



SAILING INSTRUCTIONS (SI)

Published 2025-08-10

The Organizing Authority (OA) is the Royal Swedish Yacht Club (KSSS) and the International J/70 Class Association (IJ70CA), in conjunction with the Swedish J/70 Class Association.

Event Website: www.ksss.se/J70Euro2025
See SI 28 for full contact information

*The notation '[NP]' in a rule means that a boat may not protest another boat or request redress for a violation of that rule.
This changes RRS 60.1.*

1. RULES

1.1 NoR 1 contains a list of rules for this event. Competitors are reminded to take note of these.

1.2 [NP] The RRS changes for using RaceSense will be identified in Addendum F

1.3 If there is a conflict between the Sailing Instructions and the Notice of Race, Sailing Instructions will take precedence this changes RRS 63.5 (c)

2. CHANGES TO SAILING INSTRUCTIONS

Any change to the SIs will be posted two hours before the 1st Warning Signal 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. COMMUNICATION

3.1 Notices to competitors will be posted on the Official Notice Board located on [ONB](http://www.ksss.se/J70Euro2025/onb)

(ksss.se/J70Euro2025/onb). Notices may also, as courtesy be posted on the official "J/70 Europeans" WhatsApp group (Addendum E contains the QR code to join that group).

3.2 The race office is located next to KSSS Harbour office at Sandhamn and may be reached by regatta@ksss.se, phone +46 70 306 5157

3.3 Any questions regarding the NoR or these SIs shall be submitted in writing to the Race Committee (RC). The questions and any answers will be posted as in SI 3.1.

3.4 A competitors' briefing will be held each race day 09.00 outside the KSSS Harbour office in Sandhamn.

3.5 On the water, the RC intends to monitor and communicate with competitors on VHF radio channel 72 ('the VHF Channel'). Failure of the RC to broadcast, mistaken broadcasts, or failure of a competitor to receive this information will not be grounds for a request for redress. This changes RRS 61.1.

3.6 [NP] [DP] Boats shall use the radio to report retirement from racing and may use the radio to request or provide assistance in an emergency.

3.7 [DP] Except as provided in SI 3.6, a boat shall not make voice or data transmissions while racing and shall not receive voice or data communication that is not available to all boats. [DP]

3.8 [NP] A messaging service (or similar) may be used to provide supplementary communications. See QR code in Addendum E.

4. CODE OF CONDUCT

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

4.2 [DP] 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.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed on the flagpole near the KSSS Harbour office in Sandhamn.

5.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than sixty (60) minutes" in The Racing Rules of Sailing (RRS) Race Signal AP.

6. SCHEDULE AND FORMAT OF RACES

6.1 Race Schedule. The RC will announce the number of races scheduled for the day, during the morning briefing.

Planned Warning Signal

Monday, August 25th, Practice race 14.00

Tuesday, August 26th 11.00

Wednesday August 27th 11.00

Thursday August 28th 11.00

Friday August 29th 11.00

Saturday, August 30th 11.00

6.2 A maximum of three (3) races may be sailed in one day. The RC, at its discretion, may run fewer total races.

6.3 On Saturday, August 30th, no warning signal will be made after 15.30 local time. In the case of one or more general recall(s) when the initial warning signal was made prior to 15.30, the RC may display subsequent warning signals after that time. This exception will not apply for a race that is postponed or abandoned.

6.4 All boats shall sail as one fleet.

7. CLASS FLAG

The class flag is a blue J/70 logo on a white background.

8. RACING AREA

Addendum A shows the location of the racing area.

9. COURSES

9.1 The course to be sailed will be a windward-leeward format. The diagrams in **Addendum B** show the course, including the order in which marks are to be passed, and the side on which each mark is to be left.

9.2 No later than the warning signal for each race, the RC signal vessel will use placards to identify the approximate magnetic bearing and distance to the first mark. Or announce the bearing and distance over the VHF Channel.

9.3 Courses will not be shortened using flag "S". This changes RRS 32. However, legs of the course may be shortened (or lengthened) pursuant to RRS 33.

