



International Sailing Federation

Umpires and Team Racing Manual Edition 2/09

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PREFACE

Team racing has been practiced as a sailing discipline for more than 80 years. Over the years, there have been many developments. First came special rules for team racing, and in the 1980s the idea of on-the-water umpiring was implemented.

The first time ISAF, or IYRU as it was named then, was directly involved in team racing was with the first World Team Racing Championship in 1995, organized by West Kirby Sailing Club in Great Britain. Since then, the World Championship has been a biannual event that has been held in several countries around the World. All races in these events have always been fully umpired. The first ISAF team racing international umpire seminar was held in West Kirby in May 2001, and the first international umpires with a team racing background were appointed in November the same year. Since then, several have followed.

The purpose of this manual is to present state-of-the art techniques in umpired team racing and to support team racing umpires in developing their skills. We hope that the manual is useful for new umpires who are working to qualify as international umpires as well as for existing international umpires who want to maintain and update their skills.

A willingness to learn and the relentless pursuit of consistent performance have proven to be the two key characteristics of today's successful umpire at any level. It is in the spirit of these two attributes that this manual has been written.

A couple of persons have put a considerable effort into the production of this manual. We owe special thanks to Bruce Hebbert who wrote the first version of the manual. We are also very grateful to Marianne O. Middelthon who transformed the first version into the same form as our manual for match racing and revised the contents, and updated this second version. Finally, we want to thank Chris Atkins and Bryan McDonald who contributed with ideas and comments for the first version.

This manual cannot be perfect. Team racing, and with it umpiring, is a developing sport, which introduces new concepts, better techniques, etc. all the time. That is why this manual needs to be a living document that is upgraded regularly. Of course, this can only be done if umpires around the world write in with their comments and suggestions. Please contact the ISAF Office if you would like to contribute to the continuous improvement of this manual and the development of the umpires' role in the sport.

Jan Stage
International Umpires Sub-Committee Chairman

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PART A
INTRODUCTION

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A INTRODUCTION

A1 The development of Team Racing Umpiring

A call book for team racing was produced for the British Schools Team Racing Association in 1990. The purpose of that document, called a "Guide for Umpires" was to standardise calls, and it could also be used by coaches and competitors to improve their understanding of how rules would be applied in different situations. Starting in the late 80's, schools experimented with various systems for on-the-water judging, where the competitors, while racing, were followed by a referee who imposed penalties as and when breaches were seen. This system, although effective, was against to the self-policing philosophy key to sailing, and received less than wholehearted support. In 1991 Sevenoaks School developed umpiring for team racing as we know it today, with the two-tier penalty system, 360° (today a One-Turn) for a self acknowledged breach and 720° (today a Two-Turn) for an umpire imposed penalty. The first system used a single "Y" flag to request an umpire decision, and a competitor displayed green flag to indicate that the competitor acknowledged a breach and would be making a 360° penalty turn. Umpires had red, green and black flags, as today. By 1995, the two-tier penalty system was widely accepted and the procedures modified to remove the competitor's green flag, introduce a two-part protest procedure, and to introduce "Observing". The BUSA Championships in 1995 used the system for the first time, since then it has been the only form of umpiring at National and Internationals level, except that "Observing" has now been replaced by "Limited Umpiring".

Umpiring has many advantages for team racing. The obvious ones are:

- Knowing the winner with certainty at the finishing line.
- No long, contentious evenings spent in the protest room.
- Allowing for redress on the water for certain breaches.
- General reduction in incidents as well as boat damage resulting from the "policeman" effect.
- Improvement in the quality and enjoyment of events.

A2 The purpose of this Manual

The goal of this manual is threefold: The development and training of umpires, to bring consistency to the conduct of team racing, and to promote team racing world-wide.

The target audience for this manual is umpires, but others too might benefit from being familiar with the principles and procedures contained in this manual, such as team racers, race committee members, coaches and journalists.

This manual strives to provide the ideal. However, it is recognized that for many team races, especially informal races at club level, not all of the procedures, equipment and personnel are necessary. The principles, however, should never be compromised.

In developing this manual, we have also strived to 'Keep it Simple'; sometimes compromising for simplicity's sake where a more complicated solution would obviously be better but too difficult to effect.

The game of Team Racing is constantly developing, with the sailors continually finding new ways of exploiting the rules.

This Manual is updated to reflect current practice and the Racing Rules of Sailing 2009-2012. However, it is inevitable that experience with new rules and calls will result in further ideas and improvement. Some items may become redundant. Please send your ideas for improvement together with your comments and suggestions to the ISAF as soon as possible.

This is a 'living document', to be revised regularly as experience dictates better ways of conducting and umpiring team races. Revisions will be announced by the ISAF by notice to national authorities and International Umpires, and will be available from the ISAF office. They will also be published on the ISAF Website.

A3 Contents of this Manual

The Manual is divided into several Parts. Each Part starts on page 1, so that it can be substituted separately. The intent is that Parts in this manual may correspond to Parts in other manuals, such as the Umpires and Match Racing Manual, the Race Management Manual and the Judges Manual.

Included are some details of the ISAF certification programme for International Umpires. With the rapid development of team racing umpiring, a pool of highly qualified umpires is essential. It is the goal of this programme to provide such a pool and to encourage MNA's to develop and train umpires on a national basis, providing a source from which the ISAF can certify IU's.

PART B

THE FUNDAMENTALS OF UMPIRING

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B THE FUNDAMENTALS OF UMPIRING

B1 Objective

The main objective of team race umpiring is to allow the racing to be self policing, yet to provide an "on the water protest committee" in the eventuality that an incident is not resolved by the parties involved in it. With rare exceptions, team race umpires are not proactive. As the role of the umpire is to decide protests while the racing continues, they must be aware of likely moves and position themselves to see those moves. They must also have a very good knowledge about and understanding of rules that will apply, and be able to make prompt decisions regarding their application to any incident.

B2 Initiation of "Protest"

In team racing the two-part protest procedure is designed to replicate what normally takes place in fleet racing when there is an alleged breach of a rule. Initially the boat "infringed against" will hail "protest" at the "infringing" boat, and if the boat does not exonerate herself, the protesting boat will normally fly a protest flag and take the incident to a protest committee ashore. Team racing Appendix D defines a similar process, but with the "protest committee's" decisions being given on the water, and the penalty being a Two-Turns Penalty - with the added incentive that if the boat that broke a rule decides to exonerate herself, the penalty is only one turn.

To allow this process to be replicated Team Racing Appendix D requires that:

- (a) A boat intending to protest shall hail the other boat immediately and promptly display a red flag. (D2.1 (a))
- (b) When the protested boat fails either to acknowledge breaking a rule or to take a penalty, the protesting boat may display a yellow flag and request a decision by hailing "Umpire". (D2.2 (a))
- (c) The Umpiring process only applies to rules of Part 2 except rules 14, 31 (Touching a Mark), 42 (Propulsion) and 44 (Penalties).

Umpires may not generally give a ruling unless a boat has correctly displayed first a red and then a yellow flag. There are several exceptions in rule D2.2(d):

- (a) When a boat breaks rule 31, rule 42 or a rule of Part 2 through contact with another boat on her team, and does not take a penalty.
- (b) When a boat fails to comply with an umpire's decision.
- (c) When a boat commits a breach of sportsmanship.
- (d) When a boat breaks rule 14 when damage may have been caused.

- (e) When a boat has gained an advantage by breaking a rule.

In all these cases the umpires may impose an additional penalty of one or more turns on the water, or take the incident ashore by showing the "Black Flag" – or do both.

B3 Decisions

Decisions can and should be given promptly, normally within a period of 10-20 seconds after the yellow flag. If the decision takes longer than this, it is probably due to the umpires being in doubt as to whether a boat broke a rule, in which case the following principles must be applied:

1. If the umpires are in doubt, they should first go back to the last point of certainty. This is a principle used by umpires to ensure that when they are uncertain whether a situation has changed or not, they will assume that it has not. For example, if umpires are not sure whether a boat has passed head to wind, they will assume she has not passed head to wind.
2. If they had been certain that a boat was sailing her proper course, but were now not sure if she was still doing so, then they would assume that she still was.
3. If doubt still remains, the view of the umpire whose boat they are discussing might be given additional weight.
4. There are, however, guidelines in the rules for deciding some scenarios. For instance rule 18.2(d) (Overlap rights) specifically states what to do when in doubt.
5. It is a principle of team racing umpiring that when a doubt cannot be resolved by applying the above principles, a green flag is appropriate, even if a collision is observed. One of the main reasons for green-flagging when doubt cannot be resolved is to achieve consistency. Consistency in decision making, not only between incidents, but also between races and events, is essential.
6. It is better to dismiss a protest against a boat that has broken a rule, than to give an incorrect penalty to a boat that has not broken a rule.
7. The only time when it may be wise to delay a decision, is when the umpires expect the incident to be immediately followed by another. The time and energy required to decide the protest, and to make the appropriate signals, may be better spent watching the development of the next incident.
8. With good knowledge of the rules, good concentration, good anticipation and good positioning, doubt can almost always be avoided.
9. Whenever an incident resulting in contact has been green-flagged, the circumstances should be analysed carefully after racing. Somewhere an error has occurred, either in rules knowledge or interpretation by an umpire, by failure in concentration, by bad positioning or for some other reason. It is

important that umpires discuss and learn from such errors Seeking out the competitors' view often helps this process, and equally important, always helps competitors understanding why the incident was green-flagged.

B4 On the Water Penalties

In team racing, a boat that acknowledges she has broken a rule of Part 2 (except rule 14, but including the Part 2 rules in D1.1), rule 31 or rule 42 shall comply with rule 44.2, except that only a One-Turn is required. That is: after getting well clear of other boats as soon after the incident as possible, the boat shall make one turn, including one tack and one gybe. This includes breaches in the pre-start (rule D2.1 (c)).

A boat that is penalised by an umpire, including pre-start breaches, shall take a Two-Turns Penalty in compliance with rule 44.2 (i.e. by promptly getting clear of other boats and then making two turns in the same direction, including two tacks and two gybes (rule D2.2(c)).

A boat that is penalised by an umpire, but fails to complete the Two-Turns Penalty in compliance with rule 44.2 or fails to take a penalty when required, may be required to make one or more additional penalty turns or may be "Black-Flagged". Umpires that impose penalty turns need to watch the boat concerned to ensure that a full Two-Turns Penalty is taken. Black-flagging in this case is for deliberate disobedience of an umpire's instruction only, and should be very rare.

The advantage of black-flagging is that it allows any penalty for such disobedience to be determined away from the incident, and after due consideration and reflection. The disadvantage is that at the same time it means that the outcome of the race instead of being determined on the water, will be determined later ashore.

A boat that chooses to exonerate herself by making a turns-penalty in response to a protest from another boat, but fails to make the turn in accordance with rule 44.2, shall not be penalised by an umpire for this failure, unless she has gained an advantage by breaking a rule, in which case the umpire may impose additional penalty turns (rule D2.2 (d)). However, if the boat that protested sees that the other boat has not complied with rule 44 (Taking a Penalty), she may protest again, and this time the umpire may impose one or more penalty turns.

B5 Team Racing Formats

There are three basic formats for team racing: Two, Three and Four-boat. Two-boat means there are two boats per team, Three-boat, three boats per team etc.

In Two-boat team racing the scoring system makes the team with last place lose the race. This format tends to see the racing split into two pairs, thus umpiring with only one umpire boat can be difficult.

Three-boat team racing is the most common race format where, by using Appendix D, the team with ten or fewer points wins the race. Four-boat is used for the Optimist Worlds and some keelboat events. The large number of winning combinations, and the number of these that are unstable, tend to result in teams winning by driving two opponents to last and second last.

Although in an ideal world there would be one umpire boat with two umpires assigned to each of the boats on one team (full umpiring), most events have fewer resources, so there may be just two or sometimes one umpire boat for each race for instance in a three boat race. Some race committees prefer to use the special rule for limited umpiring (rule D2.3(b)) when there is just a single umpire boat for a three boat team race. However, when there are two umpire boats, careful team work can provide a high level of service to competitors.

In many events a second or third umpire boat joins the racing for the start and the first leg, breaking away after the windward mark and returning for the next start. For a great many races this is an excellent use of resources. Chief umpires should examine the race schedule to ensure that races between high seeded teams are as fully umpired as possible.

In races which are not fully umpired, but where a race may become very one-sided, umpires need to consider dropping to just one umpire boat and the other boat returning to help with "hotspots" in other races on the course.

B6 Techniques

The comments made in this section refer to "full umpiring" in three-boat team racing.

(a) A team effort:

In "full umpiring" there will be two umpires in each of three umpire boats. Umpiring the race starts by taking the boats on one team and assigning each of the umpire boats to one of the boats on that team. One method is for each umpire pair to always take the lowest or the highest or the middle sail number. Often hull and sail identification numbers are different, but remember the sailors can normally only see their own sail numbers, although they can see both hull and sail numbers on other boats. (This is a source of confusion, and should be clarified at the initial briefing).

Although each umpire boat will concentrate on their own boat, the driver must also be aware of the other five racing boats and two umpire boats. Consideration of the effects of wash on both competitors and other umpires is important, but umpires also need to

be aware that another umpire may have a more urgent need to get into position, so should be prepared to give way.

Because of the large number of boats on the course (9), it is often difficult to be positioned in the ideal place. It is however possible that another umpire is better positioned, and if he sees contact he should signal to the other umpire by tapping his head and pointing at the boat concerned.

Sometimes an umpire may see the entire build-up of an incident and should indicate which boat he considers has broken a rule, but under no circumstances should he "flag" another umpire's boat/incident (unless the other umpire has passed on responsibility). Radios are rarely used in team racing, so precise hand signals are needed. There is a simple signal to pass on responsibility: one umpire boat may communicate to another that he can make the decision (pointing at himself), and the reply from the other umpire (to say: please make the decision on my behalf) will be to point at the other umpire. The other umpire then signals the decision. If the other umpire does not receive such signal he should not make the call.

