

Seglingsföreskrifter

GKSS Icebreaker Sprint 2025

Datum: 26-27 april 2025

Plats: GKSS Långedrag, Göteborg

Båtklass: Tillhandahållna båtar Fareast 28R

Tävlingen gäller: Öppen klass

Arrangör: Göteborgs Kungliga Segelsällskap, GKSS

1. Regler




- 1.1 Kappseglingarna är direktdömda enligt Appendix UF i bilaga A.
- 1.2 Fördelning av besättningar och båtar till omgångar och kappseglingar framgår av kappseglingsschemat i bilaga B.
- 1.3 Båtarna är tillhandahållna och regler för handhavande av båtarna framgår av bilaga C.
- 1.4 Klassregeln gäller inte.

2. Ändringar i seglingsföreskrifterna

- 2.1 Ändringar i seglingsföreskrifterna eller kappseglingsschemat anslås på [GKSS IceBreaker Sprint 2025 - Sailarena](#) senast 10 minuter före varningssignalen för varje kappsegling de berör och kan även meddelas muntligt på vattnet av kappseglingskommittén eller domarna.
- 2.2 Ändringar i tidsprogrammet anslås senast kl 20:00 dagen innan de träder i kraft.

3. Starten

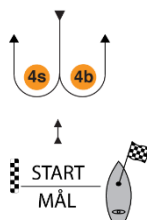
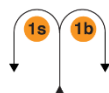
- 3.1 Båtar som är förtöjda får inte kasta loss eller lämna hamnen före klartecken från kappseglingskommittén eller tekniska kommittén.
- 3.2 KSR 26 ändras enligt följande:

Minuter före startsignalen	Flagga	Ljud	Betydelse
3	Flaggor med siffror visas 	Ett	Varningssignal
2	Flaggor med siffror visas 	Ett	Förberedelsesignal
1	Flagga med siffra visas 	En lång	Sista minuten
0	Flagga med siffran 1 tas ner	Ett	Startsignal

- 3.3 En båt som startar mer än tre minuter efter startsignalen räknas som inte startande (DNS).

4. Banan

- 4.1 Startlinjen är mellan en stång med orange flagga på startfartyget och bansidan av startmärket som en svart/vit robotboj.
- 4.2 Banan är en kryss-läns-bana som seglas två varv
Start – 1b/1s – 4s/4b – 1b/1s – Mål.
Gatemärkena är parvis en orange robotboj och en gul cylinderboj.



- 4.3 Om signalflagga T visas före eller tillsammans med varningssignalen seglas banan tre varv. Start – 1b/1s – 4s/4b – 1 b/1s – 4s/4b – 1b/1s – Mål.
- 4.4 Mållinjen är mellan en stång med en orange flagga på målfartyget och bansidan av målmärket som är en svart/vit robotboj.
- 4.5 Kappseglingsskommittén ska försöka anpassa banan så att en kappsegling tar ca tolv minuter att segla.
- 4.6 Innan första båt har påbörjat banbenet kan ett rundningsmärke flyttas utan att signaleras. Det här ändrar KSR 33.
- 4.7 En båt som inte går i mål inom tio minuter efter det att den första båten som seglat banan gått i mål, räknas som om den inte gått i mål (DNF). Det här ändrar KSR 35.
- 4.8 Banbegränsningen är en tänkt linje från hörnet på GKSS pir, genom den gröna pricken SV Polismästaren, vidare genom den gröna pricken V Ullbåden, till piren N Västerberget, se Bilaga E. Ingen del av en båts skrov får passera denna linje. En båt kan inte protestera för brott mot den här regeln, men domarna kan agera enligt Appendix UF3.4(a)

5. Båtar, segelsättning och haveri

- 5.1 Kappseglingsskommittén bestämmer vilka båtar och vilken utrustning som ska användas för varje omgång. Beslutet kan meddelas muntligen av kappseglingsskommittén eller domarna.
- 5.2 Kappseglingsskommittén bestämmer vilka segel som ska användas.
Följande signaler visas på startfartyget för att ange segelsättning:

