

Event Management under SHRS

This note attempts to show some of the differences and things to attempt when sailing under SHRS versus HMS.

1. Heat order

Under SHRS it is not essential which way the heats are run. However as the ARYRM programme is entered A-B-C etc that is the simplest way and helps to keep skippers aware of what comes next (see 2 below). It also provides a point of difference in skippers minds, giving them more opportunity to realise there is no promotion / relegation.

2. Heat Names – Preliminary round

Use A B C D E. There has been some suggestion that we should follow the likes of the 49ers, 29ers etc and name the Preliminary heats colours rather than alphabetically. In those classes they stay on separate courses and the one heat for a complete day so changing fleets is not really an issue. Under SHRS we change after every race so it needs to be simple to follow, skippers are more likely to understand that B heat is followed by C heat than Blue heat is followed by Yellow heat.

3 Heat Movement

It is important that skippers understand the movement requirements of SHRS. Provide an easy means for each skipper to find out what heat they will be in for the next race. If you are using ARYRM and the SHRS Repeater programmes then the repeater will provide that information if you have that showing on a separate screen. However, whether or not you are using the SHRS Repeater you should keep a manual track using the SHRS Results Pro-forma for the appropriate number of heats. If this is maintained in a place visible to all competitors it gives them no excuse for not knowing which heat they will be in.

4. Heat turn-arounds

Except for between races SHRS provides an opportunity to reduce the time between the last boat finishing and the sounding of the preparatory signal as there is no promotions to consider. If you have the sufficient numbers of officials to effectively manage boats in and out of the water it is possible to get very short intervals. Recently we were able to achieve times of less than 1 minute to the preparatory signal between A and B heats and B and C heats.

5. Competitor time between races

Under SHRS the time between races for competitors can be up to double that experienced under HMS. For example in a 3 heat race a boat finishing 2nd in A heat of race 1 will sail in C heat in race 2 which means there will be 4 heats sailed before that boat sails again. Under HMS the maximum would be 2. Therefore it is important that skippers understand the sequences and are given opportunity to relax and watch the other heats, or better still help with some of the logistics.

6. Manual Reversion

As with all computer systems it is dangerous to rely entirely on the computer. If using a tablet or a notebook it could be dropped into the water. If using a desktop there could be a full power cut. At all times keep manual paperwork of progressive results. Be ready to use the pro-forma sheets detailed in 3 above. Understand how SHRS works so you can continue manually if necessary.

7. Qualifying to Finals transition

Remember, under SHRS if the transition to Finals happens BEFORE the second discard, but at least after 6 races, a temporary discard is used to determine which finals fleets boats go to. The ARYRM programme automatically does this once the first Finals race has been put onto the event page.