



NOTICE OF RACE – D2M 2024 – NOR v1.0

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1. INTRODUCTION

1.1. ORGANISING AUTHORITY

The Organising Authority for the 2024 Dubai to Muscat Offshore Sailing Race (the “D2M” Race) is the Dubai Offshore Sailing Club (“DOSC”) in conjunction with the United Arab Emirates Sailing and Rowing Federation (“UAE SARF”) and is recognised by the Royal Ocean Racing Club (RORC). The race headquarters will be hosted at DOSC, ‘Regatta Headquarters’.

The D2M Race is held with the assistance and support of the Oman Authorities, Oman Sailing Committee, Oman Sail, Waterfront & Marina Services (WAMS) and OMRAN.

1.2. THE RACE

The D2M Race will be from Dubai to Muscat and the sailing area is the waters of the Arabian Gulf and Gulf of Oman.

In the sole discretion of the Organising Authority, there may be course or crew restrictions imposed in response to COVID-19, revised Dubai Maritime City Authority guidelines, extreme weather or events and activities occurring in the region.

Course restrictions may be included in the Sailing Instructions or as amendments to the Sailing Instruction up to 3 hours prior to the start and will be communicated by any official means and shall not be subject to requests for redress from boats. This changes RRS 60.1(b), 62.

The provisions of any course restrictions in this Notice of Race, including for International Marine Exclusion Zones, Oil Rig exclusion zones, Traffic Separation Schemes or other Restricted Areas shall be considered obstructions and such areas will be designated in the Sailing Instructions.

2. RULES AND REGULATIONS

2.1. COVID-19 PROTOCOLS

Protocols relating to COVID-19 including crew number restrictions, may be published at any time and will state if they have the status of a rule.

2.2. UAE LAW

This Notice of Race, and the terms of the contract created by entering a boat into any race or event governed by this Notice of Race, shall be governed by and construed in accordance with UAE law. Any dispute which cannot be resolved under Part 5 of the Racing Rules of Sailing shall be referred to the exclusive jurisdiction of the UAE Courts.

2.3. RACING RULES OF SAILING

The rules as defined in the Racing Rules of Sailing (RRS).

<https://www.sailing.org/inside-world-sailing/rules-regulations/racing-rules-of-sailing/>

2.4. APPENDIX WP (Rules for racing around waypoints)

Appendix WP will apply when specified in the Sailing Instructions.

2.5. APPENDIX TS (Traffic Separation Schemes)

Appendix TS, Version 2 Section B will apply to the following TSS:

- Straits of Hormuz
- R'as Al Kuh

2.6. APPENDIX T (Arbitration)

Appendix T (Arbitration) will apply except that Appendix T1 and T2 are amended so that arbitration may be applied for breaches of other rules.

2.7. APPENDIX RV (Reduced Visibility)

Except when otherwise stated in the Sailing Instructions, the rules of RRS Part 2 shall not apply between the times of sunset and sunrise as stated in the Sailing Instructions and shall be replaced with RRS Appendix RV or by Government right-of-way rules. For the purposes of this event the time of sunset shall be considered 18:30 and the time of sunrise 06:30. A boat may take a time penalty as specified in the Sailing Instructions when she may have broken this rule while racing. (See NoR 13.1)

2.8. WORLD SAILING TEST RULE DR21-01 (Change the definition of Start)

The definition *Start is changed* as follows:

Start A boat *starts* when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side of the course side either;

- (a) at or after her starting signal, or
- (b) during the last minute before her starting signal.

When a boat *starts* in accordance with item (b) of the definition *Start*, she may return to the pre-start side of the line to comply with item (a) of the definition of *Start*, but, if she does not the starting penalty shall be one hour added to the boat's elapsed time.

2.9. PROTEST HEARINGS

RRS 63 is modified to permit hearings to be held at any location and by any method of communication considered appropriate by the protest committee before, during and after the race.

2.10. RRS 52, MANUAL POWER

Automatic and wind vane devices for steering shall be permitted for double handed entries only. This changes RRS52.

