

THE INTEGRATED ODD/EVEN SYSTEM - HOW IT WORKS

(Appendix 1 to Sailing Instructions)

A. Rationale for Integrating Heats & Single Fleet Racing

From past experience, fleet size management is a function of the number of competitors, their relative skill level, wind conditions and other factors. The maximum fleet size for enjoyable competition may vary throughout a two day regatta.

This regatta has the number of boats to warrant starting with either single fleet or two heat racing, largely dictated by weather conditions. The question we face: How to keep both options open to combine the best racing format with fair scoring?

This "Odd/Even" System does provide Simplicity and Flexibility to switch back and forth if desired. However, its scoring system is not directly compatible with the standard "*Low Point System*" used to score a single fleet. Traditionally, you are committed to one system or the other for the entire regatta. We have modified the scoring to allow for the flexibility to go with either system during the course of the two days. Thus, the term "Integrated Odd/Even System". Here's how it works

B. How We Run the Integrated Odd Even System

When the Odd/Even System is in use, a "race" is two Heats.

1. Boats are randomly drawn in advance for both Heats of Race # 1. Boats are assigned sequential numbers from 1 to X, the total # of registered boats being X.
2. The Odd numbers race in the first Heat. At the end of this Odd Heat, each boat's finish position is used to determine its Heat assignment for the subsequent Race.
3. The Even numbers race in the second Heat. At the end of the Even Heat, just as in the Odd Heat, each boat's finish position is used to determine its Heat assignment for the subsequent Race.
4. This completes Race # 1.
5. For Race #2, the Odd Heat is called. All the Odd place finishers in the first Race (from both the Odd and Even Heats) get on the water.
6. Next, the Even Heat is called. And all the Even place finishers in the first Race get on the water.
7. The process keeps repeating itself for subsequent races. (The Odd Heat always sails the first Heat of each Race). Remember, a "Race" consists of both an Odd heat and an Even heat.
8. The RD will always call the competitors for each heat.

C. How We Score the Integrated Odd/Even System

1. We use a "Modified Low Point System" for the Odd/Even System. This allows us to integrate the Single-Fleet standard *Low Point System* with the *O/E System* in the event that we use both *O/E* and Single Fleet systems during the regatta.
2. Following is a schedule showing the Heat Finishes and how those finishes are scored:

Heat Finish	"Single Fleet Equivalent" Finish	Scoring
1 st	1 st or 2 nd	1
2 nd	3 rd or 4 th	3
3 rd	5 th or 5 th	5
4 th	7 th or 8 th	7
5 th	9 th or 10 th	9
6 th	11 th or 12 th	11
7 th	13 th or 14 th	13
8 th	15 th or 16 th	15

And So On *****

3. A first place Heat finish is scored as 1 point. So far so good. But why 3 points for a second place Heat finish? Consider that a 2nd in a Heat is really a 3rd or a 4th in a Single Fleet Race (you have both the Odd heat 1st place finisher and the Even heat 1st place finisher ahead of you, and there is another 2nd place finisher from the other Heat). The scoring always gives the finisher "the benefit of the doubt" by awarding the lower of the two possible "Single Fleet Equivalent" scores.

D. What If We Switch Systems?

1. Assume the *O/E System* was being used. At the end of an Even Heat (the end of a "Race"), the RD can simply start the next Race as a Single Fleet.
2. Single Fleet Races use the standard *Low Point System* (1 point for 1st 2 points for 2nd, etc).
3. Assume a switch from Single Fleet to *O/E Heats*. Use the finish positions of the prior race (Single Fleet) to determine the *O/E Heats*.
4. The two racing formats are "integrated" for scoring purposes; no adjustments to Low Point Scoring are needed.

E. Odd & Ends

L Tie Break. RRS A8 ("Series Ties") will be utilized.

2. DNF, DNS, DSO. The number of registrants plus one works for the integrated systems.