

**TEAM RACING
UMPIRE MANUAL**
2016 Edition



**WORLD
SAILING**



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1 INTRODUCTION

Team races can be organised with or without umpires. In team racing regattas umpires contribute to the quality and enjoyment of the racing and should be appointed. At lower level regattas sailors and coaches may serve as umpires in addition to competing.

1.1 UMPIRE ROLE

The umpire's primary role is to decide and signal the outcome of protests related to on-the-water racing incidents while the boats continue to race. When there is a protest and no boat takes a penalty, an umpire signals the decision promptly after the incident based on what he has seen.

Umpires work in pairs, with two umpires in an umpire boat. They position their umpire boats close to the action so they see incidents accurately. They call these incidents as they happen, and signal a decision when required. Their presence encourages the sailors to follow the racing rules, and take a penalty when they break a rule.

Umpires may also serve on the protest committee to hear protests for other incidents that are not subject to an umpire decision, such as breaches of Sailing Instructions. They should also be available to assist other race officials when requested.

Umpires should be comfortable discussing the rules and their application, on the water and

ashore, in a manner that helps sailors, coaches, spectators, sponsors, and other volunteers enjoy the regatta. Individually and as a team, umpires should always work to improve the quality of their processes and decisions.

1.2 ADVANTAGES OF UMPIRES

When a race is umpired, the sailors and spectators know which team is winning at all times. As a result, the sailors can adjust their tactics accordingly, and the winner of the race is known at the finish. Racing is not delayed by protest hearings. The competition and prize-giving can be expected to proceed on schedule. In addition, any sportsmanship issues can be addressed as they occur.

1.3 CONSISTENT METHOD OF UMPIRING

Making prompt and correct decisions as an umpire is not a simple task. The incidents may be fast, the rule interpretations may be complex, and one situation may immediately follow another. The method for umpiring described in this manual has developed as best practice for making good umpiring as easy as possible.

With consistent application, the method becomes automatic, allowing the umpire to focus on calling incidents accurately. Consistent application ensures that individual umpires improve their skills and decision-making, work and communicate effectively in umpire teams, and deliver a better service to sailors and organisers.

1.4 PURPOSE OF MANUAL

This manual seeks to raise the quality of umpiring delivered at team racing regattas by:

- a. Defining the method of team racing umpiring endorsed by World Sailing
- b. Setting performance expectations for high-level umpires
- c. Guiding umpires on how to gain experience, improve their skills and certify as National and International Umpires
- d. Acting as a reference guide on the application of the umpiring method

1.5 TARGET AUDIENCE

This manual is written for team race umpires, and is designed to support training delivered at World Sailing Team Racing Umpire Seminars and Clinics. Coaches and competitors may also find the manual helpful. Regatta Directors, Race Officers and others making decisions regarding the organisation and running of a team racing regatta may refer to the manual for guidance on umpiring requirements and method.

1.6 OTHER PUBLICATIONS

The Call Book for Team Racing defines how incidents are to be called by umpires, providing consistent interpretation and application of the rules for the sailors at all regattas. The book is published by World Sailing and updated annually. It is available online at: http://www.sailing.org/documents/caseand-call/call_book_team.php

Rapid Response Calls for Team Racing are published on the World Sailing website. These calls arise from Q&As and event calls. They have the same status as calls in the Call Book. In November each year, World Sailing reviews the Rapid Response Calls adopted during the year and promotes relevant calls to the Call Book. The others are deleted. Umpires should consult the World Sailing website, www.sailing.org, for a current listing of the Rapid Response Calls.

1.7 UPDATES

This manual reflects the Racing Rules of Sailing 2013-2016, and will be updated as rules change. In addition, it is inevitable that umpiring best practices evolve and improve. Revisions to reflect changes will be published on the World Sailing website and circulated to Race Officials and Member National Authorities. Suggestions are welcome, and should be sent to the Race Officials Manager at World Sailing.

1.8 TERMINOLOGY

Throughout this guide:

Umpires	The masculine gender is used when referring to an umpire.
Boats/Sailors	The feminine gender is use when referring to a boat or sailor.
Umpires (in umpire boat)	The two umpires in an umpire boat are referred to as the driver and co-driver.
Sailboat positions	Sailboat positions are referred to as 1, 2, 3 rather than 1st, 2nd, 3rd.
Protest	When there is a protest, it is valid, unless stated otherwise.
Sections	References refer to this manual

2 THE GAME OF TEAM RACING

Team racing is a variation on fleet racing that develops specific skills in boat handling and close manoeuvring. It demands a good understanding of the rules and their application. Team racing uses a range of courses, formats, boat types, and number of boats per team. Sailors are of all ages and capabilities.

2.1 TEAM RACING RULES

Team racing is sailed under the Racing Rules of Sailing (RRS) including Appendix D. Races are between two teams, each having the same number of evenly matched boats. The team with the lower total points wins the race. If there is a tie on points, the team without first place wins.

Rule D1.1 defines the changes to Part 2 rules. The three significant changes are: the zone is two lengths; rule 18.4 Gybing is deleted; and a change to 18.2(b) enables the leading boat to do a mark-trap at a windward mark. In addition, unless Sailing Instructions delete this requirement as permitted within the rule (see Section 12.1), hand signals are required when hailing for room to tack (rule D1.1(d))

A boat may only protest under a rule of Part 2 if she was involved in the incident, or if the incident involved contact between boats of the other team (rule D1.2(a)). When a boat breaks a rule of Part 2 or rule 31 or 42, she may take a one-turn penalty (rule D1.3(a)).

When races are umpired, a boat protesting under one of these rules must display a red flag (rule D2.2(a)) and is not entitled to a hearing (rule D2.2). Instead, if no boat takes a penalty, an umpire promptly signals a two-turns penalty on any boat which he decides broke a rule and was not exonerated (rule D2.2(f)).

An umpire may penalize a boat without a protest for breaking rule 31 or 42, contact between team-mates, failure to complete an umpire-given penalty, sportsmanship, and gaining an advantage (rule D2.3).

Scoring. Race scoring and penalties for breaking rules that are not subject to decision by umpires are specified in rule D3. Series scoring and tie-breaks are in rule D4. The provision for a scoring adjustment when boats are supplied and a boat suffers a breakdown is covered in rule D5. Guidance on applying the scoring rules is in Section 13.

2.2 TEAM RACING FORMATS

The standard formats for team racing are:

2-Boat (two boats per team): the team with last place loses the race, which encourages her team-mate to try to slow an opponent into last place. The race may separate into two pairs of boats, with the lead boat in each pair trying to slow her pair into 3, 4.

Random Pairs (a variation of 2-boat where boats

enter and are scored individually): boats are paired with a different team-mate for each race. Both boats on the winning team score one point for winning. The overall winner is the boat with the most points. Random Pairs work best when the number of boats is a multiple of four.

3-Boat (three boats per team): the team scoring 10 or fewer points wins the race. Unless one team has a clear 1, 2 at Mark 1, the offwind legs give the front boats of the losing team the opportunity to slow two opponents' boats and establish a winning combination. This format is used at the World Sailing Team Racing World Championships, and at most school and university competitions worldwide.

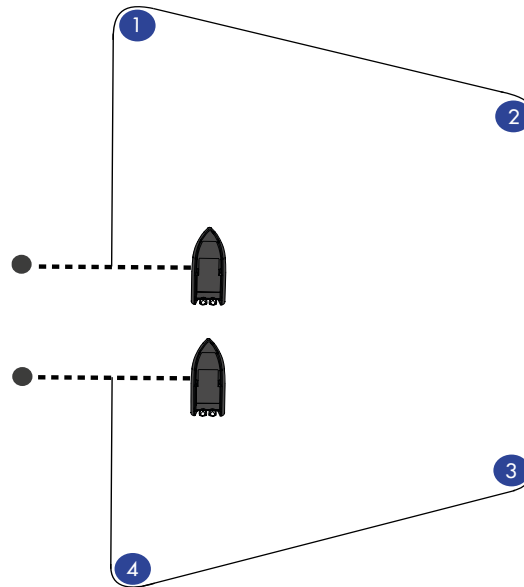
4-Boat (four boats per team): the team scoring fewer than 18 points, or 18 points without first place, wins. In particular 3, 4, 5, 6 wins, and a team with 1, 2 loses if its other boats are slowed into 7, 8. Any winning combination can be hard to maintain if the fleet compresses on the run. On the final beat of a close race, both teams may try to slow two opponents into 7, 8 to secure a winning 3, 4, 5, 6. This format is used by the Optimist Class, and is popular with keel-boat team racing.

2.3 COURSES & LENGTHS

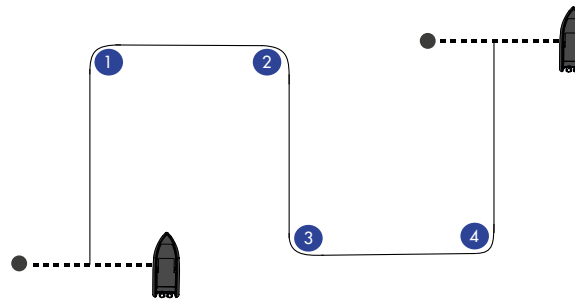
Races are typically 6–8 minutes, with a first beat of 2–2.5 minutes. If the size of the sailing area doesn't permit a race this long, the course is

reduced in size to fit the space available. The standard courses are Box, S, and Windward/Leeward.

The **Box course** has five legs. Usually all marks are rounded to starboard. The run is the longest leg. The start and finish lines can be the same if there are only two races in progress at a time. If there are more than two, the lines must be separate to avoid any risk of interference between a race about to start and a race about to finish. A variation of the Box course is the triangle (removing Mark 4), with a short reach (Leg 2) compared to the long run (Leg 3).



The **S course** (also known as Digital N) has five legs. Marks 1 and 2 are rounded to starboard and Marks 3 and 4 to port. This course is wider than the Box, so requires a larger racing area. The shorter run, and Marks 3 and 4 to port, offer less opportunity for the team astern to overtake. However, the course is popular and widely-used because the start and finish lines are well separated. This allows continuous starts every three minutes.



Windward/Leeward course is used in some keel-boat team racing. Marks are rounded to starboard, and an offset mark after Mark 1 is usually included. The finish is at the end of the second run. This course encourages close manoeuvres, especially when approaching the finish.

2.4 REGATTA FORMATS

A team racing regatta has a number of stages, with the race committee retaining flexibility over

the number and format of stages to run. Running multiple stages maximises racing for all teams, which is a goal of every regatta. The format should provide a structure for qualification to a final, and ensure a clear finishing order if racing is curtailed. A stage should only be started if it is expected to be completed; rules D4.2(b), D4.3, D4.5 and D4.7 define how to score stages that are not completed.

The first stage can be a single all-sail-all round-robin, or a number of smaller round-robins with teams assigned to their round-robin group at random or by seeding. Multiple small round-robins are quicker to complete than a single large round-robin. The groups should be as equal in number of teams as possible. Teams are ranked in the round-robins in order of race-wins. Ties are broken as defined in rule D4.4.

When teams vary in ability, races in the next stage can be made closer and more competitive by assigning teams to round-robin groups based on their positions at the end of the first stage. Gold and Silver groups are created; a Bronze group can be included if there are a sufficient number of teams. Race-wins from the first stage are usually carried forward.

The competition may conclude with a knock-out stage between the top teams from the Gold group. More teams retain a chance of winning

if the top one or two Silver teams also have an opportunity to qualify. The World Sailing Race Management manual has more information on competition formats and options.

2.5 RACE STRATEGIES

The winning team will try to establish a safe winning combination (such as 2, 3, 4 in 3-boat team racing), and then stretch the fleet to make place changes less likely. The losing team will try to compress the fleet, and then overtake to secure a winning combination. In 2-boat team racing the losing team tries to secure 2, 3. In 4-boat team racing the losing team usually tries to secure 3, 4, 5, 6.

An overtaking manoeuvre usually involves one boat slowing an opponent so a team-mate passes that opponent. A boat ahead can slow an opponent by luffing her, preventing her from sailing to a mark, or with her wind shadow. A boat astern can slow an opponent by sailing her to the wrong side of the course, preventing her from tacking or gybing, initiating a tacking duel or, on a run, with her wind shadow. During these manoeuvres, boats may become very close, and the likelihood of a protest increases. Umpires should anticipate this and position their boat accordingly.

For example, if the losing team has 1, 5, 6 in 3-boat team racing, 5 or 6 needs to overtake 4

to begin the team's conversion to a winning 1, 4, 5 combination. The pressure point in the race is between 4 and 5, and one umpire boat should be close to 4 to see incidents during these manoeuvres.

3 THE ROLE OF UMPIRES

A boat should take a penalty or retire if she knows she has broken a rule. Disputes between boats are resolved following a protest by a boat. In umpired team racing, on-the-water umpires follow the race, make decisions on protests, and signal any penalties.

3.1 DECISIONS ON RULES

During the Race.

Umpires decide protests related to a rule of Part 2, rule 31 Touching a Mark and rule 42 Propulsion. Umpires watch an incident, and agree the facts, and what their decision will be, as it happens. They do this using the process described in Section 6 and the conversation structure described in Section 7.

If there is a protest, and no boat takes a penalty, an umpire promptly signals the decision (rule D2.2(c) and (e)). The umpire's decision during a race is final and a boat is not entitled to a hearing (rule D2.2). A boat penalized by an umpire takes a two-turns penalty (rule D2.2(f)).

An umpire may penalize a boat for breaking specific rules listed in rule D2.3 without a protest. They include rules 31 and 42, contact between team-mates, failure to complete an umpire-given penalty, sportsmanship, and gaining an

advantage. The recommended umpire actions for these breaches are specified in Section 9.

After the Race.

On occasion, umpires may need to form protest committees to hear protests on other rules and requests for redress. The hearings should minimise impact on the racing schedule; they are usually held either on the water between races or ashore at the end of the day. Protests and requests for redress need not be in writing (rule D1.2(e)). Hearings should be brief and efficient.

3.2 GUIDELINES FOR UMPIRE DECISIONS

An umpire should penalize a boat when he is confident she broke a rule. If an umpire does not see the start of the incident, he may not have the necessary facts to be confident. If an umpire thinks it is probable that a boat broke a rule, but he has an element of doubt, he should not penalize her. The need for this confidence applies whether or not there is contact. It is better to signal no penalty, even after contact, than to penalize a boat when there is doubt.

Certain rules start to apply when something specific happens. Until the umpire is confident that it has happened, he should decide the incident on the basis that it has not happened. This is referred to as the last point of certainty. For instance:

- a. Is a boat sailing above her proper course (rule 17)?
- b. Did a leeward boat establish the overlap from astern (rule 17)?
- c. Does a windward boat break an overlap when she luffs (rule 17)?
- d. Does a boat, trying to remain stationary on starboard tack in the pre-start, pass head-to-wind (rule 13)?

For mark-room, rule 18.2(d) states that “If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed she did not.”

3.3 DECISIONS AT RACE SPEED

Unlike many sports, video replay is not available and a team race does not stop when the umpire blows a whistle. Situations range from basic two-boat incidents to complex multi-boat incidents at marks. The umpire has to decide the rules promptly, based on what he sees from his angle of view. Not every decision will be correct.

This reality is understood by umpires and sailors. When an umpire realises that a call he made was incorrect, he should review how to avoid the error in future. He should not allow the error to influence future decisions involving the sailor or his team.

3.4 GOOD UMPIRE POSITIONING ENCOURAGES RULES COMPLIANCE

When umpires are in the right position, competitors will be aware of their presence. This reduces the chance of a rule being broken, and makes it more likely that a boat will take a penalty if she breaks a rule.

The umpire boat needs to be close to the sailboats from the pre-start until the last boat finishes. The umpires need to keep up with the action and maintain a good angle of view to call incidents, even when penalizing a previous incident. The umpire route around the course is described in Section 4. Driving at the speed of the fleet is an important skill to master (Section 5).

3.5 OTHER RESPONSIBILITIES

Umpires assist the sailors in their learning and enjoyment by being available to answer questions on rules and incidents (Sections 11 and 15).

Every umpire should seek to improve their umpiring skills, not just their rules knowledge, at every event. A good umpire team will encourage discussion after each day's racing (Section 10).

The umpire team should be available to assist other regatta and race management volunteers in their tasks. To avoid misunderstandings, the Chief Umpire should discuss with others before the regatta begins where umpire assistance is welcome.