9.4 Mark 2 will be a gate consisting of two marks (2s/2p)

(a) If only one gate mark is set, boats shall leave the single mark to port

9.5 Routine movement of Radio Controlled Marks will not be ground for redress. This includes marks returning to station after have been pushed away by a boat and collisions with the marks that did not cause damage. This changes RRS 61.1 (a) and RRS 31 still applies.

10. MARKS

10.1 Marks 1, 1A (offset) are yellow radio-controlled marks, 2S /2P (gate), are red radio-controlled marks

10.2 Starting marks are RC Vessel and red radio-controlled Marks or Port End RC Line Vessel.

10.3 Finish marks are a RC Vessel and red radio-controlled Marks or a RC Vessel.

11. THE START

11.1 RRS 26 is changed per Addendum F. The countdown to the start on the Atlas 2 / Atlas Edge from RaceSense will be the official time.

11.2 The starting line is between staffs displaying orange flags on the RC signal vessel, and the red radio-controlled mark at the pin end. See further in Addendum B

11.3 A boat that does not start within five (5) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This change is added to RRS A5.1.

12. CHANGING THE NEXT LEG OF THE COURSE

12.1. To change the next leg of the course, the race committee will lay the original mark or move the gate or move the finishing line as soon as practicable.

12.2 The RC can adjust the course up to 10 degrees and length .01nm without signaling a course change. They will announce this change on the VHF Channel. This changes RRS 33.

13. THE FINISH

The finish line is between staffs displaying orange flags on the RC signal vessel, and the red radio-controlled mark at the pin end. This changes Race Signals See further in Addendum B

14. PENALTY SYSTEM

14.1 The first sentence of RRS 44.1 is changed to "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing, except that when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty."

14.2 Penalties incurred while in the zone of the windward mark or on the offset leg shall be delayed and taken at the first reasonable opportunity on the downwind leg. This change is added to RRS 44.2.

14.3 RRS Appendix P (Special Procedures for Rule 42) is in effect and replaced in its entirety as stated in **Addendum C**.

14.4 Jury vessels may be positioned anywhere on the course area. Their position at any time will not be grounds for a request for redress. This changes RRS 61.1.

14.5 A boat that has taken a penalty under RRS 31 or RRS 44.1 shall submit a completed penalty acceptance form on the ONB within the protest time limit.

14.6 RRS Appendix T (Arbitration) applies.

14.7 The IJ may impose discretionary penalties other than disqualification for violations of RRS non-Part 2 rules. This SI does not apply to breaches of RRS 2, 28 or 31.

14.8 The IJ may impose discretionary penalties other than disqualification for violations of Class Rules, including the International J/70 Class Rules (J70CR) and the J/70 Equipment regulations (J70ER). However, in no case shall the penalty for such a violation be less than a ten percent (10%) scoring penalty calculated pursuant to RRS 60.5(d). This changes RRS 64.

15. TIME LIMITS AND TARGET TIMES

15.1 The race time limit for each race is 120 minutes. The target time for each race is 75-90 minutes. Failure to meet the target time will not be grounds for a request for redress. This changes RRS 61.1.

15.2 Boats failing to finish within 20 minutes after the first boat if sails the course within the race time limit will be scored Time Limit Expired (TLE) without a hearing, unless they subsequently retire, are penalized, or are given redress. The score for TLE is the number of finishers plus two points, but no worse than the score for DNF. This changes RRS 35 and is added to RRS A4, A5, and A10.

15.3 The RC Signal Vessel will lower the finish line flag with one sound to indicate that the time limit has expired.

16. HEARING REQUESTS

16.1 The hearing room will be located in a conference room at Sandhamn Seglarhotell, ask for direction at Race Office.

16.2 The protest time limit is 60 minutes after the RC vessel docks. Time will be posted on ONB.

16.3 The second sentence of RRS 61.2(b)(1) is replaced with: "If the request is based on an incident in the racing area, it shall be filed within the protest time limit for that day."