If each umpire boat has a radio, the radio calls should be restricted to the following:

- 1 to pass over facts ("Negative overlap at the zone")
- 2 for confirmation: "I can make the call"
- 3 to alert the other umpire of outstanding protest

(b) Positioning and Proximity

Positioning of the umpire boat is all-important, because without proper positioning the umpires will not get an adequate view to make accurate judgements. Good positioning needs to balance what needs to be watched this moment with anticipation of where the umpires will need to move to see what is likely to happen next.

(c) Following and Deciding

Each umpire boat should "follow" one boat, and play the role of that boat. One umpire (normally the driver) constantly considers what "his" boat is doing and what it will or can do, and states this aloud. The other umpire role-plays whichever boats from the other team in the vicinity of the followed boat. The umpires thereby talk through each situation with each other as it evolves, as if each is helming "his" boat. This way, they will usually have decided the incident as it happens. However, as team racing incidents frequently involve more than one boat from each team, umpires must also remain aware of other boats on their team, and state aloud when they might become involved in the incident or affect the tactics of the boats in the incident. See also E 11 of this manual.

(d) Concentration and Anticipation

Concentration and anticipation are two keys to successful umpiring. Umpiring continuously for a long day is a big challenge for the concentration. Therefore, it is essential that the talking mentioned in paragraph (c) continues throughout the race. This greatly assists the umpires to maintain concentration and thereby produce good judgements.

An umpire is required to develop a good understanding of team racing tactical moves. This is important to be able to anticipate the next most likely action. Discussion between umpires and experienced team racers is an excellent way to help improve the understanding of the game. See also E 6 of this manual.

(e) Developing an "Automatic Pilot"

Umpires need a constant overview of the situation: wind conditions, current, local circumstances, which team is winning etc., all of which will affect each boat's options and likely manoeuvres. The umpire can then consider the tactical moves the boats may make, and what rules apply between them. This information, plus the facts of the actual situation, enables the umpire to determine the best place for the umpire boat. Being in the right position is essential for reaching good decisions on incidents.

This whole process is too time-consuming for the umpire to consciously go through it, so it needs to become automatic. To achieve this, umpires need to practise on the water or with models, or visualise mentally, and to try it deliberately again and again. The next step is to continually review it and improve it until the whole process becomes automatic.

Once this process has become automatic, it releases capacity for talking and decision making - and all umpires should work on improving this ability.

(f) Breaches not involving your own boat

In simple terms there are two situations:

1. The other umpire has not seen the collision. In this case, get the other umpire's attention (possibly by blowing a whistle) and then tap the top of your head with your hand.
2. The other umpire has not seen the incident and there is a valid protest. If you have seen the entire incident and are able to make the call, you should use the signal to pass on responsibility. One umpire boat may communicate to another that he can make the decision (pointing at himself), and the reply from the other umpire (to say: please make the decision on my behalf) will be to point at the other umpire. The other umpire then signals the decision. If the other umpire does not receive such signal he should not make the call.

3. Umpires should not make calls for other umpires unless there is an engine failure or a similar situation.
4. Umpires should be aware that others may have been better positioned to see an incident, so should look around for support, especially in the event of possible contact.

B 7 Umpire skills and qualifications

The skills and qualifications needed of an umpire are set down in Part C, and umpires at all levels should aim to improve on these skills as much as possible.

Note that the skills list does not only address technical matters, but also puts considerable emphasis on the temperament and behaviour of the umpires. One example would be confidence. A good umpire will have confidence, but never complacency, and he will be able to demonstrate his confidence in his relations with competitors, committees, media and the public.

B 8 Discussion

Umpiring decisions must not only be made in accordance with the Racing Rules of Sailing (RRS), but as far as possible must be seen to be so. This "visibility" can be enhanced by discussions, both before and after sailing, between umpires and competitors. These discussions are a proper part of the process and should be encouraged. See E 6 of this manual.

B 9 The Call Book for Team Racing

To ensure consistency in the interpretation of the rules among competitors and umpires, ISAF has published The Call Book for Team Racing. This book is an all-important tool for umpires, and they are required to follow it. Whether or not an umpire agrees with a Call, it is the interpretation that the competitor is entitled to expect and will have built his tactics around.

The Call Book is under constant development, and the procedures for new calls and amendments are contained in it.

PART C

REQUIREMENTS FOR AN INTERNATIONAL UMPIRE

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C REQUIREMENTS FOR AN INTERNATIONAL UMPIRE

C1 ISAF Regulation 15.10, International Umpires Sub-Committee

This regulation contains information about International Umpires Sub Committee (IUSC) and defines the committee's tasks.

C2 ISAF Regulation 33, International Race Officials Administration

This regulation defines the requirements for IU's. The main part is common to all International Race Officials, including IUs. The specific requirements to IUs are stated in Regulation 33.12.

Although ISAF conduct separate Team Racing Umpiring Seminars and Match Racing Umpiring Seminar, the system does not distinguish between a TR and a MR umpire. The requirements for seminar, examination, performance assessment and events are the same. However, the contents of the examination for the two disciplines are slightly different.

Regulation 33 may be changed from time to time, and the current version can always be found at the ISAF website www.sailing.org

C3 Performance Assessment

Before initial appointment, a candidate for IU must pass a performance assessment. The purpose of the performance assessment is to establish that the candidate fulfils the requirements stated in Regulations 33.9 and 33.12(b).

The form, including the current criteria used in the performance assessment, may be found at this page on the ISAF website:

- Select Race Officials on the home page;
- Select How to become an ISAF Race Official;
- Select International Umpire (IU);
- Select ISAF Umpire Performance Assessment Form.

PART D

APPENDIX D – TEAM RACING RULES

Appendix D is part of the Racing Rules for Sailing. Together with the Call Book for Team Racing they form the rules for Team Racing.

All umpires, race officials and sailors need to have the current version of the Racing Rules of Sailing.

PART E

MECHANICS OF UMPIRING

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E MECHANICS OF UMPIRING

E 1 Preparation

The days before the racing starts should be used by an umpire to prepare for the event. Even those who umpire regularly should:

- (a) Look through the Team Racing Call Book and any Rapid Response Calls.
- (b) Re-read Appendix D.
- (c) Re-read Part 2 and the Definitions of the RRS.
- (d) Obtain and read carefully the Sailing Instructions and Notice of race.
- (e) Review the Mechanics and Scenario Parts of this Manual.

If there is no opportunity to sail the boats, umpires are wise to follow the boats when they are practising before their start, to get a feel for the boats speed and manoeuvrability. Unless the boats are obviously preparing for their pre-start, it is quite all right to go up and ask them to show you some manoeuvring.

Before each race, the umpires should always check the identification of the boats they are umpiring.

If there are any races proceeding your own, it is also useful to "shadow-umpire", provided you do not get in the way! This really does "warm up your rules brain cells" as well as tries out your communication with your fellow umpire.

E 2 The Chief Umpire

It is usual, but not mandatory, for the Chief Umpire to also be the Chairman of the Protest Committee or International Jury.

The duties of the Chief Umpire will include:

- (a) Act as the link between the Race Committee and the umpiring team, both ashore and on the water.
- (b) Act as representative and spokesman for the umpiring team at meetings, functions, press conferences, etc.
- (c) The PRO, in consultation with the Chief Umpire, will decide the time when hearings will be held. The Chief Umpire decides how and where on- and off-the-water protest hearings will be conducted and makes all the arrangements.
- (d) Prepare and distribute the umpiring team assignment sheets.

- (e) Re-arrange the team duties on the water in cases of boat breakdown or other problems.
- (f) Arrange for and chair the initial meeting of the umpiring team.
- (g) Arrange for and chair the umpire/skippers meeting.
- (h) Arrange for and chair the umpires' post-race debriefing meetings.
- (i) Assign any further on-shore duties to the umpires (as described in E 16 of the Manual).
- (j) Fulfil all the normal duties of a protest committee or jury chairman, if appropriate.

It is also common for the chief umpire to be consulted on various matters, such as Notice of Race and Sailing Instructions, before the event.

E 3 Initial Umpire Team Meeting

The initial team meeting should be held in adequate time before the racing begins. When boat drivers are to be used, they should attend the meeting. Matters to be covered will depend upon the event. The following list provides a variety of matters that could be covered:

BRIEFING CHECK LISTS - UMPIRE TEAM

Introduction:
 Welcome
 Umpires and judges - names
 Introduce: organisers, race officer, etc.
 Umpire team assignments
 Umpire boats
 Equipment (including identification of umpire boats)
 Buoyancy aid rules
 Damage- who to report to
 Meals
 Transport
 Social
 Accommodation
 Expense claims

DAILY ROUTINES AND PROCEDURES:

Transport to/from accommodation
 Start time and umpire briefing/assignments
 Time of umpire debriefing
 Lunch & water

- Fuelling
- Equipment storage
- Medical emergency procedures
- Red-flag protests (not part 2)

SAILING INSTRUCTIONS & NOTICE OF RACE:

- Event format
- Course location and configuration
- Damage notification and control (including deposit system)
- Rules for handling the boats

UMPIRE EQUIPMENT:

- Boats
- Radios
- Channels
- Re-charging
- Storage
- Flags

UMPIRE TECHNIQUES:

- Positioning
- Characteristics of the boats
- Signalling penalties
- Loss of umpire boat/equipment/engine failure
- Signalling when an umpire boat becomes an obstruction
- How long is "initially" for the purpose of rule 15
- Discuss room required for "about to round" with regard to wind and sea state
- Class rules and rule 42

METHOD OF UMPIRING:

- Umpiring or limited umpiring
- Policy on yellow flags
- System when less than full umpiring
- Communication between umpire boats when one is unsighted.

COMMUNICATION WITH RACE COMMITTEE:

- Umpire readiness to start (i.e. telling the P.R.O. when the umpires are ready to start and vice versa)
- Recalls
- Umpire foul-ups

Monitoring umpire radio
Handling penalties on finish line (and telling finish officer)
Calling breakdowns
Red-flag protests (not Part 2)

COMPETITORS:

First briefing
Morning briefing
Daily debrief with umpires
Talking to competitors at the finish; ashore
Questions and answers (formal and informal)

E 4 Meeting with the Race Committee

The chief umpire should meet early with the race committee (this meeting could involve all umpires). Matters to be covered will depend upon the event. The following list provides a variety of matters that could be covered:

CHECKLIST OF ITEMS TO BE COVERED AT PRE-RACE MEETING WITH RACE COMMITTEE:

1. Introduce umpires to the race committee
2. Confirm daily routines and procedures :
 - Morning meeting - amendments to sailing instructions
 - Competitors debriefing and briefings
 - Evening debrief (time and venue)
 - Race committee's intentions regarding the racing schedule (e.g. planned number of flights per day).
3. Sailing Instructions & Notice of Race
4. Event format
5. Course location and configuration
6. Damage notification and control
7. Handling the boats
8. Procedures should it not be possible to complete the full racing programme
- 9 **Communications**

Radio:
Umpire channel
Readiness to start
Black flags
Breakdowns

Red-flag protests
Umpire foul-ups

10 The Course

Location, proximity to obstructions
Starting line, length, bias, ground tackle
Course length, bias
Time limits, none

11 Signals

Starting system
Recalls system, how long for
AP and N, always followed by attention signal
Change of course, during starting sequence and subsequent changes
Abandonment
General recalls
Finish

12 General

Discussion on any problems umpires have encountered at other events, and which could occur again, and procedures to be put in place should they arise.
Procedures for protest hearings on the water and ashore.

E 5 Competitors and Umpires Meeting

Before racing begins (and preferably after practice racing) the umpires should meet with all competitors. The contents of a briefing before racing will vary considerably and depend upon the level of experience of the competitors.

With experienced competitors, it may well be sufficient to ask whether they have any questions, whereas with sailors with little experience various matters may be covered, maybe even the starting procedure.

The chief umpire may select matters for the briefing from the following list:

- (a) Sailing Instruction amendments and any unusual provisions.
- (b) Umpire boat identification.
- (c) Displaying and removing red and yellow protest flags for Part 2 protests.
- (d) Red flag protests (other than Part 2) and black flags.
- (e) Yellow flag procedure when using limited umpiring
- (f) Unacceptable behaviour.
- (g) Procedures for on-the-water protest hearings.

- (h) Post-race debriefings.
- (i) Drawing attention to written answers to written questions.
- (j) Briefing on the umpires' approach to any particular rules discussed at the initial umpire team meeting.
- (k) The umpires' policy on matters on which Appendix D allows umpires to take direct action.
- (l) Questions of clarification from competitors. If attendance is not mandatory, answers may need to be written up and posted.
- (m) For keelboats, consider adopting the match racing arm signals in rule C2.7.
- (n) It is helpful to raise an arm clearly and call to the umpire and other competitors to acknowledge a breach.

This meeting may follow the briefing of competitors, which is usually conducted by the race committee. It is good policy for umpires (and always the chief umpire) to attend that meeting.

E 6 Post-Race Debriefings

1. Debriefings provide the greatest learning opportunity for umpires and competitors. A short meeting between umpires and competitors at the end of each day's racing should happen at all events. At this meeting, any of the day's problems can be discussed, and umpires who had any interesting or difficult calls can explain the circumstances.
2. Umpires have an obligation to explain any unusual calls to all competitors and umpires. Telling all competitors and all umpires about a call leads to consistency and learning by all.
3. A group discussion, using boat models preferably on a magnetic whiteboard, will be of benefit to everybody.
4. Most skippers and crews appreciate the opportunity to be present at these meetings. Their attendance should be encouraged, as should discussion on calls and differences in opinion.
5. Whenever two people, umpires or competitors, think that different things happened, they are unlikely to change their mind. We all see things differently and it is important to bear this in mind. It is important however, to distinguish between differences of opinion relating to what happened (facts) and interpretations of the rules. When there is a difference in opinion as to what happened, it is important to leave everybody clear: both opinions should be presented;
 - i. if this happens - this is the call...

