



Sailing instructions (SI)

SWEDISH and NORDIC CHAMPIONSHIP DRAGON 2026

August 7th – 9th 2026

Location: Marstrand

Boat class: Dragon

Organizing authority: The Royal Gothenburg Yacht Club (GKSS)

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.4 RRS 40.1 will apply at all times while the boat is afloat and on the water. However, it does not apply on a keelboat when it is moored or when the competitor is below deck. A boat breaking this rule may be warned or penalized at the discretion of the protest committee.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 09.00 on the day it will take effect, except that any change to the schedule of races will be posted by 20.00 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at GKSS Clubhouse Korvetten on the Marstrand island (close to the mooring).
- 3.2 The race office is located at Korvetten. E-mail to race office:

kappsegling@gkss.se.

3.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel **8**.

3.5 While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

4.1 Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed at a sailboat moored at jetty H, marked by a large GKSS flag in the mast.

5.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 45 minutes" in Race Signals AP.

6 SCHEDULE OF RACES

6.1

Thursday August 6	
	Launching
Friday August 7	
08.00 – 11.00	Registration
08.00 – 10.30	Launching
	Random inspection
11.30	Skippers briefing at Korvetten
13.00	First Warning
Directly after mooring	After Sail on the mooring site
Saturday August 8	
11.00	First warning
Directly after mooring	After Sail on the mooring site
19.00	Regatta dinner, separate registration
Sunday August 9	
10.00	First warning
13.00	No warning signal after 13.00.
	Prize giving ceremony, location and time to be announced

6.2 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five

minutes before a warning signal is made.

- 6.3 On the last scheduled day of racing no warning signal will be made after 13.00.

7 CLASS FLAGS

- 7.1 The Dragon Class flag is signal flag **D**.

8 RACING AREA

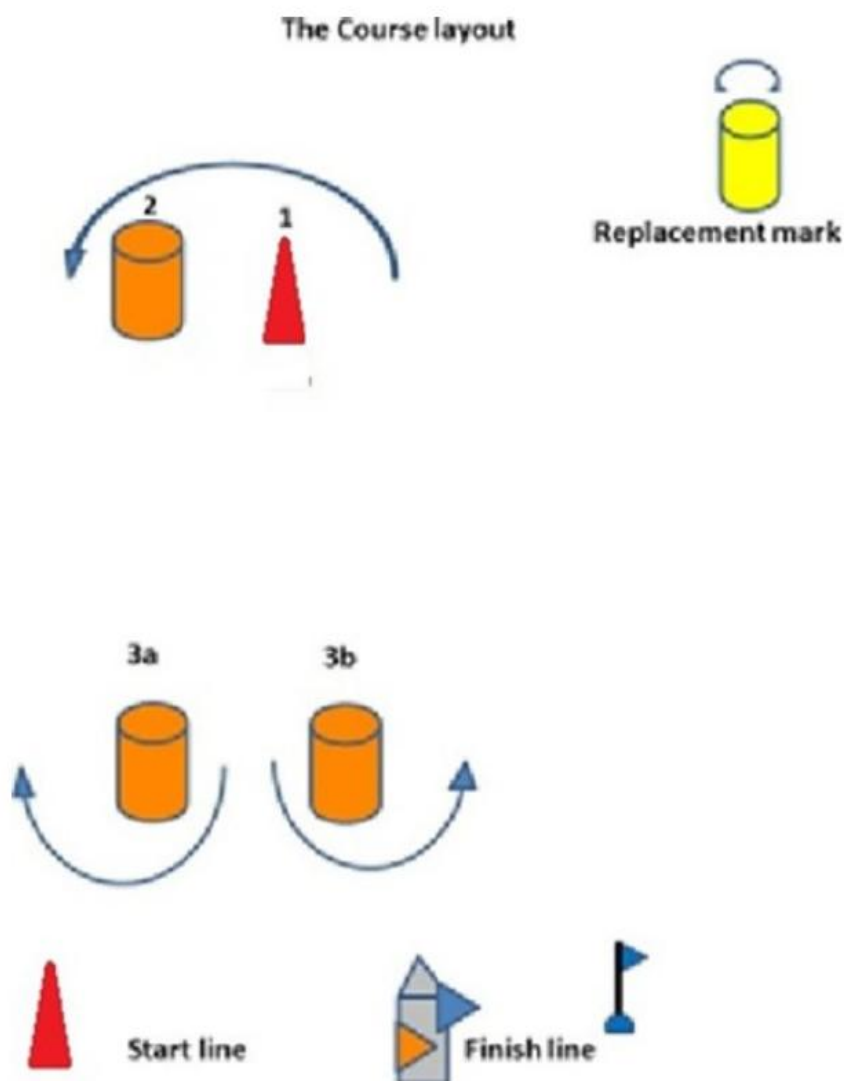
- 8.1 The main racing area is Marstrandsfjorden, position on the fjord depending on the weather situation. The Race Committee will try to avoid the main shipping lanes.

