



Middelfart, DENMARK, January 27th, 2023

2022 IHCA Rules Committee Report



1. General summary

2022 turned out to be a watershed year in many ways. Mainly because of the breaking news in November where Hobie Cat Company (HCC) announced they had licensed out the production of Hobie Cat sailboats to Starting Line Sailing. It meant a new beginning in many ways.

Racing activities luckily came back to normal after a couple of difficult years with COVID-19. This included the HC16 Worlds that after more postponements were successfully accomplished in Spain.

2022 became relatively busy for the Rules Committee. A major reason was HCC late in 2021 indicated they would no longer manufacture sails to the Hobie 17 and Hobie 20 classes. It was left up to the International Hobie Class Association (IHCA) to find solutions so actively class fleet-racing members would still be able to buy class legal sails. A task that turned out to be both complicated and time-consuming as we in some areas had to set foot on new land. But after a long and cumbersome process, the necessary solutions and rules could be implemented August 1st. IHCA was unfortunately not allowed by HCC to use the flying HC as class-insignia on new Hobie 17 and Hobie 20 class sails coming from IHCA licensed sailmakers. Hence, a new logo had to be invented. A situation that was not well received by many members.

Another thing revealed during the Hobie 17 and Hobie 20 comment periods is the organization of IHCA may not be clear to all. Some turn it into an “them (IHCA) and us” discussion. It should in this context as well as in others be noted Fleets, Divisions, National Associations, and Regional Associations are all components of the IHCA as spelled out in our constitution. E.g., becoming a member of a fleet = becoming a member of IHCA. We are in other words all IHCA. So, different levels of IHCA clearly have a job to do explaining how we are organized.

At the IHCA AGM held during the HC16 Worlds in Spain the Council was on a submission from the Rules Committee asked to review the relevance of maintaining class rules for:

- Hobie 21
- Hobie Fox
- Hobie 18 Magnum/Hobie SX-18/Hobie 18 Formula

All classes/class variants with no recorded fleet racing activities for years/decades.

The Council decided these classes shall be deleted administratively from the Class Rule Book.

This will happen along with the next regular update.

On a submission from the European Hobie Class Association (EHCA) the Council furthermore decided to change the policies behind App. E by declaring the ruling permanent without geographic restrictions and the originally defined reporting requirements.

Towards the end of 2022 and as indicated earlier HCC announced they had licensed the production of their sailboat range out to Starting Line Sailing (SLS). An entirely new situation for the class, as it basically meant divorce from HCC. It also meant a new beginning with building up relations etc. with the new Hobie Cat licensee SLS. A huge and complicated transition with many aspects involved. It will take time and many issues are still in the pipeline to be sorted out between SLS and IHCA. SLS has luckily signalled a strong commitment for support as they know the importance of a strong class association.



The new situation also required the IHCA Constitution to be amended to reflect the new normal. An updated constitution was ratified by the IHCA Council in December. Part of these updates meant among other things a change to the composition of the Rules Committee (see *point 4.*)

Our class rules will as well need to be amended to reflect SLS has taken over from HCC. A project we will work on in 2023.

2. Activities

Tasks carried out by the IHCA Rules Committee in 2022:

- a) Answering questions from sailors/event organizers on technical/class rule related matters.
- b) Submission of new General Class Rule 18.2 and Hobie Cat Tiger / Wild Cat Rule C.4.3 (c) (*related to the RRS 50.1 (c) trapeze quick release requirement*) to World Sailing (WS).
Approved by WS.
(*WS has following their approval decided to postpone the date mentioned in RRS 50.1 (c) to 1 January 2025*)
- c) Preparation of solutions and class rule changes made necessary after HCC announced they would no longer manufacture sails to the Hobie 17 and Hobie 20 classes.
Summary: <https://hobieclass.com/hobie-17-and-hobie-20-sailmaker-selection-summary-and-status/>
Solutions and class rule changes were implemented August 1st, 2022.
- d) Support to the 2022 Hobie MultiEuropeans by carrying out the duties of the Technical Committee.
- e) Support to the 2022 Hobie 16 Worlds by carrying out the duties of the Technical Committee.
- f) Submission of a change to Hobie Cat 16 Rule 7.3 – raising of the combined minimum youth crew weight to 118,2 kg. The submission had its origin in a IHCA Council decision at the 2022 AGM.
Approved by WS. Will go into effect as of April 1st, 2023.

3. IHCA Class Rules Appendix E status (*HC16 Open & Women Spi rule*)

The following regions and national associations originally requested and were granted the right to use Appendix E of the IHCA Class Rules:

- Austria
- Belgium
- Denmark
- EHCA



- France
- Germany
- Italy
- Portugal
- Spain
- The Netherlands

For 2022, App. E has been used for racing activities in the following nations/associations:

- Austria
- Denmark
- France
- Italy
- EHCA

As a result of the IHCA Council decision to upgrade App. E to a permanent ruling as well as removing the geographic restrictions and reporting requirements this will be the last App. E status report.

4. Rules Committee Composition

Composition of the Rules Committee until the change of the IHCA Constitution in December:

- Jeff Alter (USA) – Alter Family representative.
- Steve Fields (USA) – appointed by Hobie Cat Company.
- Michel Corigliano (FRA) - appointed by Hobie Cat Company.
- Pat Porter (USA) – appointed by IHCA Council.
- Erik Olsen (DEN) - appointed by IHCA Council. (*Chairman*)

Composition of the Rules Committee after the change of the IHCA Constitution:

- Jeff Alter (USA) – Alter Family representative.
- Michel Corigliano (FRA) - appointed by Starting Line Sailing.
- Pat Porter (USA) – appointed by IHCA Council.
- Erik Olsen (DEN) - appointed by IHCA Council. (*Chairman*)

5. Final words

The preparation and implementation of the solutions and class rule changes related to sail situation for Hobie 17 and Hobie 20 did as indicated above require a huge number of hours spent in the



efforts to come up with viable options. And it took a couple of attempts to find options accepted in general.

We had never made it so far, if it had not been for the untiring efforts of Jeff Alter and Rich McVeigh. But also, David Brookes, Hobie Class Association North America (HCANA) and dedicated HCANA class representatives contributed significantly to the accomplishment of this mission. Thanks.

I would also like to thank my fellow Rules Committee colleagues for their fruitful support to our mission. A very special thank you goes to Steve Fields, who we unfortunately had to say goodbye to because of the transition from HCC to SLS and the resulting changes to the IHCA Constitution. Steve's expertise, knowledge, dedication, and contribution to the work of the Rules Committee have been fantastic and always helpful since he came to our committee in 2017. It will be missed for sure.

Finally, and as usual a huge thank you to IHCA Executive Director, David Brookes. His help and support to the Rules Committee can in no way be understated. David is instrumental in the IHCA liaison with WS in the efforts to administrate our WS international classes. With this in mind I sincerely hope the IHCA Executive Committee will be successful in its efforts establishing the necessary income for a continued employment of David. If not we'll be in trouble.

Respectfully submitted

A handwritten signature in black ink, appearing to read 'Erik Olsen', is written over a horizontal line.

Erik Olsen/IHCA Rules Committee Chair