- ii. if the other happens - this is the call...
6. Umpires should be prepared to admit any errors quickly and graciously. This increases rather than reduces their respect amongst competitors.
 7. Discussions about how the rules and the Call Book might be improved do not belong in a debriefing. They can, however, be very valuable, and the chief umpire may suggest having a chat about it (in the bar) afterwards.
 8. When situations occur that are not included in the Call Book, it is important to decide how to call them the next time. Find out what the rule actually says. If the rule is clear, do what the rule says - even if you don't like it.
 9. If the rule is not clear, find out what the general feeling is about which way to go, and go with the majority. When there is a divided opinion, the chief umpire must decide. It is almost always better to "sleep on" any such decisions before announcing it. Group discussions can become focussed on one aspect only and miss an equally significant counter argument. It is important to make it absolutely clear that whatever is being decided is for that regatta only.
 10. Any new calls should be submitted by the chief umpire to the ISAF Team Racing Rapid Response Panel.
 11. There have been occasions when competitors have behaved aggressively at debriefs. One way of avoiding that, when a competitor seems to be upset when he arrives at a debriefing, is to state that everybody is there to learn, not to argue. Invite each competitor to give his opinion about what happened, using the model boats. Permit the opponent to agree or disagree. In this way, the competitors might solve the problem themselves.
 12. In the unlikely event that a competitor starts to be abusive, he should be reminded why they are present. It would be advisable to have a word with the competitor afterwards and point out that abusive behaviour could lead to a hearing under rule 69.

E 7 Driving the Umpire Boat

Umpire boats should normally be driven by one of the umpires. Some owners, who provide their boats on loan for umpiring, understandably wish to drive their own boats.

The advantage of an umpire driving is that the boat can be placed exactly where the umpire requires without the need to give directions to another person.

Sailors with good rules knowledge make ideal drivers and soon learn to place the boat where the umpires require. For important races such as finals, there are usually unallocated umpires who can drive and position the boat accurately leaving the duty umpires to concentrate fully on the boats.

Hand signals can be quickly agreed between umpires and their driver so that the driver can continue to receive direction while the umpires are talking. "Ahead", "right", "left",

"fast ahead", "stop" and "turn" are usually adequate. To avoid possible confusion, all directions to the driver should come from one umpire only.

Before the first race the umpire boat should be put through its paces, so the umpires can understand its capabilities. How quickly can it turn, reverse and accelerate? Half way through the first pre-start may be too late to discover your boat always stalls when put into reverse, or has some other peculiar characteristics.

Some umpire boats when driven slowly for a long time can become susceptible to stalling, in such cases every so often between races put the boat through its paces! (But beware that in many inland venues with shared water usage this may require discretion.)

E 8 Radio Communication

At a principal event there should be a radio system allowing communication between umpires and chief umpire, and chief umpire and RC. The ideal system would be to have separate channels for each race, but it is more usual to have only one channel.

For general radio traffic, the "call signs" for each boat are "Umpire One", "Umpire Two", etc. Due to the possibility of the short word "No" being lost in a radio transmission, umpires and wing umpires should always use the word "Negative" (e.g. "Negative contact") instead.

E 9 Using a Radio

There are standard procedures for using a radio, and these key points should be observed for general radio traffic.

(a) Establishing Contact

Your call to establish contact with another station consists of "CALL SIGN this is CALL SIGN" (e.g. "Umpire Two this is Umpire Three" or "Umpire Two Umpire Two this is Umpire Three").

When Umpire Two receives your call he will respond the same way (e.g. "Umpire Three this is Umpire Two").

Note that the station being called is stated first. Do not call "This is Umpire Three calling Umpire Two".

Do not call "Do you receive me?" This is an example of unnecessary wording, for if the called station has received you, it will respond; if it has not received you, there will be no response.

(b) The Conversation

Once both stations are in contact, your procedures can be more informal, but remember to keep them to a minimum.

The words "over" and "out" should be avoided except when your receiver may be in doubt about your intentions. These words denote:

OVER - This is the end of my message to you and a response is necessary. Go ahead and transmit.

OUT - This is the end of my transmission to you and no answer is required.

(c) Voice Procedures

CLARITY - Do not slur. Get your message clear in your mind before you speak.

CONCISENESS - Keep every message as short as possible.

RHYTHM - Divide messages into sensible phrases.

SPEED - Speak more slowly than normal.

VOLUME - Same as normal conversation. Shouting causes a distorted transmission.

(d) Noise

If possible, move away from any background noise such as the engine.

Shield the microphone. Wind blowing into the microphone will distort your transmission.

(e) Confidentiality

Radios are not the place for confidential messages. You can assume that every time you use the radio, outsiders are monitoring your conversation. Also watch your language.

E 10 Umpire Equipment

The equipment needed by umpires:

- Set of umpire flags
- Wet note pad and pencil
- Whistle (umpire to supply)
- Race schedule
- Umpire rotation
- Radio
- Hat, sunglasses, water or winter equivalents

Whistles need to be of a good quality that carries over a long distance.

E 11 Umpire Interaction

RIGHTS REASONS OBLIGATIONS OPPORTUNITIES

The principles of the umpire system have been covered in Part B of this Manual.

A further key to successful umpiring is good interaction between the two umpires. This is helped by the umpires standing or sitting close together and speaking loudly and clearly so that each can hear the other. This should keep both umpires' opinions in step.

If opinions get out of step, the umpires must immediately resolve the difference. If they have a difference of opinion, then perhaps the competitors have a similar difference and an incident may be imminent. The conversation between two umpires could be, for example:

Umpire 1: "I am right of way - leeward - I can sail above proper course - I must give you room if I change course"

Umpire 2: "NO! You established the overlap from clear astern. I am keep-clear boat, I am keeping clear."

Umpire 1: "I agree".

Here the difference of opinion is immediately resolved. If the first umpire had not corrected himself by saying "I agree", then further speedy discussion would have been needed to resolve the difference. Had the first umpire not been speaking loudly and clearly, then the difference of opinion may not have been detected.

An umpire's conversation should not over-emphasise what his boat is doing. It should concentrate on what his boat must do, or must not do, or is permitted to do, or is not permitted to do.

Each umpire starts with the **RIGHTS** - this refers to who has, or has not the right of way.

Next in line are the **REASONS** - the reasons why a boat has right of way: starboard/port; windward/leeward; clear ahead/clear astern; not moving backwards/moving backwards; not taking a penalty/taking a penalty, etc.

The boat's **OBLIGATIONS** are next - the need to 'keep clear'; the need to give 'room'; not permitted to sail above close-hauled; not interfere with a boat on another leg, etc.

Finally the boat's **OPPORTUNITIES** - to sail above close-hauled; to tack; to go for an overlap, etc. If the umpire knows what opportunities his boat has available, it will be easier for him to anticipate his boat's next move.

An umpires' conversation correctly using these principles could be:

Umpire 1: "I am right-of-way boat - I am on starboard - you must keep clear - I am able to change course" (RIGHT - REASON - OBLIGATION - OPPORTUNITY).

Umpire 2: "I must keep clear, I am on port. If you change course you have to give me room to keep clear" (RIGHT - REASON - OBLIGATION).

By focusing thoughts and conversation on Rights, Reasons, Obligations and Opportunities, many incidents will be resolved even before a boat protests.

How can we improve our umpiring – Umpire faster.

The first contribution is to make the communication between the two umpires who are umpiring a race even more effective. As novice umpires, our first attempts to communicate with our fellow umpire primarily involves calling of facts; we describe the positions of the boats, their relationships, courses, etc. This communication mode is not optimal. The umpires call several facts of minor relevance, they have troubles calling all they want in the time available, and when the boats are protesting, it may take quite a while before they reach a decision. The problem is that they communicate in the early stages of an incident and do not work their way through to the decision-making process until there is a protest. The result is that their decision-making process seems to take very long.

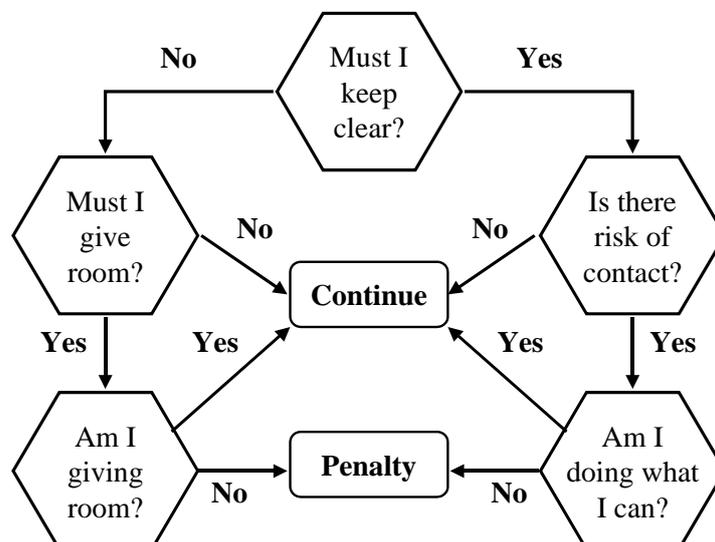
To make the communication more effective, we might switch to the mode where we call rights and opportunities for the boats instead of facts. This was explained earlier in the manual as Rights, Reasons, Obligations and Opportunities. The communication about rights and opportunities will typically involve less verbal communication than focusing on facts. The calling still involves issues of minor relevance. It is a clear improvement over the facts based conversation. Yet the problem still is that the conclusion concerning rule violation is not discussed until very late in the decision making process. The umpires, to some extent, need to reproduce to each other the manoeuvring of the boats throughout the incident.

To make the communication even more effective, we should aim at making decisions throughout the development of an incident. In order to accomplish that, we can communicate about the boats' obligations and fulfilment of these obligations. The umpire statements should deal with the obligations of their boat(s) and its fulfilment of these obligations. Thus a working umpire may continuously think and call in terms of the decision structure provided by the figure below.

At every point in time, both umpires determine if their boat(s) fulfils its obligations instead of calling its rights and opportunities. They also express whether they agree or disagree, which confirms that they are actually listening to each other. Consequently, it is very quickly in the incident to decide that a boat did or did not fulfil its obligation and must be penalised (or not) accordingly. When this mode of communication is

conducted in an optimal manner, the umpires often experience to have decided a protest well before the boats have even waved their first protest flag.

The core of this decision-making process is in a simplified manner illustrated in this figure:



This mode of umpiring requires considerable training. But once you succeed, the process of deciding a protest becomes much simpler and quicker. When the amount of information communicated between umpires is reduced considerably, they suddenly find time to try predicting what the next manoeuvres of the boats will be, and that in turn facilitates a more relevant communication about obligations and fulfilment. Furthermore the reduced amount of speaking required by the umpires gives them more time to listen to each other.

E 12 Umpires' Instantaneous Calls

In addition to the "RIGHT - REASON - OBLIGATION - OPPORTUNITY" information passed between the two umpires there will be a number of moments when an umpire must make an "instantaneous call", like a photograph that freezes a particular moment. These calls must be concise and be made at the exact moment they apply.

The most frequent instantaneous calls will be for:

- Close-hauled (after tacking)
- Starboard/port (after gybing)
- Head to wind
- Tacking (passed head to wind-changed tack)
- Overlapped

- Seventeen (overlap established from clear astern within two lengths)
- Clear
- Zone
- Changing course

Most of these terms are too lengthy to be concise, so umpires can substitute a short and sharp word like NOW (or even DONE) at the appropriate moment. Examples of instantaneous calls could be:

"Close-hauled.... NOW!" or

"Changing course NOW!" or

"Zone NOW!"

E 13 Penalty Signals

A penalty signal consists of two parts - the sound and the flag. The sound signal comes before the flag, for the sound means in effect "The decision is about to be announced".

The flag must inform both competitors and the spectators of the decision, so it must be displayed prominently. It is recommended that the signal be held aloft then pointed at the penalised boat for not less than ten seconds. Umpiring can continue uninterrupted while the flag is being held up. The Umpire should also hail the sail number of the boat that is penalised. Umpires should delay signalling a penalty when the boat to be penalised is approaching a mark and cannot take the penalty before the mark without risk of fouling its opponent or taking action that would severely increase the penalty.

Similarly, if boats are in a tight manoeuvre, a short delay in the signal may be appreciated by the boats.

Mistakes by umpires in displaying flags cannot be corrected. The potential for error can be reduced if the following system is used.

The non-driving umpire (umpire 2) is responsible for the procedural requirements of a correct protest.

If the driver (umpire 1) sees a flag he shall loudly call "Red Flag"... or if umpire 2 hears this or sees the flag himself he shall say loudly "Red Flag seen". When the "Yellow Flag" is shown umpire 1 calls "Yellow Flag" and if umpire 2 either hears this or sees the flag himself he shall loudly say "Red and yellow seen".

Umpire 1 then gives his opinion "Red-flag number 12", if umpire 2 agrees he says "Agree red-flag number 12" and then umpire 2 whistles and flags number 12.

If umpire 2 disagrees, then the umpires should come to a mutual decision within 20 seconds or "Green -flag" the incident.

Incorrect competitor flagging procedure:

This is a common problem in team racing

1. The red flag must be displayed in a manner that allows the protested boat to know that he is being protested. This means the flag must be at least 100mm by 150mm and waved or displayed prominently, and that a clear audible hail must be made to the protested boat. Failure to do this results in an invalid protest, which if a yellow flag is subsequently flown shall be green-flagged.
2. The yellow flag must not be displayed before the protested boat has had an opportunity to respond, approximately 5-8 seconds. Failure to do this result in an invalid protest and a green flag shall be shown.
3. Display of a yellow flag without a red flag having been displayed. Again this is an invalid protest. Green-flag.
4. When a team mate calls to a team mate to protest, the gap is normally sufficiently long that the protest is deemed invalid as it is not immediate.

While green flags are not required by the appendix in the case of invalid protests, they do close the incident, which is useful for all concerned.

At the end of the race umpires should advise competitors of the reason for green-flagging such an incident.

