

Team Racing Umpire Manual

January 2021

Complying with the 2021-2024
Racing Rules of Sailing

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1 Introduction

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

1.1 Umpire Role

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

Umpires normally work in pairs - two per RIB, and two RIBs per race. They position themselves close to the boats so they see incidents accurately. They call incidents as they happen, and signal a decision when required. Their close presence encourages the sailors to comply with the rules, and take a penalty when they break a rule.

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

Umpires should be comfortable discussing the rules and their application, on the water and ashore, in a manner that helps the sailors, coaches, race officials and other volunteers enjoy the regatta. Individually and as a team, umpires should always work to improve the quality of their processes and decisions.

1.2 Advantages of Umpires in Team Racing

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

1.3 Consistent Method of Umpiring

Making prompt and correct umpire decisions is not easy. An incident may involve many boats, rule interpretations may be complex, the race is continuing, and another incident may immediately follow. The method for umpiring described in this manual has developed as best practice for making good umpiring as easy as possible.

With consistent application, the method becomes automatic, allowing the umpire to focus on calling incidents accurately. Consistent application helps umpires improve their individual skills and decision-making, and work and communicate effectively as an umpire team. As a result they deliver a better service to sailors and organisers.

1.4 Purpose of Manual

This manual seeks to raise the quality and consistency of umpiring across team racing regattas worldwide. It:

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

1.5 Target Audience

This manual is written for team race umpires, and is designed to support training delivered at World Sailing and national team racing umpire seminars and clinics. Coaches and competitors may also find the guidance on rules application helpful.

Regatta Directors, Race Officers and others making decisions regarding the organisation and running of a team racing regatta may refer to the manual for guidance on umpiring requirements and method.

1.6 Supporting World Sailing Publications

The Call Book for Team Racing defines how many regularly occurring incidents should be called by umpires, providing consistent interpretation and application of the rules for sailors at all regattas. Updated annually, the book is available online at www.sailing.org/documents/caseandcall/call_book_team.php.

Rapid Response Calls for Team Racing are published on the World Sailing website at www.sailing.org/raceofficials/rapidresponsecalls/index.php and distributed to Member National Authorities by email. These calls arise from Q&As and event calls. They are not authorised interpretations, but are published to improve consistency. In November each year, World Sailing reviews the year's Rapid Response Calls. Those that are authorised are added to the Call Book; the others are deleted.

World Sailing Misconduct Guidance (sections 49 to 58) identifies actions that break rule 2, Fair Sailing, and gives advice to umpires on handling sailor dissent. It is available at www.sailing.org/raceofficials/internationaljudge/document_library.php.

1.7 Updates

This manual is updated to reflect the current Racing Rules of Sailing (RRS) and developments in umpiring best practices. Suggestions for improvements are welcomed, and should be sent to the Race Officials Manager at World Sailing.

This edition is based on 2021-2024 RRS. Appendix D changes include how a boat may respond to a protest, and event scoring. Paragraphs with new content to reflect 2021 rule changes, and one which reverses previous guidance, are side-lined.

Section 12.1 includes a Sailing Instruction for all team racing events to align Appendix D with new rule A5.1.

Other changes and additions are not side-lined. Section 8 (Team Race Umpiring in 10 Calls) includes some new situations and much of the text has been improved.

1.8 Terminology in this Manual

- a. In compliance with RRS, "boat" is used to mean a sailboat and the sailors on board. To differentiate, an umpire boat is referred to as a RIB.
- b. For clarity and brevity, the feminine gender is used when referring to a sailor or a boat, and the masculine gender is used when referring to an umpire or RIB.
- c. The two umpires in a RIB are referred to as the driver and the co-driver.
- d. The race committee vessels are referred to as Start Boat and Finish Boat
- e. Boats' places in a race are referred to as 1,2,3 rather than 1st, 2nd, 3rd.
- f. "Umpired Rules" are the rules of Part 2, and rules 31 and 42. Guidance on action in response to a protest assumes the protest is valid (unless stated otherwise).
- g. "Rule" refers to a rule in RRS. Section references refer to sections in this manual.

2 The Game of Team Racing

Team racing is a discipline of sailing that demands a good understanding of the rules and their application. The course is compact, and boats are very close when they manoeuvre against each other. Team racing uses a range of courses, formats, boat types, and number of boats per team. Sailors are of all ages and capabilities.

2.1 Team Racing Rules

Team racing is sailed under the Racing Rules of Sailing (RRS) including Appendix D. Races are between two teams, each having the same number of evenly matched boats. The team with the lower total points wins the race. If there is a tie on points, the team that does not have first place wins (rule D3.3).

Rule D1.1 defines the changes to Part 2 rules. The three significant changes are:

- a. rule D1.1(a): the zone is two boat lengths;
- b. rule D1.1(b): an expanded rule 18.2(b) entitles a starboard tack boat in the zone to mark-room from a boat which tacks from port to starboard clear astern of her;
- c. rule D1.1(c): rule 18.4 Gybing is deleted.

Rule D1.1(d) permits Sailing Instructions to require arm signals when hailing for room to tack (see Section 12.1).

A boat may only protest under a Part 2 rule for an incident she is involved in, or for contact between boats of the other team (rule D1.2(a)). A boat may take a One-Turn Penalty (rule D1.3(a)) for breaking a rule of Part 2 or rule 31 or 42, and if a boat clearly indicates she will take a One-Turn Penalty, she must do so (rule D1.3(b)).

Races with Umpires. To protest under a rule of Part 2 or rule 31 or 42, a boat must display a red flag (rule D2.2(a)). Then if no boat either takes a penalty or indicates she will do so, an umpire promptly penalizes, with a Two-Turns Penalty, any boat which the umpires decide broke a rule and is not exonerated (rules D2.2(e), D2.4(b) and 43.2). There is no hearing, and the umpires' decision is final (rules D2.2, D2.6).

An umpire may penalize a boat without a protest for breaking some specific rules (rule D2.3). These include rule 2 (Sportsmanship), rule 31 (Touching a Mark), and rule 42 (Propulsion), and certain rules relating to taking penalties. See Section 9.

Scoring. Rule D3 covers race scoring, and penalties for breaking rules that are not subject to decision by umpires. Rule D4 covers event scoring and tie-breaks. Rule D5 covers scoring adjustments for breakdowns when boats are supplied. Guidance on applying the scoring rules is in Section 13.

2.2 Number of Boats per Team

There are four standard options for a team racing competition:

2-Boats per Team (abbreviated to 2v2 in this manual). The team with the boat in last place loses the race. The race often separates into two pairs of opposing boats, with the leading boat in each pair trying to control the pair's speed to keep an opponent in 4, and then working to establish 1,2. This option is used in the 2K keelboat events.

Random Pairs (a variation of 2v2 where boats enter and are scored individually). Boats are paired with a different team-mate for each race. Both boats on the winning team score one point for winning. The overall winner is the boat with the most points. Random Pairs work best when the number of boats is a multiple of four.

3-Boats per Team (3v3). The team scoring 10 or fewer points wins the race. Unless one team has a clear 1,2, the front boats of the losing team can slow two opponents' boats and establish a winning 2,3,4 combination. This option is used at the World Sailing Team Racing World Championships, and at most school and university competitions worldwide.

4-Boats per Team (4v4). The team scoring fewer than 18 points, or 18 points without first place, wins. In particular 3,4,5,6 wins, so a team with 1,2 loses if its other boats are slowed and finish 7,8. A winning combination can be hard to maintain if the fleet compresses on the run. On the final beat of a close race, both teams may be trying to slow two opponents into 7,8 to secure a winning 3,4,5,6. This option is used by the Optimist Class at its national, continental and world championships, and in many inter-club keelboat team racing events.

2.3 Courses and Lengths

Races typically take 6 to 10 minutes, with a first beat of 2 to 2½ minutes, but this may be adjusted to reflect the type of boat and size of the sailing area. The standard courses are Box, S (also called Digital N), and Windward-Leeward.

Box course has five legs, the longest being the run. All marks are rounded on the same side; starboard is more usual, but at some events marks are rounded to port.

If there are only one or two races in progress at a time, the start and finish lines may be the same. If more than two, the lines should be separate to avoid interference between a race about to start and one that is finishing. The two lines may be one each side of a single committee boat.

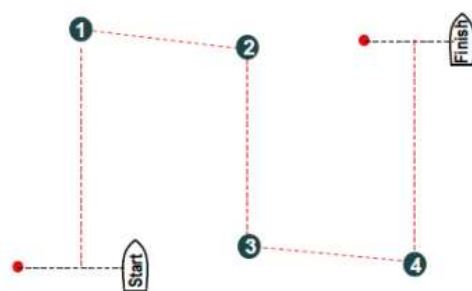
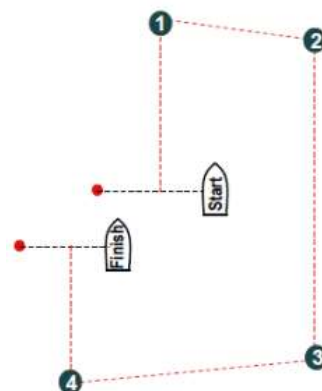
A variation of the Box course is the **Triangle** (removing Mark 4), with a short reach (Leg 2) followed by a long run (Leg 3), then a final beat.

S or Digital N course also has five legs. Marks 1 and 2 are rounded on one side (usually starboard), Marks 3 and 4 the other.

This course requires a 2nd committee boat and a wider racing area than the Box.

However, the course is widely-used because the start and finish lines are well separated. This reduces congestion, and allows races to be started as often as every three minutes.

Windward-Leeward course is used in some keelboat team racing including 2K. Marks are usually rounded to starboard, and an offset mark after Mark 1 is usually included. The finish is at the end of the second run. This course encourages close manoeuvres, especially when approaching the finish.



2.4 Format of a Team Racing Event

The format of a team racing event has a number of “stages” defined in the Sailing Instructions (rule D4.2(a)), with the Race Committee having the authority to change or terminate any part of the format in order to conclude the event (rule D4.2(b)).

Running multiple stages helps maximise racing for all teams, a goal of most regattas.

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

When teams vary in ability, races in the next stage can be made closer and more competitive by assigning teams to round-robin groups based on their positions at the end of the first stage. As a minimum Gold and Silver groups are created; events with a large number of teams may have Bronze and a 4th group.

If race-wins from a round-robin stage are to be carried forward to a later stage, the Sailing Instructions must state this (rule D4.3(c)). Race-wins in later stages may be given greater weight. Section 12.1 includes suggested wording.

Many events conclude with a knock-out stage between the top teams. The Sailing Instructions define which teams qualify to this stage. If a Silver round-robin is raced, a repechage involving the lowest one or two possible qualifiers from Gold, and the top one or two teams from Silver, may be included to give Silver teams an opportunity to qualify for the knock-out.

A stage should only be started if it is expected to be completed, and rule D4 defines how to score any stage that is not completed. A round-robin is not scored unless 80% of its races have been completed (rule D4.3(b)). If the later rounds of a knock-out cannot be sailed, results from the previous stage determine the final ranking (rule D4.5(c)(3)). Section 13 covers scoring in detail.

2.5 Race Strategy

Understanding tactics, combinations and manoeuvres helps an umpire to be in the correct position and watching for the critical facts to make correct decisions.

The winning team will try to establish a safe winning combination (such as 2,3,4 in 3v3), and then stretch the fleet to make place changes less likely. The losing team will try to compress the fleet, and then overtake to secure a winning combination. For example, in 2v2 the losing team tries to secure 2,3 by overtaking and then slowing one opponent. In 4v4 the losing team tries to secure 3,4,5,6 by slowing two opponents into 7,8.

Overtaking: usually one boat slows an opponent so that a team-mate overtakes. A boat ahead can slow an opponent by luffing her, preventing her from sailing to a mark, or with wind shadow. A boat astern can slow an opponent ahead by sailing her to the wrong side of the course, preventing her from tacking or gybing, initiating a tacking duel or with wind shadow on a run. Marks provide the opportunity for a boat with mark-room to slow an opponent who has to give mark-room.

When slowing, boats may become very close, increasing the likelihood of a protest. Umpires should anticipate likely manoeuvres, and position themselves accordingly. For example, if the losing team in 3v3 has 1,5,6, either 5 or 6 needs to overtake 4 to begin the team's conversion to a winning 1,4,5 combination. One RIB should be close to 4 to watch and call any incidents during these race-deciding manoeuvres.

3 The Role of Umpires

In sailing, a boat should take a penalty or retire if she breaks a rule, and disputes between boats are resolved following a protest by a boat. In umpired team racing, the on-the-water umpires make decisions on protests, and signal penalties, while the race is in progress.

3.1 Decisions on Rules

During the Race. Umpires decide all protests related to the “Umpired Rules” (the rules of Part 2, and rules 31 and 42). Umpires watch an incident, and agree the facts and what their decision will be as the incident happens. They do this using the process described in Section 6 and the conversation structure described in Section 7.

If there is a protest, and a boat responds by taking a One-Turn Penalty or indicating she will do so, the boats have resolved the issue and the umpires take no action. If no boat responds, an umpire promptly signals their decision (rule D2.2(c) and (e)).

