



# Stockholm Archipelago Raid

22<sup>nd</sup> to 28<sup>th</sup> of June 2025

## NOTICE OF RACE

Version 1.0

Latest updated 2025-04-21

Change log:



## Introduction

The Stockholm Archipelago Raid is a mix of sport, nature and adventure in the perfect F18-playground; the stunning Stockholm and Åland Archipelagos. The two archipelagos consists of more than 50.000 skerries and islands of at least 10000 m<sup>2</sup> and offers spectacular scenery and limitless possibilities for exceptional courses between the Check Points (CP's) on islands, buoys, light houses and beaches.

Raids has been organized by the Swedish F18 Association under different names since 2010, for example Raid Revenge. Before that, from 2001 to 2009, Atlant Ocean racing organized the Archipelago Raid, an extreme race from Stockholm to Åland and back.

The raid 2025 marks the 25<sup>th</sup> consecutive raid since the start and is the only international sailing regatta that has been held that many years in a row thanks to Sweden's less restrictive travel and crowd gathering policies during the pandemic. For the first time in 15 years the plan is to go to Åland and back.

Many sailors from all over the world has participated since 2001. All winners since 2001 can be found in the F18 Hall of Fame <http://www.f18-international.org/hall-of-fame/>



Brett Burvill, SAR 2022. Photo: Henrik Trygg



# Notice of Race

**Dates:** 22<sup>nd</sup> to 28<sup>th</sup> June 2024

**Location:** Saltsjöbaden/Stockholm, Sweden

**Boatclass:** Formula 18

**Organizing authority:** The Swedish F18 Association

## 1. Rules

- 1.1 The event will be governed by the rules as defined in the Racing Rules of Sailing (RRS) and with appendix S.

The sailing instructions will consist of the instructions in RRS Appendix S, Standard Sailing Instructions, and Supplementary Sailing Instructions that will be on the Official Notice Board.

- 1.2 The International Formula 18 Class rules will apply.
- 1.3 Paddling with one paddle may be allowed between pre-defined check points as specified and communicated by the Race Committee before start of each leg. Paddling on other parts of the course is forbidden and a boat breaking this rule will be penalized at the discretion of the protest committee.
- 1.4 RRS 31 applies only at starting marks.
- 1.5 While racing, boats shall not enter areas declared by local government or other regulations as forbidden to enter, forbidden to pass or otherwise. These areas are obstructions as defined in the RRS Definitions.
- 1.6 RRS 40.1 will apply at all times while the boat is afloat and on the water. A boat breaking this rule may be warned or penalized at the discretion of the protest committee.
- 1.7 Special safety regulations and recommendations are listed in Addendum A.
- 1.8 Boats may be required to display advertising chosen and supplied by the organizing authority. The area on the boats allocated for the event partners are:
- The bow inside and outside (front third part of the hull, approximately 1,80 m)
  - The jib



- The bottom 1/3 of the mainsail (approximately 2,80 m from the bottom)

1.9 All boats may be required to display identification numbers.

1.10 Subject to the approval of the Race Committee, a boat chartered or loaned for the events may be declared at the time of entry or registration a sail number which may be different from the registered number of the hull provided that the number declared shall not be the sail number of any other boat competing in the regatta.

## 2. Communication

2.1 The online official notice board will be located at <https://www.stockholmarchipelagoraid.com/onb-2025/>

2.2 All boats shall carry a VHF radio capable of communicating on CH 16, and CH 67-77.

2.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.

## 3. Eligibility requirements

3.1 The event is open to eligible boats of the International Formula 18 Class Association.

3.2 All competitors shall be members of their respective National Formula 18 Class Association. When there is no National Class Association in their country, they shall have their entry endorsed by the International F18 Class Association.

3.3 The person in charge shall follow the rules for racing license as decided by the Swedish Sailing Federation. Competitors from other countries than Sweden are exempt from this requirement.

3.4 The person in charge shall be minimum 18 years of age at the date of the start of the race. Competitors under 18 years of age shall present a signed and completed parent (or guardian) consent and declaration form at registration.

