

# EORS 2009

- Sailing Instructions
- **The Equal Opportunity Racing System 2009**
- Guidance Notes

**EORS** 2009 is designed to be simple to use for a large entry at club level in events, which are not required to use the MYA's racing system. To this end Sailing Instructions, the System and Guidance Notes have been collated to help club race officers do their work more easily.

**EORS** does not restrict the number of boats in a heat. It maintains the original principles of the RRS, by rewarding those who sail the course properly with a score better than those who DNF etc. It gives a finishing place and deserved score to slower boats that don't finish within the simple Time Out Limit.

Originally conceived by Peter Stollery, **EORS** is a close simulation of a fleet race, in which all boats race together, and applies to radio racing in two or more heats. In the first race the heats are seeded to contain boats of mixed ability. From the results of this race, an order is obtained allowing the formation of heats containing boats of similar ability. In the following races, the four leading boats of a lower heat are promoted to the next higher heat, allowing every boat, from whichever heat she started, the opportunity to improve her overall position and the chance to win every race.

# Sailing Instructions for use with **EORS 2009**

## 1 General

1.1 Except where additional instructions are permitted in Sailing Instruction 5 the race committee shall not modify these instructions or any other rule of the RRS, MYA or **EORS 2009**.

## 2 Racing Rules

2.1 Racing shall be conducted under the current Racing Rules of Sailing (RRS), these Sailing Instructions and the Equal Opportunity Racing System (**EORS 2009**).

2.2 RRS E4.5 (a) is amended by deleting "However she shall not be released between the preparatory and starting signals"

2.3 RRS E5.2 is amended by substituting the second word " protest" by "protests".

2.4 RRS E5.5 (a) is amended by deleting (f).

2.5 RRS E6 (b) is amended by adding "or owner's" after "competitor's".

2.6 RRS 78.2 is replaced by "Except in the circumstances permitted below and for MYA and ISAF RSD International classes only, the valid rating certificate or a facsimile of the valid rating certificate for the boat shall be produced to the race committee at any time requested during the event. On the occasions that this certificate is not available at the event, but the competitor claims that one exists, the competitor shall sign a declaration to that effect and produce the certificate to the race committee within seven days of the end of the event".

2.7 RRS 89.3 and Appendix A are amended - for "series" read "event".

## 3 Class Rules

3.1 The International Class Rules or, where none exist, MYA or specific Class Association Class Rules shall apply.

## 4 Briefing, Announcements and changes to Sailing Instructions

4.1 These shall be preceded by a loud sound signal specified at the initial briefing which shall be held before the start of racing to announce:

(a) a description of the course, the marks, the start and finish lines, the order and sides of the marks to be passed and the sound signal for shortening the course and the limitations of the control and launching areas.

(b) instructions to take account of local conditions, course and notice board locations, rescue facilities, safety matters, frequency control, protest procedure, refreshment breaks etc.

(c) any changes to the racing times set out in Sailing Instruction 5.4.

4.2 Further announcements and changes to the Sailing Instructions may be made at any time between heats.

4.3 Changes to the Sailing Instructions shall be confirmed in writing and displayed on the notice board.

4.4 Unless otherwise prescribed in the notice of race issued at least two weeks prior to the event, to clubs likely to provide entrants, the initial briefing shall start at approximately 09.45 hours and on subsequent days the briefing shall start at approximately 09.15 hours.

## 5 Racing Times

5.1 Racing shall start as soon as possible, but not less than 15 minutes, after the briefing start times set out in Sailing Instruction 4.4.

5.2 As soon as is practicable after a heat is completed, the warning signal for the next heat shall be broadcast.

5.3 Unless authorised by the race committee, competitors shall sail during the racing times only when they are scheduled to sail. When this rule is broken, RRS E5.8 may be applied.

5.4 Except where an announcement is made during the initial briefing or in exceptional circumstances when all competitors agree, racing shall continue until the following times, set by the race committee:

(a) during the event, no heat shall start after ..... hours. Any heat shall be abandoned if the first boat has not finished before ..... hours.

