

2026 TEAM RACE WORLD CHAMPIONSHIP

12th to 16th August 2026

Riddarfjärden, Stockholm, Sweden

The Organizing Authority is the Gamla Stans Yacht Sällskap, GSYS, in conjunction with World Sailing.

SAILING INSTRUCTIONS – incorporating amendments from 09.08.2026 & 12.08.2026

1 Rules

1.1 The event will be governed by:

- 1.1.1 the Rules as defined in The Racing Rules of Sailing (RRS) including Appendix D, Team Racing Rules; and
- 1.1.2 the Rules for Handling Boats contained in Addendum 2, which also applies to any practice sailing.

1.2 Appendix D – Team Racing Rules will apply with the following changes:

- 1.2.1 RRS D1.1(d) applies. Arm signals are required.
- 1.2.2 The first sentence of RRS D1.3(a) is deleted and replaced with: When a boat may have broken one or more rules of Part 2, or RRS 31 or RRS 42, in an incident while racing, she may take a penalty as follows:
 - (a) prior to her starting signal or on a leg of the course to a windward mark, she shall gybe;
 - (b) on all other legs of the course she shall tack and bear away onto a close-hauled course on the opposite tack;
 - (c) For the determination of the penalty only, a boat completes a leg of the course when any part of her hull crosses the extension of the line from the previous mark through the mark she is rounding, or on the last leg when she finishes. When rounding mark 1, the previous mark is deemed to be the race committee start vessel.
- 1.2.3 Rule D2.1(c) is deleted and replaced by: “A boat requesting redress for an incident in the racing area, or requesting a breakdown score change under rule D5.2, or protesting for an alleged breach of a rule other than a rule of Part 2 or RRS 31 or RRS 42, shall conspicuously display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by an umpire. Additionally, at the first reasonable opportunity after finishing, she shall inform the race committee at the finishing line of her intent to protest or request redress and, when applicable, identify the protested boat.”
- 1.2.4 RRS D2.3(d): add “The umpires may decide that any hard contact (contact between hulls and/or rigs) is damage for the purposes of initiating a penalty. In addition, when there is damage, two race umpires together with another umpire may determine that a race-win penalty as prescribed in SI Addendum 4 is warranted for one or more boats, without a protest hearing. The boat(s) that broke RRS 14 shall be informed as soon as practicable about the damage level and penalty(s) that will be imposed. Only at the time of being so informed may the boat request a hearing (this changes RRS 60.3(b). If the boat requests a hearing, the umpires shall report the incident to the International Jury, which shall act under RRS D3.3(a), and may decide to impose a greater or lesser penalty on that boat. If no hearing is requested, the umpires shall impose the penalty(s) by reporting it to the race committee.”

- 1.2.5 Add RRS D2.3(g) breaks SI 9.2 "Course Limits".
- 1.2.6 Add RRS D2.3(h) breaks ~~SI~~ Addendum 2 ~~SI~~ 2.1.
- 1.2.7 The first sentence of RRS D2.5 is changed to read: "A boat penalized by an umpire shall take a One-Turn Penalty."
- 1.2.8 RRS D5.3 and RRS D5.4 are changed to replace all instances of "Race Committee" with "International Jury".
- 1.3 J80 type boats will be used. The J80 Class Rules shall not apply.
- 1.4 The first sentence of RRS 63.7(b) is changed to: "A party to a hearing may not ask for a reopening." Subsequent sentences in this rule, including RRS 63.7(c), are deleted.
- 1.5 [NP] Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI 5, Addendum 2 and Addendum 3.
- 1.6 Each boat and the supplied equipment will be required to display advertising as provided by the OA.

2 Communications: Notices, UHF Channel

- 2.1 The schedule of races and notices, including race results and amendments, will be posted on the online Official Notice Board (ONB) which is located at: <https://teamracingworlds.com>.
- 2.2 The Race Committee will communicate on UHF channel 1.
- 2.3 When flags AP over H are displayed afloat, all boats shall immediately proceed to the dock to receive further signals ashore. This changes RRS Race Signals.

3 Changes to the Sailing Instructions

- 3.1 Changes to the Sailing Instructions will be posted to the ONB at least ten minutes before the warning signal of the first race to which it applies.
- 3.2 Changes made to SI 7 the "Regatta Format", may be made verbally and will be effective immediately. The changes may be communicated orally by the umpires before the warning signal of the first affected race; the changes will also be posted on the Official Notice Board.

