

# White Sails Pursuit Race

April 25th 2026

Organised and hosted by the

**DUBAI OFFSHORE SAILING CLUB**

SAILING INSTRUCTIONS

Version 1

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

**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. This is most important where the SIs reference the IRCPS, these references supersede the RRS.
  - iii. Current IRC Rule Parts A, B and C for IRC divisions, except rule 22.4 which shall not apply.

- iv. World Sailing Appendix B Special Regulations for inshore racing will apply. In addition, boats must have navigation lights that are in compliance with the International Rules for the Prevention of Collisions at Sea (IRPCS)
- 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.
- f. Boats must stay clear of the charted exclusion zone. If boats are deemed to have entered the exclusion zone and gained an advantage, they may be disqualified without a hearing.
- g. For the purposes of racing, the exclusion zone is considered a continuing obstruction.
- h. RRS 27.3 and 32 are changed to include: "If a government instruction, directive, or official communication, including an Emergency Public Safety Alert, is issued that affects the safety or legality of starting or continuing a race, the race shall be considered abandoned immediately, without the need for a signal or further notice from the Race Committee."

## **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 Sailing Instructions will be posted before the briefing on the day it will take effect.

### **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 25<sup>th</sup> of April
- b. Start times will be posted next to the sign on sheets.

### **6. CLASS FLAGS**

- a. Class flag will be Tango.

### **7. RACING AREA**

- a. Shall be within 4 miles of DOSC

### **8. THE COURSE**

- a. The diagram in Sailing Instruction Appendix A shows the courses, including the approximate angles between legs, the order in which the marks are to be passed and the side on which each mark is to be left.

## **9. RACING MARKS**

- a. Racing marks will be distinguishable racing marks either cylindrical or tetrahedral shaped.
- 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 500m from the listed GPS location competitors are advised to use the GPS location as the mark.
- c. In the circumstances of a missing mark competitors shall endeavor 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.

- 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 between SSS and YB (Yellow Special Marker).
- f) Boats shall avoid the starting area before their starting sequence.
- g) Boats must start before 1600hours.

## **12. THE FINISH**

- a. The finish shall be at 1600hours.
- 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.

## **13. RESPONSIBILITIES OF COMPETING BOATS**

- a. As per IRPCS Rule 6 Boats will maintain a 'Safe Speed'. In determining safe speed the following factors shall be taken into account:
  - i. The traffic density of other vessels.
  - ii. The manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions.
  - iii. At night the presence of background light such as from shore light.

## **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.

## **15. WHEN BOATS MEET**

a. When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

i. When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other. As per IRCPS and RRS.

ii. When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward. As per IRCPS and RRS.

iii. If a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.

b. For the purposes of SI 6a: the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

c. IRCPS Rule 13 ‘Overtaking’ replaces RRS 18 ‘Mark Room’.

i. Notwithstanding anything contained in the RRS Section C, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

- ii. A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the stern light of that vessel but neither of her sidelights.
- iii. When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.
- iv. Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.
- d. Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.
- e. Action by stand-on vessel
  - i. Where one of two vessels is to keep out of the way the other shall keep her course and speed.
  - ii. The latter vessel may however take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.
  - iii. When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.
  - iv. This rule does not relieve the give-way vessel of her obligation to keep out of the way.
- f. All boats must take 'Action to avoid collision' as per IRCPS Rule 8:
  - i. Any action taken to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

- ii. Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually; a succession of small alterations of course and/or speed should be avoided.
- iii. If there is sufficient sea-room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.
- iv. Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.
- v. If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion. This changes RRS 42.1.

## **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 2000hours.
- 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 60.2 (a) (2).
- 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. 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 63.7.
- 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 up to 1 hour 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 will prevent a boat from being eligible for prizes.
- e. Failure to sign off will result in an additional 60 seconds added to the boats start time for the following race.
- 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. REPLACEMENT OF CREW OR EQUIPMENT**

- a. Substitution of competitors will not be allowed without prior approval of the race officer in between races of each race day.
- b. Substitution of equipment not carried on board from the warning signal of the first race of that day, will not be allowed without prior approval by the race officer. Requests for substitution shall be made to the committee at the first reasonable opportunity.

## **25. 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 be used if completely supported by a member of the crew.

## **26. 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 preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

## **27. DIVING EQUIPMENT AND PLASTIC POOLS**

- a. Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats after the preparatory signal for the first race of the day, until finishing their last race of the day.

## **28. 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.

## **29. PRIZES**

- a. 1st to 3rd place will be awarded a prize
- b. Additional prizes may be awarded at the discretion of the OA.

## **30. 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.

### **31. INSURANCE**

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

## Appendix A - The Course

Mark	Type	Rounding	Approx. Location	
USI-22	Yellow Special Mark	NA	25°11.525'N	55°12.899'E
SSS	Laid Inflatable	NA	25°11.588'N	55°13.198'E
BG	Yellow Special Mark	Port	25°12.550'N	55°13.372'E
AGMC	Laid Inflatable	Starboard	25° 13.245'N	55° 12.509'E
PR5	Laid Inflatable	Starboard	25° 13.777'N	55° 12.856'E
HSNC	North Cardinal	Starboard	25° 13.473'N	55° 13.824'E
HSWC	West Cardinal	Starboard	25° 13.092'N	55° 13.400'E

### **GPS Positions are approximates only**

Start-Start between USI-22 (Yellow Special Mark) and the Yellow Inflatable

SSS.

BG (P)

Repeat the following till 4pm:

AGMC (S)

PR5 (S)

HSNC (S)

# HSWC (S)



**For Illustration Purposes Only**

