

# **GKSS Match Cup Sweden 2025**

A part of the World Match Racing Tour

World Championship event

GKSS - Organizing Authority

**June 29 – July 5, 2024**

Marstrand, Sweden

**Notice of Race**

The following abbreviations apply to this Notice of Race and the Sailing Instructions:

PC: Protest Committee or International Jury

NoR: Notice of Race

OA: Organising Authority

RRS: Racing Rules of Sailing

SI: Sailing Instruction

RC: Race Committee

TD: Technical Delegate

[NP]: A boat may not protest as per NoR 1.3

## **1 RULES**

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*, including RRS Appendix C
- 1.2 The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will apply, and will also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.3 The notation '[NP]' in a rule of the Notice of Race or Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.4 RRS 40.1 applies to all boats while afloat.
- 1.5 No Swedish Sailing Federation prescriptions apply.
- 1.6 If there is a conflict between languages the English text takes precedence.
- 1.7 The event has applied for World Sailing Grade 1. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.
- 1.8 An International Jury will be appointed in accordance with RRS 91.B and RRS Appendix N. The right of appeal will be denied in accordance with RRS 70.5.

## **2 SAILING INSTRUCTIONS**

The SI's will be available after 09:00 on 29<sup>th</sup> of June at the Race Office.

### **3 COMMUNICATION**

- 3.1 Notices to competitors will be posted on the official notice board located outside of GKSS club house Korvetten in Marstrand.
- 3.2 Signals made ashore will be displayed from the flagpole on the end of the pier just east the Strandverket Castle.

### **4 ELIGIBILITY AND ENTRY**

- 4.1 10 skippers will be invited, including one (1) from GKSS Spring Cup 2025.  
Competitors holding a Russia or Belarus passport are not allowed to participate.  
When the person in charge is a Swedish citizen that person shall have a competition license (Tävlingslicens) issued by the Swedish Sailing Federation.  
Skippers wishing to receive an invite may register their request with the OA via email to: [mattias.rahm@gkss.se](mailto:mattias.rahm@gkss.se) as soon as possible
- 4.2 Only skippers invited by the OA, and who confirm acceptance of the invitation, as detailed in the letter of invitation, will be eligible to enter this event.
- 4.3 All competitors shall meet the eligibility requirements of World Sailing regulation 19.4.
- 4.4 All competitors shall obtain a World Sailing Sailor ID by registering online at [www.sailing.org/sailor\\_id\\_request.php](http://www.sailing.org/sailor_id_request.php). Skippers shall inform the OA of their World Sailing Sailor ID at registration.
- 4.5 The skipper shall complete registration, arrange the damage deposit of SEK 15 000, and shall ensure that all crew complete crew weighing, all between 09:00 and 17:00 on 29<sup>th</sup> of June, unless extended by the OA.  
There is no entry fee.  
To be considered an entry in the event, a boat shall complete all registration requirements and pay the deposit.
- 4.6 When a skipper accepts an invitation and later withdraws within two months of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their Ranking points for that event by World Sailing. (World Sailing Regulation 27.2.2(d))

### **5 DAMAGE / DAMAGE DEPOSIT**

- 5.1 Each supplied boat is insured by the OA for third-party liability insurance with a minimum cover of SEK 10,000,000 per incident.
- 5.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to continue in the event.
- 5.3 The OA will refund any remaining damage deposit within 10 days after the event.

## **6 CREW (INCLUDING SKIPPER)**

- 6.1 The number of crew (including the skipper but excluding persons placed on board by the OA) shall be 4 or 5. All registered crew shall sail all races.
- 6.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 6.3 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 6.4 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.
- 6.5 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg, determined at the time of registration or such time as required by the RC.
- 6.6 Crew weight may be checked during the regatta. When crew weight was checked prior to racing, at any re-weighing the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalised, but they shall reduce their weight to the increased weight limit before racing again.
- 6.7 The OA may place a person on each boat as either a guest, cameraman, or umpire observer.

## **7 EVENT FORMAT**

- 7.1 The OA intends to provide 6 Fareast 28R type boats for racing in the event. Each boat will have the following sails: Mainsail, Jib, asymmetrical spinnaker.
- 7.2 Boats will be allocated as decided by the race committee. The intention of the RC will be to allocate boats by draw, either daily or for each round. The RC may also require boats to be exchanged in a knock-out stage.
- 7.3 The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments.
- 7.4 While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.
- 7.5 The number of matches to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent flight as soon as practicable after the previous flight.
- 7.6 The course will be windward/leeward with starboard rounding, finishing downwind. A leeward gate may be used.
- 7.7 The intended racing area will be at the southern inlet of Marstrand.
- 7.8
  - (a) Skippers will be seeded into a round robin based on World Sailing ranking list 30 days prior to the event.
  - (b) After the First Stage the following will apply:

- (1) Skippers will be paired based on ranking in the First Stage with the highest ranked skipper paired with the lowest and the other skippers paired accordingly, unless the stage specifies a different arrangement.
- (2) In reference to RRS C4.1, the highest ranked skipper from the first stage shall choose their end for the first match and boats shall alternate every odd match.
- (3) Crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- (4) Further matches in the series will not be sailed once the first skipper scores the points required for that stage.