16.4 A notice of boats scored per RRS A5.1 and SI Addendum C each day will be posted on the ONB no later than fifteen (15) minutes after Protest Time Limit.

16.5 The time limit for a request for redress based on the outcome of a scoring inquiry is 30 minutes after that outcome has been posted. This changes RRS 61.2(b).

16.6 The Categorization Protest Time Limit (see World Sailing classification code 3.1(b)) is the protest time limit for the first racing day.

16.7 Hearing request forms are available on the ONB. Protest shall be submitted using the online system.

16.8 Penalty acceptance forms are available on the ONB.

16.9 Notices will be posted no later than fifteen (15) minutes after the protest time limit each day on the ONB to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be heard as soon as possible.

17. SCORING

17.1 Scoring shall be according to the Low Point Scoring System of RRS A2 and A4 as follows:

(a) When fewer than five (5) races have been completed, a boat's series score shall be the total of her race scores;

(b) When five (5) or more races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.

17.2 Three (3) races are required to constitute a championship.

17.3 Preliminary results will be posted on the event website as soon as possible after racing each day.

17.4 Competitors shall notify the RC of any scoring inquiry by filing a Scoring Inquiry Form available at the ONB. The deadline to file a scoring inquiry is the protest time limit.

18. SAFETY REGULATIONS

18.1 [DP] [NP] Prior to the warning signal of her first race each day, each boat shall check-in with the RC signal vessel in the starting area. Each boat shall pass close astern on starboard tack and hail her bow number. When a boat has been recognized, the RC will hail the boat's bow number.

18.2 [DP] [NP] A boat that retires from a race or leaves the racing area between races shall notify the RC as soon as possible using the VHF Channel.

18.3 [DP] [NP] A boat not leaving the harbor for any of the day's racing shall inform the RC as soon as possible.

18.4 The penalty for breaking a rule in SI 18 shall be a twenty percent (20%) scoring penalty calculated pursuant to RRS 44.3(c), applied without a hearing to a boat's first valid race of the day. This change is added to RRS A5.1.

19. REPLACEMENT OF CREW OR EQUIPMENT

19.1 Substitution of competitors is not allowed without written approval of the event Technical Committee prior to racing on that day.

19.2 Repair, alteration, replacement, or substitution of damaged or lost equipment will not be allowed unless authorized before racing by the event Technical Committee pursuant to J70ER 10.

19.3 Boats requesting approvals under SI 19 shall contact the event Technical Committee for instructions:

(a) If off the water: By using the RRS-System:

Submit Equipment Substitution Request:

https://www.racingrulesofsailing.org/equipment_substitutions/new?event_id=12257

or

SubmitCrew Substitution Request:

https://www.racingrulesofsailing.org/crew_substitutions/new?event_id=12257

(b) If on the water: hailing on the VHF Channel or by voice when approaching the Measurer. The notification via the RRS-System should be done at the earliest possible time, latest at the end of the protest time of that day.

20. EQUIPMENT AND MEASUREMENT CHECKS

[DP] Pursuant to J70ER 4, a boat, sails or equipment may be inspected at any time for compliance with the Event Equipment Rules (see J70ER 2), IJ70CA Class Rules (J70CR), the NoR and these SIs. On the water, when instructed by a member of the RC or event Technical Committee, a boat shall proceed immediately to a designated area for inspection.

21. EVENT ADVERTISING

21.1 [DP] [NP] Boats shall display any event advertising supplied by the OA, in accordance with World Sailing advertising code. If this rule is broken, World Sailing Regulation 20.9.2 applies.

21.2 [DP] [NP] Any required sponsor or event identification stickers, decals and flags shall be placed on the bow or boom, in the cockpit or on a shroud or stay as directed by the OA. They shall be displayed from the close of check-in through the end of the event. If required to be placed on the bow, they shall be placed immediately aft of the bow numbers. It is the responsibility of the competitor to ensure that the stickers remain on the boat and obtain replacements as necessary.