E 14 Red-flag Protests

If a boat finishes a race displaying a red flag, then the umpires should ask about the nature of the protest. This is not the time to take any evidence. The umpires give the information to the chief umpire (or jury chairman) who will decide who will hear the protest, and where and when it will take place. The boats involved must then be informed.

Protest hearings can be held aboard a suitable boat, which could be a spectator boat, a race committee boat or an umpire boat. They may also be held by "rafting up" some umpire boats and even the boats concerned, although this usually means there will be a number of onlookers listening in to proceedings. Radio discussions should be avoided.

If it appears that an on-the-water hearing may cause a considerable delay in the racing programme, it may be an option to delay the hearing until after the last flight of the day.

A wait can sometimes provide another advantage, for if further flights are held before the hearing takes place, it can occur that no matter what the decision of the protest is, the overall result will not be affected. (A protest win will not move a competitor further up the ladder or a loss further down the ladder.)

As the possibility exists that there may be a red-flag protest in the last race of the last flight of a day, the chief umpire may instruct that umpires are not to return to shore until the last race finishes.

E 15 Umpiring Team Assignments

It is a duty of the chief umpire to "pair" the umpires and allocate boats and drivers. A good system is to complete "umpiring team assignments" sheets and distribute them to the team. The chief umpire may decide to delegate this job.

It is not a wise policy for umpires to work as the same pair throughout an event, or for a major period. There is the danger that two umpires working continually together may develop a viewpoint that is slightly different from another pair. This can result in inconsistencies which may be confusing or even unfair to competitors, so changing pairs as frequently as practical is recommended.

Frequent re-pairing also means that any improved techniques developed by an umpire are soon exposed to a number of others and can be replicated throughout the team. By these means umpiring standards should continually improve.

E 16 On-Shore Duties

So as to ensure smooth running, it is recommended that the chief umpire allocates specific on-shore duties to the umpires. This will usually happen at the first briefing of the umpiring team.

Each event may differ, but the example given below is an actual "umpires' daily on-shore responsibilities" sheet used at a major event.

First-mentioned umpire in each boat (from assignment list)

- Check the notice board
- Confirm boat has fuel
- Confirm umpire flags, whistle and radio are on board
- Decide who will direct the driver or drive the boat
- Ensure speedy change-over occur on the water
- Attend on time at the post race debriefing.

Second-mentioned umpire (from assignment list)

- Check the notice board
- Put umpire flags on board
- Pick up radio and check its operations
- Ensure lunches and drinks (no alcohol) go on board
- On return, help the driver secure the boat, clean up and remove rubbish.
- Ensure that the boat will have adequate fuel for the next day
- Return radio and make sure it is put on charge
- Attend on time at the post race debriefing.

E 17 Explaining Decisions to Competitors

Umpires must be willing and available to explain their calls to the competitors. The time for explanations can be:

- a) Ashore after racing, for example on the dock or in the bar.
- b) At the umpires' post-race debriefing meeting. The competitors should be advised of the time and place of these meetings and be invited to attend and hear the explanation.
- c) On the water at the conclusion of the race. Experienced team racers usually use this to confirm that their understanding of the rules is the same as that of the umpires, and therefore the conversation is likely to be quick and civil, starting for instance by the competitor asking "what did you see?" Less experienced team racers are more likely to want to prove that "they were right" and the conversation can easily turn into an argument. In such cases the umpire must avoid getting pulled into an argument and should finish the conversation by advising the skipper "See us when ashore". This is also important as it is likely that the conversation is holding up the event.

Explanations should be restricted to giving the reason for the call, for example "We considered you had no need to change course to avoid the port-tack boat". Any rational discussion on the applicable rules and "what if?" questions should be answered, but umpires should not enter into any argument concerning the facts. Giving reasons for calls should promote good umpire/competitor relationships, but any head-to-head argument over the correctness of a call will damage those relationships.

Informal discussions between competitors and umpires provide a good way of developing the game of team racing, as both parties usually have something to learn from each other. It is important to respect the other party's point of view.

PART F

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F UMPIRING SCENARIOS

A number of the common situations in which an umpire will be called upon to exercise his judgement are discussed in this part. Far more scenarios are covered in The Call Book for Team Racing, and umpires should study the Call Book in detail so they have no hesitation in making the appropriate decision in those circumstances.

F 1 Close-Hauled, Particularly after Tacking

Throughout the racing the umpires will be called upon to decide a close-hauled course. As this is a judgement call, the umpires should watch boats tacking and sailing close-hauled, then discuss and agree this course even before the start of the race. Before the starting signal, deciding close-hauled will only be necessary when one or both boats tack, because at that moment rights and obligations change. After the starting signal it may, in addition, be a question of proper course on the beat when an overlap has been established from clear astern within two lengths of a windward boat. Finally, a boat taking a penalty by gybing first and then tacking, completes her penalty and gets her rights back the moment she returns to a close-hauled course.

F 2 Gybing

Pre-start manoeuvring as well as downwind sailing can involve a lot of gybing. As rights and obligations change in an instant the moment the boat changes tack, rules 15 and 16 will regulate the actions of the new right-of-way boat. Instantaneous calls are essential (see E12). See also the Call Book.

F 3 Head to Wind

It is not wise for umpires to attempt to be too strict in their judgement of head to wind, for they can be given false indications such as:

- Jibs can back before a boat is head to wind
- masthead indicators are influenced by the sway of the mast
- the crew may roll the boat before reaching head to wind
- wave direction and wind direction may not be parallel

Unless the umpires are very sure, they should rule that a boat has not passed head to wind (last point of certainty).

F 4 Room to Keep Clear

During pre-start manoeuvring luffing is always allowed when there is space available for the windward boat to respond. Even a quick luff by the leeward boat will be within the rules, provided the windward boat can avoid the leeward boat by manoeuvring promptly in a seamanlike way. The umpires need to consider whether the windward boat initially kept clear, whether there was room available and whether she manoeuvred promptly.

As "initially" also comes into play with rule 15, it becomes a common consideration during the pre-start period, so the umpires must very carefully agree how long "initially" is and when it ends. This could be a topic at the first umpires' meeting.

F 5 Fish-tail

The fish-tail is a common manoeuvre. A boat clear ahead is fish-tailing when bearing away and thereby creating an overlap to windward on the boat that was clear astern. Rule 15 does not apply, as the new leeward boat has acquired right of way by the other boat's actions. It follows that the leeward boat does not have to initially give the windward boat room to keep clear. The umpires need to observe whether an overlap is established by the boat clear ahead bearing away, by the trailing boat sailing at higher speed, or a combination of both.

F 6 Approaching the Starting Marks

Rules 18, 19 and 20 do not apply when the boats are approaching the starting marks to start. The umpires must agree when this approach has begun.

F 7 Close Tacking

Whenever a boat is tacking close to another, the umpire must call the precise moment his boat passes head to wind (changes tack) and the moment the tack is complete (for the purposes of rule 17).

F 8 Slam Dunks

A "slam dunk" occurs when two close-hauled boats cross on opposite tacks and the boat ahead tacks quickly as soon as it crosses its opponent. This puts the tacking boat to windward, with or without an overlap.

The umpires need to establish the overlap relationship between the boats at the moment the tacking boat assumes a close-hauled course in order to know whether the leeward boat will be restricted by rule 17.

A good way of achieving this is when the umpire with the starboard tack boat says "complete" when his boat assumes a close-hauled course and the other umpire immediately says "clear" if the other boat is clear astern at that point or "overlap" if the boat gets an overlap in time. If in doubt the assumption is that the overlap was established before the tack was completed. The umpires also need to watch closely for any changes of course from the leeward boat while the other boat tacks and immediately afterwards. When a starboard-tack boat slam-dunks, the port-tack boat will not be restricted by rule 15, Acquiring Right of Way, but she will still be restricted by rule 16, Changing Course. The port tack boat may luff sharply after passing astern of the starboard tack boat in anticipation of the slam dunk, then hold her course to prevent the boat on starboard from completing her tack.

F 9 Proper Course

Downwind protests involving proper course are not uncommon. It is therefore essential for the umpires to establish the boat's proper courses as soon as possible after they begin their downwind leg.

Many dinghies sail fastest downwind by sailing two broad reaches rather than sailing the rhumb line. Watch what good sailors do when unaffected by other boats.

When the boats are gybing downwind it is also essential for the umpires to be aware of the angle to the next mark (or finish line), as this may dictate when a boat must gybe to avoid sailing above its proper course.

Proper course falls into the same category as head-to-wind, and mark touching: accurate judgement can be difficult (and at times impossible) so penalties must be given only when the breach is clear-cut.

F 10 Sailing above Proper Course Downwind

When the boats are sailing close together downwind, the umpires must be aware at all times of the rights to sail above proper course.

These rights can change when, for example, the leeward boat momentarily becomes clear ahead, or gybes. Be aware of a leeward boat performing two quick gybes to get the right to sail above her proper course.

If the windward boat gets close to becoming clear ahead, the umpires must expect a quick luff from her to break the overlap. When the windward boat bears away again there will soon be a new overlap, and this time it will have been established from clear astern, and the leeward boat must immediately bear away (or gybe) should she at that moment be sailing above her proper course. She does not have to sail a proper course at that moment, but as soon as she gets the obligation not to sail above her proper

course she must act to comply with the requirement. The windward boat does not get any protection from rule 15, and she must keep clear at all times.

This is a scenario where if there is contact a penalty may be imposed on both boats, one for sailing above proper course - the other for not keeping clear.

F 11 Overlaps

Careful attention must be given to overlaps, as they are difficult to judge from astern, yet they play an important part in the changing obligations both in the pre-start period and on the course.

Particular attention needs to be given to projecting bow rails, stern-hung rudders and the setting of a spinnaker in its normal position. See also the Call Book.

F 12 Mark-Room

Room given and taken at marks needs to be closely observed. Mark-room may need to include sufficient space to permit a late spinnaker drop, and umpires could be justified in ruling that an inside boat which just manages to pass between the mark and her opponent without contact (perhaps just good luck) was not given room to sail her proper course round the mark.

To improve consistency, umpires could discuss the subject prior to each day's racing, as wind and sea state have bearing on what constitutes adequate 'mark-room'.

Mark-room

The definition Mark-Room consists of two parts and it has one limitation:

A boat entitled to mark-room needs to be given room to sail TO the mark, and then room to sail her proper course when AT the mark. But mark-room does not include room to tack unless the boat entitled to mark-room is overlapped to windward and on the inside of the boat required to give mark-room.

When the boat entitled to mark-room has right of way, rule 18 does not limit her from sailing her proper course (and unless rule 17 applies, even above proper course – a tactical rounding). A keep-clear boat however, need only be given room to sail in a seamanlike way to the mark – and then her proper course round the mark.

Rule 18.2(a)

There is no reference to the zone in rule 18.2(a), and that means;

- For a starboard rounding, a boat on port that tacks to starboard inside the zone, must give room to another boat approaching on starboard that gets an inside

overlap from clear astern (provided it is possible to give mark-room from the overlap begins).

- For a starboard rounding, a starboard tack boat has to give mark-room to a boat on port, that ducks her and tacks to starboard inside the zone – provided the boats are overlapped when the port boat passes head to wind.
- For a starboard rounding, a boat on starboard that is clear ahead at the zone may slow down, and if the other boat (also on starboard) becomes overlapped on the outside – mark-room will include room to tack around the mark.

Rule 18.2(b) & 18.2(c)

When boats are on the same tack, and they are either overlapped or clear ahead/clear astern when the first of them enters the zone (and the boat that is clear ahead reaches the zone first), an inside boat or a boat clear ahead is entitled to mark-room, even if an overlap is subsequently broken or established.

This continues to apply until the boat entitled to mark-room no longer needs it, unless either of the boats passes head to wind or the boat entitled to mark-room leaves the zone. If either boat passes head to wind, rule 18.2(b) ceases to apply, however, should the boats again become overlapped during that rounding, rule 18.2(a) may become applicable.

Note also rule D1.1(b) that changes rule 18.2(b) when a boat becomes clear ahead when another boat passes head to wind.

Rule 18.2(d) & 18.2(e)

As under the old rules, when there is doubt whether an overlap has been established or broken in time before boats get to the zone, you must assume it has not.

And if a boat has obtained in inside overlap from clear astern, and the outside boat has not been able to give mark-room from the overlap began, then the outside boat need not give mark-room.

Rule 18.3 - Tacking When Approaching a Mark

Note that both rule D1.1(b) and 18.3 may apply when the boats are approaching on opposite tacks. Rule 18.3 only applies at a mark on the course – not at obstructions or at starting marks.

Rule 18.4 - Gybing

This rule does not apply for team racing.

Rule 18.5 - Exoneration

Because rule 18 does not override other rules of Part 2, it would have been difficult for an inside keep-clear boat to get to a mark and round it. Rule 18.5 therefore provides for exoneration for breaches of rules of Part 2 Section A while a boat entitled to mark-room sails to a mark and sails her proper course around it. While she is sailing her proper course round the mark she will also be exonerated for breaking rule 15 or 16. However, rule 18.5 does not exonerate either boat for a breach of rule 14.

F 13 Touching a Mark

Umpires must watch for mark touching, as this is often the subject of protests. However, this has not always got priority when the boats are close together.

Before umpires take action under rule 31 there should be no doubt at all that the mark has been touched. If the mark has been touched, the penalty imposed by an umpire, after a valid protest is a Two-Turns Penalty. Umpires may also decide to penalise a boat for touching a mark, even if no other boat protests. If they are certain that the boat was aware of hitting the mark and did not take a voluntary penalty, they should impose a Two-Turns Penalty for a breach of sportsmanship.

A dan buoy is likely to rock as a boat passes it, whether or not it has been touched; so this must not be used as confirmation that it has been touched.

