



GARMIN Round Denmark Race – Aarhus

Sailing Instructions Singlehand

Dates

June 18th – 27th 2021

Venue

Aarhus International Sailing Center,
Ester Aggebos Gade 80A,
8000 Aarhus, Denmark

Organizers

Shorthand Events, Sailing Aarhus
and Aarhus International Sailing Center.

Version 2

Changes to version 1 are in red letters.

Any changes to these Sailing Instructions will be published on the Official Notice Board to be found on the event website (<https://www.rounddenmarkrace.com/>)

1 Rules

- 1.1
1. The race is governed by the statutes and the safety regulations for RDRi
 2. The Open Scandinavian Adventure Sail Racing Order (OSASO).
This means there will be no demand for a measurement certificates, club memberships or memberships of any national or international federations.
 3. The RDRi 2021 statutes.
 4. The International Regulations for Preventing Collisions at Sea (COLREGS) with the special regulations for navigation in certain Danish waters. All traffic separations must be respected in accordance with Rule 10 in COLREGS.
The competitors are required to pay attention to commercial traffic as well as to other competitors in the race.
 5. World Sailing “2020-2021 Offshore Special Regulations”, Category 3 will apply, with the following additions and exceptions:
Additions:
 - a. Bilge pumps; minimum 1 manually operated.
 - b. Minimum a fixed mounted VHF-radio with 25 W effect and one waterproof handheld VHF-radio.
 - c. A heavy weather jib and mainsail with at least one deep reef.
 - i. A furling jib can be accepted in lieu of a heavy weather jib, but it cannot be a G1 or G2 on a masthead rigged boat. It must be a G3 that can be furled that can substitute a heavy weather jib. A G1 or G2 partially furled in will place too much strain on the rigging and is a potential danger to the boat’s safety in heavy weather.
 - ii. Navigation lights – see specification in rule 2.
Exceptions:
 - a. No life rafts are required.
 - b. No World Sailing / ISAF Approved Offshore Personal Survival Training course is required.
 6. The RDRi 44/8 resting rule – see rule 3.
 7. The Designated Person Ashore rule – see rule 4.
- 1.2 Breach of the above-mentioned rules and regulations will result in disqualification.
- 1.3 These Sailing Instructions and other official documents published on the Official Notice Board, including changes to Sailing Instructions will prevail, if there are any conflicts, with other published documents including news published on the web.
- 1.4 If there is any conflict between the language versions, the English text shall take precedence.

2 Navigation lights

- 2.1 All participating boats must be equipped with fixed statutory navigation lights according to The International Rules for Preventing Collisions at Sea (COLREGS). Boats less than 7m length must also be equipped with fixed navigation lights as described for boats of 7m length and more.
- 2.2 **Boats not equipped with working navigation lights as prescribed according to COLREGS will not be allowed to start.**
- 2.3 Boats that experience navigational lights failure during the race must retire from the race.

3 Rest time rule 2021 TRR 44/8

The race is divided into periods of 44 hours. Within these 44 hours, a minimum of 8 consecutive rest time hours *must* be taken. Thus, a maximum of 36 consecutive hours of sailing is allowed ($44-8 = 36$). The 8 hours rest time of each period will be subtracted from the final elapsed sail time. Rest time above 8 hours for each 44 hours period will not be subtracted.

If a participant exceeds 36 hours of non-stop sailing or rests less than 8 hours, he/she will be disqualified from the race.

A boat is considered stopped when it has no movement. The stop can be by anchor, buoy or in a harbor. It's allowed to apply the use of engine to get to the selected position for the stop when a participant is 0.5 Nautical Miles from the position. After the stop, the boat must return to the same position where the engine was applied before resuming racing.

4 Designated person ashore (shore crew)

It is mandatory for every single hand participant to have a Designated Person Ashore (DPA). The Organizing Committee must be able to reach the DPA at any time (24/7) during the race.

