

## **MODULE 11: RACE OFFICER TASKS MANAGING HMS SCORING**

### **1. OBJECTIVE**

At the conclusion of this module, you will be familiar with all the requirements of the Race Officer in handling the HMS scoring system.

### **2. REFERENCES**

For this module, you will need access to the current versions of the following references:

- a. Racing Rules of Sailing 2017 – 2020 (RRS);
- b. ARYA Race Management Manual 2017 (ARYA RMM);
- c. ARYA Standard Notice of Race (ARYA SNOR);
- d. ARYA Standard Sailing Instruction (ARYA SI); and
- e. Heat Management System 2016 v1a (HMS 16).

### **3. SUGGESTED READING**

Have a read of the following (most of the answers can be found here):

- a. Racing Rules of Sailing:
  - Appendix A.
- b. Heat Management System (HMS)
  - 2016 v1a Rules and Advice Notice
  - Scoring V3 – Excel Program.
- c. ARYA Race Management Manual 2017:
  - Page 12            15. Fleetboard administration
  - Page 12            16. Corrections Due to Scoring Errors etc.
  - Page 14            18. Results
  - Page 24            Part 22.1.8 Finish
  - Page 28            Part 22.2.7 Scoring
  - Page 29            23. Managing the Fleet Board.
- d. ARYA Standard Sailing Instructions:
  - Page 2            1.2 Rules
  - Page 4            10 Time Limit and Time-out Limit
  - Page 5            11.4 Protests and requests for redress
  - Page 5            12 Scoring
  - Page 5            13 Withdrawn Boats
  - Page 7            Appendix A: ARBITRATION

#### 4. RACE OFFICER DUTIES MANAGING HMS SCORING

The Heat Management System (HMS) is used at most radio sailing regattas. It can be used for scoring when there is one fleet, or when there is a requirement for more than one fleet.

The HMS allows for the regatta to be sailed in one fleet when there are less than 24 entrants and recommends that the number and size of fleets be kept as few as possible. Many Race Officers will move to a multiple heat system when there are 20 or more boats, or if the wind and wave conditions are such that it may be safer to reduce the number of boats on the water in any one heat.

The venue also must be considered when establishing the maximum size of a fleet. The available length of a start-line, length of the first windward beat, size of course, any obstructions and prevailing winds must also be taken into consideration when determining the maximum fleet size.

HEAT / FLOTTE / RACE		A	B	C	D	E	NEXT
1	IN PROGRESS	CONDIE Scott 06	OLSON Tom 5	ALVAREGA ASER Roberts 02	CLEAVE John 00	MARIN Alexandre 01	
		ROSEKINDL Yannick 22	BROWN Timothy 07	TURTON David 09	VINAKA BARCA Jane 11	LINDSTROM Clive 14	
		COHEN Stephan 28	PUTHOD Pierluigi 12	PEYDE Philip 23	SABIS Rym 40	WALSH Robert 25	
		STOLLERY Peter 39	SALVADORO Rigoletti 15	KING Josh 26	SELTEI Guillermo 41	BO JONSSON Mikael 43	
		VESANOVIC Vedran 44	ROUSE Michael 18	HACKETT Craig 29	ENWALL Thomas 50	VAN DER KAMMER Ivo 57	
		BIRKS Nan 83	PATRINI Paolo 24	MONTERO Patricia 38	WONDELLI Maurizio 52	LUTZE Rainer 58	
		BANTOCK Graham 95	JELACIC Zvonko 35	BROWER Jerry 42	EDWARDS Tony 75	KIRAG Minso 59	
		ATHENOUR Ludovic 97	KLEN Terjeil 47	ZARUB Kaya 54	SIENORELLI Marco 80	POLLONO 61	
		ROBERTS Martin 122	VALVERDE ALCAHAL Jose 48	GOLIBSON Mark 55	BREWER Barry 81	CARRE Alvaro 73	
		TAN Kevin 161	DUBREUIL Romain 77	WALLACE Stan 69	GILLISSEN Houk 99	GINES Rainers 74	
		CRACCO Christel 168	DASSHO Stefan 82	VICKERS Ian 71	COHEN Oliver 100	ANDRESEN Berne 93	
		REID Andrew 174	ROBB Kirwan 94	CARRE Cahlo 78	FATTORI Santiago 107	ANTONIO BICCHIERI Federico 116	
		STRAY Odd Ormud 190	BOELL Gary 171	RUDONI Gianluigi 115	TAKS Peter 149	ALAZIA Marc 188	
		WEISS Oliver 293	COPOLLETTA Francesco 194	BROWN Nigel 155	OTT Gabriele 150	L'YANASSAKI Haidis 191	
		LIGER Karler 871	BOURREVEL Laurent 195	EKEY John 193	BALLINGTON Darrin 198	BUONICCONTI Riccardo 197	
						VISANAN Yuzumasa 911	

