

Al Basti Group Open

Open Dinghy Fast & Slow

Commodores Cup

September 2018 - May 2019

Sailing Instructions



Dubai Offshore Sailing Club
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Al Basti Group OpenDinghy Commodores Cup

September 2018 – May 2019

Organised and Hosted by the

DUBAI OFFSHORE SAILING CLUB

SAILING INSTRUCTIONS

27/09/18

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 (previously ISAF).
 - ii. The Notice of Race, Sailing Instructions and subsequent amendments.
 - iii. Current class rules where applicable.
- b) No national authority prescriptions apply.
- c) 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 outside the DOSC Sailing Office.

3. CHANGES TO SAILING INSTRUCTIONS

- a) Any amendment to the Notice of Race or Sailing Instructions will be posted before 0930 on the day it will take effect except that any change to the schedule of races shall be posted by 2000 on the day before it will take effect.

4. SIGNALS MADE ASHORE

- a) Signals made ashore shall be displayed from the official club flagpole.
- b) When flag AP is displayed ashore, '1' minute is replaced with, 'not less than 60 minutes' in race signal AP.

5. SCHEDULE OF RACES

- a) The schedule of races shall be as per the Notice of Race.
- b) All fleets will have up to 3 races each day.
- c) There is no scheduled briefing for Commodores Cup races. The first warning signal shall not be before 1300.

6. CLASS FLAGS

- a) Class flags will be as follows

Class	Flag	Portsmouth Yardstick No.
Open Dinghy Fast	Foxtrot	945 and above
Open Dinghy Slow	Echo	950 and below
Weta Class	Kilo	950

7. RACING AREA

- a) Shall be approximately within 1 nautical mile of the DOSC harbor entrance. This is a guide only and failure to conform to this distance shall not be grounds for redress.

8. THE COURSES

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

- b) When rounding the leeward gate, boats must pass inside the two marks of the gate to round either mark before continuing on the next leg of the course.
- c) Courses may be shortened in accordance to RRS 32.
- d) Legs of the course may be changed after the preparatory signal in accordance to RRS 33.
- e) The numeral pennant identifying the course to be sailed will be displayed from a staff on the committee boat no later than the 5 minute warning signal for that class. Please note, different classes may be issued different courses.
- f) All marks of the course may be subject to relocation between races.

9. MARKS

- a) Racing marks will be distinguishable racing marks either cylindrical or tetrahedral shaped.

10. AREAS THAT ARE OBSTRUCTIONS

- a) All marked National Exclusion Zones as per current Navigation Warnings. The exclusion zone shall include all cardinal and lateral navigation marks identifying the exclusion zone, and extends to include as well, inside of the rhumb line between each of these marks. If it is established that a boat has breached this instruction and in doing so is judged to have gained an advantage, the penalty awarded by a protest committee shall be Disqualification (DSQ). 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) Races shall be started in accordance with RRS 26. The warning signal shall be made 5 minutes before the starting signal.
- b) The starting line shall be between a staff displaying an orange flag on the committee boat and an outer distance marker buoy (ODM).
- c) Boats whose warning signal has not been made shall avoid the starting area during the starting sequence of races for other divisions.

- d) A boat starting later than 4 minutes after her starting signal shall be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.
- e) The starting sequence of divisions shall not necessarily be routinely the same and may vary from race to race and day to day. Boats must observe the class flag at the 5 minute warning to confirm starting sequence for that division. The race committee reserves the right to start multiple divisions together. On this case multiple class flags will be flown simultaneously from the Committee boat.
- f) Starts of consecutive races will be made as soon as practically possible after all boats of an individual fleet are finished. A fleet may be started whilst other fleets are still completing their previous race.

12. THE FINISH

- a) The finish line shall be between a blue flag, displayed from a staff from the Committee Boat and an ODM.

13. PENALTY SYSTEM

- a) RRS 44.1 and 44.2 shall apply.

