

GKSS Match Cup Sweden 2026 –

A part of the World Match Racing Tour

Grade 1 event

GKSS - Organizing Authority

June 28 – July 4, 2026

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 Instructions

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 NoR or SI means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
- 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. The right of appeal from a Jury decision is denied as provided in RRS 70.3(a).

2 SAILING INSTRUCTIONS

The SI will be available after 09:00 on 28th of June at the Race Office.

3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the official notice board which is 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 of the Strandverket Castle.

4 ELIGIBILITY AND ENTRY

- 4.1 10 skippers will be invited, including one (1) qualified from GKSS Spring Cup 2026.
- Competitors holding a Russia or a 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: maria.carlunger@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 Competitors shall have Competition Eligibility as detailed in the World Sailing Eligibility Code.
- 4.4 All competitors shall obtain a World Sailing Sailor ID by registering online at <https://www.sailing.org/sailors/world-sailing-profile/>. 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 June 28th, 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 withdraw within two months of the event, or leaves the event before the end without the written approval from the OA, it is possible for a zero score to be applied to the skipper's Ranking points for that event by World Sailing (World Sailing Policy H1 5.3).

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 61.

- 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, and is shown in NoR Addendum A.
- 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 the Second Stage.
 - (b) Second Stage - Knock-Out Quarterfinals
 - (1) The highest placed skipper from Stage One shall select their opponent when requested by the OA to do so. Then the next highest placed skipper who has not already been chosen shall then choose their opponent and so on.
 - (2) The first skipper of each series to score at least 3 points shall proceed to the Third Stage.
 - (c) Third Stage - Knock-Out Semi-Finals
 - (1) The skipper finishing first in First Stage shall select their 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 Fifth Stage, the losing skippers shall proceed to the 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 Schedule

- (a) Race office open from 09:00 of the 28th of June.
- (b) Registration from 09:00 – 17:00 on the 28th of June, before practice.
- (c) Crew weighing from 09:00 – 17:00 on the 28th of June.
- (d) Practice from the 28th of June 10:00 – 12:00, 12:30- 14:30, 15:00- 17:00.
- (e) First briefing at 17:30 on 29th of June at Match Cup Lounge.
- (f) First meeting with umpires will be held immediately after first briefing.
- (g) Daily briefing for skippers sailing will be held at 8.30 at Korvetten.
- (h) Mandatory Proam1 15:00-17:00 30th of June.
- (i) Mandatory Proam2 15:00-17:00 1st of July.
- (j) Racing days from 29th of June to 4th July.
- (k) The intended time of the first attention signal each day will be 09:30.
- (l) The latest time for an attention signal on the last day of racing will be 17:30.
- (m) Daily press conference approximately 30 min after the last race of each day.
- (n) Prize giving will be directly after racing on the final day.

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

- (a) Initial briefing for skippers.
- (b) Daily briefing, for skippers.
- (c) Daily press conferences, for skippers sailing that day.
- (d) Regatta dinner, for skippers.
- (e) ProAm races during the event.
- (e) Prize giving for the top three skippers and crews.

9 ADVERTISING

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

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 by the OA 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 or 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:

[Guidelines | GKSS](#)

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

Prizes will be given as follows:

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

15.2 Price money

1st price 45 000 SEK

2nd price 25 000 SEK

3rd price 19 000 SEK

4th price 15 000 SEK

5th price 12 000 SEK

6th price 10 000 SEK

7th price 8 000 SEK

8th price 5 000 SEK

15.3 The price 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.

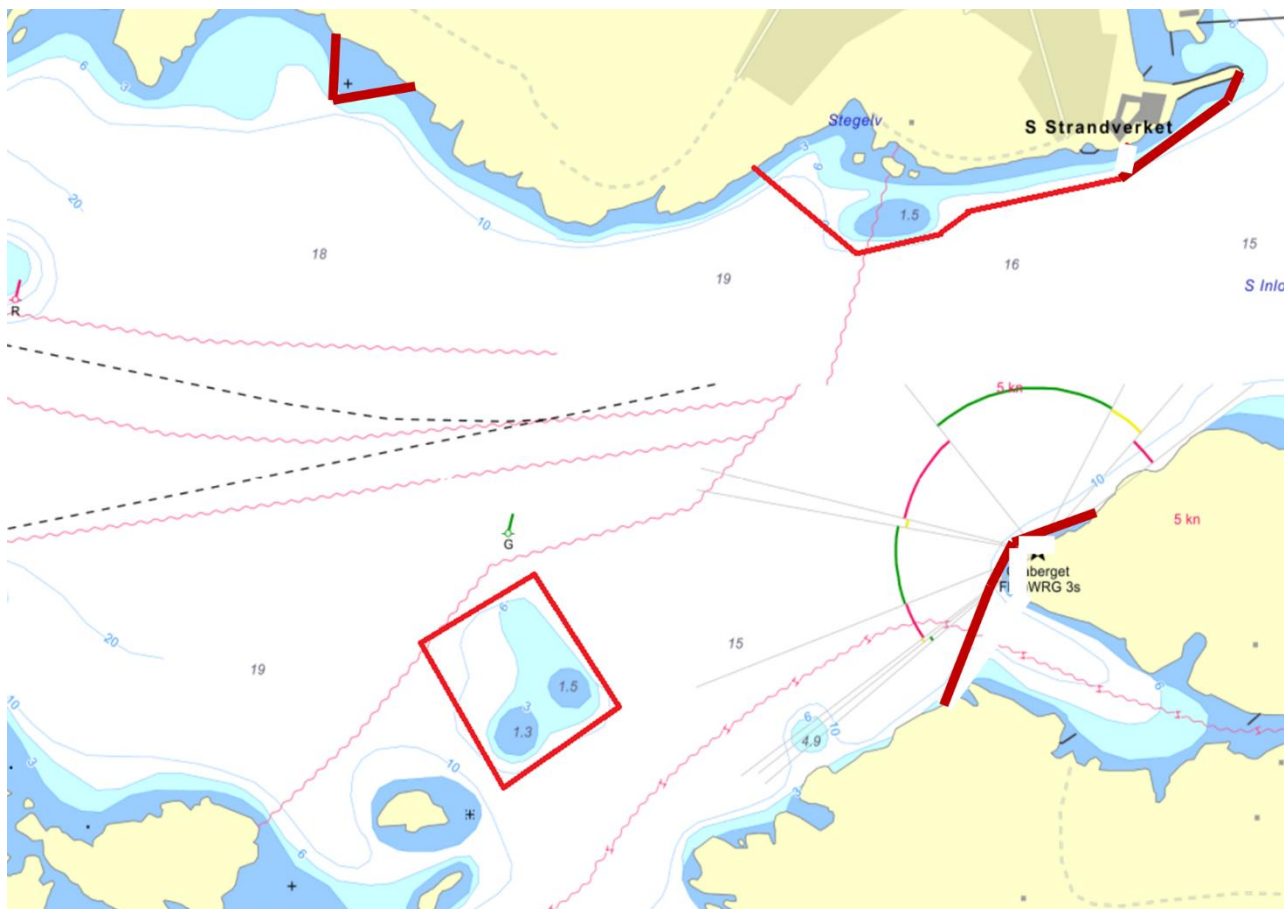
15.6 In order to receive prize money, the skipper will be required to send an invoice from a properly constituted and registered company or register with the Swedish tax authorities. Companies are required to be registered prior to the start date of the event.

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FURTHER INFORMATION

For further information please contact Maria Carlunger, maria.carlunger@gkss.se
or Annika Ekman, annika.ekman.swe@gmail.com

Addendum A



End 2026