A single incident in which two or more boats break a rule and are not exonerated under rule 43.1 is an exception (rule D2.2(d)) covered in Section 6.8.

A boat penalized by an umpire must take a Two-Turns Penalty (rule D2.5). Umpires check all penalties are taken in full, and penalize if not. Umpire decisions are final and a boat is neither entitled to a hearing, nor to request redress (rules D2.2, D2.6).

An umpire may only penalize a boat without a protest for a breach of a rule listed in rule D2.3. These are: rule 2 (Sportsmanship); rule 14 when damage or injury occurs; rule 31 (Touching a Mark); rule 42 (Propulsion); rule D1.3(b) or D2.5 for failure to take a penalty; contact between team-mates; and gaining advantage despite taking a penalty. The recommended umpire action for each breach is specified in Section 9.

After the Race. Umpires may on occasion need to form a protest committee to hear a protest on a non-umpired rule, or a request for redress. Such a protest or request need not be in writing (rule D1.2(e)). The hearing should be brief and efficient, and when possible concluded before the racing schedule is impacted. It may need to be held as soon as possible, in which case it may be held on the water. Otherwise it should be held ashore, either while other racing continues, or at the end of the day.

3.2 Guidelines for Umpire Decisions

An umpire should only penalize a boat if confident she broke a rule and is not exonerated. A useful guideline is that an umpire should only penalize if able to explain with confidence the decision to the penalized boat after the race.

If neither umpire sees the start of the incident, or whether there is contact, the umpires may not have the necessary facts to be confident. If umpires think it is likely that a boat broke a rule, but do not have the facts to be confident, they should not penalize her. This applies whether or not there is contact.

However too many ‘no penalty’ signals, when the correct decision is to penalize, reduce the umpires’ control over a race. Control is best maintained by being close and at the right angle to see the critical fact, a clear dialogue with the other umpire, and prompt decisions firmly signalled – both ‘penalty’ and ‘no penalty’ signals.

“Last Point of Certainty”. Certain rules start or cease to apply when something specific happens. Until the umpires decide that it has happened, any incident should be decided on the basis that it has not happened. For instance:

- a. Does a windward boat become clear ahead when she luffs (rule 17)?

b. Has a boat sailed beyond the layline (rule 17)?

c. Pre-start, does a stationary head-to-wind boat pass head-to-wind (rule 13)?

For mark-room, the rule itself provides the guidance on resolving uncertainty. Rule 18.2(e) states that “If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed she did not.”

3.3 Decisions at Race Speed

Unlike many sports, video replay is not available and a team race does not stop when the umpire blows a whistle. Situations range from simple two-boat incidents to complex multi-boat incidents at marks. The umpires have to decide promptly whether a rule has been broken, and which boat to penalize, based on what they see at the time and from their angle of view. Not every decision will be correct.

This reality is understood by sailors and umpires. An umpire who realises that a call may have been incorrect should take time after the race to review with his co-umpire how to avoid the uncertainty or error in future. Such a review can help make it less likely that a possible error influences later decisions involving the sailor or her team.

3.4 Good RIB Positioning Encourages Rules Compliance

When competitors are aware of the close presence of umpires, they are likely to sail more conservatively and comply with the rules. A boat that believes she may have broken a rule is more likely to take a One-Turn Penalty, and there may be fewer speculative protests for incidents when no boat breaks a rule.

The RIBs need to be close to the boats from the pre-start until the last boat finishes. The umpires need to keep up with the action and maintain a good angle of view to call incidents, even when penalizing a previous incident. The umpire route around the course is described in Section 4. Driving consistently at the speed of the fleet is an important skill to master (Section 5.3).

3.5 Other Responsibilities

Umpires assist the sailors in their learning and enjoyment by being available to answer questions on rules and incidents in a helpful way (Sections 10.4 and 15.4).

Every umpire should seek to improve their umpiring skills, not just their rules knowledge, at every event. A good umpire team will share experiences after each day's racing (Sections 11.8 and 11.9).

The umpire team should be available to assist other regatta and race management officials in their tasks. To avoid misunderstandings, the Chief Umpire should agree with other groups in advance where umpire assistance would be welcome.

3.6 Fundamentals of Good Umpiring: a Check-List

A good umpire maintains control over the race, making correct decisions on incidents as they happen, and when required signalling the decision clearly and promptly. The check-list below highlights the key elements to the task that are discussed in detail in the remaining sections of this manual.

a. Know the job, focus on that, perform each function in a standard way.

An umpire's responsibilities demand 100% concentration. Allowing other things to distract may on occasion lower the accuracy of decisions.

Perform all functions in a standard way. This minimises the concentration these functions demand, and helps improvement through repetition and refinement. To

help maintain concentration throughout a day, try to relax between races.

- b. **Prepare thoroughly** – from equipment and clothing, to study of rules, calls and manuals, to post-event analysis of individual decisions and overall performance.

- c. **Drive the prescribed route** at the speed of the fleet.
Stay close to and level with boats to encourage self-policing and minimise the need to accelerate and create wake.

Present a steady angle of view of each incident to your co-driver. Adjust this angle to enable you see the critical facts. Repeat, or refine, for each race so good positioning becomes automatic.

Recognise that deviating from the route reduces the umpire team's effectiveness. It makes it harder for your co-driver and the other RIB to do their jobs.

- d. **Know which incidents are your responsibility** and which are the responsibility of another umpire RIB. **Ensure your RIB's position makes it clear which incidents you are watching, and observe the position of the other RIBs to confirm.**

- e. **Know the critical facts you require to decide each type of incident.**
As an incident that you are responsible for develops, position your RIB to enable you to see these facts with sufficient confidence to make the decision.

If another RIB is watching the same incident, and you have all the necessary facts, signal to inform the other RIB that you will make the call.

- f. **Develop a clear, concise dialogue that includes the critical facts to make all decisions.** When a boat must keep clear, state whether she reacts immediately to the right-of-way boat changing course. When a boat has mark-room, state whether she is sailing in her entitled mark-room.

Use simple, clear, concise words that your co-umpire will understand, where possible using words from the RRS. Listen to your co-umpire.

- g. **Propose a decision as soon as a rule is broken (and when no rule is broken).**
Immediately agree, or disagree with reason, to a proposal by your co-umpire.

- h. **Look out for and observe sailors actions** that are necessary for you to make correct decisions, such as protest hails and flags, and hails for room to tack.

- i. **Signal every decision as soon as the rules allow** with a loud, long and confident whistle. Clearly identify any penalized boat, repeating any identifying hail until certain the boat is aware.

- j. **Be consistent with umpire-initiated penalties,** neither lenient nor over-harsh. Be alert to advantage. Review rule 42 and sportsmanship decisions to raise consistency across the umpire team.

- k. **Sailor conversations.** These may be as much a learning opportunity for the umpire as the sailor, and should increase enjoyment of the event for both.

Remain calm and avoid any confrontation. Recognise when emotions – including yours - may be running high and need careful management.

- l. **Increase your precision.** Accuracy in boat positioning, observation, and dialogue leads to good decisions confidently signalled.

- m. **Turn experience into better umpiring.** After each race, review dialogue, driving and decisions and identify opportunities for improvement.

After an event review incidents and decisions, in particular those with insufficient facts or possibility of error, and decide what if anything to do differently next time.

4 The Umpire Route Around the Course

Accurate RIB positioning and a good angle of view is a prerequisite for good umpire decisions. Umpires follow a standard route around the course and position themselves appropriately on that route to call incidents as they develop.

The route ensures the two RIBs work effectively as a team, and will be in a good position for both the current and the next incident. It enables umpires to follow the race from start to finish without interfering with competitors or creating excessive wake.

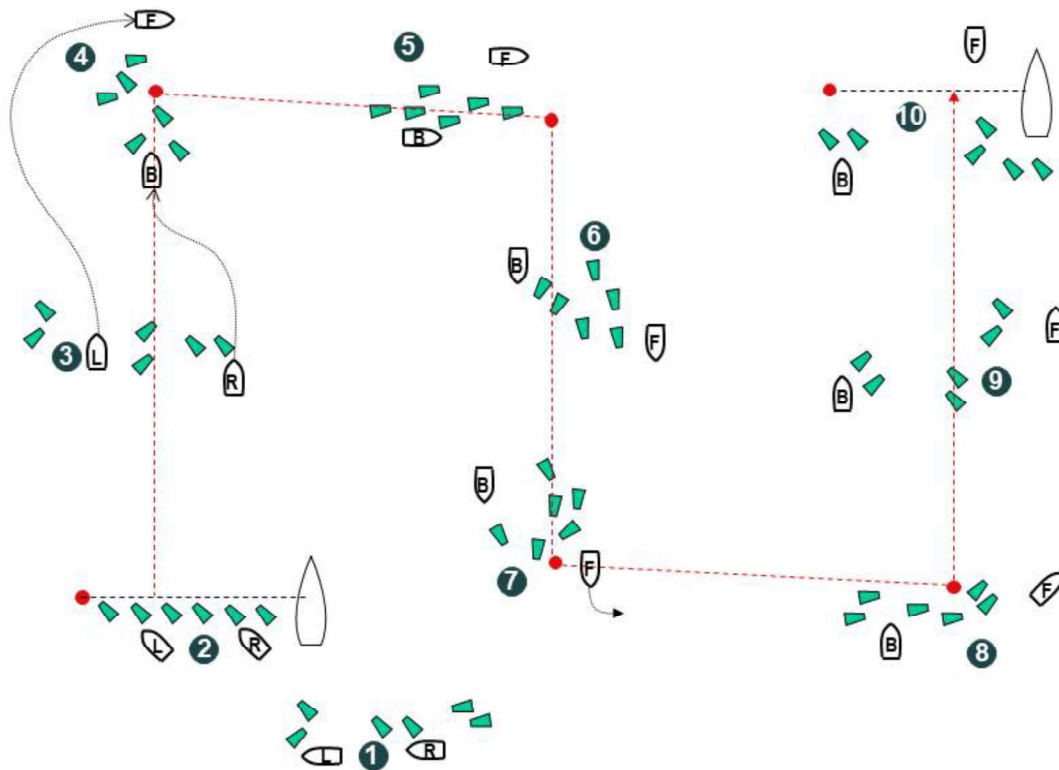
4.1 Covering the Race

Umpires normally work as a team of two RIBs (variations are discussed in Section 14). At the start of the race, one RIB is watching the boats on the left side of the fleet, and the other is watching those on the right side. Approaching Mark 1, one RIB moves to the front on his side, and the other moves to the back on the other side.

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

Each RIB follows a standard route round the course. This route has minor variations dependent on whether the course is S, Box, or Windward-Leeward.

4.2 The Route in Detail: the S or Digital N Course



Position 1: Pre-start

The RIBs maintain relatively static positions, rather than chasing the boats. Most boats are likely to be behind and to the right of the Start Boat. The RIGHT umpire RIB is below and to the left of the right-most pair, and the LEFT umpire RIB is below, or to the left of, the left-most pair. If one pair separates from the rest of the fleet, the umpires should watch that pair from these positions.

When boats begin to approach the line to start, the RIBs move to positions close behind the boats. LEFT should be astern of the left-most pair, and RIGHT should be to leeward of the Start Boat. From these positions the umpires can judge overlaps and see the gaps between the boats if they luff towards head-to-wind.

Position 2: The Start

LEFT is close astern of the left group of boats and RIGHT is close astern of the right group of boats. They should be alert to, and leave space for, OCS boats returning to start, boats taking penalty turns, and boats that are late to the line (Section 5.5). After the start, both RIBs move up the course with the fleet, maintaining these positions.

Position 3: First Beat

The RIBs maintain their positions close astern of, or level with, the boats on their side of the course, adjusting their angle of view in anticipation of expected incidents.

For example, consider two common Port-Starboard incidents on a beat:

1. Blue on port is sailing to cross ahead of Yellow on starboard. Yellow bears away as she passes astern. Did Yellow need to bear away to avoid risk of contact?
2. Blue on port is tacking to leeward of Yellow on starboard. Yellow luffs. Did Yellow need to luff before Blue completed her tack?

Both judgements require the umpires to be able to see how far Yellow's bow is from Blue when Yellow changes course. Following the track of one boat does not give a good perspective. It is usually better to watch these incidents from a 45° angle to each boat's course.

When Blue is trying to cross, the best angle is level with the gap (on either side) as shown in the top diagram. Blue is more likely to want to cross or duck Yellow when on the left side of the beat, so LEFT should always be far enough forwards to be able to move to level with crossing boats.

When boats are on the right side of the beat, Blue is more likely to want to tack. Umpiring from behind, in the gap between converging boats, gives the best angle. Hence RIGHT should usually be astern of the fleet.

