

RUNNING A FLEET CONTROL BOARD UNDER HMS

BACKGROUND.

For the Seeding Race each heat contains approximately the same number of boats and has a mixture of abilities among the skippers.

HMS has schedules which specify how many boats are in each Heat for Race 2 and a different schedule for the Heats of Race 3 and later races.

Often referred to as '4 up and 4 down' this is not always the case especially between Heats 2 and 3 and when boats are withdrawn.

To illustrate the system assume an event with 42 boats.

The Race 2 schedule allows 3, 4 or 5 heats to be used.

All the boats that finished in say 5th place in each heat of Race 1 must be in the same the same heat for Race 2. This is accomplished by having the same number of Heats in both Races.

For 42 boats assume 3 heats are used.

That puts 14 boats in each Heat of Race 1 (the seeding race)

The Race 2 schedule specifies 12, 12 and 18 boats in heats A, B and C for Race 2.

Thus the first 4 boats in each of the Heats of Race 1 go into Heat A of Race 2.

The next 4 go into Heat B of Race 2 and the rest into Heat C

With the 4 boats promoted from Heats B and C that puts 16, 16 and 18 boats in Heats A, B and C while sailing.

For Race 3 the schedule specifies 13, 13 and 16 boats in Heats A, B and C.

This is an example of a case where it is not '4 down' from the Heats of Race 2

With the 4 promoted boats that gives 17, 17 and 16 boats on the water in Heats A, B and C

[Note that if an attempt were to be made to use the Race 3 schedule for Race 2 it would be impossible to have all boats finishing in 5th place in Race 1 Heats the same Heat for Race 2]

IN PRACTICE.

THE FLEET CONTROL BOARD. (see diagrams on following pages)

Two 'ladders' are used with one being used for the current Race and the other to prepare for the next Race. If the left hand ladder is used for Race 1, Race 2 is assembled on the right hand one.

The right hand one then becomes current for Race 2, and Race 3 is assembled on the left hand one.

Swapping between the ladders continues throughout the event.

Each boat has a 'ticket' which contains the Skippers Name, the Sail No. and a frequency list.

All frequencies are listed with the ones that the Skipper has declared, being highlighted.

A paperclip is used to denote the actual frequency being used.

When moving the tickets from one ladder to the other, or up and down between the Heats, always place them in their finishing order.

It is then easier to rearrange if necessary as a result of a protest or other difficulty.

RACE 1.

Boats will have been seeded into Heats A, B, and C as shown on the diagram headed BEFORE RACE 1. This shows an event with 42 boats in 3 Heats, so there are 14 boats in each heat for Race 1.

The Race 2 schedule requires 12 boats in Heats A and B. (With the 4 promoted boats, 16 actually sail.) This is accomplished by taking the first 4 boats in each Heat of Race 1 into Race 2, Heat A and the next 4 into Heat B. The rest go into Heat C

For other numbers of boats and Heats the numbers moved to the Heats of Race 2 will be different.

When Heat C is finished the tickets can be put into position on the other ladder to prepare for Race 2.

The first 4 go into Heat A, the second 4 into heat B , and the rest into Heat C.

See diagram AFTER RACE 1, HEAT C

Remember to put them in their finishing order.

