GAMLA STANS YACHT SÄLLSKAP

GSYS Summer regatta 2026

Saturday 23rd to Sunday 24th May 2026

SAILING INSTRUCTIONS

Abbreviations

MCV - Main Committee Vessel
PC - Protest Committee
RRS – Racing Rules of Sailing
OA - Organizing Authority
RC – Race Committee
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 RRS 40.1 Personal Flotation Devices, Basic Rule applies at all times while afloat or on any pontoon.

1.3 Races will be umpired.

1.4 The right of appeal will be denied in accordance with RRS 70.3(b).

1.5 RRS D5.3 and D5.4 are changed: Replace "race committee" with "protest committee" in both rules.

1.6 Add to RRS 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."

1.7 As boats and equipment will be supplied by the OA, World Sailing Advertising Code applies. Each boat and the supplied equipment will be required to display advertising as provided by the OA.

1.8 Damage charges will not exceed €500 per boat per incident.

1.9 J80 Class rules will not apply.

1.10 RRS 20.4 is changed in accordance with RRS D1.1(d). Arm signals are required.

1.11 RRS 17 is deleted.

1.12 RRS 31 is changed as:
While racing, a boat's hull or crew shall not touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing. In addition, while racing, a boat shall not touch a race committee vessel that is also a mark.

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 After registration no changes may be made without the prior written agreement of the RC.

2.3 Race officers, umpires, competitors and participants in the GSYS Summer Regatta who are 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 Online notice board located at https://www.gsys.nu/

4. SIGNALS TO COMPETITORS

4.1 No signals will be made ashore, other than postponement signals .

4.2 '1 min' in the RRS Race Signal 'AP' is replace by '10 min'.

5. CHANGES TO SAILING INSTRUCTIONS

5.1 No changes.

6. SCHEDULE

6.1 Registration open Saturday 08:30 at Beckholmen dock.

6.2 Practice; Friday 22nd May between 11.00-17.00. Practice Time slots to be arranged with the Race Office. Practice is self-organized by the teams.

6.3 Skippers meeting on Saturday 23rd May at 09.00 followed by a briefing from the umpires. This will be repeated on subsequent racing days.

Attendance by at least one representative of each boat is mandatory.

6.4 First warning signal at 10.00 on each Racing Day.

6.5 Latest time for warning signal; Sunday 24th May at approximately 15.00

7. BOATS AND SAILS

7.1 The event will be sailed in J80 type 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. Should they decide that a boat will not be used the team 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 RRS 61.1(a).

7.5 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 three stages:

8.1.1 Stage 1 shall comprise one or more round robins.

8.1.2 Stage 2 shall comprise a final, and maybe a petit-final (each a separate knock-out round). In each match, the first team to score three race points shall be the winner of that match.

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 RRS 61.1(a).

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, it 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 favour of later stages. The decision of the RC shall be final and not be grounds for redress, changes RRS 61.1 (a).

8.6 The RC may abandon any race at any time, changing RRS 32.

9. SCORING

1. RRS D4.3(b) is deleted.
2. If stage 1 is terminated with an incomplete round-robin, the results of that round-robin will be discarded.
3. , when the stage is terminated, not all teams have sailed all other teams at least once, teams shall be ranked on the basis of the Addendum for HLS.
1. If, when the stage is terminated, all teams have raced all other teams the same number of times, teams shall be ranked on the basis of the first sentence of RRS D4.3(a) and ties will be broken using D4.4(a).
3. If, when the stage is terminated, all teams have raced all other teams at least once, but not all teams have raced all other teams the same number of times, the following rules shall apply:
4. One win-point shall be available for all the races sailed between any two teams, as follows:

Number of races completed between any two teams	*Points for each win*
1	One win-point
2	Half win-point
3	A third of a win-point (etc.)

