



## UTAH HOBIE ASSOCIATION NAHCA Fleet 67

### 2025 SAILING INSTRUCTIONS

#### 1.0 **General Safety:**

1.1 Notwithstanding anything in this instruction, it is the personal responsibility of each competitor to sail safely and to wear a coast guard approved life jacket or personal flotation device (PFD) and adequate protective clothing, as conditions warrant.

1.2 The race committee requires that approved PFD life jackets be worn while racing.

1.3 AT ALL TIMES, before raising the mast, and always while sailing, check for and avoid low overhead electrical power lines. A mast coming in contact with and/or near an electrical power line can cause serious injury or death to people on or touching the boat!

1.4 It is the responsibility of each skipper and crew to sail safely within is or her capabilities. If wind, wave or water conditions make you doubtful of your ability to handle. It is your responsibility to retire from the race. It is NOT the race committees responsibility to determine neither your ability nor your skill leave. It is good sailing practice to determine when weather conditions become unsafe.

#### 2.0 **RACING RULES:**

2.1 The regatta will be governed by: the International Yacht Racing Rules (IYRR); the prescriptions of the United States Sailing Association (USSA); the current International Hobie Class Association (IHCA) rules; and by these sailing instructions. When a conflict of rules occurs, these sailing instructions will take precedence.

#### 3.0 **Entry:**

3.1 Each skipper must file a written registration entry form prior to racing. Incomplete or inaccurate entry information or entry forms may result in non acceptance or disqualification during or following the regatta. Sail numbers shall match the entry forms and be visible from both sides of the sail.

#### 4.0 **CHANGES IN THE SAILING INSTRUCTIONS / NOTICES TO COMPETITORS:**

4.1 Changes in the Sailing Instructions will be announced and posted at the skipper meeting.

#### 5.0 **MARKS:**

5.1 The marks will be large orange inflatable buoys.

#### 6.0 **SCHEDULE OF RACES AND EVENTS:**

6.1 Starting times of races will be announced at the skippers meeting.

6.2 The race sequence will be announced at the skippers meeting.

6.3 Skippers meetings are scheduled for Saturday and Sunday. Times of the skippers meetings will be 10:00 o'clock on Saturday and Sunday.

7.0 **THROW OUT RACES:**

7.1 Provided there are four or more races in the regatta, there will be one THROW OUT race allowed in the scoring of each boat.

8.0 **RACE STARTS AND STARTING SEQUENCE:**

8.1 The starting signals shall be in accordance with IYRR 4.3 system 2 with five (5) minute intervals between signals. When there is more than one fleet starting, the starting signal (red shape) will remain up as the Preparatory Signal for the next fleet start.

8.2 Individual Recall (Code Flag X) shall be in accordance with IYRR . It remains the responsibility of each skipper to make a proper start.

8.3 General Recall (Code flag "First Substitute") This modifies IYRR. When a General Recall has been signaled, the Starting Signal remains displayed and becomes the preparatory signal for the fleet being recalled, The clock continues to run in the starting sequence. The General Recall Signal will be lowered with the preparatory signal with out a sound signal one-minute prior to the starting signal being displayed at the next five-minute interval.

9.0 **The Course:**

9.1 For all buoy races standard IHCA courses will be used.

<u>Course #</u>	<u>Course</u>	<u>Finish</u>	<u>Options</u>
1.	S	ACA	Finish Downwind
2.	S	ACACA	Finish Downwind
3.	S	ACABC	Finish Upwind
4.	S	ACABCA	Finish Downwind
5.	S	AC	Finish Upwind
6.	S	ACAC	Finish Upwind
7.	S	ACABCAC	Finish Upwind

The image shows a diagram of standard sailing courses for Hobie Sailing. On the left, a diagram illustrates a course with three marks labeled A, B, and C. A red arrow labeled 'WIND' points downwards, indicating the wind direction. Mark A is at the top, B is to the left, and C is at the bottom. A dashed line shows the path from A to B to C and back to A. Below the diagram, it says 'REFER TO THE SAILING INSTRUCTIONS FOR OFFICIAL COURSES' and '© COPYRIGHT 2011-2014'. On the right, a list of seven courses is provided, each with a number, a sequence of letters (A, C, B, A, C), and a description of the finish type.

1	ACA	DOWNWIND FINISH
2	ACACA	DOWNWIND FINISH
3	ACABC	UPWIND FINISH
4	ACABCA	DOWNWIND FINISH
5	AC	UPWIND FINISH
6	ACAC	UPWIND FINISH
7	ACABCAC	UPWIND FINISH

ALL MARKS LEFT TO PORT, EXCEPT GATES  
An offset mark may be used at A Mark  
C Mark may be a gate (shown) or a single mark

9.2 All marks left to port except Gates. Gates may be exited in either direction.

9.3 The course to be sailed will be displayed on the Start/Finish boat at or closely following the display of the preparatory signal of each fleet. This modifies IYRR 5.1

10. **START/FINISH LINES:**

10.1 The location and description of the end marks of the start and finish lines will be announced at the Skippers Meeting.

10.2 A barging buoy may be set behind the race committee starting boat to warn Skippers to keep clear of the starting buoy when starting or finishing a race. A barging buoy is not an extension of the starting boat or mark of the course.

10.3 Start/Finish line obstruction: When, either the yellow, blue or red flag is displayed from the Start/Finish boat, the start line shall rank as an obstruction and shall not be sailed through after starting unless to finish the race. An entrant who inadvertently passes through the Start/Finish line may clear the obstruction by unwinding around either end of the Start/Finish line. Failure to clear shall result in scoring of a DNF.

