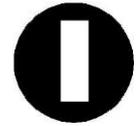


# IOM ICA

## Resolution Proposal



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| <b>Date of Submission:</b><br>27 <sup>th</sup> April 2015. | <b>Submitting NCA:</b><br>CROATIA |
|--|-----------------------------------|

### **Submission Title: HEAT RACING SYSTEM**

#### **Present Situation:**

Current heat racing systems used on IOMICA Championships is HMS (Heat Management System).

#### **Proposed Change:**

Replace HMS with SHRS (Simple Heat Racing System) – complete text in attachment.

#### **Justification:**

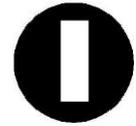
SHRS is giving following advantages:

- Same number of heats sailed by each competitor
- Increase of maximum number of boats on the championship (80 with 5 heats of 16 boats up to 90 with 5 heats of 18 boats) making much easier race management and umpiring
- Reduce of number of requests as there is no promotion nor relegation
- More close racing with smaller difference in overall points requiring race tactics to be sail to win each race instead of keeping the place to remain in the heat
- No delays for waiting of protest hearing decisions
- No need to any heat re-scheduling in case of withdrawals
- Final heats raced on the second half of championship can be organized independently giving more freedom to the schedule of races (for example some heats racing in the morning, while other race in afternoon)

Comparison between HMS and SHRS is given as follows:

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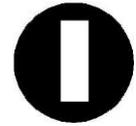
## Resolution Proposal



|   | <b>HMS</b>  | <b>SHRS</b>  |
|---|---|--|
| <i>Number of heats sailed by competitor</i>         | Some competitors sails more heats than others   | All competitors sails same number of heats.  |
| <i>Request for redress</i>                          | Number of requests for redress are increased with interest to stay in a heat  | No promotion nor relegation and no reason for request for redress because of that.   |
| <i>Race tactics</i>                                 | Usually the main tactic is to stay in a heat and race on average level  | For overall victory, every heat has to be sailed to win. Every point counts and there is no reason to sail for 10 <sup>th</sup> or 11 <sup>th</sup> place. |
| <i>Redress</i>                                      | Special rules for redress are needed with promotion only for incidents on the last leg  | No need for any special rule for redress. It can be given as prescribed in Appendix A with easy calculation of average of points.                          |
| <i>Time limit</i>                                   | Special rules for time out limit if more than 6 boats are still racing after original time limit. No time limit in Race 1   | No need for any special rule. It can be simply defined as time for first boat to finish and time after the first boat within all other boats shall finish  |
| <i>Scoring within the heat</i>                      | Top 6 places in heats B and lower does not count meaning that boats are just sailing to finish without any actual racing  | Each heat is race for itself and it victory is each heat has same value  |
| <i>Number of boats in a heat</i>                    | For championship with 76 entries heats there are 20 boats in 5 heats. Last championship showed that optimum number of boats in a heat for effective racing and umpiring is about 16 | For a championship with 80 entries, they can be divided in 5 heats of 16 boats   |
| <i>Overall scoring</i>                              | Differences in total points are quite high making events sometimes decided at its half or two-third   | Smaller differences in total points makes event more intense and interesting. The principle is always - Sail to win each race                              |
| <i>Waiting for protest hearing</i>                  | Any protest involving promotion delays racing   | There is no delay as each heat is race for its own.  |
| <i>Withdrawal of boats and re-schedule of heats</i> | Special rules for boats withdrawal  | No need for any special rule. Appendix A simply applied  |

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SHRS has been applied on different events in Croatia in last two years with great satisfaction of sailors and race managers.

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| <b>NCA Representative:</b><br><br><b>Zoran Grubiša</b> |  |
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