



Notice of Race, rev 6.

ROUND DENMARK SINGLEHAND 2019

Background: In 2016 and 2017 a few outstanding sailors completed the first 2 iterations of Round Denmark Singlehanded Inshore, we are now challenging YOU to participate in the 2019 version of the ultimate challenge in the inner Danish waters:

Round Denmark Singlehanded - inshore.

A gentlemen race / cruise in seaworthy keelboats, round Denmark with start and finish in Assens.

The regatta is starting June 28th and 29th 2019 over 6 stages, with individual start 8 hours after the finish after each stop.



Seamanship and safety are paramount.



Organizer

The Skandinavian Singlehanded Sailor Association in close co-operation with Assens Sejlklub.

How do I sign up?

Round Denmark Single Inshore (Danish abbreviation: "DRSI") is a formidable challenge for any sailor. Should you wish to take this challenge please apply by filling out the form found here: www.danmarkrundtsinglehand.dk

If you and your boat qualify we will accept your application.

The number of participants is limited to 50 boats.

Important dates

15. january 2019	Registration opens
15. february	Registration closes
18. february	You will be notified if your application is accepted
20. february	Last date for payment of registration fee
23. february, 17:00	Planning meeting in Fredericia during the Boatshow
27. june, 18:00	Deadline for arrival in Assens
28. june, 20:00	Start cruising class
29. june, 12:00	Start racing classes

Race Rules

DRSI is sailed both as a race and as a cruising challenge.

DRSI is sailed in accordance with the International Regulations for Preventing Collisions at Sea (COLREGS) and all participating vessels must fly their national ensign.

For violation of the rules, the participant can be assigned a time penalty as an alternative to disqualification. Time penalties may be assigned administratively without protest hearing.

If a participating vessel, according to the race committee, seriously violates the rules stated in NoR and/or seamanship, the decision to command a vessel/skipper to immediately leave the race without possibility to continue the race as participant, lies purely under the jurisdiction of the race committee. A such decision from the race



committee cannot be appealed and will not cause any compensation of any kind.

The Route

The route is sectioned into 6 stages with a total distance of 646 nm.
The routing is free apart from the exceptions mentioned in this document and in the SI (Sailing Instructions)

Denmark to Port side:

1. Stage:	Assens - Gedser	92nm
2. Stage:	Gedser - Nexø	118nm
3. Stage:	Nexø - Rungsted	135nm
4. Stage:	Rungsted - Skagen	129nm
5. Stage:	Skagen - Bønnerup	71nm
6. Stage:	Bønnerup - Assens	101nm

Denmark to Starboard side:

1. Stage:	Assens - Bønnerup	101nm
2. Stage:	Bønnerup - Skagen	71nm
3. Stage:	Skagen - Rungsted	129nm
4. Stage:	Rungsted - Nexø	135nm
5. Stage:	Nexø - Gedser	118nm
6. Stage:	Gedser - Assens	92nm

On Stage 4./3. Anholt and Hirseholmene has to be passed on the East side.

On Stage 5./2. Hirseholmene has to be passed on the East side.

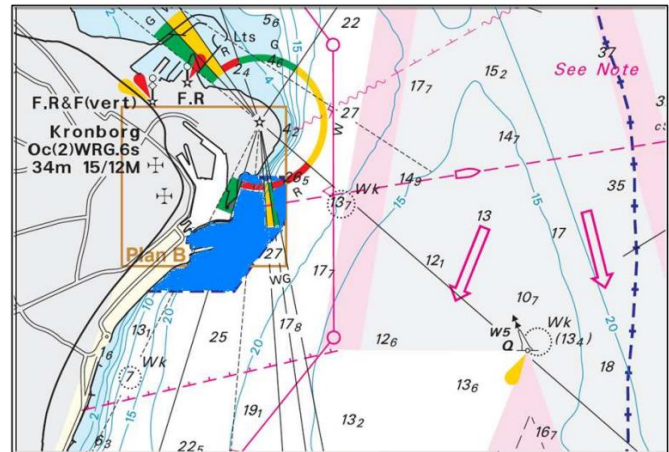
On Stage 3./4. The island of Christianø has to be passed on the East side.
Falsterbo TSS must be passed in the coastal traffic zone north and east of the TSS.