22. OFFICIAL VESSELS

[NP] Official vessels are marked as follows:

Category Flag

RC Vessel White flag with RACE COMMITTEE and KSSS insignia

Safety Vessels Red flag with SAFETY

Jury Vessels Yellow Flag, with dark JURY

Technical Committee White flag with black "M"

Press Vessels Purple flag with Dark MEDIA

23. SUPPORT TEAMS

23.1 [DP] [NP] Only registered Support Person Vessels (SPVs), including coach, press, private and spectator vessels that prominently display identification provided by the OA are allowed in the racing area. The person in charge of the competing boat(s) to which support vessels are attached shall acknowledge the presence of a support vessel on his check-in form and may pay the applicable fee on behalf of the support vessel.

23.2 [DP] [NP] All SPVs shall carry a working VHF radio capable of transmitting and receiving normal domestic and international channels, including the VHF Channel.

23.3 [DP] SPVs, and team leaders, coaches, and other support personnel, shall stay more than 150 meters to leeward of the starting line, leeward marks, and from any competing boats that are racing.

23.4 [DP] [NP] SPVs shall comply with any additional directions given by the OA, the RC or the Jury, including requests for assistance with rescues. Failure to comply may result in the accreditation being withdrawn and all access to the club facilities, grounds and docks being denied.

23.5 [DP] [NP] While not in use, SPVs shall be kept in the places, both afloat and ashore, that they specify during check-in.

23.6 Operators of SPVs and all competitors are reminded that J70CR I.3 (Outside Assistance) is in effect. See NoR 1.

23.7 SPV drivers are reminded to use the engine safety stop (Kill-cord) at all times the engine is running.

24. TRASH DISPOSAL

[DP] Trash shall be placed in the appropriate containers when the boats return to shore.

25. BERTHING

[DP] While not in use, boats shall be kept in their assigned places while in the harbor.

26. PRIZES

Prizes will be awarded as specified in the NoR.

