



# HOBIE 16 NORTH AMERICAN CHAMPIONSHIPS

September 16-20, 2024

**ORGANIZING AUTHORITY:** Hobie Class Association of North America (HCA-NA), in affiliation with HCA-NA Division 12, Hobie Fleet 448 and the Roton Point Association.

## SAILING INSTRUCTIONS

### 1 RULES

- 1.1 The regatta is governed by the *rules* as defined in The Racing Rules of Sailing (RRS).
- 1.2 The Class Rules of the International Hobie Class Association apply.
- 1.3 The US Sailing prescriptions that apply are stated in English in NOR Addendum 1 (separate document).
- 1.4 The notation '[NP]' denotes a rule for which a boat may neither protest another boat for breaking that rule, nor request redress based on the rule. The protest committee may refuse to hold a hearing. **This changes RRS 60.1(a), 60.1(b) and 63.1.**

### 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted not less than 60 minutes prior to the first scheduled race (or removal of AP ashore, whichever is later) on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water. The RC Signal Vessel will display Code flag L over code flag C to indicate that an oral change to the sailing instructions is being communicated. The change will be announced via VHF, and will be posted on a white board on the RC Signal Vessel. **This changes Race Signals C.**

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board, located at the Roton Point clubhouse. Scores will also be posted online at Regatta Network (<https://www.regattanetwork.com/event/27351>).
- 3.2 Refer to NOR 7.1 for the scheduled competitors' meetings, to be held at the Roton Point clubhouse. Additional meetings may be scheduled.
- 3.3 The race office is located at the Roton Point clubhouse.
- 3.4 The beach captain office is located at the gazebo at the top of the boat ramp at Roton Point. An assistant beach captain may be intermittently stationed at Bayley Beach (during fleet launching and returning after racing).
- 3.5 [NP] The Race Committee (RC) intends to monitor and communicate with competitors on **VHF channel 63. If an alternate VHF channel is to be used, it will be posted on the official notice board, and posted on the RC Signal Vessel. Additionally, the RC Signal Vessel will display Code flag L over code flag C prior to the warning signal of the first affected race.** Competitors are advised to maintain a listening watch on this channel at all times while on the water, and at times described in SI 3.6.2. Refer to SI Appendix C for radio use instructions and restrictions. **This changes Race Signals C.**

- 3.6 Communication of rendezvous locations (per SI 8 and Appendix B) will be made as follows:
- 3.6.1 No later than the time(s) described within SI 2.1, the rendezvous location will be posted on the official notice board.
  - 3.6.2 [NP] At the time(s) described within SI 2.1, the RC will endeavor to announce the rendezvous location via VHF radio.

#### **4 [DP] [NP] CODE OF CONDUCT**

- 4.1 Competitors and Support Persons shall comply with reasonable requests from race officials.
- 4.2 Competitors and support persons shall place advertising and/or bow numbers provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

#### **5 SIGNALS MADE ASHORE**

- 5.1 Signals made ashore will be displayed from the mast of a Hobie Wave, located on the Roton Point jetty. Signals will NOT be made ashore at Bayley Beach.
- 5.2 When flag AP is displayed ashore, '1 minute' will be replaced with '30 minutes.' **This changes Race Signals AP.**

#### **6 SCHEDULE OF RACES**

- 6.1 Refer to NOR Section 7 for scheduling information.

#### **7 CLASS FLAG**

- 7.1 The class flag will be a black Hobie "flying H" on a red background.



#### **8 RACING AREA**

- 8.1 The racing area will be in Long Island Sound, south of the mouth of Five Mile River. Refer to SI Appendix B for location of racing area and rendezvous locations.

#### **9 COURSES**

- 9.1 IHCA Standard Courses will be used. Refer to SI Appendix A for course descriptions, including the marks of the course, 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.

#### **10 MARKS**

- 10.1 Primary marks will be orange inflatable marks.
- 10.2 New (change) marks will be yellow inflatable marks.
- 10.3 The start / finish marks will be black and white inflatable marks.