3.5 In the spirit of letting sport unite people we welcome all nationalities. We ask however, to assure a good spirit between all teams, that citizens of Russia, China and the USA declare that they respect a rule-based world order and that they disapprove of their governments claims on the sovereign countries of Ukraine, Taiwan, Canada, Panama and Denmark.



## 4. Entry

4.1 Boats may enter the event by registering at [www.stockholmarchipelagoraid.com](http://www.stockholmarchipelagoraid.com) as long as there are places left and not later than Friday the 13<sup>th</sup> of June 2024.

- Sign up by filling out the form and enter requested information about the team.
- Wait to be confirmed by the Race Organisation before paying the entry fee to complete your registration.

4.2 Entry fees per team

Entry period	Entry fee
Entry fee prior to 1 <sup>st</sup> of May	13 000 SEK
Entry fee from the 1 <sup>st</sup> of May	15 000 SEK
Youth team, both sailors 26 or younger	3 000 SEK discount

4.3 Included in the entry fee:

- Race Committee, Safety Officer, Judge and event organisation.
- Speed boats for safety and to carry the race organisation, media, spare parts, tools, tents, sleeping bags and other gear.
- Dinner each evening at a restaurant or similar
- 4 breakfast and/or lunch packs per person
- Allocated tent area or indoor facility
- Access to electricity charging points (power generator), one outlet per team
- Sauna / shower (where available)
- Photography / media covering the event.

4.4 To be considered an entry in the event, a boat shall complete all registration requirements and pay entry fee.

4.5 Reimbursements:

- If a team has paid the Registration fee and is for any reason not accepted to participate, the whole amount will be reimbursed.
- If a sailor is injured prior to the race and cannot participate and cannot find a replacement, he/she shall immediately inform the Organising Committee and present a medical certificate. The full entry fee except 1000 SEK will be reimbursed until the 1<sup>st</sup> of June. After this date there is no possibility for reimbursement.



A maximum number of teams are allowed to participate for security and logistical reasons. The maximum number of teams is 25.

## **5. Registration and equipment inspection**

5.1 Registration will open Sunday the 22<sup>nd</sup> of June at 13.00 at Saltsjöbaden.

The following documents shall be provided online before registration:

- A valid Measurement Certificate.
- Verified membership for both sailors of their respective National or of the International F18 Class Association.
- Insurance including liability.
- A completed Start declaration form, including Safety Inspection Protocol.

5.2 All boats will be inspected for compliance with class rules and the regatta safety rules.

5.3 A boat or equipment may be inspected at any time during the regatta for compliance with her certificate, class rule, Notice of Race and Sailing Instructions.



## 6. Schedule

### 6.1 Schedule

- **Sunday 22<sup>nd</sup> of June**  
~ 13.00 Registration, safety control at KSSS, *Saltsjöbaden*  
19.00 Welcome meeting and briefing at Paviljongen, Saltsjöbaden Grand Hotell
- **Monday 23<sup>rd</sup> of June**  
~ 10.00 Start, 2-3 legs planned, dinner ~19.30  
Base camp at Fejan
- **Tuesday 24<sup>th</sup> of June**  
Early start, 3 legs planned, dinner ~19.30  
Base camp TBD
- **Wednesday 25<sup>th</sup> of June**  
2 or 3 legs planned (shorter distance than other days), dinner ~19.30  
Base camp TBD
- **Thursday 26<sup>th</sup> of June**  
2 or 3 legs planned, dinner ~19.30  
Base camp TBD
- **Friday 27<sup>th</sup> of June**  
Early start, 3 legs planned  
Finish at Sandhamn. The Race Committee will plan for finishing at 16.00 at the Sandhamn harbour. Price giving ceremony approx. 30 minutes after last boat finish (or later pending protests).  
Regatta dinner at Sandhamns Seglarrestaurang approximately 20.00.
- **Saturday 28<sup>th</sup> of June**  
Sail or tow back to Saltsjöbaden, arrival about noon

### 6.2 Daylight racing only:

- Åland: Sunrise 04.15 – sunset 23.09
- Stockholm: Sunrise 03.30 – sunset 22.08 (time difference 1 hour).

