

# **Sailing Instructions (SI)**

## **Nordic Sailing Leagues Final**

### **4-5 October 2025**

### **Marstrand, Sweden**

**Organising Authority:** Swedish Sailing Federation in co-operation with  
Marstrands Segelsällskap

#### **1. Rules**




- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS) and by Appendix UF, Umpired Fleet Racing Nordic Edition in Addendum A.
- 1.2 The crews will be assigned to boats and races as detailed in the pairing schedule in Addendum B.
- 1.3 The boats are provided by the organizing authority and the rules for handling the boats in Addendum C will apply. The class rules do not apply.

#### **2. Changes to the Sailing Instructions and other information**

- 2.1 Any change in the Notice of Race, Sailing Instructions or pairing schedule, and messages from the race committee, will be posted on the official notice board in Sailarena no later than 10 minutes before the warning signal of a race. Changes and messages may also be communicated verbally by the race officer or the umpires.
- 2.2 Changes in the time schedule, except postponements, will be posted no later than 20:00 the day before the change will take effect.
- 2.3 The race committee will transmit information regarding the course, starting procedures, safety etc. on VHF channel 72.
- 2.4 No flag signals will be used ashore. When the race committee vessel is moored in the harbour, the time for the next start can be found in the Sailing Instructions or on the official notice board.

### 3. The start

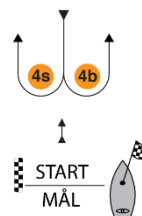
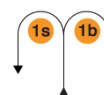
- 3.1 Boats that are moored in the harbour may not leave the jetty without permission by the race committee or technical committee.
- 3.2 RRS 26 is changed as follows:

Minutes before the start	Flag	Sound signal	Meaning
3	Flags with numbers 	One	Warning signal
2	Flags with numbers 	One	Preparatory signal
1	Flags with number 	One long	Last minute
0	No flag	One	Start

- 3.3 A boat that fails to start within three minutes of the starting signal will be scored did not start (DNS).

### 4. The course

- 4.1 The start and finishing line is between a black and white checkered flag on the race committee vessel and a black and white checkered inflatable buoy.
- 4.2 The course is a windward/leeward course with windward and leeward gates to be sailed two laps:  
Start – Gate 1s/1b – Gate 4s/4b – Gate 1s/1b – Finish.  
The rounding marks are white and blue inflatable buoys.
- 4.3 If flag T is displayed before the warning signal, the course will be sailed three laps:  
Start – Gate 1s/1b – Gate 4s/4b – Gate 1s/1b – Gate 4s/4b – Gate 1s/1b – Finish.
- 4.4 The race committee will try to set the course so that it will take approximately 11 minutes to sail.
- 4.5 The race committee may change the leg of the course before the first boat has rounded the previous mark without making any signals. This changes RRS 33. The race committee may communicate any change on the VHF.
- 4.6 A boat that fails to finish within five minutes after the first boat has finished will be scored did not finish (DNF). However, the umpires may decide that a boat does not have to finish and the boat will be scored at its current position. This changes RRS 35.



- 4.7 The race committee may anchor red and orange buoys to limit the course or mark a forbidden area. A line of buoys are designated obstruction and no boat's hull may cross a line between any two buoys. A boat cannot protest another boat for breaking this rule, but the umpires may penalize a boat according to Addendum UF3.4.

**Date:** 2025-09-11



## Addendum A – Appendix UF

### Umpired Fleet Racing – Nordic Edition

Version: Sep 2025

#### UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’

UF1.2 Add to rule 2: ‘When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.’

UF1.3 Add new rule 7 to Part 1:

#### 7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.’

UF1.4 Renumber text of rule 14 to 14.1 and add

14.2 When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident. The minimum penalty to be applied in such a case is four points.

14.3 When there is contact between hulls, rudder, bowsprit or any stanchion the umpires may, without a hearing, impose a scoring penalty of two points on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of one point on other boats if they consider that these boats contributed to the contact.

UF1.5 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for ‘Room to tack’, repeatedly and clearly pointing to windward; and
- (b) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.6 Rule 70.1 is replaced with: A *party* to a hearing may only appeal a protest committee decision or its procedures, but not the facts found, under rule 69 to the national authority, except when rule 70.3 applies.