4 Signals Made Ashore

- 4.1 Signals made ashore will be displayed from the flagpole at the docks.
- 4.2 When Flag D is displayed ashore, no boats are allowed to depart the dock, and the warning signal will be made not less than 30 minutes after Flag D is removed.

5 Boats provided by the Organizing Authority (OA)

- 5.1 [NP] J80 type boats will be provided by GSYS for competing teams. The boats have been equalized in performance potential to the extent possible and organized into fleets. An alternate boat may be substituted in case of a breakdown. Claims regarding the performance of the boats will not be grounds for redress. This changes RRS 61.4(b)(1).
- 5.2 All equipment shall be used as supplied and no changes, additions or subtractions shall be made other than those permitted by the Sailing Instructions. Boats shall be sailed in accordance with Addendum 2 "Handling the Boats" and Addendum 3 "Equipment Lists".
- 5.3 Replacement of broken or damaged equipment may only be made with equipment sanctioned by the OA.

- 5.4 A breach of SIs 5.2 and 5.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

6 Regatta Schedule

- 6.1 Registration: will be open on Wednesday August 12th between 10.00-17.00 at the registration desk at The Deck, Norr Mälarstrand 31, close to the PREEM gas station.
- 6.2 Practice Sessions: will be available on Wednesday August 12th between 10.00-16.00. Practice Time slots to be arranged beforehand with the Race Office.
- 6.3 Skippers' Meeting: will be held each racing day at 8.00 at The Deck. Attendance by all skippers is required; attendance by all sailors is encouraged.
- 6.4 Umpires' Briefing: will be held each racing day directly after the Skippers' Meeting at the stage at the Deck. Attendance by all skippers is required.
- 6.5 First warning signal at 9.30 on each Racing Day.
- 6.6 Latest time for warning signal: Sunday 16th August at 15.00.

7 Regatta Format

- 7.1 The intended format for each stage of the event is:

Stage	Additional Information
1	Ranking Round-Robin(s) One or more round-robin(s) with all teams in a single group. Excluding any resails, round-robins will be scheduled consecutively.
2	Gold & Silver Fleet Round-Robins One or more round-robin(s) with teams divided into two groups as follows: Gold Group: The top six ranked teams from Stage 1 Silver Group: The remaining teams from Stage 1. Excluding any resails, round-robins will be scheduled consecutively.
3	King of the Castle – Knock Out The teams ranked 5 th and below from Stage 2. The winner of each Round shall be the first team to score one race win. KoC Round 1 – Silver 6 th vs Silver 5 th KoC Round 2 – Winner of Race 1 vs Silver 4 th KoC Round 3 – Winner of Race 2 vs Silver 3 rd KoC Round 4 – Winner of Race 3 vs Silver 2 nd KoC Round 5 – Winner of Race 4 vs Silver 1 st KoC Round 6 – Winner of Race 5 vs Gold 6 th KoC Round 7 – Winner of Race 6 vs Gold 5 th
4a	Semi Finals – Knock Out The winner of each semi-final will be the first team to score two race wins. SF1 – Gold 1 st vs Gold 4 th SF2 – Gold 2 nd vs Gold 3 rd
4b	Petit Final – Knock Out The winner of the petit final will be the first team to score two race wins. PF – Loser SF1 vs Loser SF2
4c	Final The winner of the final will be the first team to score three race wins. F – Winner SF1 vs Winner SF 2

- 7.2 The schedule of races will be displayed on the official notice board.

- 7.3 The Race Committee, in consultation with the Chief Umpire and World Sailing Technical Delegate, may change or terminate any part of the format at any reasonable time as provided in RRS D4.2(b).
- 7.4 The Race Committee, in consultation with the Chief Umpire and World Sailing Technical Delegate, may terminate any race or stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of the races in the existing conditions or the time scheduled. Early stages may be terminated in favour of later stages.
- 7.5 When a race has been abandoned and the result would not affect which teams qualify for a further stage, the race committee may choose not to re-sail the race.
- 7.6 The Race Committee may abandon any race at any time. This changes RRS 32.1. The Umpires may communicate this decision. This changes RRS 32.3.

