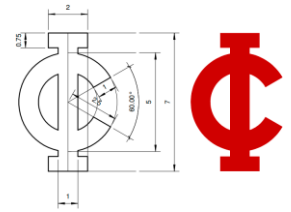


Ad Hoc Committee 2022

Qualifiers and Invitation Procedures

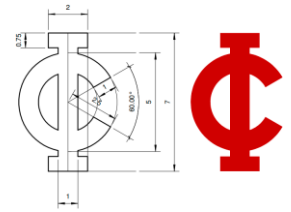
Nicholas Schoeder (NEH)
Pierre Crosby* (NTK)
Jonathan Farrar (FIS)
Tormond Lie (NOR)
Bill McNiven* (BER)
Jennifer Miller (LIS)
Greg Mancusi-Ungaro (MHD)

*Fleet vice presidents



Progress to date

- The committee has met over Zoom three times from a total of 5 hours, email exchanges between meetings
- Passion for this topic
- Strong consensus on raising the qualifier standards to seven (or eight) races and raising the standard from 3 boats participating to 3 boats starting
- Passionate discussion on tiebreakers for second invitations
 - Inequities of current tiebreakers discussed
 - Many new procedures have been imagined and are being researched/reviewed
 - Final proposal is very different from initial ideas
- March 19 meeting postponed – not yet rescheduled



Brief summary of results:

Qualifiers

- Raise the qualifier standard to 8 races (from 4) and to boats that start (from boats that race)

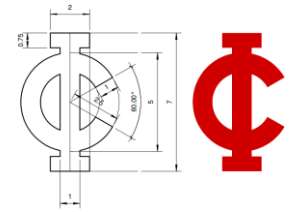
Existing Language:

CR 4.1.b.1 (existing): *Qualifying series is defined as a series of four or more races in each of which at least three boats race.*

The proposed language makes two small adjustments to the existing language

CR 4.1.b.1 (proposed): *Qualifying series is defined as a series of **eight** or more races in each of which at least three boats **start**.*

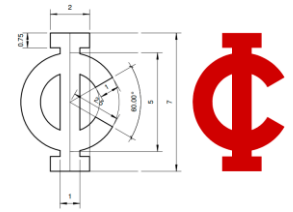
- No desire to raise number of boats required until fleet definition changes
- Unanimous opinion of the committee.



Brief summary of results:

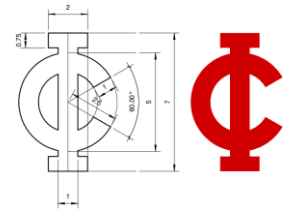
Tiebreakers

- Biases in current tie-breakers documented
 - Average Participation over a qualifier awards the tie to the fleet that sailed the shortest qualifier
 - Qualifier Length biased towards fleet that have longer sailing seasons or more consistent residents; biased against Fleets in summer communities -- where people often come and go month to month
 - # Registered boats is artificial – might not correlate to boats that could be used in a championship
- Committee worked hard to develop new tiebreaker ideas that are more equitable



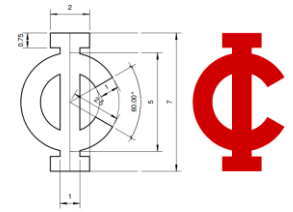
Many different ideas for new tiebreakers were explored

- # days in a season where races were complete
- Who beat who in the prior World Championship
- An artificial index that attempted to look at Fleet participation at interfleet events, and events that a Fleet hosted.
- An extension of the Fleet Size methodology



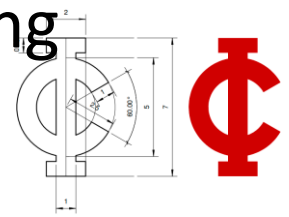
Many different ideas for new tiebreakers were explored

- # days in a season where races were complete
 - **Surprisingly hard to administer**
- Who beat who in the prior World Championship
 - **Intriguing, but perhaps only as an ultimate tiebreaker (instead of drawing lots)**
- An artificial index that attempted to look at Fleet participation at interfleet events, and events that a Fleet hosted
 - **Much too complicated**
- An extension of the Fleet Size methodology
 - **Seemed to have the most advantages**



Proposed new tiebreaker: Extension of Fleet Size Procedure

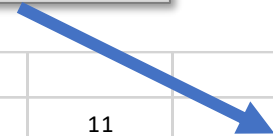
- If fleets are tied according to the number of boats that have finished four or more races in their qualifier, are they still tied when the number of boats that finish **FIVE** races is considered??
- If tied at five races, are they still tied at six? At seven. At eight, etc... Eventually the tie is broken
- The new process is decisive, easy to understand, and easy to administer
- Rewards the fleet that put the most boats on the line for the most races
- Eliminates almost all of the short qualifier/long qualifier biases



Very Simple Process

(no math required, only counting)