(b) at the end of the event, no race shall start after ..... hours. Any race shall be abandoned if the first boat in the 'A' heat has not finished before .....hours.

## 6 Time Out Limit

6.1 The Time Out Limit for racing after the first boat in a heat finishes shall be 4 minutes.

## 7 At the finish of a heat

7.1 At the end of the time out limit for racing after the first boat has finished, the race committee shall judge and award finishing places to any boat(s) still racing provided that the boat(s):

(a) started before the first boat finished, and

(b) sailed the course, passing marks of the course on the required side in the correct order so that a string representing her wake after starting to her position on the water at the expiry of the Time Out Limit would, when drawn taut, lie on the required side and touch rounding marks, and

(c) continue(s) to sail the course until instructed by the race committee.

7.2 Entangled boats are still sailing the course provided they complied with 7.1a) and b) before the entanglement.

7.3 All other boats on the water and without a finishing place shall be recorded OCS, BFD, DNF or DNFP as appropriate.

## 8 Scoring

8.1 When racing is in two or more heats, **EORS 3.5** shall apply, but in one heat races **EORS 3.5 (b)** and **(d)** shall apply.

## 9 Breaking of Ties

9.1 When a tie between two or more boats is to be broken, it shall be decided in favour of the boat with the most first places, and when the tie remains, the most second places and so on. When the tie still remains it shall be decided in favour of the boat with the best score in the last race in which there is no tie and, should the tie still remain, by the toss of a coin or the drawing of lots.

## 10 Scores and Excluded Scores (Discards)

10.1 Each boat's score for the event shall be the total of her race scores excluding her worst score(s) as follows: -

After 4 completed races	1 discard
After 8 completed races	2 discards
After 16 completed races	3 discards
After 24 completed races	4 discards and so on.

The race committee may, where weed or other debris in the sailing area affects the fairness of the results, double the frequency at which discards are applied (i.e. discards would apply after Races 2,4, 8,12 etc). The race committee shall announce this before half the sailing time for the event set in the initial briefing has elapsed.

## 11 Protests

11.1 The race committee will determine whether

- (a) protests shall be submitted orally or in writing
- (b) SYRPH (System for the Reduction of Protest Hearings) shall be used.

11.2 Except for the requirements of orally lodged protests and the application of SYRPH, protests shall be conducted in accordance with RRS part 5.

## 12 Objection to an action of the race committee

12.1 If an objection is made against the race committee or protest committee for a breach of the Sailing Instructions or any other action that may affect the validity of the results of the event, such an objection by a competitor shall be valid only if it is announced to the race committee as soon as possible and confirmed in writing before the end of the day in which the objection is raised or, if this is on the final day, before the conclusion of the event. If the race committee have not taken sufficient action during the event to remove the objection to the satisfaction of the objector, it will forward the objection to the validating authority for determination.

# EORS 2009

## The Equal Opportunity Racing System

### 1 General procedures

#### 1.1 Definition of abbreviations in addition to RRS A11

DNFP Did not finish after promotion from the previous heat  
DNSP Did not start after promotion from the previous heat

#### 1.2 Number and size of heats

- (a) The number of heats shall be as few as possible, taking into account the local conditions (size of sailing water, visibility and distance of the furthest mark from the control area, frequency allocation, number of observers, etc). Where the total number of boats scheduled to sail can be raced in one heat, the Sailing Instructions shall apply using only the scoring of **EORS 3.5** (b) and (d).
- (b) Any difference between the number of boats starting in a heat and the number of boats scheduled to sail in that heat shall not invalidate the results.
- (c) Should the number of boats scheduled to sail in a race alter sufficiently so as to warrant a change in the number of heats, the Race Committee shall rearrange the heats and announce the rearrangement before the start of the next race.