4 UMPIRE ROUTE AROUND THE COURSE

Accurate umpire boat positioning is a prerequisite for good umpire decisions. Umpires follow a standard route around the course and position themselves appropriately on that route to call incidents as they develop. The route ensures the two umpire boats work effectively as a team, and are in a good position for the current and the next incident. It enables umpires to follow the course from start to finish without interfering with competitors or creating excessive wake.

4.1 COVERING THE RACE

Umpires work as a team of two boats. At the start of the race, one umpire boat is watching the boats on the left side of the fleet, and the other is watching those on the right side. As the race develops, one umpire boat moves to the front on his side, and the other moves to the back on the other side.

Each umpire boat watches all incidents involving boats on his side of the course. When a sailboat sails from one side to the other, she passes from being watched by one umpire boat to being watched by the other. This approach minimises wake and ensures that the whole race is covered.

Each umpire boat follows a standard route round the course. This route has minor variations dependent on whether the course is S or Box (or windward/leeward).

4.2 THE S COURSE (ALSO KNOWN AS DIGITAL N)

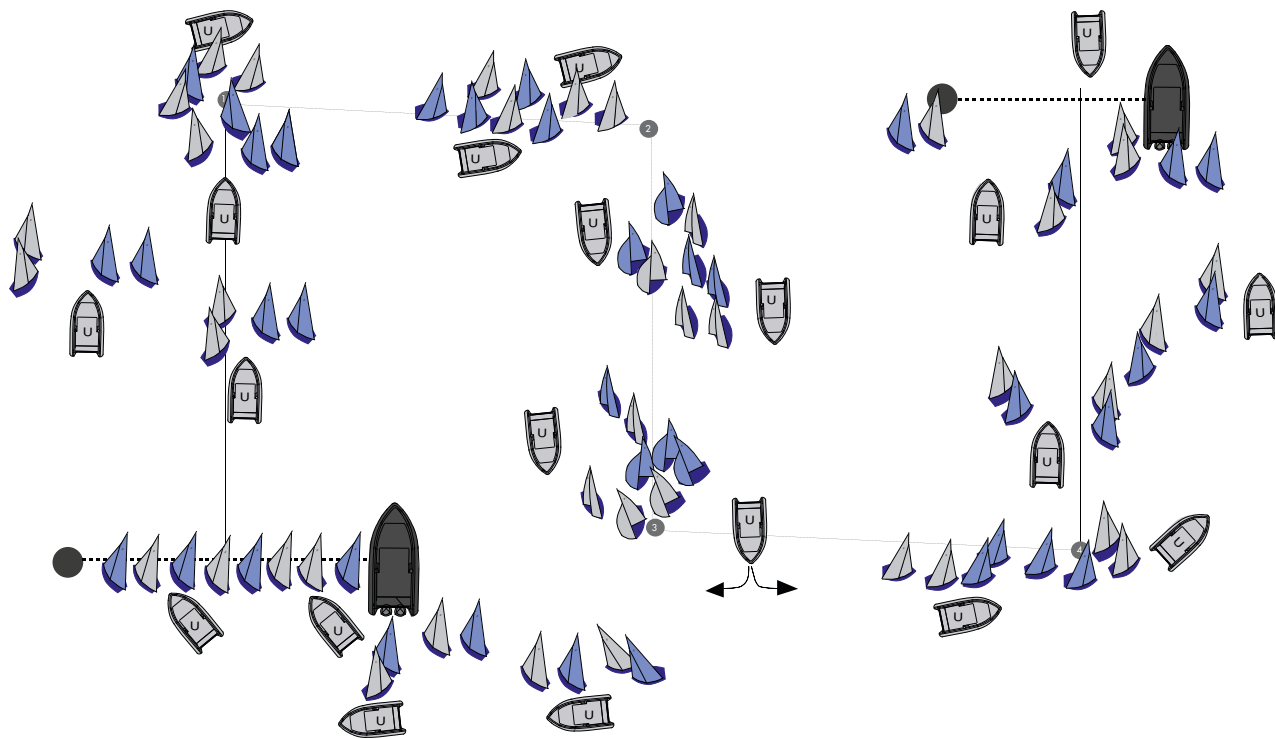
Position 1: Pre-start.

The umpire boats maintain relatively static positions, rather than chasing the sailboats. The sailboats are likely to congregate to the right of the Start boat. The right umpire positions his boat to the left of the right most pair, and the left umpire with, or to the left of, the left most pair. If one pair separates from the rest of the fleet, the umpires can watch that pair from these positions.

As sailboats approach the line to start, the umpire boats move to positions close behind the sailboats. The left umpire should be to leeward of the left most pair, and the right umpire to leeward of the Start boat. From these positions the umpires can judge overlaps and see the gaps between the boats if they luff towards head-to-wind.

Position 2: The Start.

The left umpire is close astern of the left group of boats and the right umpire is close astern of the right group of boats. They should be aware of OCS boats returning to start, boats taking penalty turns, and boats that are late to the line. The umpire boats move up the course with the fleet, maintaining these positions.



Position 3: First Beat.

The umpires maintain their positions close astern of, or level with, the boats on their side of the course.

Umpiring Port/Starboard incidents: When a port boat is crossing ahead of a starboard boat, the umpires have to be in a position to judge if starboard needs to bear away to avoid risk of contact. When a port boat is tacking to leeward of a starboard boat, the umpires have to judge if starboard needs to luff to avoid risk of contact

before port completes her tack. Both judgements require the umpires to be able to see how close the boats are when the starboard boat changes course. This is difficult to assess when following the track of the starboard boat. Instead umpires should watch the incident at a 45 degree angle to each boat's course.

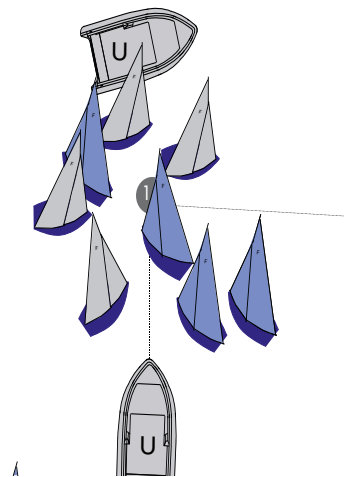
Approaching Mark 1: With about one quarter of the first beat remaining, the left umpire moves ahead of the fleet to arrive upwind of Mark 1 when the first boat enters the zone. The umpire

either travels outside all boats, or in a head-to-wind direction through a gap between boats. He should be close astern of the boats before this move, because then he only needs a small gap to go between them, and only minor acceleration to go round the outside. Neither move should create wake.

At the same time as the left umpire moves ahead, the right umpire moves to the middle to be to leeward of the mark when the boats approach Mark 1.

Position 4: At Mark 1.

The left umpire is three lengths directly to windward of Mark 1 and watches the first half of the fleet round the mark. The right umpire watches the back of the fleet approach and round Mark 1. The right umpire's position to leeward of the mark allows him to see the gaps between boats at the mark. Incidents are most likely to occur

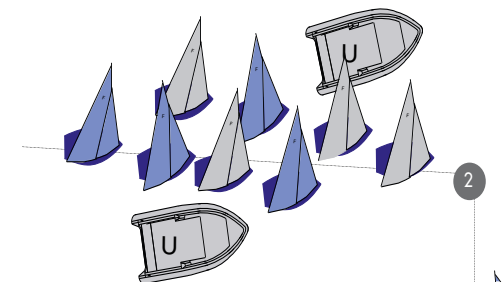


when boats are luffing at the mark.

The left (now front) umpire leaves Mark 1 when the first half of the fleet has rounded the mark, and quickly positions himself to windward of the front of the fleet. The best alignment is level with the transom of the first boat or the bow of the second boat. As the last boat reaches Mark 1, the right (now back) umpire moves off to leeward of the boats, level with the first boat in the second half of the fleet.

Position 5: Approaching Mark 2.

The front umpire is in position to see the gap between the boats if they luff towards him. He must be ready to accelerate slightly if the boats luff, so they pass astern. He judges the zone entry for the first half of the fleet, and then continues around the mark level with 1 or 2. Slight acceleration is needed as the umpire boat has a longer, outside course. The first boats are likely to continue on port after Mark 2. The back umpire judges zone entry for the second half of the fleet. He stays close to leeward of the boats, but does not enter the zone. It is likely that



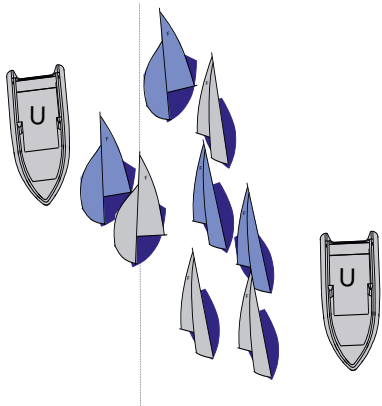
boats set mark traps, and an inside boat may gybe sharply at the mark. The umpire needs to be to the right or astern of the likely course of a boat that gybes.

Position 6: The Run.

The front pair can be expected to stay left, and approach Mark 3 as inside boats on starboard. The front umpire remains to the left and level or slightly ahead of the front group of boats. He should be ready to accelerate slightly if the boats luff towards him so they pass behind.

The back umpire is to the right, or close astern, of his group of boats depending on which is the better position to see the gap between the boats.

Umpiring Luffing Matches: At the start of the run, sailboats in the front half of the fleet may luff each other on port tack, allowing others to over-



take. It is usually best for the front/left umpire to keep watching them until they gybe, and for the back/right umpire to watch the rest of the fleet

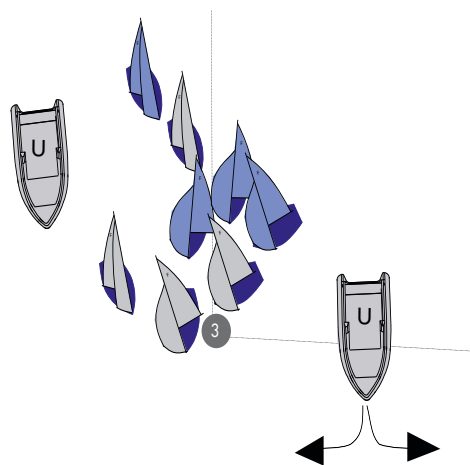
during this time. When the boats gybe, the front umpire promptly moves to his normal front/left position.

If sailboats in the back half of the fleet luff each other on port tack, they should continue to be watched by the back/right umpire, who might need to move to the middle of the course to do this.

Position 7: At Mark 3.

The front umpire calls the first boat's entry into the zone of Mark 3, and then crosses Leg 4 as the first boat approaches the mark. This move enables him to call Mark 3 and then be to leeward of the front of the fleet at the start of Leg 4. If he fails to cross Leg 4 before the boats are on it, he will be out of position for Leg 4. Umpires should not be to windward on Leg 4.

The back umpire calls the back half of the fleet as they enter the zone from a position about four lengths from Mark 3. He remains in this position until boats start to round the mark, and then



promptly moves, outside all boats, to his Leg 4 position to leeward of the first boat in the back half of the fleet. The earlier he moves, the less wake he creates.

As each boat enters the zone at Mark 3, the umpires should identify which boats have to give mark-room. The umpires should also be in position to assess whether boats with mark-room remain in or leave the zone during their manoeuvres. Tips for calling Mark 3 are in Section 10.

Crossing Leg 4: The front umpire should cross Leg 4 close to Mark 3; the ideal distance is about two lengths from the mark. This allows him to turn towards Mark 4 and either stop (if the sailboats stop at the mark), or to continue (if they round the mark). If the umpire crosses Leg 4 further from Mark 3, and the sailboats stop at the mark, he will be out of position. He will need to turn back towards Mark 3 to watch incidents, and then, while watching them, turn to point towards Mark 4.

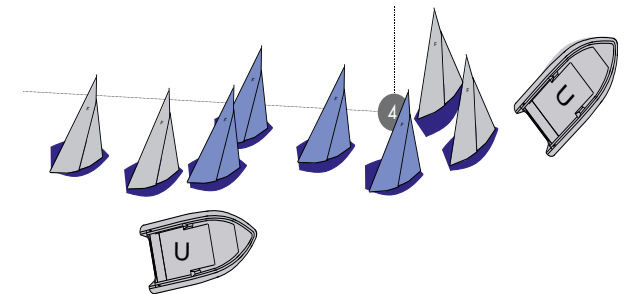
As the front umpire approaches Mark 3, the driver should glance towards Mark 4 to check the direction of Leg 4, and the angle the sailboats are likely to sail when leaving Mark 3. This will enable him to make his turn just to leeward of Leg 4 and be in the correct position for Leg 4. A slight deceleration when turning may help to achieve the correct position on Leg 4 with the leading

sailboats close to windward.

Position 8: Leg 4 and Mark 4.

On Leg 4, both umpire boats are between one and two lengths to leeward of the fleet. The front umpire is level with the first or second boat, ready to call Mark 4 zone entry for the leading boats. The back umpire is level with the leading boat in the back half of the fleet.

The front umpire calls Mark 4 zone entry for the leading boats, and continues past the mark towards the right side of the course. His positioning with respect to the boats will depend



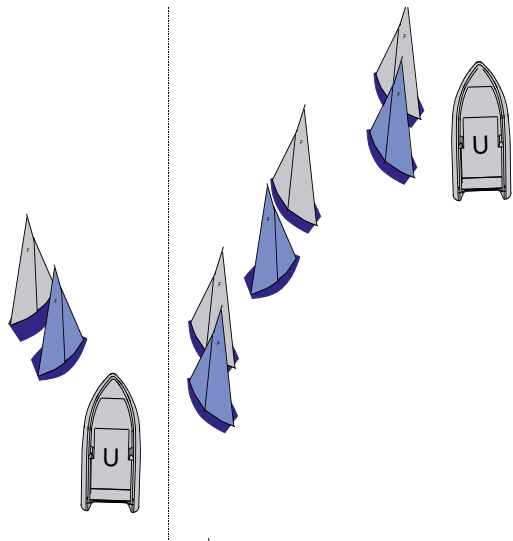
on which gap he needs to watch. If two boats are overlapped, the important gap is between the hulls as they luff to round the mark, which is best seen from ahead or behind. If a clear ahead boat is trying to slow a boat clear astern, the important gap is between the stern of the boat ahead and the bow of the boat behind, which is best seen when level with that gap.

The back umpire, who will be back/left on leg 5, stops and turns to point to windward when he reaches the zone, ready to move to windward (leaving the mark to starboard) to a position on Leg 5 astern or to the left of boats that tack at Mark 4. If he continues to Mark 4, he will not be able to turn into position for the start of Leg 5.

Position 9: On Leg 5.

The front/right umpire stays level with the leading pair on the right side of the course, and the back/left umpire stays level with or astern of the boats on the left side of the course. The leading boats usually start the leg sailing towards the right side of the course, and it is the back of the fleet that is more likely to sail to the left side.

However if the front boats sail to the left and the



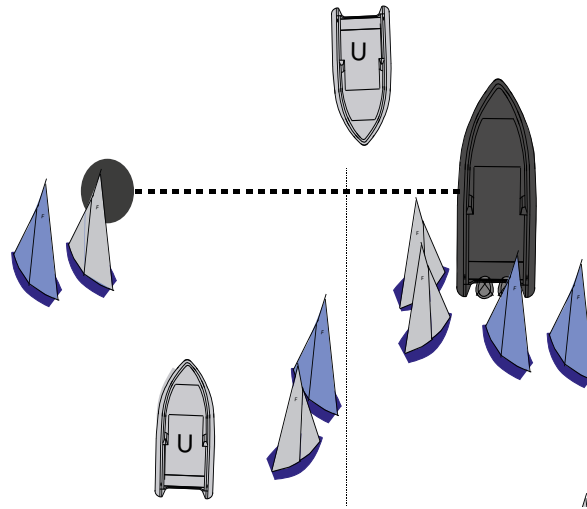
back boats sail to the right, then, unless the fleet is well spread, it is usually easiest for the back/left umpire to move forwards to take the front/left group. Depending on the boats' positions, it may sometimes be better to umpire Leg 5 from a position level with and outside the sailboats rather than ahead or behind.

It is important to remain close to boats on Leg 5, as umpire calls on this leg may decide the race. When the race is close, the leading boats on the losing team will try to slow opponents, and the boats become very close. In such cases umpires should be aware of the race score, the likely manoeuvres the losing team will make, and the best angle of view to decide the incident. Likely incidents and umpire tips are discussed in Section 10.

Position 10: The Finish.