#### **11 OBSTRUCTIONS**

- 11.1 For the avoidance of doubt, this SI does not change the RRS definition of *obstruction*.
- 11.2 HAZARDS: Boats are advised to use extreme caution in the following areas, as there are rocks that become partially or fully submerged (depending on tide):
  - 11.2.1 The area immediately southwest of the Roton Point jetty, bounded by Ballast Reef, buoy Red "2" and the Roton Point jetty.
  - 11.2.2 The area immediately southwest of Sheffield Island, out approximately 0.3 nm, in all directions.
  - 11.2.3 The area immediately northwest of buoy Green "1" which is located approximately 0.4 nm southwest of the mouth of Five Mile River.
- 11.3 Refer to Appendix B for a description of these hazards.

#### **12 THE START**

- 12.1 The starting line will be between a staff displaying an orange flag on the RC Signal Vessel at the starboard end, and a staff displaying an orange flag on the RC Pin Vessel at the port end. The RC Pin Vessel may be replaced with an inflatable buoy marking the port end.
- 12.2 A boat starting later than four (4) minutes after her starting signal will be scored Did Not Start without a hearing. **This changes RRS A5.1 and A5.2.**

### 13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course:
- 13.1.1 The RC will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. **This changes RRS 33.**
- 13.1.2 In the event of a change of the next leg of the course, the offset mark (Mark O) will **NOT** be relocated. Boats shall round the new weather mark (New Mark A), leaving it to port.
- 13.2 Alternatively, the RC may make minor adjustments to the position of any mark, and/or change the course by up to 10 degrees in bearing and/or 0.2 nm in length without a signal or change of mark color. **This changes RRS 33.**

### 14 THE FINISH

- 14.1 The finishing line will be between a staff displaying an blue flag on the RC Signal Vessel at the starboard end, and the course side of an inflatable buoy marking the port end. The inflatable buoy may be replaced with a RC Pin Vessel displaying an blue flag (the staff displaying the blue flag will mark the port end of the line).
- 14.2 If the Race Committee determines that the finishing order in a race is unlikely to change, it may use reasonable discretion to score boats still racing, points equal to their position in the race. **This changes RRS A3, A4 and A5.2.**

### 15 PENALTY SYSTEM

- 15.1 RRS 44.1 is changed so that the One Turn Penalty replaces the Two-Turns Penalty.
- 15.2 In RRS 44.2 insert after the first sentence: "However, if Mark O is set, a boat may take a penalty for an incident in the Zone around Mark 1 or on the leg between Mark 1 and Mark O, as soon as possible after leaving the Zone around Mark O". **This changes RRS 44.2.**
- 15.3 The penalty, if any, for an infringement of a class rule will be at the discretion of the PC (which will be guided by the IHCA Class Rule Penalty Policy), and may be other than disqualification. **This changes RRS 64.2.**

### 16 TIME LIMITS AND TARGET TIMES

Target Time [NP]	Mark A Time Limit	Race Time Limit
40-50 minutes	30 minutes	90 minutes

- 16.1 If no boat has passed Mark A (the initial weather mark) within the Mark A time limit, the race will be abandoned.

### 17 HEARING REQUESTS

- 17.1 The protest time limit is 60 minutes after the RC Signal Vessel docks at the end of each racing day or when the RC signals 'No more racing today,' whichever is later. The time will be posted on the official notice board.
- 17.2 [NP] Boats intending to file a protest are requested to report to the RC upon finishing a race. This may be done via VHF radio.
- 17.3 Hearing request forms are available at the protest desk, located at the Roton Point clubhouse, or online (US Sailing Hearing Request Form).
- 17.4 Scoring review request forms are available at the protest desk, located at the Roton Point clubhouse. Requests for scoring review (including OCS) shall be filed within the protest time limit. Such a request will first be reviewed by the RC. If unresolved, it will be considered a request for redress and will be considered to have met the protest time limit. **This changes RRS 62.2.**
- 17.5 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at the Roton Point clubhouse, beginning at the time posted on the official notice board.

## 18 SCORING

- 18.1 Four races are required to be completed to constitute a series.
- 18.2 When fewer than four races are completed, a boat's series score is the total of her race scores. When four or more races are completed, a boat's series score is the total of her race scores excluding her worst score.

## 19 [NP] [DP] SAFETY REGULATIONS

- 19.1 Upon arriving in the starting area, boats are requested to check-in with the RC by sailing past the stern of the RC Signal Vessel and hailing their sail number, until acknowledged by the RC.
- 19.2 A boat that retires from a race shall notify the RC at the first reasonable opportunity. This may be done via VHF radio.
- 19.3 A boat in distress or rendering assistance may communicate via VHF radio.