14. TIME LIMITS AND TARGET TIMES

- a) There time limits are as follows;
 - i. 1st Boat to reach the windward mark *20mins*
 - ii. 1st boat Race Time limit *90mins*
 - iii. Open Dinghy time limit *15mins after 1st boat of an equal or higher PY number*
 - iv. Target time for races *60mins*
- b) When the race time limit has been exceeded as per Sl 14)a, and no boat has sailed the full course and been scored a finish, the race may be abandoned by the race committee.
- c) A boat failing to meet the time limit shall be scored Did Not Finish (DNF) without a hearing. This changes RRS 35.

- d) Target times for races are a guide only, failure for races to meet the target times shall not be grounds for redress.

15. PROTESTS AND REQUESTS FOR REDRESS

- a) Protest forms are available from the Sailing Office. Protests, requests for redress and requests for reopening of a hearing must be submitted to the Sailing Office within the appropriate time limit.
- b) For each class or division, the protest time limit is 60 minutes after the last boat has finished the last race of the day.
- c) Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of the time and location of hearings in which they are parties or named as witnesses. Where possible this notification shall also be sent via SMS to the relevant parties.
- 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, 14, 20, 23 & 27 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.

This changes RRS 66.

- g) 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 rule 62.2.

16. 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 com-

mittee 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 30.3 or a penalty under Appendix P. It is not available for a breach of rule 2 or of class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: 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.

17. 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 adviser 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.

18. RYA ARBITRATION

- a) When a protest or request for redress is lodged, a boat may at the same time 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 decides 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 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 arbitration decision. A boat may still accept an 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.

19. SCORING

- a) Racing shall be scored using The Portsmouth Yardstick Scheme 2018.
- b) The Low Points Scoring System of RRS Appendix A will apply.
- c) 4 races or more are required to constitute a series.
- d) The number of discards available to a boat are as follows;
 - i. When fewer than 6 races have been completed a boats score shall be the total of her race scores.
 - ii. When 6 to 9 races have been completed a boats score shall be the total of her race scores excluding her worst score.
 - iii. When 10 to 13 races have been completed a boats score shall be the total of her race scores excluding her worst 2 scores.
 - iv. When 14 to 17 races have been completed a boats score shall be the total of her race scores excluding her worst 3 scores.
 - v. When 18 to 21 races have been completed a boats score shall be the total of her race scores excluding her worst 4 scores.
 - vi. When 22 or more races have been completed a boats score shall be the total of her race scores excluding her worst 6 scores.

20. SAFETY REGULATIONS

- a) All boats are required to sign on prior to 1200hrs on each race day and sign off within the protest time limit. Failure to sign on may result in a score equal to DNS from the

first race of the day and failure to sign off may result in a score equal to DNF from the last race of the day. The scoring abbreviation for a penalty imposed under this instruction will be DPI.

- b) A boat that retires from a race shall notify the race officer as soon as possible by coming within hailing distance of the committee boat, VHF Channel 08 or SMS +971 50 451 3922
- c) Boats must sign on at the Race Office but may sign off by SMS to +971 50 451 3922 stating the boats name followed by either “Sign Off”, “Retire” or “Intending to Protest boat <state protestee>”. This does not replace any part of Sailing Instruction 15 and is solely informing the race committee of your intention to protest.
- d) In the event of an emergency the Race Committee may be hailed either by VHF (Channel 08) or Mobile Telephone (+971 50 451 3922), unless otherwise stated. The telephone number for the Sailing Office is +971 4 394 1669 (ext 102).

21. 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.

22. 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.

23. SUPPORT BOATS

- a) Team leaders, coaches and other support personnel shall stay outside an area at least 50m 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.

24. 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.

25. PRIZES

- a) Trophies shall be presented for; Commodores Cup Open Dinghy Perpetual Trophy
- b) Prizes shall be awarded for 1st, 2nd and 3rd places in all eligible classes where at least 3 boats complete at least 50% of the races in the schedule.
- c) Open Dinghy prizes shall be presented at the Dinghy awards.
- d) The perpetual trophies remain property of DOSC and it is requested that this trophies are returned promptly to be displayed inside the clubhouse trophy cabinet.

