

## SAILING INSTRUCTIONS

### Stockholm City Race 2025

**Dates:** 24-25 May 2025  
**Location:** Västerbro Harbour, Smedsuddsvägen 13, Stockholm  
**Boatclass:** Supplied 11:metre OD  
**Organizing authority:** Stockholms Segelsällskap in cooperation with the Swedish Class Association 11:metre OD

#### **1. Rules**




- 1.1 The races will be umpired on the water in accordance with Appendix UF in Appendix A.
- 1.2 The allocation of crews and boats to flights and races is outlined in the race schedule in Appendix B.
- 1.3 The boats are provided, and the rules for handling the boats are described in Appendix C.

#### **2. Amendments to the Sailing Instructions and other Information**

- 2.1 Changes to the notice of race, sailing instructions, or race schedule, as well as notices from the race committee, will be posted on the notice board in Sailarena for the event no later than 10 minutes before the warning signal of any affected race. These may also be communicated verbally on the water by the race committee or the umpires.
- 2.2 Changes to the time schedule will be posted no later than 20:00 the day before they take effect.
- 2.3 When possible and appropriate, the race committee will broadcast information about the course, start times, safety, etc., on a VHF channel announced on the Sailarena notice board.
- 2.4 Flag signals will not be displayed ashore. When the starting vessel is moored in the harbor, the start of the next race will be indicated by the sailing instructions or on the official notice board.

### 3. The Start

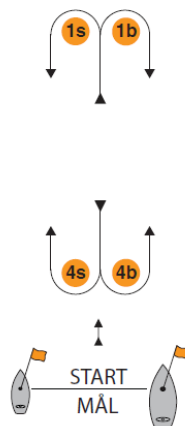
- 3.1 Boats that are moored must not cast off or leave the harbor without clearance from the race committee or the technical committee.
- 3.2 RRS 26 is changed as follows:

Minutes before starting signal	Flag	Sound signal	Meaning
3	Number flags displayed 	One	Warning signal
2	Number flags displayed 	One	Preparatory Signal
1	Number flag displayed 	One long	Final Minute
0	D + 1 removed	One	Start

- 3.3 A boat that does not start within three minutes after her starting signal shall be scored Did Not Start (DNS).

### 4. The Course

- 4.1 The starting line and the finishing line are between a staff displaying a orange flag on the race committee boat and a orange flag mark.
- 4.2 The course is a windward-leeward course sailed twice: Start – 1b/1s – 4s/4b – 1b/1s – Finish. The rounding marks are yellow marks.



- 4.3 If the class flag is displayed together with signal flag T before or with the warning signal, the course shall be sailed three times:  
Start – 1b/1s – 4s/4b – 1b/1s – 4s/4b – 1b/1s – Finish.
- 4.4 The race committee shall aim to set the course so that each race takes approximately twelve minutes to sail.
- 4.5 Before the first boat has begun the leg to a mark, the mark may be moved without a signal. This changes RRS 33.
- 4.6 A boat that does not finish within five minutes after the first boat has finished shall be scored Did Not Finish (DNF). The umpires may decide that a boat does not need to finish and may assign her the position she had at that time. This changes RRS 35.
- 4.7 The race committee may place red and yellow buoys to limit the course or mark a restricted area. This area is considered an obstruction. No part of a boat's hull shall pass an imaginary line between two such buoys. A boat may not protest for breaking this rule, but the umpires may act under Appendix UF3.4.

**Datum:** 2025-05-22      Jonas Måhlén, Race Officer

## Appendix A – Appendix UF

### DR21-04 – APPENDIX UF – Umpired Fleet Racing

#### Version for umpired sprint racing

*Umpired fleet racing shall be conducted in accordance with The Racing Rules of Sailing (RRS), with the modifications stated in this appendix. The races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 20.3(d)(ii), provided that only the specified options are used and the following limitations are applied:*

1. Maximum fleet size: 25 boats
2. Maximum ratio of umpire boats to racing boats: 1:5, though a 1:3 ratio is recommended when the fleet consists of evenly matched boats or when the course configuration results in a widely spread fleet
3. If an organizer wishes to use a larger fleet or a different umpire-to-boat ratio, approval must be obtained from World Sailing

#### **UF1 CHANGES TO DEFINITIONS, RULES IN PART 1 AND 2, AND RULE 70**

**UF1.1** Add to the definition of *Proper Course*: A boat that is taking a penalty or maneuvering to take a penalty is not sailing a *proper course*.