Stored power is permitted in all entries for the adjustment or operation of running rigging. This changes RRS 52 and means all boats comply with IRC Rule 15.2 (c).

2.11. USE OF ENGINE (DP)

When a boat uses its engine for propulsion e.g. to avoid collision, in a grave emergency or as per NoR 4.3 Temporary Discontinuance of Racing, the facts shall be reported on her finish declaration form (NoR 16.1).

Notwithstanding the above, a boat's elapsed time will be counted from the starting signal until she finishes. If stopovers and/or timing gates/lines are included to determine results at intermediate points in the course a boat's elapsed time will be counted from the starting signal until the recorded time passing the timing gate/line or the requirement of the stopover provisions have been followed.

2.12. NATIONAL AUTHORITY PRESCRIPTIONS

No National Authority prescriptions will apply.

2.13. SPARE

2.14. CLASS RULES

The Rules and Regulations of appropriate One-Design and/or *Class Rules*, MOCRA Rules for Multihulls and IRC Rules Parts A, B & C, Rules for IRC including Double-Handed boats, except that IRC Rule 22.4.2 will not apply.

2.15. 2022 WORLD SAILING OFFSHORE SPECIAL REGULATIONS (OSR)

The World Sailing Offshore Special Regulations, Category 3 with a Category 2 compliant life raft; any amendments thereto for 2024 and RORC prescriptions shall apply. *Where details of Offshore Special Regulations cannot be met the Committee may accept an alternative.*

2.16. SPARE

2.17. NOTICE OF RACE

This Notice of Race and any amendments thereto will be available from the DOSC Race Office and published on the D2M website: <https://dubaitomuscatrace.com/>

2.18. SAILING INSTRUCTIONS

Sailing Instructions will be issued to boats that have met all the entry requirements. Sailing Instructions will be emailed to *Competitors* after the Closing Date of 17th February 2024. They may also be displayed on the *Documents Page* of the D2M website.

Where there is a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail. (This changes RRS 63.7).

3. ADVERTISING

- 3.1. Boats may be required to display advertising chosen and supplied by the Organising Authority.
- 3.2. Boats intending to carry advertising shall indicate this on their entry form along with the names of companies and/or products to be advertised.
- 3.3. Any advertising and anything advertised shall meet generally accepted moral and ethical standards of the U.A.E. and Oman.
- 3.4. Attention is also drawn to the laws of the U.A.E. and Oman which may restrict advertising within their territory or territorial waters.
- 3.5. Any sponsorship deemed contrary to Islamic principles shall not be permitted. Any advertising which is political, religious, racial or propaganda shall not be displayed on a **boat, personal equipment** or any other object on board a **boat** while Racing.
- 3.6. In the event of competitors displaying any advertising deemed by the race committee as not complying with these requirements, they will have their entry rejected or cancelled prior to racing. If the breach occurs during the racing, the penalty will be disqualification by the race committee that is not excludable without a hearing. This shall apply to all races during which the advertising was displayed or, if not during a race, the penalty shall apply to the race sailing nearest in time to that of the incident. In addition, action by the protest committee under RRS 69 "Misconduct" will be considered. This changes RRS 35, 60, A4 & A5.

4. RESPONSIBILITY

4.1. THE PERSON IN CHARGE

Yacht racing can be dangerous. The attention of **Persons in Charge** is drawn to RRS Fundamental Rule 3: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone" and to Special Regulation 1.02.1 which begins: "The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge...."

Sailing is by its nature an unpredictable sport and therefore inherently 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 omission;

- 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 and other officials and volunteers by the event organiser does not relieve each competitor of their own responsibilities;
- f) they are responsible for ensuring that their boat is equipped and seaworthy so as 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, in date and familiar to the crew.
- g) DOSC, its sponsors, and other Organising Authorities accept no responsibility or liability for loss of life or injury to members or others, or for the loss of, or damage to, any vessel or property.

4.2. STARTING AND CONTINUING TO RACE

The Race Committee will make starting signals unless in their opinion it is manifestly unsafe for any of the boats entered to remain in the vicinity of the starting line. Each boat shall exercise her responsibility under RRS Fundamental Rule 3 and decide whether or not to start or to continue to race.

