



2022 HCA WA

CAT CLASSIC REGATTA

Nedlands Yacht Club,
The Esplanade, Nedlands, Western Australia
25th and 26th September 2022

SAILING INSTRUCTIONS

We kindly thank our sponsors for their generous support



The Organising Authority for the 2022 Cat Classic Regatta is Nedlands Yacht Club Inc. (NYC).
The Coordinating Authority is the Hobie Cat Association of Western Australia (HCAWA).

1 RULES

- 1.1 The regatta will be governed by the rules as defined in 2021-2024 Racing Rules of Sailing (RRS) of World Sailing, and the prescriptions of Australian Sailing.
- 1.2 The Australian Sailing Special Regulations Part 2 for Off the Beach Boats will apply.
- 1.3 The Australian Sailing Yardsticks – OTB (Off the Beach) Catamarans 2021-2022 Version 1.0 will apply.
- 1.4 The class rules of the applicable international or national class association will apply except as by these Sailing Instructions.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted at least thirty (30) minutes before the scheduled racing session of the day it will take effect, except that any change to the schedule of races will be posted by 09:00 hours on the day it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at the NYC Training Centre.
- 3.2 The race office will be in the NYC Training Centre.
- 3.3 On the water, the race committee intends to monitor and communicate with support boats on VHF radio channel 74.
- 3.4 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] Competitors and support persons shall handle any equipment or place advertising provided by the organising 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 on the NYC flag deck yard arm.
- 5.2 When flag Answering Pennant [AP] is displayed ashore, '1 minute' is replaced with 'not less than 20 minutes' in the race signal AP.

6 SCHEDULE OF RACES

- 6.1 Dates of racing:



| Date | All Classes | First Warning Signal (not before) | Last Warning Signal (not after) |
|---------------------|--------------------|--|--|
| Sunday 25 September | Racing | 10:00 hrs | 16:30 hrs |
| Monday 26 September | Racing | 09:30 hrs | 12:30 hrs |

- 6.2 Eight (8) races are scheduled for the series.
- 6.3 Scheduled for up to 2 sessions per day with back-to-back races up to a maximum of 4 races per session.
- 6.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before the warning signal is made before the first class. See 7.2.

- 6.5 When back-to-back races are to be held, the race committee signal vessel will display AP flag. The warning signal for the next race will be made as soon as practicable after the finishing of the preceding race.

7 CLASS FLAG

- 7.1 Class flag(s) will be.

| Class | Class Flag |
|------------------------------|---|
| Catamaran Fleet 1 See 7.2 |  |
| Catamaran Fleet 2 See 7.2 |  |

- 7.2 Where a minimum of 40 catamaran entries are received, in the interest of safety, the race committee may, at its discretion, split the catamaran entries into two divisions: Catamaran Fleet 1 and 2 shall be by yardstick as per 12.3.

8 RACING AREAS

- 8.1 The racing area is on Melville Water within the vicinity of the NYC.

9 COURSES

- 9.1 The IHCA standard courses will be used for this event. The diagrams in Attachment 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.
- 9.2 The race committee signal vessel will display courses to be sailed on the course board.
- 9.3 Legs of the course will not be changed after the preparatory signal. This changes RRS 33.
- 9.4 The courses may be changed between races.

10 OBSTRUCTIONS

- 10.1 The following are designated as obstruction(s):
- The race committee boat.
 - The NYC jetty
 - Areas designated by navigational markers (cardinal marks or isolated danger marks)

11 MARKS

- 11.1 Mark A will be an orange #1 pyramid buoy.
- 11.2 Mark O will be a yellow #2 pyramid buoy. Mark O is an offset mark located approximately 50m to port from Mark A and at right angles to the wind direction. Offset mark may be in place at the beginning of downwind or reach legs.
- 11.3 Marks B will be a red #4 pyramid buoy.
- 11.4 Marks C and G will be orange cylindrical buoys.
- 11.5 The starting and finishing marks will be the race committee signal vessel at the starboard end and a red starting buoy at the port end.
- 11.6 The race committee signal vessel may deploy a barging buoy. This buoy is considered an extension of the vessel.

