

Annual Megrew's Cup Regatta

August 9-10, 2025 (Saturday-Sunday)

Organizing Authority: Hobie Class Association of North America (HCANA), in conjunction with Hobie Fleet 448 of Hobie North America Division 12

Hosted by: Hobie Fleet 448, at Compass Rose Beach
Roger Williams Way (Quonset Point), North Kingstown, RI 02852, USA

SAILING INSTRUCTIONS (SI)

1 RULES

- 1.1 The regatta shall be governed by the rules as defined in The Racing Rules of Sailing (RRS), 2025-2028 and the Hobie Class Rules, 2025-2028.
- 1.2 Life jackets/Personal flotation devices (PFDs) will be worn at all times while racing.

2 NOTICES TO COMPETITORS & INFORMATION MEETING

- 2.1 Notices to competitors will be posted on the official notice board located by the registration table and electronically on the Fleet 448 website.
- 2.2 There will be a **Competitor's Meeting** on both 9 and 10 August at 9:30am on Compass Rose Beach.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted not less than 60 minutes prior to the first scheduled race on the day it shall take effect.

4 SCHEDULE OF RACES

- 4.1 There shall be 2 days of racing - with at least 4 races planned for Day 1 (9 August). Day 1 races only will constitute a series for the Megrew's Cup. Day 2 (10 August) is planned as a single distance race, separate from the Day 1 series.
- 4.2 The scheduled first warning signals will be at 11:00am on Day 1 and 10:30 on Day 2. There will be no warning signal after 3:30 pm.

5 CLASS FLAGS

The Class Flag will be a Yellow background with a Black Flying Hobie "H". The Race Committee's intent is for all boats to start together on Day 1 races.

6 RACING AREA

The Day 1 racing area will be located southwest of Compass Rose Beach (Quonset Point), and east of Wickford Harbor/Sauga Point. See addendum B, below. The Day 2 racing area is planned to extend further south in the west passage of Narragansett Bay, but not below (south of) the Jamestown bridge. See addendum C, below.

7 THE COURSES

- 7.1 Day 1:
 - 7.1.1 HCA Standard Course 1: (S) – A – C – A – (F), or Standard Course 5: (S) – A – C – (F) will be used, depending on the wind conditions and time available. See addendum A, below. Other courses may be specified by the RC and announced at the Competitor's meeting. All marks shall be left to port when rounding.
 - 7.1.2 The "G" option for a Gate will not be displayed by the RC. The leeward mark will be a single mark, which shall be left to port.
 - 7.1.3 No later than the warning signal, the RC may display the approximate compass bearing and distance of the first leg, in addition to the race number and Standard Course.
- 7.2 Day 2:
 - 7.2.1 The course will be specified at the Competitor's meeting, and will be between 6 and 10 nm, depending on the prevailing conditions. All marks shall be left to port when rounding. A single course shall be defined for all classes. Addendum C identifies the racing area.

8 MARKS

- 8.1 Day 1:
 - 8.1.1 Rounding marks will be a combination of fixed and drop marks, tentatively:

- 8.1.1.1 Mark A: Yellow Inflatable tetrahedron drop mark.
- 8.1.1.2 Mark C: Yellow Inflatable tetrahedron drop mark.
- 8.1.2 The starting and finishing pin will be an Orange inflatable ball drop mark. Once the line is set for the first race, the pin may not be adjusted for subsequent races, even if wind direction shifts, based on RC manning and available time.
- 8.2 Day 2:
 - 8.2.1 Rounding marks will be fixed marks from the Sail Newport 2024-2027 South Bay Race Chart.
 - 8.2.2 The starting and finishing pin will be an Orange inflatable ball drop mark.

9 THE START

- 9.1 The starting line will be between a staff displaying an Orange flag on the RC Signal Vessel (or RC ashore), and the course side of the starting pin mark, as described in Instruction 8.2. The starting area will be in the vicinity of Compass Rose Beach.
- 9.2 The starting sequence for Day 1 races will be as described in RRS 26. The Day 2 distance race may be a self-timed start and finish with between the Orange inflatable ball and the R/C Flag ashore. Competitors may choose to start anytime between 10:30 am and 3:00pm, and will record their own start time, and may pass their start time to the R/C ashore via VHF radio as specified in instruction 15, below, in order to track boats on the course.