#### 1.3 Order of heats

Heats in each race shall be sailed in reverse alphabetical order, finishing with Heat A.

#### 1.4 Withdrawn boats

- (a) A permanently withdrawn boat shall be removed from the number scheduled to sail in the next race and recorded as DNC.
- (b) A temporarily withdrawn boat shall be :
  - i) recorded as DNC.
  - ii) removed from the number scheduled to sail when she has reached the lowest heat. On her return, she shall be added to the number scheduled to sail in the next race and put in the lowest heat.

#### 1.5 Protests

- (a) Protests involving the place of a boat that may be promoted and/or any arising for redress where the finishing place of a boat may be adjusted as in **EORS 1.6** shall be heard before the start of the next heat.
- (b) Protests involving any boats that may be put in a lower heat by the division for the next race shall be heard before that division.

#### 1.6 Redress

- (a) If redress is awarded under RRS 64.2, the finishing place of a boat may be adjusted only when the boat awarded the redress was on the last leg of the course.
- (b) A boat's score for Race 1 shall not be included in the calculation of her average points in accordance with RRS Appendix A.

## 1.7 Appeals

The finishing place of a boat in a heat determines the heat in which she next races. Therefore a boat may have her finishing place altered by an appeal only to the extent that her transfer to the subsequent heat is not affected.

# 2 Procedures that apply to RACE 1

## 2.1 Division of the fleet

The event shall start with one race in which the boats are divided into heats of approximately equal sizes. Each heat shall be seeded to contain boats of mixed ability wherever possible. Where the ability of some boats is unknown their selection shall be at random.

## 2.2 Order of places

- (a) Each heat shall be treated as a separate race.
- (b) Places shall be awarded according to finishing places except that those recorded as DNF, DNS, RAF, OCS, BFD, DSQ, DNE or DNC shall be placed in this order at the bottom of the heat.

## 2.3 Scoring

- (a) A boat recorded as DNF, DNS, RAF, OCS, BFD, DSQ, DNE or DNC shall score one more point than the number of boats scheduled to sail in the largest heat of Race 1.
- (b) Other boats shall be scored consecutively with the first boat in each heat receiving one, the second two points and so on.

# 3 Procedures that apply AFTER RACE 1

## 3.1 Division of the fleet for Race 2

Boats shall be divided into heats according to the order of their places in Race 1. The number of the boats in each heat shall be as shown in the '**RACE 2 ONLY SCHEDULE**'. Boats having the best places shall be placed in Heat A and so on into Heat B, etc. If required, ties shall be broken using Sailing Instruction 9.

## 3.2 Promotion

With the exception of Heat A, the four best placed boats in each heat shall sail in the next heat, except that no boat recorded as DNFP, DNF, DNS, RAF, OCS, BFD, DSQ, DNE or DNC shall be promoted.

## 3.3 ORDER OF PLACES for the next race

The finishing order from the first boat in Heat A to the last boat in the lowest Heat is modified as follows :

- (a) Boats recorded as DSQ and DNE shall be put in this order at the bottom of the lowest heat.
- (b) Boats recorded as DNFP, DNF, RAF, DNFP, DNS, OCS, BFD, DNC shall be put in this order at the bottom of the heat in which they were scheduled to sail (above DSQ and DNE in the lowest heat).