If possible, the front umpire moves above the finish line before the first boat finishes. He should either pass outside the Finish boat, timing this move so the Finish boat does not block his view of an incident at a critical moment, or cross the finishing line well ahead of all boats to avoid blocking the Finish boat's view. He holds position facing the fleet using occasional reverse engine.

The back umpire remains as close to the back of the fleet as possible, on the left side of the course,



as incidents are likely to occur on both tacks near the Finish mark. The starboard lay-line boats are watched by the front umpire. As boats finish, both umpire boats remain in position to watch the remainder of the fleet.

After the finish: Umpires inform the Finish boat of the finishing position of any boat that took a penalty turn at the finish, and the Race Chump advises of any breaches of rule 28.1 (Section 11). Both umpire boats should remain briefly to answer questions from competitors, aware of the priority to return to the start for their next race. Between races, they should take care not to interfere with boats racing.

4.3 THE BOX COURSE

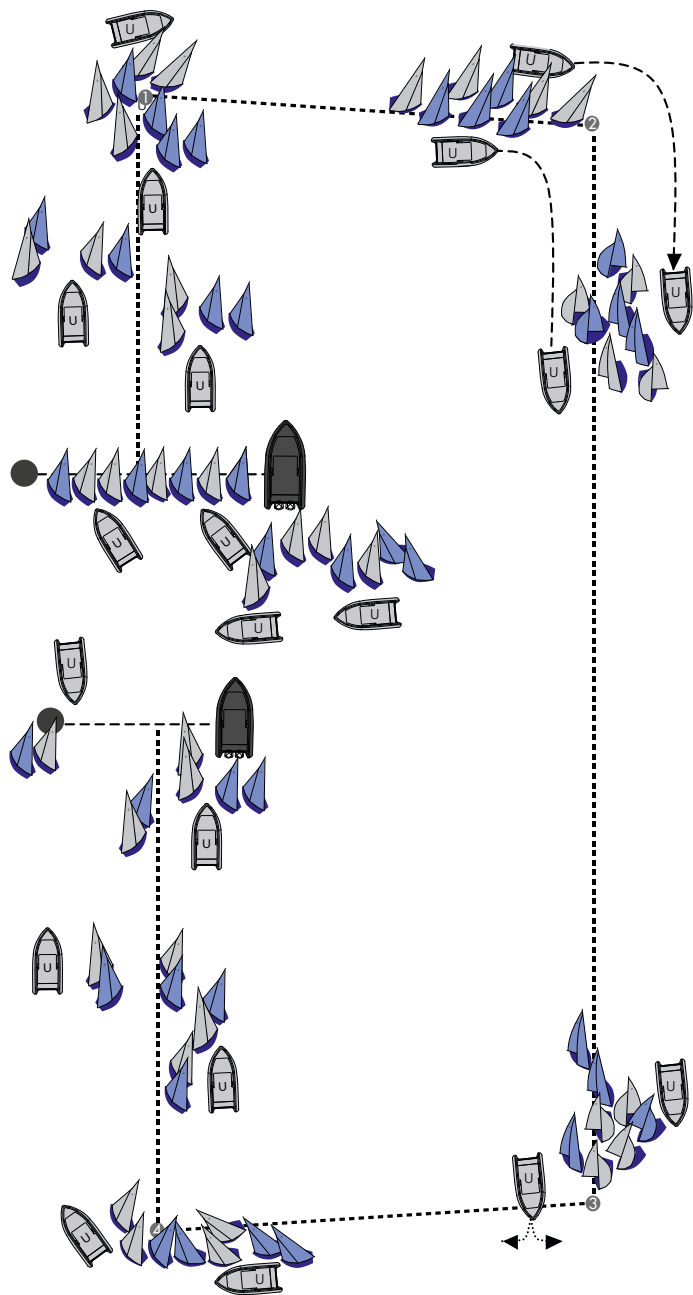
The Box Course route, also used for triangle and windward/leeward courses, is the same as the S course route with the following two changes:

- a. Mark 3 is rounded to starboard, and therefore the right umpire needs to be in front on Leg 3 and cross Leg 4. At Mark 2, the back umpire on Leg 2 switches to the front for Leg 3, and the front umpire switches to the back.

This occurs naturally when the fleet is bunched; the back umpire is on the inside and simply turns at the mark to be level with the front of the fleet on Leg 3. The front umpire on the outside has the longer distance to travel and simply rounds Mark 2 at the speed of the fleet.

If the fleet is spread out approaching Mark 2, the front umpire remains to windward of Mark 2 to call the zone entry and mark rounding for all boats, and the back umpire cuts the corner to join the front of the fleet as it leaves Mark 2.

- b. On Leg 5, the front umpire is on the left side and moves above the line for the finish. Approaching the finish, the back/right umpire observes the gaps between overlapped boats approaching the committee boat end of the line.



4.4 WHICH UMPIRES CALL WHICH BOATS

The drivers call the boats of one team, the co-drivers call the boats of the other team.

Usually, the drivers call the team that is lower numbered (or lettered). For instance, if the sails are numbered 1, 2, 3 vs 4, 5, 6, the drivers call 1, 2, 3, and the co-drivers call 4, 5, 6. If the sails lack suitable differentiation, the Chief Umpire should specify an arrangement such as the drivers call the team in the left column on the race schedule.

Before a race, the umpires should confirm which team the drivers are calling with a phrase like *"Drivers calling Team A, do you agree?"*. During the race, the umpires call the incidents involving the half of Team A's boats nearer to their side of the course. For instance, at the start in 4-boat, the left umpire boat calls all incidents involving the left-most two sailboats of Team A, the right umpire boat calls all incidents involving the right-most two sailboats of Team A.

The driver positions the umpire boat to see incidents involving the sailboats of Team A that he is calling. The co-driver calls the other team's sailboats as they engage with the driver's sailboats and with each other.

This process, combined with correct positioning by the umpire boats, ensures that every incident is covered, and minimises the chance of an incident being called by both umpire boats.

Hand Signal: I Can Make that Call.

On occasion there will be an incident involving sailboats being called by both umpire boats. This occurs most often at Marks 1 and 3, and when approaching the Finish. When one umpire boat is confident he can decide that incident, an umpire in that boat (usually the co-driver) should promptly raise his arm vertically (Section 7.11). The other umpire boat can then focus attention elsewhere.

4.5 UMPIRE POSITIONING TO MAKE INTENTIONS CLEAR

The two umpire boats work as a team, and together cover the whole fleet. A driver's position and movement should make it clear to the other umpire boat which sailboats he is watching. For example in 3-boat, when the team the drivers are calling is in 2, 4, 6, if the front umpire boat is ahead of 2, the back umpire boat knows he is responsible for watching 4 and 6. If the front umpire boat is just ahead of 4, the back umpire boat knows it is only watching 6.

4.6 VARIATIONS ON WHICH UMPIRE CALLS WHICH BOAT

Umpire boats should not switch positions; if out of position, an umpire boat should recover his proper position as quickly as possible. However the race positions, or courses of the sailboats, may make it appropriate to vary which sailboats each umpire boat is watching. The two common instances are:

When the fleet splits into two groups.

In 4-boat team racing, the fleet may split into a front four and a back four, each with three boats of one team and one of the other. In 3-boat, the fleet may split into a front two of one team, and a back four with three from one team and one from the other team. The front umpire boat should take the front group of boats, and the back umpire boat should take the back group. The front umpire should be especially alert to mark touches and team-mate contact, as these incidents could give the losing team an opportunity to get back into the race.

When a pair sail to the other side of the course from their umpire boat.

On Leg 3 of a Box course when all boats are sailing close to each other, the front pair of boats may sail to the left side of the course. As they sail further to the left, their lead will reduce. If they are likely to be overtaken, the left/back umpire boat should take responsibility for them as he is in a better position to call this and future incidents.

Umpires should use their boat positioning to confirm these switches; radio or visual signals are not normally necessary but can be used to eliminate any doubt.



5 DRIVING AND POSITIONING

Good driving initially requires a high degree of concentration. With practice, familiarity with the route around the course, and growing confidence, driving becomes more automatic. The umpire can then focus on observation, umpire communication and decisions.

5.1 IMPORTANT MOVES

The left or front driver should plan ahead for three critical moves around the course.

Move ahead of the fleet approaching Mark 1.

The left umpire should be close astern of his sailboats on the second half of Leg 1, ready to use a gap between them to move ahead. If no gap appears, he should go around the outside, which may briefly distance him from possible incidents or create wake.

Cross Leg 4 at the end of Leg 3.

The front umpire should cross Leg 4, at a distance of about two lengths from Mark 3, before the sailboats start Leg 4. If the first boat rounds Mark 3 a long way ahead, the umpire may cross Leg 4 as the second boat approaches Mark 3.

Move to windward of the finish line.

The front umpire should be to windward of the finish line, in a stationary position with stern to the wind, when the first sailboat finishes. Either

he crosses and clears the finish line 2-3 lengths ahead of the first boat, or he passes outside the Finish boat, timing this move so that the Finish boat does not block his view of an incident at a critical moment.

5.2 TIPS FOR SUCCESSFUL POSITIONING

These tips help umpires optimise their driving and positioning.

- a. On a windward leg, drive in a head-to-wind direction. The umpire boat's speed is less, so he creates less wake. His direction removes the risk of any sailboat being caught in the wake. This is particularly important when passing through the fleet to get to windward of Mark 1.
- b. The back umpire should cut the corner and not round Marks 1, 2 or 4. Stopping and turning to a head-to-wind direction before Mark 4 puts the back umpire in the correct position for the start of Leg 5.
- c. When stationary (pre-start, Mark 1, Mark 3), point the umpire boat in the next direction of travel.
- d. When turning to the opposite direction, turn away from the fleet. The umpire risks interfering with a sailboat if he turns towards it, especially in pre-start.
- e. Keep up with the fleet; it is better to be ahead of the perfect position than behind, as it is easier to adjust by slowing than by accelerating.

- f. Maintain a consistent angle of view, and correct the positioning immediately even if out of position by only half a boat length.
- g. Continue round the course in the correct position, even when signalling a penalty on a boat behind you.

5.3 TRAVEL AT THE SPEED OF THE FLEET

The clearest sign of good driving is the umpire boat moving round the course at the same speed as the fleet.

Travelling at the speed of the fleet allows the umpire boat to be level with and closer to the sailboats, as the gap between the sailboats and the umpire boat is constant. An added benefit is that the co-driver has a consistent angle of view on each leg. If a sailboat turns towards the umpire boat, the driver can accelerate slightly and the sailboat will pass astern.

Reverse gear should rarely be used. The engine takes time to engage, and the umpire boat ends up out of position and has to travel faster than the fleet to catch up.

When driven well, the umpire boat's speed is normally only adjusted to:

- a. stay level with the correct sailboat in puffs and lulls;
- b. stop at marks while mark-traps are being executed (a momentary engagement of reverse will stop forward movement);
- c. stay level with the fleet when rounding marks (accelerate if outside and decelerate if inside);
- d. pass ahead of sailboats that turn towards the umpire boat (small acceleration);
- e. turn when nearby sailboats tack on a windward leg (small deceleration).

5.4 DRIVE CLOSE, STAY CLOSE

Driving close provides a clearer view of incidents which results in easier decision-making. It demands confidence in driving and a gentle handling of the umpire boat, especially to minimise the umpire boat's wake. Key tips for driving close are:

- a. Start close and stay close.
- b. Be level with the correct boat.
- c. Travel at the speed of the fleet.
- d. Use small, continuous adjustment of the umpire boat's throttle.
- e. Reduce speed when turning (except if outside at a mark).
- f. Anticipate the action of the sailboats and have a plan if they alter course towards the umpire boat (Section 5.6).
- g. When out of position, even if only by half a length, adjust immediately.
- h. Point the umpire boat in the next direction of travel.
- i. Keep driving while signalling a penalty.

Competitors prefer umpires to be close. The

umpire should aim to be as close as he can be without obstructing the sailboat's wind or course.

It can be a mistake to be close to leeward or astern of a boat that has broken a rule. She may bear away to take a penalty, causing the umpire to have to stop or reverse, and lose contact with the rest of the fleet. If the umpires are close to such a boat, it is wise to move away from her in anticipation of her penalty turn.

5.5 THROTTLE CONTROL

Unless it is too stiff, the driver should hold the throttle lever close to its base, not at the top. This makes driving smoother and small adjustments easier.

When turning to parallel the path of a tacking sailboat, the driver should briefly decelerate to stay aligned with the sailboat.

The best technique for holding head-to-wind in the prestart is repeatedly to engage forward gear for a very brief moment then shift back to neutral. This keeps the umpire boat pointing in the right direction without closing the gap to the sailboats. At the finish, maintain stern-to-wind position above the finish line by engaging reverse gear in the same way.

5.6 ANTICIPATING COURSE ALTERATIONS

Experience builds awareness of what is likely to happen, but even experienced umpires are occasionally taken by surprise, especially by novice team-racers. An umpire driver should not try to predict what the nearby sailboats will do; he should be aware of everything they might do, and know what he will do if the sailboats near him change course towards him.

On a windward leg, this is relatively simple. The umpire can expect a sailboat to:

- a. Slow or bear away to slow an opponent when ahead of her.
- b. Sail as fast as possible when behind and trying to catch up.
- c. Initiate a tacking battle to slow an opponent when behind her.
- d. Bear away and gybe when being covered and unable to tack.

On a reaching leg, a leading sailboat is likely to slow, and often also bear away, to create an overlap with the boat behind, and may then luff if the boat behind becomes overlapped to windward. A leeward position is unlikely to obstruct these manoeuvres. The windward position adopted by the front umpire on Legs 2 and 3 is at risk from a luff by a sailboat. This is why it is important to be ahead, or level and

ready to accelerate, so that the luffing boats pass astern.

On the run, the back umpire is either level with, or astern of, the back group of sailboats. An advantage of being astern is that if they luff, he can see the gap between the boats without having to accelerate and then look backwards.

At the start, umpires need to anticipate that a sailboat might be OCS and have to return. On all legs umpires should be aware that a boat involved in an incident might believe she has broken a rule and make a penalty turn. The umpire is most at risk when he is close to leeward, especially pre-start and on windward legs.

5.7 WHEN IN THE PATH OF A BOAT

During the pre-start, umpires are usually stationary. When boats sail towards the umpire, the umpire should remain in position. The sailboats may be using the umpire boat as an obstruction, and their tactics would be upset if the umpire boat moved. The driver may raise both hands to confirm he will remain stationary.

On the course, the umpire should always have a route that will avoid blocking a nearby sailboat, even if the sailboat alters course. The co-driver should watch boats outside the driver's line of

sight and warn the driver so he may act to avoid risk of blocking. Redress for interfering with a sailboat is discussed in Section 13.

5.8 CO-DRIVER INPUT

The co-driver points out anything that the driver may miss that would affect the driver's positioning of the umpire boat. Examples include:

- a. an OCS sailboat that might bear away and gybe;
- b. a sailboat astern that the umpire boat might be blocking (on a beat);
- c. a sailboat that is being affected by umpire wake (on a reach);
- d. a change in race-places of the sailboats that will alter the tactics of a team;
- e. a breakdown of the other umpire boat;
- f. the other umpire boat repositioning to call a different pair of boats.

6 PART 2 INCIDENTS (AND RULES 31 & 42)

A team race may have multiple incidents occurring in quick succession. As an incident occurs, the umpires must decide whether a boat breaks a rule. This requires focus, concentration, and an efficient umpiring method. Driving, positioning, and umpire conversation are standardised so they become automatic. This allows the umpire to focus on the incident(s) and applicable rules.

6.1 UMPIRE PROCESS

Each incident between boats is watched by two umpires in one boat, one watching each boat involved, agreeing the facts as they occur. Immediately after the incident, the umpires agree on their decision. They then wait for a boat to protest, and for a boat to take a penalty turn. If there is a protest and no boat takes a penalty, the umpires signal their decision.

The umpires do not signal a decision if there is no protest, or if a boat takes a penalty turn. They therefore do not signal if they decide one boat breaks a rule and another boat takes a penalty turn.

A single incident in which more than one boat breaks a rule and is not exonerated is an exception that is discussed in Section 6.9.

6.2 UMPIRE CONVERSATION

As two or more boats converge, each umpire describes what his boat is doing. The conversation covers:

- a. Identification of the right-of-way boat, the keep clear boat and the reason;
"I am starboard, right-of-way," or *"I am port, keep clear"*.
- b. The obligations and opportunities of each boat;
"I may luff"; "I must give room".
- c. The actions of each boat;
"I am luffing"; "I am keeping clear".
- d. A clear statement that identifies if and when a rule is broken;
"Contact"; "Not keeping clear"; "Changed course to avoid".
- e. Which boat breaks a rule;
"Penalty on me"; "Penalty on you".