5.
5. Teams shall be ranked on the basis of the first sentence of RRS D4.3(a) with 'race wins' replaced by 'win-points'
6. Ties shall be broken using RRS D4.4(a)
7. Race Win Penalties issued in accordance with RRS D3.3(a) are converted to win-points as follows:

Minimum number of races completed between any two teams	Points deducted
1	One win-point
2	Half win-point
3	A third of a win-point (etc.)

8.

for other penalties this is apportioned pro-rata e.g. half a race win is half that given above

10. TEAM CHANGEOVERS

10.1 The race schedule provides for teams to change boats from time to time. Teams will change boats from the dock at Beckholmen. It is the responsibility of each team to be available at the latest at start of the race before the race in question to ensure that they are on hand to board their boat. 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 RRS 61.

11. THE COURSE

11.1 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.

11.2 Courses shall not be shortened. This changes RRS 32 and Race Signals.

11.3 The RC may change a leg of the course that begins at a rounding mark by changing the position of the next mark or the finishing line, but no mark shall be moved when any boat is on a leg that the mark terminates. Subsequent legs may be changed to maintain the course configuration. There will be no visual or audible signals for a course change. This changes RRS 33 and Race Signals.

12. RACING AREA LIMITS

Depending upon the location of the course, the racing area may be limited by boundaries defined by harbour buoys, other navigation marks and/or points on land. Teams shall be informed of the applicable limits before racing on each day. Boats shall remain inside the limits of the designated racing area at all times, except when transiting to or from the designated racing area (and as far as possible shall do so even when transiting). The lines that define the limits of the racing area are designated as obstructions. The buoys, other marks, or points on land that define the limits of the racing area are not marks of the course. Breaches of this SI are not subject to protest by competitors (changing RRS 60.1) and will be dealt with by umpires under RRS D2.3.

13. MARKS

13.1 The start/finish line and rounding marks will be yellow inflatable buoys.

13.2 The finishing line will be between the course side of the two finishing marks.

14. THE START

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

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

14.2 The start- and finishing line will be between 2 yellow buoys.

14.3 When a boat is subject to RRS 29.1 flag X will be displayed for no more than 1 minute after the starting signal; this changes RRS 29.1.

14.4 A series of short sound signals may be made to advise competitors that a warning signal is imminent or that a postponement signal if displayed is about to be lowered.

15. COMMERCIAL TRAFFIC

15.1 The race area is situated in the central part of Stockholm Harbour. 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.

15.2 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) – see SI 16.1. 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, changing RRS 60.5.

15.3 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 61.1(a).

15.4 Any race so postponed or abandoned shall be re-sailed when convenient or at the discretion of the RC may be abandoned.

16. PENALTIES

16.1 Add to RRS D2.3

(g) fails to keep clear of commercial traffic or sails outside the designated racing area.

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.

16.2.1 When it is provided in RRS D1.3(a) that a boat may take a One-Turn Penalty, if she is on a leg of the course to a windward mark or before starting, she shall gybe and as soon as reasonably possible luff to a close-hauled course. If a boat is on any other leg of the course or to the

finishing line she shall tack and as soon as reasonably possible bear away to a course that is more than 90 degrees from the true wind.

16.2.2 When it is provided in RRS D2.5 that a boat shall take a Two-Turns penalty she shall take a One-Turn penalty.

16.3 A boat completes a leg of the course when any part of her hull crosses the extension of the line from the previous mark through the mark she is rounding, or on the last leg, when she finishes.

16.5 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 RRS D2.5.

16.6 RRS D2.3(d): Add “When applying this rule an umpire may decide that a hard contact between boats (contact between hulls and/or rigs) is to be considered as having caused damage irrespective of whether or not damage actually resulted from the contact. In addition, when there is actual damage, two race umpires together with another umpire may determine that a penalty as set out in Attachment D shall be applied to the relevant team. The boat will be informed as soon as practical and may request a hearing. This changes RRS 63.1.

