

# CHANGES TO HMS 2014, SSIs & SCORING SOFTWARE

- When using HMS the handling of boats that are unable to sail has been made simpler for the race committee, which will both save time and not upset competitors who are rescheduled. Competitors in the lowest heat stay 'scheduled to sail' until the number of boats in the lowest heat still able to sail reach a minimum number, at which time **the race committee shall reschedule and withdraw the boats that are unable to sail.**
- The SSIs have been adjusted to match the new version of HMS
- The scoring software has been updated to match the new version of HMS.
- New versions of the documents are available in the MYA Members Area Knowledge Base

The Procedure for Withdrawing Boats is described in more detail below:

## The problem

The problem currently occurs when the number of boats sailing changes due to boats being unable to sail as a result of equipment failure etc. Any re-scheduling may affect the size of each heat and competitors may find themselves in a heat different from the one they expected from their position in the previous race. There is a further problem in differentiating between boats 'temporarily unable to sail' and those 'permanently unable to sail'. Under some conditions, such as heavy weather, the number sailing may fluctuate due to some retiring from racing and/or returning after repairs, which in turn may need further re-scheduling and briefings, with the subsequent reduction in the time available for sailing.

HMS has always recognized the problem of boats rejoining racing by comments at the foot of the schedules and in the Advice Notes and permits deviation from the lowest heat of the schedules when it is advantageous to do so, provided the number of boats do not exceed 20. However the words used have often led to confusion within the race committee as to when to re-schedule the heats and how to score boats that have withdrawn from racing.

That situation has now been addressed in HMS 2014. There is a change of emphasis with the **race committee** positively withdrawing boats from those scheduled to sail.

## The solution

The solution is to notionally retain 'boats unable to race' in the lowest heat, where they are recorded as DNC, until such time as there are too few boats to give acceptable racing. When the number of boats still able to sail in the lowest heat reaches twice the number of boats to be promoted, i.e. **8**, if 4 are to be promoted (Schedule B) and **12**, if 6 are to be promoted (Schedule C), then the race committee shall reschedule. Before that number in the lowest heat is reached, boats may retire from racing and return with little effort for the race committee and without the need for re-scheduling.

When that number is reached **the race committee shall withdraw the DNC boats** and reschedule the heats according to the schedules. This is easy to remember and should remove race committee's decision-making and re-scheduling time, which has led to delay in the past.

The race committee's ability to reschedule the heats is retained if it will be of benefit to the event, so it may occur before the low level limit is reached. For instance, as boats drop out from racing it may be possible to reduce the number of heats, so enabling more heats to be completed.

Since those boats recorded as DNC in the lowest heat have in reality retired from the racing, they are to be scored as such and receive one more point than the number of boats competing in the event i.e.: fleet +1. This scoring also applies to withdrawn boats, which have a special scoring abbreviation WDN.

Boats in the lowest heat that have actually sailed in the heat but have had some problems and are recorded as DNS, OCS, DNF and RET, benefit from the reduced number of boats sailing when the heats are re-scheduled and score points as for all other heats i.e.: heat +1.

When an event that starts as a multi-heat event is reduced to a single heat, the scoring for what is now the lowest heat continues. So boats that fail to finish still get heat +1.

It is worth noting that where all boats sail together throughout the event (single heat events) no boats are ever withdrawn from racing. They are still part of the fleet and are recorded as DNC which enables them to simply rejoin the racing when possible. ALL boats that fail to finish ( DNF, RET, OCS, DNS or DNC ) and those disqualified (BFD, DSQ, DNE or DGM ) get a score of fleet +1

### **Changes to the SSIs.**

The changes reflect the adjustments made to HMS and clarify the situation regarding events where all boats sails together (single heat events).

### **Changes to the Scoring Software.**

The new version (HMS2014 Scoringv2.xls) applies the new rules for scoring boats that are unable to sail. In addition, to avoid possible misuse, a redress score of 'event average' is no longer available automatically. If carelessly mixed with 'average of preceding races' it would give a silly result.

MYA Racing Regulations Team June 2014