F 14 Passing Obstructions

Rule 19 applies when boats are at an obstruction. However, if the obstruction is also a mark that boats are required to leave on the same side, and is not a continuing obstruction, then rule 18 applies. Regarding the race committee signal boat, before either boat is approaching it from the pre-start side of the line to start, it does not have a required side (rule 28.2); therefore rule 19 applies up to that time. Once the boats are approaching it to start and until they have passed it, rules 18 and 19 do not apply (preamble to Section C).

Definition of Obstruction

An object is an obstruction depending on the size of the object in relation to the size of the boats racing. An area, such as an area defined by keep-out buoys, can be an obstruction if the sailing instructions specifically state that it is an “obstruction.” Umpires and competitors should be clear before racing begins regarding the status of small boats and other objects, and restricted areas, in the racing area.

Rule 19.1

Rule 19 begins to apply when boats are ‘at’ an obstruction. There is no zone around an obstruction. Boats are at an obstruction when one of them reaches the point where she

needs to commit to passing on one side or the other of the obstruction. Once the boats are no longer at the obstruction, rule 19 ceases to apply.

Rules 19.2(a) & 19.2(b)

Rule 19.2(a) is a reminder that the right-of way boat can choose on which side of the obstruction she will pass. But if the boats are overlapped and the right-of way boat chooses to pass on the side that makes her the outside boat, rule 19.2(b) requires her to give the inside keep-clear boat room between herself and the obstruction. If the outside boat is also the keep-clear boat, she must both give room and keep clear.

The test for whether a boat astern can establish an inside overlap and become entitled to room under rule 19.2(b) is whether the boat ahead is able to give the room from the time the overlap begins. This will generally be fairly obvious when observing the situation.

Note that if the boats are not overlapped while sailing near the obstruction, rule 19 provides no protection to a boat clear ahead that is subject to rules 10 or 13.

F 15 Room at Continuing Obstructions

Should a boat that was clear astern and required to keep clear establish an overlap between a boat that was clear ahead and a continuing obstruction, such as shallow water, rocks, sea wall or a prohibited area, the umpires may be asked to judge if there is room to pass between them at the time the overlap begins (rule 19.2(c)).

Room at continuing obstructions is often related to depth of water for which umpires may have no direct information unless they know the particular shore. Umpires should consider that the boat ahead, for tactical reasons, is probably already sailing as close as she believes possible, in which case, if a keep clear boat astern establishes an overlap, she is not entitled to room and must keep clear.

A right-of-way boat can always establish an overlap between a keep-clear boat and a continuing obstruction. The keep clear boat must simply keep clear.

Note: rule 19.2(c) does not apply if the boat astern has the right of way. Furthermore, until the moment the overlap is established, rules 10 or 12 will apply between the boats.

A vessel under way, including a boat racing, is never a continuing obstruction (definition Obstruction).

F 16 Propulsion

Like mark touching, a breach of rule 42 can be the subject of protest or umpire-initiated penalties. Umpires should have no doubt that a rule has been broken before penalising.

Prohibitions that are single actions (such as ooching) would normally require to be observed more than once before penalising. After the first action the umpires should watch for another action, then carefully discuss and agree there has been a breach of the rule, before penalising.

However, a clearly prohibited action should be penalised immediately if it results in an obvious advantage. For example, when a boat pumps to establish an overlap at a mark or at the finish, she should be penalised.

Prohibitions that need to be repeated actions would normally require being of sufficient duration to draw the attention of both umpires before penalising.

When a boat is behind and obviously already losing, she should nevertheless be penalised if she breaks rule 42.

For more information on propulsion, see the ISAF Judges Manual and the ISAF Rule 42 Interpretations.

When possible breaches are seen, but there are some doubts, a general warning could be posted for the next day.

Class rules may change rule 42, so the current version of such a class rule must be discussed at the initial umpire team briefing, unless the sailing instructions states that class rules do not apply.

F 17 Finishing Line Incidents

There are times when a boat has finished, yet a penalty needs to be signalled. The signal should still be given, even if the boat is sailing away from the finishing line, as the boat has not finished until she has taken her penalty. As the finishing vessel may not be aware of the penalty, the umpires need to monitor the finishing position for the penalised boat and consult with the finishing vessel immediately.

F 18 Damage from Contact

Damage caused to a boat cannot be red-flagged, and penalties for damage cannot be imposed during a race. If the umpires think there may have been damage, they should display a black flag and take the incident to the protest committee, either on the water or ashore, after the race. The hearing is to establish whether there has been a breach of rule 14.

F 19 Incidents with a Boat in Another Race

Incidents between one of your boats and a boat in another race may be protested. All such possible incidents should be observed closely. In incidents where both boats concerned are being umpired, the umpire whose boat has broken a rule shall signal the penalty. If it is clear that the other boat is not being umpired, then the umpire whose boat was involved should signal the penalty. If neither boat is being umpired, then the umpire best sighted should signal the penalty and ensure that all the other umpires are aware of his decision. These situations can be very confusing for competitors as they often are unclear as to whom to ask for a decision. If it is clear that none of the umpires saw the incident it should be green-flagged. When an umpire has witnessed an incident not involving "his" boat and can with certainty make a decision, there is a simple signal to pass on responsibility. One umpire boat may communicate to another that he can make the decision (pointing at himself), and the reply from the other umpire (to say: please make the decision on my behalf) will be to point at the other umpire. The other umpire then signals the decision. If the other umpire does not receive such signal he should not make the call. The important issue here is that the actions of an umpire are not limited to an assigned race or boat.

F 20 Arm Signals

Appendix D does not require arm signals, but the following are helpful especially in keelboats:

1. The chief umpire should, at the competitors briefing, recommend adopting the match race hand signals in C2.7 (Room to tack/you tack).
2. When a boat acknowledges a breach it is helpful to raise an arm clearly and call to the umpire and the other competitors to acknowledge the breach.

F 21 Gaining an Advantage

Sometimes breaking a rule and either making a voluntary penalty turn or getting penalised leaves a team in a better position than they would have been if a rule had not been broken. In such cases the umpires have two options: either to signal additional penalty turns or to black-flag.

The additional penalty turns are to give redress to the other team. A penalty should result in a disadvantage to the penalised boat relative to her opponent team, and if this is not achieved by a one-turn penalty, then rule D2.2(d) allows the umpires to give a further penalty turn (or more than one further penalty turn).

It may be that the right-of-way boat is so damaged by the boat that broke a rule, or is capsized, or the opponent's team positions are such that no matter how many penalties

are given to the other boat, her team will still win the race. In this case, the boat at fault must be black-flagged, so that a point penalty can be added ashore.

Umpires need to be aware of the combinations at all times on the course so that proper redress can be given in such incidents.

F 22 Breaches of Sportsmanship

Sportsmanship is difficult to define, but the following are generally considered to be breaches.

1. A port tack boat calling for room to tack for a starboard tack boat, the other boat tacking and then the leeward boat bearing away astern of the boat on starboard tack.
2. Knowingly hitting a mark and sailing on.
3. Knowingly hitting a boat on her own team and sailing on.
4. Intimidation/bullying including calling starboard when on port.

Additionally foul language addressed either to other competitors (including team mates) or to officials.

Umpires do not have to tolerate any form of abuse, but turning a blind eye in moments of stress may be a more helpful approach. It is usually more helpful to speak to competitors about such breaches away from the incident (in both time and distance).

F 23 Other Penalties Initiated by Umpires

Penalties can also be given for not taking, or delaying the taking of the correct penalty (rule D2.2). It is important to note that umpires may only penalise a competitor for not taking a penalty correctly if the penalty was signalled by an umpire. Incorrect penalty turns made voluntarily may not be further penalised, unless further protested by a competitor.

F 24 Red/Yellow Flag Displays

Rule 61.1(a) and D2.1(b) requires a red flag to be displayed immediately. It is reasonable that a flag shown later than 10 seconds after an incident should be green-flagged. If there is an incident, it is reasonable for the umpires to allow a boat to complete any immediate manoeuvre before expecting the boat to display the red flag, as long as they can clearly identify the incident.

Umpires should expect the display to be clear and should not respond to a tentative display. A crew seriously believing that a rule may have been broken must be expected to leave no doubt that they are seeking a response from the umpires.

Should a second incident occur before the umpires have signalled the first decision, then the crew must wave the red and yellow flags again, and must unambiguously draw the attention of the umpires to the second protest.

In these cases the umpires must respond to each protest. For example, whistle - red flag, wait 2 seconds, whistle green flag (hailing the number of the boat, pointing at it and if possible giving a very short explanation "Red flag number 3 at mark..... green flag number 6 no breach").

If a boat is involved in two incidents in quick succession and then makes one protest, the umpire should hail the protesting boat to confirm which incident she is protesting before making a decision. "What are you protesting?" or similar is sufficiently ambiguous and open.

F 25 Taking Penalties

When a boat is penalised, the non-driving umpire needs to watch carefully as a boat takes a penalty. A boat making a penalty turn shall keep clear of one that is not, so the umpires need to establish when the boat starts and completes the penalty.

When a penalised boat fails to meet a requirement of rule 44 (which could be just one turn), she has not taken the penalty. The umpires will then have to give her another penalty for failing to take her penalty as soon as reasonably possible.

F 26 Contact between team mates

When contact occurs between team mates which is not exonerated, an opponent boat or the umpires may protest. Either boat may elect to make the penalty turn, but if a yellow flag is displayed, or if an umpire initiates the penalty, the umpire should penalise the boat that broke the rule.

F 27 Black Flag Breaches

Umpires should use the black flag whenever it is appropriate.

1. Rule 28 (Sailing the Course)

Should the umpires see a boat breaking rule 28, they should only black-flag after the finish of the race, otherwise they may be deemed to have given outside assistance.

2. Rule 14 (Avoiding Contact)

If there is contact that may have resulted in damage or injury, the umpire should black-flag the incident. After the race, if there is time, quickly check the boat(s); if the umpire is certain that there was no damage or injury, they may decide to take the issue no further. If there is damage or injury or any doubt, then the incident should be reported to the Damage Officer and on his/her decision a rule 14 hearing will be held.

3. Failure to comply with an umpire's decision.

This refers to a deliberate decision not to comply with the signalled penalty. The umpire must be certain that the competitor knows that they have been penalised (if needed they must signal again and call their sail number), and that they have had an opportunity to make their penalty turns. It is best to give a generous opportunity, but once convinced that the competitor has decided to ignore the penalty, the umpire should fly the black flag and sound a whistle. It is important to note the relative positions of the teams at this point, as the protest committee may need to reverse the result of the race.

4. Rule 2 (Fair Sailing)

Imposing a black flag in these incidents means that the umpire is uncertain that the actions of a competitor complied with the commonly held views on sportsmanship. Repeated frivolous protests are generally also considered "unfair" or "unsporting". Deliberately allowing or pushing a boom out to hit a boat that was otherwise keeping clear, or swinging a rig to windward to hit an opponent, are all considered unfair. An umpire may penalise a boat with a red flag, but may also decide to bring the incident ashore by signalling a black flag.

5. Gaining an advantage that cannot be redressed on the water.

Where an umpire feels that a competitor has or may have gained an advantage from a breach that cannot be redressed by giving the competitor additional penalty turns, the umpire should signal this with a black flag. Typically this happens at mark roundings, where the boat that breaks a rule gives its team a winning combination, and although they may be doing turns in last place, the race has been won, and no amount of additional turns to the boat that broke a rule take away the advantage the team has gained by the breach.

PART G

UMPIRE POSITIONING

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G UMPIRE POSITIONING

Equal in importance to knowing the rules is good positioning of the umpire boat. Unless umpires are able to see an incident up close and from the proper angle, they may not be able to make the right call. In some situations, there can be two critical angles, but one will be more important than the other. Good positions are explained below. As umpires gain experience they will develop their own positioning.

Measure of success: If you haven't been told you are too close, you are probably not close enough.

G 1 During the Pre-Start Manoeuvres

In most sailing instructions the racing rules apply from the two-minute signal. Umpires should attempt to loosely follow their boat during the pre-start, but with no proper course and as many as nine boats manoeuvring it can be difficult to be in the correct position all the time. Because penalties have to be taken immediately, competitors tend to be relaxed in making penalty turns and often use a penalty as an excuse to throw off a tailing boat. (Remember, while a boat is making a penalty turn the other boat may not change course if her only purpose is to interfere with the boat making a penalty turn (rule 23.2)). Keeping close to your boat provides a policeman effect.

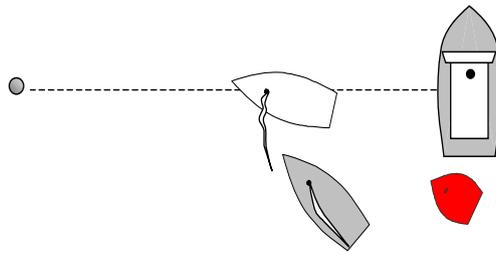
The most important boat v boat relationships to note at this stage are overlaps, and how they were established, as they are carried forward after the starting signal.

G 2 Approaching the line to start

With 30 seconds to go, most team racers break off individual pre-start duels and return to the line to start. At this point umpires should:

1. Establish whether the boat is approaching the line to start. If so, rule 18 no longer applies.
2. Confirm their understanding of how any overlap was established.

As boats wait near the line ready to start, opponent boats may come in to leeward from astern, and try to push the other boat on and to windward by luffing. The umpire needs to be positioned astern with the gap visible, although not so close that the umpire boat obstructs other boats starting. Also boats that arrive early can gybe out and space needs to be kept to allow this to happen, particularly at the pin. Should an umpire boat get in the way of other boats, then the driver should stop the boat and hold his arms out horizontally and call "Obstruction" ("sorry" is also appreciated).



Standing up in the boat allows umpires to get a good view of overlaps and helm responses. The umpire boat should never get so close that the leeward boat is unable to tack (or even gybe) out.