Earliest start 04.30. The aim is to get the last boat on shore at the base camp no later than 18.30 each day.



## 7. Racing area

- 7.1 The Raid takes place in the Stockholm and Åland Archipelagos that are separated by a 25 Nm crossing from Söderarm to Rödhamn. The Stockholm Archipelago stretches about 80 Nm from North to South and 40 Nm from West to East and the Åland Archipelago is equally big but about 80 Nm from the West to East and 50 Nm from South to North. The two archipelagos consist of more than 50.000 skerries and islands of at least 10000 m<sup>2</sup> and offers spectacular scenery and limitless possibilities for exceptional courses between the Check Points (CP's) on islands, buoys, light houses and beaches.
- 7.2 The intention is to go to Åland and back (race area A), but if the wind forecast is to heavy the plan is to stay in the Stockholm Archipelago (race area B). Race areas A and B overlap in the northern parts of the Stockholm Archipelago.
- 7.3 The Base Camps are the places where the competing teams and race organisation can get a rest each night with good food and drinks, a sauna and a place to pitch their tents or find a cabin to sleep.
- 7.4 Since we aim for going to Åland all sailors must carry a valid passport or, for EEA citizens, a valid national identity card.



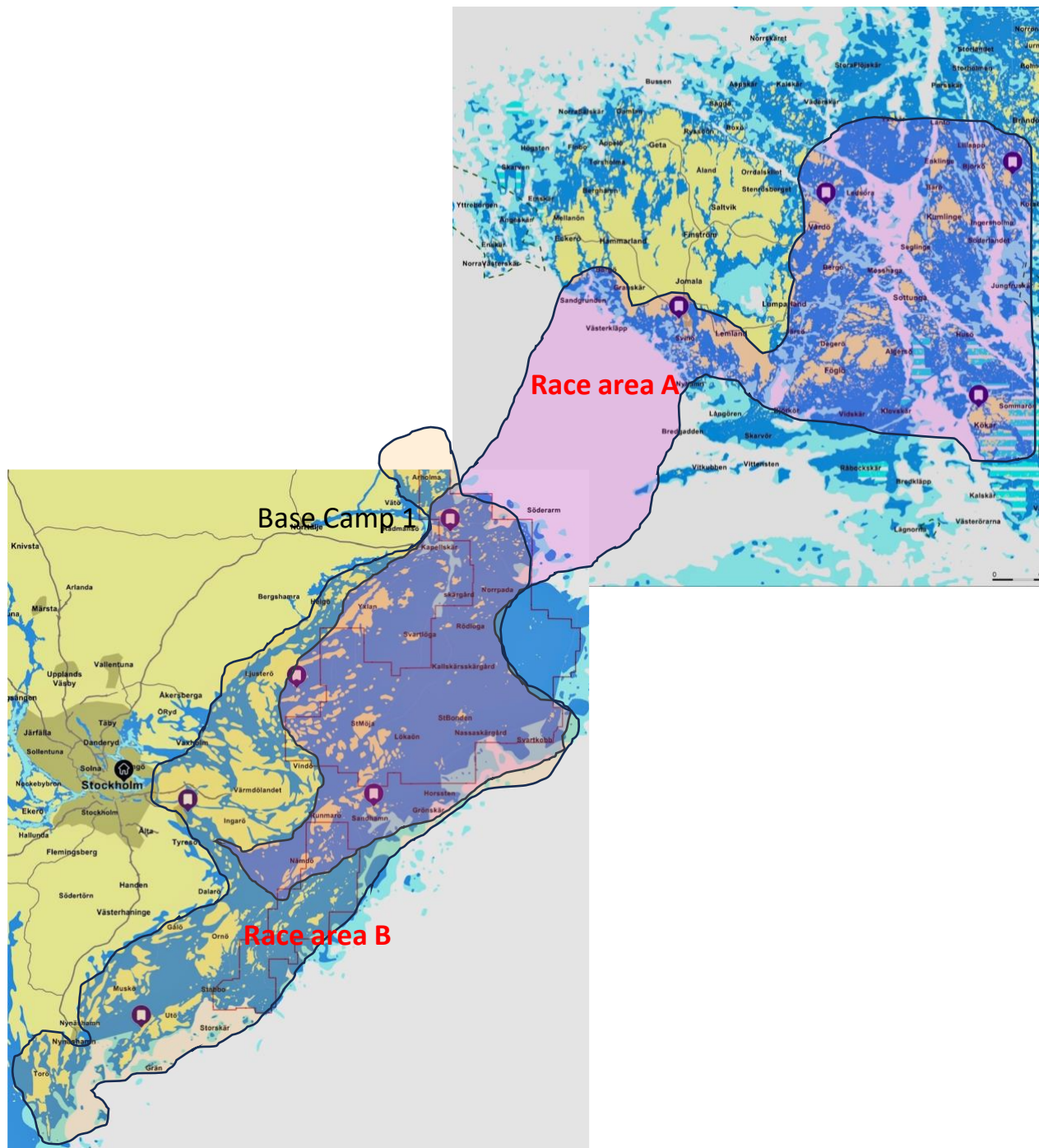


Figure 1 Race area A (Stockholm North and Åland archipelagos) and race area B (Stockholm Archipelago)



## 8. Start, finish and check points (CP)

- 8.1 The start line is between the Race Committee vessel with orange flag and an orange buoy at the end of the line.
- 8.2 The rounding/passing marks that are called Check Points (CP) can be island, rocks, navigational marks, lighthouses and other structures or an orange buoy. Positions in latitude and longitude (WGS84 DDM) are approximate. In the course instruction it will be noted if the CP should be left to starboard or to port.
- 8.3 The finish can take place in two ways. Which one is announced at the start of each leg.
- On the water: The finish line is between two orange buoys on the water or an orange buoy and the Race Committee vessel.