8 Fleet Designation and Starting Order

- 8.1 Teams will be assigned to boats as designated on the schedule of races.
- 8.2 Boats will be identified by the sail jib colour and the number the boat.

Group 1	Boat 1 & Boat 2	Red jib	Boat 3 & Boat 4	Blue jib
Group 2	Boat 5 & Boat 6	Green jib	Boat 7 & Boat 8	Orange jib
Group 3	Boat 9 & Boat 10	Grey jib	Boat 11 & Boat 12	Yellow jib

- 8.3 [NP][DP] Skippers will sail in boats in the order specified on the entry form.
- 8.4 [NP][DP] Whilst on the water the team, shall wear the team bibs issued at registration.
- 8.5 [NP][DP] Team identification patches should be displayed on the mainsail at all times whilst racing.

9 Racing Area and Danger Areas

- 9.1 The racing area will be on Riddarfjärden, Norr Mälärstrand.
- 9.2 Course Limits:
- 9.2.1 Yellow cylindrical buoys will be laid to define exclusion zone(s);
- 9.2.2 Whilst racing, a boat's hull shall not cross the imaginary straight line between two adjacent buoys nor otherwise enter the exclusion zone.
- 9.2.3 These lines shall rank as obstructions; there is no penalty for touching these buoys.
- 9.2.4 A breach of this SI is not open for protest by a boat but is subject to penalty by the umpires under RRS D2.3. This changes RRS ~~D1.2(a)(1)~~60.1.
- 9.3 The primary location and danger areas are noted in Addendum 1.
- 9.4 Competitors are reminded that Riddarfjärden is a restricted channel and sailing vessels do not have the right of way over a vessel under power that may be restricted in its ability to manoeuvre.

10 The Course

- 10.1 The courses are described in SI Addendum 5 – Course Diagrams. No later than the warning signal the Race Committee will designate the course to be sailed on a board.
- 10.2 The start line will be between a staff displaying an orange flag on the race committee start vessel and the course side of an inflatable checkered robotic mark.
- 10.3 The finish line will be between a staff displaying a blue flag on the race committee finish vessel and the course side of an inflatable blue robotic ~~checkered~~ mark.

- 10.4 The race committee may change a leg of the course by changing the position of the next mark or the finishing line, but no mark shall be moved when any boat is on the leg that it terminates. Subsequent legs may be changed to maintain the course configuration. There will be no visual or audible signals for a course change. This changes RRS 33.
- 10.5 Courses may not be shortened. This changes RRS 32 and Race Signal Flag "S".

11 Starting Sequence

- 11.1 Races will be started using the following procedure:

Signal	Time before Start	Visual Signal	Sound Signal
Warning	3 minutes	Flag with number 3 displayed	One
Preparatory	2 minutes	Flag with number 2 displayed	One
		Flag with number 3 removed	
	1 minute	Flag with number 1 displayed	One Long
		Flag with number 2 removed	
Starting	0 seconds	Flag with number 1 removed	One

- 11.2 Every race will be assigned a race number in the race schedule.
- 11.3 The number of the next races to start will be displayed on the race committee start vessel from before, or promptly after, the warning signal until the starting signal.
- 11.4 Coloured flags, representing the colours of the jibs of the boats in the next race to start, may be displayed on the race committee start vessel from before, or promptly after, the warning signal until the starting signal.
- 11.5 When the starting signal is also the warning signal for the next race, a flag with number 3 shall be displayed and flag number 1 will be removed.
- 11.6 The following sentence is added to RRS D3.1(a): "A boat shall not start more than 2 minutes after her starting signal. A boat breaking this SI shall have 6 points added to her score without a hearing."
- 11.7 The following sentence is added to RRS 29.1: "The race committee start vessel will endeavour to hail the bow numbers of boats who were on the course side at the starting signal. Failure to hail, the timing, or order of any such hails will not be grounds for a boat to request redress. This changes RRS 61.4(b)(1)."
- 11.8 When a boat is subject to RRS 29.1, flag X need not be displayed for longer than 1 minute after the starting signal; this changes RRS 29.1. ~~Failure to hail, the timing, or order of any such hails will not be grounds for a boat to request redress. This changes RRS 61.4(b)(1).~~

12 Damage

- 12.1 When damage occurs or is likely to have occurred, regardless of whether a boat has been penalized or an umpire has instructed a boat to report to the Bosun for damage inspection, that boat shall report to the Bosun on the water immediately at the end of her race.
- 12.2 ~~[DP]~~ [SP] The penalty for breaking SI 12.1 shall be the deduction of ~~1/2~~ ~~a up to 1~~ race win without a hearing.
- 12.3 The OA may require the damage deposit to be restored to its original amount before a team will be permitted to continue racing.