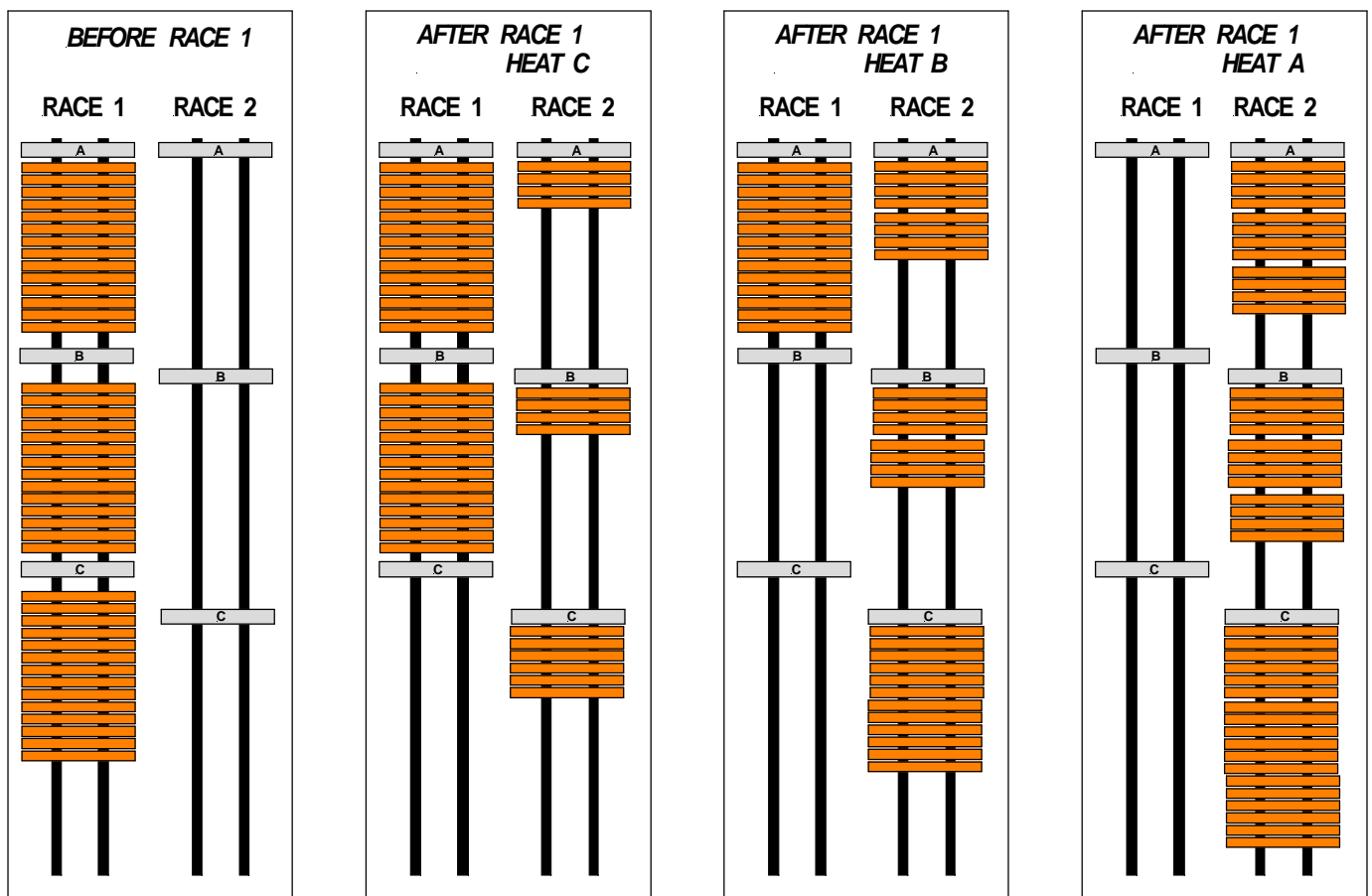
When Heat B is finished the first 4 go into Race 2, Heat A, the next 4 to Heat B and the rest into Heat C.

Again in finishing order.

See diagram, AFTER RACE 1, HEAT B

Repeat the procedure for Heat A.

The board will now look as shown in the diagram AFTER RACE 1, HEAT A



RACE 2.

The diagram, BEFORE RACE 2, shows the board at the start of Race 2.

It is of course identical to the state at the end of Race 1, Heat A.

During Race 2 some tickets will be moved up to the Heat above while the rest will be moved to the other ladder ready for Race 3.

Whilst with care it can be done, it is better not to move boats 'down' at this stage.

After Heat C is finished the first 4 boats can be moved up to Heat B as shown by the lighter coloured tickets on the diagram, AFTER RACE 2, HEAT C.