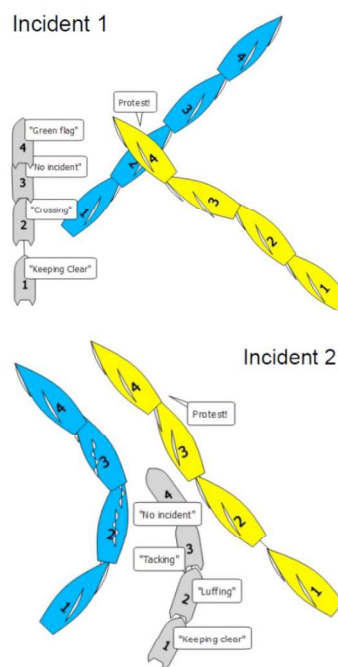
Approaching Mark 1: With $\frac{1}{3}$ to $\frac{1}{4}$ of the first beat remaining, LEFT moves ahead of the fleet to be in position to windward of Mark 1 when the first boat enters the zone. The driver needs to be planning how to make this move from half way up the beat, and should be close astern or level with the boats and ready for the move.

If a small gap appears between boats, he can drive in a head-to-wind direction through it. If no gap appears, he will need to accelerate slightly to go around the left of all boats. This move should be made early enough so it does not create wake.

At the same time as LEFT moves ahead to become FRONT, RIGHT moves to the middle to become BACK, and is to leeward of Mark 1 when the boats approach it.

Position 4: At Mark 1

FRONT is three lengths directly to windward of Mark 1 and watches the first half of



the fleet round the mark. BACK, is to leeward of Mark 1 and watches the back of the fleet approach and round it. Incidents are most likely to occur when overlapped boats luff at the mark, and BACK's position to leeward of the mark allows him to see the gaps between these luffing boats. By the time the last boat is approaching the mark, BACK should have turned to be pointing towards Mark 2.

To stay level with his boats, FRONT leaves Mark 1 as soon as half the fleet has rounded the mark, and quickly positions himself to windward of the front of the fleet. A good alignment is level with the stern of the first boat that is one place ahead of an opponent (i.e. the stern of 1 if a team has 1,4,5, and the stern of 2 if it has 1,2,6).

As the last boat reaches Mark 1, BACK moves off to leeward of the boats, level with the stern of the first boat in the second half of the fleet.

Position 5: Approaching Mark 2

FRONT is in position to see the gap between the leading boats if they luff towards him. If the boats do luff, FRONT must be ready to accelerate slightly so they pass astern. FRONT judges the zone entry for the first half of the fleet, and then continues around the mark level with 1 or 2. Slight acceleration is needed as the RIB has a longer, outside course. The leading boats are likely to continue on port after Mark 2.

BACK judges zone entry for the second half of the fleet. BACK stays close to leeward of the boats, but does not enter the zone. It is likely that at least two boats gybe onto starboard at the mark. BACK needs to be outside or behind the likely course of any boat that gybes at the mark.



Position 6: The Run

The front pair can be expected to stay left, and approach Mark 3 as inside boats on starboard. FRONT remains on the left, level or slightly ahead of the front group of boats.

This "ahead" position allows FRONT to accelerate slightly if boats luff towards him, so they pass behind, and then, at the end of the leg, to pass close to Mark 3, all with minimum wake.

BACK is either on the right, or close astern, of his group of boats - whichever gives the better angle to see the gap between the boats.

If Leading Port Tack Boats Luff: At the start of the run, the leading boats may luff each other on port tack, allowing others to overtake. While these boats remain in the front half of the fleet, FRONT continues to watch them from his position ahead of them and level with the front of the fleet. When they drop to the back half of the fleet, BACK takes over responsibility, and moves to the middle of the course.

Position 7: At Mark 3

Both RIBs should be to leeward on Leg 4. FRONT approaches Mark 3 level with the first boat, calling the zone entry for the front of the fleet. As the first boat approaches the mark FRONT crosses Leg 4 (see below) to be in the correct position to leeward of the front of the fleet at the start of Leg 4. If FRONT fails to cross Leg 4 before the boats round the mark, he will not be able to get to his Leg 4 position.

BACK calls the back half of the fleet as they enter the zone from a position level with

the zone and about four lengths from Mark 3. BACK remains in this position until boats start to round the mark, at which time he starts to move round the mark, outside all boats, to his Leg 4 position to leeward of the first boat in the back half of the fleet. The earlier BACK starts this move, the less wake he creates.

As each boat enters the zone at Mark 3, the umpires should identify her mark-room rights and obligations. The umpires also need to be in positions to be able to judge whether boats with mark-room remain in the zone, or leave it, during their manoeuvres. Tips for calling Mark 3 are in Section 11.5.

Crossing Leg 4: FRONT should cross Leg 4 close to Mark 3; the ideal distance is between 1 and 2 lengths from the mark. This allows FRONT to turn towards Mark 4 and either stop (if the boats stop at Mark 3), or to continue (if they round the mark). If FRONT crosses Leg 4 further from Mark 3, and the boats stop at the mark, he will be too far from the mark and may need to turn back towards Mark 3 to watch incidents, and then, while watching them, turn 180° to point towards Mark 4.

If the leading boat 1 is a long way ahead, FRONT may prefer to align himself with 2 and cross Leg 4 as 2 approaches the mark. Care is needed as 1 may slow before rounding the mark and block FRONT's planned cross. FRONT needs to be far enough forwards to be able to cross ahead of 1 if 1 slows before rounding the mark.

As FRONT approaches Mark 3, it helps if the driver glances towards Mark 4 to check the direction of Leg 4, and the angle the boats are likely to sail when leaving Mark 3. This will enable him to judge where to make his turn to be in the correct position to leeward of the fleet for Leg 4. A slight deceleration when turning usually helps to achieve the correct position on Leg 4 with the leading boats close to windward.

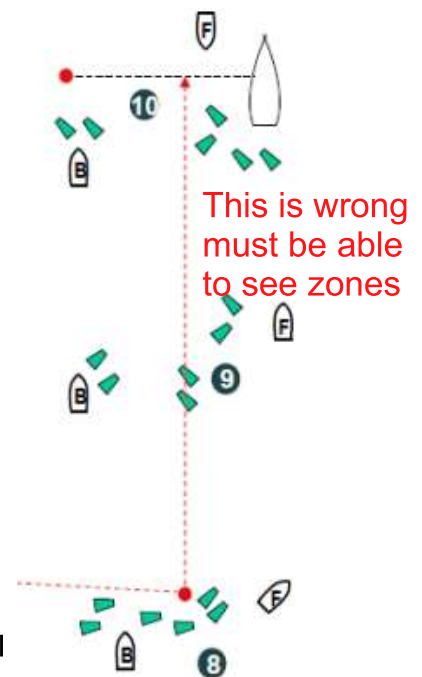
Position 8: Leg 4 and Mark 4

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

FRONT calls Mark 4 zone entry for the leading boats, and continues past the mark towards the right side of the course. FRONT's positioning depends on which gap he needs to watch.

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

BACK needs to be on the left on leg 5. When BACK reaches the zone he stops and turns to point to windward. After the boats pass him, BACK is able to move to windward (leaving the mark to starboard) in the perfect position, astern or to the left of boats that tack at the mark. If BACK goes any closer to Mark 4, he may not have space to turn before the mark, so will be out of position at the start of Leg 5.



Position 9: Leg 5

It is important to be close to boats on Leg 5, as umpire calls on this leg may decide the race. The losing team will be trying to slow or protest opponents, and the boats may become very close. In a close race the umpires should say aloud the race score, and any likely manoeuvres by the losing team, in order to be ready and in position to decide any incident. Likely incidents and umpire tips are discussed in Section 11.6.

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

However if the fleet is close, and the front boats sail to the left and the back boats sail to the right, it may be easier for BACK to move forwards to take the front-left group.

Position 10: The Finish

In a close race incidents are likely to occur on both tacks and at both ends of the finishing line. It is important the umpires have steady views, FRONT from above the finishing line and BACK from behind, and are watching both laylines. **no. zones are critical**

Before the first boat finishes FRONT moves to a position above the finishing line that allows him to see boats approaching on the starboard tack layline. FRONT should either pass outside the Finish Boat, timing this move so the Finish Boat does not block his view of an incident at a critical moment, or cross the finishing line well ahead of all boats to avoid blocking the Finish Boat's view. FRONT turns to face the fleet holding position using occasional reverse engine, and first watches the leading boats finish, and thereafter boats finishing at the starboard end of the line.

BACK remains on the left side of the course, level with or close behind the back of the fleet, and watches the boats approaching the port end of the line. Both RIBs hold their positions until all boats have finished.

After the finish: Umpires inform the Finish Boat of the finishing position of any boat that took a penalty turn at the finish, any breaches of rule 28.1. An umpire should check if the Finish Boat has any questions, and advise if a race is subject to protest or if any protest or breakdown flags were acknowledged during the race (Section 10).

If they have time, both RIBs should remain briefly to answer any questions from competitors (Section 10.4), aware of the priority to return to the start for their next race. Between races, they should take care not to interfere with boats racing.

4.3 Two Changes for the Box Course

The starboard-hand Box Course route, also used for triangle and windward-leeward courses, is the same as the S course route with the following two changes.

1. Mark 3 is rounded to starboard

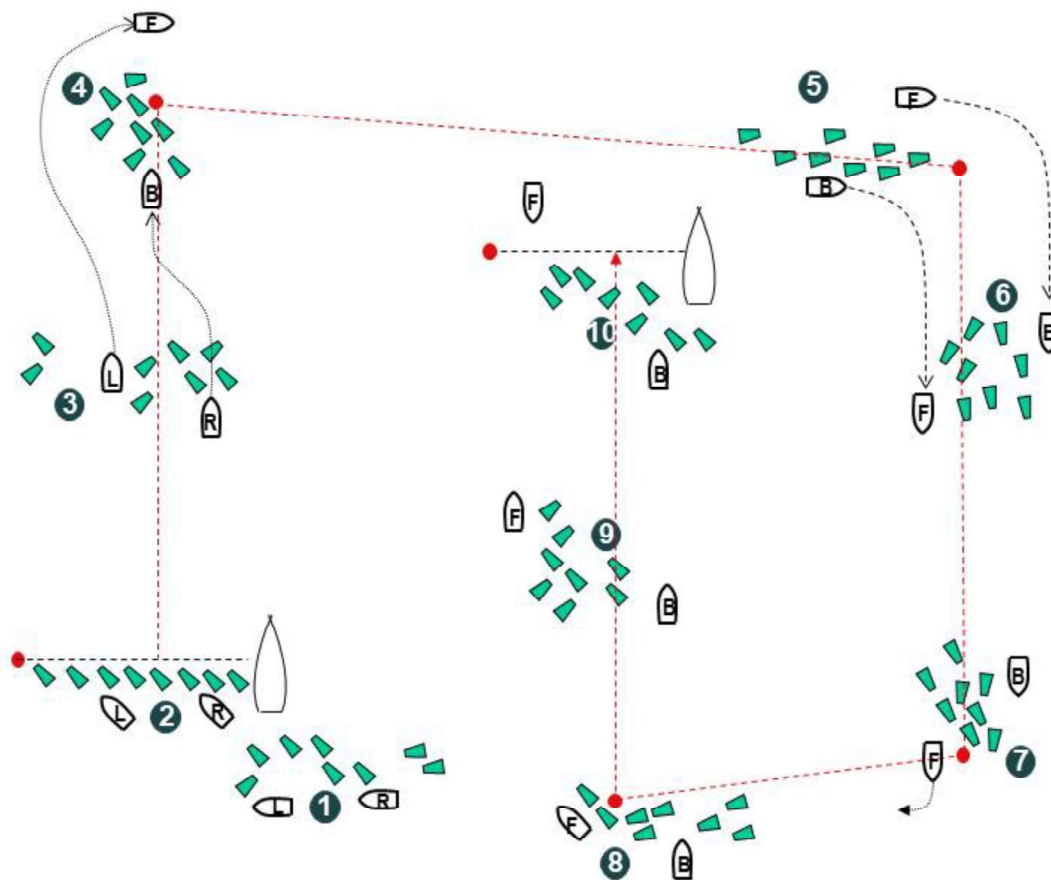
To cross Leg 4, FRONT on Leg 3 needs to be on the right side. Therefore **at Mark 2, the RIBs switch roles.** BACK on Leg 2 becomes FRONT on Leg 3, and FRONT on Leg 2 becomes BACK on Leg 3.

This switch occurs naturally when the fleet is bunched. BACK is on the inside at Mark 2, and simply turns before the mark to be level with the front of the fleet as it leaves the mark. FRONT on the outside pauses briefly at the mark to call mark-room for all boats, then continues round the mark level with the back of the fleet.

If the fleet is spread out approaching Mark 2, FRONT will need to stop to windward of Mark 2 for longer, and BACK cuts the corner to be level with the front of the fleet as it leaves Mark 2.

2. On Leg 5, FRONT is on the left side

As the boats approach the finish, FRONT moves above the finishing line, passing outside the finishing mark, and BACK observes the gaps between overlapped boats approaching the starboard end of the line.



(Not to scale; Leg 2 is usually shorter and Leg 3 longer, with the finishing line either the same as the starting line or to leeward of it)

The **port-hand route** is the mirror-image, so RIGHT becomes FRONT at Mark 1.