This conversation ensures the relevant facts are agreed as the incident occurs. If the umpires disagree on the decision, neither boat should be penalized, even if there is contact. The structure and words of the conversation are discussed in Section 7.

6.3 PROTEST VALIDITY

A protest is only valid if the boat hails *"Protest"* and conspicuously displays a red flag at the first reasonable opportunity for each (rule D2.2(a)). A

Part 2 protest must be made by a boat involved in the incident, unless the incident was contact between two boats of the other team (rule D1.2(a)(a)).

A protest is not valid if the hail is delayed or the flag is inconspicuous or absent.

6.4 TAKING A ONE-TURN PENALTY

A boat may respond to a protest by taking a one-turn penalty, which requires her to get well clear of other boats as soon after the incident as possible, and promptly make a turn including one tack and one gybe (rules D1.3(a) and 44.2).

Hailing or raising a hand to acknowledge fault and the intention to take a penalty alerts the umpires to the sailor's intent. This can be helpful information for the protesting boat and umpires, but it is not required and does not diminish the requirement to get well clear as soon as possible and then promptly take the penalty.

If a boat takes a penalty at or near the finishing line, she must take her penalty and sail completely to the course side of the line before finishing (Definition).

Start and Finish of a Penalty Turn.

A penalty turn starts when, after getting well clear, the boat starts to turn (rule 44.2). It is completed either when the boat reaches close-hauled after

the final tack, or when the boom crosses the centreline during the final gybe. This timing determines when a right of way boat taking a penalty loses and then regains right of way (rule 22.2), and whether a boat taking a penalty completes her penalty before crossing the finishing line to finish.

6.5 SIGNALLING THE DECISION; TAKING A TWO-TURNS PENALTY

After a protest, if no boat promptly takes a penalty, the umpires signal their decision. A green and white flag means no boat is penalized. A red flag means one or more boats are penalized with a two-turns penalty (rules D2.2(c) and D2.4).

Following a protest, the umpires must give a boat time to get well clear of other boats, and then promptly start to turn. If no boat does this, the umpires should then signal their decision. In many cases two seconds is sufficient. Keeping this time short helps because, during the time that there is an unanswered protest, the boats remain close with the possibility of a second incident and protest.

The flag is accompanied by one long sound, normally a loud whistle. The length and loudness of the sound signal is the same for all decisions (red, green and white, and black and white flags). The flag is held vertically overhead for about two seconds so that all sailors, umpires and

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.....
spectators can see it, except that a red flag is lowered when the boat starts her penalty turn. The umpire is required to hail or signal to identify a penalized boat (rule D2.4(b)). The clearest method is for the umpire to hail the boat's number, and point with an extended arm and finger looking at the skipper of the boat.

A boat penalized by an umpire shall take a two-turns penalty, which requires her to make two turns in the same direction, each turn including one tack and one gybe (rules D2.2(f) and 44.2).

If a penalized boat does not promptly sail clear and then start the penalty, the umpire should at that time penalize her further with another two-turns penalty (rule D2.3(f)), confirming the total requirement with a hail of "*Four turns*" (rule D2.3, final paragraph). A good umpire enforces prompt taking of penalties so that he and the other sailors can focus on the next incident, which may already be occurring.

If, while making a penalty turn, a boat breaks a rule that is subject to an umpire-initiated penalty (Section 9), for instance rule 42, this penalty is signalled promptly after the first penalty is completed.

6.6 INTERRUPTING OR INTERFERING WITH A PENALTY TURN

While one boat is taking a penalty, other boats may alter course, and cause the boat taking the penalty to have to interrupt the penalty turn in

order to continue to keep clear (rule 22.2). Interrupting a penalty turn to keep clear of another boat does not breach the requirements of rule 44.2 if the boat promptly resumes and completes her penalty turn.

If the boat taking a penalty fails to keep clear, she breaks rule 22.2. The other boat breaks rule 24.2, when she interferes with the boat taking a penalty, unless she is sailing a proper course. As there is no proper course before the start, any such interference during that time breaks rule 24.2. These are Part 2 rules, so an umpire only signals a decision if there is a protest and no boat takes a penalty turn.

If an umpire decides that the boat taking a penalty breaks rule 22.2, and there is a protest, he waits until the end of the penalty turn to give the boat the opportunity to take an extra one-turn penalty for that breach of rule 22.2. Only if the boat fails to take the extra one-turn penalty should the umpire then signal a two-turns penalty.

6.7 MONITORING PENALTY TURNS

Umpires are responsible for monitoring one-turn and two-turns penalties. The co-driver should call the boat's tack at the start of a penalty ("*Started on port / starboard*") to help the umpires assess whether the penalty is completed correctly.

If there is a protest and a boat starts but fails to complete a one-turn penalty, no boat has exonerated herself. An umpire penalizes the boat

that he decides broke a rule, which may not be the boat that started to take a penalty. If there is no valid protest, the umpire makes no signal, even if a boat makes an incomplete one-turn penalty.

If a two-turns penalty is incomplete (the penalty does not include two gybes and two tacks, or the boat interrupts her turn and completes it in the opposite direction), an additional two-turns penalty is signalled (rule D2.3(f)).

If a boat delays the final tack or gybe of a two-turns penalty, for instance for tactical reasons, the penalty has not been taken promptly as required by rule 44.2. Before the final tack or gybe the umpire should signal another two-turns penalty.

At a regatta for juniors or novices inexperienced in umpired team racing, an umpire may decide a penalty has not been completed solely because the sailor does not know the requirement. The umpire may prefer to advise the sailor (without a flag or sound

signal) what he must do to complete the original penalty. Signalling an extra two-turns penalty when the sailor does not understand the requirement is unlikely to resolve the issue.

6.8 PROTEST RESPONSE TIMES

The racing rules use different words with different meanings to specify how quickly an action needs to be started. Umpires must give boats the specified time, but not more as this would delay closing the incident and cause inconsistency.

The timing requirements used in the rules are:

Action	Requirement	Comments
Hail protest	At the first reasonable opportunity	Immediate; a delay is only reasonable if the boat is in danger, capsized, seriously damaged or a sailor is injured.
Display flag	At the first reasonable opportunity	Follow the hail within 1–2 seconds. If the boat tacks or gybes immediately after the incident, the flag may be displayed after this manoeuvre.
Sail well clear	As soon as possible after the incident	The first opportunity to sail clear, whether it is to luff, bear away, or slow down, must be taken. Delaying sailing clear until after passing the mark, or until the turn can be taken in the preferred direction, does not comply with “as soon as possible”.
Take the penalty	Promptly	Delaying any part of a turn for tactical advantage is not acceptable. Delaying briefly to make sure the boat complies with rule 22.2, or that the turn is safe and seamanlike, is acceptable.

The order, with the shortest time first, is:

- a. immediately;
- b. as soon as possible;
- c. at the first reasonable opportunity;
- d. promptly.

6.9 WHEN MORE THAN ONE BOAT BREAKS A RULE IN A SINGLE INCIDENT

If more than one boat breaks a rule and is not exonerated in a single incident, and there is a protest, an umpire may penalize any boat that broke a rule and did not take a penalty (rule D2.2(d)).

The only common occurrence is when two boats are overlapped and rule 17 applies. The leeward boat sails above her proper course; the windward boat has room to keep clear but fails to do so. The umpires decide that the leeward boat broke rule 17 and the windward boat broke rule 11.

- a. If one or both boats protest, and no boat takes a penalty, an umpire penalizes both boats. The umpire holds the red flag overhead, whistles and points at one boat, then promptly whistles and points at the other boat.
- b. If both boats protest, and one takes a one-turn penalty, an umpire penalizes the other boat.

- c. If only one boat protests and the other takes a penalty, the umpires make no signal. The competitors have resolved the incident themselves and there is no outstanding protest.

Except for the situation above, it is rare for more than one boat to break a rule and not be exonerated in a single incident. Four other situations might occur:

- a. S is on Leg 1, P is on leg 2. S is not sailing her proper course and interferes with P. P fails to keep clear. S breaks rule 24.2 and P breaks rule 11. This situation also occurs between L on Leg 1 and W on Leg 2.
- b. L tacks inside the zone, and causes W to sail above close-hauled. W fails to keep clear. L breaks rule 18.3(a) and W breaks rule 11.
- c. L hails for room to tack at a Finish boat which W can fetch. W fails to respond. L breaks rule 20.1(c), and W breaks rule 20.2(b).
- d. Y is taking a penalty turn. B is not sailing her proper course. Y fails to keep clear of B. Y breaks rule 22.2, B breaks rule 24.1.

6.10 MORE THAN ONE UMPIRE SIGNAL; ERRORS IN SIGNALLING

After a protest, if an umpire in one umpire boat displays a green and white flag, and an umpire

in the other displays a red flag and points at a boat, that boat has been penalized and must take a two-turns penalty.

If the sailor queries what he should do, it is appropriate for the umpire boat to reconfirm the red flag penalty. It may be that two separate incidents have been correctly called by umpires, rather than the same incident being called differently.

When two red flags are displayed, both penalizing the same boat, the penalized boat may assume this reflects agreement between the umpires on a single incident. If the red flags are for separate incidents, and the boat only takes one two-turns penalty, an umpire may need to repeat the second two-turns penalty signal for clarification.

Signals cannot be cancelled. If an umpire signals a penalty on a boat, she must take it. If an umpire in error penalizes a boat on the wrong team, he may mitigate this error by immediately signalling a penalty on the boat on the other team that broke a rule.

In all such cases, the umpires should be prepared to explain the call to the penalized boats at the finish line.

6.11 INCORRECT PROTEST PROCEDURE

If a boat hails "Protest" but fails to meet another requirement for a protest (display of red flag; or involvement in the incident), the umpire should not signal a decision because the protest is not valid. If the hailing continues, it is appropriate to display the green and white flag to close the incident. The reasons can be discussed with the sailor after the race.

6.12 CO-DRIVER RESPONSIBILITIES

In addition to calling his boat, the co-driver should take responsibility for:

- a. making the flag and sound signals;
- b. hailing "*Started on port / starboard*" and monitoring completion of a penalty;
- c. keeping watch for other umpire boats and visual signals;
- d. checking if the individual recall flag X is correctly flown at the start;
- e. operating the radio.

7 UMPIRE CONVERSATION

Umpire conversation enables facts to be agreed, and decisions made, as incidents happen. The words need to be clear, concise, accurate and relevant. Initially an umpire may find it difficult to describe in words the action as he sees it. When this becomes automatic, the umpire can focus on watching his boat and listening to the other umpire.

7.1 PURPOSE OF CONVERSATION

The purpose of the conversation is that, as an incident takes place, the umpires agree the facts, the rules that apply, and whether a boat breaks a rule. They then observe if any boat protests. If a boat protests and no boat promptly takes a penalty turn, they confirm their decision and signal it.

7.2 STRUCTURE OF THE CONVERSATION

Each umpire watches one or more boats on a team, and describes in words what he sees. It takes practice to convert what is seen into an accurate verbal narrative. The words must be spoken clearly, and loudly enough to be heard over engine noise and wind. It helps if the umpires are side-by-side in the boat rather than one in front and one behind.

Each umpire, by watching and describing the

actions of his boat, and listening to the other umpire describe the actions of the other boat, can follow an incident and apply the rules. As soon as a rule is broken, *"I am not keeping clear"*, the dialogue switches to agreeing to the decision *"Penalty on me, do you agree?"*.

Words are spoken aloud, not just thought. This keeps both umpires informed and focused, helps them remember the facts, and confirms their agreement or highlights disagreement as the incident happens.

7.3 CLEAR, CONCISE, ACCURATE AND RELEVANT WORDS

The boats may manoeuvre rapidly, so words must be clear and concise. The following abbreviations are used:

"I am right" to mean *"I have right-of-way"*.

"I am give" to mean *"I am required to keep clear"*.

"Ahead" and **"Astern"** to mean *"Clear ahead"* and *"Clear astern"*.

"Clear" to mean *"Not overlapped"*.

"Done" to mean *"Tack complete"*.

"Dipping" (or **"Ducking"**) to mean *"Keeping clear by passing astern"*.

Unnecessary words should be avoided. For example, if boats are overlapped on the same tack, stating that one boat is leeward makes the

word “*Overlapped*” redundant, and stating which tack they are on is not relevant to the application of rule 11. “*I’m leeward right*” is all that is necessary.

The words must be accurate in time and meaning. The timing of a word such as “*Done*” identifies the moment specific rules start or cease to apply.

The words must be relevant. The conversation should be restricted to the facts that are necessary for the umpires’ decision. For each rule, the umpires need to know the specific facts that must be agreed before that rule can be applied.

For example, it is essential to know if a right-of-way boat is holding or changing her course, as this determines whether rule 16.1 (and occasionally rule 16.2) applies. In contrast, if a boat is keeping clear as required, it is not relevant whether she is doing this by holding or changing her course, or slowing down.

For this reason, “*Holding*” and “*Changing*” (or “*Altering*”) are used for the right-of-way boat only. They act as a useful confirmation of which boat has right-of-way.

7.4 INITIATING THE CONVERSATION Rights and Reasons, Obligations and Opportunities:

An umpire identifies which boat is being

described by saying “*I am X*”. When calling a new boat, it can be helpful to point at X so the other umpire knows where to look.

The umpire states whether X has right-of-way or is required to keep clear, and the reason. The reason will relate to rules 10, 11, 12, or 13. The other umpire responds and confirms:

Statement	Response
<i>“I am starboard right”</i>	<i>“I am port give”</i> .
<i>“I am windward give”</i>	<i>“I am leeward right”</i> .
<i>“I am astern give”</i>	<i>“I am ahead right”</i> .

The umpires then state any relevant obligations or opportunities that apply. For instance, whenever there is an overlap, the umpires agree whether rule 17 Proper Course applies. Some umpires say “*luffing rights*” or “*17 off*” to mean “*I may sail above proper course*”, and “*no luffing rights*” or “*17 on*” to mean “*I may not sail above proper course*”.

7.5 CONTINUING THE CONVERSATION

Actions:

Once the initial information is agreed, the right-of-way umpire only needs to state whether his boat is holding or changing her course.

The keep-clear umpire states whether his boat is continuing to keep clear. If she is, no rule is broken. If the right-of-way boat changes course, and the boats are close, the keep-clear umpire should state either *“Reacted immediately”* or *“Reacted late”* to identify whether his boat responded promptly to the change of course. *“Doing all I can”* and *“Not doing all I can”* may be said instead, especially when the other boat establishes right of way and rule 15 applies.

7.6 CHANGES TO THE CONVERSATION

Switching Rights, New Opportunities or Obligations:

New facts that change how the rules apply are called as they happen. The new fact might change which boat has right of way, or place a new obligation on a boat. If a boat is required to respond promptly, it is important that the exact time of this new fact is identified, so short words are used. The most common words and the applicable rules are:

- a. **“Tacking”** when a boat passes head-to-wind (rule 13);
- b. **“Done”** when a boat completes a tack by reaching a close-hauled course (rules 10, 11, 12, 15, 17);
- c. **“Overlap”** or **“Clear”** (rules 11, 12, 15, 17, 18) when an overlap is established or broken;
- d. **“Zone”** when the first boat of two reaches the zone (rule 18);

- e. **“Obstruction”** when a boat is about to pass it (rule 19) or entitled to hail (rule 20);
- f. **“Starboard right”** or **“Leeward right”** when a boat changes tack by gybing and becomes right-of-way;
- g. **“Layline”** when a boat must gybe or bear away to continue to sail a proper course (rule 17);
- h. **“Hail”** when a hail is made and the other boat must respond (rule 20).

For example, when a boat tacks from port onto starboard, to leeward of a starboard-tack boat, the umpire says *“Luffing; ... Tacking; ... Done. Leeward right holding. Luffing rights.”*

When two boats are approaching the zone of a mark not overlapped, the front umpire says *“Clear”*. At the zone he says *“Zone”*, and the other umpire says *“I must give mark-room”*.

If the boats are overlapped approaching Mark 4, the inside umpire says *“Windward give, keeping clear”*. After *“Zone”* is said, this umpire says if he is *“In mark-room”* to identify whether rule 21 Exoneration applies. Some umpires say *“In corridor”*.

“Approaching start”, *“Penalty complete”*, *“Returning (to start)”* *“Finished”* also change the application of the rules, but are only said if relevant to an incident.

