

Grub Tub Worlds & Laser Challenge

Schedule: Please refer to the HYC website for the schedule details.

Eligibility of Skipper and Crew: No restrictions. Life jackets per USCG regulations.

Additional One Design Races: Lasers race will run concurrently with Grub Tubs.

General Information: You do not need to be a HYC member to race. This is a competitive and fun race; please observe all the current right-of-way rules. The 720 rule will apply for all infractions of right-of-way rules. Protest guidelines are simplified to make this a great learning experience for all. See below.

There will be two classes, each with its own start: Grub Tubs and Lasers. The race courses may be different for the two classes; the race committee will decide and notify racers at the skippers meeting and as they come within hail distance before the start.

Timing and signals: Lasers will go first on a longer course to clear way for Grub Tubs.

13:00 – Laser attention horn blown several times to signal one minute to Warning

13:01 – Warning horns for Lasers (start 3-minute countdown)

13:04 – Laser start

13:14 – Grub attention horn blown several times to signal one minute to Warning

13:15– Warning horns for Lasers (start 3-minute countdown)

13:18 – Grub Tub start

Typical start sequence in detail: (after attention horn is sounded)

3 minutes to Start: 3 long horn/whistle blasts

2 minutes to Start: 2 long horn/whistle blasts

1 minute to Start: 1 long horn/whistle blast

30 seconds to Start: 3 short horn/whistle blasts

20 seconds to Start: 2 short horn/whistle blasts

10 seconds to Start: 1 short horn/whistle blast

Loud verbal count down last 5 seconds: “5,4,3,2,1” –

No Other Flags:

Postponement - Verbal instructions.

Abandonment signal flag – Verbal instructions

Individual recall flag - An attempt will be made to notify the infracting vessel by hailing.

Course Change flag –Notification before next race

Shortening Courses –Notification before next race.

A boat intending to protest shall inform the other boat at the first reasonable opportunity and must notify the race committee and an offending boat of the need to do a 720. The boat that may have broken a rule should take the penalty after getting well clear of other boats as soon after the incident as possible. The 720 is two turns in the same direction including two tacks and two gybes.

Protest Committee HYC Simplified:

To improve compliance and offer more chances to learn the rest of the rules, we have created a Wednesday Night Series protest procedure for these casual races. You never learn a rule better than when in a protest hearing. It follows, then, if we can make fast, open protest hearings the norm for Wednesday Night races, legitimate protests would be filed, not dropped, and everyone would learn the rules better by listening to the proceedings.

We will limit protest hearings to no more than 5 minutes and encourage everyone in the fleet to observe, silently. We will choose a judge both parties accept and give each person a minute to tell their side of the story and another minute for cross examination. Then make a decision and, to take the sting out of losing such a protest, use a percentage penalty (20% see USSA rule 44.3c) if there was no collision with damage. This will provide a refresher for those who haven't reread the rulebook since junior sailing class, and new racers won't feel so intimidated by all the rules they have not learned.

A general discussion of the situation and applicable rules after the hearing would be entirely appropriate and healthy. On a day with no protests, a mock hearing or discussion of hypothetical incidents could also be fun and useful. Justice might not be served up perfectly in these instances, but progress toward an overall goal of deciding races on the water would be advanced as, gradually, the more advanced rules would be unveiled.

Allegations of breach of rules, good manners or sportsmanship:

Sometimes we need to be reminded what Wednesday Night Racing is all about. We wish to keep the honor and integrity and most of all appreciation of all sportsmanship at a high level. Please see USSA Racing rules (69.1) for advice on conduct. The Race Committee Chair has the HYC Board's support of the following. It is the RC Chair's decision that a crew or skippers arguing race results to any degree will receive a warning; and prolonged or chronic arguing will result in being excluded from the next race or race series at the discretion of the RC Chair. Proper race management by the committee and adherence to the rules by participants are equally important to maintain the relaxed and fun atmosphere of Wednesday night races.

Scoring and Handicapping: Multiple races will be run (hopefully 6 if the wind is good)

As a one-design class with no “racing” or “cruising” handicaps.

A race will be held for each class even if there are only two boats on the line. If there are less than 2 boats on the line for a class, there will be no race that day.

Scoring: In the event of multiple races, we will use Low Point Scoring for both classes: 1 point for 1st place; 2 points for 2nd; 3 points for 3rd; etc. PMS, DSQ, DNF = 1 point more than the number of boats in a class for that race. DNS = 1 point more than the greatest number of boats in the class for the event. Lowest score at the end of the event wins.

Ties: If a tie results at the end of the event, the winner will be the boat or skipper with the greatest number of 1sts, 2nds, 3rds, etc. in races counted for each boat. Further ties are decided by the best head-to-head results in all races in which both boats rank as starters (the winner is the boat which beats the other the greatest number of times regardless of actual finish position). Further ties will be decided by the greatest number of 1sts, 2nds, 3rds, etc. in all of the races of the event.

Throw outs: **No throw outs.**

Trophies: First place in each class. Honorable mention for runners up.

Good Luck and Safe Sailing!

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