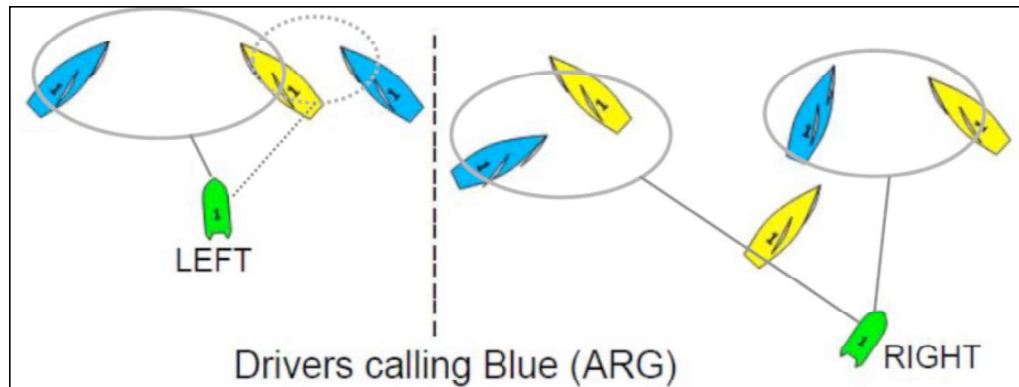
4.4 Which Umpires Call Which Boats

The RIB drivers “call” (i.e. watch and state the actions of) the boats of one team, the co-drivers call the boats of the other team. Usually, the drivers call the team that is lower numbered (or lettered). For instance, if the sails are numbered 7, 8, 9 vs 10, 11, 12, the drivers call 7, 8, 9, and the co-drivers 10, 11, 12. If ARG is sailing BRA, the drivers call ARG boats and the co-drivers call BRA boats.

If sails are not suitably differentiated, the Chief Umpire should specify the system (for example, the drivers call the team in the left column on the race schedule), and before a race, the RIBs may confirm which team the drivers are calling with a phrase like “Drivers calling Team A, do you agree?”

During a race, the two RIBs work as a team, and together cover the whole fleet. Each RIB calls all incidents involving the RIB driver’s boats on their side of the course.

For instance in a 4v4 race ARG v BRA (ARG is Blue in the diagram below):
 LEFT calls all incidents involving the two ARG boats that are furthest to the left;
 RIGHT calls all incidents involving the two ARG boats that are furthest to the right.



The driver positions the RIB so he can see and call all incidents involving his boats. The co-driver calls the other team's boats as they engage with the driver's boats and with each other.

This process and positioning should ensure that every incident is covered, and minimise the chance of an incident being called by both RIBs. Section 7.11 gives guidance on process when one RIB has to watch two separate incidents.

4.5 RIB Positioning to Make Intentions Clear

On occasion there may be doubt over which boats a RIB should be calling. At marks the fleet may bunch, and a boat that was ahead may suddenly be at the back.

A RIB's course and position should always make it clear to the other RIB which boats he is calling, and the closer a RIB is to the fleet, the clearer this is. When stationary, the direction the RIB is pointing should indicate the direction he will next travel.

In 3v3, the RIBs' positions need to make it clear which RIB is calling the middle boat of the drivers' team. For example, if the team the drivers are calling is in 2,4,6:

- when FRONT is ahead of or level with 2, BACK knows he is responsible for calling both 4 and 6, and should move forward to level with 4 to confirm this;
- when FRONT is just ahead or level with 4, BACK knows he only needs to call 6;
- when the action only involves 2 and 4, and not 6, BACK should move forward to level with 4, which confirms that FRONT should move forward and focus on 2.

It is always important that FRONT stays level or ahead of boats he is watching. If FRONT is slightly behind 2, BACK cannot be sure whether FRONT is also calling 4. Again BACK should move forward, to level with 4, to make it clear he is calling 4.

Arm Signal: "I Can Make the Decision". On occasion there will be a multi-boat incident involving boats being called by both RIBs. This occurs most often at Marks 1 and 3, and when approaching the Finish. When the umpires in one RIB are confident they have correctly decided the incident, an umpire in that RIB (usually the co-driver) should promptly raise an arm vertically (Section 7.13). The other RIB can then focus attention on other boats and incidents.

At Marks 1 and 3 it is very helpful when BACK makes such a signal. This allows FRONT to move off and stay level with the front of the fleet while BACK signals the

decision (if no boat responds) and checks any penalty is correctly taken. Section 6.9 has more detail on signalling decisions on incidents being watched by both RIBs.

4.6 Variations on Which RIBs Call Which Boats

RIBs should not swap roles or positions during a race. If out of position, a RIB should simply recover his proper position as quickly as possible. Disagree.

On occasion, the race positions or courses of the boats may make it appropriate to adjust which boats each RIB is calling. The two common instances are:

1. The fleet splits into a front group and a back group

- a. In 3v3, the fleet may split into a front two of one team, and a back four with all three of one team and one of the other team.
- b. In 4v4, the fleet may split into a front four and a back four, each with three boats of one team and one of the other team.

In both cases, FRONT should take the front group of boats, and BACK should take the back group. FRONT should be alert to mark touches and team-mate contact which could give the losing team an opportunity to catch up. BACK should be alert to rule 42 breaches by boats trying to catch up.

monitor the gaps

2. On a beat or run, a pair is on the other side of the course from their RIB

The umpires in each RIB remain responsible for their half of the course area. They should take responsibility for individual boats on the basis of how the race is developing, and the driver should position the RIB to make it clear which boats they are calling.

Three examples:

a. *S course Leg 3, the leading pair luff onto a port-tack reach.*

FRONT continues to be responsible for the pair from a position level with the front of the fleet. However if the pair is passed by the other boats, BACK should move to the middle of the course to show he has taken over responsibility. He should have a good angle of view to see the gap between the boats, and when they gybe they will sail back towards him. **good switch**

b. *Box course Leg 3, the leading pair sail to the left side of the course.*

As in (a) above, if the pair is being overtaken, BACK is in a better position to call any incident between them. He should move forwards and towards the middle to show he has taken over responsibility for the pair.

c. *S course Leg 5, the leading pair tack onto starboard at the mark.*

FRONT stays on the right side and continues initially to take responsibility in anticipation they will tack back onto port. However if they do not tack back, and the rest of the fleet continues on port after the mark, BACK (left) should move forwards to confirm he has responsibility for those on the left, which allows FRONT (right) to take responsibility for the boats on the right.

Radio signals are not normally necessary but can be used to eliminate any doubt, and to confirm any uncertain rule 17 obligations (see Section 7.13).

Radios are very very helpful

5 Driving and Positioning

Driving the route with precision initially requires focus and concentration. Accurate repetition should mean the route quickly becomes automatic, allowing the driver to focus fully on the decision-making tasks: observation, umpire dialogue and decisions.

5.1 Three Important Moves for FRONT RIB

FRONT driver should plan ahead for three critical moves around the course.

Move ahead of the fleet approaching Mark 1. LEFT should be close astern or level with his boats on the second half of Leg 1, ready to use a gap between them to move ahead. If no gap appears, LEFT should go around the outside, which may briefly distance him from possible incidents or create wake.

(If Mark 1 is rounded to port, it is RIGHT that becomes FRONT).

be flexible on this

Cross Leg 4 at the end of Leg 3. FRONT should cross Leg 4, at a distance of two lengths from Mark 3, before the boats start Leg 4. If the first boat rounds Mark 3 a long way ahead, FRONT may cross Leg 4 as the second boat approaches Mark 3.

Move to windward of the finish line. FRONT should be to windward of the finish line, in a stationary position with her stern to the wind, when the first boat finishes. When FRONT is on the right, he either crosses and clears the finish line 2-3 lengths ahead of the first boat, or passes outside the Finish Boat, timing this move so that the Finish Boat does not block his view of an incident at a critical moment.

No...big mistake as you miss the zone overlaps where traps are set.

5.2 Some Tips for Good Driving and Positioning

- Keep up with the fleet** (Section 5.3). It is better to be ahead of the perfect position than behind, as it is easier to adjust by slowing than by accelerating.
- Maintain a consistent angle of view** for you and your co-driver, and correct the positioning immediately even if out of position by only half a boat-length.
- On a windward leg, drive in a head-to-wind direction as much as possible.** The RIB's speed is slower so the wake is less, and this direction removes the risk of a boat being trapped in the wake. This is particularly important when FRONT passes through the fleet to get to windward of Mark 1.
- When stationary** (pre-start, Mark 1, Mark 3), **point the RIB in the direction of next travel and align the engine.** Be ready to move off at the first opportunity to minimise the acceleration needed to re-align with the fleet.
- BACK "cuts the corners" and does not round Marks 1, 2 or 4.** Pointing towards Mark 2 when stationary below Mark 1, and in a head-to-wind direction at the zone of Mark 4, enables BACK to move off promptly in the right direction, and be level with his boats at the start of the next leg.
- When turning, minimise any acceleration. If turning 180°** (e.g. in the pre-start), turn away from the fleet. Turning towards the fleet risks interfering with a boat (physically, or with wake).
- When signalling or monitoring a penalty,** continue round the course at the speed of the fleet and in a position to call incidents involving other boats.

5.3 Travel at the Speed of the Fleet

The clearest sign of good driving is the RIB progressing round the course at the same speed as the fleet, giving the driver and co-driver a steady, consistent and predictable angle of view of the boats on each leg. This speed should be maintained

even when calling incidents, and making and signalling decisions

This is most easily achieved by identifying a chosen point, for example the bow of the boat in 2, and staying level with it. When speeds are the same and this point is near the front of the boats being watched, the RIB can be closer to the boats. If any boat turns towards the RIB, the RIB can accelerate slightly and the boat will pass astern.

When driven well, a RIB's speed is normally only adjusted to:

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

Reverse gear should be used gently, and only to assist a manoeuvre or avoid interference with a boat. A fast or long reverse usually puts the RIB out of position, which may result in missing the next incident. The engine may take time to engage reverse, and some RIBs take on water when reversing at speed - a driver should always test a RIB's reversing ability before racing (Section 15.2). Good anticipation (Section 5.5) helps minimise risk of interference and the need for reverse.

5.4 Drive Close, Stay Close

Competitors prefer umpires to be close. Boats are more likely to take a One-Turn Penalty, and a close view of incidents leads to more accurate decisions. A driver should aim to be as close as he can be without affecting any boat's speed or course.

Driving close, but not too close, demands confident and gentle handling of the RIB, especially to minimise the RIB's wake. Some tips for driving close are:

- a. Start close and stay close.
- b. Identify and then stay aligned with the bow or stern of the appropriate boat.
- c. Travel at the speed of the fleet using small and frequent throttle adjustment.
- d. When out of position, even if only by half a length, adjust immediately.
- e. Reduce speed when turning (except if outside at a mark).
- f. Always point RIB in next direction of travel with the engine correctly aligned. Only accelerate when pointing in that direction.
- g. Know in advance what you will do if any nearby boat turns towards you (Section 5.5). Avoid being close to leeward or astern of a boat that may be OCS or have broken a rule, as she might bear away and gybe.
- h. Keep travelling at the speed of the fleet while signalling a penalty.

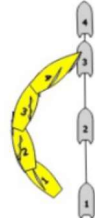
The co-driver should watch boats outside the driver's line of sight and alert the driver in good time so the driver may act to avoid blocking or interfering with them. Redress for interfering with a boat is discussed in Section 13.5.

During the pre-start, if an umpire is stationary and boats sail towards him, he should hold position. The boats may be using the RIB as an obstruction, and their tactics would be upset if the RIB moved. When it is seamanlike, the driver should raise both hands to confirm he will remain stationary.

5.5 Anticipating Course Alterations, Awareness of Risk

Experience builds awareness of what is likely to happen, but umpires need to be in a good position even when the unexpected happens. A driver should not try to predict what nearby boats will do; instead he should be aware of everything they might do, and know what he will do if any boat near him changes course towards him.

On a windward leg for instance, a RIB moving through the fleet is briefly “at risk” when passing close astern of a boat, as the boat might tack. The driver must be ready to make a small but immediate acceleration if the boat luffs to tack. A RIB to leeward of a boat being covered and unable to tack is “at risk” as the boat may bear away and gybe, especially when reaching the lay-line.



On a reaching leg a boat ahead is likely to slow, and sometimes bear away, to create an overlap with the boat behind. She is then likely to luff if the boat behind becomes overlapped to windward. The windward position adopted by FRONT on Legs 2 and 3 is “at risk” from the luff. Hence it is important for FRONT to be either ahead, or level and ready to accelerate slightly, so that the luffing boats pass astern.

On the run, BACK is either level with or astern of the back group of boats. Astern is the “no risk” position, and also has the advantage that if boats do luff, BACK can see the gap between the boats without having to accelerate and then look backwards.

Avoiding Boats which are Taking a Penalty or OCS. After any incident, a boat involved might bear away to gybe to take a penalty turn. At the start a boat might be OCS and bear away and gybe to return to start correctly.

A RIB is most “at risk” when close astern at the start and on windward legs, and close to leeward on off-wind legs. Reverse gear is usually not rapid enough to get out of the way. Instead the driver should be aware of what might happen, and adjust position to make room for a boat’s possible turn. Delaying moving forwards after the start, and being outside and level with the boats round the course, reduce this risk.