**UF1.2** While racing, a boat is not required to take a penalty unless signaled by an umpire.

**UF1.3** Add a new Rule 7 to Part 1:

#### **7 LAST KNOWN POSITION THE UMPIRES ARE SURE OF**

Umpires will assume that a boat's position, or its relation to another boat, has not changed until they are sure it has changed.

**UF1.4** Renumber the existing text in Rule 14 as 14.1 and add:

Rule 14 is amended to:

#### **14 AVOIDING CONTACT**

14.2 When contact has caused damage, or when the umpires decide that a boat has broken Rule 14 and caused damage, the umpires may impose a scoring penalty on all boats involved in the incident without a hearing. The minimum penalty in such cases is 4 points.

14.3 When there is contact between hulls or between rudders, bowsprits, pulpits, or stanchions (if present), the umpires may impose a 2-point penalty without a hearing on the boat that received a penalty for the incident. Umpires may also impose a 1-point penalty on other boats involved if they contributed to the contact.

**UF1.5** When Rule 20 applies, the following arm signals must be used in addition to any calls:

- a) For "room to tack," repeatedly and clearly point to windward

- b) For "you tack," repeatedly and clearly point at the other boat and wave your arm to windward.

**UF1.6** Rule 70 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 or rudder, including bowsprit if fitted, shall touch a starting mark before starting, a mark that begins, bounds, or ends a leg of the course the boat is sailing, or a finishing mark after finishing. In addition, a boat that is racing shall not touch an official boat 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 if she may have broken one or more rules of Part 2 (except Rule 14 when she has caused injury or serious damage), Rule 31, or Rule 42 while racing. However:

- a) A boat that may have broken a Part 2 rule and Rule 31 in the same incident is not required to take a penalty for breaking Rule 31.
- b) If the boat caused injury or serious damage or gained a significant advantage in the race or series despite taking a penalty, the penalty is disqualification.

**UF3.2** The penalty for breaking Rule 42 is a one-turn penalty.

### **UF3.3 On-water protests from boats and penalties**

- a) While racing, a boat may protest another boat for breaking a rule of Part 2 (except Rule 14) in an incident she was involved in, Rule 31, or Rule 42, by clearly displaying a red flag at the first reasonable opportunity for each incident. The flag must be lowered before or as soon as possible after the other boat voluntarily takes a penalty or following a decision by an umpire.
- b) A boat protesting under UF3.3a is not entitled to a hearing. However, a boat involved in the incident may acknowledge a rule breach by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and cannot be exonerated, unless the boat voluntarily took a penalty.

### **UF3.4 UF3.4 Penalties and protests initiated by umpires**

- a) An umpire may penalize a boat without a protest from another boat, by signaling under Rule UF3.5b or UF3.5c, in the following cases:  
breaking Rule 31 without taking a penalty

breaking Rule 42

gaining an advantage despite taking a penalty

displaying unsportsmanlike behavior

failing to comply with Rule UF3.6

breaking rules specifically identified in the sailing instructions

If a boat is penalized under UF3.4a5 for not taking a penalty or not taking it correctly, the original penalty is cancelled.

b) An umpire who decides, based on own observation or information from another source, that a boat may have broken a rule (except UF3.6, Rule 28, or any rule mentioned in UF3.3a), may inform the protest committee for action under Rule 60.1. However, an umpire will not inform the protest committee of a breach of Rule 14 unless it caused damage or injury.

c) If a boat does not comply with UF2.1 (Rule 28.2), an umpire may disqualify her under Rule UF3.5c.

### **UF3.5 Umpire signals**

An umpire shall signal decisions as follows:

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

### **UF3.6 Imposed penalties**

- a) A boat penalized under Rule UF3.5b shall take a penalty.
- b) A boat disqualified under Rule UF3.5c shall immediately leave the racing area.

## **UF4 ACTIONS BY THE RACE COMMITTEE**

**UF4.1** After the boats have finished, the race committee will inform the competitors of the results via radio on the VHF channel specified in the sailing instructions.

## **UF5 PROTESTS, REQUESTS FOR REDRESS, APPEALS, AND OTHER ACTIONS**

**UF5.1** No action of any kind shall be taken based on the umpires' actions or inactions.

**UF5.2** A boat intending to:

- a) protest another boat under a rule other than UF3.6, Rule 28, or a rule listed in UF3.3a,

- b) protest another boat under Rule 14 when there was contact causing damage or injury,
- c) request redress,

is not required to display a red flag or hail "protest" and shall hail the race committee on VHF within two minutes after finishing.

