

PREAMBLE

It is inevitable that use of this document will reveal errors, deficiencies and areas where improvements can be made. It is, therefore, a working document that may develop as the need arises. Please report any queries or proposed amendments to the MYA Racing Officer.

12 HMS SCORING FOR THE RACE OFFICER

- 12.1 You know that the HMS Workbook takes Heat results sheets in and produces boat scores and fleet positions but does not provide any of the mechanics needed to run an event using HMS as a racing system. Specifically, it does not manage promotion from Heats nor division of the fleet into Heats for the next Race (i.e. relegation), though it helps with the information you may need to do these things. Here are some of the matters which may take your attention to ensure the information output from the Workbook is as reliable as possible.
- 12.2 The Workbook only does six things:
- Rejects an unknown sail number when Heat results are recorded.
 - Reports a sail number without a result when a Race is completed(*).
 - Reports a sail number that has been recorded more than once in a Race(*).
 - Calculates points for the off-piste outcomes: DNF, NSC, RET, OCS, DNS, DNC, UFD, BFD, DSQ, DNE, WDN, RGDfix, and RDGave.
 - Automatically assigns discards after Race 4, Race 8, etc.
 - Automatically breaks *score ties* at the end of a Race.
 - (*) This is the drawback of the HMS Workbook not knowing which boats should be in which Heats. It only knows about these errors at the end of the Race.
- 12.3 You already know about helping the Finish Line officials to produce clean Heat result sheets.
- All sail numbers must comprise at least two digits or letters. If there is a boat with a single-digit sail number, it must be changed to have a leading '0' (zero).
 - Where two or more boats have the same sail number, one of them must be changed. A prefix of "1" is usual, a suffix of "1" acceptable.
- 12.4 Be prepared for off-piste results and have plans which anticipate them.
- The Scorer needs a Heat results sheet which unambiguously lists the sail numbers in their finishing order. This is the best way to avoid scoring problems.
 - It may help to know that presenting a clean, *revised* Heat results sheet to the Scorer, if at all feasible, is the fastest way of resolving a scoring problem.
 - It may also help to know that the competitors are your best bug catchers; place an end-of-race printout on the noticeboard at your very earliest opportunity.
- 12.5 **Redress**
- Welcome **RDGave of scores in previous Races** from the Protest Committee. It is generally regarded as fair, it is easily recorded, and hopefully gives a fractional value which avoids ties.
 - Scream in horror at any attempt to give average points *which includes future Races*. If the intention of the Protest Committee is that an average be given which is the average for the day or for the event, for example, then provision for a fixed points value, **RDGfix**, must be made, and the required points calculated manually at the end of the day or event, or **when the fleet is re-divided**, as required.

- Discourage **RDGfix** (but unavoidable for Race 1 in a multi-heat event) if you can. It may trigger ties, or the appropriate points may only be available after one or more future Races, both cases giving you a headache if and when the fleet needs to be re-divided.
- Scream in horror at any attempt to give redress as a change to a finishing position (this is not permitted in HMS), as distinct from a change to points, ie **RDGave** and **RDGfix** (except of course for incidents on the final leg of a heat, which is permitted under HMS).
- If the Protest Committee insists on position redress, ask (require?) for complete clarity on the revised Heat results and finishing positions of all boats in the Heat so as to ensure the Scorer properly implements their redress intention. Accommodating redress position changes in the Workbook can be non-trivial, particularly if more than one boat has a mandated position change where the resulting Heat positions can be different depending on which of the position changes were implemented first.
- To deal with an incident on the final leg which affects promotion, the Protest Committee may wish to give redress to an infringed boat by giving it a promotion position.
 - Encourage the Committee to assign the boat to the promotion position it thinks the boat deserves; other boats will be moved down one position.
 - The Committee may decide to give the boat promotion without changing the promotion positions of any other boats under RRS 61.4(c).
 - In this case, the boat does not appear on the Heat results sheet of the current Heat. Instead, it is an extra boat scheduled to sail in the next Heat.
 - This is NOT a problem for the Scorer or the Workbook. All boats will be recorded and given points correctly. If there are 25 or more boats in a Heat, see 13.3 of the Full Instructions document which explains how the Workbook can score such a situation.
 - It is of course a problem for race management because you and/or the Fleet Board Officer will have to remember to relegate an extra boat from that Heat when constructing the schedule for the next Race, and you will have to warn the competitors accordingly.

