

Round Zealand 2020

Sailinginstructions for Single-, Twohanded, Cruising and Racing



1. RULES

1.1 Racing and Cruising

Racing boats sail according to RRS Part 2 incl. Scandinavian Sailing Federation and Danish Sailing Union regulations.

Single-type and standard classes sail according to the applicable class rules.

Cruising boats sail following COLREG and shall show nationality flag round the clock as they are considered as non-competing, see section 27.

1.2 THE RULES ARE CHANGED AS FOLLOWS

- Penalties for breaches of these rules may be less than disqualification if the protest committee decides so.
- Rule 40 has been changed so that the life jacket requirement is more strict for Single and Twohanded participants, see section 17. All other crews must wear lifejacket or swim vests when on deck or in the cockpit while sailing.
- Participating boats must carry the provided pennant attached to the aft stay positioned at least 2 meters above deck, from the start to 1 hour after finishing. Participants who do not show the pennant can be penalized with one hour added to the sailing time.
- Rule 48.2 has been amended so that boats crossing Traffic Separation Zones or limitations described in the Sailing Instruction will have time added from 1 hour up to DSQ.
- Protests between racing and cruising boats are decided following the COLREG rules at sea and cannot be appealed.
- Rules 60.1 (a) and 62.1 (a) are amended so that a boat cannot protest / request compensation regarding certain parts of the sailing regulations.
- Rule 61.1 (b) is amended so that protests from the race or protest committee will only be displayed on the official notice board on **www.sjaellandrundt.dk**.
- Rule 62.2 is changed so that the deadline for reopening of a case of compensation on the last day of the race event is shorter than the rule prescribes, see item 15.
- Rule 66 is amended so that the deadline for reopening a hearing on the last day of the event is shorter than the rule prescribes, see item 15..

1.3 MEASUREMENTS

All Racing participants must have a valid certificate/classcertificate. All participants with a non-Danish issued measurement certificate must bring a copy. This year changes to the certificate after signing up for Sjælland Rundt will not be possible.

Cruising boats will be assigned a time correction factor by LYS which cannot be appealed.

1.4 VHF INFORMATION

Information about the race will be given on channel 72 as a service to the sailors.

The start procedure can be followed on channel 77. The channel must only be listened to unless the boat is called and requested to answer.

1.5 TRACKING EQUIPMENT

All boats will be equipped with a GPS tacking device. It is allowed to follow competitors via the Internet. Tracking tracks cannot subsequently form the basis for protests and cannot be used as evidence.

1.6 ADVERTISING

Participating boats must show advertisements chosen and pennants delivered by Helsingør Sailing Club.

2. NOTICE TO PARTICIPANTS

Notifications and changes to the sailing regulations will be posted on www.sjaellandrundt.dk

3. CREW

There must always be at least 3 crew members onboard the boats, except for single and twohanded boats.

The skipper of the boat may only be set ashore in special circumstances. This must be noted in the logbook, explaining the particular circumstances. The new skipper must be a member of an approved sailing club.

3.1 Navigation Light (Addition to Rule 48)

Regular navigation light must be on from 21:50 to 04:30 and in case of reduced visibility.

Emergency light shall be used if the regular lighting fails to call the nearest port.

3.2 Retiring from the race.

A boat that withdraws from the race is obliged to notify this to the Bureau as soon as possible tel.+4526548494.

Furthermore the participant must return the participant number and GPS tracer to the SR shore crew before Sunday the 30.06.2019 at 15:00 hours.

4. SIGNALS GIVEN FROM SHORE.

4.1 Signals given from shore will be hoisted on the signal mast close to the clubhouse.

4.2 When answer pennant (AP) is shown on shore 1 minute is replaced with no less than 60 minutes.

5. SCHEDULE

5.1 Registration

There will be no Bureau onshore. The trackers will be delivered to the boats by the SR crew in harbour or by RIB.