16.7 RRS D2.3: Add "(i) fails to comply with SI Addendum C.2 ‘Prohibited Actions’”.

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 The protest time limit is five minutes after the finish of the relevant race except for requests for redress relating to scoring for which the time limit shall be thirty minutes after the finish of the last race of the day. However boats are requested to inform the RC of their intention to make such requests as soon as possible.

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 RRS 63.1.

18.3 Breaches of SIs 10, 20 and 21 will not be grounds for protest by a boat. This changes RRS 60.1 (a).

18.4 Penalties for breaches of any rules, other than breaches of the rules of Part 2, RRS 31, RRS D2 and SI 16, (other than those specifically referred to in these SIs) may be less than disqualification and may be no penalty if the protest committee so decides.

19. DAMAGE, BREAKDOWNS AND TIME FOR REPAIRS

19.1 The boats are owned by GSYS and are insured with 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 €500, but the organising 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 organising authority shall be final and no such decision shall be the subject of a request for redress (changing RRS 61.1(a).).

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 If a boat suffers a breakdown, damage or injury in the racing area she may display IC flag 'L'. If this is done while racing then RRS D5.2 applies. If this is done when not racing it requests the postponement of the start of the next race involving the boat until IC flag 'L' has been removed. In this case the boat should proceed as quickly as possible to close to leeward of the race committee boat and remain there unless otherwise directed, changing RRS D5.2. The timing of the start of the next race involving the boat will then be at the discretion of the race committee (and any decision to postpone or not postpone the start of that race shall not be grounds for redress, changing RRS 61.1(a)).

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 RRS D5 which is amended to that extent. The RC 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 RRS 61.4 (b)(2) applies, failure to effect repairs in the time allowed, will not be grounds for redress. This changes RRS 61.

19.10 The OA 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

Any participant suffering a severe 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

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 3 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 manoeuvred in close proximity and where the actions of other competitors, the action or inaction of the organisers, 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

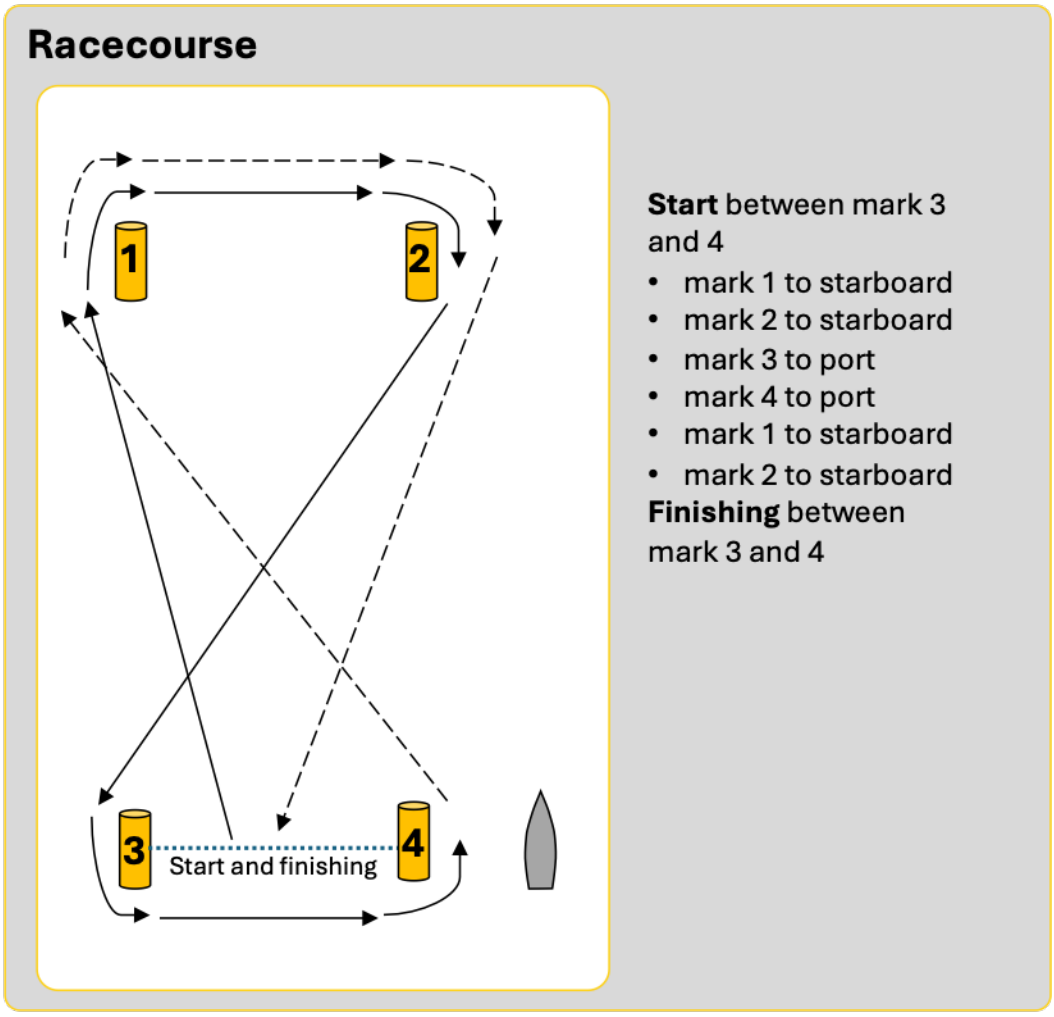
I. the provision of patrol boat cover is limited to such assistance, particularly in extreme weather or commercial traffic conditions, as can be practically provided in the circumstances.