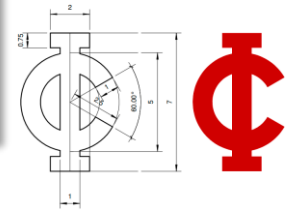
1: Count number of Finishes/boat



race count												
1	2	3	4	5	6	7	8	9	10	11		
R10	R11	R15	R16	R17	R18	R19	R20	R21	R22	R23		Finishes
3	2	2	1	[4]	3	1	[5]	3	2	2		11
1	RDG-2	[4]	4	3	2	4	1	2	[7]	3		11
4	1	[6]	2	2	[9]	6	2	1	6	6		11
RDG-4	RDG-4	[5]	3	[5]	1	5	4	5	4	4		11
RDG -4.9	RDG -4.9	3	5	1	4	2	[9]	4	[8]	8		11
2	RET-10	1	6	6	[8]	3	8	6	1	7		10
5	3	[DNC-10]	[DNC-10]	DNC-10	7	7	6	7	3	1		8
[DNC-10]	[DNC-10]	DNC-10	DNC-10	DNC-10	6	9	7	8	5	5		6
[DNC-10]	[DNC-10]	DNC-10	DNC-10	DNC-10	5	8	3	DNC-10	DNC-10	DNC-10		3
	Boats finishing >=	4 races	5 races	6 races	7 races	8 races	9 races	10 races	11 races			
	(NAN teams)	8	8	8	7	7	6	6	5			

2: Determine #boats finishing for each race count

3: Compare to the other tied fleet's participation



How Does it Work?

Example 1

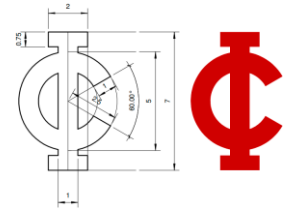
	#fin 4	#fin 5	#fin 6	#fin 7	#fin 8	#fin 9	#fin 10	#fin 11	#fin 12
C	10	10	9	9*	8	-	-	-	-
D	10	10	9	8	8	8	8	7	7

→ Fleet C_(fin7) wins the tiebreaker

Example 2 (2021 Qualifier Results)

	#fin4	#fin5	#fin6	#fin7	#fin8	#fin9	#fin10	#fin11	#fin12
CHE ₂	8	8	8	8*	7	7	7	7	7
FIS ₁	8	8	8	8*	8*	-	-	-	-
NAN ₃	8	8	8	7	7	6	6	5	5

Tiebreaker Results: FIS_(fin8), CHE_(fin7), NAN



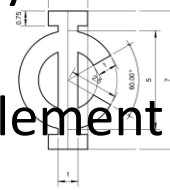
Open issue

- Still some pending discussions on what do in the (rare) situation that two fleets are still tied when the fleet with the shorter qualifier “runs out of races”

Scenario 4: Fleet G sailed a 9-race qualifier and Fleet H sailed a 12-race qualifier

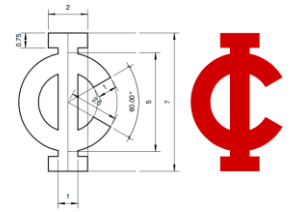
	#fin 4	#fin 5	#fin 6	#fin 7	#fin 8	#fin 9	#fin 10	#fin 11	#fin 12
G	9	9	9	9	9	9	-	-	-
H	9	9	9	9	9	9	9	9	9

- The committee consensus seems to be that Fleet H has sailed the more rigorous qualifier and should win
- Minority view -- prejudicial against short qualifiers (use results from prior World Championship to break this tie)
- It seems likely that the committee will propose language that favors Fleet H
 - Ties that extend to this level are anticipated to be very rare.
 - The consensus outcome (Fleet H) is easy to defend
 - The language will be much simpler, and easier to implement



Next Steps

- Prepare a real proposal
- Socialize with other Fleets
 - Eight Fleets represented on the committee
 - Chester, Sweden, Manhattan, San Francisco, St. Mawes not represented.
- Final proposal could be ready mid-April
- Exec Committee decision – attempt to enact quickly? (to make applicable to 2022 racing) or wait and apply to 2023



CR 4.1.d (existing) :

i. Fleet size is determined as the number of boats that have finished at least four races in the Fleet's Qualifying Series.

ii. In the event that two fleets report the same number of boats finishing at least four races in the qualifier, the following procedures shall be used to break the tie:

a. Average participation in the qualifying series will be used as the first tie-breaker; number of races in the Qualifying Series will be used as the second tie-breaker and the number of registered boats in the Fleet will be used as the third tiebreaker.

b. In the event that a tie for fleet size has not been broken by one of these methods, lots shall be drawn by a neutral party to determine which fleet will receive the additional invitation

CR 4.1.d (proposed in green) :

i. Fleet size is determined as the number of boats that have finished at least four races in the Fleet's Qualifying Series.

ii. In the event that two or more Fleets report the same number of boats having finished at least four races in the Fleets' Qualifying Series, the tie will be broken in favor of the fleet that has the most boats that finished at least five races in their respective Fleets' Qualifying Series. If still tied, that finished at least six races..., finished at least seven..., eight..., nine..., ten..., etc., until the tie is broken.