5.6 Throttle Control

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

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

5.7 Co-driver Input

The co-driver points out anything that the driver may miss that would influence the driver’s positioning of the RIB. Examples include:

- a. an OCS boat that might bear away and gybe;
- b. a boat that might bear away to take a One-Turn Penalty;
- c. a boat astern whose course the RIB might be blocking (on a beat);
- d. a boat that is being affected by RIB wake (especially when driving a parallel course to the boat);
- e. a change in race-places of the boats that will alter the tactics of a team;
- f. a breakdown of the other RIB;
- g. the other RIB repositioning to call a different pair of boats.

6 Process for Incidents Involving Umpired Rules (Part 2, and Rules 31 & 42)

A team race may have multiple incidents occurring in quick succession. As an incident is occurring, the umpires must decide whether a boat breaks a rule. If there is a protest, the umpires must give boats time to respond, and only signal their decision if no boat does so. Decisions should be signalled clearly and confidently as soon as the rules permit.

6.1 Umpire Process

An incident is watched by two umpires in one RIB. Each umpire states the facts relating to the boats he is watching (Section 4.4) as they happen. Immediately a rule is broken, or at the end of an incident if no rule is broken, the umpires agree their decision. They then observe if there is a protest, and if a boat responds to the protest by taking a One-Turn Penalty, or by clearly indicating she will do so (rule D2.2(c)).

However the co-driver only signals the umpires' decision if there is a protest, and no boat responds (rule D2.2(e)). The umpires make no signal if there is no protest, or if a boat responds to the protest. They make no signal if they have decided one boat broke a rule, and a different boat responds.

If a boat responds by indicating she will take a One-Turn Penalty, and then fails to do so, an umpire should penalize her for breaking rule D1.3(b) (Section 9.4).

In most incidents when a rule is broken, only one boat is penalized. Either only one boat breaks a rule, or other boats which also break a rule are exonerated under rule 43.1. A single incident in which two or more boats break a rule and are not exonerated is an exception (rule D2.2(d)) that is covered in Section 6.8.

6.2 Umpire Dialogue

As two or more boats converge, each umpire describes what his boat is doing. The dialogue always covers (a), (b) and (c), with (d), (e) or (f) included when they apply.

- a. Identification of the right-of-way boat, the keep clear boat and the reason;
"I am on starboard, right-of-way," or "I am on port, keep clear".
- b. Any additional obligations and opportunities of each boat;
"I may luff"; "I must give mark-room".
- c. The actions of each boat;
"I am changing course"; "I am keeping clear".
- d. An action or event that changes the rules that apply between the boats;
"Tacking"; "Overlap broken"; "Zone"; "Hail for room to tack".
- e. A clear statement that identifies when a rule is broken;
"Contact"; "Not keeping clear"; "Changed course to avoid".
- f. Which boat breaks a rule (or a statement that no boat broke a rule);
"Penalty on me"; "Penalty on you"; "No incident".

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

6.3 A Boat's Response to a Protest; Taking a One-Turn Penalty

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

Alternatively a boat may respond by clearly indicating she will take a penalty. This

response closes the incident. The boat must now get well clear as soon as possible and promptly take that penalty (rule D1.3(b)). She should be penalized by an umpire if she does not (Section 9.4).

If a boat takes a penalty at or near the finishing line, she must take her penalty and sail completely to the course side of the line before finishing (rule 44.2).

Start and End of a Penalty Turn. A penalty turn starts when, after getting well clear (see Section 9.5), the boat begins to turn (rule 44.2). It ends when she completes the final tack or gybe. A tack is completed when the boat reaches close-hauled. A gybe is completed when the sail fills on the new side or, if the boat has already passed stern-to-wind, when the boom crosses the centre-line.

This timing determines when a right-of-way boat taking a penalty loses and then regains right of way (rule 21.2), and whether a boat taking a penalty completes her penalty before crossing the finishing line to finish.

6.4 Signalling an Umpire Decision; Taking a Two-Turns Penalty

If no boat responds to a protest, either by taking a One-Turn Penalty or by clearly indicating that she will, an umpire signals the decision. A green-and-white flag means no boat is penalized; a red flag means one or more boats are penalized (rule D2.4). Flags should be easily accessible so they can be promptly displayed.

How Long until Umpire Signal? The umpires must give boats time to respond, but should keep this time as short as the rules permit. Prompt and firm decisions help the umpires keep control of a race. While there is an unanswered protest, the boats may continue to manoeuvre against each other, with the possibility of a second protest.

In most cases between two and three seconds is more than sufficient time. The time may be longer if the boat that broke a rule is trapped by other boats, providing she is doing all she can to get well clear. The time should be shorter if both boats have protested and neither shows any sign of trying to get clear, or if the signal is to be a red flag and boats are continuing to manoeuvre against each other. In such cases, any delay in the umpire's signal will disadvantage the boat that is not penalized.

Making the Signal. The flag is accompanied by one long sound (rule D2.4), normally a loud whistle. The length and loudness of the sound is the same for all signals (red, green-and-white, and black-and-white flags). The flag should be held vertically overhead for two to three seconds so that all sailors, umpires and spectators can see it, except that a red flag is lowered when the penalized boat starts her penalty turn.

An umpire is required to hail or signal to identify a penalized boat (rule D2.4(b)). The clearest method is for the umpire to hail the boat's number or other identifier, while looking and pointing with an extended arm at the helm of the boat. The umpire should continue hailing until confident the boat knows she has been penalized.

Taking the Penalty. A boat penalized by an umpire is required to take a Two-Turns Penalty. This requires her to get well clear as soon as possible, and then promptly make two turns in the same direction, each turn including one tack and one gybe (rules D2.5 and 44.2).

If a penalized boat does not sail well clear as soon as possible and promptly start the penalty, the umpire should at that time penalize her further with another Two-Turns Penalty (rule D2.3(f)), confirming the total requirement with a hail of "four turns" (rule

D2.5). A good umpire enforces prompt taking of penalties so that he and the other sailors can focus on the next incident, which may already be occurring.

While making a penalty turn, a boat may break a rule such as rule 31 or 42 that is subject to an umpire-initiated penalty (Section 9). The umpires must give the boat time, at the end of her first penalty, to take a further One-Turn Penalty. Only if she fails to do this should an umpire signal an additional Two-Turns Penalty with a red flag.

6.5 Interrupting or Interfering with a Penalty Turn

While one boat is taking a penalty, other boats may change course, and cause the boat taking the penalty to have to interrupt her turn in order to continue to keep clear (rule 21.2). Interrupting a penalty turn in this way does not breach the requirements of rule 44.2 providing the boat was well clear when she started the turn, and after the interruption she promptly resumes and completes her penalty turn. See Call L2.

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If the boat taking a penalty fails to keep clear, she breaks rule 21.2. The other boat breaks rule 23.2 when she interferes with the boat taking a penalty, unless it is after the starting signal and she is sailing a proper course. These are Part 2 rules, so an umpire only signals a decision if there is a protest and no boat responds.

If there is a protest, any penalty under rule 23.2 is signalled at the normal time. Whereas if the umpires decide that the boat taking a penalty breaks rule 21.2, they must wait until the end of the penalty turn to give the boat the opportunity to take an additional One-Turn Penalty for her breach of rule 21.2. Only if the boat fails to take the extra One-Turn Penalty should an umpire then signal a Two-Turns Penalty.

6.6 Monitoring Penalty Turns

Umpires are responsible for monitoring penalty turns; a boat is not entitled to protest another boat's failure to take a penalty signalled by an umpire (rule D2.6(a)). An umpire should state the boat's tack at the start of a penalty (*"Started on starboard / port"*) to help the umpires assess correctly whether the penalty is completed.

- a. If there is a protest and a boat starts but fails to complete a One-Turn Penalty, no boat has responded. The umpires penalize any boat they decide broke a rule; this might not be the boat that started to take a penalty. If there is no protest, the umpires make no signal, even if a boat makes an incomplete penalty.
- b. If a boat clearly indicates she will take a One-Turn Penalty and fails to do so, she should be penalized (two-turns, rule D2.3(e)), whether or not there was a protest.
- c. If a Two-Turns Penalty is incomplete (the penalty does not include two gybes and two tacks, or the boat interrupts her penalty and completes it turning in the opposite direction), an additional Two-Turns Penalty is signalled (rule D2.3(f)).
- d. If a boat unnecessarily delays any element of a Two-Turns Penalty for tactical or other reasons, the penalty is not being taken promptly as required by rule 44.2. At the time of the delay, an umpire should signal another Two-Turns Penalty.

In an event for sailors new to umpired team racing, the umpires may decide a penalty has not been completed only because the sailor does not know the requirement. They may prefer to advise the sailor (without a flag or sound signal) what she must do to complete the original penalty. Signalling another Two-Turns Penalty, when the sailor does not understand the requirement, is unlikely to result in a correct penalty.

6.7 Protest Response Times

The RRS use different words with different meanings to specify how quickly an action needs to be started or completed. Umpires must give boats the specified time, but not more as this would delay closing the incident and cause inconsistency. The timing requirements used in the rules are:

Action	Requirement	Comments
Hail protest	At the first reasonable opportunity (rule 61.1(a))	Immediately; a delay is normally only reasonable if the boat is in danger, capsized, or seriously damaged, or a sailor is injured.
Display flag		Follow the hail within 1–2 seconds. If the boat tacks or gybes immediately after the incident, the flag may be displayed after this manoeuvre.
Sail well clear	As soon as possible after the incident (rule 44.2)	The first opportunity to sail clear, whether it is to luff, bear away, accelerate or slow down, must be taken. Delaying sailing clear until after passing the mark, or until the turn can be taken in the preferred direction, does not comply with “as soon as possible”.
Take the penalty	Promptly (rule 44.2)	Delaying any part of a turn for tactical advantage is not permitted. Delaying briefly to enable the boat to comply with rule 21.2, or to ensure that the turn is safe and seamanlike, is permitted.

6.8 Exception: When More than One Boat Breaks a Rule in a Single Incident

If two or more boats break a rule and are not exonerated in a single incident, and there is a protest, rule D2.2(d) states that an umpire “shall decide whether to penalize any boat that does not take a penalty”. The umpires should make this decision in accordance with the principle that umpires only become involved if boats do not resolve it themselves.

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

- If one or both boats protest, and no boat takes a penalty**, an umpire penalizes both boats. The umpire holds the red flag overhead, whistles, hails and points at one boat, then immediately whistles again, and hails and points at the other boat. The time between the two hails should be minimised.
- If both boats protest, and one takes a One-Turn Penalty**, an umpire penalizes the other boat.
- If only one boat protests and the other takes a penalty**, the umpires make no signal. The competitors have resolved the incident themselves. A boat responded to the protest, and there is no outstanding protest.

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

- Rules 23.2 and 10 (or 11)**: S is on Leg 1, P is on leg 2. S is not sailing her proper course. P fails to keep clear of S. S breaks rule 23.2 and P breaks rule 10.
- Rules 23.2 and 21.2**: Y is taking a penalty turn. B is not sailing her proper course. Y fails to keep clear of B. Y breaks rule 21.2 and B breaks rule 23.2.
- Rules 20.1 and 20.2(b)**: L hails W for room to tack when not entitled to (e.g. she

is below close-hauled, or the obstruction is a mark that W can fetch). W fails to respond. L breaks rule 20.1 and W breaks rule 20.2(b).

- d. **Rules 18.3 and 11:** At a port-hand windward mark or port-end finish mark, L tacks onto starboard inside the zone and is fetching the mark. L causes W, to windward or astern, to sail above close-hauled to avoid her. W is able to keep clear, but fails to do so. L breaks rule 18.3 and W breaks rule 11 (or 12).

6.9 More than One Umpire Signal

Umpires in one RIB should never over-rule the decision of those in another RIB.

However on occasion there will be a multi-boat incident, a part of it being watched by each RIB. The umpires in each RIB should decide, and signal the decision, for the part of the incident they are responsible for. Where possible the two RIBs should avoid signalling decisions that could be seen by the competitors to conflict.

Incidents with Two Boats. If an incident involves only two boats, there should only be one decision, signalled by the RIB responsible, unless that RIB asks the other RIB to make or signal the decision. Even if the umpires in the other RIB disagree with the decision, they should not signal a different decision. There may be facts they are not aware of, such as no valid protest flag.

However at the finish after some boats have finished, both RIBs may be watching the same incident. If one RIB is confident of the decision, an umpire should raise an arm to indicate this, or promptly signal the decision having checked the other RIB does not have an arm raised.

Three or More Boats. A situation involving three or more boats may be the responsibility of two RIBs. For instance, A, X and B round Mark 1, FRONT is calling all incidents involving A, and BACK is calling all incidents involving B. Boat X protests and no boat takes a penalty. Each RIB is responsible for the part he is watching.

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When there is only one protest, if one RIB displays a red flag, there is no need for the other RIB to display a green-and-white flag. The other RIB should only display a second flag when the umpires in the RIB believe there were two incidents and should be two penalties.

It is therefore clearest for competitors if any red flag is flown first, and a second flag is only flown if there is a second penalty. A RIB intending to display a red flag should do so as soon as he decides no boat has promptly responded to a protest. A RIB intending to display a green-and-white flag should delay slightly before signalling to allow any red flag to be displayed first.