4.3. TEMPORARY DISCONTINUANCE OF RACING

4.3.1. If a boat temporarily stops racing, they shall immediately inform the Race Committee explaining the circumstances and their plan by telephone, text message, or email (d2m@doscuae.com).

4.3.2. If a boat makes fast in order to take shelter or in an emergency, the crew may temporarily leave the boat to handle her moorings. If she uses her engine for propulsion she shall, on re-joining the race, return to the spot where she began to use her engine, turn off her engine and continue to race from that spot. She shall report the circumstances on her Declaration Form. This changes RRS 42, 45 and 48.

4.3.3. A boat that is secured in harbour may receive any assistance necessary to effect repairs. This changes RRS 41.

4.4. RACE DECLARATION(S)

No boat will be accepted as an entry unless the Person in Charge has, before the start of the race, signed the official declaration and waiver. The Organizing Authority reserves the right to require a signed declaration and waiver from each crew member.

4.4.1. SAFETY AND LIFE SAVING EQUIPMENT

- a) For all *Offshore Races*; *Competitors'* attention is drawn to RRS 1.2 life-saving equipment: "Each *Competitor* is individually responsible for wearing a personal flotation device adequate for the conditions."
- b) However, in *Offshore Races* a combined Lifejacket and Harness shall be worn when on deck:
 - Between the hours of sunset and sunrise
 - When alone on deck

- When reefed
- When the true wind speed is 25 knots or above
- When the visibility is less than 1 nautical mile
- See also Special Regulation 5.02.

5. ELIGIBILITY – THE BOAT

5.1. BOAT SIZE

Except where stated otherwise the maximum size for any boat is: monohull 30.5 metres/100ft LH (LOA), multihull 21.5 metres/70ft. The minimum size for monohulls is determined by their rating. See NoR 5.5 and 5.6. The minimum LH (LOA) for multihulls is 9.15 metres/30ft.

5.2. SUITABILITY

The minimum crew on any monohull shall be three apart from as allowed under NoR 5.3.3 Double-Handed *Class*.

5.3. CLASSES & DIVISIONS

5.3.1. IRC Class/Divisions

Boats shall have a valid 2023 IRC rating (June to May Validity) with a TCC of between 0.850 and 1.250, and a hull length (HL) between 8.5m and 30.5m.

The D2M committee may grant dispensation to boats outside these limits at its sole discretion and reserves the ability to disallow or revoke an entry due to safety concern.

Any IRC Division splits will be made according to entries received and will be confirmed at the '*Race Team Briefing with Skippers*'. Draft class splits may be posted on the official website approximately one week earlier to allow comment from competitors.

5.3.2. Modern Classic

Boats racing in the Modern Classic class shall:
Be a Monohull keelboat of less than 24.0m LH (LOA), hold a valid IRC 2023 rating certificate (June to May validity), have an IRC Series Date 2003 or earlier and Hull Factor

5.3.3. Double-Handed Class

A Double-Handed class within IRC will be available for the D2M Race. Boats will be eligible for both Double-Handed and IRC rating band class & overall trophies. Entries must satisfy the committee that they have suitable and adequate experience and that their boat is appropriately prepared for two-handed sailing.

5.3.4. Multihulls – MOCRA Boats rating 1.100 and greater

Offshore multihulls with Multihull Offshore Cruising and Racing Association (MOCRA) rating certificates may enter a multihull division in *the* D2M Race. The minimum crew for multihulls is two.

5.3.5. Level Rating

When at least 4 boats form a *class*, which in itself races "level" and is recognised by the Organizing Authority to take part in a race, a *class* result may be provided. With

prior permission from the D2M Organising Committee, certain classes may be allowed to race under *class* rules within the D2M Race (e.g. Beneteau 34.6, Class40).

5.4. IRC RULES

IRC Rule 22.4.2 – Crew Numbers

IRC Rule 22.4.2 is deleted. There is no limit on crew number/weight.

