



GAMLA STANS YACHT SÄLLSKAP

Club Championships

September 19, 2020

SAILING INSTRUCTIONS

Abbreviations

MCB - Main Committee Boat	OA - Organizing Authority
PC - Protest Committee	RC – Race Committee
RRS – Racing Rules of Sailing	SI – Sailing Instruction

1. RULES

- 1.1 The event will be governed by
 - (a) the ‘rules’ as defined in the RRS, including Appendix D, Team Racing; and
 - (b) the Rules for Handling Boats contained in Attachment C which also applies to any practice sailing.
- 1.2 All races will be umpired.
- 1.3 The right of appeal will be denied in accordance with RRS 70.5(a).
- 1.4 Rule 16.2 is amended to include: In addition, a starboard-tack boat on a beat to windward shall not bear away to a course more than 90 degrees from the true wind if as a result the port-tack boat would immediately need to change course to keep clear of her. In addition the following changes to the Team Racing Call Book apply:
 - Call D2 Delete Call
 - Call D5 In answer 1, delete all references to rule 16.2 and delete the final paragraph in italics
 - Call G7 Delete Q & A 1

- 1.5 Add to rule 41: “(e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.”
- 1.6 As boats and equipment will be supplied by the OA, World Sailing regulation 20.4 applies. Each boat and the supplied equipment will be required to display advertising as provided by the OA.

2. ENTRIES, ELIGIBILITY and CREW CHANGES

- 2.1 To remain eligible the entire team shall complete registration before the start of the first race.
- 2.2 Team members may be changed when completing registration from the information provided on their entry forms. After registration, further changes of crew during the regatta require prior written permission from the RC.
- 2.3 Race officers, umpires, competitors and participants in the GSYS Stockholm Team Race Regatta not already members of the Club have been elected temporary honorary members of Gamla Stans Yacht Sällskap for the duration of and while participating in the event.

3. NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board at the race office.

4. SIGNALS TO COMPETITORS

- 4.1 No signals will be made ashore, other than postponement signals in accordance with the signals in the Racing Rules of Sailing.

5. CHANGES TO SAILING INSTRUCTIONS

- 5.1 Changes to the SIs will be signaled by displaying IC Flag L from the MCB. This changes rule 25 and the meaning of Flag L in Race Signals. If all the competitors are ashore and the MCB is alongside, such changes will be posted on the official notice board not less than 30 minutes before the warning signal of the first affected race. If any competitors are afloat, the changes will be communicated to them orally by the umpires before the warning signal of the first affected race; the changes will also be posted on the official notice board.

6. SCHEDULE

- 6.1 Skippers meeting on Saturday 19th September at 09.00
Attendance by one member of each boat is mandatory.
- 6.2 First warning signal; at 09.30

7. BOATS AND SAILS

- 7.1 The event will be sailed in J80 boats.
- 7.2 Boats will be identified by their hull number. Boats are numbered from 1 to 6.
- 7.3 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 7.4 There shall be no request for redress by teams relating to the allocation of boats by the RC, changing Rule 62.1.
- 7.5 Spinnakers and gear specifically provided for their use shall not be used
- 7.6 The sail combination to be used will be Full Main and Jib.

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format shall consist of two stages:
 - 8.1.1 Stage 1 shall comprise of a round robin where the goal is that each team races all other teams. When considering whether a round robin is valid for the purposes of Rule D4.2 (b), the percentage shall be 30% not 80%. The RC will aim to get as many races possible in of the round robin and will move into the finals before the round robin is complete if there is a time constraint, the RCs decision in this regard is final referring to 8.2.
 - 8.1.2 Stage 2 shall comprise of one match for 5th place (between the 5th and 6th placed teams in RR, one match for 3rd place (between the 4th and 3rd place in RR) and one match for 1st place (between the 2nd and 1st place in RR). The ranking is based on the percentage of wins. In case of a tie the winner in the match between the two teams will be ranked higher, if the teams haven't met the team with the most recent win in the RR will progress.
- 8.2 The format may be modified during the event as determined by the RC taking into account the entries, weather conditions, time constraints and any other relevant factors. The decision of the RC shall be final and competitors shall not request redress in respect of such decision, changing rule 60.1(b).
- 8.3 The schedule of races will be presented to teams at the briefing and displayed on the official notice board.
- 8.4 The RC may at any time remove a particular race from the published sequence of races and run it at a later time, unless it is decided that its outcome is not relevant to progress, but not seeding, in the next round of the competition.
- 8.5 The RC may terminate any race or stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of the races in the existing

conditions or the time scheduled. Early stages may be terminated in favor of later stages. The decision of the RC shall be final and competitors shall not request redress in respect of such decision. This changes rule 60.1(b).