26. 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:

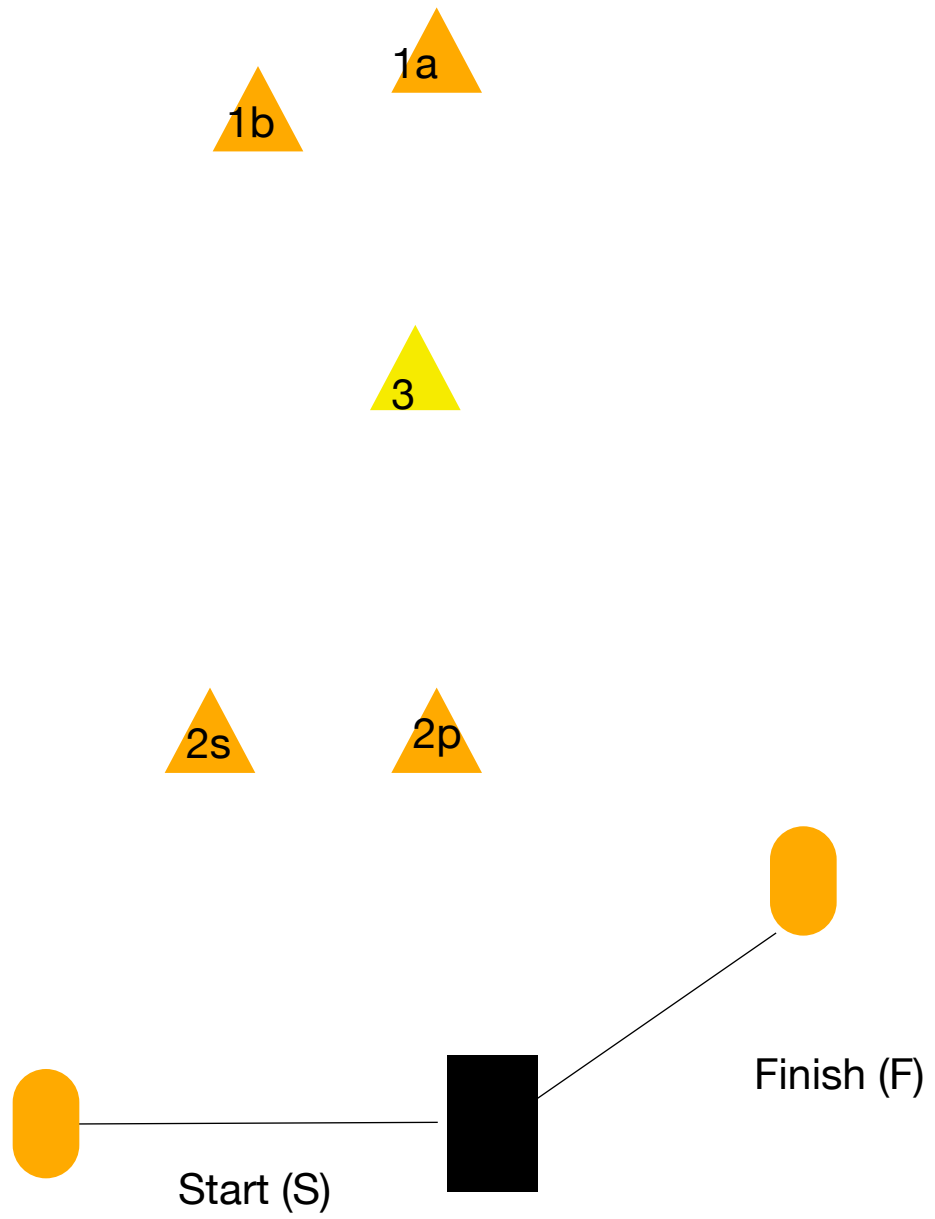
- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their 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) The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;

- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) They 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.

26. INSURANCE

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

APPENDIX A



Course 1

Fast: Start - 1a (P) - 1b (P) - 2p (P) - Finish

Weta / Slow: Start - 3 (P) - 2p (P) - Finish



Course 2

Fast: Start - 1a (P) - 1b (P) - 2s / 2p - 1a (P) - 1b (P) - 2p (P) - Finish

Slow Start - 3 (P) - 2s / 2p - 3 (P) - 2p (P) - Finish