5.2 Skippers meeting

Thursday, June 25th, 8:30 - virtual on the homepage www.sjaellandrundt.dk

5.3 Start

Thursday, June 25th warning signal for first starting boat(s) will be given at 09.55 in accordance with the start list published on the homepage www.sjaellandrundt.dk on **Wednesday 20 July at 20.00.**

6. CLASS FLAG

Sjælland Rundt flag or pennant

7. RACE AREA

Limited by the traffic separation areas incl. the commercial ship roundabout at Falsterbo and the separation area east of Falsterbo Lighthouse, see the Race Courses.

8. RACE COURSES

The event will be conducted from Helsingør harbour.

Reference is made to 'Race Courses SR2020' on www.sjaellandrundt.dk

9. CIRCUMNAVIGATION DIRECTION

The direction this year will be Sjælland on port side.

10. THE START

Course 1 - 20

The courses 1 - 20 will be started with reverse handicap. The boats start times will be in accordance with the start list which will be published on the official noticeboard (on www.sjaellandrundt.dk). It is the responsibility of the participants to check their start time.

First start is planned at 10.00 GPS time, danish summertime.

Warning signal 5 minutes before first start: Sound signal from start vessel and flag S up.

Ready signal 4 minutes before first start: Sound signal from start vessel and flag Z up, rule 30.2 will be in force for all.

Start signal 0 minutes before first start: Sound signal from start vessel and flag S down.

There will be no further ready signals after the first given ready signal.

Racing rules for Racing will be in force 4 minutes before each boats individual start time in accordance with the start list.

For Cruising: Engine must not be used from 4 minutes before each boats individual start time.

Signalling of Individual Recalls and General Recalls will not be used. This is a change to RRS 30.2.

Boats which start too early is given an administrative time penalty of minimum one hour. This is a change to RRS 30.2.

Course 21 - Multihull Boats

The start will be as per RRS 26.

An orange pennant will be set (with sound signal) at least 5 minutes before a warning signal is given in order to notify boats that a course or a series of courses soon will be started.

Class flag Pennant 1

10.1 START VESSELS

All official vessels incl. start vessel will be equipped with an SR pennant.

10.2 START LINE

Will be between yellow buoy and orange flag on the start vessel in the area between Hellebæk and Ålsgårde.

11. SPECIAL START RULES

11.1 POSTPONEMENT OF STARTS (addition to rule 27.3)

Postponement of start signalled onshore. All start times will be added the duration of the postponement in case of postponement, calculated from the first start time Thursday at 10.00 and to the pennant AP is lowered onshore added 60 minutes.

The start procedure as described above will be initiated 55 minutes after the AP has been lowered onshore.

If the pennant AP is hoisted with two sound signals from the start vessel it is thereby notified that the following starts have been postponed. All following starts will be postponed accordingly. When the pennant for postponement, pennant AP, is lowered with one sound signal then the warning signal for the first following start will be given 1 minute later. The start times in accordance with the start lists will be moved with intervals of 30 minutes.

11.2 INDIVIDUAL RECALL (amendment to Rule 29.1)

Boats that have been seen starting too early or that have broken rule 30.2 will be called on VHF by the start vessel. Poor transmission circumstances for VHF or omission of calling cannot be ground for request of compensation.

12. FINISHING LINE

The finishing line is between a yellow buoy and the tower located on the harbor's southern pier. The yellow cylinder buoy will be fitted with a white flash. The finishing line must be passed from the south.

12.1 Passing the finishing line (addition to Rule 28.1)

The time of passing the finishing line must be noted in the Logbook.

13. TIME PENALTY

Where these are stated in the sailing regulations and can be an alternative to disqualification, they will be given administratively without protest hearing. A time penalty will, as far as possible, be noted on the receipt provided on return of the logbook and the GPS tracker. Time will be marked with a + next to the sailing time.

14. TIMELIMIT FOR COMPLETION OF THE RACE

The Round Zealand weekend finishes at 15.00 Sunday the 28th June, 2020.. Boats completing hereafter will be listed DNF (Did Not Finish) .

15. PROTESTS AND REQUEST FOR COMPENSATION

Protests must be submitted on the DS protest template no later than 1 hour after the recorded finishing time and delivered to the SR shore crew. This changes Rule 61.3.