7.9 The event will consist of the following stages:

(a) First Stage - Round Robin(s)

- (1) All skippers will sail a round robin.
- (2) The highest scoring skipper shall qualify for the Third Stage. Skippers scored 2-7 shall qualify for Stage Two.

(b) Second Stage - Knock-Out Quarterfinals

- (1) The highest scoring skipper in the First Stage shall select his opponent when requested by the RC to do so, then the highest scoring skipper of the remaining four shall select his opponent. The remaining two skippers shall race each other.
- (2) The first skipper of each series to score at least 3 points shall proceed to the semi-finals.

(c) Third Stage - Knock-Out Semi-Finals

- (1) The highest scoring skipper in the First Stage shall select his opponent when requested by the RC to do so. The remaining two skippers shall race each other.
- (2) The first skipper of each series to score at least 3 points shall proceed to the Final Stage, the losing skippers shall proceed to the Third and Fourth Place Stage.

(d) Fourth Stage – Knock-Out Third and Fourth Place

- (1) The losing semi-finalists shall race to determine third and fourth place.
- (2) The first skipper to score at least 2 points shall be awarded third place, the losing skipper awarded fourth place.

(e) Fifth Stage – Knock-Out Final

- (1) The first skipper to score at least 3 points shall be awarded first place, the losing skipper awarded second place.

7.10 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages

## **8 PROVISIONAL PROGRAMME**

- 8.1
- (a) Race office open from 09.00 on the 29<sup>th</sup> of June.
  - (b) Registration from 9.00-17.00 on the 29<sup>th</sup> of June, before practice.
  - (c) Crew weighing from 09.00-17.00 on the 29<sup>th</sup> of June.
  - (d) Practice sessions the 29<sup>th</sup> of June 10.00-12.00, 12.30-14.30, 15.00-17.00.
  - (e) First briefing at 17.30 on 29<sup>th</sup> of June at Match Cup Lounge.
  - (f) Daily briefing for skippers sailing will be held at 08.30 at Korvetten.
  - (g) Mandatory ProAm1 15:00-17:00 on the 1st of July.
  - (h) Mandatory ProAm2 15.00-17:00 on the 4<sup>th</sup> of July.
  - (i) Racing days from 30<sup>th</sup> of June to 5<sup>th</sup> of July.
  - (j) The intended time of the first attention signal each day will be 09:30
  - (k) The latest time for an attention signal on the last day of racing will be 16:30.
  - (l) Daily press conference 30 minutes after the last race of each day.
  - (m) Prize giving will be directly after racing on the final day.

Unless excused by the OA, attendance at the following is mandatory:

- (n) Pro Am races during the event.
- (o) First briefing, for skippers.
- (p) Daily briefing, for skippers.
- (q) Daily press conferences, for skippers sailing that day.
- (r) Prize giving for the top three skippers and crews.

## **9 ADVERTISING**

- 9.1 [NP] Boats shall display advertising chosen and supplied by the organizing authority.

## **10 [NP] CODE OF CONDUCT**

- 10.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall behave so to not bring the event into disrepute.
- 10.2 Competitors and support persons shall handle any equipment provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

## **11 [NP] SUPPORT PERSON**

- 11.1 Support person vessels shall conspicuously display identification of the team being coached.
- 11.2 Support persons shall stay approximately 100m from the racing area while boats are racing and comply with reasonable requests from the officials.
- 11.3 The OA will not provide berths for support person vessels.

## **12 [NP] MEDIA, IMAGES, and SOUND**

- 12.1 If required by the OA:
- (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
  - (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
  - (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
- 12.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

### 13 DATA PROTECTION

The GKSS' integrity policy is detailed here:

<http://www.gkss.se/globalassets/om-gkss/gkss-integritetspolicy-2022.pdf>

### 14 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing 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.**

### 15 PRIZES

15.1 The principal prize for first place will be the GKSS Match Cup

15.2 Price money

1 <sup>st</sup> price	45 000 SEK
2 <sup>nd</sup> price	25 000 SEK
3 <sup>rd</sup> price	19 000 SEK
4 <sup>th</sup> price	15 000 SEK
5 <sup>th</sup> price	12 000 SEK
6 <sup>th</sup> price	10 500 SEK
7 <sup>th</sup> price	8 500 SEK
8 <sup>th</sup> price	5 000 SEK

15.3 The Prize Money will be paid by GKSS Event AB. Any prize money awarded during the event is referred to as a gross amount. Thus, the prize money awarded includes any applicable taxes and/or other fees. Tax and/or other fees may be deducted by GKSS Event AB before payment. If a skipper's country has a double taxation agreement with the relevant country, it may be possible for a skipper to claim the tax back through their own country's taxation system.

15.4 These prizes have been approved by the national authority and World Sailing has been notified of these Prizes.

15.5 The OA may reduce a prize in the case of misconduct or refusal to comply with

any reasonable request from the OA, including attendance at official functions.

15.6 In order to receive prize money, the skipper will be required to send an invoice from a properly constituted and registered company or register with the Swedish tax authorities. Companies are required to be registered prior to the start date of the event.

## **16 FURTHER INFORMATION**

For further information please contact Mattias Rahm, [mattias.rahm@gkss.se](mailto:mattias.rahm@gkss.se)

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End 2025