10 THE FINISH

- 10.1 The finishing line will be between a staff displaying a Blue flag on the RC Signal Vessel (or RC ashore) and the course side of the finishing pin mark, as described in Instruction 8.1 and 8.2.
- 10.2 The time limit specified for each Day 1 race under RRS 35 will be 45 minutes. Boats finishing with time limit expired will be scored DNF, unless the race is abandoned. Day two competitors will record their finish time and pass it to the R/C ashore via VHF radio as specified in instruction 15, below, or upon return to the beach.

11 PENALTY SYSTEM

The Two-Turns Penalty is replaced by the One-Turn Penalty. *This changes RRS 44.1 and Appendix V1.*

12 SCORING

- 12.1 One race is required to be completed to constitute a series.
- 12.2 When four (4) or more races are completed, a boat's series score shall be the total of her race scores, excluding her worst score.
- 12.3 RRS Appendix A will be used for scoring. The Low Point System (A4) will apply for each race and class. Series ties will be resolved per A8.
- 12.4 Day 2 racing will be scored separately from the Day 1 series.
- 12.5 Competitors are advised to ensure compliance with RRS G.1.2(a)(3) (Identification of Sails - Specifications). Failure to comply without prior notification and concurrence of the Race Committee may result in a protest under RRS G4 and a scoring penalty under RRS 44.3.

13 SAFETY REGULATIONS

- 13.1 Competitors shall check in by hailing their sail number or boat name to the RC Signal Vessel (or RC ashore) before the start of the first race. A boat is checked in when the RC acknowledges her by repeating her sail number or boat name.
- 13.2 Day 2 competitors should check in either before leaving the beach or not later than four minutes prior to crossing the start line.
- 13.3 A competitor that retires from a race shall notify the RC as soon as possible.
- 13.4 Competitors shall wear a life jacket at all times while afloat, except for brief periods while adding or removing clothing, per RRS 40.1 and 40.2. Such device shall verifiably meet the requirements of either the sailor's national authority or of the government regulations that apply in the racing area. The penalty for failure to comply will result in disqualification.
- 13.5 The life jacket must be worn outside of all clothing, except that a thin shirt may be worn over the life jacket to prevent snagging. The life jacket may also be worn in such a way that a full trapeze harness is secured over the life jacket.
- 13.6 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. If sailors wish to wear head protection, it is strongly recommended that they use helmets of European standard EN1385.

14 REPLACEMENT OF CREW OR EQUIPMENT

- 14.1 Substitution of competitors **between races shall be allowed with prior verbal approval** of the Race Committee. This changes RRS 48.2 and IHCA class rule 17.2. Minimum class weights must be maintained for all races.
- 14.2 Substitution of damaged or lost equipment shall not be allowed unless authorized by the Race Committee. Requests for substitution shall be made to the Race Committee at the first reasonable opportunity.

15 RADIO COMMUNICATION

- 15.1 Boats should carry a marine band VHF receiver capable of receiving international channels. All radio communications between the RC and Competitors will be on VHF **channel 73**, or if designated differently at the Competitor's meeting. This is a primary safety feature of Day 2 racing, to track competitors on the course.
- 15.2 Various race information may be provided by the RC as a courtesy to competitors. This does not in any way alter the competitor's responsibility to observe the RC's visual or audible signals, which shall govern the conduct of the racing.
- 15.3 Except in an emergency, and before the first Warning Signal until the end of the last race of the day, a boat that is racing shall not make voice or data transmissions, and shall not receive voice or data communication that is not available to all boats. Transmissions for Day 2 racing self-start and self-finish is allowed and encouraged, per instructions 9.2 and 10.2, above.

16 AWARDS

- 16.1 Megrew's Cup Awards will be presented at an Awards Ceremony ashore at the end of Day 1, after the conclusion of racing and scoring.
- 16.2 The winner of each class shall be awarded 1st place. For more than five boats in a class, a second and third place will also be awarded.
- 16.3 The Fleet 448 member with the overall lowest (best) score in the largest class of boats at the end of Day 1 will be awarded the rotating annual Megrew's Cup.
- 16.4 The RC may confer additional informal awards. Awards for the Day 2 distance race may be conferred at the end of the day, depending on the number of participants. Racing on Day 1 is not required to participate in the Day distance race. Five competitors are needed to constitute a class. An open class is anticipated in addition to at least one Hobie 16 class.

17 DISCLAIMER OF LIABILITY

Competitors participate in the event entirely at their own risk, (See RRS 3, Decision to Race). It is the personal responsibility of each competitor to determine their level of safety. The organizing authority shall not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta. RRS 81, Indemnification, is hereby deleted.

18 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$100,000 (USD) per event or the equivalent.