13 Sportsmanship

- 13.1 Competitors are expected to fully comply with RRS 2 at all times. Abuse or intimidation of other competitors, race officials or officials of the GSYS will not be tolerated. All such incidents, whether or not they include umpire-initiated penalties, shall be reported to the Chief Umpire for possible further action.
- 13.2 [NP][DP] Competitors and Support Persons shall ~~reply~~ **comply** with reasonable requests from Race Officials.

14 Safety

In accordance with RRS 3, the responsibility for a boat's decision to participate in a race or to continue racing is hers alone. The responsibility for the safety of the boat and each competitor lies solely with each individual and not with Gamla Stan Yacht Sällskap or World Sailing.

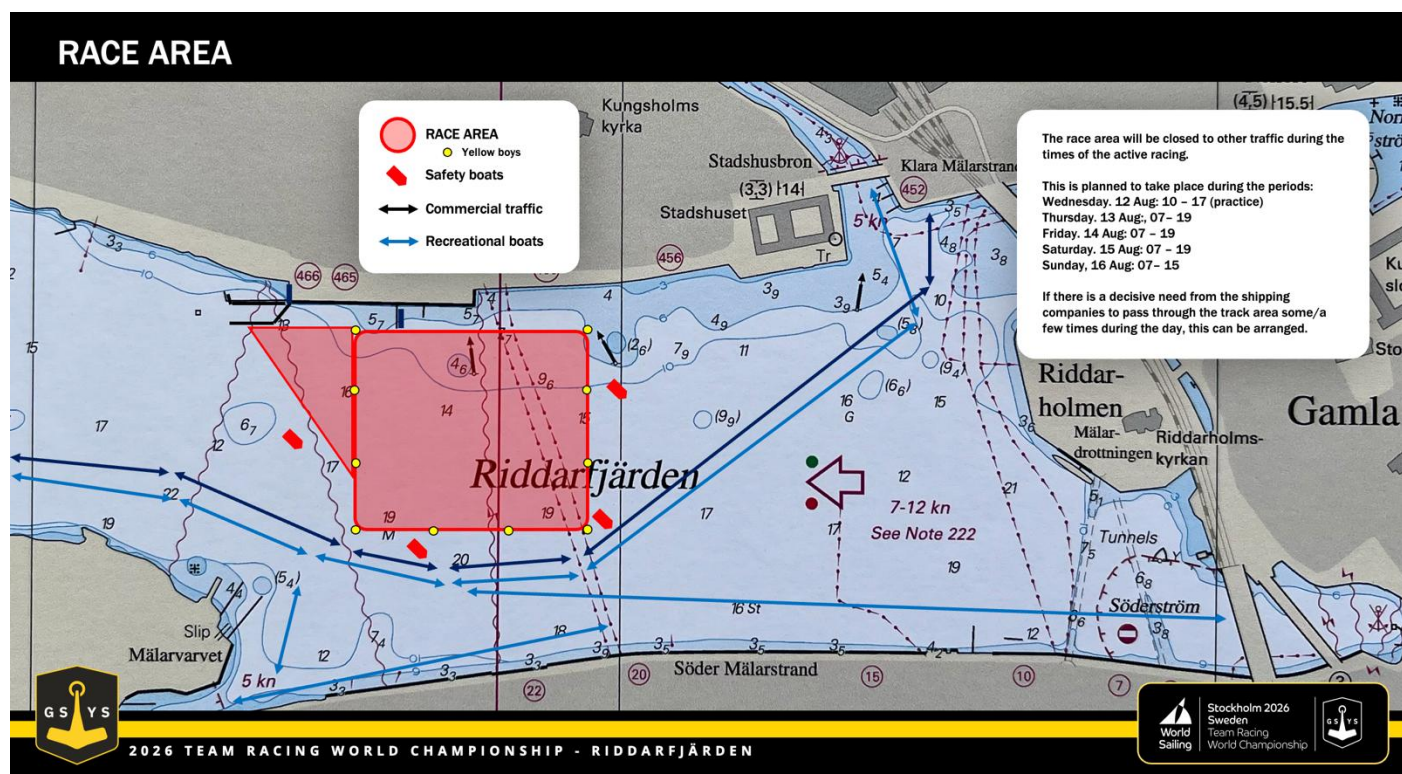
15 Media Waiver

Competitors and crew members on the competing boats grant, at no cost, the Gamla Stans Yacht Sällskap (GSYS), World Sailing, and any official sponsors of the regatta, the absolute right and permission to use their name, voice, image, likeness, biographical material as well as representations of the boats in any media worldwide (being television, print and internet media), including video footage, for the sole purposes of advertising, promoting, reporting and disseminating information regarding the Team Race World Championships in Stockholm, Sweden and the participants in the event.

16 Electronic equipment provided by the OA

It is the intention of the OA to install electronic equipment (including but not limited to a cell phone) on each competing boat for the purpose of transmitting data and images for use by the OA and events media production team. This equipment will not provide any data to competitors while racing. The installed equipment shall not be altered in anyway by a competitor. Collected data may not be used in hearings or any other proceedings related to the event. Collected data may be shared publicly for media purposes.

Addendum 1: Race Area and Restricted Areas



Addendum 2: Handling the Boats

1 General

- 1.1 While all reasonable steps are taken to equalize the boats, variations in the boats will not be grounds for redress. This changes and RRS 61.4(b)(1).
- 1.2 While in the race course area, a boat needing to contact the Bosun to request a change or repair shall call on UHF 1 and proceed to the area to the left (looking upwind) of the start area after finishing or before the preparatory signal for her next race.

2 Prohibited Items and Actions

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

- 2.1 Actions subject to umpire-initiated penalties during a race:
 - 2.1.1 Adjusting or altering the tension of standing rigging, excluding the backstay.
