

The 2011 Muscat Regatta

The Muscat to Khasab Offshore Race

For the Bank of Beirut
Chairman's Cup

25-29 November 2011

SAILING INSTRUCTIONS

All times are local

1. Rules

1.1 The regatta will be governed by the rules as defined the *The Racing rules of Sailing 2009-2012*

The following prescriptions will also apply;

- The IRC Rules Parts 1, 2 and 3 will apply to IRC classes.
- The MOCRA 2011 Rating Rule will apply to MOCRA classes.
- IRC or MOCRA Designated One Design Boats shall comply with Class Rules. For all other boats Class Rules do not apply.
- The ISAF Offshore Special Regulations (OSR, Category 3 with Life Raft).
- Except when otherwise stated in Sailing Instructions, the rules of RRS Part 2 will not apply between the times of local sunset and sunrise and will be replaced with the corresponding rules of IRPCAS (International Regulations for Prevention of Collisions at Sea).
- Should a conflict become apparent between the Muscat Race Notice of Regatta and Sailing Instructions and the DOSC Offshore Series Notice of Race and Sailing Instructions, the Muscat Regatta documents will prevail.
- Boats shall keep clear of all International Marine Exclusion Zones or other Restricted Areas. A penalty for an infringement of this rule will be at the discretion of the Protest Committee and may include disqualification (Amends RRS 64.1(a)).
- Boats competing in the Muscat to Khasab Race shall at all times keep 15 nm clear of Iranian territories.
- If there is a conflict between languages the English text will prevail.
- In the event of any conflict, the Sailing Instructions will take precedence.

1.2 Use of engines

Competitors are reminded of rule 42.1 '*a boat shall compete by using only the wind and water to increase, maintain, or decrease her speed*'.

When a boat uses its engine to avoid collision or in a grave emergency, the facts (including exact time of engine start and finish, and exact distance and track covered whilst under power) shall be reported to the race committee at the finish. The Race Committee will apply a penalty of 10% (minimum 1 place) except when the boat at a hearing shows that the circumstances which led to her use of the engine were entirely outside her control (when the penalty may be waived). However, the protest committee after a hearing will disqualify the boat when it judges significant advantage was gained.

Notwithstanding the above, a boat's elapsed time will be counted from the starting signal until she finishes.

1.3 Use of lifejackets

It is strongly recommended that lifejackets shall be worn when on deck:

- a. Between the hours of sunset and sunrise
- b. When alone on deck
- c. When reefed
- d. When the true wind speed is 25 kts or above
- e. when the visibility is less than 1 nautical mile

2. Notices to competitors

- 2.1 Notices to competitors will be posted on the official notice board located at Regatta Headquarters on the top floor of the offices at Marina Bandar Al-Rowda
- 2.2 Regatta Headquarters will move to Khasab after the start of the Muscat to Khasab race and will be located at The Golden Tulip Resort
- 2.3 An Addendum to the Sailing Instructions concerning safety and radio procedures and escort vessels accompanying the Muscat to Khasab fleet will be available at Registration and at the Skipper's Briefing see SI 5.1 below.

3. Changes to Sailing Instructions

- 3.1 Any change to the Sailing Instructions will be posted before 0830 on the day it will take effect except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.

4. Signals made ashore.

- 4.1 Signals made ashore will be displayed at Regatta Headquarters.

7.1 The course is as follows. Start, leaving Island 26° 22.22'N 56° 31.47'E to Port, to Finish (See SI11.1 below), approximate distance 230 nm

8. Marks

8.1 Details of laid inflatable start and finish marks will be available at the Skipper's Briefing.

9. Areas that are obstructions

9.1 There are no specifically identified obstructions but competitors are advised to take appropriate care at all times when sailing close inshore

10. The Start

10.1 Races will be started by using rule 26 with the warning signal made ten minutes before the starting signal

10.2 The starting line will be between a staff displaying an orange flag on a committee vessel at the starboard end of the start line and the adjacent port end starting mark

10.3 The order of starts for all classes will be announced at the Skipper's Briefing and repeated on VHF Channel 13 before the first warning signal of the day.