NOTE: The above provision overrides IRC Rule 22.4.1 in respect of boats racing with a One-Design certificate. However, a Class may wish for its own purposes to apply its own crew limits. It is recommended that the Person in Charge consult their Class Association and the D2M Organizing Committee.

5.5. CLASSES/BANDS AND CLASS FLAGS

Class	TCC Range	Class Flag
IRC	USE IF SPLIT CLASSES ONLY	IRC Flag
Multihulls		Multihull Flag

Note: Boats with Canting Keels will race in the class appropriate to their TCC. The Organising Authority reserves the right to amend the class bands in the light of the latest available data.

When racing, the appropriate Class Flag or Flags shall be prominently displayed from a backstay, or at the stern on a boat with no backstay. The organisers will provide Class Flags.

5.6. RATINGS, RATING AND CLASS CERTIFICATES

Boats shall hold valid Rating/*Class* certificate(s) by the *Rating Deadline of 17th February 2024*. Boats racing under IRC are not required to submit a copy of their certificate to the Race Committee. Boats holding other Rating/*Class* certificates shall submit a copy of their certificate(s) or full boat details to the Race Committee by the *Rating Deadline and may be subject to protest*.

Changes to Ratings and *Class* certificates will only be accepted after the *Rating Deadline* in exceptional circumstances at the discretion of the D2M Committee. Every boat racing shall have on board a current valid signed copy of the Rating and/or *Class* certificate for the *Class* or Classes in which she is racing.

Please allow sufficient time for your rating/class certificate to be processed and issued by the relevant authority.

5.7. WORLD SAILING [OFFSHORE SPECIAL REGULATIONS \(OSR\)](#) AND RORC PRESCRIPTIONS

World Sailing [Offshore Special Regulations](#) for Category 3 with a Category 2 compliant life raft apply.

The complete World Sailing Offshore Special Regulations along with any RORC Prescriptions are in Appendix OSR to this Notice of Race.

OSR Compliance

- 5.7.1. Responsibility for compliance rests with the **Person in Charge**. However, the Organising Authority will endeavour to help *Competitors* to understand the OSR and reserves the right to conduct an OSR inspection on any boat at any time.
- 5.7.2. The **Person in Charge** shall, before the race, complete an [OSR Checklist](#) (available on the website *Documents Page*) and submit the form to the Race Office.
- 5.7.3. Boats will be subject to Safety Scrutineering before the race to assess compliance with OSR 'Category 3 with a Category 2 compliant life raft' and RORC Prescriptions.
- 5.7.4. The **Person in Charge** is required to book an appointment on the race website for a Scrutineering time from 08:00 on Wednesday 21st February through until 16:30 on Thursday 22nd February.
- 5.7.5. Boats may also be Scrutineered after the finish of the race. It is mandatory that the Person in Charge or an authorised representative be present at the time of the Scrutineering.
- 5.7.6. A boat that does not pass Scrutineering prior to the start will not be allowed to race.

5.8. Automatic Identification System (AIS)

Boats will carry an AIS Transponder for the D2M Race. See OSR 3.29.13.

Competitors shall ensure that the racing name of the boat is transmitted rather than just the MMSI number. *Competitors* shall ensure that their AIS Transponder is switched on and capable of transmitting and receiving at all times during *Offshore Races*.

6. STABILITY AND SAFETY INDICES

In accordance with OSR 3.04.2. The D2M Race uses minimum stability/buoyancy indices. For boats competing under IRC either SSS or STIX and AVS Indices are used depending on the series date of the boats and the category of the race.

Mono hull boats not racing under IRC shall satisfy the Organising Authority that they meet the requirements of other stability indices for the category of race.

In exceptional circumstances the Organising Authority may accept other indicators as to the suitability of the boats for a given category of race.

SSS OR STIX AND AVS

Category 3 Races:

Boats with series date of 2000 and later will be categorised under STIX & AVS only. Boats with series date before 2000 may be categorised under either STIX & AVS or SSS.