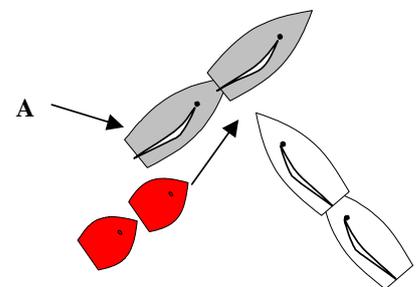
It seems a natural tendency for boat drivers to turn their boat towards the sailboats, as if the umpires can only look dead ahead. The umpires should be equally effective no matter which direction the boat is headed. If an umpire boat needs to turn 180° to continue to follow a pair, it is better to make this turn in the direction away from the competitors and away from the starting line. Dinghies can typically circle far more tightly than umpire boats.

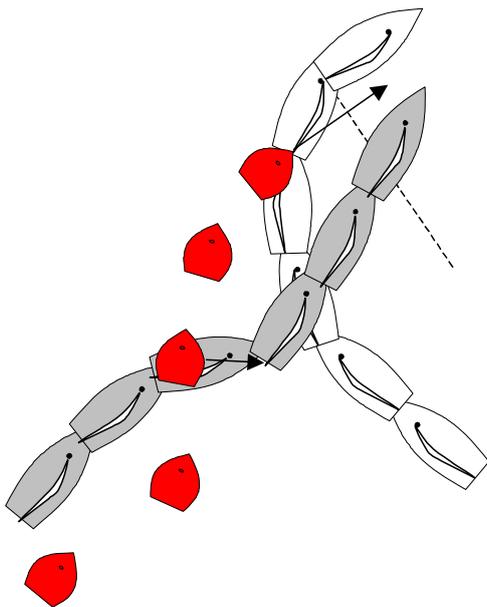
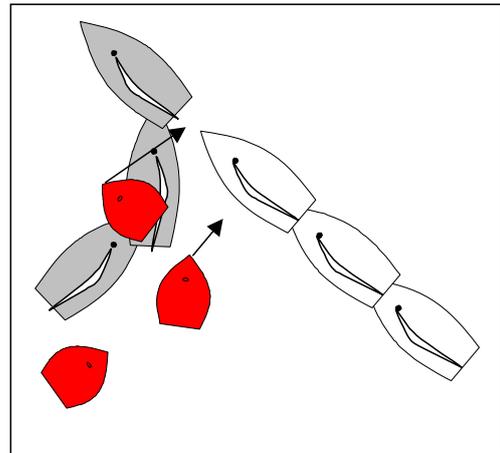
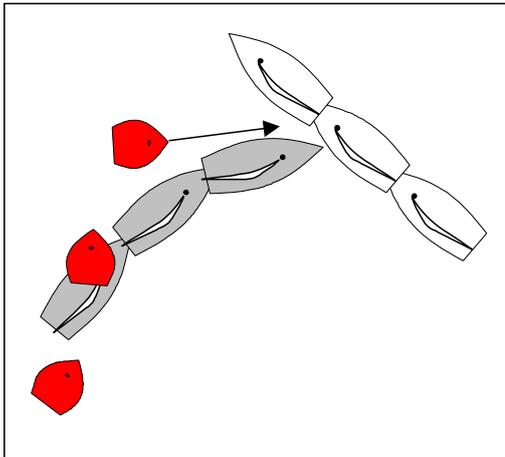
G 3 At the Starting Signal

At the starting signal, a new rule for the purpose of sailing above proper course comes into effect, as there is now a proper course (rule 17). The umpires need to bear in mind how an overlap that exists at the start was established, to know if the leeward boat has the right to sail above her proper course. If you are umpiring the windward pair, make certain you give space for a leeward starter to tack onto port between you and your pair.

G 4 Windward Legs

In general, the umpires will follow their boat up the course, but when boats converge the umpires should position themselves slightly to leeward. If following boat A on port tack, it is important to see if she can cross ahead of the boat on starboard tack. If A tacks, to see whether she breaks rule 13, or, if she ducks, the umpire boat must move to windward to ensure there is no contact. During these manoeuvres, the second umpire must be in a position to see the helm of the starboard-tack boat for rule 16.1 and rule 16.2 breaches. In these circumstances standing up really improves the accuracy of the umpire's perspective.



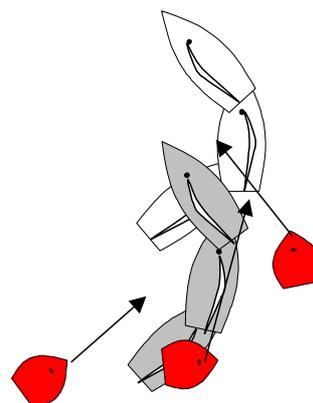


4.

When boats on opposite tacks cross and one tacks, the leeward boat can take advantage of the wording of rule 17, either to prevent the tacking boat from completing her tack, or engineering a situation where the tacking boat fouls the leeward boat. From the moment the tacking boat (White) passes through head to wind she is the keep-clear boat, so if Grey changes her course she must give White room to keep clear. While White is on starboard (up to position 4) Grey must keep clear, but as long as she does this she may change course as she pleases. The normal play is to bear away astern of White (keeping clear) and then point up hard and centre the tiller in position

When White passes through head to wind she is keep-clear boat. If Grey thereafter has not changed course, then White may have a problem. The umpires need to be positioned to see Grey's tiller movements and also whether White is keeping clear. Both require the umpires to be astern of Grey (to see the tiller movements as well as the subsequent gap between the two boats). If you are following White you will not see the incident, so if you think there is going to be a covering tack, you need to accelerate to get astern of Grey.

Once the boats are on the same tack, the umpire boat should be positioned just off the windward quarter of the leeward boat. This allows a view of the gap between the boats, and if a tacking duel begins, the umpire boat can quickly move to the other quarter. While moving astern of the boats, the umpires need to keep a close watch on the bow of the tacking boat, especially if it has a fender, as contact may occur.



G 5 The Windward Mark

This section is written using a starboard hand windward mark.

Correct positioning is very much a function of the tactics that are likely to be used. A significant proportion of penalties are incurred at windward marks, so it is especially important to anticipate the moves and to be in the right place.

If your boat is part of a losing combination or a marginal combination that can be improved by slowing a boat astern, then the mark is likely to be used to achieve this aim.

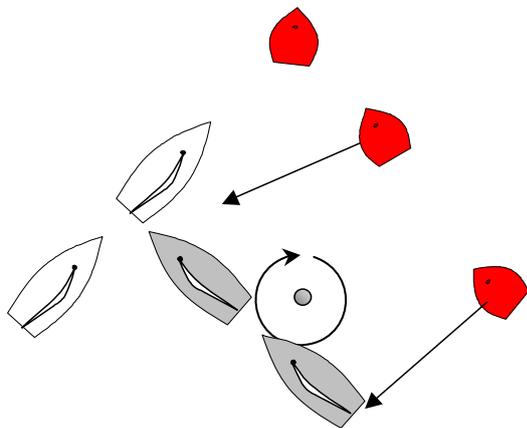
There are a number of important points to consider. You must be positioned to judge correctly:

1. Whether a boat has tacked within the zone such that it may be subject to rule 18.3 or D1.1(b). On a starboard rounding that would mean tacking from starboard to port either ahead or into an overlap on a port-tack boat fetching the mark.
2. When your boat enters the zone and whether it is overlapped at that time.
3. That inside keep-clear boats are given sufficient room, but do not take too much room.
4. That right-of-way boats do not break rule 16 (Changing Course), including 16.2 when it applies.

In general, umpires should position themselves outside the laylines on the approach to the windward mark, and be prepared to look backwards into the gap between boats, especially when they are luffing beyond the mark.

G 6 Team strategy at a windward mark.

Teams will generally split to have one boat coming in high on port tack and the other two on starboard tack. The port-tack boat will look for one of four options:

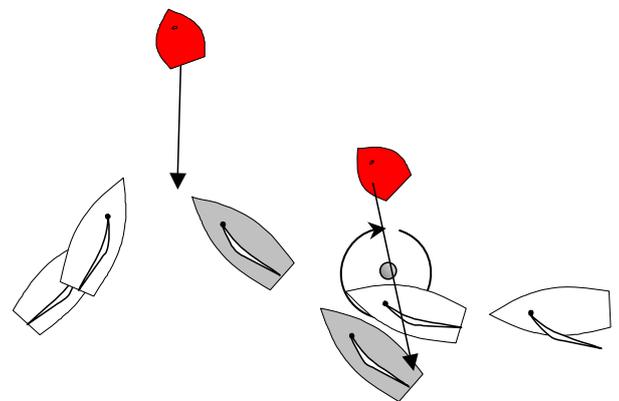


1. Sail fast across the bow of any opposition boat on starboard tack.

In this case, the umpire must be positioned to watch the starboard-tack boat for any rule 16.1 breaches (hunting), and then move to check that the port-tack boat keeps clear. Turn to windward to avoid the boats at the end of this manoeuvre.

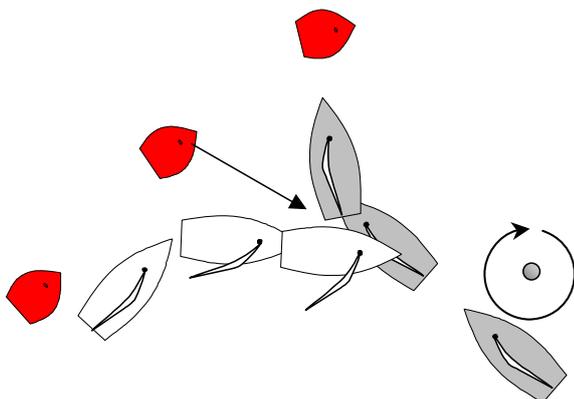
2. Slow on port to tempt the starboard tack boat to sail away from the mark to allow a team mate through.

The boat on starboard is likely to tack off to defend her position, so the umpire needs to be in a position to know whether the tack was to avoid a collision with the boat on port or to maintain her tactical position. The tack in itself is likely to be a point of contention with the second white boat. Again, it is often best to be to windward, as it allows you to see the key points, course alterations and whether the tack was necessary to avoid a collision or simply a tactical move.



3. Bear away down the side of the starboard-tack boat to pass astern.

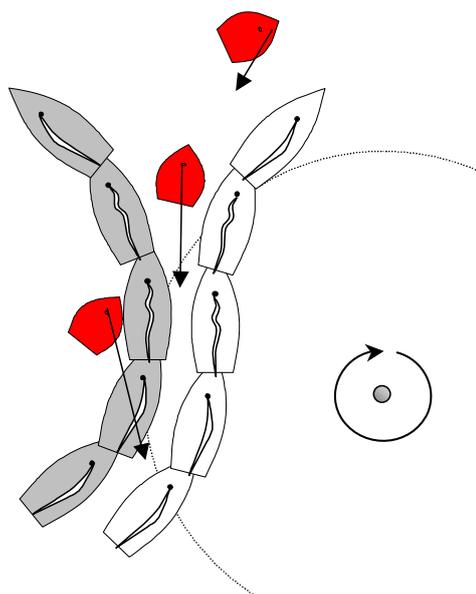
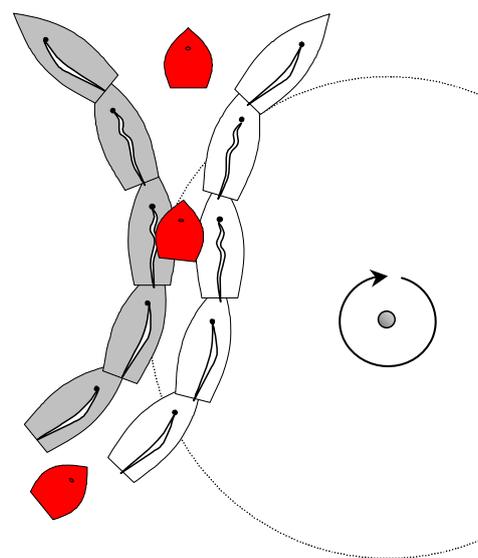
During this manoeuvre the umpires need to ensure that the port-tack boat is at all times keeping clear. If the starboard-tack boat changes course, then rule 16.2 considerations become important.



Finally, if the starboard-tack boat tacks, the port-tack boat is likely to become right-of-way boat. Under 18.3(b) the boat that tacked inside the zone shall give room if the other boat becomes overlapped inside her. The umpires need to see into the gap as White ducks Grey, and then move quickly to see that Grey keeps clear of White as she rounds the mark. Being inside the "V" (i.e. to leeward of the mark) is not an issue if you are following the last two boats...but certainly should be avoided if it is any other pair.

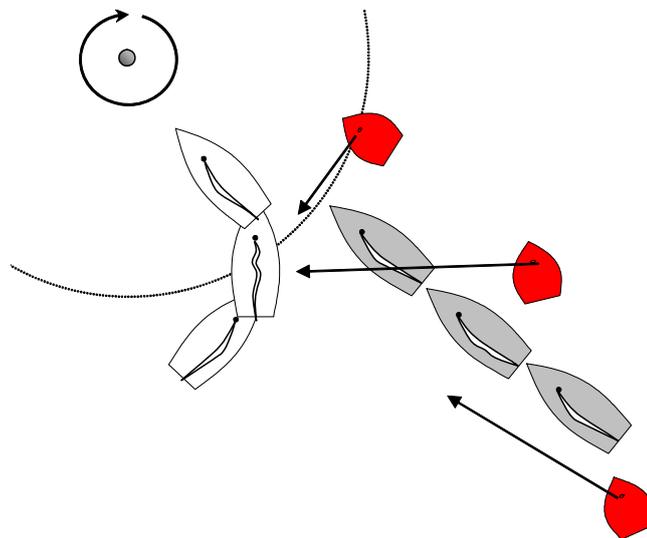
4. Luff an opponent port-tack boat

Any inside leeward boat with luffing rights may exercise these rights at any mark, and is not restricted by rule 18 in doing so. As in all upwind "luffing matches" the windward boat will try to break the overlap by a very rapid change of course to windward. Umpires need to ensure they do not obstruct this move. In some cases the windward boat may tack and gybe out... again the umpires need to anticipate the move and keep clear. While the diagram suggests following from astern, this is only an option with the last pair. For the leading and middle pair, the umpires are best stationed to windward looking backwards into the gap...this also avoids a frantic going astern should both boats decide to gybe out.