It is good practice for a RIB who has decided a boat broke a rule to raise an arm (Section 4.5), and for one intending to signal a green-and-white flag to check the other RIB. If one RIB has an arm raised, the other RIB intending to signal a green-and-white flag makes no signal and reverts to watching the rest of the race.

6.10 Errors in Signalling

Rule D2.6 states that there is no redress for a decision or action of an umpire, so care should be taken to minimise the possibility of a signalling error. **However if the umpires make one decision and in error signal something different, they have not yet complied with rule D2.2(e) and are still required to signal their original decision.**

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However, a correction should only be made if it can be promptly and unambiguously made within the normal time for an umpire signal, and can be expected to reduce, rather than increase, confusion or discontent. The umpires need to decide the best action depending on circumstance. The following guidance covers three situations.

- a. **If umpires decide to penalize a boat, but in error signal “no penalty” with a green-and-white flag, the competitors will have seen the green-and-white flag as the umpires’ decision, and the error should not normally be corrected.**
- b. If the umpires’ signal itself is confusing and does not comply with rule D2.4, it needs to be corrected. **If a red flag is displayed in error instead of green-and-white, and therefore no boat is being identified, the error should be corrected by displaying a green-and-white flag. If a green-and-white flag is displayed in error while a boat is being hailed and identified, a red flag should be displayed.**
- c. **If a red flag is displayed but a boat on the wrong team is penalized, the umpires should promptly also signal a penalty on the boat they decided had broken a rule and should be penalized.**

At the end of the race, the umpires should review their process to ensure the error will not recur, and be ready to explain their decision and actions to the sailors.

6.11 Invalid Protest Procedure

A protest is only valid if the boat hails “Protest” and conspicuously displays a red flag at the first reasonable opportunity for each (rule D2.2(a)). **If umpires watching a boat are unable to see a red flag, then it has not been conspicuously displayed.** A Part 2 protest is only valid if made by a boat involved in the incident, unless the incident involved contact between two boats of the other team (rule D1.2(a)).

If a protest is invalid, it may be that strictly rule D2.2 does not apply. However a general policy is that an umpire should signal a decision to any protest where no boat responds, and, **if the protest is invalid, display a green-and-white flag.** It may be helpful to hail the reason at the same time, especially if there was a clear rule breach, or to explain after the race if the sailor asks.

6.12 Co-driver Responsibilities

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

- a. displaying the flag and making the sound signals;
- b. stating “*Started on port / starboard*” and monitoring completion of a penalty;
- c. watching the position and any visual signals of the other RIB;
- d. checking if the individual recall flag X is correctly flown at the start;
- e. radio communication with other umpire RIBs.

7 Umpire Dialogue

The umpire dialogue describes what is happening in the context of applying the rules. It enables facts to be recorded, and decisions made, as incidents happen. Incidents happen very quickly in team racing, so words need to be clear, concise, accurate, and relevant. It can be difficult to describe in words what is being seen in a complex multi-boat incident, while hearing the other umpire's statements. Using a small number of simple words helps.

7.1 Purpose of Dialogue

The purpose of the dialogue is that, as an incident happens, the umpires state the facts, apply the rules, and agree whether a boat breaks a rule. They then observe if any boat protests. If a boat protests and no boat promptly either takes a One-Turn Penalty or clearly indicates she will, the umpires confirm their decision and signal it.

Words are spoken aloud, clearly and loudly enough to be heard over engine noise and wind. Umpires position themselves close to each other so they can clearly hear what each says; it is usually better if umpires are side-by-side in the RIB rather than one in front and one behind. The dialogue keeps both umpires informed and focused, helps them record and remember the facts, and confirms their agreement or highlights disagreement as the incident happens.

7.2 Structure of the Dialogue

Each umpire watches one or more boats on the same team, and describes in words what he sees, including the boats' obligations and actions, as if he were sailing the boat. It takes practice to convert what is seen into an accurate oral narrative.

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

7.3 Clear, Concise, Accurate, and Relevant Words

Incidents happen quickly, one after the other, and boats may manoeuvre rapidly, so words must be clear and concise. The following abbreviations are used:

- "***I'm right***" to mean "*I have right-of-way*";
- "***I'm give***" to mean "*I am required to keep clear*";
- "***Ahead***" and "***Astern***" to mean "*Clear ahead*" and "*Clear astern*";
- "***Clear***" to mean "*Not overlapped*";
- "***Done***" to mean "*Tack complete; I have reached close-hauled*";
- "***Changing***" to mean "*I have right of way and I am changing course*";
- "***Dipping***" (or "***Ducking***") to mean "*Keeping clear by passing astern*". **to leeward**

Unnecessary words should be avoided. For example, if boats are overlapped on the same tack, stating that one boat is leeward makes the word "*Overlapped*" redundant, and stating which tack they are on is not relevant to the application of rule 11. "*I'm leeward right*" is all that is necessary.

Words must be accurate in time as well as meaning. The timing of a word such as "*Done*" identifies the moment specific rules start or stop applying. Whenever timing is important, single-syllable words should be used.

Words must be relevant; the dialogue should be restricted to the facts that are necessary for the umpires' decision. For each rule, an umpire therefore needs to

know which specific facts must be established before that rule can be applied.

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

For this reason, *"Holding"* and *"Changing"* are used for the right-of-way boat only, and therefore act as a helpful confirmation of which boat has right-of-way. For example, when an umpire says *"Done. Holding"*, it is clear that the boat he is calling becomes right-of-way when she completes her tack.

The table in Section 7.10 identifies the recommended words for describing boats' actions in each type of RRS Part 2 incident.

7.4 Initiating the Dialogue

Rights and Reasons, Obligations and Opportunities

An umpire identifies which boat is being described by saying *"I'm X"*. When calling a new boat, it can be helpful to point at X so the other umpire knows where to look.

The umpire states whether X has right-of-way or is required to keep clear, and the reason. The reason will relate to rules 10, 11, 12, or 13. The other umpire's response should confirm agreement to the relationship between the boats.

- *"Starboard right"* with response of *"Port give"*;
- *"Windward give"* with response of *"Leeward right"*;
- *"Astern give"* with response of *"Ahead right"*.

The umpires then state any relevant obligations or opportunities that apply. For instance, whenever there is an overlap, the leeward umpire states whether rule 17 Proper Course applies:

- *"Luffing rights"* or *"17 off"* means *"I may sail above my proper course"*;
- *"No luffing rights"* or *"17 on"* means *"I may not sail above my proper course"*.

7.5 Continuing the Dialogue **Not good to use 17 off or on and off or on might not be heard. 'I can luff' or 'No luffing rights'**

Once the initial information is agreed, the keep-clear umpire states whether his boat is continuing to keep clear *"Keeping clear"*. If she is, no rule is broken.

The right-of-way umpire needs to state whether his boat is *"Holding"* or *"Changing"* her course (rule 16.1). If boats are close and the right-of-way boat is *"Changing"*, the keep-clear umpire should state either *"Reacted immediately"* or *"Reacted late"* to identify whether his boat responded promptly to the change of course. *"Doing all I can"* or *"Can do more"* may be said instead, especially when the other boat initially becomes right of way (for instance from astern, or by gybing) and rule 15 applies.

7.6 An Action or Event that Changes the Rules that Apply

Switching Right-of-Way, New Opportunities or Obligations

A new fact that changes how the rules apply is stated as it happens. The new fact might change which boat has right of way, or place a new obligation on a boat. If a boat is required to respond promptly, it is important that the exact time of this new fact is identified, so short words are used.

The most common such words, and the new rule that starts to apply, are:

- a. **"Tacking"** when a boat passes head-to-wind - rule 13;
- b. **"Done"** when a boat completes a tack by reaching a close-hauled course - rule 10, 11 or 12; also on occasion rule 15 or 17;
- c. **"Overlap"** or **"Clear"** when an overlap is established or broken - rule 11 or 12; also on occasion rule 15 or 17;
- d. **"Zone"** when the first boat of two reaches the zone - rule 18;
- e. **"Obstruction"** when about to pass it (rule 19) or entitled to hail - rule 20;
- f. **"Starboard right"** or **"Leeward right"** when a boat changes tack by gybing and becomes right-of-way - rule 15. Some umpires abbreviate to "Gybe" or "Done";
- g. **"Layline"** when a leeward boat subject to rule 17 is sailing downwind and must now gybe to continue to sail a proper course, or is sailing upwind and crosses the layline to the mark;
- h. **"Hail"** when a hail is made and the other boat must respond (rule 20).

For example, when a boat tacks from port onto starboard, to leeward of a starboard-tack boat, the umpire says *"Luffing; ... Tacking; ... Done. Leeward right holding. Luffing rights."* (or "17 Off").

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

If the boats are overlapped approaching Mark 4, the inside umpire says *"Windward give, keeping clear"*. After *"Zone"*, this umpire says either *"in mark-room"* or *"wide"* to identify whether rule 43.1(b) Exoneration applies. Many umpires say *"in corridor"* to give a helpful image of the definition of mark-room. *"Wide"* is preferred to *"Not in mark-room"* as it is clearer, shorter, and doesn't start with "not".

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

7.7 Concluding the Dialogue

The Decision

The umpire conversation leading up to a rule breach should include all the facts needed to make the decision. In reality, some facts may not have been stated, especially in an incident involving more than two boats.

As soon as an umpire believes a rule is broken, the dialogue switches from stating facts to agreeing the decision. The umpire should immediately state why there was a breach, and propose the decision. The decision will be signalled later if there is a protest, and no boat either takes a penalty or indicates that she will. For example:

- a. either umpire may say *"Contact. Penalty (on) me / you, do you agree?"*;
- b. the umpire of the keep-clear boat may say *"Not keeping clear. Penalty me"*;
- c. the umpire of the right-of-way boat may say *"Changed to avoid you. Penalty you"*.

This proposed decision now needs to be confirmed. The other umpire either confirms the decision by saying *"I agree, penalty me / you"*, or he says *"I did not see"* or *"I disagree"* and states the reason, for example *"Disagree. Penalty me, I broke 16.1"*.

When umpires disagree. If the umpire who proposed the decision was unaware of a fact relating to a boat he is not watching, the disagreement may be quickly resolved.

The other umpire should highlight this fact when he disagrees. For example he might say *“Disagree. I was Wide. Penalty me.”*

However if umpires see an incident differently, or disagree over rule application, it is unlikely to be resolved quickly. The umpires should promptly agree that the signal, if required, will be a green-and-white flag. The race is continuing and the next incident demands their full attention. If a sailor queries such a decision, the reason is simply “We disagreed about which boat broke a rule”.

If umpires disagree over rule application, they should try to resolve it after the race finishes, whether or not a boat protests. Consulting other umpires often helps.

If the reply is “I did not see”. The first umpire should normally confirm his proposed decision. However, in marginal cases he may decide that, because he was watching one boat only, he is not sufficiently confident of the facts to penalize (see Section 3.2, Guidelines for Umpire Decisions).

Incident when no boat breaks a rule. When an incident might lead to a protest, and an umpire believes no rule has been broken, he should say *“No incident”* or a similar phrase such as *“No issue”* or *“Clean”*. For instance, when a boat on port tacks very close ahead or to leeward of a starboard boat, the umpire may say *“Luffing ... Tacking ... Done, Holding. No incident”*.

“No incident” is a proposed decision, so the other umpire responds with *“Agree no incident”* or *“Disagree. Had to avoid. Penalty you”*. In this second case, it would be better to say *“Had to avoid. Penalty you”* before the other umpire says *“Done”*.

7.8 Which Umpire Proposes the Decision

If it is obvious a boat has broken a rule, the umpires should expect that boat to take a One-Turn Penalty. An umpires' decision is usually only required when the sailors have reasonable doubt.

Such decisions often relate to windward-leeward incidents when a right-of-way leeward boat changes course, and the windward boat fails to keep clear. The choice is either to penalize the leeward boat under rule 16.1 (or rule 15 if it still applies), or to penalize the windward boat under rule 11. See incidents in Sections 8.1 and 8.2.

The decision depends on whether the windward boat acted promptly and did all she could to keep clear in a seamanlike way, or if she reacted late. The umpire calling the leeward boat says *“Overlap”* (if rule 15 applies), then *“Holding”* or *“Changing”*. The umpire calling the windward boat says whether his boat is *“Keeping clear”* or not, and whether she reacts promptly and adequately to *“Overlap”* and *“Changing”*.

If the umpire calling the windward boat says that his boat *“Reacted promptly”* and is *“Doing all I can”* to keep clear, and then fails to keep clear, the leeward boat will be penalized. If the umpire says that the windward boat *“Reacted late”*, or *“Can do more”* to keep clear, and then fails to keep clear, the windward boat will be penalized.

The umpire calling the keep-clear boat therefore usually proposes the decision. He hears the right-of-way boat's umpire saying *“Holding”* or *“Changing”*, and observes the actions of his keep-clear boat, saying *“Reacted immediately / doing all I can”* or *“Reacted late / can do more”*. It is these facts that determine the decision. An umpire should not disagree over a fact relating to a boat he is not watching.

Similarly at a mark, most mark-room decisions depend on whether a keep-clear boat with mark-room is “*In mark-room*” or “*Wide*”. The umpire calling that boat therefore usually proposes the decision based on this fact.