7.7 CONCLUDING THE CONVERSATION

The Decision.

A statement in the umpire conversation reveals the moment that a rule has been broken. For example:

- a. An umpire says *"Contact"*.
- b. The umpire of the keep-clear boat says *"Not keeping clear"*.
- c. One boat is tacking and the umpire of the other boat says *"Changed (Altered) to avoid you"*.

The umpires already have all the facts. They need to agree the decision that they will signal if there is a protest and no boat takes a penalty. The process is:

- a. One umpire proposes the decision, *"Penalty on me/you, do you agree?"*
- b. The other umpire says: *"I agree"*; or *"I did not see"*; or *"I disagree"* with the reason, for instance *"Disagree, I broke 16.1"*.
- c. If the other umpire says *"I agree"* or *"I did not see"*, the proposed decision is confirmed.
- d. If the umpires disagree, the umpire who initially proposed the decision has the opportunity to say either *"You're correct, I agree"*, or *"I disagree, green flag"*.

Disagreements may be over rule application, or because one umpire is unaware of a fact relating

to a boat he is not watching that has not yet been stated, for example the fact that the other boat was *"Changing"*, or was *"Not in Mark-room"*. If umpires cannot immediately resolve their disagreement, and there is a protest, they should signal no penalty with a green and white flag. The answer to a sailor's query on the decision is simply *"We disagreed about which boat broke a rule"*.

7.8 WHICH UMPIRE PROPOSES THE DECISION

If a decision is obvious, the umpires should expect a boat to take a penalty. An umpire's decision is usually only required when the sailors have reasonable doubt.

These decisions often relate to windward / leeward incidents when the right-of-way leeward boat changes course. The incident may start when the leeward boat acquires right of way. The choice is either to penalize the right-of-way boat under rule 15 or 16.1, or to penalize the keep-clear boat under rule 11. The umpires need to decide if the keep-clear boat acted promptly and did what she could to keep clear in a seamanlike way, or if she reacted late.

The umpire calling the right-of-way boat says *"Overlap"* (if rule 15 applies), then *"Holding"* or *"Changing"*. The umpire calling the keep-clear boat says whether his boat is *"Keeping clear"* or

not, and whether she reacts promptly and adequately to “*Overlap*” and “*Changing*”.

If the umpire calling the keep-clear boat says that his boat “*Reacted promptly*” and is “*Doing all I can*” to keep clear, and then fails to keep clear, the right-of-way boat will be penalized. If he says his boat “*Reacted late*”, or is “*Not doing all I can*” to keep clear, and then fails to keep clear, the keep-clear boat will be penalized.

The umpire calling the keep-clear boat therefore usually proposes the decision. He hears the right-of-way boat’s umpire saying “*Holding*” or “*Changing*”, and observes the actions of his keep-clear boat. It is these actions that determine the decision. An umpire should not disagree over a fact about a boat he is not watching.

7.9 SIGNALLING THE DECISION

After the decision is made, the umpires wait for a protest and give a boat time to start taking a penalty. They should be ready to display the flag, especially if it will be red, and make the sound signal. The co-driver should have the red flag in his hand ready to use throughout the race.

If no boat promptly starts to take a penalty turn, one umpire proposes “*Penalize X*” or “*No penalty, green flag*”. The other umpire says “*Agree*”, and the decision is immediately signalled by the co-driver.

Signalling immediately after this agreement is important. If the umpires decide to signal a two-turns penalty, but before they make the signal a boat starts to take a one-turn penalty, the umpires have to decide whether to change their decision, or to enforce it despite the fact that a boat is now taking a penalty. Neither option is good.

7.10 STANDARD WORDS AND PHRASES

Appropriate words to use when calling incidents are show on the opposite page.

Rights/ Reasons	Obligations/ Opportunities	Actions	Decisions
Give; Right	(No) Luffing rights; 17 off/on	Holding; Changing (Altering)	Penalty on X
Port; Starboard	Zone	(Not) Keeping clear	No incident
Windward; Leeward	I must give (mark-)room	Reacted immediately/late	Incident closed (no protest)
Overlapped; Clear	It's on me	(Not) Doing all I can	Do you agree?
(Don't) Have mark-room	At obstruction	Luffing; Tacking; Done	I agree/disagree/didn't see
(Not) In mark-room	I may (not) hail (rule 20)	Close-hauled	Penalize
	Dipping (Ducking); Crossing	Hail (protest, room to tack)	Green/Red/Black flag
	Different leg; Interfering	Tacked in zone; Fetching	Started on port/starboard
	Friendly	18 off	(Above) Proper course
		(Not) Responding (rule 20)	
		Contact	
		Flag	
		Approaching start	

Clarifications:

- a. **"Incident closed"** means that the time for a valid protest has expired.
- b. **"No incident"** means that no rule was broken, but the umpire believes a boat may protest.
- c. **"Dipping"** (or **"ducking"**) on a beat means a port tack boat is sailing to keep clear by passing astern of a starboard tack boat, alerting to a possible application of rule 16.2. **"Crossing"** means the port tack boat is sailing to pass ahead.
- d. **"18 off"** means mark room has been given, or the boat entitled to mark-room leaves the zone or tacks (rule 18.2(c)).
- e. **"It's on me"** means that a windward boat has not reacted promptly to a leeward boat establishing right of way or altering course, and if she thereafter fails to keep clear she will break rule 11.
- f. **"Friendly"** means that an incident is between team-mates.
- g. In conversation, flags are described as **"red"**, **"green"** and **"black"** even though green and black flags include white.

7.11 SIMULTANEOUS INCIDENTS

On occasion, an umpire boat has two separate incidents needing to be watched, each demanding 100% of the umpire's attention. To accommodate this, one umpire calls each incident. Usually the driver calls the incident ahead, and the co-driver calls the incident to the side or astern. To help record and recall facts, each umpire continues to call his incident aloud, calling the actions of both boats "X, starboard right, holding. Y, port give, keeping clear".

7.12 RADIO AND HAND SIGNAL COMMUNICATIONS

Radio communication risks interrupting umpire conversation and may not be heard. If a radio is used, communication should be concise, passing specific information. Formal radio etiquette is inappropriate, and a response should not be needed. Radios transmit to a wide audience and should not be used for private conversations. Information an umpire transmits to the other umpire boat may include:

- a. a fact when an umpire has a better angle or previous knowledge ("*X clear at zone*"; or "*X and Y 17 on*");
- b. advising of an unanswered protest, "*You have an outstanding protest from X*";
- c. "*I can make the call between X and Y*" when he believes that the responsible umpire may not have the facts.

Hand signals are less intrusive but may not be seen. The co-driver should watch for hand signals and respond. The hand signals are:

- a. **hand tapping top of head:** "*Contact*", boat-on-boat or boat-on-mark;
- b. **arm vertical:** "*We saw the incident and will make the call*";
- c. **jabbing point at the other umpire boat:** "*Please make the call*";
- d. **thumbs up:** "*I agree*".

The arm vertical signal is useful for an incident that both umpire boats may be watching, for example in 3-boat an incident at Mark 1 between boats 3 and 4. If an umpire is confident his boat can make the decision, he should raise his arm vertically. The other umpire boat can then concentrate on other incidents.



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8 TEAM RACING IN 10 CALLS

Ten situations cover the majority of team racing decisions. Familiarity and confidence with these, and the specific facts that determine what the decision should be, will help umpires make consistent and reliable decisions on the water.

8.1 WINDWARD/LEEWARD PRE-START: RULES 11 AND 15

When boat L establishes a leeward overlap from astern or when she tacks close to leeward of another boat, she must comply with rule 15 and initially give the windward boat W room to keep clear. She may do that by bearing away.

W must promptly do what she can to keep clear. The windward umpire may say *"I have room; I am doing nothing; It's on me"*, in which case if rule 11 is broken and there is a protest, the umpires penalize W. Alternatively, the windward umpire may say *"I reacted promptly; I'm doing all I can"*, in which case, if rule 11 is broken and there is a protest, L is penalized under rule 15 and W is exonerated.

8.2 WINDWARD/LEEWARD: RULES 11 AND 16.1

This is the incident that most often leads to a protest. The leeward boat L changes course

causing contact. Did the windward boat W have room to keep clear?

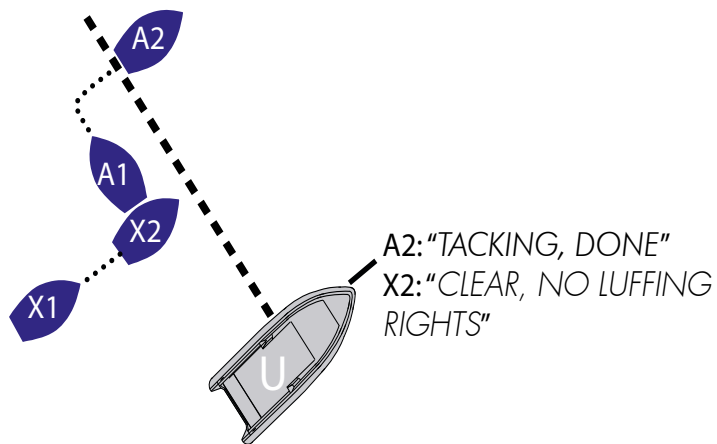
The leeward umpire says *"Holding"* or *"Changing"*. Whenever the leeward umpire says *"Changing"*, the windward umpire says *"Keeping clear"* or *"Doing all I can"* or *"Reacted late, not doing all I can"*.

When the windward umpire says *"Keeping clear"*, there is no incident. If W fails to keep clear, but is doing all she can, L is penalized under rule 16.1; whereas if W reacted late or did not do all she could, W is penalized under rule 11.

8.3 CLOSE TACK UPWIND: RULES 13 AND 17

When port boat P tacks ahead or to leeward of starboard boat S, and S luffs to avoid contact, does S need to luff before P's umpire says *"Done"*, or does S only need to luff after P becomes close hauled and right-of-way?

When a boat tacks ahead and to windward of another boat, the tacking umpire says *"Done"*. The non-tacking umpire responds with either *"Overlapped"* or *"Clear"* (astern). This fact must be called accurately as it determines whether rule 17 applies. Overlaps established when approaching or rounding marks often determine



room to keep clear, Y breaks rule 16.1.

On occasion, in particular when the ahead boat tacks at Mark 1, and when a port tack boat is crossing a starboard tack boat, the right of way boat astern luffs onto a collision course, then bears away before there is contact, and protests. The umpires should decide "No incident, green flag".

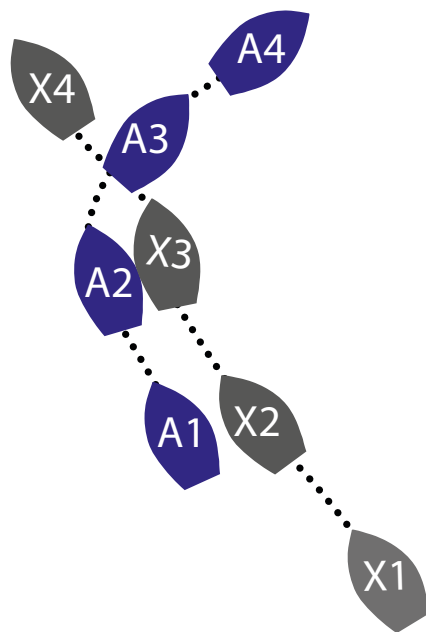
the application of rule 17 on the next leg.

8.4 UPWIND AND AT MARK 1, BOAT AHEAD TACKS: RULES 13 AND 16.1

In these incidents, an ahead right-of-way boat tacks to become keep-clear boat, and then fails to keep clear. It occurs at Mark 1, and also on a windward leg, in particular Leg 5, when a starboard boat crosses and tacks to cover a dipping port-tack boat.

After the boat ahead X passes head-to-wind ("Tacking"), she must keep clear. If a boat astern Y luffs before X passes head-to-wind, and then maintains her course ("Holding"), rule 16.1 does not apply. If Y then has to bear away to avoid contact ("Changed to avoid"), X breaks rule 13 (or rule 10 or 11).

However if Y changes course ("Changing") after X passes head-to-wind ("Tacking") without giving X



8.5 HUNTING UPWIND: RULE 16.2

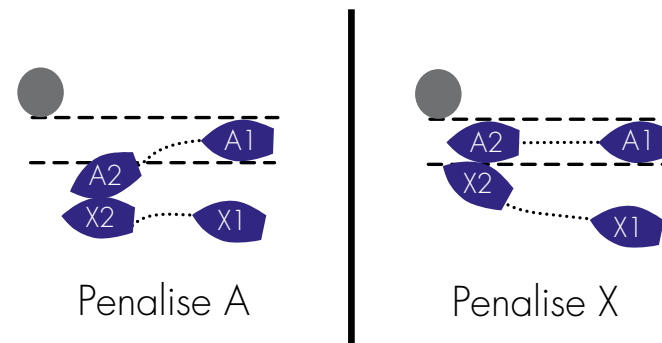
Starboard boat S breaks rule 16.2 when, if port boat P is keeping clear by sailing to pass astern of S ("Dipping" or "Ducking"), S changes course ("Changing") and as a result P has to change course immediately to continue to keep clear ("Had to change immediately").

Rule 16.2 applies in two different incidents: when S luffs to tack to cover P as P is about to pass astern of her; and when S bears away to force P to bear away further or to luff and tack.

8.6 GIVING AND TAKING MARK-ROOM: PART 2 SECTION A AND RULE 18.2(b)

If the right-of-way boat X is outside at a mark and contact occurs, the inside boat Y breaks a rule of Section A. However, if Y is sailing in the mark-room to which she is entitled, X breaks rule 18.2 and the inside boat is exonerated under rule 21.

The umpires' decision will depend on whether the inside umpire is saying "In mark-room" or "Not in mark-room". Approaching Mark 4, an inside windward boat is not in mark-room when she is sailing below a course to the mark. Approaching Mark 3 on the Box course (rounded to starboard), an inside port tack boat is not in mark-room when she is sailing above the course to the mark.



8.7 MARK 1, TACKING IN THE ZONE: RULE 18.2(a)

When a port tack boat, approaching a starboard-hand Mark 1 below the lay-line, passes head-to-wind inside the zone, ("Zone ... tacking inside zone"), she must give mark-room to any starboard tack boat that thereafter becomes overlapped inside her.

8.8 BREAKING OVERLAPS ON OFFWIND LEGS: RULE 17

A windward boat W may try to curtail a luff by a leeward boat L by briefly luffing further to become clear ahead. The umpires are unlikely to be perfectly aligned to observe if the overlap is broken. They should decide that L remains entitled to luff until they are confident that the overlap is broken (Section 3).

On a run, if W becomes clear ahead by luffing, and then bears away to re-establish a "17-on" overlap, L can re-establish her right to sail above a proper course by bearing away and gybing twice.

8.9 GYBING AND LUFFING ON A RUN: RULE 16.1

On a run, if X on port tack to windward of Y gybes onto starboard and changes course towards Y ("Starboard right changing"), she must give Y room to keep clear in a seamanlike manner. Y will normally gybe promptly ("Reacted immediately"). If during the gybe, Y's boom

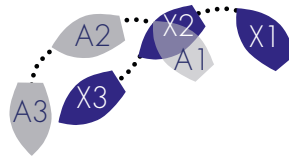
makes contact with X, the umpires decide if it would have been possible and seamanlike for Y to avoid contact by letting her boom out less far. If it would have been, Y is penalized for breaking rule 11; if not, X is penalized for breaking rule 16.1.

8.10 GYBING OUT ON THE BEAT: PART 2 SECTION A AND RULE 16.1

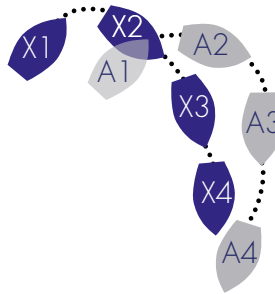
On the final beat, a windward boat W may prevent a leeward boat L from tacking towards the finish. To escape, L may bear away to gybe. W becomes clear astern and bears away further to try to prevent L gybing.

If the boats are on starboard, L will gybe onto port, and must keep clear ("Give") of W. W must then hold her course ("Holding") to avoid risk of breaking rule 16.1.

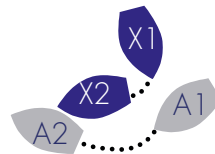
If the boats are on port, L remains right-of-way when she gybes ("Right, changing"). She has to give W room to keep clear, which W may only be able to do by gybing promptly inside her ("Reacted promptly, doing all I can") to comply with 16.1.