8.6 The RC may abandon any race at any time. This changes rule 32.

9. TEAM CHANGEOVERS

9.1 The race schedule provides for teams to change boats from time to time. Teams will be ferried to and from their boat by ferries appointed by the RC. It is the responsibility of each team to be available at the appropriate time to ensure that they are on hand to board their ferry. Races will not be delayed to wait for teams not ready to go afloat. The lack of such delay shall not be grounds for redress changing rule 62.

10. THE COURSE

10.1 The diagram in Attachment A shows the course, the order in which marks are to be passed and the side on which each mark is to be left.

10.2 A chart of the area of Stockholm Harbour in which the course will be laid is contained in Attachment B, the course area to be used will be Race area B

11. MARKS

11.1 The starting, rounding and finishing marks will be yellow inflatable buoys.

12. THE START

12.1 The warning, preparatory and starting signals will be as follows and rule 26 is amended accordingly:

MINUTES	VISUAL SIGNAL	SOUND SIGNAL	
-3	Flag R displayed	One	Warning Signal
-2	Flag P displayed	One	Preparatory signal
-1	Flag P removed	One long	One minute
0	Flag R removed	One	Starting signal

12.2 The starting line will be between the course side of the two starting marks.

- 12.3 The main committee boat will not be anchored and shall constitute an obstruction.
- 12.4 When a boat is subject to rule 29.1 flag X will not be displayed for more than 1 minute after the starting signal; this changes rule 29.1.
- 12.5 A series of short sound signals may be made to advise competitors a warning signal is imminent or that a postponement signal if displayed is about to be lowered.
- 12.6 A boat starting later than two minutes after her starting signal, other than a boat that is OCS and has not returned to the pre-start side of the starting line, shall be scored DNS without a hearing. This amends rule A5.

13. COMMERCIAL TRAFFIC

- 13.1 The race area is situated in the central part of Stockholm Harbor. There are numerous movements of commercial traffic ranging from large cruise ships to regular small commuter ferries on timetable. Our race area has been chosen by the OA to offer one of the most stunning racecourses of its kind, but there will be challenges concerning the existence of commercial traffic. This is an unusual privilege granted to the OA by the Stockholm Harbour Authority and it is important not to abuse that privilege. GSYS plans to run similar events in the future and failure to comply with the Harbour Authority's Race Permit may make it unlikely that a similar privilege will be granted again.
- 13.2 The Race Permit requires that all commercial traffic shall have the right of way and boats, whether racing or not, shall keep clear. Failure to do so is subject to action by umpires in accordance with RRS D2.3(h). Commercial traffic shall constitute an obstruction. Failure to do so while a boat is not racing may be subject to protest and if a boat is found to be in breach, the protest committee may award such penalty as it thinks fit, which may include disqualification from the event. This changes RRS 64.1.
- 13.3 The RC in its unfettered discretion may postpone or abandon a race at any time due to the movements of commercial traffic and any such decision shall not be grounds for redress, changing RRS 62.1.
- 13.4 Any race so postponed or abandoned shall be re-sailed when convenient or at the discretion of the RC may be abandoned.

14. CHANGE OF THE NEXT LEG OF THE COURSE

- 14.1 The RC may move marks of the course. Rule 33 shall not apply.

15. THE FINISH

- 15.1 The finishing line will be between the course side of the two finishing marks, which are the same as the starting marks.

16. PENALTIES

- 16.1 There shall be added to RRS D2.3 "(h) fails to keep clear of commercial traffic."
- 16.2 The references to One-Turn Penalties and Two-Turns Penalties provided for in RRS Appendix D shall not apply and the following is substituted.
- 16.3.1 When it is provided in RRS Appendix D that a boat may take a One-Turn Penalty, she shall take a gybe if she is on a leg of the course to a windward mark or a finishing line to windward, and as soon as possible luff to a close hauled course; if she is on a course to any mark other than a windward mark or to a finishing line that is not to windward or if she takes the penalty before starting, she shall take a tack and as soon as possible bear away to a course that is more than ninety degrees from the true wind.
- 16.3.2 For the purpose of taking penalties a boat is on a course to a windward mark when she is on a leg to Mark 1.
- 16.4 When it is provided in RRS Appendix D that a boat shall take a Two-Turns Penalty, she shall take a One-Turn Penalty.
- 16.5 For the purposes of this SI, a gybe is not completed until the foot of a boat's mainsail has crossed her centerline and the sail has filled or the boat is no longer sailing downwind.
- 16.6 For the avoidance of doubt nothing in this SI prevents an umpire hailing that a boat shall take a number of turns in accordance with the last paragraph of rule D2.3.

