

Summer Series Pursuit Races

June – August 2025

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Organised and Hosted by the

DUBAI OFFSHORE SAILING CLUB

SAILING INSTRUCTIONS

Version 1

This summer pursuit series of events is organised and run by DOSC under the guidance of David Stuckey to allow sailors the opportunity to enjoy the challenge of sailing their boats on Saturday afternoons throughout the summer months.

The intentional absence of a race committee places the onus fully upon individual competitors to uphold the RRS and Sailing Instructions as they apply, and most of all, to enter in the spirit of good sportsmanship afloat and ashore.

The course and individual start times will be made available prior to the start on each day of racing.

Sign on confirms acceptance of and full compliance with the aforementioned.

1.RULES

- a. Racing will be governed by;
 - i. The rules as defined in the current Racing Rules of Sailing (RRS) as issued by World Sailing.
 - ii. The Sailing Instructions and subsequent amendments take precedence over the RRS.

- b. No national authority prescriptions apply.
- c. Compliance with local authority and Coast Guard regulations is the responsibility of the skipper.
- d. Boats wishing to be included within the DOSC group Coast Guard permit application must sign on a minimum of 4 hours before first scheduled start of the day as listed. Boats signing on after that time will be required to apply for a permit as per the prevailing Coast Guard regulations.
- e. If there is a conflict between languages the English text will take precedence.

2. NOTICES TO COMPETITORS

- a. Notices to competitors will be posted on the notice board located on the DOSC event webpage

3. CHANGES TO SAILING INSTRUCTIONS

Any amendment to the Notice of Race or Sailing Instructions will be posted before the start.

4. SIGNALS MADE ASHORE

- a. Signals made ashore shall be displayed from the official club flagpole.
- b. When signal flag Y is displayed ashore, RRS 40 applies at all times whilst afloat.

5. SCHEDULE OF RACES

- a. There will be a race scheduled every Saturday afternoon from June to August unless advised otherwise.

- b. Individual start times will be posted next to the sign on sheets. The first start will be from 1500hrs. Races will finish at 1640hrs.
- c. There will be no briefing.

6. CLASSES AND CLASS FLAGS

- a. All boats will race together with individual start times provided by the club.
- b. There will be no class flags.

7. RACING AREA

- a. Shall be approximately to the North West of Dubai Offshore Sailing Club.

8. THE COURSE

- a. The course will be posted on the calendar page on the website prior to the start of the race. Printed copies may be made available for competitors convenience. In case of any conflicts, the copy posted online will take precedence.

9. RACING MARKS

- a. Racing marks will be a mixture of permanent navigation marks and laid inflatables. Laid marks may be either cylindrical or tetrahedral shaped, may be any colour and may be smart marks or conventional marks.
- b. If a mark is obviously missing in that it is: drifted within an exclusion zone, drifted across the rhumb line of another leg or more than 200m from the listed GPS location, competitors should consider the mark virtual and are advised to round the GPS location on the directed side.
- c. In the circumstances of a missing mark competitors shall endeavour not to gain a strategic advantage by sailing around the relevant GPS location in the absence of a mark. Competitors sail shall rejoin the race in a fair position behind those who would have been ahead should the mark have not of been missing.

10. AREAS THAT ARE OBSTRUCTIONS

- a. All charted National Exclusion Zones except the exclusion zone which surrounds the Palm Jumeirah shall be considered an obstruction. Exclusion zones shall include all cardinal, special and lateral navigation marks identifying the exclusion zone, or in their obvious absence, their chartered position and extends to include as well inside the rhumb line between these marks. If it is established that a boat has breached this instructions and in doing so is judged to have gained an advantage, the penalty awarded by a protest committee shall be disqualification (DSQ).
- b. If it is established that a boat has breached this instruction and in doing so is judged to have gained no advantage, the penalty awarded by a protest committee may be reduced to an appropriate time penalty.

11. THE START

- a) There will be no signals made afloat. This changes RRS 26.
- b) No Recall signals will be made afloat. This changes RRS 29.
- c) Boats are must not start before their assigned GPS start time. The first start time will be from 1500hrs.
- d) At a boat's start time if any part of her hull, crew or equipment is on the course side of the starting line she will not be considered to have started until all part of her is completely to the pre-start side.
- e) The starting line shall be as described in the course information.
- f) Boats shall avoid the starting area before their starting sequence.
- g) Boats must start before 1640hrs.

12. THE FINISH

- a. The finish shall be at 1640hrs.

- b. Boats must identify and record the boat ahead and astern, listing on the sign off sheet.
- c. Where boats are overlapped the boat nearest the rhumb line will be judged to be ahead.
- d. Boats that fail to sign off and/or fail to declare the boat in front/behind, may not be included in the results and may receive a time penalty for the subsequent race.

14. USE OF PERSONAL DATA

- a. I, my crew and our support persons understand that the Organizing Authority (OA) will hold and use our personal data for the purpose of the event and the application of the rules. Further information can be found at Club Data Policy
- b. By participating in this event, all Competitors automatically grant to the Organizing Authority (OA) and the event sponsors the right, in perpetuity, to make use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue until their final departure, without compensation.

16. PENALTY SYSTEM

- a. RRS 44.1, 44.2 shall apply.
- b. RRS 44.3(c) shall not apply.