12.6 Ties

- A dead heat on the finish line generates a tie, and if any of the boats is in promotion position this is a headache.
- **RDGfixes** that create a tie with another boat on either a promotion or relegation boundary can provide another headache. Note that such an issue is not flagged by the Workbook.

12.7 Boat sailed in the wrong heat

Here is a suggested approach to this headache. Note that it will be subject to the usual sob stories of aggrieved competitors; fortunately, these will be heard by the Protest Committee.

- Delete the boat's sail number from the Heat results sheet of the wrong Heat it sailed in. Then:
 - If the boat sailed in a lower Heat than it should have, no further action should be needed. The Fleet Control Board should be unaffected.
 - If the boat sailed in a higher Heat than it should have **and** it had finished in a non-promotion position in a lower Heat, it already has points. No further action should be needed. The Fleet Control Board should be unaffected.
 - If the boat was in a promotion position in a lower Heat and sailed in the wrong higher Heat, record it **DNC** in the Heat it should have sailed in. The Fleet Control Board should be unaffected.

- ## 12.8 Do what you can to manage the Protest Committee. Work with the Protest Committee Chair before the start of the event to anticipate redress and wrong boats in a Heat. If you are managing a modest event and/or there is no nominated Chair, well, this is for your own preparation. In summary:

- **RDGave** of the boat's scores in its previous Races is the default for redress.
 - **RDGfix** is for redress when **RDGave** isn't fair or possible.
 - Change a boat's finishing position ONLY if it was fouled on the final leg.
 - Simply delete a wrong heat boat from the Heat results sheet. And if the boat was in a promotion position in a lower Heat and sailed in the wrong higher Heat, record it **DNC** in the Heat it should have sailed in. In all cases, the Fleet Control Board should be unaffected and nothing more needs to be done.
- 12.9 Work with the Finish Line Officials before the start of the event to anticipate Heat results sheet problems. In summary:
- Clarify how to mark up a Heat result sheet to make a dead heat very clear to the Scorer.
 - Every sail number crossing the finish line must be listed, including sail numbers re-crossing the line, regardless of any issues.
 - AFTER every line crossing has been listed, boats which have crossed the line may be annotated (but their positions must NOT be changed) with **OCS**, **NSC**, **RET**, **UFD**, or **BFD**, if these outcomes have been communicated by an event Official.
 - Boats which did not cross the line may then be listed at the bottom of the Heat results sheet (in any order) with **DNF**, **DNS**, **DNC**, **UFD**, or **BFD** annotations, again if these have been communicated by an event Official. A boat may claim or state "Retired" or "Withdrawn" or "Disabled" or similar to the Finish Line team, but such claims are only to be listed as **DNF**. It is for the Race Officer or Protest Committee to decide if a **DNF** should be a **RET** (in case of damage to another boat, if it caused another boat to become disabled RRS E4.3(c), or if out of radio control RRS E2.3).
 - Annotation to the Heat results sheet for **DSQ**, **DNE**, or **WDN** should only be done in consultation with the Race Officer.
 - The Heat results sheet should not be annotated with phrases such as "Protesting", "Protested", "Observer reported incident", etc, these are cases which the Observer(s) should report to the Race Officer directly.
 - Should it become apparent that the listed order of finishing is incorrect, the Officials should make whatever amendments (scribbles) on the Heat results sheet that helps them construct the correct order, especially if they receive input from competitors or observers. They should then prepare and provide a new, clean, and correct Heat results sheet.
 - Should it become apparent to the Officials that a listed sail number is incorrect, it should be crossed out and the correct sail number listed next to it. In general, a sail number must be listed as it is shown on the sail, and not as the Official might think the sail should show; they should note any uncertainty on the sheet next to the number.
 - A Heat results sheet with any annotations, or extra markings, or if reconstructed, must be passed to the Race Officer and not directly to the Scorer. The Race Officer needs to know about possible issues first.