17. TIME LIMIT

- 17.1 There is no time limit, but attention is drawn to SI 8.6 by which the Race Committee may abandon any race at any time.

18. PROTESTS

- 18.1 All decisions taken by the umpire are final
- 18.2 The PC may refuse to hear a protest or request for redress unless its outcome is relevant to progress, but not seeding, in the next round of the competition. This changes rule 63.1.
- 18.3 Breaches of SIs 9, 20 and 21 and breaches of class rules will not be grounds for protest by a boat. This changes rule 60.1 (a).

- 18.4 Penalties for breaches of any rules, other than breaches of the rules of Part 2, rule 31, rule 44, Rule D2 and SI 16, (other than those specifically referred to in the these SIs) may be less than disqualification and may be no penalty if the protest committee so decides.
- 18.5 When the race umpires together with one other umpire (when available) decide that a boat has broken rule 14 and there is damage or injury, they may penalize her team by half a race win without a hearing. The boat will be informed as soon as practical and may request a hearing. This changes rule 63.1.
- 18.6 A team that has already been penalized half a race win under 18.5 may be penalized one race win for a second such infringement in the competition.

19. DAMAGE, BREAKDOWNS AND TIME FOR REPAIRS

- 19.1 The boats are owned by GSYS and are insured with a large excess. If damage occurs the boat damaged is responsible to pay the cost of repair up to the excess, unless the race committee assigns the liability to another boat. The damage charge attributable to the insurance aspect of the cost of repair will not exceed SEK 5000, but the organizing authority reserves the right to charge in addition any costs incurred by it effecting temporary repairs needed to make the boat available to continue to sail in this event or one planned for the future. In this respect the decision of the protest committee shall be final and no such decision shall be the subject of a request for redress (changing RRS 60.1.).
- 19.2 Reckless handling of a boat or the deliberate mishandling of a boat, whether occurring while racing or not, may lead to the disqualification of the team concerned from the regatta in which case the entry fee shall be forfeit.
- 19.3 A boat may display prior to the warning signal of a race an IC Flag 'L' to signal a breakdown or damage to the boat or her sails or injury to her crew (adding to RRS D5.1). She shall proceed as soon as possible to close to leeward of the race committee boat and remain there unless otherwise directed.
- 19.4 Competitors are responsible for inspecting their boats before racing.
- 19.5 Competitors shall report any defects, damage or breakdown to the RC at the first reasonable opportunity.
- 19.6 When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall retire immediately.
- 19.7 The PC shall decide redress in accordance with rule D5 which is amended to that extent. The PC may postpone a re-sail indefinitely and score each team half a race win unless the result is relevant to progress, but not seeding, in the next round.
- 19.8 The time allowed for repairs will be at the discretion of the RC.

- 19.9 Except where rule 62.1 (b) applies, failure to effect repairs in the time allowed, will not be grounds for redress. This changes rule 62.
- 19.10 The PC may apportion responsibility for the damage between the teams involved in the incident and the OA may recover any financial loss from the teams as apportioned.

20. SAFETY

- 20.1 Personal flotation devices shall be worn by all competitors at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. This changes to the preamble to Part 4 and rule 40.
- 20.2 Any participant suffering an injury that draws blood shall report the matter to the RC immediately. The RC may require that person to proceed ashore to receive first aid.

21. CODE OF CONDUCT

- 21.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, and shall not behave so as to bring the event into disrepute. The penalty for breaking this sailing instruction is at the discretion of the Protest Committee and may include exclusion from further participation in the event, the withdrawal of any prizes or the withholding of deposits.

22. RISK ASSESSMENT

- 22.1 Rule 4 of the Racing Rules of Sailing states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.
- 22.2 Sailing is by its nature an unpredictable sport and therefore involves an element of risk. All those taking part should be fully aware and conscious of the actual and potential risks involved in active water sports, including drowning, hypothermia and other physical injuries including head injuries.
- 22.3 By taking part in the event, competitors and each and every competitor agree and acknowledge that:
- A. they are aware of the inherent element of risk involved in the sport and accept
 - B. responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;