19 SPECIAL NOTES

- 19.1 Any boat receiving 'hands on' assistance from rescue/mark vessels shall be scored Did Not Finish (DNF). *This changes RRS rule A5.* The RC may decide when a boat or crew needs assistance.
- 19.2 The RC may request redress for competitors who exhibit extraordinary sportsmanship.

Addendum A – Illustrating the Course

No.	Course	Finish
1	(S) A - C - A	(F) Downwind
5	(S) A - C	(F) Upwind

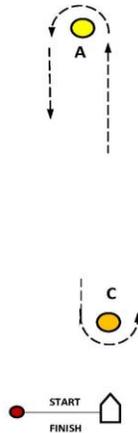
S = Start, A = Weather Mark, B = Reaching Mark, C = Leeward Mark, GATE = Gate (not used), F = Finish

NOTE: Colors and/or shape of marks used in illustrations may not accurately represent the actual color or shape of marks used on the actual race course. Course 5 is modified, as shown. Refer to SI 8, 9 and 10.

COURSE 1 and 2 DIAGRAM and ROUNDING ORDER (Not to Scale)

COURSE 1: START – A – C (or GATE) – A – FINISH

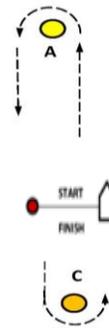
COURSE 2: START – A – C (or GATE) – A – C (or GATE) – A – FINISH



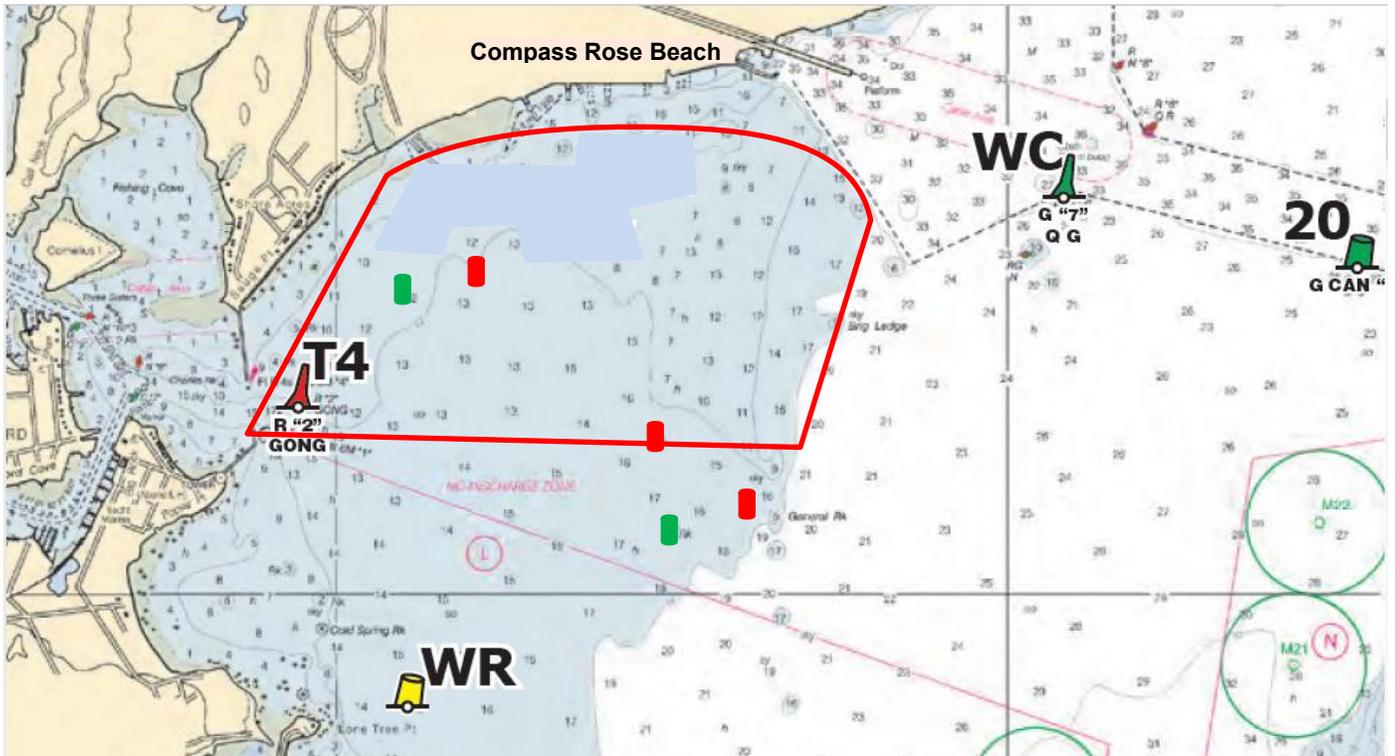
COURSE 5 and 6 DIAGRAM and ROUNDING ORDER (Not to Scale)