  - On land: Close to a Stockholm Archipelago Raid beach flag marking a signal horn. The boat has finished the leg when one of the crew members has sounded the horn.
- 8.4 A time limited stop (TLS) with pursuit start can be added at a CP. At these stops there will be an "islander" with a beach flag and a horn. When a team arrives to the stop they need to run to the islander and sound the horn to start a count down until their next start. The stop can be anything from 5 to 30 minutes. The islander will call a team before it is their turn to start and count down from 10 seconds until they are allowed to run to their boat and get back in the race.

## 9. Race format and courses

- 9.1 The preliminary course/courses for the day will be published at the Online Notice Board (ONB) at least 2 hours before the first start of the day. The course description will include the Check Points (CP) to be rounded or passed, and additional information concerning the course. The CPs will be presented at the Team briefing.
- 9.2 2-3 races per day are planned with a break to eat, drink and repair boat etc between the races. Up to 15 legs/races are scheduled.
- 9.3 The time between the races varies but is usually over one hour for the first boats and down to 20 minutes or less for the last boat. Too avoid exhausting some teams a race may be shortened for the last boats, see 9.6.
- 9.4 There are no time limits, but the Race Committee may decide to move the finish line to a CP to shorten a race.



- 9.5 The Race Committee can also shorten a leg for all boats at any time for any reason by deleting one or more CPs. Boats will be informed orally, via VHF or on an information board (white board) as they round a CP to go directly to the finish line or to skip one or more CPs.
- 9.6 The Race Committee may also shorten the race for the last boats arriving to a checkpoint in order to shorten the time between the first and the last boat. In this case one or more CPs are taken out or by setting a new Finish Line at the actual CP for the last boats in the fleet. Boats that sail the shortened course will be placed after all the boats having sailed the original course in the results of that leg, see 13.3.