# RACE 2 ONLY SCHEDULE

No. Of BOATS	2 HEATS A B	3 HEATS ABC	4 HEATS A B C D	5 HEATS A B C D E	No. of BOATS
12	4 8		16 16 12 17	15 10 10 10 16	61
13	4 9		16 16 12 18	15 10 10 10 17	62
14	4 10		16 16 12 19	15 10 10 10 18	63
15	6 9		16 16 12 20	15 10 10 10 19	64
16	6 10		16 16 16 17	15 10 10 10 20	65
17	6 11		16 16 16 18	15 15 10 10 16	66
18	6 12		16 16 16 19	15 15 10 10 17	67
19	8 11		16 16 16 20	15 15 10 10 18	68
20	8 12			15 15 10 10 19	69
21	8 13			15 15 10 10 20	70
22	8 14	6 6 10		15 15 15 10 16	71
23	10 13	6 6 11		15 15 15 10 17	72
24	10 14	6 6 12		15 15 15 10 18	73
25	10 15	9 6 10		15 15 15 10 19	74
26	10 16	9 6 11		15 15 15 10 20	75
27	12 15	9 6 12		15 15 15 15 16	76
28	12 16	9 9 10	8 4 4 12	15 15 15 15 17	77
29	12 17	9 9 11	8 8 4 9	15 15 15 15 18	78
30	12 18	9 9 12	8 8 4 10	15 15 15 15 19	79
31	14 17	9 9 13	8 8 4 11	15 15 15 15 20	80
32	14 18	9 9 14	8 8 4 12		
33	14 19	9 9 15	8 8 8 9		
34	14 20	12 9 13	8 8 8 10	5 5 5 5 14	34
35	16 19	12 9 14	8 8 8 11	5 5 5 5 15	35
36	16 20	12 9 15	8 8 8 12	10 5 5 5 11	36
37		12 12 13	8 8 8 13	10 5 5 5 12	37
38		12 12 14	8 8 8 14	10 5 5 5 13	38
39		12 12 15	8 8 8 15	10 5 5 5 14	39
40		12 12 16	8 8 8 16	10 5 5 5 15	40
41		12 12 17	12 8 8 13	10 10 5 5 11	41
42		12 12 18	12 8 8 14	10 10 5 5 12	42
43		15 12 16	12 8 8 15	10 10 5 5 13	43
44		15 12 17	12 8 8 16	10 10 5 5 14	44
45		15 12 18	12 12 8 13	10 10 5 5 15	45
46		15 15 16	12 12 8 14	10 10 10 5 11	46
47		15 15 17	12 12 8 15	10 10 10 5 12	47
48		15 15 18	12 12 8 16	10 10 10 5 13	48
49		15 15 19	12 12 12 13	10 10 10 5 14	49
50		15 15 20	12 12 12 14	10 10 10 5 15	50
51			12 12 12 15	10 10 10 10 11	51
52			12 12 12 16	10 10 10 10 12	52
53			12 12 12 17	10 10 10 10 13	53
54			12 12 12 18	10 10 10 10 14	54
55			12 12 12 19	10 10 10 10 15	55
56			12 12 12 20	10 10 10 10 16	56
57			16 12 12 17	10 10 10 10 17	57
58			16 12 12 18	10 10 10 10 18	58
59			16 12 12 19	10 10 10 10 19	59
60			16 12 12 20	10 10 10 10 20	60

*If you have used this schedule turn over the page for the next race!*

## 3.4 Division of the fleet for RACE 3 AND FOLLOWING RACES

Boats shall be divided into heats according to the **ORDER OF PLACES** (see EORS 3.3) in the previous race with the number of boats in each heat as shown in the '**RACE 3 AND FOLLOWING RACES SCHEDULE**'. Boats having the best places shall be placed in Heat A and so on into Heat B, etc.

## 3.5 Scoring from the finishing order at the end of a race

- The score for the place(s) of a promoted boat in a lower heat shall be ignored.
- A boat recorded as DNF, DNS, RAF, OCS, BFD, DSQ, DNE or DNC shall score one more point than the number of boats racing in the event.
- Promoted boats recorded as DNFP or DNSP shall be included, in this order, within the sequence of points shown in EORS 3.5 (d) below.
- Other boats shall be scored consecutively from the first boat in Heat A throughout the heats with the first boat in Heat A receiving one point, the second two points and so on.