Penalise A



Penalise X



Penalise A

9 UMPIRE-INITIATED PENALTIES

Team racing umpires may penalize without a protest from a boat in specific situations (rule D2.3). The normal penalty is two turns, but the rules allow umpires to vary this. They may also display a black and white flag. Application should be consistent within a regatta and across regattas.

9.1 BLACK AND WHITE FLAG

The black and white flag means “There may be a hearing after the race”. All boats continue to race. The penalties available to the protest committee are to increase a boat’s score if her team gained an advantage despite taking a penalty, or to deduct half or more race-wins from the team for a breach of rules 1, 2, 14, or a rule when not racing (rule D3.1(d)).

Increasing a boat’s score enables the protest committee to reverse the result of a race. Sufficient points are added to the score of the boat that took a penalty so that her team loses the race.

Deducting race wins reduces the team’s total score in the competition without affecting the score of any other team.

An umpire should only display a black and white flag when he believes applying one of these two scoring options is appropriate. Further guidance on this is given in the rest of this section. The

process to be followed after displaying a black and white flag is described in Section 11.

9.2 TOUCHING A MARK

When an umpire is confident a boat has touched a mark, and no boat protests or takes a penalty, he penalizes that boat with a two-turns penalty unless she would have been exonerated if there had been a protest.

9.3 CONTACT BETWEEN TEAM-MATES

When team-mates make contact, and neither of them takes a penalty turn, an umpire penalizes the boat that he decides broke a rule with a two-turns penalty.

9.4 RULE 42

Team races are more often won through boat-on-boat tactics and overtaking than through boat speed. Umpires need to be especially alert to any breach of rule 42 that accelerates a boat, and should penalize it immediately with a two-turns penalty even if it is seen by only one umpire.

Most breaches are tactical (propelling the boat), especially a vital acceleration to gain an overlap, round a mark, or get control at the start. In light winds, single tacks and gybes can break rule 42. Sculling is most likely at the start and when rounding a mark or taking a penalty.

Technical rule 42 breaches (pumping and rocking) are less common in team racing, as actions are not usually repeated. A boat

roll-tacking twice in quick succession, without reaching a close hauled course after the first tack, breaks rule 42.2(b)(1) Rocking because the exception in 42.3(b) only applies if she completes her tack. This is sometimes referred to as a “VMG tack” because it enables a boat to travel at full speed in a direction that is above close-hauled.

9.5 FAILURE TO TAKE OR COMPLETE A PENALTY TURN

If a boat does not promptly start a two-turns penalty signalled by an umpire, the umpire signals an extra two-turns penalty. This is signalled by another red flag and sound signal, and a hail of “*Four turns*” (Section 6.5). In the unlikely event that the boat still fails to start taking the penalty, a black and white flag should be displayed.

If a boat fails to complete promptly a penalty signalled by an umpire, the umpire signals a further two-turns penalty as soon as he decides the boat is delaying the prompt completion of the penalty (Section 6.7).

Section 6.7 discusses the flexibility that might be appropriate with a novice sailor who fails to complete a penalty, and is unfamiliar with the penalty requirements.

Is a Boat Well Clear?

Umpires should agree that a boat is well clear unless it is obvious that she is not. The decision that a boat is well clear is made at the start of the penalty. It should not be influenced by how the

turns are taken or whether other boats alter course while the penalty is being taken. A penalized boat may pause her penalty turns to keep clear of boats racing (Section 6.6).

9.6 ADVANTAGE: INDIVIDUAL AND TEAM

An umpire should penalize a boat when she breaks a rule, and she or her team gains an advantage despite taking a one-turn or a two-turns penalty (rule D2.3(c)).

A boat gains an advantage if she is not behind the other boat in the incident when she completes her penalty. The umpire penalizes her with a further two-turns penalty when this is sufficient to remove any advantage. The penalty is greater if the other boat is seriously disadvantaged as a result of the incident, such as capsized. After the extra penalty, the boat that broke a rule should be behind the other boat.

A team gains an advantage when other boats on that team either gain places, or substantially reduce the distance they are behind. The umpire further penalizes the boat that broke a rule if this adequately offsets the advantage gained by team-mates.

However when a team gains an advantage, and further penalizing the boat that broke a rule will not remove this advantage, the black and white flag should be displayed. The most frequent example is in a 3-boat team race when one boat breaks a rule, and as a result her team-mates

gain a race-winning 1, 2. Additional turns will not affect the winning 1, 2. A hearing allows the protest committee to add points to the score of the boat that broke a rule to reverse the result of the race (rule D3.1(d)(2)).

This is a significant decision, as it means the protest committee may decide the result of the race based on the positions at that time. In 3-boat team racing, a clear 1, 2 combination at Mark 1 is likely to be maintained for the rest of the race and the black and white flag should be flown. In the first half of a 4-boat team race, it is usually better to give extra turns (more than two) to put the boat into a distant last place than to display a black and white flag. The team without last place is now well placed to establish a winning combination on the run.

Whenever a black and white flag is flown, the umpire should record the positions of all boats at that time. These facts will be required by the protest committee in making its decision on whether to add points, and if so how many, to the boat's score (rule D3.1(d)(2)). The race should not be re-sailed.

9.7 SPORTSMANSHIP

A breach of sportsmanship should be promptly penalized with a two-turns penalty (rule D2.3(g)). The most common breaches are verbal abuse or

intimidation (of sailors, race officials, or umpires).

If a breach of sportsmanship is extreme, a black and white flag should also be flown. The red flag is appropriate as the race penalty; the black and white flag allows for a hearing at which the protest committee may reduce the total race-wins for the team (rule D3.1(d)(3)).

If the breach occurs after the boat has finished, a penalty can only be imposed with a black and white flag and a hearing. An umpire might choose to report the incident to the Chief Umpire who might instead issue a formal warning to prevent recurrence, rather than wait for a later hearing.

If a boat clearly indicates she will take a penalty turn and fails to do so, and an umpire decides this act was a breach of sportsmanship, he should penalize the boat, even if the other boat failed to protest (rule D2.3(e)).

9.8 DAMAGE AND INJURY

The Notice of Race may state that a damage deposit is required in regattas with supplied boats. The Race Committee is responsible for apportioning financial responsibility for damage. The umpires can assist, if they see contact which may cause damage, by noting which boat(s) they believe responsible, checking the boats after the

finish, and informing the Race Committee if they find damage. Checking for damage does not require a signal.

A breach of rule 14, when there is no damage or injury, is covered in the umpire's decision on the incident, and is not considered further after the race.

If an umpire sees a boat being sailed in a manner expected to cause serious damage or injury which the boat could have avoided, he should display a black and white flag (rule D2.3(d)). The appropriate penalty for such an infringement is a reduction in the number of race wins of the team (rule D3.1(d)(3)).

9.9 SAILING AN INCORRECT COURSE

A boat receives finishing points for a race equal to her finishing position, whether or not she has complied with rule 28. If she breaks rule 28 by sailing an incorrect course, she receives six penalty points in addition to her finishing points (rule D3.1(d)(1)).

When an umpire sees a boat sail an incorrect course, he should note it so he can provide evidence later. At the finish of the race, he should inform the Race Committee, which can take appropriate action. The protest committee, which may be the umpires themselves, can also protest.

No flag is displayed.

The Sailing Instructions may amend rule A5 to allow the penalty for sailing an incorrect course to be imposed without a hearing. Otherwise a brief hearing must be held, ideally on the water promptly after the race is concluded, to confirm the facts and impose the penalty (rule D1.2(e)).

If a boat breaks rule 28, gains an advantage and, as a result, converts a losing position into a race-win despite the six-point penalty for breaking rule 28, she has gained an advantage despite her breach and should be penalized further in the hearing (rule D3.1(d)(2)).

If an umpire believes the omission of a mark was a breach of sportsmanship, he should display a black and white flag (rule D2.3(g)).

10 LEARNING THROUGH EXPERIENCE

Learning can be accelerated by studying the incidents in the Team Racing Call Book, and by analysing incidents after racing. What rules applied? What were the facts? What were the critical actions to watch, and where was the right angle of view to see them?

10.1 PATTERN RECOGNITION

Complex incidents are difficult to call correctly at the speed that they happen, especially if the umpire is seeing them for the first time. At the end of a day's racing, an umpire should take the time to analyse complex incidents he has encountered. This process will help him recognise and become familiar with repeated elements of the incidents, understand the application of the rules, and know what actions must be observed to make correct calls. Many of these elements are covered in the Team Racing Call Book and Section 8.

10.2 INCIDENTS INVOLVING THREE OVERLAPPED BOATS

In an incident involving three overlapped boats on the same tack, a good rule-of-thumb is that the middle boat M is rarely at fault. On a leg, if M is failing to keep clear of leeward boat L at the same time as windward boat W is failing to keep clear of M, it is likely that either L has broken rule

16.1 or W has broken rule 11 and middle is exonerated (rule 64.1(a)). At a mark, it is likely that either the outside boat breaks rule 18.2(b), or the inside boat is too far from the mark.

Clearly if there is a large gap between M and W when L and M make contact, then M is likely to have broken rule 11. But this incident only involves two boats, L and M.

10.3 IDENTIFYING THE ZONE

The two-length zone is small and sailors often call it early. An umpire should become confident on the size of the zone for the boats at the regatta. Three tips may help:

- a. When the bow of a sailboat is in line with the mark, the zone is one length behind her stern.
- b. When one sailboat is immediately astern of another at a mark, the size of the zone can be seen accurately.
- c. The mast height, projected horizontally, is about one and a half hull lengths.

10.4 MARK 3 IS CHALLENGING

All umpires find that making calls at Mark 3 requires practice. The fleet compresses on the run; leading boats stop to execute mark traps further compressing the fleet; an incident may occur between first and last place boats; and all the rules in Part 2 Sections A, B, and C may apply.

With so much activity there is the risk that the conversation stops, but it is important for the umpires to continue to state the facts and identify the actions of the boats. If the conversation stops, decisions cannot be made as the incidents happen, and are likely to have an element of guesswork. Experience and pattern recognition help an umpire identify the key facts and obligations to state when calling Mark 3.

Umpires also need to have a clear understanding of the relationship between the rules that will govern any decision. The standard right-of-way rules and rules 15, 16, and 17 continue to apply. In addition, rules 18 and 21 apply between each pair of boats.

To apply rules 18 and 21, the umpire needs to watch for and decide:

- a. the mark-room relationship between each pair of boats; and
- b. whether a keep-clear boat with mark-room is sailing within the mark-room to which she is entitled, and therefore will be exonerated under rule 21.

To watch complex incidents at Mark 3, the umpire boats should be stationary (Section 4). As each boat enters the zone, the umpires should state the mark-room relationship of the boat entering the zone with all other boats. *"I have mark-room on all boats except X"* or *"I must give*

mark-room to all boats except Y". Some umpires do this by identifying the order the boats would leave the mark based on their mark-room rights and obligations. If boat X with mark-room leaves the zone, the umpire should say *"X, 18 off"*.

Once the mark-room relationships are established, the umpires say the normal *"Right"* and *"Give"* statements. In addition they say whether or not a keep-clear boat with mark room is sailing within the mark-room to which she is entitled *"X (not) in mark-room"*. If X makes contact with an outside right-of-way boat Y, this fact determines whether Y breaks 18.2 and X is exonerated under rule 21, or whether X breaks a rule of Section A.

Rule 18 defines a requirement for one boat to give another boat mark-room, and should be called as such. A phrase like *"You have no rights"* is neither true nor helpful, especially as one umpire should not call obligations of the other umpire's boat. Instead, the other umpire should say, *"I must give you mark-room."*

10.5 APPROACHING THE FINISH IN A CLOSE RACE

As the fleet approaches the finish, accurate calls are essential, as a call may decide the race. In a close race these calls are challenging. The action will be hectic, and the losing team will be doing everything in its power to overtake an opponent or to have an opponent penalized.

Incidents may take the form of rapid alterations of course that break rule 16.1, or roll tacks and rocks that break rule 42. While umpires should anticipate that the losing team may be aggressive in their manoeuvres, and will protest rather than take a one-turn penalty, the winning team may carelessly break a rule.

Concentration and conversation should be intensified. The umpires need to be alert to the combination the losing team needs to win the race. The co-driver can take the lead in providing this assessment. Umpire boats should be positioned close to the sailboats where action is likely to occur.

10.6 SWAPPING ROLES

The two umpires in an umpire boat should remain together, and drive the same side of the course, for a whole day. Practice and familiarity improves the quality of decision-making. The driver and co-driver should swap roles, but not frequently. Mistakes are most likely to happen (such as calling the wrong boat) immediately after a change.

The exception is towards the end of a long day, if concentration is slipping. Swapping positions with your partner umpire boat, or doing a pairing change between the two boats, can boost concentration. If a long day is anticipated, it may be best to agree to swap once, half-way through the day.

10.7 IMPROVEMENT: INDIVIDUALLY AND AS AN UMPIRE TEAM

Experience and improvement comes through discussing and analysing teamwork, positioning, umpire conversation, and decisions. Being open to positive and negative comments, and identifying strengths and weaknesses, accelerates umpire improvement.

After every race, the two umpires in a boat should briefly discuss the quality of their conversation and boat positioning, and identify areas for improvement in the next race. Complex calls, and any with disagreement, should be reviewed, whether or not there was a protest. Rule 42 compliance should be discussed.

When there is time, there should be a similar conversation between umpire boats. It can be useful to check if either boat had views on the other boat's decisions.

In the umpire debrief, umpires should explore opportunities for improvement, as a team. Interesting calls should be shared to benefit the umpire team.



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11 ADDITIONAL UMPIRE RESPONSIBILITIES ON-THE-WATER

Umpires form a team with race management to provide good quality racing. They have responsibilities on the water in addition to making and signalling decisions.

11.1 ROLE OF THE RACE CHUMP

The Race Chump (Race Chief Umpire) is responsible for ensuring the umpires on a race work well together and provide a good service to the sailors. At many regattas, the Chief Umpire is the Race Chump. At some, a separate Race Chump is identified for each course area or umpire race team.

All umpire-to-Race Committee communication should be through the Race Chump. He should introduce himself to the Start and Finish boat teams.

The race officer on the Start boat should be able to contact the Race Chump by radio if he wishes advice, such as whether to abandon a race due to lack of wind. If using visual signals, it is understood that rotating the index fingers in front of his chest means, "I would let the race continue" while a flat hand slicing across his neck means, "I would abandon the race".

The race officer should not wait for the umpires to arrive at the start line before sounding the next warning signal. However, the Race Chump should ask the race officer to delay the next start when the umpires need extra time at the finish to handle a black and white flag or other essential issues.

The Race Chump has the following additional responsibilities:

- a. Ensure the umpire team returns to the start line in time for their next race.
- b. Review black and white flags flown by the umpire team, and decide whether to proceed with a hearing or inform the Chief Umpire.
- c. Review competitor red flags flown at the finish and decide whether to inform or request the advice of the Chief Umpire.
- d. Ensure an umpire who flew a black and white flag or witnessed a breakdown has recorded the positions of the boats at the time.
- e. Confirm that an umpire checks the sailboats after contact that may have caused damage.
- f. Confirm the Finish boat has been informed of the finishing order if a boat crossed the finish line more than once.
- g. Advise the Finish boat if a boat sailed an incorrect course; if necessary, hold a quick hearing with the boat to establish the course sailed so that she can be scored correctly.

- h. Inform and make a recommendation to the Chief Umpire if an umpire has interfered with a competitor.
- i. Be alert to possible breaches of boat-handling rules when boats are supplied.
- j. Provide the Chief Umpire with any feed-back for the Race Officer.

11.2 PENALTY TURNS AT THE FINISH

If a boat takes a penalty turn after crossing the finishing line, she must, after the turn is complete, sail to the course side of the finish line before finishing (Definition). If a boat is penalized or takes a penalty turn after crossing the line, only the umpire calling the incident knows if she finishes correctly, and how she should be scored. He is responsible for instructing the Finish boat as follows:

- a. If a boat completes a penalty turn and then re-crosses the line to finish, she finishes the second time she crosses the line (Definition).
- b. If a boat completes the penalty turn and then fails to re-cross the line, she does not finish, and scores points equal to the number of boats in the race (rule D3.1(a)).
- c. If a boat is penalized by an umpire and does not take the penalty, she does not finish, and scores points equal to the number of boats in the race (rule D3.1(c)).
- d. If, after finishing, a boat makes a turn or re-crosses the finish line unrelated to taking

a penalty, she finished when she first crossed the line.