12 THE START

- 12.1 Races will be started using RRS 26 with the warning signal made 3 minutes before the starting signal.
- 12.2 Races will be started as follows: This changes RRS 26.

| Minutes before starting signal | Visual signal | Sound signal | Meaning |
|--------------------------------|---------------------|--------------|-----------------|
| 3 | Class flag | One | Warning |
| 2 | P, I, U, Black Flag | One | Preparatory |
| 1 | Prep flag removed | One long | One Minute |
| 0 | Class flag removed | One | Starting signal |

- 12.3 The starting line will be between a staff displaying an orange flag on the race committee signal vessel at the starboard end and the course side of the port-end starting mark. The starting line will be divided in half using a dividing mark (green). Boats with a yardstick of 80.5 and above will start between the start boat and the dividing mark (green). Boats with a yardstick of less than 80.5 will start between the dividing mark (green) and the port end starting mark (red).
- 12.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence of other races. See 7.2.
- 12.5 Boats that fail to start on the correct side of the dividing mark (green) will be scored DSQ for that race without a hearing. This changes RRS 63.1 and A5.
- 12.6 A boat that does not start within 3 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 12.7 The starting line shall rank as an obstruction unless a boat is starting.

13 THE FINISH

- 13.1 The finishing line will be between a staff displaying a blue flag on the race committee signal vessel at the starboard end and the course side of the port-end finishing mark (red).
- 13.2 The finishing line shall rank as an obstruction unless a boat is finishing.

14 PENALTY SYSTEM

- 14.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

15 TIME LIMITS AND TARGET TIMES

- 15.1 Time limits and target times are as follows:

| Mark 1 Time Limit | Race Target Time | Race Time Limit | Finishing Window |
|-------------------|------------------|-----------------|------------------|
| 30 minutes | 45 minutes | 90 minutes | 20 minutes |

- 15.2 If no boat has passed Mark 1 within the Mark 1 Time Limit the race will be abandoned.
- 15.3 Failure to meet the Race Target Time will not be grounds for redress. This changes RRS 62.1(a).
- 15.4 The Finishing Window is the time for boats to finish after the first non-foiling boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised, or given redress, will be scored Did Not Finish without a hearing. This changes RRS 35, A5.1, A5.2 and A10

16 HEARING REQUESTS

- 16.1 The protest time limit is 60 minutes after the last boat [in that class] finishes the last race of the day or the race committee signals no more racing today, whichever is later.
- 16.2 Hearing request forms are available from the race office.

- 16.3 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 race office.
- 16.4 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.
- 16.5 RRS 62.2(a) and 66.2(a) do not apply.
- 16.6 The right of appeal from a protest committee decision is denied as provided in rule 70.5.

17 SCORING SYSTEM

- 17.1 The scoring system is the Low Point System as per RRS A4 calculated by yardstick.
- 17.2 One (1) race is required to be completed to constitute a series.
- 17.3 A boat's series score is the total of her race scores.
 - a) A boat's series score is the total of her race scores excluding her worst score when 4 or more races have been completed.
- 17.4 A boat's corrected time will be calculated by the race committee's yardstick formula using Australian Sailing Yardsticks OTB Catamaran 2021-2022 as per 1.3.
- 17.5 Rule A5.3 applies.
- 17.6 The following is an extract of the yardsticks for typical boats sailing the event. For more information, see <https://www.sailingresources.org.au/class-assoc/yardsticks/>

| | | | |
|-------------------|------|-----------------------|------|
| A Class (Classic) | 67.5 | Nacra 16 Sq | 78.0 |
| A Class (Flying) | 61.5 | Nacra 5.0 Cat | 84.0 |
| F18 | 65.0 | Nacra 5.0 Sloop | 78.5 |
| Hobie 14 | 97.0 | Nacra 5.2 | 77.5 |
| Hobie 14 Turbo | 91.0 | Nacra 5.8 NA | 65.0 |
| Hobie 16 | 80.5 | Nacra 5.8 | 73.5 |
| Hobie 17 | 80.0 | Paper Tiger | 92.5 |
| Hobie 18 | 76.0 | Tornado International | 63.5 |
| Hobie Tiger | 67.0 | Viper F16 | 71.5 |
| Hobie Wave Cat | 104 | Windrush 14 Cat | 94.0 |
| Hobie Wave Sloop | 99.0 | Windrush 14 S/S | 87.0 |
| Nacra 14 Sq | 84.0 | Windrush 14 Sloop | 89.0 |
| Nacra 15 | 71.0 | Yvonne | 76.0 |