OSR Category	Category 3
STIX minimum	23
AVS minimum	130-0.005*m
SSS minimum	15

* More information about Safety and Stability Indices can be found at

<http://www.ircrating.org/>

7. ELIGIBILITY – COMPETITORS

7.1. EMERGENCY SHORESIDE CONTACT

Each boat shall nominate an Emergency Shoreside Contact. This person must be available on the phone number(s) supplied to the Organising Authority throughout the duration of racing and shall not be a *Competitor*. In an emergency the Organising Authority will phone the Contact who shall act as the link on behalf of the crew. The Emergency Shoreside Contact shall hold the *Emergency Contact* details for all of the crew.

7.2. OFFSHORE CREWLIST

For the *D2M Race*, an Offshore Crew list complete with full *Emergency Contact* details shall be supplied to the Organising Authority through the online entry system. A boat shall not sail with a crew member who has not accepted their invitation to race and who has not completed their personal details and *emergency contact* details on the D2M Race online entry system.

7.2.1. EXPERIENCE & TRAINING REQUIREMENT

- a) The experience requirement as listed in this 7.2. shall be completed by a minimum of 50% of the crew (but no fewer than two) including the Person in Charge, and within 36 months of the start of the race.
- b) Minimum experience requirements are: Completion of an official DOSC Offshore Race or equivalent passage(s) which include overnight sailing or a previous D2M offshore race. (the DOSC Offshore Series is recommended to fulfil these criteria.)
- c) A minimum of 20% of the crew shall have completed Sea Survival Training with certification (RYA sea survival or equivalent) within 5 years of the date of the race.

7.3. TRAINING

It is recommended that crews should practice safety routines at reasonable intervals including the drill for man-overboard. See OSR Section 6 – Training. In accordance with World Sailing Offshore Special Regulation 6.01.3 “When there are only two crew members, at least one shall have undertaken training covered in OSR 6.02 Training Topics.”

For Double-Handed boats the Organising Authority will ask the crew to provide evidence of training to the standard of the World Sailing Offshore Personal Survival Training Course.

7.4. FIRST AID REQUIREMENT

No fewer than 2 Crew should have a valid First Aid Certificate completed within the 5 years prior to the race start date.

8. SCHEDULE

Date	Event	Time
Monday 2 nd October 2023	Live Talk and Q&A: ‘Advice For Taking Part’ Deadline for Super Early Bird entry	19:00 21:30
27-29 th October	OTC 1 Dubai to Khasab (Race & Rally)	TBC

Tuesday 23 rd January	End of Early Bird Discount Pre-Event Skippers Briefing	18:00 19:00 – 21:00	
Saturday 17 th	Closing Date and Entry Fee Deadline IRC Certificate Final Submission Deadline	17:00 17:00	
Tuesday 20 th February	Skippers Briefing	19:00	
Wednesday 21 st February	Scrutineering at DOSC	08:00 - 16:30	
Thursday 22 nd February	Scrutineering at DOSC	08:00 – 16:30	
	Deadline to submit boat and crew documents	16:00	
	Official Race Reception and Social Function at DOSC Team Photos, VIP and Sponsor Presentations	19:30 – 22:00	
Saturday 24 th February	Immigration & Exit Procedures	08:00 – 09:30	
	Race Team Briefing with Skippers	10:00	
Sunday 25 th February	OTC2 Dubai to Muscat Race 2024	First Warning Signal Racing	Not before 12:55
		Racing	
		Racing	
Monday 26 th February			
Tuesday 27 th February		Likely first arrivals First social event Farr30 match racing if all boats available	TBC
Wednesday 28 th February		Second social event Farr30 match racing if all boats available	TBC
Thursday 29 th February		Race time limit	116 hours
	Muscat to Khasab (M2K) Immigration & Exit procedures		08:00 – 10:00
	Race Team Briefing with Skippers		10:00
Friday 1 st March	OTC3 Muscat to Khasab 2024	First Warning signal Racing	Not before 12:55
		Racing	
		Racing Likely first arrivals	
Saturday 2 nd March			
Sunday 3 rd March		Prize Giving Bus back to DOSC	19:00 Atana Hotel 20:00
Friday 8 th March	D2M & OTC Official Prize Giving. – Location TBC		TBC

9. RACE ENTRY

9.1. ENTRY DEADLINE

All Entries, Skipper and Boat documents to be received by the *Closing Date* of 17th February 2024. All Crew details to be submitted by 1600 hours on Thursday 22nd February 2024.