11.3 SAILOR CONVERSATIONS AT THE FINISH

Immediately after the race, a sailor might want to talk with an umpire either to confirm her understanding of the rules relating to an incident during the race, or to complain about a decision. This conversation happens while the incident is still fresh. The conversation must be short, as the umpire needs to return to the starting area.

The process for the conversation is:

- a. The umpires agree who will lead the conversation, and pause to give that umpire time to recollect clearly the incident and reason for the call.
- b. The umpires position themselves near the finish, but do not approach the sailor; it is the sailor's choice whether to have a conversation.
- c. If the sailor approaches the umpires, the umpire who will talk sits on the side of the umpire boat so that his head is the same height as the sailor's.
- d. The sailor is invited to ask his question.
- e. The umpire answers stating what he saw as the facts, and the reason the call was made.
- f. The sailor may comment, but if he says that the facts were different, the umpire should restate

what he saw, and say that he called what he saw.

- g. If the sailor persists, the umpire should offer to talk again when they are both ashore after the racing.
- h. If, during the conversation, the umpire realises he has made a mistake, he should immediately admit to the error and apologise.

If the competitor starts to argue or continues to dispute the facts, the umpire should state that they have to return to the start for the next race, offer to continue the conversation ashore (Section 1.5), and then drive to the start line. It may be easier for the other umpire in the boat to take the lead on this.

11.4 BLACK AND WHITE FLAG PROCESS

After the finish of the race in which a black and white flag has been displayed:

- a. The race umpires confer to decide whether to report the incident to the Chief Umpire and, if the flag relates to gaining advantage (rule D2.3(c)), confirm they have a record of the positions of the boats at the time of the incident.
- b. The Race Chump informs the Chief Umpire and the team(s) of their decision. (It is helpful if the teams involved are able to remain in the vicinity).
- c. The Chief Umpire either decides there will be

a hearing, or defers this decision until later. If he decides there will be a hearing on the water during the racing, he identifies the protest committee members.

- d. The Chief Umpire's decision is communicated to the team(s).
- e. If a hearing is not held promptly, the umpire who flew the black and white flag makes a written record of the facts at the first opportunity. This will be useful for the decision on whether to proceed with the hearing, and as evidence to present at the hearing.

The umpire who flew the black and white flag should expect to present the protest in the hearing.

11.5 RED FLAG PROTESTS

A sailboat may be flying a red flag at the finish. The Race Chump should approach the boat to identify the reason for the red flag. It may be:

- a. **For a breakdown.** The Race Chump confirms that the flag has been noted. The boat should proceed as required in rule D5 and make a request to the Race Committee when next ashore.

The Race Chump should inform the Race Committee if he has any input to the decision, such as the positions of the boats at the time of the breakdown and whether he believes the

breakdown affected the result of the race.

The Sailing Instructions may change rule D5 in respect of who receives breakdown requests or makes breakdown decisions.

- b. **To protest a boat, but not under a rule of Part 2, rule 31 or rule 42.** The boat should complete a protest form when next ashore. The Race Chump should advise the Chief Umpire who can decide when and how to handle the protest based on its impact on the schedule of races.
- c. **For an alleged breach of a rule subject to an on-the-water umpire decision.** The Race Chump should inform the boat that Part 2 rules, rule 31 and rule 42 are decided on-the-water by umpires, and not by a protest committee. If the boat insists, the Race Chump should advise her to submit a protest when she is next ashore. It is expected the protest committee will decide the protest is invalid.

11.6 MAKING NOTES

An umpire should take a notebook afloat to make brief notes or diagrams of incidents and decisions that may need to be referred to later, especially when a black and white flag has been displayed. These notes can be used ashore in discussions with competitors. Voice recorders can be used, but retrieving one recording from many can be

time-consuming, and prove to be less useful than a diagram.

11.7 WHEN ALL BOATS ON ONE TEAM HAVE FINISHED

When all boats on one team have finished, the boats on the other team that are still racing are scored as if they finished (rule D3.2). The umpires should be available to inform boats still racing that they have been scored, if requested by the race officer.

11.8 SAFETY

Umpires act as safety boats when safety is an issue. At such times, safety responsibilities supersede umpiring.

12 CHIEF UMPIRE ROLE

The Chief Umpire heads the umpire team. He is responsible for the overall quality of service delivered by the umpire team to the competitors, organisers, sponsors, volunteers and other race officials. He is responsible for improving the capabilities and experience of the umpires, and ensuring they have the equipment, facilities, and resources they require.

It is normal practice for the Event Director to consult with the Chief Umpire and Race Officer when making decisions on competition format and schedule.

12.1 PREPARATION: NOTICE OF RACE AND SAILING INSTRUCTIONS

Before the regatta, the Chief Umpire should review the Notice of Race and Sailing Instructions.

The Sailing Instructions should provide the flexibility for the Race Committee to compress or extend the format of the competition depending on weather conditions. The Sailing Instructions need to ensure that if weather causes the racing to end prematurely, a clear winner can be declared.

The Sailing Instructions should state that all races

shall be umpired. They should delete rule D1.1(d) (Hand Signals) unless the boats are large and sailors and umpires may not be able to hear the hail. The Sailing Instructions may state that "breaches of rule 28.1 and 28.2 seen by the Race Committee or an umpire shall be scored by the Race Committee without a hearing. This changes rule A5".

Penalty Variations. Sailing Instructions for some keel-boat team racing regattas change the one-turn penalty to a single tack (when sailing downwind) or a gybe (when sailing upwind), and the two-turn penalty to a one-turn penalty.

12.2 MEETING WITH OTHER REGATTA MANAGERS

On arrival at the venue, the Chief Umpire should meet the Event Director and Race Officer. They should agree how and when decisions regarding the format of the competition will be made, if and where sailor briefings will be held, and the role of the Chief Umpire in these and other regatta-related meetings.

At this meeting the Chief Umpire should also:

- a. Confirm arrangements for umpire boats and their refuelling, use of equipment such as radios and flags, availability of water and lunches, expense reimbursement, and logistical and hospitality arrangements for the umpire team.

- b. Agree any support the Race Officer would like from the umpire team in race management decisions and actions (such as abandoning a race, when to start races, moving marks). He should confirm that umpires will specify the finishing positions of boats that cross the line more than once, and will advise the Finish boat if any boat is seen to break rule 28.1 or 28.2.
- c. Discuss who will be scoring the races, confirm their level of knowledge of team racing scoring, and agree the role (if any) umpires will have in scoring, checking race results or ensuring proper posting of race results.
- d. Agree with the Race Officer on the process to minimise delays between races, and when the warning signal for the next race will be made. It is usually best that the Race Officer does not wait for umpires to conclude finish line conversations, as the warning signal alerts umpires to return for the next start.

- a. Protest Committee chairman
- b. Race Committee liaison
- c. Sailing Instructions and Q&A
- d. Daily umpire pairings
- e. Competitor debriefs, if held
- f. Umpire debriefs
- g. Notice board and results
- h. Umpire boats, fuel, keys
- i. Umpire equipment: flags and radios
- j. Sailboats and supplied equipment
- k. Water and lunches
- l. Social and evening plans
- m. Expenses

When the event concludes with a knock-out stage, the Chief Umpire is responsible for deciding umpire pairings for the semi-finals and finals. It is preferable that the umpires selected for these final races are the best in the team, and that those paired together have umpired together earlier in the regatta. The Chief Umpire may therefore take responsibility for daily umpire pairings to lead up to this decision.

12.4 UMPIRE BRIEFINGS AND DEBRIEFINGS

An initial meeting of umpires may be scheduled before the start of racing to discuss:

- a. Welcome and introductions, identify any umpires having assessments
- b. Key regatta personnel
- c. Allocation of tasks across umpire team
- d. Intended competition format

The Chief Umpire should understand the Race Officer's intended race programme, start and finish locations, and time between starts. He should confirm his intended schedule for umpire rotations, and if it will have any impact on that programme.

12.3 UMPIRE TEAM TASKS

The following tasks may be allocated within an umpire team:

- e. Intended daily schedule
- f. Requests of the Event Director or Race Officer
- g. Number of umpire boats per race, and route around the course in particular when there are not two umpires per race
- h. Race Chump role
- i. Sailing Instructions, event rules and umpire responsibilities of note
- j. Expected important or difficult calls, rule 42 issues, and event calls (if any)
- k. Guidelines for umpire initiated calls, in particular sportsmanship
- l. Umpire boats and equipment, repair, refuelling and radio recharging, radio channels, rubbish disposal
- m. Sailboats, processes for ensuring boats are sailed as supplied; any compliance inspection at start-of-day or when launching
- n. Spare sailboat equipment and process for reporting / repairing breakdowns
- o. Damage inspection, reporting arrangements and requirements on umpires
- p. Other obligations on umpires
- q. Safety and medical arrangements
- r. Food and water arrangements
- s. Schedule for umpire meetings

Each morning, umpires may meet to confirm the plan for the day:

- a. Weather forecast
- b. Intended schedule; the Chief Umpire may have had an earlier meeting with the Race Committee to decide on the plan for the day
- c. Umpire pairings and positions; Race Chumps
- d. Requests of the Event Director or Race Officer
- e. End of day and evening plans

After racing, umpires may meet to review items that arose during the day:

- a. What went well, challenges, lessons learnt
- b. What the umpire team can improve for the next day
- c. Specific and noteworthy calls or conversations
- d. Feedback to competitors or regatta management

At this meeting a good umpire team will focus on how to improve their skills and the consistency of their calls.

12.5 COMPETITOR BRIEFING

The content of any briefing by the Chief Umpire to competitors at the start of a regatta will vary depending on the age and experience of the competitors. If a briefing is given, it should be

short. All information required by competitors should be published elsewhere and should not be repeated at the briefing. It may be appropriate to:

- a. Introduce the umpire team members and highlight any responsibility a specific umpire has for addressing sailor queries.
- b. Clarify what can and cannot be adjusted on supplied boats.
- c. Identify published documents. If changes to published documents have been made, these may be highlighted.
- d. Advise on local rules or issues.
- e. State what will be penalized if sportsmanship is a concern.
- f. With novices, explain the protest, penalty, and umpire decision processes, and remind sailors that they may ask an umpire the reason for a call at the end of a race.

12.6 EVENT CALLS

Occasionally, a Chief Umpire may decide that sufficient uncertainty exists among umpires or competitors in applying rules in a particular case to justify publishing an Event Call. This may happen because of a particular local consideration (such as an obstruction), an experience in a previous regatta, or an uncertainty that arises during the regatta. The purpose of publishing the call is to ensure consistency.

An Event Call should be used only once. Following the regatta, it should be submitted to World Sailing Rapid Response Working Party for publication (or rejection).

13 SCORING

Scoring is a Race Committee responsibility. At some regattas the scorer may be unfamiliar with the rules for scoring team races and series. A member of the umpire team should be available to help the scorer and answer questions, ensuring the scoring is done correctly.

13.1 SCORING A RACE

Each boat finishing a race scores finishing points equal to her finishing position, whether or not she sailed the course or was OCS. Boats that do not finish score points equal to last place (rule D3.1(a)). A boat may receive additional points (rules D3.1(b) and D3.1(d)), and the team with the lower total points wins the race. If total points are equal, the team without first place wins the race (rule D3.3).

When all boats on one team have finished, retired or failed to start, the other team's boats racing at that time are scored the points they would have received had they finished (rule D3.2). This helps keep the racing on schedule by allowing a boat that is clearly last, for instance after a capsize, to be scored without finishing. It removes the need for a finishing window time limit rule in the Sailing Instructions.

The Finish boat should record the order of the boats as they cross the finishing line, including multiple crossings. If a boat takes a penalty at the finish and then re-crosses the line, the race umpires are responsible for advising the Finish boat which crossing determines that boat's finishing position.

After each race, the scorer calculates the team scores, identifies the race winner, and notes if a result is subject to protest. The Start boat informs the scorer of boats that are penalized 10 points for being OCS (rule D3.1(b)). If the scorer is not on the Finish boat, the Finish boat transmits the finishing positions and any penalties for sailing the incorrect course to him.

The race committee should display race results quickly where competitors gather between races. The competitors will promptly report any error they see, which allows the scorer to correct it before the next stage of the competition.

13.2 SCORING OCS BOATS

A boat that is OCS and continues to race may gain a significant advantage over returning to start correctly, and receives a scoring penalty of 10 points without a hearing (rule D3.1(b)). However, if she retires as soon as possible after the starting signal, she does not receive penalty points and is scored in last place. The race officer on the Start boat decides whether penalty points should be applied.

13.3 SCORING AN INCORRECT COURSE

A boat that sails an incorrect course scores her finishing position plus six penalty points (rule D3.1(d)(1)). If the Sailing Instructions prescribe, this penalty can be added without a hearing. Otherwise a brief hearing needs to be conducted at the finishing line with the Race Chump and the boat to determine the facts and apply the penalty.

If a boat sails the wrong course and gains an advantage for her team despite the six point penalty, she can be penalized further after a hearing (rule D3.1(d)(2)).

13.4 OTHER SCORING PENALTIES APPLIED AFTER A PROTEST

The penalties to be applied by a protest committee are specified in rule D3.1(d).

If a boat has broken a rule during a race, has not taken a penalty and is not exonerated, six points is added to her score (rule D3.1(d)(1)). This applies to breaches of Sailing Instructions and rule 28.

If a boat or her team has gained an advantage by breaking a rule, despite any penalty taken or imposed, her score may be further increased (rule D3.1(d)(2)). This applies when an advantage gained cannot be reversed through extra penalty turns, and a black and white flag is displayed. It may apply when a boat breaks rule 28. Adding points to a boat's score in this way is an

appropriate penalty if the incident affected the positions of boats in that race. It may reverse the result of a race, but has no impact if the boat's team has lost the race.

If a boat breaks rule 1, 2, 14 when she has caused damage or injury, or a rule when not racing, the protest committee may penalize a team with a deduction of half or more race-wins (rule D3.1(d)(3)). This penalty reduces the team's total score in the competition without affecting the score of any other team, and may be a more appropriate penalty if the incident had no impact on the result of a race.

Rule D1.3(b) addresses the score of a boat that takes a penalty by retiring. This rule is typically only relevant for non-umpired team racing.

13.5 REDRESS FOR INTERFERENCE BY AN UMPIRE BOAT

The protest committee may consider giving redress when an umpire boat may have seriously interfered with a sailboat (rule D2.7). Any decision on redress must be fairest for all teams involved. Both teams should be present in any hearing.

A sailboat has a responsibility to look out for and avoid obstructions. If she fails to do this, redress is inappropriate. Abandoning and re-sailing a race because of an incident before the start or early in the race disadvantages the team that won the

race and is unlikely to be fairest to all. Granting redress when the incident occurred close to the finish, could not have been avoided by the sailboat, and clearly reversed the result of the race is likely to be appropriate.

It is preferable that umpires who were not involved in the incident decide whether to give redress.

13.6 SCORING A SERIES AND TIE BREAKS

Series are scored on the basis of the number of race-wins (rules D4.3 and 4.6). A deduction in race wins impacts a team's overall position.

Ties are broken according to Rule D4.4. If a tie is partially broken by D4.4, remaining ties are broken by starting again at D4.4(a). For example, if teams A, B and C are tied on race wins, and D4.4(b) partially breaks the tie by placing C behind A and B (but A and B remain tied), D4.4(a) is applied again to the remaining tie between A and B.

13.7 SCORING INCOMPLETE STAGES

If a stage is not likely to be completed, it should not be started. However large round-robins can take a day or more, and predicting the wind over their duration can be difficult. When a round-robin is nearly complete, it is better to use the results rather than discard them. A round-robin in which 80% of the races have been sailed is scored as complete (rules D4.2(b) and D4.3).

If less than 80% have been completed, the results may only be used for breaking ties (rules D4.2(b) and D4.5). An incomplete knock-out match or series is scored as defined in rule D4.7.

13.8 SCORING ADJUSTMENTS AFTER A BREAKDOWN

When boats are supplied and a boat suffers a breakdown, rule D5 allows her to request a score change. She must display a red flag at the first reasonable opportunity after the breakdown, and, if possible, continue racing.

Unless the Sailing Instructions state otherwise, breakdown decisions are made by the Race Committee. This allows for a proper investigation into the cause of the breakdown without delaying racing. The decision shall be as equitable as possible, and may be to resail the race or award points equal to the boat's position at the time of the breakdown.