7.9 Signalling the Decision

After making their decision, the umpires listen and watch for a protest, and then give the boats time to respond. They should be ready to display the flag, especially if it will be red, and make the sound signal. If possible, the co-driver should have the red flag in his hand ready to use throughout the race and the green-and-white flag close-to-hand. Many umpires prefer to hold both.

If no boat promptly either starts to take a One-Turn Penalty or indicates that she will, one umpire proposes “*Penalize X*” or “*Green flag*”. The other umpire says “*Agree*”, and the decision is immediately signalled by the co-driver.

Signalling immediately after this agreement is important. If umpires have decided to penalize with a Two-Turns Penalty but, before they signal this, a boat starts to take a One-Turn Penalty, the umpires have to decide whether to amend their decision, or to enforce it despite the fact that a boat is now taking a penalty. Neither option is good.

7.10 Decision-Oriented Conversation advanced

A good conversation will focus on the facts that enable the decision to be made (e.g. “*reacted immediately*”), rather than facts that do not (e.g. “*port give*”). To do this, an umpire needs awareness of which facts are necessary for any decision.

In practice there are only four types of Part 2 incident, listed below. Type 1 always applies; Type 2, 3 or 4 will also apply in some incidents.

Type 1: Right of Way / Keep Clear incidents, rules 10-13, 15, 16, 21

Type 2: Proper Course incidents, rule 17 (and occasionally rule 23.2)

Type 3: Passing Marks and Obstructions, rules 18, 19, 43.1(b)

Type 4: Room to Tack, rule 20.

The table below shows the words (facts) needed to decide each type of incident.

Decision Type	Type 1 rule 10-13, 15, 16, 21		Type 2 rule 17, 23.2	Type 3 rule 18, 19, 43	Type 4 rule 20
Set-up Words Say once only	Starboard right / Port give Leeward right / Windward give Ahead right / Astern give				
New Fact Words Say once only	Overlap / Clear Tacking; Done (Gybe)		No luffing rights (or 17 on)	Zone Obstruction	20 on Hail
Action Words Say promptly after set-up words. Repeat through incident	<u>Right-of-way boat</u> • Holding • Changing Avoid “ <i>giving room</i> ”. This is a conclusion from keep-clear’s words	<u>Keep clear boat</u> • Keeping clear (or not) • Reacted immediately / doing all I can • Reacted late / can do more / on me	<u>Leeward boat</u> • Above • Proper • Not proper (23.2) Type 1 conversation continues	<u>Boat with room or mark-room</u> • In room (corridor) • Wide If “ <i>wide</i> ”, revert to Type 1 conversation	<u>Hailed boat</u> • Tacking • You tack • Late <u>Hailing boat</u> • Tacking • Late

Set-up Words, said once only, relate to Type 1, and should always be followed by an **Action Word** (e.g. “*Starboard right, holding*”; “*Port give, keeping clear*”).

New Fact Words, said once only, indicate either a change to the Type 1 relationship “*Done*”, or that a Type 2, 3 or 4 relationship now also applies “*Zone*”. A word (e.g. “*mark-room given*”) may be said when a Type 2 – 4 relationship ceases to apply.

Action Words are repeated through the incident as follows:

- a. **During a Type 2 incident**, the Type 1 conversation continues.
- b. **During a Type 3 incident**, if the boat entitled to (mark-)room is in that room, “*in corridor*” or “*in (mark-)room*” is all that needs to be said. If she breaks a Type 1 rule, she is exonerated (rule 43.1(b)), and the other boat breaks rule 18 or 19.

However if she leaves her entitled room, “*Wide*” should be said to indicate that rule 43.1(b) no longer applies and the incident has reverted to Type 1.
- c. **During a Type 4 incident**, if the hailed boat responds “*You tack*”, Type 1 ceases to apply until the hailing boat has tacked.

7.11 Simultaneous Incidents

On occasion, a RIB needs to watch two incidents at the same time. Often one is a continuing same-tack incident, and the other is a momentary opposite-tacks cross. In these circumstances, one umpire watches each incident. Usually the driver watches the continuing incident, or the one that is more in the driver’s line of sight, and the co-driver watches the momentary incident, or the one that is more to the side or astern.

To help record and recall facts, each umpire says aloud the actions of both boats in his incident “*X, starboard right, holding. Y, port give, keeping clear*”. If there is only time to say the actions of one boat, it should be the keep clear boat.

7.12 Standard Words and Phrases introductory seminar

Appropriate words to use when calling incidents are listed below. Those that are used frequently and should be part of every umpire’s vocabulary are in bold. Some of the other words are used much less frequently. Many umpires try to avoid phrases starting with “*not*” as if that first word is not heard, the phrase’s meaning is reversed.

<u>Rights & Reasons</u>	<u>Actions</u>	<u>Protests & Decisions</u>
Give; Right	Holding; Changing (down)	Contact
Port; Starboard	(Not) Keeping clear	Protest hail; Flag
Windward; Leeward	Reacted immediately / late	Penalty (on) X
Overlapped; Clear	Doing all I can / can do more	No incident (no issue; clean)
Friendly	Luffing; Tacking; Done	Incident closed (no protest)
	Dipping (or Ducking); Crossing	Do you agree?
Obligations & Opportunities	(Not) (Above) Proper course	I agree / disagree / didn't see
(No) Luffing rights; 17 off / on	Tacked in zone; Fetching	Penalize
Zone	In corridor (mark-room) / Wide	Green / Red / Black flag
I have / must give (mark-)room	Pumping; Rocking; Sculling	Started on port / starboard
It's on me	Hail (for room to tack)	
Obstruction	Tacking / you tack / late (rule 20)	
20 on	18 off; mark-room given	
Different leg; Interfering	Close-hauled; Approaching start	

Clarifications: **introductory**

- a. **“Changing down”** should be said when rule 16.2 might apply.
- b. **“Incident closed”** means that the time for a valid protest has expired.
- c. **“No incident”** means no rule is broken, but the umpire thinks a boat may protest.
- d. **“Dipping”** (or **“ducking”**) on a beat means a port tack boat is sailing to keep clear by passing astern of a starboard tack boat, alerting to a possible application of rule 16.2. **“Crossing”** means the port tack boat is trying to pass ahead.
- e. **“18 off”** means mark room has been given, or the boat entitled to mark-room leaves the zone or tacks (rule 18.2(d)).
- f. **“It’s on me”** means that a windward boat has not reacted promptly to a leeward boat establishing right of way or changing course. If she then fails to keep clear (and the leeward boat hasn’t changed course again), she breaks rule 11
- g. **“Friendly”** means that an incident is between team-mates.
- h. In conversation, flags are described as **“red”**, **“green”** and **“black”** even though green and black flags include white.

7.13 Radio Communication and Arm Signals

Radio communication may interrupt umpire conversation, and may not be heard clearly, so should only be used when clearly helpful to the other RIB. It should provide concise and specific information. Formal radio etiquette is inappropriate, and a response should not be needed. Radios transmit to a wide audience and should not be used for private conversations. Information transmitted by radio may include:

- a. a fact when an umpire has previous knowledge (especially rule 17) or a better angle of view: e.g. *“A and X 17 on”*; *“X clear at zone”*; *“contact A and X”*. *“Negative 17”* is used by many as a clearer radio alternative to *“17 off”*;
- b. *“protest outstanding from X”* to advise of an unanswered protest;
- c. *“I can make the call between A and X”* when an umpire believes that he has the necessary facts, whereas the responsible umpire may not.

Minimising umpire radio communication may permit umpires to be on the same channel as race management. This is helpful as it raises umpires’ general awareness, and makes it easier to give input on decisions such as abandonment.

Arm signals are clearer and less intrusive, so have advantages in situations when they can be expected to be seen. When two RIBs are watching the same incident, for instance at a mark or the finish, the co-driver should watch for hand signals from the other RIB (section 4.5). The arm signals are:

- a. hand tapping top of head: *“Contact”*, boat-on-boat or boat-on-mark;
- b. arm vertical: *“We saw the incident and will make the call”*;
- c. jabbing point at the other RIB: *“Please make the call”*, used either as a response to (b), or to advise the other RIB that you don’t have the facts to make the call.

The arm vertical signal is especially useful when both RIBs are in a position to make a decision. If an umpire is confident his RIB has the correct decision, he raises his arm vertically. The other RIB can then concentrate on other incidents, and any risk of conflicting signals is removed.

An umpire in the other RIB can confirm with a jabbing point response. If this RIB is FRONT, he can confirm by driving away to stay level with the front of the fleet.

8 Team Race Umpiring in 10 Calls

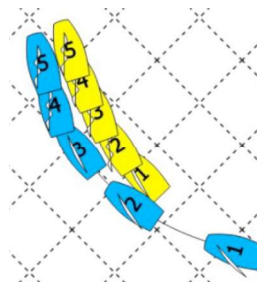
Ten situations cover the majority of team racing decisions. Familiarity with these, and the specific facts that determine what the decision should be, will help umpires develop the dialogue and angle of view to make consistent and reliable decisions round the course. The analysis highlights which umpire should state the fact on which the decision depends.

8.1 Establishing an Overlap - rules 11, 15

A common incident pre-start and on off-wind legs: Blue becomes overlapped to leeward from astern. Does Blue initially give Yellow room to keep clear?

As soon as Blue says “Leeward right”, Yellow must promptly do what she can to keep clear. Yellow’s umpire may say “Reacted late; I can do more; it’s on me”, in which case, if Yellow fails to keep clear, she breaks rule 11.

Alternatively, Yellow’s umpire may say “Reacted promptly; doing all I can”, in which case, if Yellow fails to keep clear, Blue breaks rule 15. Note that on a windward leg, it is likely that Blue will only become right-of-way because of Yellow’s slowing actions, so rule 15 will not apply.



8.2 Windward / Leeward Incidents - rules 11, 16.1

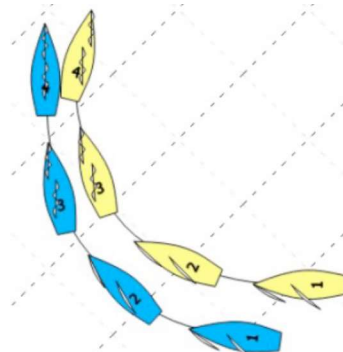
The incident that most often leads to a protest: a leeward boat Blue changes course and there is contact. Does Blue give the windward boat Yellow room to keep clear?

If Blue’s umpire says “Changing”, and Yellow’s umpire responds “Keeping clear”, no rule is broken.

When the boats become close, Yellow’s umpire should respond either “Reacted immediately / Doing all I can” or “Reacted late / I can do more”.

If Yellow fails to keep clear, a rule is broken. If Yellow is “Doing all I can”, Blue breaks rule 16.1. However if Yellow “Reacted late” or “Can do more”, Yellow breaks rule 11.

Each time Blue changes course, it is a new application of rule 16.1. If Blue changes course, and the gap closes because Yellow reacts late, but Yellow is still keeping clear, no rule is broken. If Blue changes course again, and this time Yellow reacts promptly but fails to keep clear, Blue breaks rule 16.1.



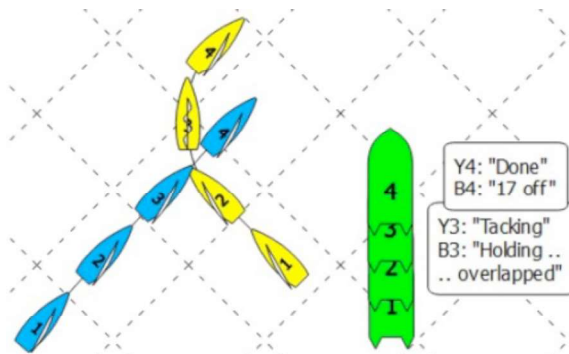
8.3 Windward Legs: Tacking to Cover - rules 13, 16.1, 17

When Yellow crosses and then tacks ahead and to windward of Blue, umpires have to decide whether rule 17 applies.

Yellow’s umpire says “Done”. Blue’s umpire responds with either “Clear” (astern) or “Overlapped; 17 off”.

Overlaps established when approaching or rounding marks often determine the application of rule 17 on the next leg.

However (see diagram overleaf) if Blue passes close astern of Yellow, and Yellow then tacks, the umpires already know rule 17 will not apply, and should instead focus



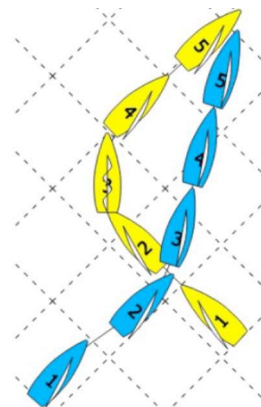
on applying rules 13 and 11 to Yellow, and 16.1 to Blue.

Blue passes astern of Yellow “Dipping”. While Yellow luffs to tack “Luffing”, Blue may luff and close the gap “Keeping clear”.

Yellow gives up right-of-way when she passes head-to-wind “Tacking”. At this moment, Blue becomes subject to rule 16.1 and Blue’s umpire needs to say either “Holding” or “Changing”.