9.2. ENTERING A RACE

Each boat shall enter using the D2M Race online entry system on the D2M website. Submission of an entry will not guarantee a place in the race; all other entry requirements and full payment must be completed to the satisfaction of the Organising Authority. (See NoR 4.4 Race Declaration)

9.3. UAE REGISTRATION & IDENTIFICATION

9.3.1. Boats shall be registered with the UAE Ministry of Interior or possess the proper documents for entry into the UAE.

9.3.2. Each boat shall carry individually an identifiable sail number. However, RRS 77 Appendix G and Para 14.1 of the IRC Rules will not apply.

9.4. ENTRY FEES

Table 1: Entry Fees			
Entry Fees are as follows:	"Super Early Bird" discounted entry Fee:	"Early Bird" discounted Entry Fee:	"Standard" Entry Fee:
	For entries received before 21:30 on 2 nd October 2023	For entries and fees received before 18:00 on 23 rd January 2024	For entries and fees received 23 rd January – 17 th February 2024
	2,000 AED per Boat (Includes UAE Vat)	3000 AED per Boat (Includes UAE Vat)	3500 AED per Boat (Includes UAE Vat)
Registered Crew Fee - (Per Crew Member) – 285 AED			

9.4.1. **Boat Entry Fee:** Includes entry into the race, tracking, customs and immigration into Oman for vessel and crew (excluding visa costs).

9.4.2. **Crew Fee (To be paid at same time as Boat entry):** Includes crew participation in the race, includes regatta souvenirs and entry to social functions.

9.4.3. **Additional Crew** may be added provided payment is made prior to passports being submitted for exit procedures at DOSC on Saturday 24th February.

PLEASE NOTE: Crew must obtain an Omani E-visa on-line prior to departing for Muscat. Further details at: <https://government.ae/en/information-and-services/visa-and-emirates-id/do-you-need-an-entry-permit-or-a-visa-to-enter-the-uae>

9.5. PAYMENT

Payment of the D2M Race entry fee shall be received by DOSC on or before the *Closing Date*.

Recommended payment is through the Dubai to Muscat Race website. However, payment will be accepted at DOSC reception.

9.6. LATE PAYMENT

Entry Fees received after the *Closing Date of 17th February 2024* and at least 48 hours before the Start may be accepted on payment of an additional supplement of 50% of the Standard entry fee on top of the Standard entry fee.

9.7. CANCELLATIONS AND REFUNDS

Cancellations before 23rd January will be eligible for a 90% refund of the race entry fee paid.

Cancellations on or after 23rd January will be eligible for a refund of 50% of the race entry fee paid.

A refund claim form is available on the D2M website. If the Person in Charge fails to notify the Organising Authority of a cancellation as described above, he/she shall pay the full fee without refund unless good reason can be shown.

10. IMMIGRATION REQUIREMENTS

The Person in Charge is responsible for ensuring that their crew comply with all national UAE and Oman immigration requirements before signing the departure form on 24th February 2024.

UAE IMMIGRATION

10.1. Most visitors can obtain a visa on entry into the UAE. Should competitors require further information please visit: <https://government.ae/en/information-and-services/visa-and-emirates-id/do-you-need-an-entry-permit-or-a-visa-to-enter-the-uae>

10.2. Skippers and crew arriving in advance of the race **by sailing boat** must follow the usual procedures for arriving in UAE. The main arrival point is Port Rashid, Dubai. Boats arriving from Oman can go through immigration procedures at Fujairah International Marine Club or in Port Rashid, Dubai. Visitors arriving by air may obtain their visa at the airport or if driving at a road crossing.