## 20 [NP] [ DP] REPLACEMENT OF CREW OR EQUIPMENT







- 20.1 Substitution of competitors will not be allowed without prior written approval of the RC per General Class Rule 17.2. This will require reweighing of the crew by the TC.
- 20.2 Substitution of sails will not be allowed unless the sail has been damaged and is no longer usable. Prior written approval of the RC is required per General Class Rule 12.3. This will require inspection of the original and replacement sail by the TC.
- 20.3 Substitution of other damaged or lost equipment will not be allowed unless authorized in writing by the RC or TC, and is subject to inspection. Requests for substitution shall be made at the first reasonable opportunity.
- 20.4 Forms for substitution of competitors, sails and equipment are available at the protest desk, located at the Roton Point clubhouse.

## 21 [NP] [DP] EQUIPMENT AND MEASUREMENT CHECKS

- 21.1 Refer to SI Addendum 1 (separate document) for the initial measurement process.
- 21.2 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 21.3 On the water, a boat may be instructed by the RC or TC to immediately proceed to a designated area for inspection.

## 22 [NP] OFFICIAL VESSELS

- 22.1 Official vessels will be identified with flags as follows:

Official Vessel Type	Flag	Examples
Race Committee	Blue or yellow "RC"	 
RC Safety	White field with Green Cross	
Judges	"Judges" or Code Flag J	 
Other RC Support	Roton Point Burgee	
RC Jet Skis	N/A	N/A

## **23 AWARDS**

23.1 Refer to NOR 13.

## **24 RISK STATEMENT**

24.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, navigation errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

## **25 INSURANCE**

25.1 Refer to NOR 14.

## **26 SPECIAL NOTES**

26.1 Any boat receiving 'hands on' assistance from rescue/mark boats will be scored Did Not Finish without a hearing. The RC may decide when a boat or crew needs assistance. **This changes RRS A5.1 and A5.2.**

## **27 IHCA SAFETY NOTES TO THE SAILORS:**

### **GENERAL**

If wind, wave, or water conditions make you doubtful of your ability to handle the conditions, retire from the race.

### **TRAPEZE HARNESES**

Sailors are strongly recommended to use trapeze harnesses with a quick release hookless system or a quick release hook, which meets the ISO 10862 standard.

### **HELMETS**

If sailors wish to wear head protection it is strongly recommended they use helmets of European standard EN1385.

### **ELECTRICAL POWER LINES – AVOID!!!**

Before raising the mast, and always while sailing, check for and avoid low overhead electrical power lines. If you see a power line, AVOID IT! A MAST COMING IN CONTACT OR EVEN NEAR AN ELECTRICAL POWER LINE CAN CAUSE SERIOUS INJURY OR DEATH TO PEOPLE ON OR TOUCHING THE BOAT!