# RACE 3 AND FOLLOWING RACES SCHEDULE

No. of BOATS	2 HEATS AB	3 HEATS ABC	4 HEATS ABCD	5 HEATS ABCDE	No. Of BOATS
12	4 8		15 14 14 18	12 12 11 11 15	61
13	5 8		15 15 14 18	12 12 12 11 15	62
14	5 9		15 15 15 18	12 12 12 12 15	63
15	6 9		15 15 15 19	12 12 12 12 16	64
16	6 10		16 15 15 19	13 12 12 12 16	65
17	7 10		16 16 15 19	13 13 12 12 16	66
18	7 11		16 16 16 19	13 13 13 12 16	67
19	8 11		16 16 16 20	13 13 13 13 16	68
20	8 12			13 13 13 13 17	69
21	9 12			14 13 13 13 17	70
22	9 13	6 6 10		14 14 13 13 17	71
23	10 13	7 6 10		14 14 14 13 17	72
24	10 14	7 7 10		14 14 14 14 17	73
25	11 14	7 7 11		14 14 14 14 18	74
26	11 15	8 7 11		15 14 14 14 18	75
27	12 15	8 8 11		15 15 14 14 18	76
28	12 16	8 8 12	6 6 6 10	15 15 15 14 18	77
29	13 16	9 8 12	7 6 6 10	15 15 15 15 18	78
30	13 17	9 9 12	7 7 6 10	15 15 15 15 19	79
31	14 17	9 9 13	7 7 7 10	16 15 15 15 19	80
32	14 18	10 9 13	7 7 7 11		
33	15 18	10 10 13	8 7 7 11		
34	15 19	10 10 14	8 8 7 11	6 6 6 6 10	34
35	16 19	11 10 14	8 8 8 11	7 6 6 6 10	35
36	16 20	11 11 14	8 8 8 12	7 7 6 6 10	36
37		11 11 15	9 8 8 12	7 7 7 6 10	37
38		12 11 15	9 9 8 12	7 7 7 7 10	38
39		12 12 15	9 9 9 12	7 7 7 7 11	39
40		12 12 16	9 9 9 13	8 7 7 7 11	40
41		13 12 16	10 9 9 13	8 8 7 7 11	41
42		13 13 16	10 10 9 13	8 8 8 7 11	42
43		13 13 17	10 10 10 13	8 8 8 8 11	43
44		14 13 17	10 10 10 14	8 8 8 8 12	44
45		14 14 17	11 10 10 14	9 8 8 8 12	45
46		14 14 18	11 11 10 14	9 9 8 8 12	46
47		15 14 18	11 11 11 14	9 9 9 8 12	47
48		15 15 18	11 11 11 15	9 9 9 9 12	48
49		15 15 19	12 11 11 15	9 9 9 9 13	49
50		16 15 19	12 12 11 15	10 9 9 9 13	50
51			12 12 12 15	10 10 9 9 13	51
52			12 12 12 16	10 10 10 9 13	52
53			13 12 12 16	10 10 10 10 13	53
54			13 13 12 16	10 10 10 10 14	54
55			13 13 13 16	11 10 10 10 14	55
56			13 13 13 17	11 11 10 10 14	56
57			14 13 13 17	11 11 11 10 14	57
58			14 14 13 17	11 11 11 11 14	58
59			14 14 14 17	11 11 11 11 15	59
60			14 14 14 18	12 11 11 11 15	60

**A note about the schedules:** for heats other than the lowest, the number of boats "scheduled to sail" shall include the promoted boats from the lower heats in addition to the number given in the schedules. Schedules may be extended in similar patterns to permit a greater number of boats.



# Guidance Notes for Race Committee

Read **EORS** carefully before you start - most queries can be avoided.

**Don't attempt to learn it by heart** - it's much better to remember the sections and where to find the detailed information.

**Always have a copy at Race Control** - preferably two or three and one on the finishing line.

**Follow the procedures carefully** - they are designed for the smooth running of your event.

**EORS** is often loosely described as "four up at the end of each heat and four down at the end of each race". As the race committee you must **not** think of it in this way! "Four up" at the end of each Heat may be right, but at the end of each Race the fleet is rearranged using the RACE SCHEDULES. One example of this happens between Race 2 and Race 3 for some fleet sizes.

