

**REPORT: THOUGHTS AND SUGGESTIONS ABOUT THE SCORING SYSTEM
FOR THE
FINN MASTERS' WORLD CHAMPIONSHIP.**

BACKGROUND.

Before the Finn Gold Cup in Moscow (2005), there was concern that a heat system might be necessary, and Bill Bell from AUS plus myself worked on various possible formats, although our proposal was not used in the end. However, the exercise showed how difficult it is to have a fair and simple system.

The following suggestions concern firstly a possible improvement to the scoring system, which, if agreed, might be workable at Maubuisson: it depends on the computer persons!

Section B of this paper suggests an alternative way to allocate people into Flights for their Heat Races. If thought worthwhile, that would be for the future.

SECTION A: THE SYSTEM USED IN 2008 AT MEDEMBLIK.

The sailors race their Heats in 4 groups, matched on a basis

AB AC AD

CD BD BC

After 3, 6 or 9 sets of races, the top 50% make the Gold Fleet, and the others make the Silver Fleet.

I have a doubt about the current scoring system. Suppose we have 100 boats and sailor **X** finishes 25th in each Heat start of 50. Performing with the same consistency, he gets 50th place in the Gold Final. However, he gets 25 points for each performance in the heats, and 50 points (which is his discard) in the final. There is a large weighting **against** the Final Race!

Unlike the Medal Race concept, the Final Races can be discarded, and in this situation I think it would be fairer if the points were halved for the Gold Final, including the DNC and DSQ points.

Regarding the Silver Fleet, the fairest score might be the Gold Fleet (halved) DSQ Points plus the halved points for the Silver Final. In contrast to the Gold Final, leaving the Silver Final Points unaltered puts a large weighting **in favour** of the Silver Final race (but this does encourage people who have "blown" the regatta to keep on racing). Fairness is still important because of age groups and rivalries at the lower levels.

Suggestion 1.

For the Gold Final Race, award half points (including DNC, DSQ etc).

Suggestion 2.

For the Silver Final Race, award Gold Final DSQ points plus half race points.

SECTION B: AN ALTERNATIVE GROUPING SYSTEM FOR THE FUTURE.

If it ain't broke, don't fix it.

It isn't broken, but we all accept the present AB AC AD arrangement for heats because we know it works reasonably, and we accept that we race subject to the idiosyncrasies of the system in use. In these days, the tedious arithmetic of scoring is done by computer, and maybe this can let us explore some other ways of splitting a large fleet.

In this discussion,

A **Heat** consists of (two) usually simultaneous races prior to the final.

Within each Heat, a boat is allocated to one of the (two) **Flight** races.

Finals are races where the competitors are selected according to their previous results.

Advantages of the AB AC AD Heat System:

- 1) Everybody knows it and accepts it.
- 2) All the allocation Admin is done at leisure before the Regatta.
- 3) People know which are their starts from Day One.

Disadvantages of the AB AC AD Heat System:

- 1) Possibly you get placed in the same group (A, B, C or D) as your great rival. Somebody can "seed" competitors so that André Budzien and Mihail Kopanov are in different groups, but most of us won't get sorted in that way.
- 2) To be tidy, you need three, six or nine Heats followed by the Finals. (But for us, the system still works if we don't have the desired number of races – as at Schwerin).
- 3) It's difficult to put the Flights onto different course areas.
- 4) If there are two Heats per day, some people get a very short break between races and others have to wait ages.

Suggested Alternative.

1. Before racing begins, sailors are allocated to Red or Blue Starts for the first day.
2. Each Sailor has a tally number and tally wristbands as usual, but the Tally Board is large enough for the organisers to hang Red or Blue Bibs each day, as allocated.
3. After each day, starting with low scores, the sailors with odd number points are allocated to the Red Group, and people with even number points go in the Blue Group.
 - i). When all the sailors with odd number points have been Allocated to the Red Group, if there are two or more sailors left with even points they shall be allocated to Blue then Red Groups alternately.
 - ii). When all the sailors with even number points have been Allocated to the Blue Group, if there are two or more sailors left with odd points they shall be allocated to Red then Blue Groups alternately.

4. The allocation work is done and advertised in the evening, after decision on any protests that may cause a race to be trashed. If there are lots of other protests, the Jury may decide that allocation will be made from the provisional results before hearing the other protests. Bibs are hung in the right places on the Tally Board (but sailors are responsible to check from the printed list).
5. If one group has two good races and the other group has one, the Jury may decide to keep the groups same for the next day (normal), or they may require that we sail the orphaned Flight early in the morning, and come ashore for re-allocation (Lake Garda situation).
6. Heats would be followed by Finals for Gold and Silver Fleets as at present.
7. Scoring would be on the Low Point system adapted as in Section A Suggestions 1 and 2 above, with the opportunity to discard the Final Race.

Advantages for the Alternative System:

- 1) There would be no great need for “seeding”, and no suggestion of “rigging” the system. Initial allocation could be in order of Entries received or whatever.
- 2) After the first day, there would be no inherent tendency for people to be stuck in the same group: for most people, the allocation would be almost equivalent to random selection.
- 3) It wouldn't matter how many sets of heats there were before the final day.
- 4) The system is very flexible: If we had 300 sailors we could have three flights per heat, and a Medal Race could be incorporated into the Finals (not suggested for Masters').
- 5) If two leaders (etc) were on the same points after a particular day, they would automatically meet each other the next day. (Theoretically this could be considered a disadvantage: if they shared 1st and 2nd places on two races per day, they could be racing each other most of the time – but maybe that would be right if they were dominating the regatta).
- 6) The bibs could easily be used to carry advertising.

Disadvantages for the Alternative System:

- 1) It's new (I believe), strange and untried.
- 2) It requires more work from the Regatta Organisation during the Regatta.
- 3) We still have problems if one group has a race trashed etc. – but they are no worse than before.
- 4) Unless a special paragraph is written into the scoring system, a race with many OCS placings could cause a lot of people to remain together and in a larger flight (the other flight including half the long-term DNCs). A suitable paragraph could be written, but – Is it worth the complication?