It is strongly recommended that the DPA has the following qualifications

Resumé:

A Designated Person Ashore – DPA is a skilled sailing person with the same or close to qualifications as the skipper on the boat sailing single hand and a person to whom the skipper trusts and has full confidence in. The DPA shall assist the skipper as well as the organizing committee. The DPA has the mandate to communicate on behalf of the skipper and the responsibility for all crisis management.

Qualifications:

A good DPA must have or nearly have the same experience and qualifications as the skipper on the boat. The DPA must know the skipper in order to understand what the skipper meets, thinks and what help is needed in case of emergency in order to handle the situation together. Furthermore, the DPA must be able to evaluate how the skipper reacts in different situations, especially in stressed situations and how exhausted the skipper is.

Furthermore the DPA must know the boat and equipment and how the boat reacts under different conditions.

Tasks before racing.

The DPA and the skipper are both present at security checks and Skipper's meetings before the start. The DPA and skipper prepare and plan the navigation for the race incl. possible emergency harbors. The DPA establishes contact to the safety organization and the Race Committee.

Tasks while in the race.

The DPA monitors the boat race and communicates with the skipper. The DPA reports to the safety committee. In case of episodes the DPA must be a part of all communication. The DPA has the responsibility to act if he/she estimates the skipper or other persons make decisions that endangers the skipper and boat.

The DPA has the mandate to always withdraw the skipper from the event. This means that the DPA is in preparedness during the whole period of the race. The DPA must have the ability to be the link between the different parties: the skipper, the race committee, the authorities, family etc.

5 Registration and documents

All competitors must register at the Race Office, located in Aarhus International Sailing Center not later than 18hrs on Friday June 18th.

At registration, the following documents must be presented

(to be found on the Official Notice Board on the event web and to be prepared in advance):

1. Complete crew list
2. Shore crew (designated person ashore) list
3. Safety self-declaration form

6 Security and safety check

After a boat has registered, a safety and security control will take place onboard, where all safety equipment must be presented and will be checked.

7 Messages to competitors

Messages for the participants concerning relevant changes, corrections and warnings are continuously displayed on the Official Notice Board.

Important messages in connection with the start are announced via VHF channel 72.

During the starting sequence, the Race Committee will, if possible, communicate on VHF channel 72.

8 Use of engine

8.1 Engines and other machines like generators may be used until the preparatory signal is given (4 minutes before the starting signal).

8.2 Furthermore, the engine may be used in the following situations:

- To charge the batteries but with no propulsion of the boat by the engine.
- If running aground. As soon as the boat is afloat again the engine must be turned off.
- Rendering assistance to a person or another vessel being in danger or distress.
- Entering or leaving a harbor to comply with the rest/race time rule or in case of an emergency.
- **After the stop, the boat must return to the same position where the engine was applied before resuming racing.**

8.3 All use of engine must be noted in the logbook.

9 The logbook (handed out at registration)

9.1 The following **must** be recorded with date and time in the Logbook:

1. Rounding points (approximate time)
 - Skagen – cardinal BYB - approx. position 57°43,9' N - 10°42,4' E
 - Elsinore – approx. bearing 270°
 - Christiansø – approx. bearing 270°
 - Dueodde – approx. bearing 0°
 - Gedser – approx. bearing 0°
 - Lillebælt (old bridge) – passing under the bridge.
2. Use of engine (when switched on/when switched off and reason)
3. Start of mandatory rest period (date and time)
4. End of mandatory rest period (date and time)
5. Other interesting observations like dolphins, seals, whales etc.
Such observations will be reported to the University of Aarhus.
(Pictures incl. position will be appreciated)

9.2 No later than 1 hour after crossing the finishing line the logbook must delivered at the Race Office, located in the International Sailing Center.