## EORS 2.2 Heat numbers

**RACE 1** - look at the heat numbers in the race schedules to get an idea of the options for the number of heats that could be used. The number of heats that you choose should be the same for Races 1 and 2, unless there are exceptional circumstances with a lot of drop outs etc.

In the RACE SCHEDULES the numbers given in the higher heats (A, B, etc) will eventually have the promoted boats from the lower heats added to them to make up the number "scheduled to sail".

**RACE 2** - it is most important that the numbers of boats in the '**RACE 2 ONLY SCHEDULE**' are followed exactly. This is because the numbers in all the heats except the lowest heat **must** be divisible by the number of heats so that no tie-breaking is necessary.

**RACE 3 and following races** - after Race 2, the '**RACE 3 AND FOLLOWING RACES SCHEDULE**' is different because it makes the numbers in each heat as equal as possible, which is one of the objectives of **EORS**, with any larger numbers of boats scheduled to sail in A heat. **After you have used the 'RACE 2 ONLY SCHEDULE' please turn to the next page so that you don't use it again!!!**

## EORS SI 7 At the finish of a heat

At the average event, taking places on the water is no problem. The odd straggler who has collected a plastic bag or lump of weed may be the only recipient of this procedure, which is simple to apply in this situation. In extreme conditions (high or low wind) and on other infrequent occasions, taking places on the water is still simple to apply provided that the normal duties of the Race Committee and the observers are carried out properly. Some of these **normal duties** are mentioned below -

### 1 Before the start

A race is meant to be a sporting test of skipper and boat, not an intelligence test to discover in which direction the Race Committee wants the boats to go, so:

- Make sure all your buoys are clearly marked with numbers the same size as sail numbers.
- Don't set the buoys too far away from the control point. If you can't read the numbers on the buoy it is too far away!
- Don't make the course too complicated.
- Write down the course clearly by using the buoy numbers and the side on which they are to be passed.
- Explain the course **clearly** to all the competitors at the briefing, then repeat it.
- For changes of course, explain this **even more carefully** and repeat it, to leave absolutely no doubt.

Clarity in all the above may save you much trouble and unnecessary work caused by competitors sailing the wrong course. Competitors will be happier too!

## 2 During the heat

There are no real problems with taking places on the water if the race committee takes action during the heat. The race committee needs to be aware of situations that may arise and prepare observers accordingly. If observers take the proper action, and this is only part of their normal duty, confusion may be avoided.

### **a) When there are several boats that do not finish within the Time Out Limit**

This situation is most likely to occur in very light winds and you should be able to see it coming and have plenty of time to prepare. It is not unusual in these circumstances for boats to get spread out or form groups that are spread out. As the heat nears its end, before the first boat finishes, take an order of the boats at a suitable place like a mark or a transit line. It is quite handy to take an order in one or two places - particularly if the boats are spread over several legs of the course. Such an order is unlikely to change significantly and can be confirmed easily when the Time Out Limit expires. Be very careful to note if the leading boats start to overtake tail-enders.

### **b) When the wrong course is being sailed**

The observer who sees an error being made should immediately list the boat numbers that do not pass a mark correctly and should continue to observe that mark to remove from the list any boats which correct their error. Other observers and the Race Committee need to be made aware of course errors (and, if necessary, muster further help) to follow the boats, that have not corrected their errors, around the remainder of the course to ensure that the course is sailed properly as RRS 28.1 or as **EORS SI 7(b)** if they had not crossed the finishing line at the end of the Time Out Limit.