11. **RETIRING FROM A RACE:**

11.1 Boats retiring from the race shall notify the race committee upon retirement by sailing within hail of the race committee boat or contacting the race committee on VHF channel 22. Failure to do so may result in a DSQ.

12. **PROTESTS:**

12.1 A boat protesting another boat shall follow IYRR 68 with the following provisions:

I. The definition of the first reasonable opportunity for displaying a protest flag is IMMEDIATELY upon achieving safe control of your boat.

II. The protesting Hail must be IMMEDIATELY following the incident.

III. Notify the Race Committee of the intent to protest when finishing. Display the protest flag when finishing. The Race Committee will acknowledge the protest flag only.

12.2 A boat, which acknowledges infringing on a rule, may exonerate herself by making one 360-degree circle in either direction subject to the following provisions:

I. A 360-degree circle consists of one tack and one gybe, or one gybe and one tack, before resuming her proper course.

II. When the infringement occurs after the preparatory signal and before the starting signal is made, the infringing boat shall make one 360 degree circle on either side of the starting line following the starting signal as soon as possible after clearing all other boats.

II. When no boat acknowledges fault following display of a protest flag, a protest may be lodged in accordance with IYRU rule 68 and these sailing instructions.

12.3 The penalty for hitting a mark is to do a 360-degree turn away from the mark before continuing on your proper course.

12.4 Protests shall be written on forms available from the race committee.

12.5 Protests must be filed in accordance with ***Sailing Instructions rule 5.3***

12.6 The time for filing a protest will be in accordance with **Sailing Instructions 5.3**. The general guideline for this rule is when the race committee reaches the dock but the race chairman may begin the deadline time at his discretion.

12.7 Appeals will be made in accordance with **ISAF Racing Rule 70** except that appeals will be made to SAIL UTAH for the purpose of expedience. Appeals will conform to the prescriptions of SAIL UTAH. This rule modifies **ISAF Racing Rule 70.5**.

13. **SCORING:**

13.1 **ISAF Racing Rule A2.2** is substituted by the **Sailing Instruction rules** of this section.

13.2 Each boat finishing a race and not thereafter retiring or being disqualified will be scored points equal to her finish place. i.e. First 1 point Second 2 points etc.

13.3 Other Scoring is as follows: (modifies **ISAF A3**).

DNF = Did not finish equals number of finishers plus one

DNS = Did not start equals number of entrants

PMS = Premature starter equals number of finishers plus one

DSQ = Disqualified equals number of entrants plus one. May be thrown out.

DSQC = Disqualified equals number of entrants plus one. Shall not be thrown out. This penalty is for unsportsmanlike conduct, abusive profanity, fouls causing material prejudice or serious damage.

13.4 Ties will be broken in the following manner: (modifies **ISAF Racing Rule A2.3**)

I. Comparison of throw out races.

II. Comparison of each race (who beat whom the most).

III. Comparison of the last race, next to last race, etc.

IV. If a tie remains, each entrant will be awarded the same position. The next position would be one more than the total boats already listed.

13.5 Boats that sail an improper course will be awarded a DNF.

13.6 Provided there are four or more races in the regatta, there will be one THROW OUT race allowed in the scoring of each boat.

14. **FLAGS AND SIGNALS DISPLAYED ON WATER (Modifies ISAF Racing Rules)**

14.1 "AP" Answering Pennant (red and white vertical bars) = "Postponement, stand by". One minute after the "AP" has been lowered, the next signal displayed will be for the starting sequence which was postponed.

14.2 "N" = "Abandon Race" (blue and white checkerboard) Further signals will be made in the starting area.

14.3 "Red" + "White" + "Blue" = "Abandon race and head for safety". Further signals will be made at Race Headquarters.

14.4 "M" = "Mark Missing" (white diagonals on blue field) Round or pass the boat or object displaying this signal instead of the mark it replaces. May be accompanied by many sound signals.

14.5 "C" = "Change of Course" (horizontal stripes of blue, white, red, white, blue) Compass headings to the next mark will be displayed on the boat flying this flag.

14.6 "S" = "Shortened course" (white background with blue square) shorten course in accordance with ***Sailing Instructions rule 10.1***

15. **FLEET AND CLASS RIBBONS:**

15.1 It is suggested that these identification ribbons be at least 12 inches long. They will be as follows:

A Fleet = Red ribbon flown from the boom end

B Fleet = Blue ribbon flown from the bottom batten of the mainsail.

Cruising Fleet = Yellow ribbon flown from the second batten of the mainsail.

16. **PORTSMITH AND PHRF HANDICAPPED FLEETS.**

16.1 Each boats base rating will be determined by the Race Committee using the PHRF or Portsmouth ratings established by SAIL UTAH.

16.2 If a rating does not exist then a boat shall apply for a temporary rating with the Race Chairman.

17. **SPECIAL NOTES:**

17.1 The Race Committee will answer no questions while on the water.

17.2 The Race Committee and the Protest Committee have the right to protest.

17.3 Mark boats, Rescue / chase boats, and line sighting boats rank as obstructions.

17.4 Tipping over is, in itself, a large penalty, boats may receive assistance from a chase / rescue boat without penalty, and may resume racing upon righting of the boat. A chase boat will ask if you need help before rendering it.