10.4 The starting signal for one class will be the warning signal for the next class to start.

10.5 Starting signals may be accompanied by countdown announcements on VHF Channel 13. Failure to make such announcements will not be cause for redress

10.6 Recalls will be signalled in accordance with rule 29. The Race Committee may identify premature starters on VHF Channel 13 as soon as possible after the start. Failure to do so will not be grounds for redress.

11. The Finish

11.1 The finishing area for the Muscat to Khasab Race will be to seaward of the Golden Tulip Resort (West of Khasab Harbour) position 26° 12.82'N and 56° 14.01'E. The finishing line will be between an orange flag on a post on the corner of a balcony of The Golden Tulip Resort and a laid mark bearing approximately 360°M approximately 0.25nm offshore, position 26° 13.15'N and 56° 14.00'E. If the race committee is unable to lay a mark in this position boats shall leave this position to starboard.

12. Penalty system

- 12.1 In accordance with rule 44 a boat that may have broken a rule of RRS Part 2 while racing may take a penalty but rule 44.2 is amended to the extent that the turn shall be a **One-Turn Penalty** including one tack and one gybe.

13. Time limits.

- 13.1 The time limit will be 1000 on Tuesday 29 November.

14. Protests and requests for redress

- 14.1 Boats intending to submit protests shall inform the race committee of their intention on VHF Channel 13 as they cross the finishing line or by contacting Regatta Headquarters at Khasab, contact details will be available at the Skipper's Briefing see SI 5.1 above.

- 14.2 Protest forms are available at Regatta Headquarters.

- 14.3 Completed protest forms shall be delivered to Regatta Headquarters at Khasab by arrangement with the Race Committee.

- 14.4 Hearings will be held by arrangement with the Race Committee.

15. Scoring

- 15.1 The IRC class will be scored on corrected time by TCC.
The Rally Class will be scored on corrected time by TCC as allocated by the Race Committee.
The Multihull Class will be scored on corrected time using the MOCRA TCF.

16. Radio communication.

- 16.1 Communications instructions and safety information will be included in the Addendum to the Sailing Instructions see SI 2.3 above.

17. Prizes

- 17.1 The final prize list will depend upon entries and class splits. The Organising Authority's intention is that cash prizes will be awarded as follows:-

The boat with the lowest corrected time in the IRC Class will be awarded the Muscat to Khasab Bank of Beirut Chairman's Cup, with a cash prize

- 1st Overall IRC Class
- 2nd Overall IRC Class
- 3rd Overall IRC Class

- 1st Rally Class
- 2nd Rally Class
- 3rd Rally Class

The value of cash prizes will be published separately as soon as practicable.

A Seamanship Prize will be awarded at the discretion of the Race Committee

All boats finishing the Muscat to Khasab race will be awarded a memento plaque.

18. Disclaimer of liability

- 18.1 Each competitor agrees and understands:-
- 18.2 To be bound by the rules as defined in the current Racing Rules of Sailing and by all other rules that govern this Regatta.
- 18.3 The Organising Authority is providing this Regatta only on the understanding that neither they nor their representatives bear any responsibility for any loss, damage, death or personal injury howsoever caused to any competitor, skipper or crew as a result of their taking part in the races.
- 18.4 In the interests of safety, and in accordance with rule 76.1 the Organising Authority reserves the right to reject or cancel the entry of any boat prior to the first race if it considers that its crew are insufficiently experienced for the size and classification of the boat in question.
- 18.5 By entering, each owner or person in charge warrants the suitability of the entered boat for the races. Prior inspection of the boats does not in any way limit the absolute responsibility in this respect of the Owner/Skipper entering the boat.
- 18.6 In particular, owners shall accept full responsibility for the seaworthiness and safe navigation of their boats and the competence of their crews, and use their own judgment whether to start, continue or retire from the race in

the existing or forecast conditions. Owners shall draw the attention of the crews to this disclaimer before the start of any race, and also to rule 4 (Decision to Race).

19. Insurance

- 19.1 Boats shall hold valid Third Party Liability Insurance valid for the duration of the regatta.

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