DEPARTURE FROM DUBAI FOR RACE START

10.3. Boats are not permitted to sail from Dubai until Exit Procedures are completed for all crew members.

10.4. Complete crew lists, including details required by UAE and Oman Immigration and Coastguard shall be submitted to the Organising Authority using the online entry system by 16:00 on Thursday 22nd February 2024. Additional Crew can be added as a last minute change on Saturday 24th February as stated in 9.4.3.

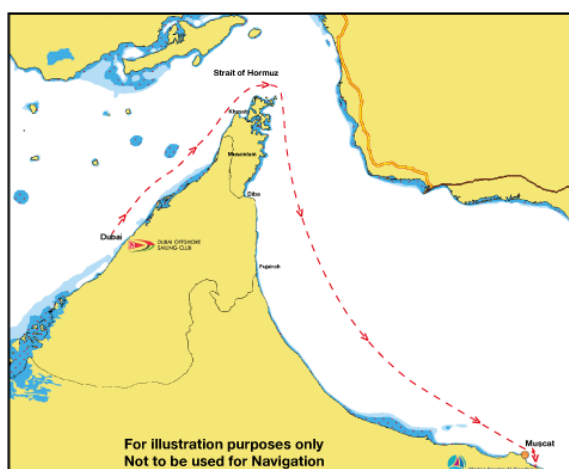
IMMIGRATION INTO OMAN

10.5. Tourist visas (typically of either type 26A, 26B or 29A) must be obtained from the online entry system prior to departing from Dubai at: <https://evisa.rop.gov.om/>. Visas are also obtainable from the Sultanate of Oman Consulate in Dubai and is essential for those crew who do not qualify or who's nationality does not allow for a visa to be issued on arrival. Multiple entry visas for Oman are recommended to facilitate the subsequent Muscat to Khasab (the "M2K") race and to facilitate eventualities while racing.

- 10.6. The Person in Charge should be aware of the restrictions on entering Oman in any other port other than the race destination. The Organising Authority can assist in certain circumstances but the responsibility for customs and immigration in these situations will remain with the boat and skipper.
- 10.7. Crews entering Oman after the race to assist in sailing boats back to Dubai or to participate in the Muscat to Khasab race shall obtain their own entry visa. The Organising Authority and its local customs agent in Oman can assist in exit stamps when returning boats depart Muscat and for the M2K race.
- 10.8. On arrival in Muscat all boats and crew shall remain within the destination marina until all crew have been cleared by Omani immigration authorities.

11. COURSES

The course will be from a start line laid off DOSC, to a finish line near Muscat as identified in the Sailing Instructions.



The course distance is approximately 360 nautical miles and may include an Inshore lap at the start, intermediate gates and designated virtual waypoints. Details will be included in the Sailing Instructions.

The Race Committee may set different courses for different Classes. Under these circumstances the results in IRC Overall will be calculated on Corrected Time for the longest course using a boats average speed. This changes RRS A3.

12. TRACKING

It will be mandatory for boats to carry an Offshore Tracker unit for the D2M Race. The units are standalone and will be available at the Skippers Briefing on Tuesday 20th February. The entry fee includes tracking. Once issued to the boat, the Tracker becomes the responsibility of the Person in Charge and loss of or failure to return the tracker will be charged at cost.

13. PENALTIES

13.1. TAKING A PENALTY (RRS 44)

When the right-of-way rules of RRS Appendix RV apply (between the hours of local sunset and sunrise) a scoring penalty applies. A scoring penalty shall be declared on the boats Declaration Form and the Race Committee notified at the finish. This adds to RRS 44.3.

13.2. Except when a scoring penalty applies, a boat may take a Two Turns Penalty as permitted and described in RRS 44.2 for breaking a rule of RRS Part 2.

13.3. PENALTIES FOR INFRINGEMENTS OF OTHER RULES

Penalties for infringements of other rules will be detailed in the Sailing Instructions and may be less than disqualification.

