

GRDR25

GARMIN Round Denmark Race



GARMIN® ROUND DENMARK RACE 2025

EVENT REGULATIONS

Version: 15th November 2024

EVENT REGULATION

GARMIN ROUND DENMARK RACE 2025

EVENT SUMMARY

The Garmin Round Denmark Race Aarhus (GRDR) is organized by Aarhus International Sailing Center, here after named the Event Management.

Races are conducted by the Race Control, responsible for all aspects of the race, including start, finish, safety, and security management, scoring and penalty management during the race, communication with participants and shore crew as well as a 24h monitoring of the races. Protest handling will be described in the Race Instructions.

The GRDR-inshore is an annual adventure sail racing event. Start and finish in Aarhus, Denmark. In the race you will pass Skagen, East of Bornholm, Christiansø, South of Lolland-Falster and West of Fyn. When finishing in Aarhus you have sailed a race of approximately 680 NM.

Some years also the **GRDR offshore** route will be sailed (*not sailed in 2025*)

The GRDR offshore will start in Esbjerg - rounding North of Skagen, East Christiansø, Bornholm and South of Lolland-Falster. You will have sailed a race of approximately 760 NM when finishing in Aarhus.

Entry deadlines etc. will be published in the official Invitation and the exact course will be described in the Race Instructions.

RULES

The GRDR is governed by the following rules:

- The GRDR Event Regulations (this document)
- The GRDR Official Invitation
- The GRDR Race Instructions
- International Regulations for Preventing Collisions at Sea (COLREGs)
- World Sailing Offshore Regulation
- ORC Club rating rules (optional for competitors)
- Any other document posted at the [GRDR official notice board](#)

Breach of one or more of these rules may result in disqualification, correction of race time or scoring penalty.

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COURSES, DISCIPLINES AND CLASSES

GRDR can be sailed on the following courses:

- GRDR inshore
- GRDR offshore (will not be sailed in 2025)

GRDR is open in the following three disciplines on each course:

- Single handed
- Double handed
- Fully crewed

In each discipline, boats are divided into the following classes:

Keelboats Classes:

- GRDR-Small - from 21.00 to 30.00 foot
- GRDR-Medium - from 30.01 to 40.00 foot
- GRDR-Large - from 40.01 foot and larger

Multihulls Classes:

- GRDR-Multi-Small 21.00 to 30.00 foot
- GRDR-Multi-Large 30.01 foot and up

The classes are defined by the boat length. The boat length is defined in World Sailing's Equipment Rules of Sailing 2024-2025.

The GRDR Time-Trial – the individual race for the offshore record - is not a part of this document. Please review the event web site to find description.

SCORING AND PRIZES

The winner of each discipline is the boat that sails the fastest race time and may claim the Line of Honor Prize.

If a yacht holds an active ORC club certificate, it will also be scored accordingly to this. The yacht with the fastest, corrected race time may claim the GRDR overall winner prize. Elapsed time corrections are calculated using ORC-Club Rating system provided by ORC. The time corrections are based on 'Time on Time'. The 'coastal long/distance single number' will be used.

An active ORC club certificate must be available at the [ORC-database](#) before the start of the race.

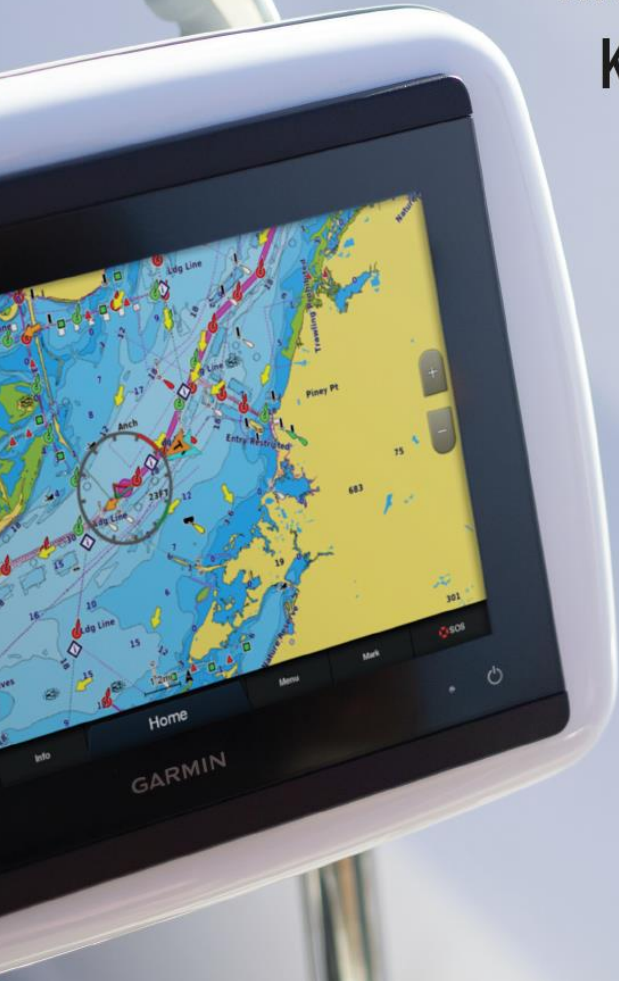
Other prizes may be given at the discretion of the event management.