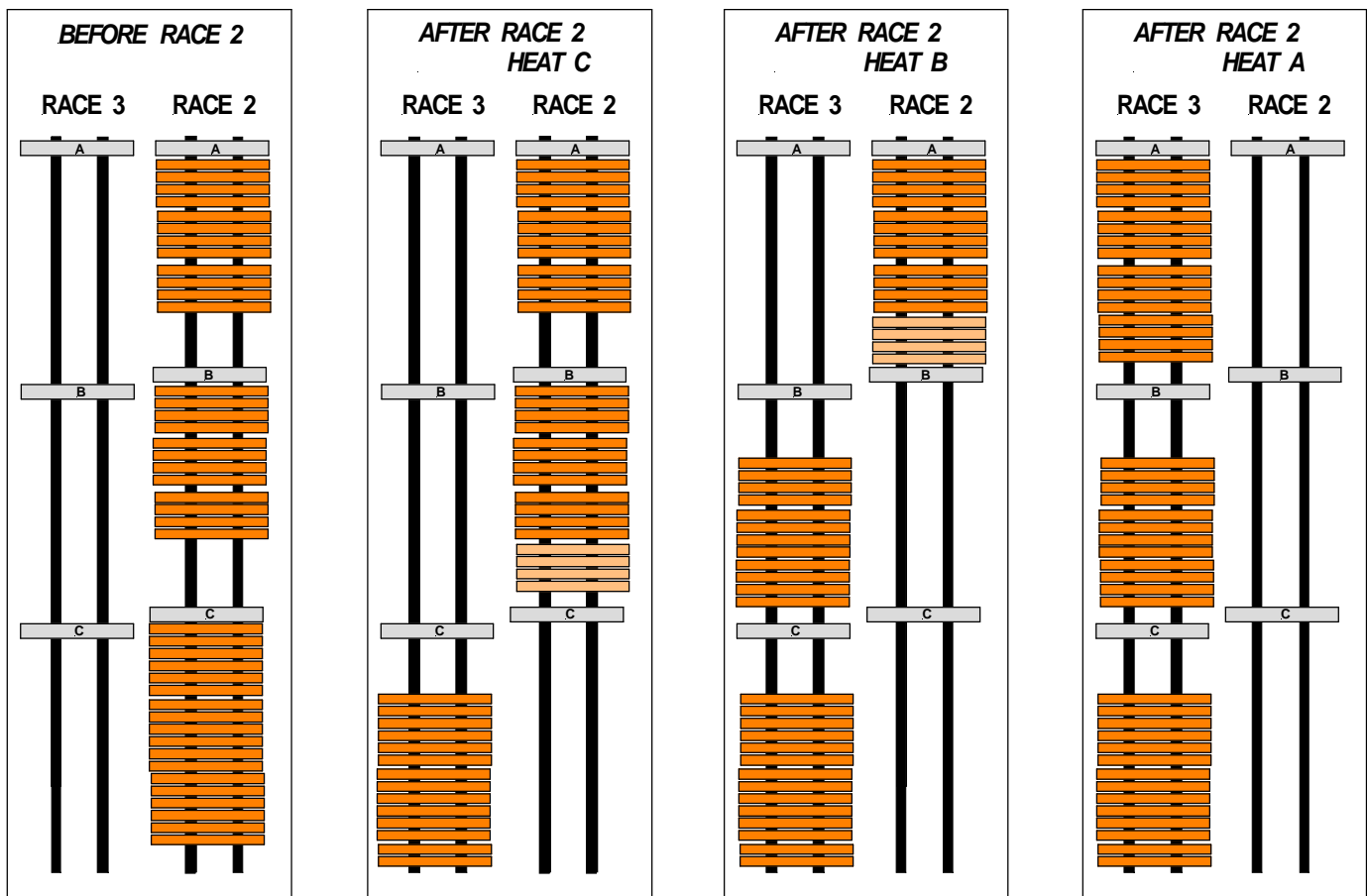
The rest are moved, *in the finishing order* of the boats, across to the other ladder.

The process can then be repeated after Heat B. See diagram, AFTER RACE 2, HEAT B.

The lighter coloured tickets again representing the promoted boats.

After Heat A all the tickets for that Heat are moved to the other ladder *in the finishing order* of the boats.

See diagram, AFTER RACE 2, HEAT A.



RACE 3.

After Race 2 the board has the boats in their correct finishing order on the ladder for Race 3. They now have to be divided into the Heats which are a different size from those of Race 2.

The schedule for Race 3 specifies 16 boats for Heat C.

The last 2 boats from Heat B of Race 2 are moved down to Heat C.

The schedule Specifies 13 boats for Heat B so 3 need to be moved down from Heat A.

That leaves 13 in Heat A as required by the schedule.

The pink tickets on the diagram show those moved down

After Heat C is completed the first 4 boats are moved up to Heat B.

Keep them in their finishing order.