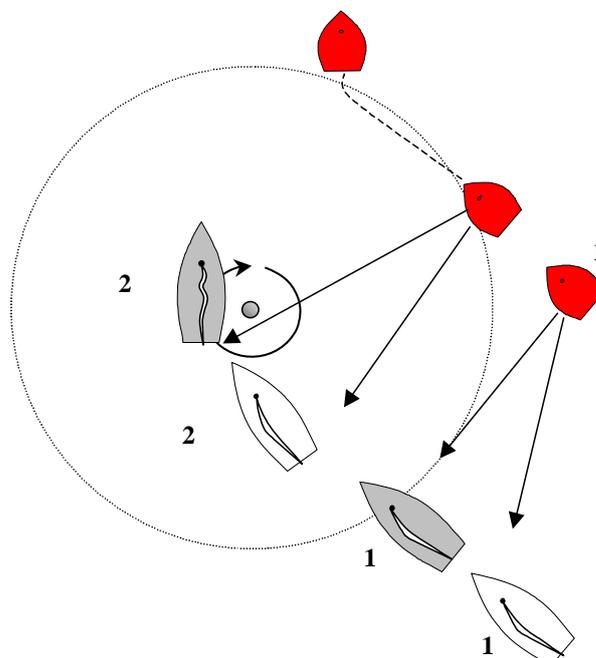


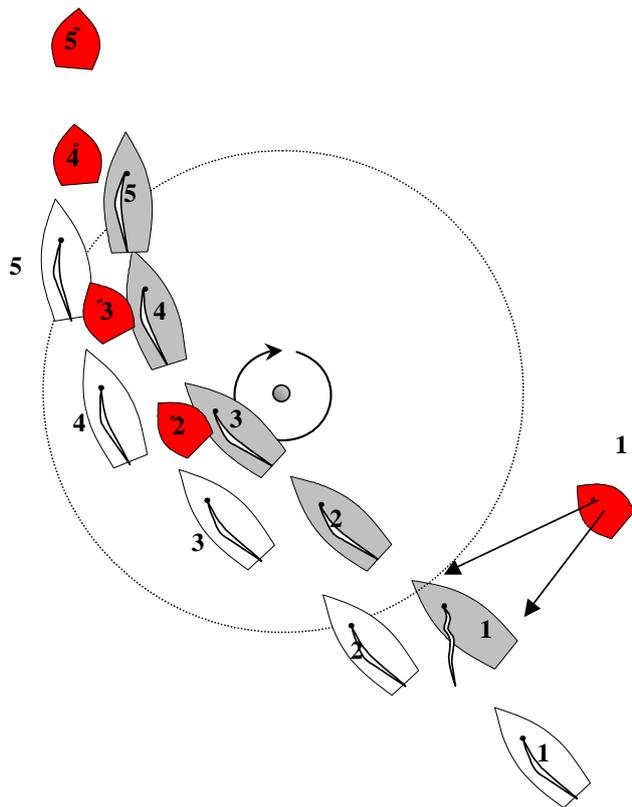
The following scenarios illustrate approaches on starboard tack, with the umpire boat following the grey boat.

In the first scenario the umpires need to ensure that the port tack boat does not break rule 10, 13 or 18.2(a). Moving up on the outside is the sensible course if the umpires are following a leading boat, but if there are boats to windward or on the first offwind leg, the umpire boat needs to move to the port side of the boats.



In the second scenario, the umpires need to establish if there is an overlap when the grey boat reaches the zone. If Grey is clear ahead, White must keep clear until Grey passes head to wind. Having followed the boats into the mark, the umpire boat should move to windward to avoid the boats as they pass the windward mark, and yet be ready for the next leg. When Grey passes through head to wind, White will often change course in such a way that Grey is unable to keep clear. The umpires need to be positioned to see any changes in course, and to see if these changes prevented Grey from keeping clear.

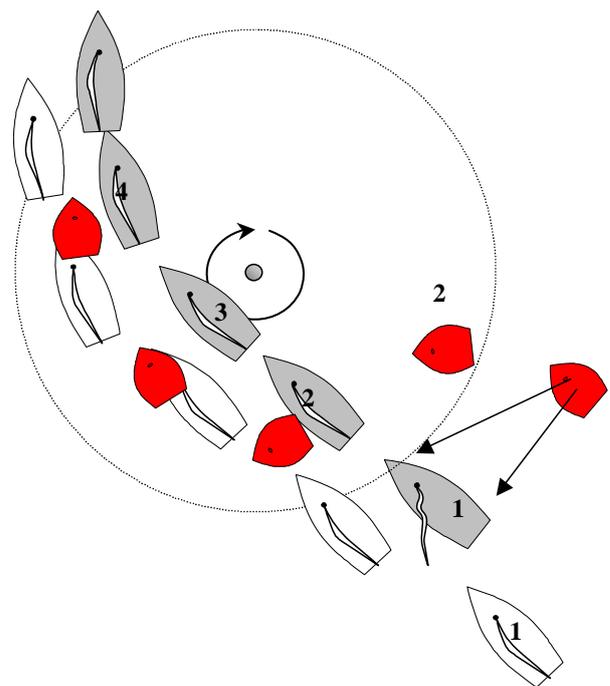




In the scenario on the left, where the leading boat is waiting to sail the white boat past the mark, it is important that the umpires are in position to see when the grey boat enters the zone and when White becomes overlapped. At about position 4, Grey no longer need mark-room and must simply keep clear. White as the right-of-way boat may luff to head to wind because her proper course is to tack. Being ahead of the boats is ideal, as the umpires can see the gaps clearly. Moving from position 1 to position 2 need to be done with consideration, especially if the umpire boat makes wash/wake.

When it is not possible to move to clear ahead because of other boats, the options are to move astern if at all possible or, at worst, stay in position 2. As the umpired boats approach the windward mark, the umpire driver needs to assess likely congestion to determine which side to place himself. There is nothing wrong in having more than one umpire boat to windward of the mark. The key thing is to ensure that you are positioned to judge

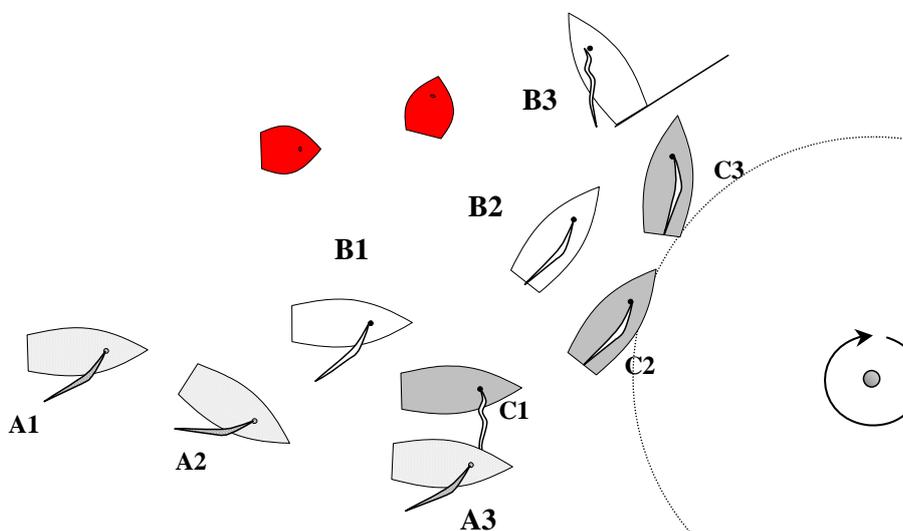
- 1 if there is an overlap at the zone;
2. if White keeps clear and gives mark-room;
3. when mark-room is no longer needed, and
4. whether, Grey, from that point, actually keeps clear.



G 7 Touching Marks

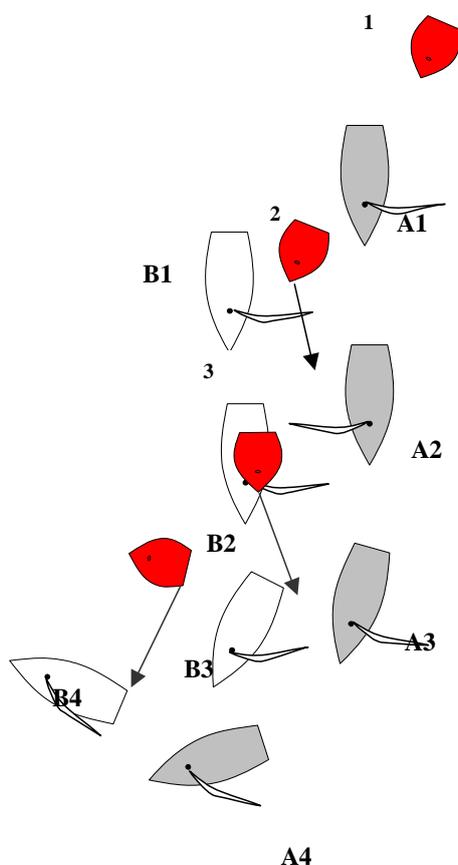
When boats are rounding close together there are probably more important matters that dictate positioning. If such position also gives a good angle for any possibility of a mark touch, then that is an added bonus. However, good positioning to watch for Part 2 incidents take precedence. The exception is if the team that is not umpired gets a breakaway winning combination, then it is helpful for one of the umpires to follow the leading group, to watch for mark hitting and contact between boats on the same team.

G 8 Reaching



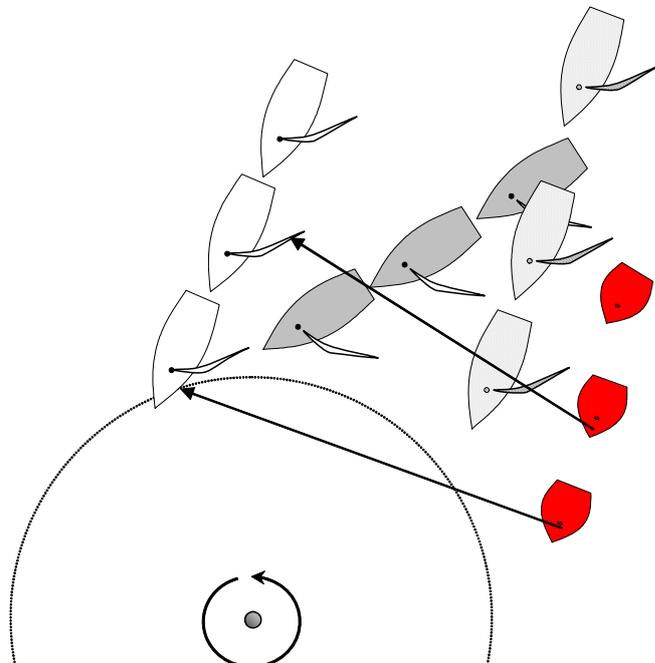
The most common tactic on a reach is a pass-back using luffing. In this instance the grey boat (C) is luffing the white (B) to let team mate boat (A) through. The umpires need to be positioned to be able to see the build up of overlaps, the zone, and finally to see if White tries to break the overlap by a quick luff. The problem of the windward position is getting in the way and not being able to see the gap between overlapped boats clearly. The leeward position is fine until the boats go round the mark, after which they may gybe back onto starboard. Generally the windward position is favoured, but umpires must be aware that both B and C might be luffing, so they need to keep well clear. If the umpires are to leeward when the next leg is a run, or to windward when the next leg is a beat, head towards the mark for minimum interference to the fleet and be prepared to get out (quickly).

G 9 The Run



The run is one of the most tactical legs in team racing. In this case the grey boat establishes an overlap from clear astern, then double-gybes to gain luffing rights and then luffs White to let a team mate (not shown) through. White luffs harder to break the overlap and force Grey to resume her proper course after she (White) has come down and re-established the overlap. The umpire needs to ensure that the changes of course by Grey comply with rule 16.1, that White is keeping clear, and finally whether, when White claims she has broken the overlap, she actually has broken it. The ideal route is to cross astern keeping the gap in view, but still getting in the right position to see if White does break the overlap. It is very easy to be trapped on the wrong side of these duels, especially if there are other boats following closely. Whenever it is necessary to cross the path of other boats great care needs to be taken with wash. Finally consideration has to be given to which side the next mark must be left. The umpire boat needs to be inside at the mark. In light conditions, or if umpires have good radio contact, swapping boats is possible **BUT** if there are issues with luffing rights then this may be problematic.

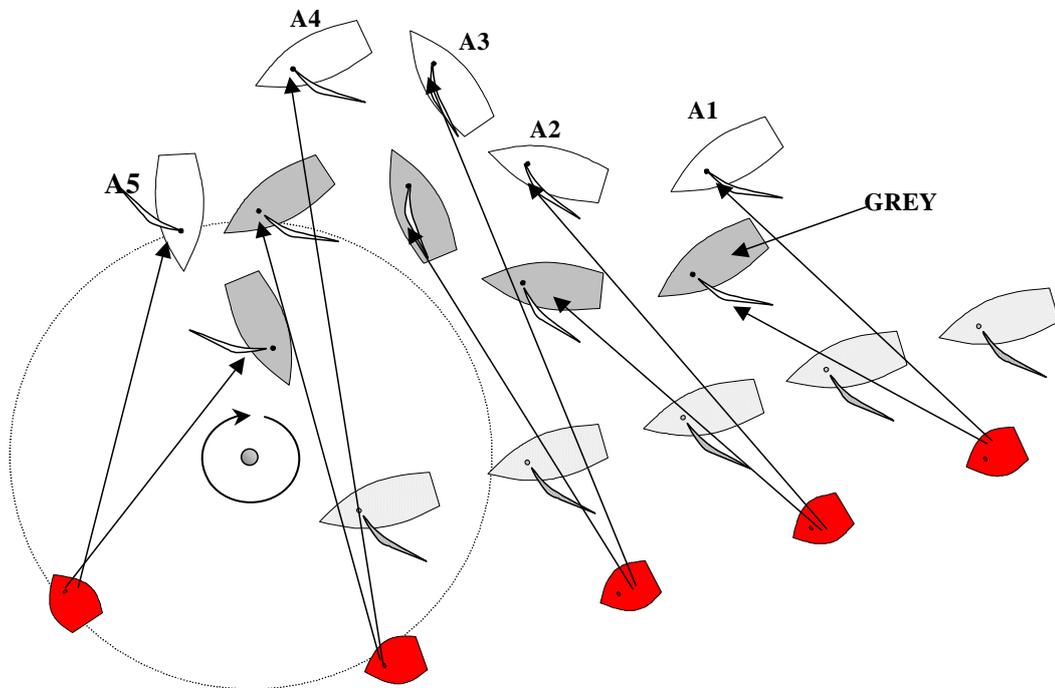
G 10 The Leeward Mark 1



In the scenario above, the black boat is being umpired and the light grey boat is a team mate. The key points that need to be observed are: overlaps at the zone, compliance with rule 16, failures to keep clear and any rule 18 breaches. It is not possible to be in the right position to see all of these, but being to windward can prove distinctly embarrassing should Grey luff White vigorously.