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KNOW THE WATER, KNOW THE WAY

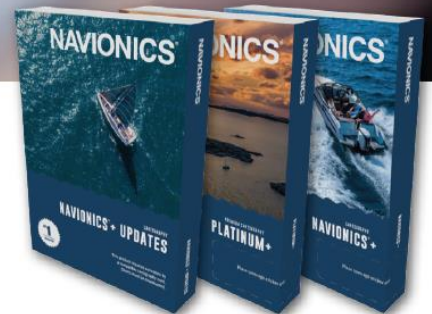
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– plus advanced autorouting to help you
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REQUIREMENT TO BOATS AND EQUIPMENT

The event management reserves the right to reject any boat not found shipshape and seaworthy and boats of an inappropriate safety standard.

All participating boats in all GRDR disciplines must meet the World Sailing Offshore Special Regulations Cat. 3, with the following additions or exceptions:

- Cell phone which must be fully charged at all times.
- Fixed mounted VHF with 25W effect and one waterproof handheld VHF.
- A tracking device supplied by the event management.
- A satellite communication device such as Garmin InReach is recommended.
- A heavy weather jib and mainsail where the luff can be reduced by at least 40% (or option for 3 reefs).
- If the mainsail cannot be reefed accordingly, a try sail must be on board.
- A furling jib can be accepted in lieu of a heavy weather jib, but it cannot be a G1 or G2 on a mast headed rigged boat. It must be a G3 that can be furled and can substitute a heavy weather jib.
- World Sailing/ISAF Approved Offshore Personal Survival Training course is not required
- External structural inspection according to WS OSR 3.02 is not needed. But participants are strongly recommended to do proper inspection of keel, rudder etc. according to owner's manual.
- Minimum one manually operated bilge pump.

When details of Special Regulations cannot be met Event Management may accept an alternative.

ADDITIONAL REQUIREMENTS IN SINGLEHANDED CATEGORY

In the GRDR Single Hand discipline, skipper may have to prove experience from participation in single hand events with non-stop distances over 150 NM.

For single hand disciplines, life jacket must be worn at all times when not below deck. For all other disciplines the use of life jacket is strongly recommended.

- For single handed disciplines, all boats must be equipped with an autopilot suitable for the boat and the skipper must carry either a satellite or AIS supported, personal beacon.
- All single hand skippers must appoint their Designated Person Ashore (DPA). A DPA has the same or close to same qualifications as the skipper, has the mandate to communicate on behalf of the skipper and has the responsibility for crisis management. The DPA shall assist the skipper as well as the race control and always be accessible on phone or mail while the boat is racing. The DPA do not need to be present on site in Aarhus.

USE OF ENGINE AND PROPULSION

Counting from 4 minutes before the start and until finishing the race only the wind must be used for propulsion and the engine(s) and generators shall be turned off. However, it is allowed to use the engine for:

- Charging the batteries without propulsion.
- If running aground it is allowed to use the engine for propulsion until the boat is afloat again.
- Rendering assistance to a person or another vessel being in danger or distress.
- Singlehanded sailors may shortly use the engine for propulsion entering and leaving a harbour or mooring/anchoring position, to comply with the rest/race time regulations as described in the Race Instructions.
- In general, non-manual power may be used for trimming, canting keel, water ballast and DSS systems, halyards, sheets to trim clew of a sail or a boom, backstay, vang or outhaul.
- In case of crew change and/or if an emergency situation occurs, limited use of engine is allowed if this will not give the boat a tactical advantage.



LIABILITY, INSURANCE AND DISCLAIMER

Only a boat having complied with onsite registration and safety check may compete in the race.

For single- and double handed disciplines, crew change during the race is not allowed.

For fully crewed discipline, crew changes are allowed. However, the number of total crewmembers must not vary by more than one person during the entire race. Crew change must take place inside a harbor.

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

All participating boats must have a valid third-party liability insurance.

Event Management reserves the rights to all commercial rights to the race and may require boats to display event sponsor branding and/or carry onboard media equipment and/or onboard reporter. Participants must also be available all times during the race for live interviews.