Signalflagga

Ingen signal

D

E

D+E

Segelsättning

Stor, fock, gennaker

Stor, fock

Stor med rev, fock, gennaker

Stor med rev, fock

- 5.3 Före varningssignalen eller inom tre minuter efter ett båtbyte, det som är senast, får en båt meddela via radio till startfartyget att den har haveri eller skada på båt eller segel, eller att en besättningsmedlem är skadad, varvid nästa start skjuts upp. Båten ska segla nära i lä om startfartyget, ta in både fock och gennaker/spinnaker och stanna där tills den får andra direktiv.
- 5.4 Kappseglingsskommittén eller tekniska kommittén avgör hur mycket tid som ges för reparation. En kappsegling kommer inte att skjutas upp eller annulleras p.g.a. haveri om det inte meddelats enligt 5.3.
- 5.5 Om Kappseglingsskommittén beslutar att starta en kappsegling med färre båtar än enligt kappseglingsschemat, ska den eller de besättningar som är tilldelade en utebliven båt ges en genomsnittlig poäng baserad på tidigare genomförda kappseglingar eller enligt protestkommitténs beslut.
- 5.6 Om endast en kappsegling har genomförts när en omgång måste avslutas, stryks den kappseglingen.

Bilaga A - APPENDIX UF

UMPIRED FLEET RACING

Ice Breaker Edition

Version: *February 2025*

This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

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 2 points.

14.3 When there is contact between hulls, rigs, bowsprits or pulpits the umpires may, without a hearing, impose a scoring penalty of 2 points on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of 1 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.

UF1.8 N/A

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 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*.

UF2.3 N/A

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 In this appendix, 'a penalty' will mean the following: A One-Turn Penalty taken in accordance with rule 44.2.

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,
- (5) fails to comply with rule UF3.6,
- (6) breaks SI 4.8, or
- (7) breaks a rule listed in C2.26

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 by radio.

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 in the following way:
- Inform the race committee over radio within 2 minutes of the last boat finishing or retiring from the race.
- 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 race committee will not protest a boat.
- 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.

Bilaga B – Kappseglingsschema

Se separat utdelat kappseglingsschema

SI Bilaga C – HANDLING of BOATS

1 GENERAL

Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

2 PROHIBITED ITEMS and ACTIONS

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

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.12 Cross winching foresail sheets.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Using a winch to adjust the mainsheet, backstay or vang.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmission (including mobile telephones), except to report damage, protest, request redress or in response to a request from the RC.
- 2.20 The use of electronic equipment, unless permitted by SI C3.1.
- 2.21 N/A
- 2.22 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.
- 2.23 N/A

- 2.24 Having the bowsprit extended, 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.
- 2.25 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set. For the purpose of this rule, a boat is on a new leg when any part of her hull crosses the extension of the line drawn from the center point of the previous gate through the mark she is rounding.
- 2.26 A boat may not protest another boat for a breach of SI C 2.22, 2.24 or 2.25 but the breach is subject to action by Umpires in accordance with UF3.4(a)

3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell tale material
 - (f) hand held compasses, watches, timers and small personal video devises such as GoPro
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) bosun's chair
 - (j) spare flags
- 3.2 Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales
 - (c) prevent sails from being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) personal safety
- 3.3 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS – the following are mandatory:

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage

to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

- 4.2 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) releasing backstay tension
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 N/A
- 4.7 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI Bilaga D – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Small headsail

Spinnaker

Two winch handles

Two spinnaker sheets

Two headsail sheets

Tiller extension

Genoa cars

Sail bags and covers

SAFETY GEAR

Bucket and lanyard

Bilge pump

TOOLS

Any supplied tools

SI Bilaga E – Banbegränsning

NOTE! This chart is for illustration purposes only and may NOT be used for navigation at any time.