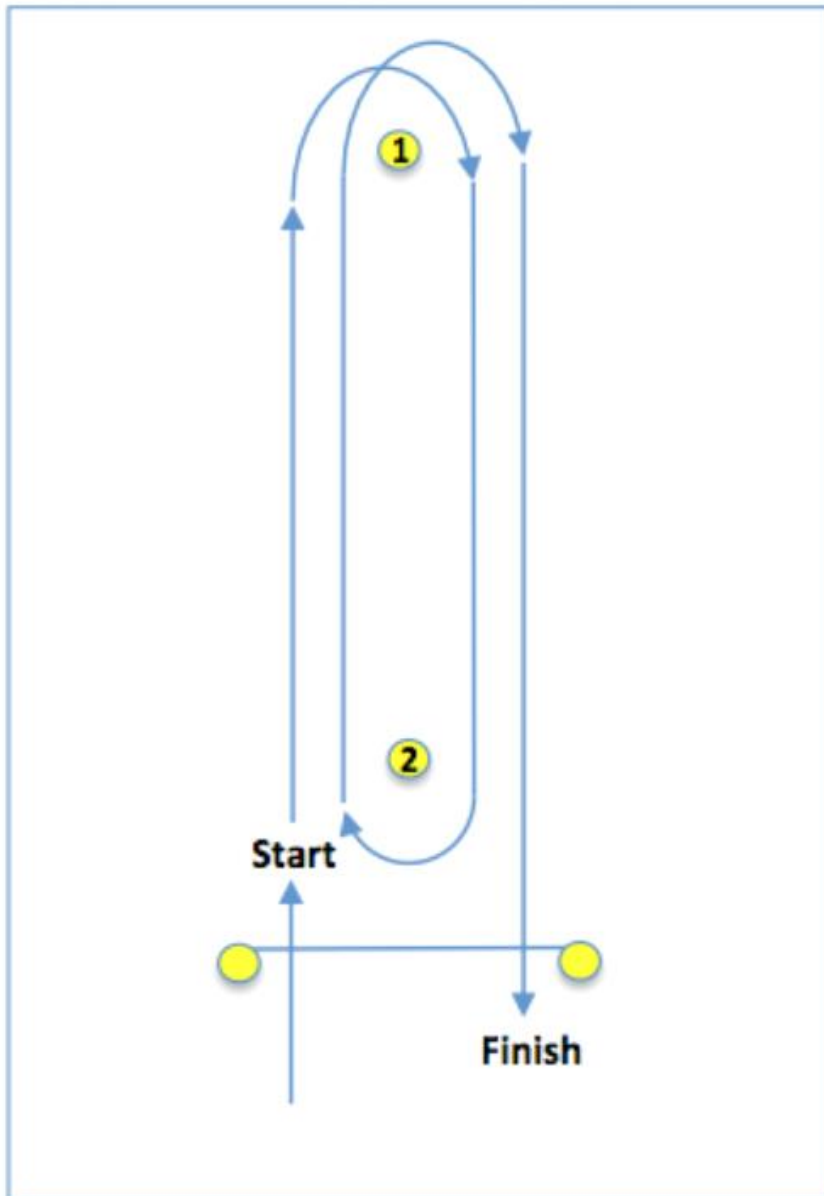
- C. they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- D. They should be especially aware of the particular risks in team racing where boats are maneuvered in close proximity and where the actions of other competitors, the action or inaction of the organizers, the umpires and drivers of other escort craft can also endanger their safety.
- E. they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- F. they have checked that their boat is in good order, equipped to sail in the event;
- G. they have checked that they and their fellow crew members are fit to participate;
- H. the provision of a race management team, patrol boats, umpires and other officials and volunteers by the organizer does not relieve them of their own responsibilities;
- I. the provision of patrol boat cover is limited to such assistance, particularly in extreme weather or commercial traffic conditions, as can be practically provided in the circumstances.