10 Reporting to Race Management (the so called “Bridge”)

All boats must contact the race management by using the Garmin inReach to send a text message (SMS) or if the Garmin unit is lost by mobile phone (+45 53 83 78 27) when being with 5 nm from:

Green Course

- Rounding Skagen cardinal BYB - approx. position 57°43,9' N - 10°42,4' E
- Passing Helsingør
- Rounding Christiansø
- Passing Dueodde
- Passing Gedser
- Passing the Lillebælt bridges

Red Course

- Passing the Lillebælt bridges
- Passing Gedser
- Rounding Christiansø
- Passing Dueodde
- Passing Helsingør
- Skagen cardinal BYB - approx. position 57°43,9' N - 10°42,4' E

Furthermore, participants **must** report at least 30 minutes an ETA before finishing in Aarhus

11 Schedule

Thursday	June 17 th	10:00 – 18:00 16:00 – 19:00	Registration Onboard safety and security inspection:
Friday	June 18 th	10:00 – 18:00 12:00 – 19:00	Registration Onboard safety and security inspection:
Saturday	June 19 th	10:00 12:50	Mandatory “Skipper’s meeting” Attention signal – Single hand fleet.
Sunday	June 27 th	13:00	Award ceremony at the International Sailing Center

12 Time limit

The time limit for completion of the race is Sunday June 27th at 12:00

13 Mandatory Skipper's meeting

The skipper's meeting will take place at the Aarhus International Sailing Center, where the language will be English.

14 The course

14.1 After the start, all boats must pass the 2 conical GARMIN Fly By marks situated outside Aarhus International Sailing Center. These marks must be left to port. Thereafter they must continue on either green or red course as notified on the Official Notice Board and green/red flag on the Race Committee signal vessel.

14.2 The course to be sailed, green or red, will be published on the Official Notice Board and at the skipper's meeting.

14.3 Course Green: (All marks or islands to be left to starboard (except Start, Garmin Fly By marks and the Finish):

- Start
- GARMIN Fly By marks (always to be left to port)
- Skagen – cardinal BYB – approx. position 57°43,9' N - 10°42,4' E
- Sjælland
- Christiansø and Bornholm
- Falster and Lolland (Gedser)
- Funen
- Finish

Course Red: (All marks or islands to be left to port (except Start, Garmin Fly By marks and the Finish):

- Start
- GARMIN Fly By marks (always to be left to port)
- Funen
- Falster and Lolland (Gedser)
- Christiansø and Bornholm
- Sjælland
- Skagen – cardinal BYB – approx. position 57°43,9' N - 10°42,4' E
- Finish

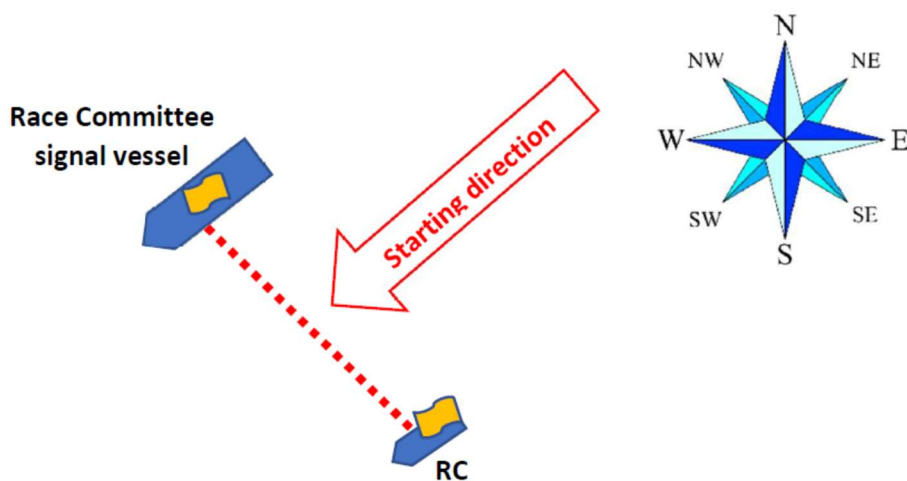
15 Starting area




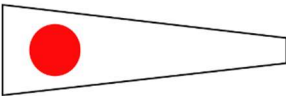


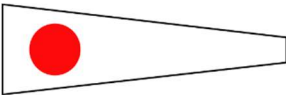
- 15.1 The starting area will be approx. 0.5 nm outside Aarhus Lystbådehavn
15.2 Boats not in a starting procedure must keep clear of the starting area and boats already started.



