICATION (DSQ) penalty at the protest hearing.

24.6. Engine can only be used in danger, to avoid collusion with another boat or aground or rescue. This situation shall be reported to the race committee at the first opportunity via the official VHF channel of the race and then to the race secretariat with a written declaration within the protest time limit.

24.7. If a Traditional Style boat is observed as OCS and doesn’t exonerate herself by restarting, the protest committee may give her time penalty or score her OCS.

24.8. If a boat breaks one of the rules except mark touching may take one turns penalty to exonerate herself. Otherwise, the penalty will be disqualification as a result of the hearing.

24.9. The finishing score of a boat penalized for any reason cannot be worse than the score of a disqualified boat.

24.10. Boats that do not have a stage flag will first receive a time penalty (10 percent of race time). In the second repetition, a disqualification (DSQ) penalty may be imposed by the protest committee.

24.11 Time penalty will be recorded in the rating as much as the time penalty received by traditional boats that receive a time penalty.

24.12 Rating values of boats that receive DSQ or similar penalties are subject to processing.

24.13. The tracking device must be on. The boat owner is responsible for turning it off or any similar issues. The organizing authority may impose a DSQ penalty on the boat if deemed necessary.

25. SCORING

25.1. Wooden Boats will be rated with BPR (Bodrum Cup Rating) system, Cruiser boats will be rated with ORC and/or Support Rating system.

25.2. The total time of each boat for each stage is expressed in seconds between the start and finish lines. In the handicap system accepted for this period, the rating coefficient belonging to that boat is applied and the corrected time rating is obtained. Penalties taken by the boat, if any, are added to this time. With the BPR system, the final grading of that stage is done (ordering increases from smallest to largest). The boat with the lowest corrected time will be declared the winner of that stage. The second after the decimal point in corrected time calculations (50 and above will be rounded up).

25.3. Scoring is done separately for each category.

25.4. IN SCORING; The first boat gets 1, the second 2 points, the third 3 points and the fourth 4 points. One point is added for each subsequent row.

25.5. A boat that does not arrive in the starting area (DNC), does not start in the starting area (DNS, OCS), does not finish (DNF), leaves after finishing (RET) or is disqualified (DSQ and DNE), a boat that arrives in the starting area but does not start (DNS, OCS), in the evaluation of the finish It gets one more point than the number of boats registered in the / category.

25.6. Objections to BCR (Bodrum Cup Rating) will be made in writing and will be evaluated by the Technical Committee. As a result of the decisions of the Technical Committee regarding the BCR, the provisional results of the race will be recalculated if necessary.

25.7. For boats competing with BCR (Bodrum Cup Rating), the average of the boat's last three race ratings will be used for the first day of racing. The starting rating for yachts competing for the first time will be determined by the race committee.

26. NUMBER OF RACES AND EXCLUDING THE WORST RACE SCORE (DISCARDS)

26.1. Maximiles Black The Bodrum Cup is a serie race. Each serie race is planned for 5 (five) races.

26.2. If only three (3) races are completed, the worst ranked race shall not discard, and an evaluation is made over these three (3) races. If four or more races are completed, a race with the worst score is

discarded together with the BPR coefficient formed after that race, and evaluation is made on the remaining races. The worst race will be excluded with that days rating point also. Excluded rating will not change earlier rating points.

27. RACE RACKING

27.1 The race will be tracked by the Arvento app. Boats will be fitted with tracking devices before the race. Any intervention or disabling of the tracking device by anyone other than the race committee will be subject to penalties (see 24.13).

28. AWARDS

Awards consist of class/category, general classification and special prizes.

28.1. THE BODRUM CUP:

This cup is the biggest award of Maximiles Black The Bodrum Cup. Awarded to the winner of the general classification in the class of boats built in the Traditional Style.

This award consists of ONE trophy and the REGATTA FLAG, which he will keep for one year. When determining the winner of the general classification, the boat with the least points according to the general finishing order is considered.

28.2. THE BODRUM CUP REGATTA FLAG:

It is given to the winners of 4 big general classification to be kept for one year. The boat that won the flag three times is entitled to carry this flag for life.

28.3. CHALLENGE CUP:

Awarded to the winner of the general classification of all wooden boats built in Traditional and Modern Style.

28.4. 37th YEAR SPECIAL AWARD:

Awarded to the winner of general classification of all Modern Style and Performance boats.

28.5. THE FASTEST BOAT OF BODRUM:

Every year, an award will be given to the competitor who breaks the record in the 12 nautical mile record race. This award will be rotational, and it will be given to the boat when the record is broken.

28.6. CRUISER OVERALL:

Awarded to the winner of general classification of all cruiser boats.

28.5. GENERAL CLASSIFICATION AWARDS:

28.5.1. Boats built in traditional and non-traditional style (other than one design category) are awarded to the first three boats in their class if there are 5 (five) or more participants. If there are less then 5 (five) participants only the first boat will be awarded.

28.6 SPECIAL PRIZES

28.6.1 . 10 YEARS PARTICIPATION AWARD:

Awarded to boats that have participated in Maximiles Black The Bodrum Cup for 10 years.

28.6.2 . 15 YEARS PARTICIPATION AWARD:

Awarded to boats that have participated in Maximiles Black The Bodrum Cup for 15 years.

28.6.3 . 20 YEARS PARTICIPATION AWARD:

Awarded to boats that have participated in Maximiles Black The Bodrum Cup for 20 years.

28.6.4. 25 YEARS PARTICIPATION AWARD:

Awarded to boats that have participated in Maximiles Black The Bodrum Cup for 25 years.

28.6.5 . 30 YEARS PARTICIPATION AWARD:

Awarded to boats that have participated in Maximiles Black The Bodrum Cup for 30 years.

28.6.6. 35 YEARS PARTICIPATION AWARD:

Awarded to boats that have participated in Maximiles Black The Bodrum Cup for 35 years.

28.6.7. YOUNGEST COMPETITOR AWARD:

Traditionally, it is the award given to the youngest participant who participates in Maximiles Black The Bodrum Cup races every year.

28.7.8 SPONSOR COMPANY AND INSTITUTION INCENTIVE AWARDS:

These are the awards given by the sponsor companies and institutions to the boats that are ranked.