COURSE 5: START – A – C (or GATE) – FINISH

COURSE 6: START – A – C (or GATE) – A – C (or GATE) – FINISH



Addendum B – Day 1 Racing Area



Addendum C Day 2 Racing Area

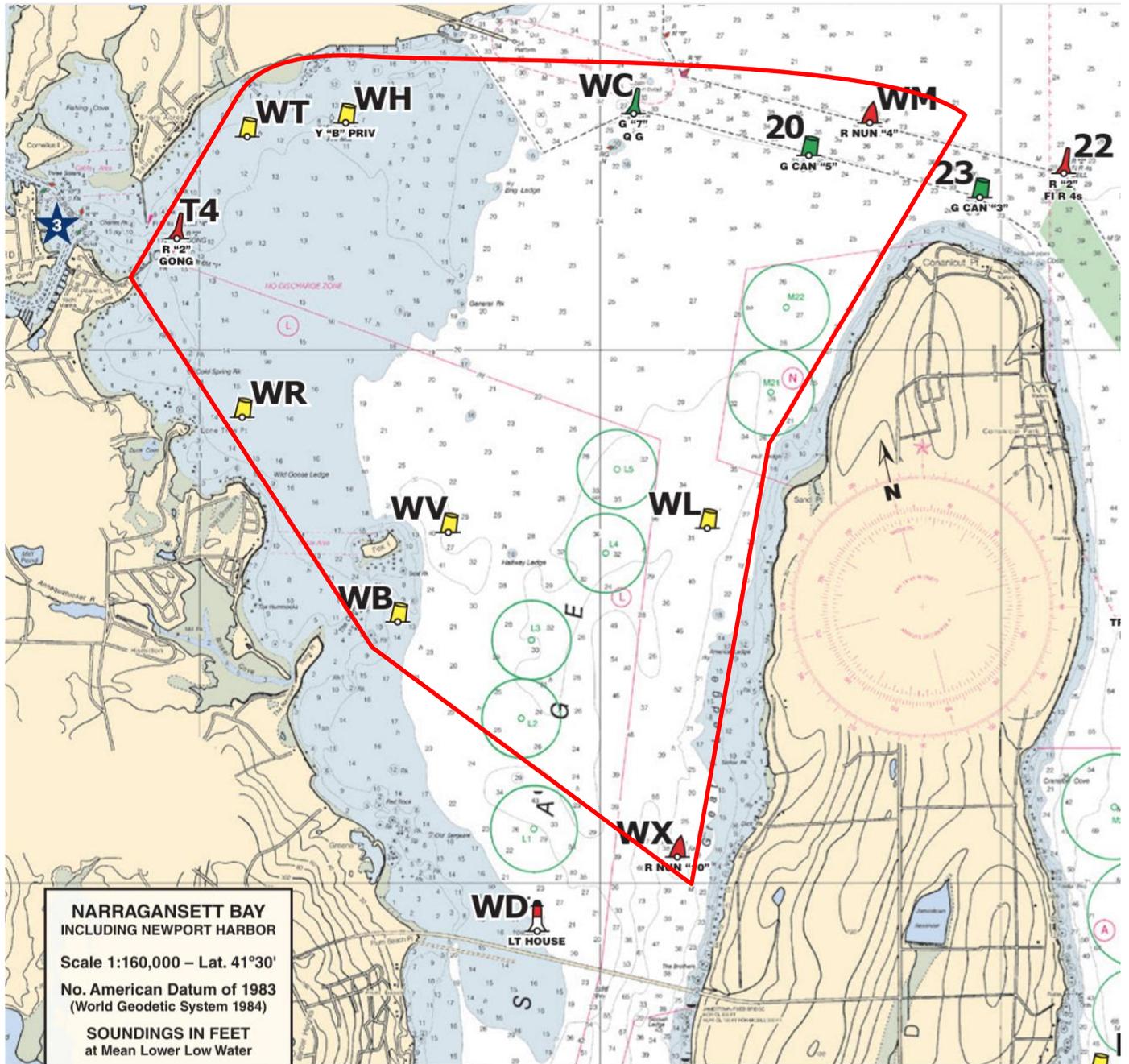


CHART NOT TO BE USED FOR NAVIGATION