**INFO:** Christopher Dutton: [fleet448@gmail.com](mailto:fleet448@gmail.com) / (860) 930-8764

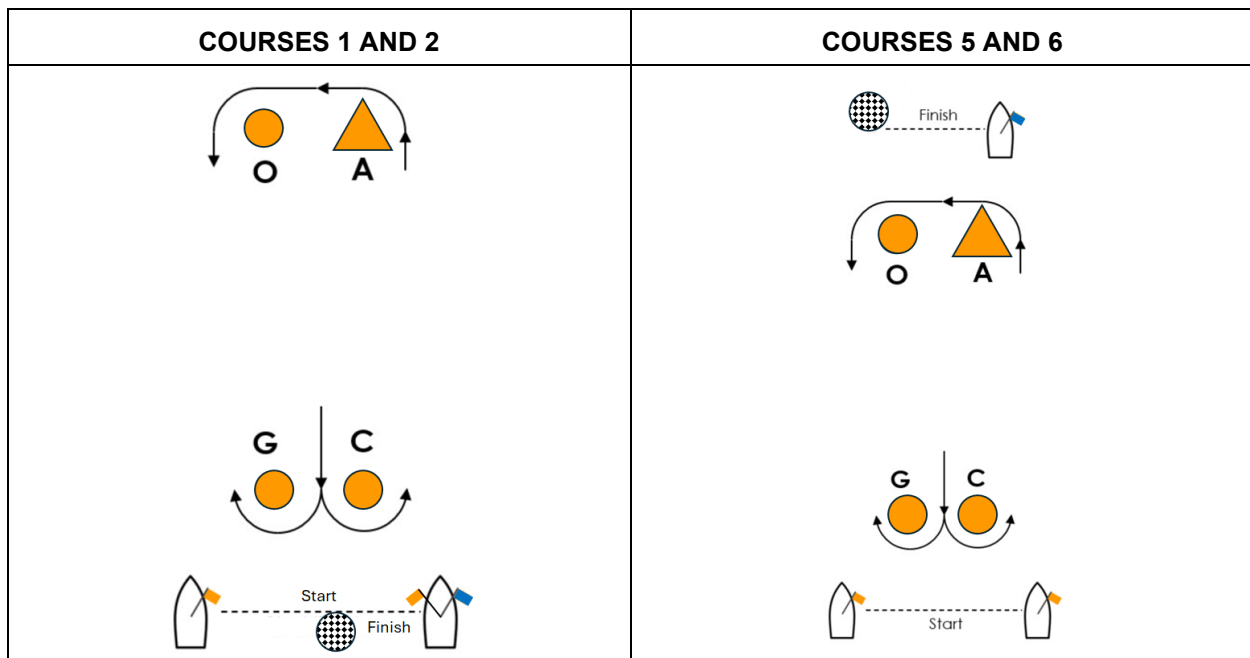
**PRO:** Michael Levesque: [brucat955@yahoo.com](mailto:brucat955@yahoo.com) / (401) 595-5329

APPENDIX A ILLUSTRATING THE COURSES (NOT TO SCALE)

*IHCA Standard Courses*

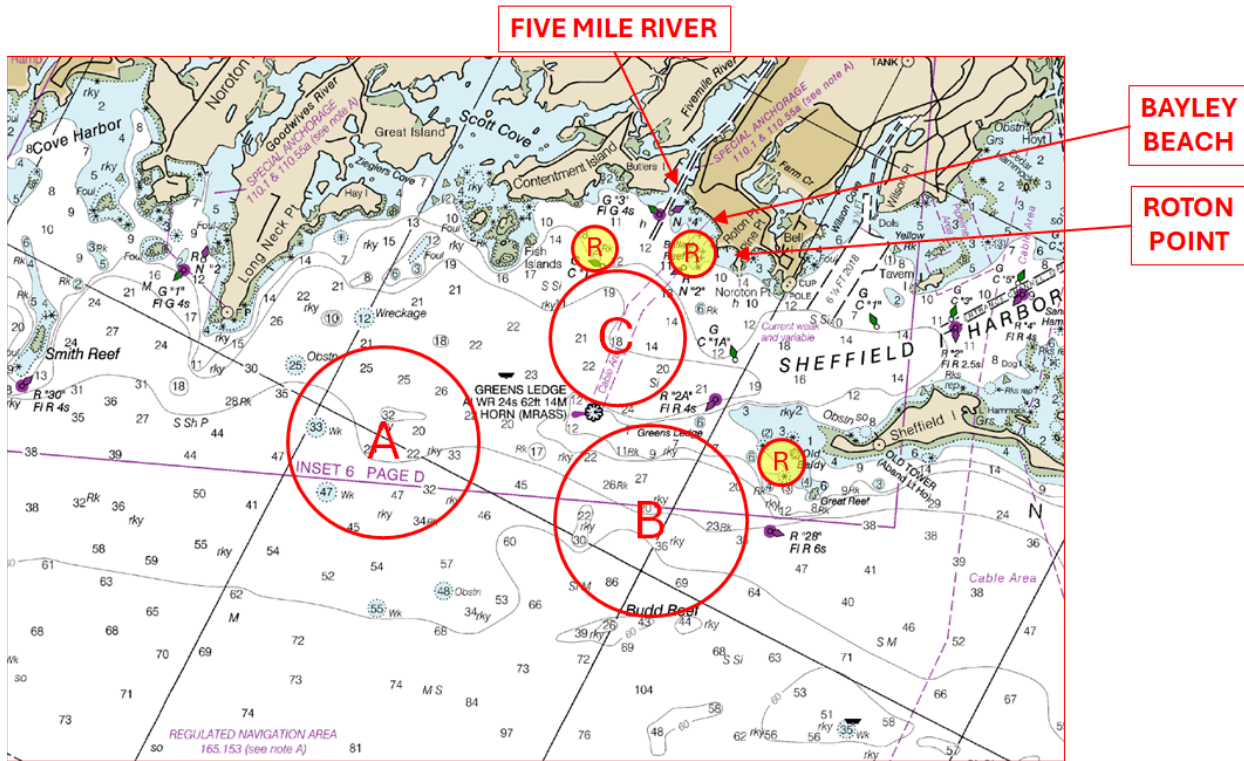
<u>No.</u>	<u>Course</u>	<u>Finish</u>
1	(S) A C A	(F) Downwind
2	(S) A C A C A	(F) Downwind
3	(S) A C A B C	(F) Upwind
4	(S) A C A B C A	(F) Downwind
5	(S) A C	(F) Upwind
6	(S) A C A C	(F) Upwind
7	(S) A C A B C A C	(F) Upwind