It is the responsibility of any finishing boat to observe if there is a protest against the boat and the time and location for the hearing. When a protest has been filed then all involved parties will be notified via the official Notice Board on the SR homepage. A protesting boat is also required to communicate this to the bureau by telephone +45 26548494 as soon as possible after the incident.

Request for reopening of a hearing must be handed in within 30 minutes after the decision of the protest committee. This changes Rule 66.

A request for compensation, which is based on a decision by the protest committee, must be handed in no later than 30 minutes after the decision has been announced. This changes Rule 62.2

A boat cannot protest based on postulated breach of rules 1.3, 10, 11.2, 17, 17.1, 17.2, 19 and 20.

16. POINT ADMINISTRATION

Respit in DH (GPH) courses is calculated based on the smallest boat.

17. SAFETY

It is the skipper's responsibility that the boat is in proper condition and equipped with the equipment recommended by Søsportens Sikkerhedsråd (the Maritime Sports Council) and the equipment listed in section 17.1, and that all crewmembers are instructed of the tightened Rule 40: all to wear lifejackets.

17.1 Before the race

It is the responsibility of the skipper and the individual crew member to adhere to the current 'corona' restrictions and the current recommendations regarding distances.

All participants have a common responsibility to avoid spread of infection among the population before, during and after the race.

If participants register the weakest sign of infections, or have been together with infected individuals they must in accordance to the recommendations stay home in self-determined quarantine and are not welcomed to participate.

Onshore the participants are not allowed to gather in groups bigger than current rules allow.

THERE IS NO ACCESS TO THE CLUB HOUSE

All participants should arrive the harbour fully dressed and proceed directly to their boats.

Remember that the race in general is governed by the current corona restrictions.

17.2 During the race

It is the responsibility of the skipper that the boat is in proper condition and equipped with the safety equipment that as minimum is required in 17.7

All sailors must wear life jacket in cockpit or on deck.

We recommend World Sailing OSR safety requirements for category 3 boats

[sailing.org/tools/documents/mo3180104-%5B23484%5D.pdf](https://www.sailing.org/tools/documents/mo3180104-%5B23484%5D.pdf)

There will be enhanced requirements to Single and Twohanded sailing Ref. section 17.5

In case of suspected illness on board the boat must suspend participation and seek nearest harbour.

Upon arrival the race committee must be contacted/informed, and the common public rules for handling of suspected corona illness must be followed.

17.3 After the race

The participants must as far as possible leave the harbour and go home after arrival at Helsingør. There will be no social arrangements.

THERE IS NO ACCESS TO THE CLUB HOUSE

Results, sailing times, price times and prices will be published on the race homepage, and individual prices will be forwarded.

Again, it is the responsibility of the skipper and the individual crew members to adhere to the current corona restrictions and the current recommendations regarding distances.

All participants have a common responsibility to avoid spread of infection among the population before, during and after the race.

17.4 Check of safety equipment

If a check of safety equipment Ref. 17.7 reveals shortcomings the boat will either have to give up participation or prove that the missing equipment has been replaced. If a check after the race reveals lack of equipment, then the skipper must prove that it has been used (consumed) during the race. All safety equipment must be displayed on the key side in front of the boat in case the boat is selected for a check.

17.5 Special rules for Single and Twohanded sailing

It is a requirement that sailors must wear lifejacket which must be attached to a life line and have strobe light. The equipment must be worn from start to end. It is allowed to re-dress under deck without. Sailors on deck must have the life line attached. It is the sailors responsibility to ensure that the life line is securely attached. To increase safty Singlehanded will be allowed 4 hours rest for each 24 hours sailing. Compensation will be given Ref. 17.8.

17.6 Use of engine

It is allowed to use engine during the race for charging of batteries without propulsion. It is also allowed to use engine in emergency situations to avoid collisions, grounding or to assist another vessel.

Singlehanded boats may use engine to enter harbours in case of emergencies, resting or anchoring in a radius of 100m from the resting position.

Every use of engine must be noted in the log book with time, and place for start and stop and a description of the situation. The race committee may chose to give a time penalty to a boat if the committee deem that an unfair advantage has thereby been obtained. The time penalty will be added to race time.