8.2 ALTERNATE RACING AREA

In case of very severe weather, the Race Committee may try to use the area in direct connection with Strandverket, the Sailing Arena. This will be announced by a **yellow flag (signal flag Q)** on the signals ashore mast.

9 COURSE

9.1



9.2 The course is to be sailed: **Start, 1, 2, 3a/3b, 1, 2, Finish**

9.3 If signal flag **T** is displayed at the warning signal, the course is:
Start, 1, 2, 3a/3b, 1, 2, 3a/3b, 1, 2, Finish

10 MARKS

10.1 The starting mark, mark 1 and mark 2 are robotic marks, marks 3a and 3b are orange cylindric marks 3a.

10.3 Replacement mark, as provided in SI 13, is a yellow cylinder.
All buoys can be changed to other buoys. In that case, this is communicated orally directly to the skippers on site.
If one mark is missing in the leeward gate, the remaining mark shall be rounded as mark 3b.

12 THE START

12.3 The starting line is between a pole with an orange flag on the committee vessel on the starboard side, and a red robotic bouy on port side.

12.7 A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 To change the next leg of the course, the race committee will lay a replacement mark (or move the finishing line). If a second change of course is required, the original mark will be placed.

14 THE FINISH

14.1 The finishing line is between a pole with a blue flag on the committee vessel and a pole buoy with a blue flag starboard of the committee vessel.

15 PENALTY SYSTEM

15.1 The Scoring Penalty, RRS 44.3, applies.

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

16 TIME LIMITS

16.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Target Time	Finishing Window
n/a	70 minutes	15 minutes

16.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE

shall be scored points for the finishing place two (2) more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

- 16.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

17 HEARING REQUESTS

- 17.1 The protest time limit is 30 minutes after the last boat reaches the harbour after the last race of the day. The time will be posted on the official notice board.
- 17.2 Hearing request forms are available from the race office at Korvetten.
- 17.3 Hearing schedules will be posted no later than 30 minutes after the protest time limit. Hearings will be held in the protest room, located at Korvetten, beginning at the time posted.

18 SCORING OF SERIES

- 18.1 3 races are required to be completed to constitute a championship.
- 18.2 When fewer than 4 races have been completed, a boat's series score is the total of her race scores.
When 4 or more races have been completed, a boat's series score is the total of her race scores excluding her worst score.

19 SAFETY REGULATIONS

- 19.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

20 REPLACEMENTS OF CREW OR EQUIPMENT

- 20.1 Substitution of competitors is not allowed without prior written approval of the Race Committee.
- 20.2 Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

21 EQUIPMENT AND MEASUREMENT CHECKS

- 21.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 21.2 When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

23 OFFICIAL VESSELS

- 23.1 Official vessels will be identified as follows: GKSS flags.

24 SUPPORT TEAMS

- 24.1 Team leaders, coaches and other support persons shall stay 50 metres below the starting line from the time of the preparatory signal until start.
- 24.2 Team leaders, coaches and other support persons should stay outside the racing area during racing.

25 TRASH DISPOSAL

25.1 Trash may be placed aboard official or support person vessels.

26 BERTHING

26.1 Boats shall be kept in their assigned places while in the harbour.

27 HAUL-OUT RESTRICTIONS

27.1 Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

29 PRIZES

29.1 Prizes will be given 1 for 5 starting boats.

30 RISK STATEMENT

30.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.

Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

31 INSURANCE

31.1 Each participating boat shall be insured with valid third-party liability insurance.