The tasks a Race Officer must ensure are completed when HMS scoring is used include the following:

- Prior to the regatta, if multiple heats are to be used, obtain a copy of the ranking list and allocate skippers to the seeding heats in accordance with the instructions in HMS.
- Make a decision regarding whether the promotion and relegation will be 4 boats per heat (Schedule B) or 6 boats per heat (Schedule C). Schedule C (6 boat promotion) may only be used when there are 24 to 76 competitors. HMS allows for either, but keep in mind that skippers have come to sail, and using a 6-boat promotion and relegation will allow for greater racing opportunities for more skippers.
- When considering using schedule C, check that promoting 6 boats will not put the number of boats in a heat over the maximum permitted, requiring an additional fleet to be run.
- Check with the scorers that all the skippers who have entered the regatta have turned up and are ready to sail.
- Inform scorers of any skippers not starting or retiring from a race.

- Inform scorers the outcome of Protest or Redress hearings.
- Assist the Head Scorer in updating the fleet board as required.

It cannot be stressed enough, that there must be ongoing and clear communication between the Race Officer and the Scorer. In the heat of the action, it is a common Race Officer error to neglect to advise the Scorer in relation to decisions that affect the scores, or the outcomes of protest hearings.

For example, if a boat retires after being advised that they were observed to have sailed an incorrect course, the Scorer must be informed of that outcome.

## 5. **MANAGING THE FLEET BOARD**

The fleet board is managed in conjunction with the Scorer. Allow them to do their job, but it is a good idea for the Race Officer to keep an eye on the board to ensure that your instructions are being followed.

At the commencement of the regatta:

- Place skippers on the fleet board according to the Seeding race allocation.
- Run the Seeding races as per HMS Instructions.
- Then put all skippers' numbers on the board in correct order of finishing in their respective seeding heats. (Note that there is no Time-Out limit in Race 1.)

Always put boats on the fleet board in order according to the score sheet for each and every heat including DNF, DNS, and DNC etc.



Make certain that the only people who can alter the fleet board are those who are authorised to do so!

Do not let the skippers near it, except to read when they are scheduled to race!

Anne Walker and Lorna Bantock – two of the best scorers and fleet managers in the business

## 6. **RACE 2 – SCHEDULE A: ALLOCATION FOLLOWING THE INITIAL SEEDING RACES**

Be aware that in HMS, for Race 2 the situation with regard to promotion and relegation is slightly different from the process in the rest of the regatta. The number of boats promoted and relegated might be different, to balance up numbers in each fleet. It is not always straightforward and Schedule A for Race 2 should be followed carefully.

Let's look at an example:

Use HMS Schedule A to determine the number of boats in each fleet. Assume there are **34** boats in 3 seeding heats and you are using a 4-up and 4-down schedule. Race 1 will have had 11, 11 and 12 boats in each heat. Following the completion of the Race 1 seeding races, the fleet board needs to be arranged as follows:

- move the 4 top placed boats from each seeding race into Heat A to give the correct number as per Schedule A, resulting in 12 boats in A fleet
- move the next 3 finishing positions in each seeding race to Heat B, giving 9 boats in B fleet
- and the remainder from each seeding race into Heat C, giving 13 boats in C fleet.

#### **Run Race 2 Heat C**

*13 boats start Heat C. At the conclusion of Heat C, put the top 4 boats from Heat C into Heat B and put the remainder on the board in correct finishing order under Heat C.*

#### **Run Race 2 Heat B**

*13 boats start Heat B. At the conclusion of Heat B put the top 4 from Heat B into Heat A; and put the remainder of Heat B on the board in correct finishing order under Heat B.*

#### **Run Race 2 Heat A**

*16 boats start Heat A. Place all of Heat A on the board in correct order of finishing.*

NOTE: At this stage, do not move any boats from one fleet into another – i.e. NO RELEGATIONS! Just list all boats in their correct finishing order in that heat on the fleet board.