17.7 SAFETY EQUIPMENT

The following equipment is a requirement for all participating boats. The (* marked equipment is though only recommended for racing and crusing boats but are mandatory for single and twohanded crews.

2 Red handflairs

2 Red parachuting

1 lifejacket per crew member fixed with a whistle. (*Strobe light attached.

1 Safety harness with lifeline per crew member. (* Minimum 2 safety harness
1 Mounted safety line along the deck for attachment of the lifeline (*
1 lifebuoy with automatic light
1 Wire cutter or 1 hacksaw with highspeed blade
1 anchor fitted with min. 30 m. anchor line
1 Compass
1 Fog horn
1 Radar reflector
1 bucket or bilge pump suitable for the size of the boat
1 Floating heaving line (15 meters)
1 Emergency aid kit adequately equipped for first aid
1 Radio receiver for FM and AM.
1 Waterproof torch with spare batteries
1 fire extinguisher
1 VHF transmitter
1 Mobile phone, number must be noted on the registration page
Correct anchoring signals

17.8 RULES OF REST FOR SINGLEHANDED

Participants in Singlehanded SR are entitled to maximum 4 consecutive hours of pit stop per sailed 24 hours (incl. rest time). The boat must lie still/be moored at either anchor, a DS (Danish Sailing Association) tour buoy or a berth.

The combined rest time will be deducted from the total sailing time.

It is permitted to use the engine at arrival and departure within 100m from the anchor position, port or tour buoy.

Mooring and sailing time and rest position must be recorded in the logbook.

An anchor ball (or anchor light) must be set when anchoring and anchoring must not take place in coastal traffic areas or other congested areas.

It is recommended to use anchor watch if available e.g. in the GPS/nav system.

It will be checked via the Trac-Trac that time is respected.

Lost Trac-Trac will be regarded as violation of the Notice of Race.

Please contact the racing bureau periodically on telephone +45 26548494, when the situation allows.

18. CHANGE OF CREW

Replacement of crew is not permitted without approval from the race committee.

19. MEASUREMENT CONTROL

All Racing participants must have a valid measuring certificate.

All participants with non-Danish issued measuring certificates are required to bring a copy.

This year it is not possible to make changes to the measuring certificate after closing of registration.

Spot checks of the certificate and of the safety equipment may be carried out before and after the race.

20. RACE COMMITTEE BOATS (SR boats)

All boats will be carrying the Sjælland Rundt pennant and are authorized to register violation of the sailing instructions. Damage resulting from assistance from an SR boat are not compensated.

21. ASSISTING BOATS

Must not be closer than 50 meters from the racing boats.

22. LIMITATION FOR BERTHING/LIFTING

Boats must not be taken out of the water during the race without approval from the racecommittee.

23. RADIO COMMUNICATION, ELECTRONIC EQUIPMENT / AUTOPILOT

All kind of electrical and electronic equipment may be used as long as it do not conflict with Rule 42.

All boats will be provided a GPS tracker.

Participants can and is allowed to follow own and competitors position via the website www.tracrac.dk and associated mobile sites.

Single and two-handed boats are allowed to use autopilot.

24. PRIZES AND PRIZE GIVING

There will be no prize giving ceremony this year. Prizes will be forwarded after the race.

There will be prizes for every fifth starting boat in Racing courses.

There is a prize for the winning boat in Cruising courses.

There is a completion prize for all boats which completes the Sjælland Rundt 2020.

There will be a lucky draw with prizes between all completing boats.

25. LIABILITY DISCLAIMER

Participants participate in the race completely at their own risk (see Rule 4, decision to participate).

The organizing club accepts no responsibility for property damage, damage to people, or death arising as a result of or before, during or after the event.

Breach of the rules on ban of assembly, border crossing or other Covid-19 rules or regulations and recommendations will be at own risk and without the possibility of regress against Helsingør Sejlklub or others involved in arranging Sjælland Rundt.

26. INSURANCE

Each of thr participating boats must be covered by a valid third party liability insurance.

27. NATIONAL FLAG

The national flag must not be flown by a racing boat from the ready signal to the finish line has been passed. Cruising boats must at all time fly its national flag to show competitors they do not sail according to the racing rules.