27. RISK STATEMENT

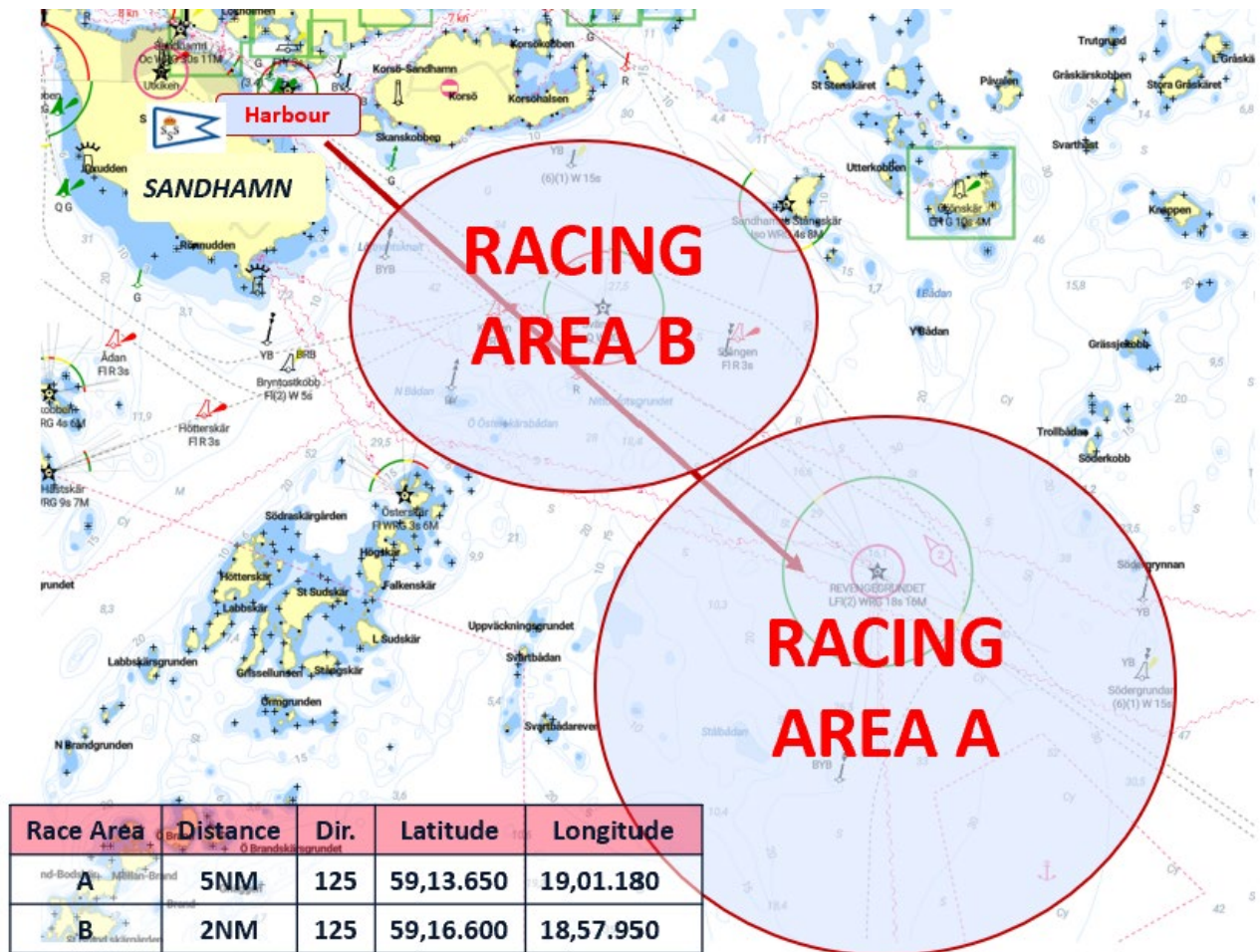
Competitors participate in the event entirely at their own risk. See RRS 3, Decision to Race. By participating in the event, each competitor agrees to release the race organizers (organizing authority, host yacht club, race committee, protest committee, sponsors, and any others acting in an official capacity for the event) from any and all liability associated with such competitor's participation in the event to the fullest extent permitted by law.

28. RACE OFFICIALS

Host Club Primary Contact:	Royal Swedish Yacht Club, KSSS, +46 8 556 166 80 Race office, regatta@ksss.se +46 703 065 157 Joakim Norlén, host
Event Chair:	Rebecka Harding
IJ70CA Class Executive:	Christopher Howell (USA), IM howell@j70classoffice.com +1 (440) 796-3100 (mobile/WhatsApp)
Principal Race Officer:	Kristina Wiktander Broman
Jury Chairman:	Jacob Mossin Andersen
Event Technical Committee Chair:	Thomas Loesch
IJ70CA Technical Chair:	Mark Foster