UF1.7 Rule 70.2 is deleted.

#### UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

#### 28 SAILING THE COURSE

28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next *mark* or crossed the finishing line to *finish*.

**UF2.2** Rule 31 is changed to:

**31 TOUCHING A MARK**

While *racing*, neither the crew nor any part of a boat's hull, rudder or bowsprit shall 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*.

**UF3 ON WATER PROTESTS AND PENALTIES**

**UF3.1** Rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused injury or serious damage), rule 31 or rule 42. However, (a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31; (b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire'

**UF3.2** A penalty in rule 44 is a 'One-Turn Penalty'.

**UF3.3 On the Water Protests by Boats and Penalties**

- (a) While *racing*, a boat may protest another boat under a rule of Part 2 (except rule 14) for an incident in which she was involved, under rule 31, or rule 42 by conspicuously displaying a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

**UF3.4 Penalties and Protests Initiated by an Umpire**

- (a) When a boat
  - (1) breaks rule 31 and does not take a penalty,
  - (2) breaks rule 42,
  - (3) gains an advantage despite taking a penalty,
  - (4) commits a breach of sportsmanship, or
  - (5) fails to comply with rule UF3.6,an umpire may penalize her without a protest by another boat by signalling in accordance with rule UF3.5(b), or UF3.5(c). If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

- (b) An umpire who decides, based on their own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.1. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.
- (c) When a boat fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c).

### **UF3.5 Umpire Signals**

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

### **UF3.6 Imposed Penalties**

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) is no longer *racing* and shall promptly leave the course area.

## **UF4 RACE COMMITTEE ACTIONS**

**UF4.1** After boats have finished, the race committee will inform competitors about the results on VHF channel as published in the Sailing Instructions.

## **UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS**

**UF5.1** No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

**UF5.2** A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

Does not have to display a red flag or hail protest and shall inform the race committee on the VHF no later than two minutes after finishing.

**UF5.3** The race committee will promptly inform the protest committee and any protested boat about any protests or requests for redress made under rule UF5.2.

- UF5.4** The protest committee may protest a boat under rule 60.1. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 – if there is there is no damage nor injury.
- UF5.5** The technical committee will only protest a boat under rule 60.1 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event.
- UF5.6** The time limit defined in rule UF5.2 also applies to protests under rule UF5.4 and UF5.5 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.
- UF5.7** Hearings  
Except for a hearing under rule 69.2
- (a) Protests and requests for redress need not be in writing.
  - (b) The protest committee may inform the parties and schedule the hearing in any way it considers appropriate and may communicate this orally.
  - (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
  - (d) Protest Committee decisions that change the score of one or more boats shall be communicated to all boats.
- UF5.8** Rule 60.5 is deleted and replaced with: ‘If the protest committee decides that a boat has broken a rule and was not exonerated, it may impose penalties other than disqualification (including imposing no penalty). If a boat has broken a rule when not racing, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.
- UF5.9** Rule 63.7(b) is changed to ‘A *party* to the hearing may not request a reopening.’
- UF5.10** Rule 61.4(b)(1) is deleted.

## Addendum B – Pairing Schedule and Scoring

- B.1 The crews are divided into groups in a qualifying round according to the pairing schedule below. RRS Appendix A applies, but A2.1 is changed so that no score will be excluded and A5.2 is changed so that a boat that did not start, did not finish or was disqualified will be scored one more point than the number of boats in the largest race in the flight.
- B.2 The race committee may at any time change the format, change the pairing schedule or cancel a flight.
- B.2 If only one race has been completed when a flight must be terminated, that race is discarded. If two races have been completed when a flight must be terminated, the crews listed for the third race will get an average score based on completed races.
- B.3 If the race committee decides to start a race with fewer boats than scheduled, the crew/crews assigned to a boat not sailing will be scored an average score based on earlier completed races or as decided by the protest committee.
- B.4 When the qualifying round is completed or terminated, there will be a final race for the eight highest ranked crews. In the final, the crews bring their score equal to their final place in the qualifying round, i.e. one to eight points. That score will be added to the result in the final. The crew with the lowest total score wins and the others will be ranked accordingly. If there is a tie between two or more boats, the result in the final will be used to break the tie.
- B.5 Participating crews: To be published on the Official Notice Board