17. RULE DISPUTES

- a. By signing on and entering the race boats agree to settle any and all disputes of the rules through the following steps;
 - i. Matter resolved by those involved
 - ii. Advisory Hearing
 - iii. RYA Arbitration

iv. Formal Protest

b. Results of stages listed under SI 14a, ii to iv will be recorded and available to external authorities on request, by the approval and permission of the Sailing Sub Committee.

18. PROTESTS, REQUESTS FOR REDRESS AND SCORING ENQUIRIES

a. Protest forms are available from Reception. Protests, requests for redress and requests for reopening of a hearing as well as Scoring Enquiry forms must be submitted to Reception within the appropriate time limit.

b. The protest time limit is 1740hours.

c. Protest forms shall be reviewed by the Sailing Sub Committee.

d. Notices of protest by the race committee or protest committee will be posted to inform boats in accordance with RRS 61.1 (b).

e. Breaches of items 11c, 11d, 20a, 20b, 20d, 20f & 23 of the Sailing Instructions shall not be grounds for protest by another boat. This changes RRS 60.1 (a). Penalties for breaches of these items may be less than disqualification if the protest committee so decides or the Sailing Instructions dictate.

f. On the last scheduled day of racing a request for reopening a hearing shall be delivered;

i. Within the protest time limit if the requesting party was informed of the decision on the previous day or earlier.

ii. The request to reopen will be completed in writing, on a protest form, and delivered to the Race Committee within 24 hours. The changes RRS 66.

- g. Permission must be granted by the Sailing Sub Committee to reopen a protest hearing. This changes RRS 66.
- h. On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes the rule 62.2.
- i. On race day each boat should nominate one crew member with suitable knowledge who shall be available to sit on a protest committee, when requested to do so by the Race Committee. Failure to do so may result in a time penalty for that boat, for each of the days races. This should be provided at sign on with name and contact number.
- j. If a competitor wishes to challenge their published result they must submit a Scoring Enquiry Form within 72 hours of the results being published.

19. EXONERATION PENALTY

- a. A boat that may have broken a rule of Part 2, or rule 31 or 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts a 20% scoring penalty as stated in rule 44.3(c), (except that the minimum penalty is two places if that does not result in a score worse than DNF). This penalty does not reverse an OCS score, a disqualification under rule 30.0 or a penalty under Appendix P. It is not available to a boat that caused injury or serious damage, or gained a significant advantage by her beach: in these circumstances, her penalty is to retire.
- b. When an Exoneration Penalty is accepted,
 - i. Neither the boat nor a protest committee may then revoke or remove the penalty.
 - ii. The boat shall not be penalized further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

20. ADVISORY HEARING

a. When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, protest committee or race committee may request an advisory hearing with the race office, and notify any boat involved in the incident. An advisor will then call a hearing to learn what may have happened and will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts an Exoneration Penalty when it applies to the incident or choose to retire.

21. RYA ARBITRATION

a. When a protest or request for redress is lodged, a boat may at the same request RYA Arbitration, or the protest committee or race committee may offer it.

b. If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that rule 64.1(a) will not apply. Instead, when the arbitrator decided that a boat that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing the rule 63.1.

c. When there is not an agreement to use RYA Arbitration, or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing, at which the arbitrator may be a member of the protest committee. Rule 66 will not apply to the arbitrator decision. A boat may still accept and Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

d. When redress is offered and accepted at the RYA Arbitration, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.

22. SCORING

- a. The Low Points Scoring System of RRS Appendix A will apply.

23. SAFETY REGULATIONS

- a. It shall be the skippers responsibility to obtain a valid sailing permit. Skippers are ultimately responsible for ensuring their boats complies with local regulations. The race committee accept no responsibility for consequences of boats at sea without appropriate paperwork or equipment to comply with local regulations.
- b. All boats are required to sign on prior to their scheduled start on each race day.
- c. Boats must sign on and off in the club house.
- d. Failure to sign on and off will prevent a boat from being eligible for prizes.
- f. When signing off boats will record the boat ahead and boat astern.
- g. A boat that retires from a race shall sign off as retired.

24. EQUIPMENT AND MEASUREMENT CHECKS

- a. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.
- b. Automatic and Wind-vane devices for Steering may be carried but not used.
- c. Spinnakers are not permitted.
- d. Whisker poles must not be fixed but may not be used if completely supported by a member of the crew.

25. SUPPORT BOATS

a. Team leaders, coaches and other support personnel shall stay outside an area at least 100m from any boat racing from the time of the start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

26. RADIO COMMUNICATION

a. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

27. PRIZES

a. 1st to 3rd place will be presented at approximately 1800 hours.

28. RISK STATEMENT

Rule 4 of the Racing Rules of Sailing states: ‘The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.’

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b. They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d. Their boat is in good order, equipped to sail in the event and they are fit to participate;

e. Any provision or lack of provision of a race management team, patrol boats, umpires and other officials and volunteers by the organizer does not relieve boats of their own responsibilities;

f. The provision of patrol boat cover is limited to such assistance, particularly in extreme conditions or at night, as can be practically provided in the circumstances

g. Skippers are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

29. INSURANCE

a. Each participating boat shall be insured with valid third-party liability insurance with adequate cover for racing.