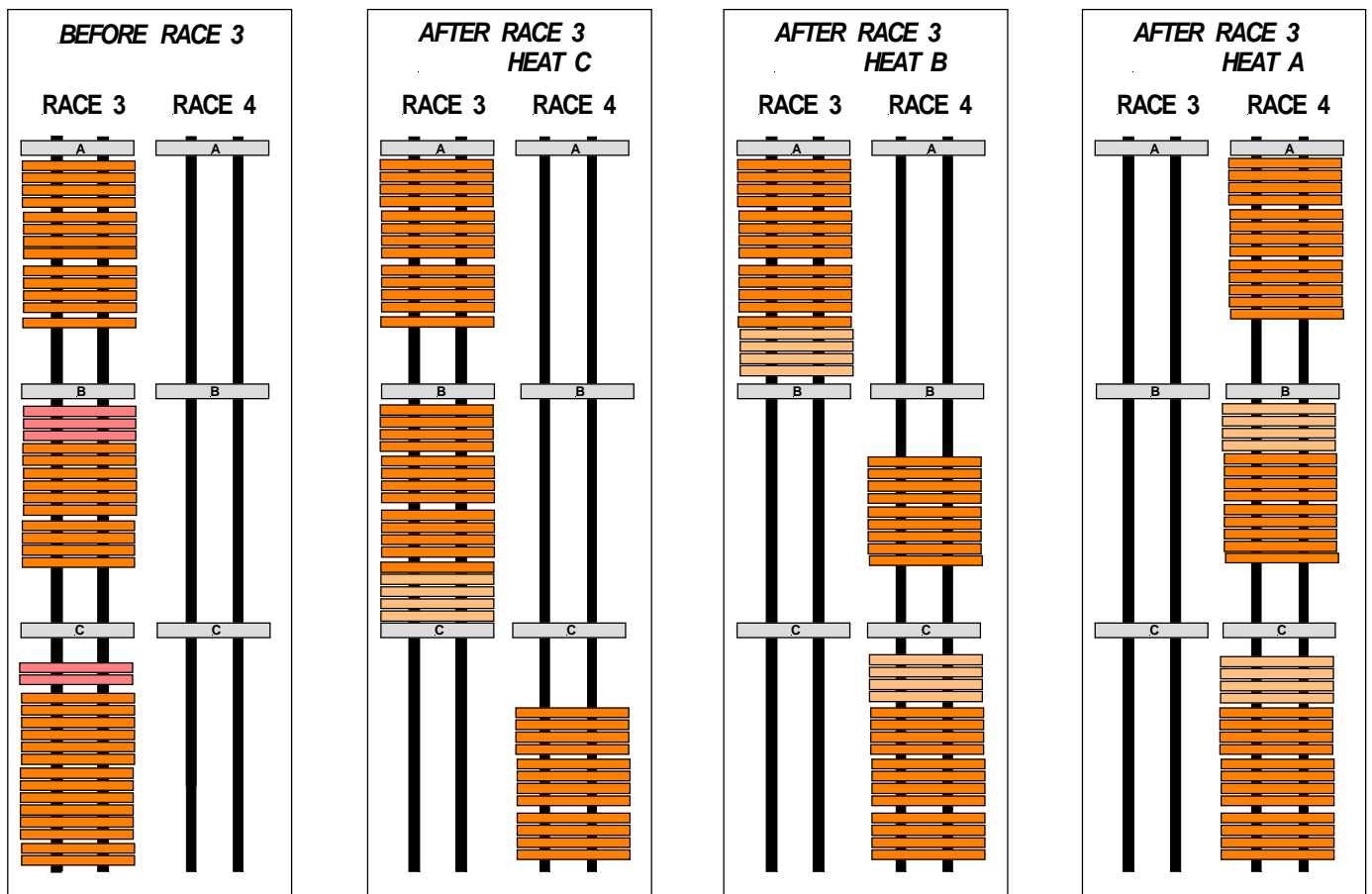
After Heat B the first 4 are moved up to Heat A.

The last 4 are moved down to Heat C ready for Race 4.

Again keep them in their finishing order.

After heat A the last 4 are moved down to Heat B, ready for Race 4

The diagrams below illustrate the above with the light coloured tickets showing those moved.



RACE 4 AND BEYOND.

The rest of the Races are handled as above with 4 boats being moved up and 4 down during a Race.

WITHDRAWN BOATS.

Watch out for boats being withdrawn. That alters the total of boats sailing and requires the number of boats in each heat to be adjusted to comply with the schedule, just as between Races 2 and 3 above.

With all the boats in their finishing order this is very quick to do before the start of Heat C.