14. COMMUNICATION

- 14.1.** A boat may, without infringing RRS 41, request and receive repetition of information broadcast by the Race Committee or be told whether or not a broadcast has been made.
- 14.2.** **VHF 8** will be used for local race information.
- 14.3. MOBILE COMMUNICATIONS** – At least one operational unit (mobile or satellite phone) capable of operating in both UAE and Oman shall be registered and operating on board throughout the duration of the race. RRS 41 shall be observed. Boats shall comply with any safety reporting schedule set out in the Sailing Instructions.
- 14.4. RRS 41 – WEATHER AND TIDAL INFORMATION**
RRS 41(c) is replaced by:
“A boat shall not receive help from any outside source, except:
(c) help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include any information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation.”
- By way of example and interpretation: downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in its pure form, is permitted **but receiving messages or information which is the result of interpretation as it applies to the boat is not permitted.**
- MEDIA COMMUNICATIONS**
- 14.5.** Media - there is no restriction on broadcasting from a boat to the Organising Authority media team during racing provided that RRS 41 is always observed.
- 14.6.** On Board Cameras - The Organizing Authority reserves the right to place a camera (manually operated) on board each boat for media purposes. Some boats may be asked to take on Board a cameraman at the discretion of the skipper.
- 14.7.** Data Communications – The Organizing Authority reserves the right to place internet communications equipment on boats to facilitate media transfer and communications to provide media contents to the Organising Authority media team.

15. SCORING

LOW SCORING SYSTEM – Appendix A

- 15.1.** The Race Committee may set different courses for different Classes. Under these circumstances the results in IRC Overall will be calculated on Corrected Time for the longest course using a boats average speed. This changes RRS A3.

16. TROPHIES AND PRIZES

The interpretation of the terms of award for all trophies and prizes will be made by the D2M Race Committee, whose decision is final. Trophies will only be awarded to boats which have

completed the relevant races. When no boat qualifies to win a particular trophy the Race Committee may, at its discretion, award it otherwise.

The Organising Authority holds the winners of trophies and their cases (where appropriate), responsible for all damage or loss and strongly recommends that winners take out adequate insurance. Winners are responsible for having the trophy suitably engraved and are also liable for all return carriage costs. If a trophy is returned without engraving or without its case (where appropriate), the Organising Authority reserves the right to charge the cost of the engraving and/or replacing the case (where appropriate) to the winner. Trophies shall be returned to the Organising Authority when requested by the Race Committee.

16.1.1. TROPHIES AND SPECIAL AWARDS

Class/Division	Prize
1 st Line Honours	TBC
1 st Sprint to the Top (IRC Corrected)	
1 st IRC Overall	
2 nd IRC Overall	
3 rd IRC Overall	
1 st Double-Handed (IRC Corrected)	
1 st Modern Classic (IRC Corrected)	
1 st Multihulls (MOCRA)	

16.1.2. RACE PRIZES AND TROPHIES

Trophies

The perpetual trophy for the winner of the D2M RACE 2024 will to be awarded to the Winner of the IRC Class.

Prizes for each Class/Division –

No of Starters	6-8	9-15	16-24	25+
Prizes	2	3	4	5

Low Number of Starters

When there are less than 6 starters in a *Class/Division* it may be combined with another *Class*.

17.1.3 – Additional prizes and trophies may be awarded.

17. INSURANCE

Boats shall be adequately and suitably insured with a valid marine legal liability insurance policy (including third-party liability), covering racing in UAE, Oman & International waters, for the duration of the event and shall ensure that all crewmembers are aware of the importance of effecting appropriate personal insurance.

18. AMENDMENTS TO THE NOTICE OF RACE

This Notice of Race may be amended at any time, any amendments will be published on the D2M website: <https://dubaitomuscatrace.com/>

19. NOTICES TO COMPETITORS

(Notices are for information only and do not rank as part of this Notice of Race).

20. FURTHER INFORMATION

For further information please contact DOSC as follows:

DOSC Tel: +971 43941669

DOSC email: D2M@doscuae.com

Also please visit the websites:

www.dubaitomuscatrace.com

www.dosc.ae

The Organising Authority wish to thank the following Sponsors for their support:

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