16 Starting line

- 16.1 The starting line will be between an orange flag on the Race Committee signal vessel and an orange flag on a Race Committee RIB
16.2 The starting line must be crossed from north east towards south west.



17	Starting signals					
	Time (UTC+2)	Signal	Flag		Displayed / lowered	Sound signal (horn)
T-15	12:45	Course flag			Displayed	One
T-10	12:50	Attention			Displayed	One
T-5	12:55	Warning			Displayed	One
T-4	12:56	Preparatory			Displayed	One
T-1	12:59	One minute			Lowered	One
T	13:00	Starting signal			Lowered	One

18 Individual Recall (Jumping the gun)

There will be NO recalls. If any part of the hull, of the boats is on the course side of the starting line will be penalized by 30 minutes.
No boats are allowed to return to a restart.

19 Postponement

If a start is postponed, information will be given by the Race Committee on VHF channel 72 and by displaying flag AP.

If signal AP is displayed ashore with 2 sound signals it means:

The start has been postponed; first warning signal will be given not earlier than 60 minutes after AP is lowered with one sound signal.

If signal AP is displayed from the Race Committee vessel with 2 sound signals it means: The start has been postponed; first warning signal will be given 1 minute after AP is lowered with one sound signal.

20 The finishing line

Between an orange flag on the balcony of the International Sailing Center and a conical mark with GARMIN advertising.

When finishing the line must be crossed from east towards west.

Be aware of the limitations at the breakwaters.



21 Withdrawal from the race

A skipper/boat that withdraws from the race or in any other way suspends the race is obliged to state this to the Race management on phone number: +45 2360 1667 or text message (SMS) as soon as possible. When staying more than 24 hours in a harbor a boat is considered to be withdrawn from the race.

22 Compensation for assistance to at boat in need

All participants in RDRi are obliged to give all possible assistance they can for any person or vessel in danger. If such assistance is given during the race, a time compensation can be requested. The request must be based on a statement clarifying that your final ranking in RDRi has been considerably affected because of the provided assistance. The request must be noted in the logbook with description of the incident.

23 Protests

- 23.1 A boat intending to protest must display signal flag B as soon as possible after the incident object to the protest.
- 23.2 A boat that intends to protest must inform the Race Committee about the intention by text message (SMS) as soon as possible after the incident.
- 23.3 Protest forms are available on the Official Notice Board.
- 23.4 Protests between the boats and protests concerning the breach of the statutes of RDRi and the present Sailing Instructions must be made on the official RDRi protest form.
- 23.5 In case of a protest the official protest form must be delivered to the Race Office in Aarhus International Sailing Center.
- 23.6 The protest time limit is 60 minutes after finishing in Aarhus or 60 minutes after retiring from the race.
- 23.7 For competitors who intend to protest but have retired or do not meet the time limit of the race, a protest form must be sent by e-mail to: raceoffice@gmail.com

24 Media rights

By participating in the RDRi race competitors automatically grant to the Organizing Authority and their sponsors the right in perpetuity to make, use and show, from time to time at their discretion, any pictures, motion pictures and live, taped or filmed television and other reproductions of the competitors during the period of the competition without compensation.

25 Disclaimer

The participant confirms by his/her signature at the registration that the participation in the race is fully at his/her own risk. RDRi does not take any responsibility for damage to materials, personal injury, or death, which happens because of accidents before, during or after the race.

26 Prizes

Prizes will be awarded for the winners in all categories and a special Line Honour for the first boat back in each category: singlehand, doublehand and fully crewed. More special awards may be given.

27 Insurance

By signing the final entry form at registration, the boat/skipper confirms that the boat has valid third liability insurance.

Useful contacts:

- Race Committee (Bridge) phone: 45 53 83 78 27
Can be reached 24/7 during the race.
- Race Committee (Bridge) e-mail: raceoffice@gmail.com