S = start, A = weather mark, B = reaching mark, C = leeward mark, G = gate, F = finish



- A.1 Courses 3, 4 and 7 will not be used.
- A.2 All marks will be left to port (except gates).
- A.3 The "O" (Offset) option in the Hobie Class Standard Courses will not be displayed. **There will be an offset mark [except in the event of a change of the next leg of the course (refer to SI 13.1.2), leave the single Mark A to port].**
- A.4 The "G" (Gate) option in the Hobie Class Standard Courses will not be displayed. **The leeward mark may be a gate or a single mark. If Mark C is a single mark, it shall be left to port.**
- A.5 The diagram above is not to scale, and all angles are approximate. Colors and/or shape of marks used in illustrations may not accurately represent those used on the actual race course.

## APPENDIX B [NP] RACING AREAS



Not for navigation, refer to NOAA Chart 12364. Sailors are reminded that they are solely responsible for safely navigating at all times.

**HAZARDS:** Areas marked with "R" show Approximate locations of rocky areas (Refer to SI 11).

A, B, C show approximate rendezvous locations, and are not intended to show boundaries of racing circles. Refer to SI 3.6.

Area "A"- Between Greens Ledge Lighthouse and Long Neck Point

Area "B"- South of a line between Greens Ledge Lighthouse and Sheffield Island

Area "C"- Between Greens Ledge Lighthouse and the mouth of Five Mile River

## APPENDIX C RADIO USE INSTRUCTIONS AND RESTRICTIONS

- C.1 [DP] For the avoidance of doubt, nothing in this Appendix changes IHCA General Class Rule 16.3; therefore, devices (including mobile telephones and smart watches) with GPS capabilities are NOT allowed.
- C.2 [DP] Boat Communications:
- C.2.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats, except as described within SI 2.2, 3.6, 17.2, 19.2, 19.3 and this Appendix. This restriction also applies to mobile telephones.
  - C.2.2 [NP] No boat shall instigate radio communication on the official race frequency from 10 minutes before the scheduled time for the first warning signal until 10 minutes after the last start, except as described in SI 17.2, 19.2, and 19.3. A boat should respond to a hail from the RC, TC or PC (judges).
  - C.2.3 [NP] A boat that attempts to communicate via VHF shall identify itself.
- C.3 RC and TC Communications:
- C.3.1 [NP] The following communications may be made as a courtesy by the RC (using the VHF channel described in SI 3.5), in addition to any Race Signals: general racing information, timing of starts; courses, including the bearing and distance to the first mark; general recalls; postponements and abandonments; changing courses or marks and identify marks; shortening the course; time limits; safety broadcasts. Failure to make or receive such communications shall not be grounds for a request for redress by a boat. **This changes RRS 26, 29, 32, 33 and 41.**
  - C.3.2 In addition to the required race signals, the RC may attempt to broadcast the bow or sail number of boats on the course side (OCS, UFD, BFD) at the start. Failure to broadcast such hail, the timeliness of such hail, or the failure of a boat to hear such hail will not be grounds for a request for redress by a boat. **This changes RRS 29 and 62.1(a).**
  - C.3.3 [NP] The RC or TC may hail a boat in order to perform an inspection (refer to SI 21.3) via VHF radio.