Addendum A

RACING AREA

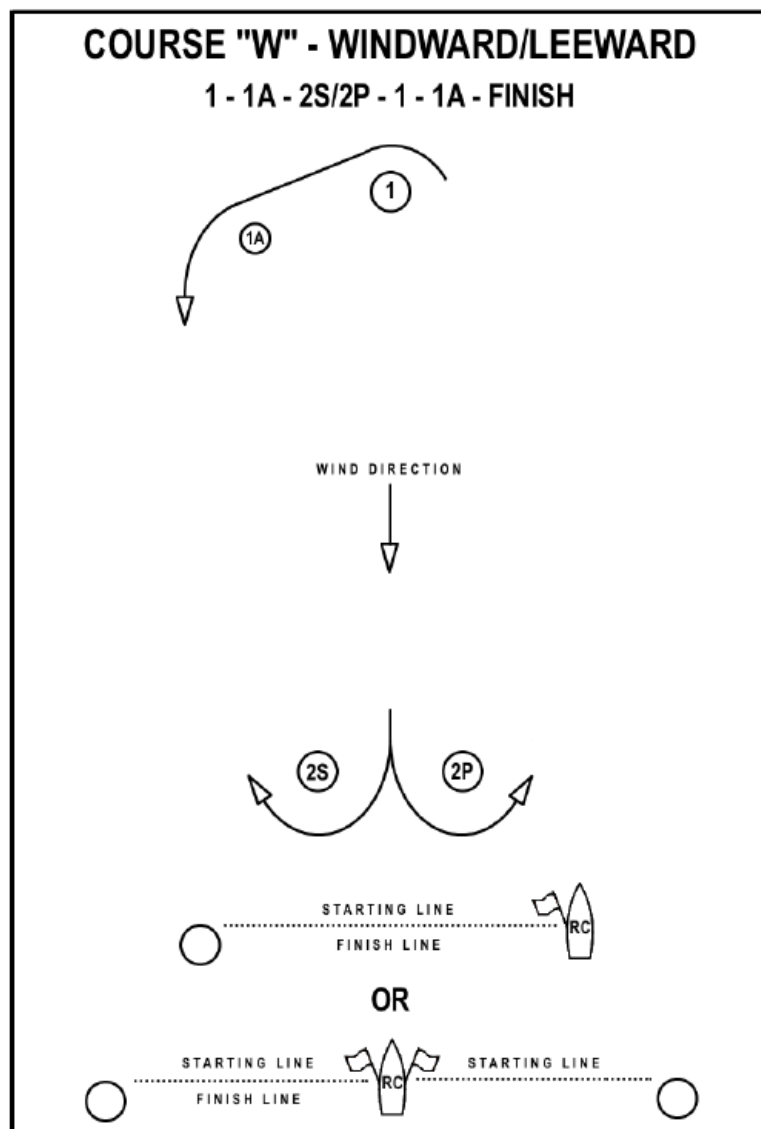


Addendum B

COURSES

RC intends to use one long starting line, ie "two boat starting line".

The lower "three boat" (at the bottom of the picture) starting line is a backup. If this is needed, RC will communicate on VHF. If so, the new starting line will be between an official vessel with a staff displaying orange flag, a midline official vessel displaying one orange flag on a staff on each side and an orange flag on the red radio-controlled pin-end mark.



Addendum C

RRS APPENDIX P, Special Procedures for Rule 42 is replaced in its entirety with:

P1 OBSERVERS AND PROCEDURE

A member of the International Jury, protest committee, or its designated observer (collectively, the “observer”) who sees a boat breaking RRS 42 (Propulsion), RRS 49 (Crew Position; Lifelines), J/70 Class Rule (J70CR) C3.3 (Crew Positioning) or J70CR C9.4(b)(1) (Bowsprit Use) may penalize her by, as soon as reasonably possible, making a sound signal, pointing a yellow or red flag at her and hailing her bow or sail number, even if she is no longer racing. A boat so penalized shall not be penalized a second time under rule 42 for the same incident.

P2 PENALTIES

When a boat is penalized under rule P1, her penalty shall be a One-Turn Penalty under RRS 44.2. If she fails to take it, she shall be disqualified without a hearing. If an observer signals a penalty after a boat has finished, her penalty shall be a ten percent (10%) scoring penalty calculated per RRS 44.3(c).

P3 POSTPONEMENT OR GENERAL RECALL

If a boat has been penalized under rule P1 and the race committee signals a postponement or general recall, the penalty is cancelled.

P4 REDRESS LIMITATION

A boat shall not be given redress for an action by an observer under rule P1 unless the action was improper due to a failure to take into account a race committee signal or a class rule.

Addendum E

J/70 European Championship 2025

WhatsApp Group – join with QR code or link below

J/70 European
Championship 2025
WhatsApp-grupp



WhatsApp Group Link : <https://chat.whatsapp.com/E2Tp8YieglG3anMBgmE8vU?mode=ac t>

ADDENDUM F – Vakaros RaceSense

[NP]Rules and Instructions for Using the Vakaros and RaceSense System

F.1 Each boat shall have a working Vakaros Atlas 2 / Atlas Edge configured for RaceSense at check-in. Boats without a configured Atlas 2 / Atlas Edge may have one provided by the OA, for applicable fees. This shall be mounted in the approved location at the time of measurement or new approved location approved by the technical committee after the regatta has started.