No later than 2 hours before the first start route direction will be announced.

The sailors cannot be a hindrance to the commercial ships, especially in traffic separation zones. Sailing in traffic separation zones are generally not allowed unless it is for crossing.

Any crossing of a TSS has to be done in strict accordance to Rule 10 in the COLREG's.

Please notice that in the area close to the ferry harbour in Helsingør is an area (marked in blue) where leisure vessels are prohibited to enter due to the intense ferry activity.



Forbudsområdet ved Helsingør Havn markeret med blåt

The Race Committee can on the basis of specific AIS data or the absence of AIS

reporting allocate time penalty for violation of COLREG rules for passing traffic separation zones. If it is deemed that the AIS transponders Silent Mode has been activated or that tracking is otherwise prevented or deactivated, the sailor is obliged to provide GPS data plot demonstrating that he has sailed properly and according to the rules.

Please note that all wind turbine parks are off-limits for participants in DRSI.

In case of extremely calm weather, where it is estimated that participants do not have a chance to complete the race within the time limit, the race management can shorten the course by removing Skagen and / or Nexø (and Christiansø) from the route.

Such changes can be made right up to the time just before the first boat passes Anholt or just before starting from Gedser.

Communication of course changes will be made to skipper and shore crew by SMS.

Boat classes

The race is for keelboats with a DH GPH handicap between 700 and 500 seconds per nautical mile.

It is expected that the race is divided into these 3 classes:

- Slow: GPH between 700 and 600
- Medium: GPH between 600,1 and 550
- Fast: GPH between 550,1 and 500

The Cruising Challenge is open for seaworthy keelboats with an overall length between 24 and 50 feet, no measurement certificate is required.

A minimum of 3 vessels per class must be present to open a class for participation.



Safety check

Friday 28th June is reserved for safety checks and equipment test.

During the day you should be prepared for the following checks:

- Life jacket test, all participants jumps into the harbor together!
- For re-packing the life jacket an instructor will be available, also for the mounting of AIS MOB / PLB.
- Safety equipment mentioned in this Notice of Race.
- Test of AIS signal strength from station located app. 5 nm from Assens
- Radio check of fixed VHF from station located app. 5 nm from Assens
- Radio check of handheld VHF from station located app. 1 nm from Assens
- In addition there will be mandatory briefing on safety procedures and use of the satellite tracker and a lot of other things.

Starting times

1. Stage:

All participants must be prepared to start on 28. june 2019 at 20:00.

We expect to start at below mentioned times, however the timing of the starts can be changed until 1 hour before the first scheduled start.

Cruising (all): Start 28th June 2019 at 20:00

Race (all classes): Start 29th June 2019 at 12:00

Stage 2-6

Subsequent starting times are 8 hours after the participants' individual finish. Transport from finish line to port and port-to-start is included in the 8 hours.

Emergency Harbor

The participants are encouraged to seek shelter in case of bad weather, breakage on the boat or exhaustion.

If you decide to seek shelter you need to inform the race management. via SMS, as soon as possible and before you enter the harbor, with information on reason for you seeking shelter and whether you need assistance.

It is important that you during your stay keep the race management updated on your status and intent.



In case the stay in the emergency harbor is longer than 24 hours the race management has the option to retire the participant from the race.

Retiring

Participants who want to retire from DRSI shall promptly report this to the race management. Attention is especially drawn to the fact that race management will be keeping an eye on your track, and sudden unnatural rate changes could be an indication of a safety problem on board.

Finish and closure of race

There is no time limit for the different stages or the complete race, but in order to appear at the list of final results of the race, you have to finish before Sunday 7th July 18:00.

The race is closed at Sunday 7th July 20:00, where a party will be held.