To receive a scoring adjustment, the breakdown must be through no fault of the crew. Some regattas provide guidelines to help all parties understand what will be considered through no fault. In general, if the breakage is in an area that can be accessed and checked by the crew when they take over the boat, it is not considered to be through no fault.

A boat may seek redress from the protest committee if it believes that a decision of the Race Committee is improper.



14 UMPIRING VARIATIONS

World Sailing recommends using two umpire boats, each with two umpires, even for finals when more resources may be available. This approach provides a consistent method of umpiring for all formats of team racing and delivers good service. Some regatta organizers may choose to use fewer or more umpires.

14.1 UMPIRING WITH FEWER RESOURCES

When there are insufficient resources for two umpire boats per race, and each race has one umpire boat, this boat should normally drive the left/front route, but should adjust position when necessary to ensure a good angle of view for decisions on incidents at the race pressure point (Section 2.5).

There is significant benefit in having one extra umpire boat, which can join each race as right/back from the start until Mark 1. When a race is particularly close, the extra umpire boat can remain with it until the finish.

If the number of umpires only permits two umpires per race (or an umpire and a trainee or assistant), it is usually better to umpire the race from one umpire boat as this allows the umpire conversation to take place. If multiple incidents occur at the same time, each is watched by just

one umpire. A more experienced umpire can help a trainee umpire.

One experienced umpire alone can still deliver good service to a race. Although he will have to watch all boats, he can position the umpire boat close to the race pressure point.

14.2 MORE UMPIRES OR MORE UMPIRE BOATS

Some 3-boat team race regattas use three umpire boats each with two umpires. The drivers each call one sailboat of the same team, and the co-drivers call all other sailboats in incidents with their driver's sailboat (Section 4). The driver calls and stays close to his sailboat wherever it is on the course.

This format uses more resources and creates wake across the course. The route driven, and the umpires' angle of view are inconsistent, and umpire boats can get in each other's way. Some individual decisions can be easier with the umpires' focus on one sailboat, but the umpires still need to maintain a race focus in anticipation of multi-boat incidents such as those at Mark 3.

In 2- and 3-boat team racing, two umpire boats are always sufficient. In 4-boat team racing with dinghies, the race course does not have room for more than two umpire boats. 4-boat keel-boat team racing over larger courses may benefit from a third umpire boat.

14.3 UMPIRE ASHORE

Some large regattas may have an umpire team with one more than is necessary to provide the on-the-water umpiring. The extra umpire is ashore, assisting the Chief Umpire and Regatta Management by giving advice, handling competitor queries, and scheduling any hearings. The umpire team can rotate this role, or it can be a dedicated role for the regatta.

14.4 TWO FLAG PROTEST PROCEDURE AND LIMITED UMPIRING

The two flag protest procedure (rule D2.5) and limited umpiring (rule D2.6) are included in Appendix D, as a few regattas use them. Neither system is coached or recommended by World Sailing.



15 PREPARATION, COACHING AND RULES DISCUSSIONS

Preparation, coaching and after-racing tasks complete an umpire's responsibilities.

15.1 UMPIRE'S EQUIPMENT

Items an umpire should bring to a regatta include:

- a. Rule book, team racing call-book and rapid response calls
- b. Rule 42 interpretations
- c. Notice of Race and Sailing Instructions (if published)
- d. Foul weather clothing including hats, gloves
- e. Sunglasses and sun protection
- f. Wet Notes
- g. Magnetic boats
- h. Whistle
- i. Flags, radio and PFD, if not provided by the Organizing Authority.

Some umpires bring a shock cord that can be looped round the RIB console and used to secure umpire flags and other items.

White is added to green and black flags to clearly distinguish them from the red flag. White tape can be used. The stripes should be horizontal and vertical on the green flag, and diagonal on the black.

15.2 PRE-RACE PREPARATION

Before their first race of a day, the two umpires in a boat should:

- a. Discuss individual style and any weaknesses or areas where support will be welcome.
- b. Discuss words expected to be used during the umpire conversation, such as: "*Luffing rights*" or "*17 off*"; "*Dipping*" or "*Ducking*"; "*Changing*" or "*Altering*".
- c. Get a feel for the sailboats they will be umpiring in the wind strength of the day by following a sailboat upwind and downwind.
- d. Get a feel for the manoeuvrability of the umpire boat: test turning in both directions, and at slow and fast speeds; test how quickly reverse engages, and turning in reverse.

15.3 COACHING NOVICE UMPIRES AT REGATTAS

Umpire teams should have a mixture of experienced and less experienced umpires, especially novice umpires who have team racing experience. It is important that the Chief Umpire and experienced members of the team coach novices while delivering good service to the competitors.

The main challenge that novices are likely to encounter is precision in the application of the rules, umpire conversation and umpire boat positioning. They need experience and practice.

Rules Application.

A novice umpire may have a good general awareness of the rules, but precise knowledge might be lacking (for example: the exact definition of mark-room). In addition it takes time for a novice umpire to learn which specific facts are needed to apply a rule and decide an incident.

An experienced umpire can help by leading the conversation, and including questions to the novice such as "Are you holding or changing?". Between races, the experienced and novice umpire should discuss the rules involved in an incident in their race, and the facts needed for a decision, whether or not the competitors actually protested.

Conversation.

Stating what is seen in clear, concise, relevant, and accurate words takes practice, and comes more naturally to some than others. It becomes harder as the incident becomes more complex. Repetition assists this learning, and it can help if the experienced umpire drives and provides consistent positioning and angle of view. This allows the novice to focus on improving his conversation. By the end of the day, the novice umpire should have developed consistent umpire conversation, and may be ready to drive.

It may take longer for a novice to master the

switch to a decision conversation as soon as a rule is broken. The experienced umpire is more likely to take the lead and propose the decision "*Penalty on X, do you agree?*".

Driving and Boat Positioning.

Repetition is the key to improvement. This means that a novice umpire who is driving should be able to drive on the same course side for the whole day. By the second day, his focus can move to getting closer to the boats, driving at the speed of the fleet, and aligning with the correct boat in the fleet.

On future days, the novice umpire can switch umpire boat positions. If a novice umpire is struggling to drive and call at the same time, it may be wise to allow him to remain as co-driver until his conversation is automatic.

15.4 COMPETITOR DISCUSSIONS AND DEBRIEFS

Umpires should be available to discuss calls with competitors at the end of the day. Some regattas organise formal umpire and competitor debriefings after racing. Two umpires should be in any conversation to avoid a perception of bias, and to double-check the rules guidance provided. When a question is asked that is of interest or value to all teams, the umpires should request that it is put in writing so that a written Q&A can be published.

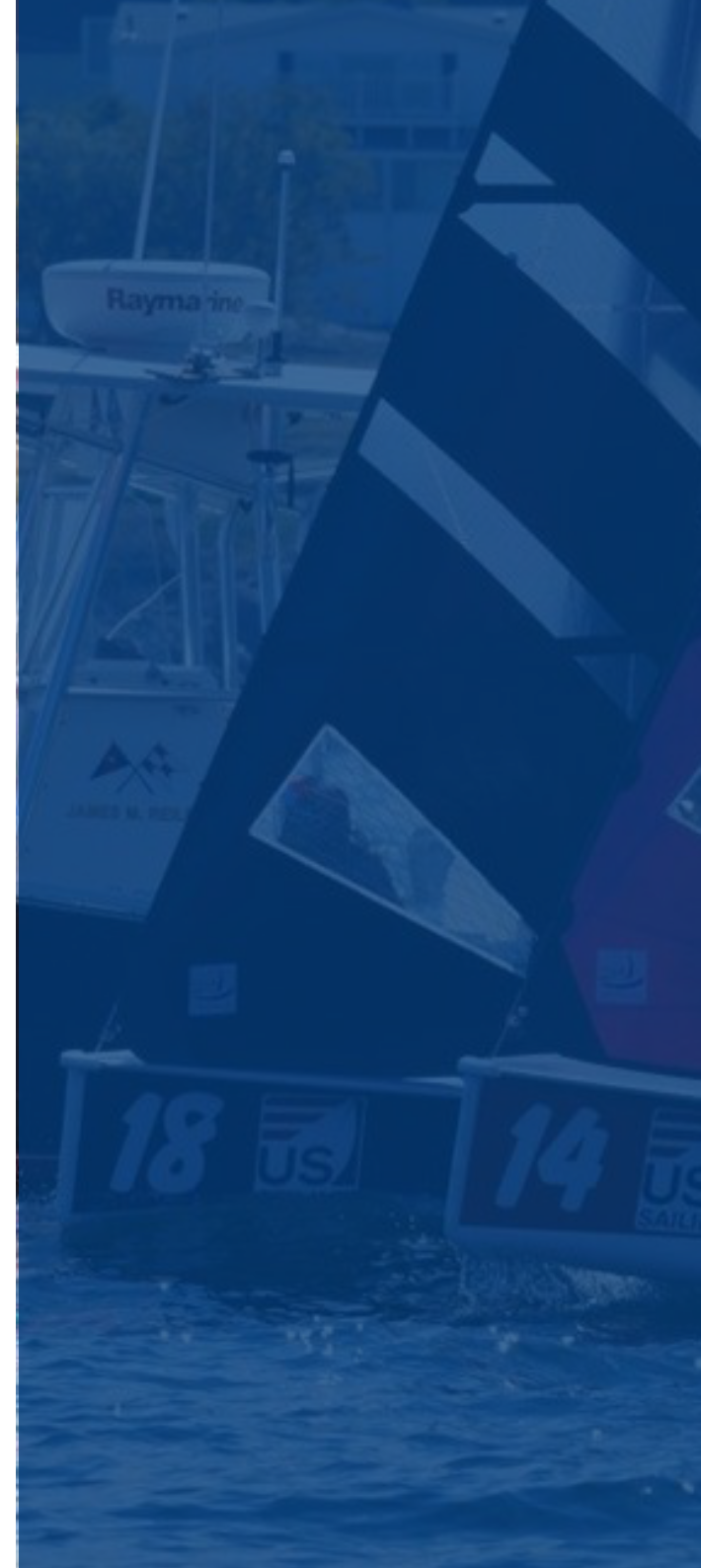
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Unlike conversations at the finish line (Section 11), the purpose of discussions ashore is to advise the sailors on the rules, and explore the incident from the points of view of the sailors. If possible, invite both teams in the incident to state what they believe occurred, and what the decision should have been. The discussion can address what the call would have been based on the facts described by the sailors. It also prevents the conversation becoming a disagreement between sailor and umpire on what actually happened.

If it becomes clear that an umpire made a mistake, he should acknowledge and apologise immediately.

15.5 UMPIRE CONVERSATION WITH COACHES AND PARENTS

Particular care should be taken with conversations with coaches, and with parents at junior events. A rules discussion may highlight a difference in interpretation between the umpires and the coach or parent, and the coach or parent might be less willing to accept the umpires' view than a sailor. The Chief Umpire should be invited into the conversation if it becomes contentious.





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16 UMPIRE EVALUATION

A global pool of capable and consistent team racing umpires is vital for the growth of the sport. World Sailing run seminars and clinics to coach umpires and prepare them for International Umpire assessment and qualification. Some MNAs have National Umpire programmes and course material. Most umpire improvement is self-driven and this manual is designed to help that process.

16.1 PERSONALITY OF AN UMPIRE

An umpire is responsible for making and signalling decisions on incidents as they happen. He has to be comfortable making immediate decisions in accordance with the rules.

A good umpire has concentration and stamina, and accuracy in his observation. He is a good listener, and a clear and concise communicator. He is able to remain calm and focused in complex and challenging situations.

He needs to command authority and respect, even though not all his decisions will be correct and some errors will affect race outcomes. He builds this through experience, but will always be reviewing, analysing and improving. A good umpire is open and approachable, and always

willing to help and learn from others.

A good umpire is a team player, well organised and thorough in his preparation and punctuality.

16.2 SKILLS AND EXPERIENCE OF A GOOD UMPIRE

Good umpiring depends on a clear appreciation of the responsibilities of an umpire, and concentration on them. Accuracy in rules knowledge, umpire conversation and boat positioning is essential. Fast thinking in a dynamic situation, being decisive, and signalling the decision confidently, allows the umpire to keep up with the race and be ready for the next incident. Maintaining a peripheral awareness of other action avoids unexpected surprises.

A good umpire will have the experience to know which facts are necessary to apply a rule and make a decision. This ensures his conversation is concise and relevant. Precise umpire boat positioning is a prerequisite for accurate calls; a good umpire will be a skilled umpire boat driver, able at all times to maintain or swiftly recover position. He will be seen as acting fairly and impartially at all times, on the water and off, by competitors and fellow umpires. He will respect confidentiality and not talk of past incidents in a manner that may prejudice decisions at a future regatta.

16.3 UMPIRE EVALUATION

World Sailing maintains an International Umpire evaluation form that lists the skills assessed for umpire qualification. This form can be used to assess an umpire's performance at a regatta. The form, and the criteria used in the evaluation, are available on the World Sailing website under *How to Become a World Sailing Race Official*.

16.4 SELF ASSESSMENT AND SELF IMPROVEMENT

An umpire should review his strengths against the ideal characteristics above. This will help him identify which personal and technical skills to improve. During a regatta, an umpire can assess his skills and performance against the list on the World Sailing International Umpire Evaluation form.

Before a regatta, an umpire may contact the Chief Umpire or an experienced umpire on the team, and ask for an informal evaluation. The more specific the feedback requested by the umpire, the easier it is for an experienced umpire to assess accurately and provide constructive guidance.

An umpire seeking national and international qualification needs to umpire regularly. He can only expect to develop accuracy and precision with practice and experience.

16.5 APPLYING TO BECOME AN INTERNATIONAL UMPIRE

World Sailing Regulation 31 describes the requirements and process for applying to become an International Race Official (Regulations 31.5 to 31.10) and those specific to becoming an International Umpire (Regulation 31.13).

World Sailing does not have a separate qualification for a Team Racing International Umpire and a Match Racing International Umpire. The assessment criteria, and the standard required, are the same for both, and many umpires are expert at both. However, any World Sailing seminar or clinic, and the rules examination, will relate to just one. This is due to the differences between the rules for Team Racing and Match Racing.

16.6 WORLD SAILING SEMINARS AND CLINICS; UMPIRE ASSESSMENT

Attendance at a World Sailing umpire seminar is a mandatory requirement for appointment as an International Umpire. The seminar is designed to bring together a number of experienced umpires, from different countries and backgrounds, all of whom aspire to be appointed as International Umpires. In a workshop environment, they are able to broaden their awareness and experience.

Team racing umpire seminars are scheduled by

World Sailing, and are held in conjunction with a team racing regatta. Participants take the International Umpire rules examination, and an on-the-water assessment while umpiring the regatta.

If the examination or assessment is not passed at the seminar, it can be re-taken separately within the times described in Regulation 31.11.4.

In contrast, an World Sailing team racing umpire clinic, held in conjunction with a regatta, is designed to give umpires the knowledge necessary to umpire at the highest level. It is expected that attendance at a clinic will help an umpire to improve his accuracy and experience before attending a seminar and taking an assessment. There is no formal assessment at a clinic.

16.7 NATIONAL UMPIRE SCHEMES

World Sailing encourages MNAs with the necessary regattas, resources and processes to run National Umpire programmes. The threshold to become an International Umpire is high. A National Umpire programme can appropriately recognise and reward umpires who can deliver a good quality of umpiring within their country. World Sailing recommends that the material used for umpire coaching within a national umpire programme is consistent with World Sailing's, that the assessment form and criteria for appointment

are the same, but that the standard for national appointment is lower than the standard for international appointment.

These recommendations ensure that a national appointment is the stepping stone to a future international appointment.

16.8 INTERNATIONAL UMPIRE AND RACE OFFICIALS COMMITTEES

World Sailing's International Umpires Sub-committee is responsible for developing umpiring procedures and coaching, assessing umpires, and making recommendations to the Race Officials Committee on appointments and re-appointments of International Umpires (World Sailing Regulation 6.10.9).

World Sailing's Race Officials Committee (Regulation 6.10.6) is responsible for all appointments, re-appointments and suspensions of World Sailing Race Officials. Its primary role is to ensure correct and consistent standards are applied across all race official disciplines.

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**WORLD
SAILING**

World Sailing

Ariadne House

Town Quay

Southampton

Hampshire SO14 2AQ

UK

Tel: +44 (0)2380 635111

Fax: +44 (0)2380 635789

Email: secretariat@isaf.com

Sailing.org



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