## 3 When the Time Out Limit of 4 minutes expires

Immediately the Time Out Limit expires the Race Committee needs to judge and award finishing places to any boats still racing, as though they had finished. When this has been done inform the boats that they need no longer sail the course. You need to take the order as it is on the water as quickly as possible. This may be just to confirm the order taken a little while earlier. Having taken the order of the boats on the water you may need to adjust this order on a very few occasions for the following reasons:

### **a) Boats that have not sailed the proper course.**

Course errors should have been picked up by the observers as in Note 2 b) and those who have not started properly (OCS) should have been noted by the starting line judge.

If there are any boats which have not corrected their error still racing at the expiry of the Time Out Limit they shall be recorded as DNF on the same principle that boats over the line at the start and not returning to start properly are recorded OCS.

### **b) Penalties**

If penalty turns are due or are being carried out you need to judge the effect of carrying out the penalty turn without waiting for this to be completed. Consider how many places would be lost if the turn had been completed. It may be none if there is a long gap behind the obliged boat, or several if the obliged boat was in amongst a group of boats. The chances are that the boats will be well spread and this judgment will not be difficult. If the collision has just occurred you will need to make the judgment after getting acknowledgment from the boat with the obligation to keep clear or give room.

## EORS 1.6 (b) Scoring after redress

If 'average points for the event' are awarded for redress in a heat a score cannot be properly awarded until the end of the event. RDG should be placed in the appropriate "box" on the score sheet. Only the score for the boat given redress is adjusted. The scores of the adjacent boats and the boats below are not altered. See the example overleaf.

## EORS 3.5 Scoring from the finishing order at end of a race

The sequence of points (1, 2, 3, 4 and so on) is continuous for boats placed as finished and is not interrupted by any boats scored as DNF, DNS, RAF, OCS, BFD, DNC which have been placed at the bottom of the heat in which they sailed. On the results sheet enter the scores of those boats recorded

DNF, etc as above first, then enter the points for those recorded as finished, including those given finishing places on the water.

## Other issues

### Frequencies

In large events there may be frequency conflicts within the fleet. Using the same frequency for competitors at each end of the fleet will go a long way to keeping the flow of the event going. But also keep your eye on the top six boats in the lower heats as they are entering the final stages of the heat and check their frequencies against those of the boats in the next heat. If there is a likely conflict then change the frequencies of the boats preparing to sail so that time is not wasted between heats. The recent introduction of 2.4ghz radio sets, which are free of frequency conflicts will reduce or eliminate this problem.

### Ticket/frequency heat rearrangement board

If you have one of these - use it! Arrange the "tickets" in the correct finishing order as the heats progress. This can save a lot of time when rearrangement is necessary due to boats dropping out or a DSQ in a high heat, as confirmation with the paperwork can then be handled very quickly indeed.

### Scoring example with a manual results sheet (16 boat entry in two heats)

Race Finishing Order sheets have space for finishing time of the heat, a column the boats finishing order and space for comments (such as DNF, DNS, DSQ, etc) and for the scorer to note the scores, if desired. The example, which is applicable to all but Race 1, shows the continuity of the sequence of points for those who have finished correctly and includes those who may have had their finishing places taken on the water. The boat having Redress given (RDG) in this case - 'average points at the end of the event', is clearly marked - she would have scored 7 points otherwise. The scores can be simply transferred to the master score sheet or computer, and very quickly if the boats are listed on the score sheet in Sail Number Order.

#### Heat A finishing order

Order	Comment (score)
A1	1
A2	2
A3	3
A4	DSQ 17
A5	4
A6	5
A7	6
A8	Redress RDG
A9	DNFP (promoted) 8
A10	DNF (non prom.) 17

#### Heat B finishing order

Order	Comment (score)	
B1 -	to Heat A	
B2 -	to Heat A	
B3 -	to Heat A	
B4 -	to Heat A	
B5		9
B6		10
B7	DSQ 17	
B8		11
B9		12
B10		13

The example continues with the **ORDER OF PLACES** for “boats scheduled to sail” in the **next race**.

**Heat B** - A8, A9, A10, B5, B6, B8, B9, B10, A4, B7 and **Heat A** - A1, A2, A3, A5, A6, A7