 - 2.1.2 The use of electronic equipment or smartphone/tablet apps, other than watches.
 - 2.1.3 The use of the shrouds (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
 - 2.1.4 Sitting with legs outside of the rail is prohibited, but the upper body may lean outboard. Using lazy sheets and control lines for the purpose of hiking normally while seated is permitted.
 - 2.1.5 Radio transmission, except to report damage or in response to a request from the RC.
 - 2.1.6 Changing the number of mainsheet or jib sheet purchases.
 - 2.1.7 Cross-sheeting the jib on windward winch.
- 2.2 Actions subject to protest by the International Jury or Race Committee:
 - 2.2.1 Any additions, omissions or alterations to the equipment supplied.
 - 2.2.2 The replacement of any equipment without the sanction of the RC.
 - 2.2.3 Sailing the boat in a manner that it is reasonable to predict that significant damage would result.
 - 2.2.4 Moving equipment from its normal stowage position except when being used.
 - 2.2.5 Boarding a boat without prior permission.
 - 2.2.6 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.
 - 2.2.7 Hauling out a boat or cleaning surfaces below the waterline.
 - 2.2.8 Marking directly on the hull or deck with permanent ink.
 - 2.2.9 Perforating sails, even to attach telltales.
 - 2.2.10 The use of any equipment for a purpose other than that intended or specifically permitted.

3 Permitted Items and Actions

The following are permitted:

3.1 Taking on board the following equipment:

- basic hand tools
- adhesive tape or Velcro tape but not duct tape
- line (elastic or otherwise of 4 mm diameter or less)
- marking pens
- telltale material
- watch, timers and hand-held compass
- shackles, plastic clips, cotter pints/ring dings and clevis pins
- spare flags
- UHF radio.

3.2 Using the items in 3.1 to:

- prevent fouling of lines, sails and sheets
- attach telltales
- prevent sails being damaged or falling overboard
- mark control settings (adhesive tape only)
- make minor repairs and permitted adjustments
- make signals as per Appendix D2

4 Mandatory Items and Actions

The following are mandatory:

4.1 At the end of each sailing day:

- 4.1.1 rolling, bagging and placement of the sails as directed
- 4.1.2 leaving the boat in the same state of cleanliness as when first boarded that day
- 4.1.3 releasing backstay tension.

4.2 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and recycling and removing all tape and marks.

4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.4 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.5 Any corrector weights installed by the OA shall not be altered or relocated in any way.