For other classes, see the race committee.

18 SAFETY REGULATIONS

- 18.1 Check-Out and Check-In will apply.
- 18.2 Check-Out

[NP] Prior to each racing session, skippers shall sign-on in the race office prior to going afloat for racing. Failure to sign-on will result in the boat concerned being scored DNF for the first race of the session without a hearing. This changes RRS 63.1, A5.1 and A5.2.

- 18.3 Check-In

[NP] [DP] After each racing session, skippers shall sign-off in race office, as soon as practicable when returning to the club (not more than 10min). Support vessels will not be stood down until all vessels have signed out or been accounted. Failure to do so will result in the boat concerned being scored DNF for the last race of the session without a hearing. This changes RRS 63.1, A5.1 and A5.2.

- 18.4 [NP] [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity. Promptly after returning to the club, the boat shall sign a retirement form, located at the race office.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 [DP] Substitution of competitors will not be allowed without prior written approval of the race committee.
- 19.2 [DP] Substitution of damaged or lost equipment will not be allowed unless authorised by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, and if granted, shall be supported by a written request at the first available opportunity.

20 EQUIPMENT AND MEASUREMENT CHECKS

- 20.1 A boat or equipment may be inspected at any time for compliance with their class rules and sailing instructions. This may include competitors to weigh in before or after race sessions without sailing clothing and equipment.
- 20.2 [DP] When instructed by a race official, a boat shall proceed immediately to a designated area for inspection.
- 20.3 Boats may use digital watches and single function electronic compasses.

21 ADVERTISING

- 21.1 Boats may be required to display advertising chosen and supplied by the organising authority.
- 21.2 [NP] Boats advertising shall conform to the World Sailing Advertising Code.

22 TRASH DISPOSAL

- 22.1 Boats shall not put trash in the water. Trash may be placed aboard support and race committee vessels.

23 OFFICIAL VESSELS

- 23.1 Official vessels will be identified with NYC and/or NYC logo
- 23.2 All race committee support vessels will display a green and white flag (rescue flag).
- 23.3 Support boats have always right of way. Redress does not apply to a boat disadvantaged by a support boat performing rescue operations.

24 SUPPORT TEAMS

- 24.1 Support boats shall remain at least 50 meters outside areas where boats are racing from the time of the preparatory signal until all boats have finished or the race committee signals a postponement, general recall, or abandonment.
- 24.2 All support boats are required to have a VHF Radio and maintain a listening watch on VHF channel specified by the race committee. See 3.3. When requested by the Race Management Team, support and coach boats shall render immediate assistance as and when required.

25 PRIZES

- 25.1 Prizes will be given for placings at the discretion of the coordinating authority.

26 COMMUNICATION

- 26.1 [DP] 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.

27 DISCLAIMER OF LIABILITY

- 27.1 Competitors participate in the regatta entirely at their own risk. The organising authority, and the respective host class association(s), their officers, members, servants, and agents will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during, or after the regatta.

28 RISK STATEMENT

- 28.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race 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, 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.**
- 28.2 Before raising the mast and always whilst 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.

29 INSURANCE

- 29.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of AUD \$5 million per incident or the equivalent.

30 SPECIAL NOTES

- 30.1 The race committee will not answer any questions on the water.
- 30.2 Any boat receiving 'hands on' assistance from a race committee boat will be scored Did Not Finish. The race committee may decide when a boat or crew needs assistance.