Scoring & Prizes

Corrected time will be calculated for each stage for all participants in the race, disregarding class, giving only 1 winner per stage.

The participant with the lowest corrected time is awarded 1 point, no. 2 on the stage is awarded 2 points and so on.

If a participant has not completed a stage maximum point plus 1 is awarded, calculated after the number of starting participants on stage 1.

The score board will show an overall result and for the individual classes.

A participant has to have completed all stages of DRSI to be considered as having achieved the DRSI challenge and be eligible for receiving the trophies.

There are 8 Trophies, all perpetually wandering:

First boat home (shortest time).

The boat with fewest points.

First boat home, in each class.

The boat with fewest points, in each class.

The participants in the cruising class are competing for the first boat home prize, of course corrected for the earlier start.



Log

Skipper shall keep a log whilst sailing. It is requested that, if possible, all changes of sail, weather, routing and passage of significant locations are recorded in the ships log.

Specifically the log has to record all use of the engine, see below.

Tracking

The participants are tracked via a satellite tracking device.

We will use a Garmin inReach Mini (using the Iridium network), but all models in the inReach series can be used.

Use of engine

The engine may be used for:

- Charging batteries.
- Transport to the starting point or line.
- Transport to harbor after passing the finish point or line.
- Transport to harbors that are not finish harbors, engine propulsion may not be used before within 1 nm of harbor entrance.
- Maneuvering when anchoring during a stage.
- To get clear after grounding
IMPORTANT to notify race management immediately afterwards.
- To prevent dangerous situations.
- Participation in Search and Rescue operations

Use of engine must be recorded in the ships log.

Emergency procedures

Race management retains the right to suspend racing and command all participants to immediately seek closest harbor, to change the route and harbors for stage stops - also after the start of the race.

The participants are obliged to actively participate in any rescue operation, either determined by own observation, by a received distress call or directed by either race management or other official sources. Time lost can be redeemed by race management.



Participants will be informed via VHF, mobile phone, SMS or via your shore crew.

Safety is important

DRSI is a huge challenge for the sailor and for his equipment. The boat has to endure 650-700 nautical miles - and so have you!

As a consequence of this we have some mandatory safety precautions to augment your diligent and necessary preparations.

The boat's condition and functionality must be in order. The skipper shall sign a statement that the boat is in good condition that it will be able to complete the race and the boat's condition meets the minimum criteria set by the organizers.

If the boat is damaged or have incidents along the way which leads to the safety requirements are not as required, the issue must be solved before the next stage can be started. If a Participant is unable to start at the regular time, this must be communicated the race management or its representative at the stage stops.

Boat requirements

The boat has to be equipped with the following:

- Functioning engine. Internal engine is accepted. External engine must be mounted and ready to use, this type will be accepted on an individual basis.
- The boat must have a self-bailing cockpit.
- Permanently mounted guard rail min. 300 mm over deck.
- Tether points for lifelines in cockpit allowing for free movement across the cockpit. Jacklines are accepted as tether points.
- Permanently mounted navigation lights. Approved side and stern lights must be lit from 21:50 until 04:30 and if visibility is reduced.
- Permanently mounted manual bailing pump that can be operated from the cockpit.
- Autopilot or windwane appropriate for the boats displacement and type.
- Jacklines mounted on port and starboard side over the full length of the boat, in a way that the jacklines combined with an



attached lifeline allows all areas of the deck to be accessible. The jacklines must be mounted always when racing and has to be used when the skipper is on deck.

Halyards and sheets

All halyards and sheets are to be operated from the cockpit. The organizer can allow for other arrangements if deemed to be safe.

Stability

Boats that has a SV number over 70 (low stability indicator), must have their stability tested by an extra calculation and possibly a stability test by heeling the boat.