Gamla Stans Yacht Sällskap
Stockholm 2020

ATTACHMENT A – THE COURSE

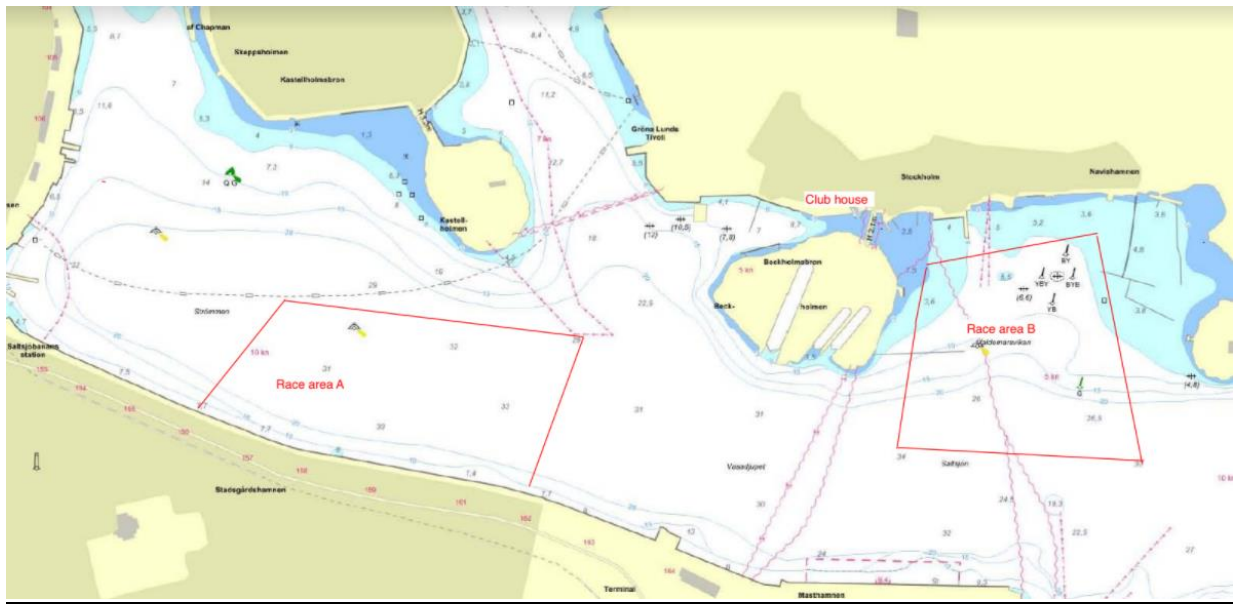
The course will be a starboard-hand windward/leeward course:
START – 1 – 2 – 1 – FINISH.

If Pennant 3 is displayed together with the warning signal the course will be sailed 3 laps:
START – 1 – 2 – 1 – 2 – 1 – FINISH.



ATTACHMENT B – THE RACE AREA

ATTACHM



ATTACHMENT C – HANDLING THE BOATS

GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. (This changes rule 60.1)

2 PROHIBITED ACTIONS

- 2.1 Except in an emergency or in order to prevent damage or injury, or when directed by an umpire or race committee otherwise, the following are prohibited:
- a) Sailing the boat in a manner that it is reasonable to predict would cause significant damage.
 - b) Adjusting or altering the tension of standing rigging, except the backstay
 - c) Using a winch to adjust the mainsheet, backstay or vang. Cross-winchng foresail sheets.
 - d) Any additions, omissions or alterations to the equipment supplied.
 - e) The use of any equipment or fittings for a purpose other than that intended.
 - f) The replacement of any equipment without the sanction of the RC.
 - g) Cleaning the boats, centreboards and rudders with anything but water.
 - i) Perforating the sails.
 - j) Adjusting the upper battens.
 - k) Marking the hull or equipment in any manner other than reasonably easily removable adhesive tape.
 - l) Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
 - m) The use of electronic instruments other than compass and watches.
 - n) The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crewmember outboard is prohibited.
 - o) Breaches of SI C2.1.n. are not open to protest by boats but are subject to action by Umpires in accordance with rule D2.3. This changes rule 60.1.
- 2.2 Spinnakers shall not be used.

3 PERMITTED ITEMS AND ACTIONS

3.1 The following are permitted taking on board:

- a) Basic hand tools.
- b) Easily removable adhesive tape.
- c) Line (elastic or otherwise).
- d) Shackles and clevis pins.

3.2 Using the items in 3.1 to:

- a) Prevent the fouling of lines, sails and sheets.
- b) Prevent damage.
- c) Make minor repairs.

3.3 Adjusting the jib halyard tension

4 MANDATORY ITEMS AND ACTIONS

The following actions are mandatory:

- 4.1 Inspecting assigned boats before each race for possible breakdowns and missing equipment. Discrepancies shall be reported immediately to the Equipment Officer when ashore or to the Race Committee when afloat.
- 4.2 Reporting any damage, breakdown or loss of equipment, however slight, to the Equipment Officer immediately upon returning the boat.
- 4.3 Reporting any collision resulting in damage to either boat to an umpire or Equipment Officer as soon as possible after finishing or retiring.
- 4.4 At the end of the sailing day:
 - a) Folding, bagging and placement of sails as directed.
 - b) Leaving the boat in the same state of cleanliness as when first boarded that day.
- 4.5 Complying with any request from the Race committee regarding the berthing of boats.
- 4.6 Any request to alter, in any way, the equipment on a boat shall be in writing.
- 4.7 Failures to comply with "Mandatory items and Actions" may result in a cost of up to EUR 100 per incident

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