## 10. Paddling

- 10.1 The Race Committee may decide to allow paddling during a race. Paddling is only allowed for one team member at a time and is limited between two gates defined by the Race Committee. This changes RRS 42.1.
- 10.2 A gate can be defined as a line between the actual CP (for example a rock or spar buoy) and an orange buoy laid by the Race Committee. It can also be defined as a line between two orange buoys close to the CP.
- 10.3 When teams are allowed to paddle from a gate, for example the starting line, to another gate (at a CP) where paddling is no longer allowed, the paddle must not be in the water on the wrong side of the gate.
- 10.4 Paddling from start  
If there is too little wind to sail but wind is forecasted to pick up the Race Officer can decide that paddling is allowed from the start line and a CP. This will be described with PA (Paddling Allowed) in the course description.
- 10.5 Paddling from the rounding of a CP (if the wind decreases during a race).  
The Race Officer may decide during a race to allow paddling from any CP on the course to the Finish line. Boats will be informed orally, via VHF or on an information board (white board) as they round a CP and pass the gate. In this case paddling is allowed from the gate until the finish line of that race.



## 11. Protests and penalty systems

11.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

11.2 In addition to RRS 64.2, the Protest Committee may penalize a boat by deducting the boat's score for a leg, but not more than the equivalent of "did not start".

Before a protest hearing, a boat may acknowledge having broken a rule of RRS part 2, except rule 14, by accepting a 6 points scoring penalty in the leg/race concerned.

## 12. Scoring

12.1 A high point scoring system will apply. The boat which has accumulated the most points at the end of the Raid wins. If 6 legs or more have been sailed, the worst score of each boat will be discarded.

12.2 The first boat of a leg will get points equal to the number of boats starting in any of the legs +5. The second boat gets 1 point less, the third boat gets 2 points less etc.

12.3 Boats sailing a shortened course (see 10.6) will be placed after the last boat having sailed the original course in the results and will get 2 points reduction for not having sailed the complete course. The first boat to complete the shortened course will therefore get the score of the last boat to sail the whole course -3.

12.4 A boat that does not finish a leg (DNF, RET, NSC) gets 2 points.

12.5 A boat that does not start a leg (DNC, DNS, OCS, UFD, BFD) or is disqualified in a leg (DSQ, DNE) gets 0 points.

12.6 If there is a tie between two or more boats, appendix A8 will be applied.

12.7 The race committee will make no changes to the results 24 hours after the last race as provided for in RRS 90.3e.



## 13. Prizes

13.1 Prizes will be awarded in the following categories, subject to entry numbers:

- Open (all teams)
- Mixed and female
- Youth

## 14. Risk statement

14.1 Competitors participate in the event entirely at their own risk, see RRS 3 - Decision to Race. The Organizing Authority, Swedish F18 Association, International F18 Association, the PRO, the Race Committee, the volunteers, and any other party involved in the organization of the event will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event. Each boat owner or his representative accepts these terms by signing the entry form.

## 15. Insurance

15.1 Each participating boat shall be insured with valid third-party liability insurance of at least 200 000 Euro.

## 16. Media rights, cameras and electronic equipment

16.1 By participating in this event competitors grant to the organizing authority and their sponsors, the right in perpetuity to make, use and show, from time to time at their discretion, any photos or any motion pictures and live, taped or filmed television and other reproductions of the athlete and boat during the period of the competition without compensation.

16.2 Boats may be required to carry cameras, sound equipment or positioning equipment provided by the Organizing Authority.

All competitors may be required for interviews at the regatta.



## Addendum A – Safety Regulations

### A1 Mandatory equipment on each boat:

- A1.1 1 fully functional waterproof marine VHF in trampoline pocket, lower part of mast or similar to be accessible also when capsized.
- A1.2 1 red parachute flare under trampoline or behind either beam for easy access when capsized.
- A1.3 1 towing line, minimum 15m \* 6 mm with stretch (not a halyard or similar) according to class rule. 8 mm thickness is recommended since the rope can snap when many boats are towed one after the other.
- A1.4 1 paddle fixed length or telescope at least 120 cm.
- A1.5 1 First aid kit (containing as a minimum sterile gauze dressings, bandages, plasters in a variety of different sizes) in a waterproof bag available on trampoline (not stowed away in the hull).
- A1.6 1 knife attached to boom and 1 on the Dolphin striker for use when capsized.
- A1.7 A valid passport or (for EEA citizens) a valid national identity card for both crew members.