The organizers are happy to help with calculating the SV number for participants. The SV number may also be found on www.websejler.dk

Communication and navigation

The following has to be on board in functioning condition:

- Permanently mounted VHF-radio with DSC.
- AIS-transponder - with its antenna mounted at the masthead or at a minimum 4 meter over the waterline.
The transponder installation shall be of high quality and the range of the transmitted signal must be a minimum of 5 nm
- Handheld waterproof VHF.
- Waterproof mobile phone, or in a waterproof case.
- Electronic navigation equipment (GPS/chartplotter) or charts.
- Paper-Charts covering the complete route, (1:300.000 or lower, for example chart 100, 103, 104, and 188)
- Magnetic compass, permanently mounted.

VHF and AIS must be registered, functional and programmed with the boats MMSI number. VHF and AIS must be switched on during the whole race.

Safety and emergency equipment

The following has to be on board in functioning condition:

- Emergency knife mounted in the cockpit or on deck (within reach from the cockpit)
A personal knife (in addition to the emergency knife) has to be onboard.
- Leakage stoppers: Minimum 2 units in a relevant size (Sta-plug from Forespar is recommended)



- Fire extinguisher (minimum 2kg) has to be reachable from steering position.
- Rugged bucket with line attached.
- Lifering with 30 meter throw line
- Radar reflector
- Signal horn
- Anchor with chain and/or leadline and anchor line in a dimension appropriate for the boats displacement.
- Sea anchor dimensioned after the boats displacement.
- Powerful torchlight (+ 2 sets of spare batteries)
- Waterproof handheld projector or search light with minimum intensity 300 lumens.
- Emergency navigational lights in addition to the permanently mounted navigational lights or double permanently mounted lights.
- Marine binoculars.
- Emergency or swimming ladder.
- Wirecutter or steel saw - easily accessed.
- Pyrotechnics: 2 red handflares, 2 red parachute rockets, 1 white handflares or signalgun with the same number of shells.
- First aid box, including utensils that allows treatment of open wounds, burns, strains, broken fingers. The amount should be plenty to ensure treatment of more people than just you.
- Safety blanket (also known as a Space blanket).

Personal rescue equipment:

2 LifeJackets 150 kN prepared with a safety-line and light.
(One with a sprayhood is recommended).

The lifejackets in use, shall have a PLB or AIS MOB.

The lifejacket shall be used at any time the participant is on deck or in the cockpit.

If self-inflatable lifejackets are used, it is required that you have a repair kit for the self-inflatable lifejacket onboard.

2 safety-lines. The safety line is required to have two straps, one short and one long. The safety-line is required to be approved, and not older than five years.

The safety line must be in use every time the participant is on deck.



Clothing

At least two sets of foul weather gear, consisting of pants and jackets. A survival suit is acceptable.

2 pairs of footwear, where it is required that at least one pair is boots.

Sails

At least one useful reef is required to be permanently fixed in the mainsail and it is required to be functional.

If the boat is not equipped with a reefing furling headsail, it is required to bring minimum one 110% jib or less.

Personal requirements

Physical requirements

The skipper is under the obligation only to start each stage if:

- (a) The skipper is not injured or ill.
- (b) The skipper is sober (0.0%) and not under the influence of any drugs or alcohol at all.
- (c) Doping is not accepted at all - testing may occur

Age

You are 21 or older at the starting time of the race.

Experience

It is required that you are an experienced singlehand sailor, and it is required that you at least once, have completed Silverrudder or a similar competition.

It is required that you have a good experience with your boat, in which you are competing, and that you have at least sailed 400 nautical miles alone in the boat you are competing in, within the past two years.

You do not have to fulfill the demand of 400 nautical miles, when you send the application as long as you have completed the 400 nautical miles before the starting time of the race. An indication in your application, on how you plan to fulfill the qualification must be provided.

Among the qualifying races or trips, at least one must be 80 nautical miles non-stop, and at least one, where you sail at night.



Certificates

It is required that you as a minimum, at all times, can show documentation for:

- Duelighedsbevis i lystsejlad ([Certificate of competency in sailing on pleasure craft](#)) or equivalent exam *.
- VHF - DSC certificate

*For example Yacht skipper.