The leeward position is probably the best compromise....although the umpires need to move below the rhumb-line to the next mark quickly in case the lead boat coming around the mark luffs up.

G11 Leeward Mark 2



This manoeuvre, which is very common on the last reaching leg, shows Grey not only trying to effect a pass-back, but also trying to protect an inside position at the mark. The need for the umpire boat to be on the leeward side is clear, thus the need to get in the right position from the previous mark. By keeping to leeward it is hard to judge separation and when boats enter the zone, but the final rounding of the mark is well sighted. Being on the outside means that the umpire boat does not obstruct the boats as they round up onto a close-hauled course, and it is generally reasonably easy to get back on station with the umpired boat as it rounds. Should the grey boat choose to tack onto port, the umpire boat should reverse course by turning outwards and pass to leeward of the other boats.

PART H

UMPIRING IN AN IMPERFECT WORLD

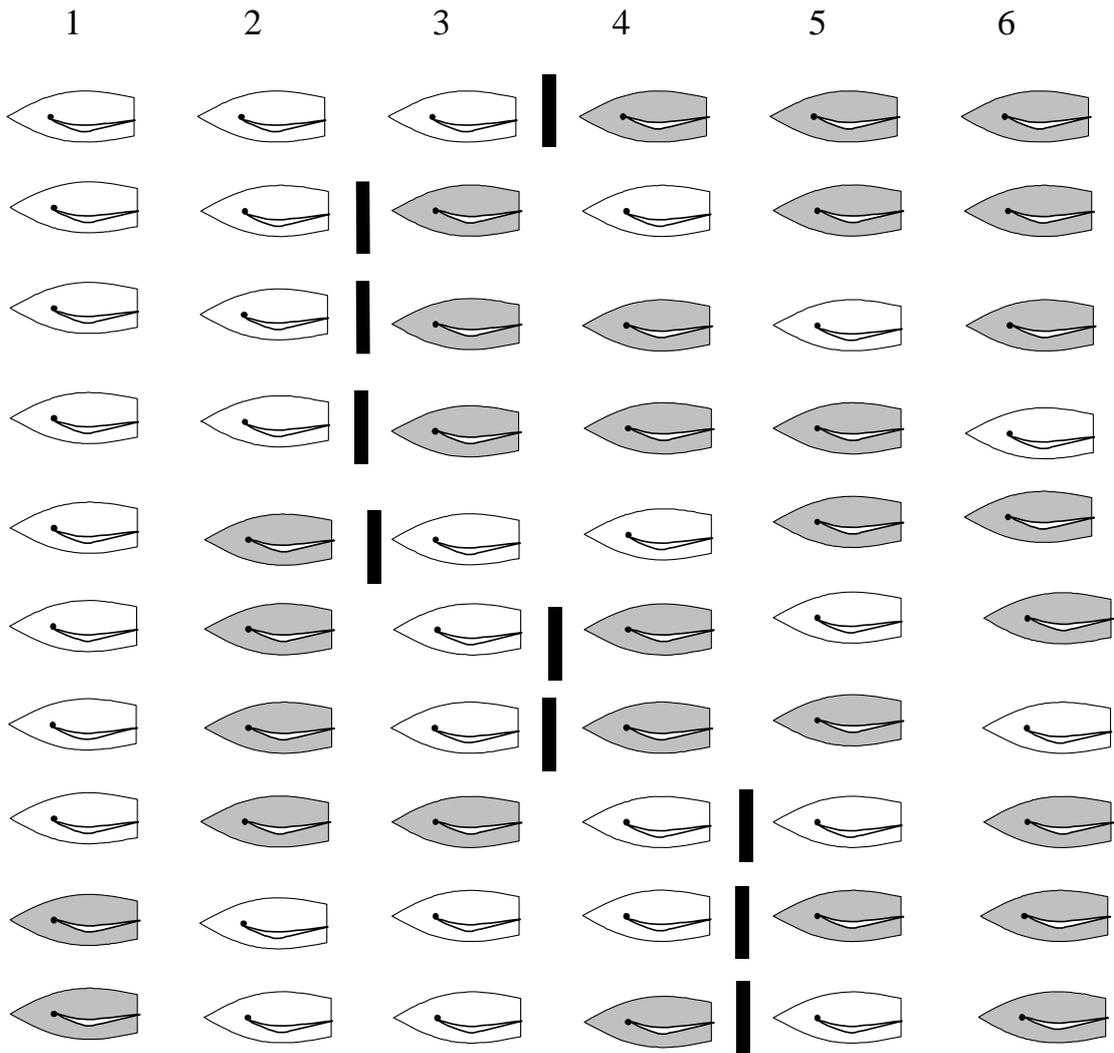
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H UMPIRING IN AN IMPERFECT WORLD

H1 Single Boat Umpiring - One Umpire

Sorry folks but this is very common, and is harder than three-boat umpiring. However, there are a number of things that can make you as effective as possible.

1. Most teams use one of two approaches when team racing.
 - a. Mind the Gap



In each of the various combinations, an exchange of places at the gap significantly improves the position of the losing team, so the objective of the winning team is to widen the gap to make this jump less possible. Clearly the opposite is true for the losing team. The umpire needs to be stationed to see this action.

- b. Win your pair. This is favoured by many USA teams and those who sail in shifty conditions. The key is to be up and remain up in two pairs. The action will as a result be spread around the race course, but a losing boat in one pair will tend to attack the controlling boat in another pair, so again the umpire needs to be watching for this critical move.
2. Be where the breaches are most likely to happen.
- a. On the starting line most breaches happen at the committee boat end....so be there.
 - b. On the beat, keep close behind boats that are duelling.
 - c. At the approach to the windward mark, it is generally best to get to the starboard layline ahead of the fleet and follow the leading boats in.
 - d. Position yourself to windward of the windward mark to watch all contested roundings.
 - e. Move quickly along the top reach, to windward of the fleet, to catch any conversions at the first downwind mark.
 - f. The main source of breaches on the run is through luffing or rapid gybing to attack another boat on port. The key pass-back opportunity needs to be identified, and the umpire stationed nearby, being astern in the gap between the boats gives a good vantage. If you are significantly off to the side, a luff away from you is impossible to judge. Whatever the action on the run, the umpire needs to be aware what is happening at the leeward mark. If a competitor has stopped or is slowing, then you need to be there to see the overlaps at the zone etc. Whatever happens, when by yourself it is best to be inside and to leeward. Yes you will miss some bits, but hopefully you will see the key move. And your presence in itself will help greatly.
 - g. On the bottom reach you need to be to leeward of the fleet. If things are tight there will be considerable slowing, and proper course becomes a major issue. Leading boats will often go high and the boat astern is often drawn up to protect her position. Watch the courses when the boats become overlapped. The windward boat may not sail below and the leeward boat may not sail above her proper course.
 - h. The final mark can be particularly hard fought. It is very important that the umpire sees the overlaps at the zone and also the roundings. Often leading boats will try to pin the boat astern by getting them to become overlapped to leeward and then "sit" on them. The overlap is almost always established from astern, so the leeward boat does not have luffing rights. An unsuccessful attempt to tack out by the leeward boat breaks rule 17. The windward boat needs to keep very close for the manoeuvre to work, so stationing yourself in the gap is helpful

- i. On the final beat you need to be aware of the key conversion. In a 1-4-5, the boat in 5th will stick like glue to 6th. This frequently causes some very hectic action. 3rd comes back to help team mate in 6th, 2nd attacks 4th, and 1st attacks 2nd. All boats will be extremely close, as they are trying to slow each other as much as possible, and you need to be there. The key is to be close to your boat, and alert to likely manoeuvres. You need to be looking around as much as possible to see things as they change, and then getting in a position to judge.

Incidents are likely to be windward/leeward, so you need to be in a position to see the gap between the overlapped boats, and to be able to judge whether boats have luffing rights after tacks. The best position is astern of the boats, but this may not be possible if you are following the lead group.

- j. At the approach to the finish, boats in losing combinations are desperate to make a conversion by slowing an opponent and you must expect some very spectacular manoeuvres. It is important to be especially precise on calling your boat as she approaches the finishing line, and not to relax and think the race is over. You need to spot the key player and be there, and at the same time realise that a wind shift or lull can suddenly change the game and you may be needed elsewhere very quickly.
- k. Desperation is never greater than at the finish. If it is close, be there.

3. Focus on race winning/losing duels. This is highly judgemental, but there are some boat v boat actions that, if successful, will win the race, and there are others which will affect the race but can be easily rectified. For example in a 1-5-6 where "1" has sailed fast to the leeward mark and stopped at the zone to slow 2,3 and 4, it is clear that "1" will have her work cut out and that any breach by 2 or 3 or 4 will change the game. You must be there, rather than back with the 4-5 gap.
4. Saturation: With six boats manoeuvring within the zone it is easy to see many breaches, but be so saturated with data that it is difficult, if not impossible, to sort who is in the right. So despite several collisions you may end up green-flagging the lot. This will not really impress the competitors! The only way to solve this is to be rigorous in following a single boat. If you pick the "play maker", you have more chance of getting at least one call right.

H2 Two Umpires - one Umpire Boat

Life is a little easier, but not a lot.

1. Before the start, decide which team you will be umpiring. The driver takes say boat 10, the second umpire takes boat 12 and both of you will be looking at boat 11. What normally happens is that one of the three boats becomes a non issue, so you can re-allocate boats. If for instance boat 10 is a decided tail end Charlie, then the driver may switch to boat 11.
2. The driver should always follow the pair that looks most in contention. This may mean a sudden change of boats watched. E.g. "I now have boat 12, watch 11, how was the overlap established?"
3. The second umpire needs to be spotting the tactical changes, and telling the driver.
4. Red-flagging - frequently only one of the umpires has seen the incident, so getting collaboration from the second umpire is often not possible. However, a little discussion about the facts might help. "Did he give her room when he luffed", or "could she have kept clear if she changed course right away..."
5. When propulsion becomes an issue... get the other umpire to watch the boat you believe is breaking the rule.

H3 Two Umpire Boats

Life is getting easier, but now coordination of effort is the key to doing a good job. The technique outlined for two umpires in one boat is now extended:

Umpire 1 takes boat 10 and Umpire 2 takes boat 12, and both share boat 11. If you have a second umpire on board, he or she can look after boat 11. What is essential is that everyone knows who is following whom.

1. Confusion is greatest at the start, and if it looks like the boat that is not being umpired is causing all the trouble at the committee boat end, then quickly shift to that boat, but tell the other umpire.
2. Both umpires should feel free to direct the other to take over a boat. This is helpful on the beat where, if your boat is crossing in a melee, it might be better to swap. Make a clear hail "I have 10, you take 12". This may be equally important in light air, when wash from the umpire boats can truly irritate a competitor, and also downwind when it is ever so easy to get trapped on the wrong side. Passing on the boat may be easier than weaving your way through 6 angry dinghies.
3. The general rules of positioning apply. This may mean that both of you are at the same mark in the same place. This is not a problem, just try to avoid swamping the other umpire boat as you rush off.

PART J

WHO CAN PROTEST WHOM FOR WHAT

- IN UMPIRED TEAM RACING

WHO CAN PROTEST WHOM FOR WHAT

- IN UMPIRED TEAM RACES

While racing a boat may protest another boat for breaches of:

1. Rules of Part 2 (When Boats Meet), when involved in the incident (or contact between team mates on the other team)
2. Rule 31 (Touching a Mark)
3. Rule 42 (Propulsion)
4. Rule 44 (Taking a Penalty (Failure to take a penalty correctly))

Boats may not protest to the umpires during racing for breaches of:

5. Rule 2 (Fair Sailing)
6. Rule 14 (Avoiding Contact)
7. Rule 28 (Sailing the Course)
8. Rule D2.2(c) (Umpire Penalty)

Boats may take a One-Turn Penalty for:

9. Breaches of rules of Part 2 (except rule 14)
10. Breaches of rule 31 (Touching a Mark)
11. Breaches of rule 42 (Propulsion)

Boats cannot exonerate themselves for

1. Breaches of rule 2 (Fair Sailing)
2. Breaches of rule 44 (Taking a Penalty)
3. Gaining a significant advantage (Call M3)

Penalties initiated by umpires

1. Breaches of rule 2 (Fair Sailing)
2. Breaches of rule 31 (Touching a Mark)
3. Breaches of rule 42 (Propulsion)
4. Breaches of rule D2.2(c) (Umpire Penalty)
5. When a team gains an advantage despite taking a penalty.

Black Flag for

1. Breaches of rule 2 (Fair Sailing)
2. Breaches of rule 14 (Avoiding Contact)
3. Breaches of rule 28 (Sailing the Course)
4. Breaches of rule D2.2(c) (Umpire Penalty)
5. Gaining a significant advantage (Call M3)