**UF5.3** The race committee shall promptly inform the protest committee of any protests made under Rule UF5.2.

**UF5.4** The protest committee may protest a boat under Rule 60.1 but will not protest for a breach of Rule UF3.6, Rule 28, a rule listed in UF3.3a, or Rule 14 unless there was damage or injury.

**UF5.5** The technical committee may only protest a boat under Rule 60.1 when it determines that the boat or personal equipment does not comply with class rules, Rule 50, or the boat handling rules in the sailing instructions.

**UF5.6** The time limit stated in UF5.2 also applies to protests under UF5.4 and UF5.5 when such protests are permitted. The protest committee shall extend the time limit if there is a reasonable reason to do so

**UF5.7 Hearings**

Except in a hearing under Rule 69.2:

- a) Protests and requests for redress need not be in writing.
- b) The protest committee may inform the protestor and convene a hearing in any manner it deems appropriate and give notice verbally.
- c) The protest committee may collect evidence, conduct the hearing in any manner it finds suitable, and announce its decision orally.
- d) When the protest committee's decision alters the results for one or more boats, this 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 is not exonerated, it may impose a penalty other than disqualification (including no penalty at all). If a boat broke a rule while not racing, the protest committee shall decide whether a penalty shall apply in the race closest in time to the incident or take another action."

**UF5.9** Rule 63.7b is changed to:

"A party to a hearing may not request a reopening."

**UF5.10** Rule 61 is deleted.

## Appendix B – Race schedule

- B.1 Crews are divided into groups and will sail a qualifying round according to the race schedule below. RRS Appendix A applies, but A2.1 is modified so that no scores may be excluded, and A5.2 is changed so that a boat that did not start, did not finish, or was disqualified will be scored 5 points. The race committee may at any time change the format, amend the race schedule, or abandon a round in progress.
- B.2 If only one race has been completed when a round must be ended, that race shall be discarded. If two races have been completed when a round must be ended, the crews scheduled for the third race shall be given an average score based on previously completed races.
- B.3 If the race committee decides to start a race with fewer boats than scheduled, the crew(s) assigned to the missing boat(s) shall be given an average score based on previously completed races, or as decided by the protest committee.
- B.4 There will be no finals after the qualifying round.
- B.5 List of Participants:

	Förnamn	Efternamn	Klubb
1	Kristian	Fodstad	Kongelig Norsk Seilforening
2	Anders	Hoffmann	Domsands Båtsällskap
3	Björn	Sterner	Askersunds Segel o MBS
4	Peter	Fasth	Jönköpings Segelsällskap
5	Johnny	Hjerpseth	Røyken Seilforening
6	Mats	Komstedt	Viggbyholms Båtklubb
7	Mats	Mared	Gränna Båtklubb
8	Erlend	Munkeby	Kongelig Norsk Seilforening
9	Thomas	Högenes	Stockholms Segelsällskap
10	Imre	Köhler	AVIS SE, Hungary
11	Mathias	Björklind	Westerås Segelsällskap
12	Teodor	Westermarck Fellenius	Stockholms Segelsällskap



## Racing schedule

Flight	Race	Boat 1	Boat 2	Boat 3	Boat 4
1	1	W Fellenius	Köhler	Komstedt	Björklind
1	2	Högenes	Munkeby	Fodstad	Mared
1	3	Sterner	Hoffmann	Fasth	Hjerpseth
2	4	Sterner	Hoffmann	Mared	Munkeby
2	5	Björklind	Fodstad	Fasth	Köhler
2	6	Komstedt	Hjerpseth	Högenes	W Fellenius
3	7	Hoffmann	Hjerpseth	Högenes	Mared
3	8	Sterner	Fodstad	Komstedt	Köhler
3	9	Munkeby	Fasth	Björklind	W Fellenius
4	10	Sterner	Högenes	Björklind	W Fellenius
4	11	Hjerpseth	Köhler	Fodstad	Munkeby
4	12	Fasth	Mared	Komstedt	Hoffmann
5	13	Fasth	Munkeby	Komstedt	Sterner
5	14	Högenes	Hoffmann	Björklind	Fodstad
5	15	W Fellenius	Mared	Köhler	Hjerpseth
6	16	Komstedt	Mared	Björklind	Hjerpseth
6	17	Hoffmann	Fodstad	Munkeby	W Fellenius
6	18	Fasth	Köhler	Sterner	Högenes
7	19	Hjerpseth	Komstedt	Sterner	Högenes
7	20	Björklind	Hoffmann	Köhler	Munkeby
7	21	Fodstad	W Fellenius	Fasth	Mared
8	22	Fodstad	W Fellenius	Hoffmann	Komstedt
8	23	Mared	Björklind	Sterner	Köhler
8	24	Högenes	Munkeby	Hjerpseth	Fasth
9	25	Högenes	W Fellenius	Köhler	Fasth
9	26	Björklind	Sterner	Hjerpseth	Fodstad
9	27	Komstedt	Munkeby	Mared	Hoffmann
10	28	Komstedt	Köhler	Högenes	Hoffmann
10	29	Fasth	Fodstad	Björklind	Mared
10	30	Munkeby	W Fellenius	Hjerpseth	Sterner