### **7. RACE 3 and SUBSEQUENT RACES – SCHEDULE B**

For the remainder of the regatta, use Schedule B

To set up heats for Race 3:

- i. Start with the lowest Heat (*Heat C*) and make up the required number of competitors for this heat using all of the Heat C finishers, *the 4 relegated boats* and *the next lowest placed boat* in Heat B of Race 2. This should make up a fleet of 14 boats.
- ii. Then make up *Heat B* using the remaining boats in Heat B *plus the 4 relegated boats and the next 2 lowest placed boats* in Heat A of Race 2 to make up the required numbers. This should result in 10 competitors showing in Heat B and 10 in Heat A. (Recall that there were 12 in Heat A in Race 2, but now there are only 10).
- iii. Confirm numbers are correct for each heat.

**AFTER RACE 3** the regatta continues, using the 4-up and 4-down principle.

### **8. SUGGESTIONS FOR MANAGEMENT OF THE FLEET BOARD**

By ALWAYS putting each and every heat in order of finishing before moving the top placed 4 (or 6) up to the next heat, or relegating the bottom 4 (or 6) down, it is very easy to confirm boats in each heat, and to make changes if needed (e.g. if a high-placed boat becomes a RAF (retired after finishing) or DSQ etc.)



## 9. **PROTESTS**

- i. If a Protest is to be heard, place both skippers' numbers on the fleet Board as they finished the race but turn both skippers' numbers upside down on the board. When resolved, turn skippers' numbers the right way up.
- ii. Then adjust the order of finish if needed; e.g. DSQ or RAF (retired after finishing) to last position on board in respective heat.
- iii. Proceed with promotions and relegations, and run the next heat.

## 10. **MANAGING DEAD HEATS ON THE WATER**

In the situation when the finish line judges are unable to separate boats on the finish line, the boats share the points for the positions they cover. For example, if three boats dead heat for places 7, 8 and 9, each of the three boats receive 8 points for that race. The next boat to finish still receives 10 points.

The scores for those boats that were unable to be separated must be manually entered into the HMS spreadsheet.

## 11. **HOW TO MANAGE SCORES FOR REDRESS**

Firstly recall that redress can only be awarded following a protest hearing. The Protest Committee may award a score different from that achieved during the race. Redress may be awarded as:

- an average of preceding races – use the 'RDGave' option and the system will calculate average points
- an average for the event – use the 'RDGfix' option and calculate points at the conclusion of the event. These will need to be entered manually
- some other points value decided by the Protest Committee – enter the figure manually using the 'RDGfix' option.



Harry Drenth – one of the world’s leading scorers in action at the 2015 IOM World Championships in Foster City San Francisco USA.

**12. HOW TO MANAGE BOATS THAT WITHDRAW**

Use the WDN option to indicate that a boat has withdrawn from the event. Boats may re-enter the regatta at a later time and will re-commence racing in the lowest fleet.

**13. HOW TO BREAK A TIE FOR THE OVERALL REGATTA SCORE**

Boats that finish the regatta on equal points are separated by listing their scores in order from their best score to their worst. The boat with the greatest number of first places wins the tie.

If neither boat has finished in first place in a race, or both boats have the same number of first places, then the most number of second places will prevail – and so on throughout the list. Discarded race scores are not included in this process.

In the event that both boats have identical scores, the tie is broken by establishing which boat finished ahead in the last race of the regatta. If that was a tie as well, then look at the second last race.

**14. HOW TO MANAGE TIES FOR PROMOTION AND RELEGATION**

It may be extremely rare, but there are situations in which a tie must be broken for the purpose of promotion or relegation in a race.



For example, there may be 5 boats that are recorded as DNF in a fleet which is sailing under a 4-up and 4-down regime. In order to decide which 'lucky' boat will avoid relegation to the lower fleet, the same system that is used to break a tie for the overall result is used. The boat with the highest number of first places will win the tie. If there are multiple boats with the same number of first places, then the boat with the most second places will prevail.

In HMS, discard scores are included in the tie-break process. HMS 1.5(a) amends Appendix A8. Normally in Appendix A, discard scores are excluded from tie-breaks, but in HMS they are not. However, in HMS, the finishing place in Race 1 is excluded from the tiebreak system.

There could also be two or three boats that finish in equal 4<sup>th</sup> place in a 4-up/4-down regime. The boat that is promoted is established using the same system as tie breaks for scoring.

## 15. AMENDING THE NUMBER OF BOATS PROMOTED AND RELEGATED

There are situations in which it may be sensible to alter the number of boats that are promoted and relegated at the end of each heat. These include situations in which a number of boats withdraw during an event, or if the weather conditions dictate that it would be sensible to reduce the number of boats sailing in a given heat.

The HMS program allows the Race Officer to make amendments prior to the commencement of a race. Instructions on how this is achieved are contained in the HMS Instructions, but the main thing to understand is that this option is available to a Race Officer.

END OF MODULE 11