Gamla Stans Yacht Sällskap
Stockholm 2026
Per-Olof Lindqvist, RO

ATTACHMENT A – THE COURSE

The course will be a box windward/leeward course:
START – 1 SB – 2 SB – 3 PO – 4 PO – 1 SB – 2 SB – FINISH.

Start and finish line is between marks 3 & 4



ATTACHMENT B – THE RACE AREA

At Ryssviken, next to Beckholmen at Djurgården in Stockholm City

ATTACHMENT C – HANDLING THE BOATS

GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress, changing RRS 61

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-winching 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, keel 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 crew member outboard is prohibited.

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 ACTION

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 each 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 deduction from the damage deposit up to EUR 100 per incident.

ATTACHMENT D – DAMAGE PENALTY ASSESSMENT

Penalties for damage resulting from contact between boats racing.

The umpires may impose a penalty for breaking RRS 14 without a protest hearing, unless a boat involved in the incident requests a hearing, in which case the umpires shall report the incident to the protest committee. If it has good reasons to do so, the protest committee may impose a greater penalty than what the umpires determined was appropriate. This Addendum explains how damage will be assessed and prescribes the appropriate penalty
level.
There are several things we are trying to achieve with damage penalties:
• Minimize damage to keep costs down and avoid delays while boats are repaired.
• Ensure that penalties fit the breach and are consistent.

Damage Levels - The Level Effects Race Penalties

Level	Description	Impact Round Robin	Impact Knock Out Series

Level A Minor Damage	Boat may race without repair although minor surface work may be required after the event. Repairs should not normally require more than 1hour of work. For example: No taping is required.	No Penalty	No Penalty
Level B Damage	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work. For example: taping is required before the boat can continue to sail.	1⁄2 race win	1 race win
Level C Major Damage	The boat cannot continue to race that day. Requires more than 3 hours of work.	1 race win	2 race wins

Penalties
Race-win penalties may be imposed by umpires after a race to boats that break RRS 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the round-robin or knock-out stage in which the damage occurred. If both boats are given the same penalty in a race during a knock-out stage, the penalties are offsetting and will be disregarded for scoring purposes.

Damage Costs
Any deductions from damage deposits are a matter for the Organizing Authority and are not related to and do not affect any race win penalties imposed by the Umpires or Protest Committee.