F.2 The Vakaros RaceSense system will be used by the Race Committee (RC) and the relevant information will be available to all boats.

F.3 Instructions for using the electronic Atlas 2 / Atlas Edge device will be posted on the Official Notice Board

F.4 Competitors shall take all reasonable measures to keep the Atlas 2 / Atlas Edge safe and operational and promptly notify Vakaros staff on the water or ashore of any device issues.

F.5 RRS 26 is changed. The countdown to the start on the Atlas 2 / Atlas Edge from RaceSense will be the official time. Signal flags will only be used for information purposes.

F.6 The visual identification of boats infringing RRS 29 and RRS 30 by the RC is replaced with electronic identification through the Vakaros RaceSense system, modifying RRS 29.1, 30.1, 30.2, 30.3, and 30.4. In the event a start needs to be abandoned, for fairness or safety reasons, the RC will display code flag N with three sounds and the race will be abandoned.

F.7 Any failure of the Atlas 2 / Atlas Edge, RaceSense system, or communication systems will not constitute grounds to request redress by a boat or the Protest Committee. This changes RRS 41(c), 61.1(a), 61.1(c).

F.8 If the RC vessel displays flag O with a sound signal before the warning signal of a race, F.5 to F.6 inclusive will not apply to that race.

F.9 If the RC vessel displays flag R with a sound signal before the warning signal of a race, Competitors shall restart their Vakaros Atlas 2 / Atlas Edge unit by switching it off, waiting 10 seconds and then switching it back on to reconnect to the RaceSense network. Flag R will remain displayed for a minimum of 2 minutes and will be removed with the next warning signal.

F.10 If firmware updates to Atlas 2 / Atlas Edge devices are required between scheduled race days, notice will be sent to all boats via email, and/or SMS/ and or the Regatta What's app group and or the ONB.

Addendum G

ON WATER EMERGENCY PROCEDURES

The Organizing Committee, has established emergency procedures to provide help in the event of an on the water emergency, including injury requiring medical assistance. We also have emergency numbers should there be an accident or injury on shore.

1. **Contact the RC Safety Coordinator immediately on Mobile +46 767 645 303, or VHF 67.**
2. Identify your yacht, the nature of the emergency (type of injury, number of people injured), and your yacht's position.
3. Proceed at best speed to a designated rendezvous point as directed.
4. Depending on the nature and severity of the injury, should this be the emergency, safety boat personnel may come aboard your yacht to administer aid, evacuate the injured party and/or re-direct you for transfer of the injured person.
5. You are asked to cooperate fully with the Race Committee, local law enforcement and emergency personnel direction.

Please take the time to review these procedures with your crew prior to the race.

EMERGENCY AND MEDICAL NUMBERS

	Phone	Radio
Regatta Safety Coordinator Water and land	+46 767 645 303	VHF 67
Race Committee - on water	+46 768 596 586	VHF 72
Harbour Office Sandhamn	+46 8 571 53 285	
Race office	+46 703 065 157	
Royal Swedish Yachtclub, Office	+46 8 556 166 80	
Joint Rescue Co-ordination Centre (JRCC)	112	VHF 16
Swedish Central Emergencies Response	112	

Addendum H

ENTRANCE AND EXIT OF THE PORT OF SANDHAMN

Be careful when entering and exiting the port of Sandhamn. There are narrow straights, shallow areas and from time to time lots of commercial traffic, the Sandhamn Pilots and pleasure traffic.

This requires collaboration and attention.

We kindly request you not interfere with the commercial ferry traffic whilst hoisting and/or lowering the sails.

The area will be surveyed by organization boats, please follow their instructions.

On the way out there are shallow areas, be careful, check your navigation, there are many apps to help you. One example to be found here: [Skippro sjökort - upplev mer av livet på sjön](#)