## Bilaga C – Handling of the Boats

### C1 General

- C1.1 The race committee shall decide which boats and equipment will be used for each flight. This decision may be communicated orally by the race committee or the umpires.
- C1.2 The race committee shall determine the sail configuration to be used. The default sail configuration is mainsail, jib, and gennaker. If the race committee decides that a reef shall be applied to the mainsail, this will be communicated orally and carried out by the technical committee. If the race committee decides to sail without the gennaker, flag E will be displayed on the start vessel before the warning signal.
- C1.3 Before the warning signal or within three minutes after a boat change – whichever is later – a boat may notify the starting vessel via VHF that there is damage to the boat or sails, or that a crew member is injured. In such a case, the next start will be postponed. The boat shall sail close to leeward of the starting vessel, lower both jib and gennaker, and remain there until receiving further instructions.
- C1.4 The race committee or the technical committee will decide how much time is allowed for repairs. A race will not be postponed or abandoned due to damage unless notification is given according to C1.3.

### C2 Prohibited Actions

Except in an emergency, to prevent damage or injury, or on the instructions of the technical committee or an umpire, the following actions are prohibited:

- a) Boarding a boat without permission.
- b) Casting off from the mooring before receiving clearance.
- c) Moving equipment not in use from its normal storage location.
- d) Replacing or modifying any existing or provided equipment without permission.
- e) Using the equipment for purposes other than its intended use.
- f) Adjusting the length or tension of any standing rigging, except for the backstay control line.
- g) Reducing tension in any lifelines.
- h) Attaching lines or threads to sails, including for the purpose of attaching telltales.
- i) Making markings on the hull, deck, sails, or ropes using markers, tape, or cable ties.
- j) Using cunningham or outhaul as a reef line, or using the reef line as an outhaul.
- k) Adding or removing purchase systems or turning blocks on sheets.

- l) Using a winch to adjust the mainsheet, backstay, or vang.
- m) Controlling or adjusting the boom in any way other than using the mainsheet and vang when sailing close-hauled.
- n) Sailing the boat in a manner that causes or worsens damage.

### **C3 Permitted Actions**

- C3.1 The following items may be brought on board during racing (in addition to personal clothing, food, and drink):
- a) Simple hand tools or multitools
  - b) Cable ties, shackles, cotter pins
  - c) Line (elastic or other, with a maximum diameter of 4 mm)
  - d) Watch, stopwatch
  - e) VHF radio
  - f) Smartphone
- C3.2 The following actions are permitted using onboard equipment during racing:
- a) Preventing lines, sails, and sheets from becoming tangled
  - b) Preventing sails from being damaged or falling overboard
  - c) Carrying out minor repairs
  - d) Communicating with and obtaining information from the race committee, umpires, or technical committee

### **C4 Other Rules While Racing**

- C4.1 While racing, the crew shall comply with RRS 49 regarding positioning on board.
- C4.2 If the boat is equipped with a bowsprit, it shall be fully retracted into the hull except when the gennaker is being hoisted or is hoisted. After the gennaker has been lowered, the bowsprit shall be retracted as soon as possible.
- C4.3 If the bowsprit is fully or partially extended when the gennaker is not set, the bowsprit shall not be considered equipment in its normal position for the purpose of applying the Racing Rules of Sailing.
- C4.4 A boat may not protest for a breach of C4.1 or C4.2, but the umpires may act under Appendix UF3.4.

**C5 Mandatory Actions**

- C5.1 After sailing the boat, the crew shall provide a verbal report to the technical committee regarding any damage, missing equipment, or adjustments that should be made.
- C5.2 After the last race of the day, the following shall be done:
- a) Sails shall be packed and stored according to the instructions from the technical committee
  - b) The boat shall be cleaned and returned to the same condition as before the day's first race
  - c) c) The boat shall be securely moored
- C5.3 The following equipment must always be on board:
- d) at least 4 fenders
  - e) red protest flag
- C5.4 The following equipment must be left ashore:
- a) Companionway hatch boards

**Date:** 2025-05-11