Addendum 3: Equipment List

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

J80

SAILS AND SAILING EQUIPMENT

- Mainsail and set of battens
- Jib with battens
- Two sail bags
- Jib sheets
- Tiller extension
- Life jackets for each crew member (provided by competitors)
- Paddle
- Bucket and sponge
- Telemetry smartphone Velcro-attached to mast halfway between boom and deck

MOORING LINES AND FENDERS

- One bow line
- Four fenders

Addendum 4: Discretionary penalties for damage resulting from contact between boats racing

As per SI 1.2.4, the umpires may impose a discretionary penalty for breaking RRS 14 without a protest hearing, unless a boat involved in the incident requests a hearing, in which case the umpires shall report the incident to the International Jury. If it has good reasons to do so, the International Jury may impose a greater discretionary penalty than the penalty imposed by the umpires. This addendum explains how the penalties will be determined and is intended to:

- Minimize damage to keep costs down and avoid delays while boats are repaired.
- Ensure that penalties fit the breach and are consistent.

Damage Levels

Level	Extent	Effect
Level A Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than one (1) hour of work.
Level B Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than one (1) hour of work but should not normally require more than three (3) hours of work.
Level C Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than three (3) hours of work.

Penalties

Race-win penalties may be imposed by umpires after a race to boats that break RRS 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the round-robin or knock-out match in which the damage occurred. In the event that both boats are given the same penalty in a race during a knock-out match, the penalties are offsetting and will be disregarded for scoring purposes.

Race-Win Penalties: to be applied without a hearing

Damage Level	Round-Robin	Knock-Out
Level A Minor Damage	No penalty	No penalty
Level B Damage	½ race win	¾ race win
Level C Major Damage	1 race win	1 race win

Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the Organizing Authority and are not related to and do not affect any race win penalties imposed by the Umpires or International Jury.

Addendum 5: Course Diagrams

~~Start and Finish marks will be checkered marks in black/white.~~

The Start mark will be a black/white checkered inflatable robotic mark.

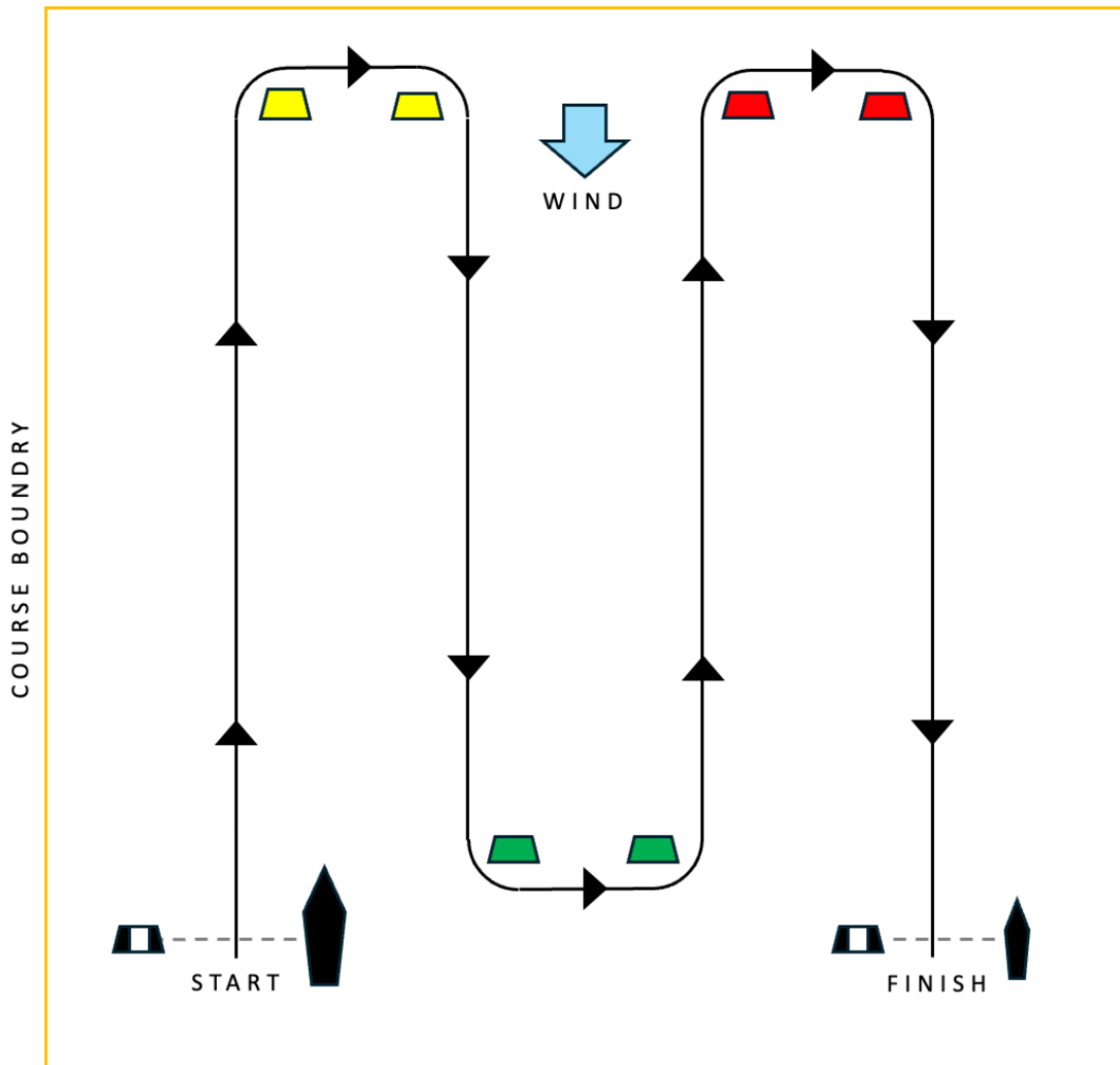
The Finish mark will be a blue inflatable robotic mark.