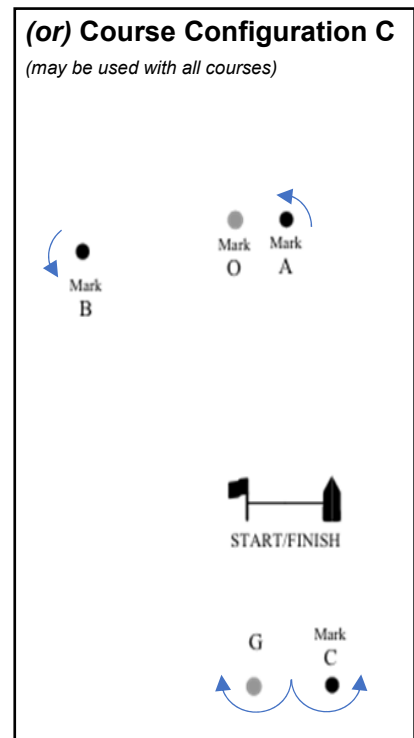
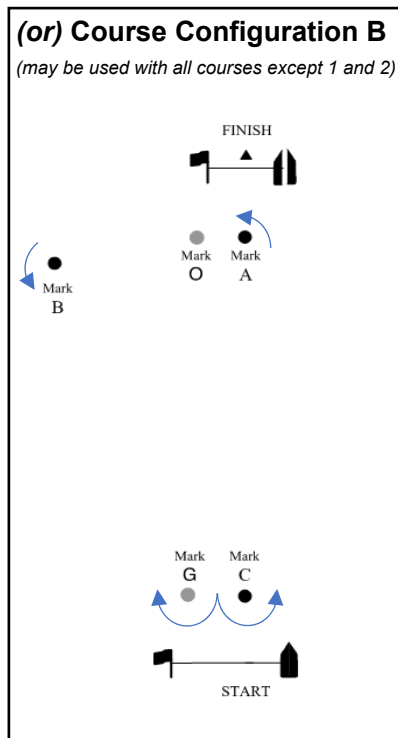
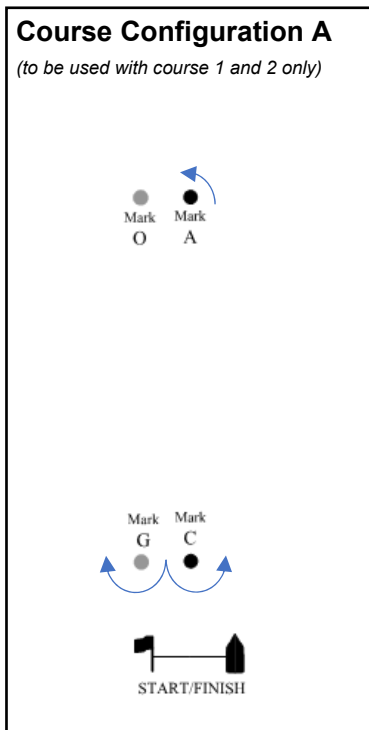
ATTACHMENT A

IHCA Standard Courses

| No. | Course | Finish | Options |
|-----|----------------------|--------------|--------------|
| 1 | (S) A C A | (F) Downwind | 1 G 1 O 1 GO |
| 2 | (S) A C A C A | (F) Downwind | 2 G 2 O 2 GO |
| 3 | (S) A C A B C | (F) Upwind | 3 O |
| 4 | (S) A, C, A, B, C, A | (F) Downwind | 4 O |
| 5 | (S) A C | (F) Upwind | 5 G 5 O 5 GO |
| 6 | (S) A C A C | (F) Upwind | 6 G 6 O 6 GO |
| 7 | (S) A C A B C A C | (F) Upwind | 7 O |

S = start, A = weather mark, B = reaching mark, C = leeward mark, G = gate, F = finish, O = offset mark is used.

"B" MARK LOCATION: The Race Committee will endeavour to locate "B" Mark, the reaching mark, at either the windward or leeward end of the course approximately 90 to 105 degrees abeam of the windward or leeward mark.



Mark O & Mark G are options that may be used by the Race Committee.