### Pairing schedule – Nordic Sailing League Final

To be published on the Official Notice Board



## Addendum C – Handling of boats

### C1 General

- C1.1 The race committee will decide which boats and which equipment that will be used for each flight. This decision will be delivered orally by the race committee or technical committee.
- C1.2 The race committee will decide what sails to be used. Normal sail setting is main sail, jib and gennaker. If the race committee decides to sail with one reef in the main sail, the crews will be informed orally, and the technical committee will support with this arrangement. If the race committee decides to sail without the gennaker, flag E will be displayed on the race committee vessel before the warning signal.
- C1.3 Before the warning signal or within three minutes after the change of boats, whatever is later, a boat may inform the race committee or technical committee via VHF that they have a technical issue, or an injured crew member. The next start may then be postponed, and the boat shall sail close the race committee vessel and wait for instructions.
- C1.4 The race committee or technical committee will decide how much time that will be given for repairs. A race will not be postponed or abandoned for any technical issues if the boat does not comply with C1.3.
- C1.5 Except when RRS 61.4b, items 2 or 3 are applicable, inability to make repairs within the time given is not grounds for redress. This also applies to any damage and technical issues that occur after the warning signal.

### C2 Prohibited actions

Except in an emergency or to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- a) Boarding a boat without prior permission.
- b) Taking a boat from its berth or mooring without having permission.
- c) Moving equipment from its normal stowage position except when being used.
- d) Replace, change or use the supplied equipment for a purpose other than that intended or specifically permitted.
- e) Modifying or sailing the boat in a manner that it is reasonable to predict that damage, or significant further damage, would result
- f) Adjusting or altering the tension of standing rigging, excluding the backstay.
- g) Adjusting the tension in the lifelines.
- h) Marking directly on the hull, deck, sails and ropes with permanent ink, using duct tape or zip ties.

- i) Adding lines or threads in sails, including adding tell tales.
- j) Using a flattener as a reef or using a reef line as an outhaul
- k) Adding or removing purchases in the main sheet pulley or the jib.
- l) Using a winch for the main sheet, backstay or vang.
- m) After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, and the vang.

### **C3 Permitted actions**

C3.1 The crew may bring the following on board while racing:

- a) Clothing and personal items suitable for the conditions and time on the boat.
- b) Food and drink suitable for the conditions and time on the boat.
- c) Basic hand tools.
- d) Shackles, halyard clips, and clevis pins.
- e) Line (elastic or otherwise of 4 mm diameter or less).
- f) Handheld compasses, watches, timers and small personal video devices such as GoPro.
- g) VHF radio.
- h) Smartphone.

C3.2 It is permitted to use the equipment on board and during racing to:

- a) Prevent lines, sails and sheets to get entangled or fall overboard.
- b) Make minor repairs.
- c) Communicate and receive information from the race committee, technical committee or umpires.

#### **C4 Other rules while racing**

- C4.1 The crew must comply with RRS 49 regarding positioning on board.
- C4.2 The bowsprit should be fully retracted, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- C4.3 It is not allowed to extend the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a gennaker set.
- C4.4 A boat can not protest another boat for breaking C4.1 or C4.2, but the umpires may act in accordance with UF3.4.

#### **C5 Mandatory actions:**

- C5.1 After sailing the boat, the crew must submit a verbal report to the next crew or technical committee regarding any damage, missing equipment or adjustments that should be made. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- C5.2 At the end of each sailing day:
  - a) folding, bagging and placement of the sails as directed
  - b) leaving the boat in the same state of cleanliness as when first boarded that day
  - c) mooring the boat in a safe and adequate way
- C5.3 The following equipment should always be on board:
  - a) Four fenders
  - b) Mooring lines
  - c) Red protest flag
- C5.4 The following equipment should be left ashore:
  - a) Companion way hatches

**Datum:** 2025-09-16