Any replacement marks will be inflatable yellow cylindrical tubes marks.

Course 1 – Digital M

Start – 1s – 2s – 3p – 4p – 5s – 6s – Finish

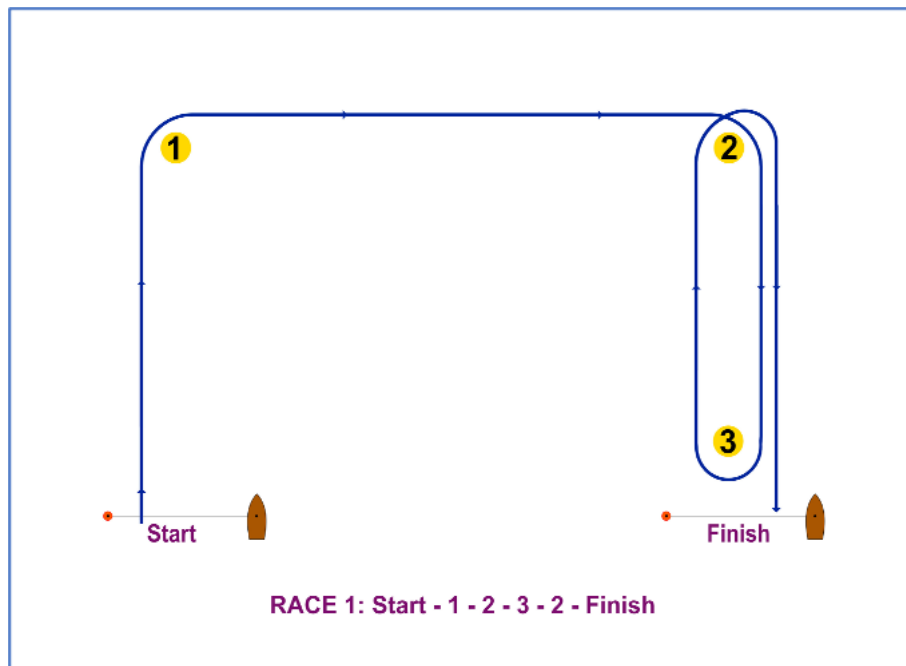
Marks 1 and 2 are yellow; marks 3 and 4 are green; marks 5 and 6 are red.



Course 2A – Outer Loop

Start – 1s – 2s – 3s – 2s – Finish

Mark 1 is yellow; mark 2 is red and mark 3 is green.



Course 2B – Inner Loop

Inner Loop: Start – 1s – 4s – 1s – 2s – Finish

Mark 1 is yellow; mark 2 is red and mark 4 is green.