Planning meeting

There will be a planning meeting on 23rd februar 2019 from 17.00 to 19:00 in Fredericia during the Boatshow. It is required that the skipper and shore crew participate in the planning meeting. (If the shore crew consists of more than 1 member, it is only required that one from the shore crew participates)

Participation is mandatory for new entrants in DRSI.

Insurance

It is required that the boat has a public liability insurance, make sure that your insurance-company covers singlehand sailing. Proof of valid insurance and payment in 2019, must be send before the start of the race.

Shore crew

All starting participants is required to have a Shore Crew. The Shore Crew is the participants representative on land, this means that the race committee can choose to communicate with the participant through the Shore Crew.

The Shore Crew may consist of more than one person, but the primary Shore Crew is required to be an experienced sailor, and it is expected that he or she knows the participant well, that he or she has sailed with the participant and have the participant's full confidence.

The Shore Crew Is required to support the participant with information about weather and navigation through the race, and support at stage stops.

The Shore Crew is your psychological lifeline - and can prep you up when it gets hard.

The Shore Crew is responsible for reporting the arrival time at each stage, it must be reported no later than 1 hour after the finish. If reporting is not



done within 1 hour after arrival, the arrival time will be the same as the reporting time.

Race Committee

The Race Committee is the organizer of the event. The Race Committee establishes the rules.

The Race Committee consists of:

- Representative from SSF (Scandinavian Singlehand Association)
- Representative from SSF (Scandinavian Singlehand Assosiation)
- Representative from AS (Assens Sejlklub)

The race committee also work as a safety committee and can determine if the race should be cancelled due to weather conditions, changed and when to continue. Members of the Race Committee cannot participate in the race.

Race Management

The Race Management consists of a Race Manager appointed by Assens Sejlklub.

Referring to the Race Manager is a safety team who will keep watch over the participants 24/7 during the race.

In addition there will be one or two teams on the road and meeting the participants at the pitstops.

Jury

Appointed by the Race Committee.

Protests and requests for redress

If a boat intends to protest another competitor or file a request for redress, it is required to call the race manager, with a preliminary statement as quickly as possible.

Protests or requests for redress must be filed within 2 hours after noted finishing time. Protests and requests for redress may be filed by e-mail.

The competitor is responsible to keep updated if there has been any protest filed against him or her, throughout the entire race. The competitor is expected to check after every finished stage.



Protests is processed according to “International Regulations for Preventing Collisions at Sea” (COLREG) and the decisions made by the jury cannot be appealed, as the “ISAF Racing Rules” do not apply.

When a protest is filed, the involved parties will be advised by the preliminary list of results on the noticeboard in the Race office and on the electronic noticeboard. It relies on both the protester and the other involved parties to stay updated about time and place for the hearing.

Financial matters

The Participation fee is DKK 2.500 for each participant, plus DKK 1.200 in deposit for the tracker (Garmin inReach Mini), total DKK 3.700

The fee includes rental of the tracker, that can be used both as tracker, communication between participant and the race management, and in distress.

We recommend that you at time of registration decides to purchase the Garmin inReach Mini, then we will not refund the deposit. The price is less than half the market price - and then you will be upgraded with a fine piece of safety equipment.

Payment before 20th February 2019.

Communication to the sailors and use of media

A special website will be established where tracking, results, and announcements/messages to the sailors (the electronic noticeboard) etc. is presented. It is the competitor’s responsibility to download the information needed from the website.

Race management may choose to contact the sailors directly through the phone number that has been registered either by phone call or text message, text service on the tracker, through VHF or shore crew.

The participants are encouraged to provide information to the shore crew about positions and sailing status as long as the conditions allow it. The participants are also encouraged to update their facebook status on facebook.com/singlehandssejler whenever they make it to the stage stops.

Important: Please remember a solid preparation and seamanship is the most important thing to bring. You alone are responsible for you and your actions. The organizers can never be held responsible.