### A2 Mandatory equipment on each competitor:

- A2.1 A dry suit or a wet suit worn at all times.
- A2.2 1 mobile phone in waterproof pocket.
- A2.3 1 Life jacket and whistle.
- A2.4 1 red hand-held flare or 1 waterproof flashlight with strobe function attached to life jacket.

### A3 Allowed and recommended equipment

- A3.1 1 knife attached to the life west of each competitor.
- 13.2 A GPS with plotter and relevant charts.
- A3.3 A camel back or equivalent up to 3.0 liters on each competitor (does not count as water ballast systems)
- A3.4 A personal locator beacon (PLB) or AIS. The personal identification data shall be registered with the race Safety Officer.





## Addendum B – useful information

### List of Checkpoints

All teams will receive a list of the coordinates for the Checkpoints about one week prior to the race in order to be able to upload them into a GPS with plotter to facilitate navigation.

It is strongly recommended that each team also have relevant “paper” charts onboard for oversight and for planning the navigation at the stops between races.

### Personal luggage carried onboard F18

All sailor must carry their own luggage in waterproof bags in the hulls or on the trampoline of their F18s. The following is a suggested packing list:

- One set of clothes both for chilly nights and sunny weather
- Bath towel
- Chargers and/or batteries to mobile phones, VHF and GPS incl extra power strip since only one outlet per team can be guaranteed each night.
- Toothbrush, blinder and anti-snoring ear plugs
- Anti-mosquito product and sun factor
- A head light/flash light for late evening or early start preparation.
- A valid passport or (for EEA citizens) a valid national identity card.

The following gear is recommended to carry onboard each boat during racing:

- “Camelback”, maximum 3.0L per sailor is allowed and will not be considered as water ballast systems.
- Energy bars and extra water/liquid enough for a full day’s sailing.
- Waterproof bag in hull for extra clothes during the day
- Seacharts Pocket with string for seachart + waterproof pen.
- A small tool and repairkit including for example tape, cords, ropes, shackles and special gear to be able to carry out quick repairs on the water during the race.

*All teams are strongly encouraged to use on board cameras and to share their films with the media teams to be used for film production. The organizing authority may also mount a camera (Go-Pro or similar) on any boat during the raid.*



## Carried by a support vessels

For each team

The following team equipment will be carried by a support vessel and does not have to be brought onboard each F18.

- One light weight 2-man tent
- In a sealed see through plastic bag (to protect from rain and moisture)
  - Two sleeping bags + pillow covers (to fill with clothes to use as a pillow)
  - Two sleeping pads (inflatable or similar) for outdoor use

Common for all teams

- A big toolbox with all tools, repair kits, plastic padding etc. that can be needed during the race. All tools in this toolkit will be available to all teams so that only one set of each tool has to be brought.
- Spare parts like extra dagger boards, sails and other spare equipment.
- A First Aid Kit on each safety boat.





## Addendum C – Example of a course instruction

### Leg 2 Course instruction

- CP 45 Start (PA)
- CP 67 Leave to port, gate between CP and OB
- CP 72 Leave to starboard (TLS 10 min)
- CP 5 gate (same as finish line), enter from north
- CP 36 Leave to starboard
- CP 5 Finish, enter from north

This means:

It is allowed to paddle between CP 45 and 67 and there is a gate next to the CP 67 between the CP and an Orange Bouy. After passing the gate the CP should be left to starboard. After the gate at CP 76 paddling is not allowed.

Close to CP 72 there is a Time Limited Stop of 10 minutes to allow for a short break. If 3 boats arrive within 10 minutes, it means 3 boats will simultaneously be at this stop which may be a small beach that can only fit a small number of F18s.

The Race Officer decides to stop the race at CP5 for the last 8 boats (out of 20).

Since there is a large gap between boat 12 and 13 and since the wind forecast shows that the wind will end before the last boat finish the Race Officer decides to stop the race for boat 13 to 20 at CP5. See chapter 12.3 for scoring.



Figure 2 Example, just for illustration