If there is contact caused by Blue “Changing”, Blue breaks rule 16.1. However if Blue is “Holding” (as in the diagram), Yellow breaks rule 13 (or rule 11) if she fails to keep clear.

If Yellow tacks, umpires should watch rigs for contact from position 4. If Blue heels to windward without changing course, she is still “Holding” so rule 16.1 does not apply.



8.4 Windward Legs: Tacking Ahead or to Leeward - rules 10, 11, 13, 15

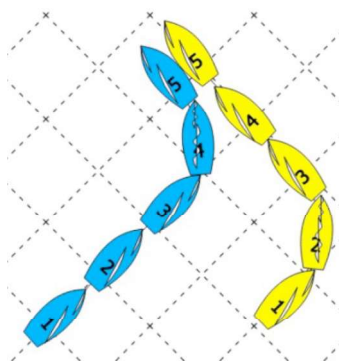
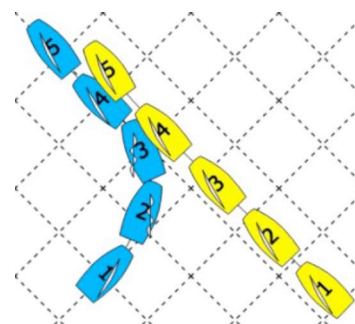
When Blue on port tacks ahead or to leeward of Yellow on starboard, and Yellow luffs to avoid contact, the umpires need to be in a position to see whether Yellow needs to luff “Luffed to avoid” before Blue’s umpire says “Done”.

If astern of Yellow, it is hard to judge how close the boats’ hulls are when Yellow luffs. Better is to drive head-to-wind between the two boats’ courses (Section 4.2, position 3).

Care needs to be taken over the timing of “Done”. In light wind, roll-tacking dinghies may be brought upright with their sails filling before reaching a close-hauled course. A non-tacking boat’s course is usually a better indicator of close-hauled than the tacking boat’s course.

If both boats are on port tack, and Yellow tacks “Luffing; Tacking; Done”, Yellow initially has to give Blue room to keep clear (rule 15). Blue must tack or bear away. If Blue promptly takes the better option “Reacted immediately”, and there is contact, Yellow breaks rule 15. Yellow may comply with rule 15 by luffing to avoid contact (Call D3).

If Blue takes the less good option “Not doing all I can”, or delays taking action “Reacted late”, and there is contact, Blue breaks rule 10 or 13.



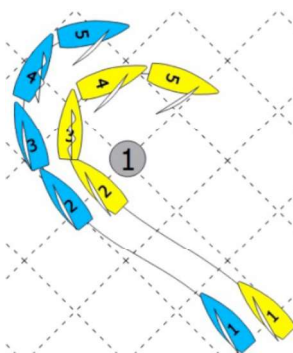
8.5 Mark 1: Approach on Starboard - rules 11, 12, 16.1, 18.2(b), 43.1(b)

1. When the boat with mark-room is to windward

If Yellow fails to keep clear, she breaks rule 11. If she is “Wide”, she must take a penalty, but if she is “In corridor” rule 43.1(b) exonerates her, and Blue breaks rule 18.2(b).

“Wide” or “In corridor” therefore determines any decision.

Mark-room here includes room to tack, so if Yellow tacks at the mark, she remains “in corridor”. If Yellow is given room to tack at the mark, but does not tack, Blue has met her obligation “mark-room given” and may now luff (Calls E2 Q1 and E12).

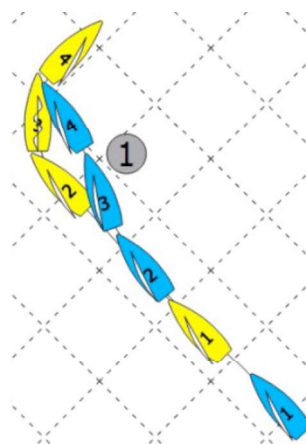


2. When the boat with mark-room is clear ahead

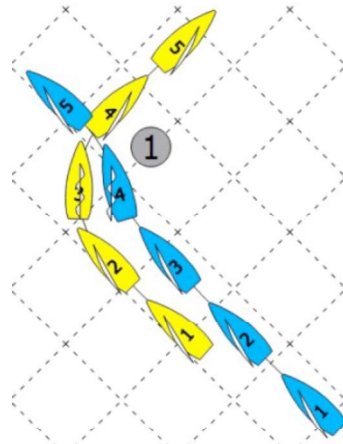
Initially Blue has to give mark-room and keep clear. While doing so, she may luff to try to prevent Yellow from tacking.

When Yellow passes head-to-wind “Tacking”, rule 18 ceases to apply. Blue now has right of way and rule 16.1 applies to her.

Blue’s umpire should at that moment say “Holding” or “Changing”. If there is contact and Blue is “changing”, Blue breaks rule 16.1, but if Blue is “holding”, Yellow breaks rule 13.

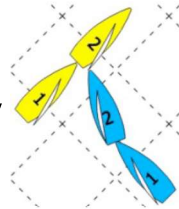
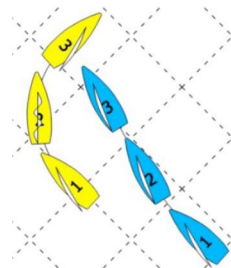


Penalty Yellow (rule 13)



Green-and-white flag
Penalty Blue (16.1) if contact

When Yellow passes head-to-wind, rule 18 ceases to apply, so the dialogue thereafter is the same if the incident happens anywhere on a windward leg. Yellow is clear ahead on starboard and luffs to tack “Luffing”. Blue also luffs and is “Keeping Clear”. When Yellow passes head-to-wind after Position 2 “Tacking”, Blue is “Holding” so rule 16.1 does not apply. At position 3 Blue’s umpire says “Changed to avoid you. Penalty Yellow”.



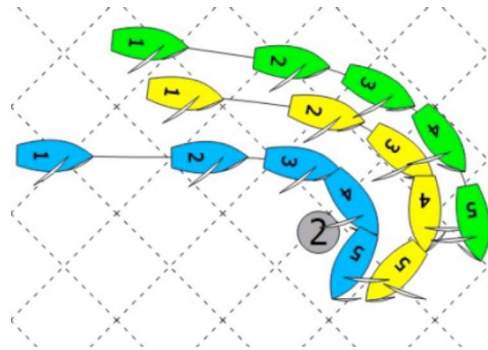
Whereas if a port tack boat is keeping clear by crossing ahead “Crossing, keeping clear”, and just before the cross the right-of-way starboard boat luffs onto a collision course “Changing”, then bears away before there is contact and protests, the umpires should decide “No incident, green flag”.

8.6 Marks 2 & 3: Boat with Mark-Room Passing Mark or Rounding Wide – rule 16.1

Rules 18.2(b) and (c) cease to apply when mark-room has been given. When Yellow, a boat with mark-room, is still passing a mark, she is entitled to mark-room, but this only includes room to sail to the mark if her proper course is still close to it (Call H2).

If Yellow has right-of-way and her proper course is no longer close to the mark, rule 16.1 requires her to give Blue room to keep clear when she changes course towards the mark “Changing”.

Room includes space for Blue to comply with the rules, in this case rule 31. Blue must respond promptly “Doing all I can”. If Blue is unable to keep clear without touching Yellow or the mark, Yellow breaks rule 16.1.

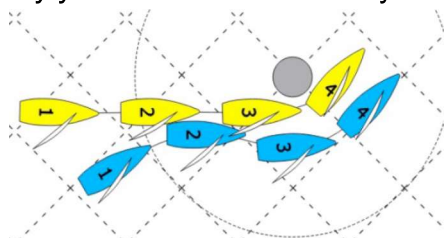


8.7 Marks 3 and 4: Right-of-way Boat Giving Mark-Room - rule 43.1(b)

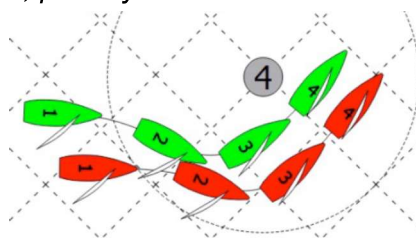
In situations where the right of way boat is required to give mark-room, if the boat entitled to mark-room fails to keep clear, she breaks a rule of Section A. However, if she is sailing in the mark-room to which she is entitled, she is exonerated under rule

43.1(b) and the right-of-way boat breaks rule 18.2(b). The umpires' decision therefore depends on whether the inside umpire is saying "*In mark-room (corridor)*" or "*Wide*".

In the incidents below, the outside boat's umpire says "*Leeward right; zone; I must give you mark-room*". In incident 1, the inside boat's umpire says "*In corridor; contact; penalty you*". In incident 2 he says "*Wide; contact; penalty me*".



Incident 1: "*In corridor*"



Incident 2: "*Wide*"

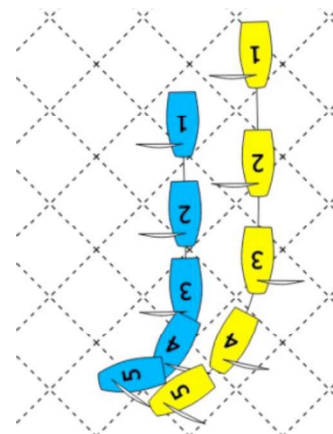
Approaching Mark 4, an inside windward boat is "*Wide*" when she is sailing below a course to the mark. Approaching Mark 3 on the Box course (rounded to starboard), an inside port tack boat is "*Wide*" when she is sailing above the course to the mark.

8.8 Gybing and Luffing on a Run - rule 16.1

On a run, when Yellow on port to windward of Blue gybes onto starboard and then changes course towards Blue "*Starboard right changing*", she must give Blue room to keep clear.

Blue is required to gybe promptly "*Reacted immediately*". If at the end of the gybe, Blue's boom makes contact with Yellow, the umpires have to decide if it would have been possible and seamanlike for Blue to avoid this contact by sheeting in during the gybe.

If it would have been possible and seamanlike, Blue breaks rule 11. If not, Yellow breaks rule 16.1. See Call G5.

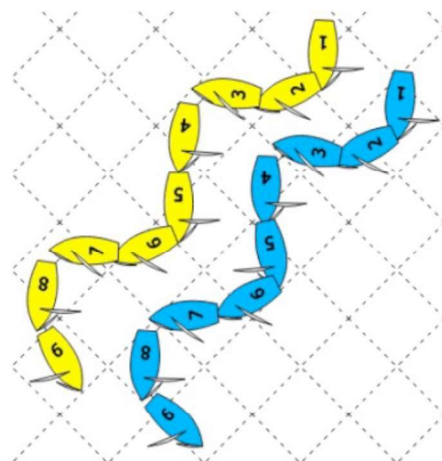


8.9 Breaking Overlaps on Downwind Legs - rule 17

When rule 17 does not apply "*17 off*", a windward boat Yellow may try to curtail a luff by the leeward boat Blue by luffing higher to become clear ahead.

The umpires are unlikely to be perfectly aligned to observe if the overlap is broken. In such cases, they should decide that Blue remains entitled to sail above her proper course until they are confident that the overlap is broken (Section 3.2).

On a run, if Yellow becomes clear ahead by luffing at position 3 "*Clear*", and then bears away to re-create the overlap "*17 on*", Blue can regain her right to sail above a proper course by gybing twice.

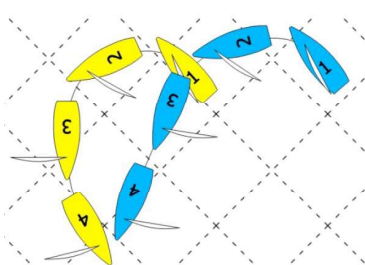


8.10 Gybing Out on the Final Beat - rules 10, 11, 16.1, 17

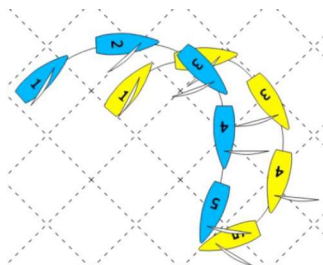
On the final beat, a windward boat Blue may prevent a leeward boat Yellow from tacking towards the finish. To escape, Yellow may bear away to gybe. Blue becomes clear astern and bears away further to try to prevent Yellow gybing.

If the boats are on starboard, Yellow will gybe onto port “*Port Give*”, and must then keep clear. Blue must hold her course “*Holding*” to avoid risk of breaking rule 16.1.

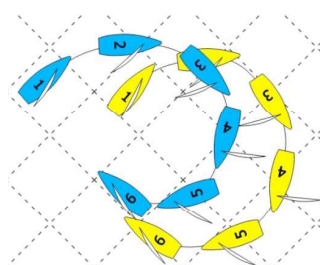
If the boats are on port, Yellow remains right-of-way when she gybes “*Right, changing*”. She has to give Blue room to keep clear, which Blue may only be able to do by promptly gybing and luffing inside Yellow “*Reacted immediately, doing all I can*”. If Blue does this and still fails to keep clear, Yellow breaks rule 16.1.



Yellow breaks rule 10



Blue breaks rule 11



Yellow breaks rule 16.1

Umpires should check whether Blue overlaps Yellow to leeward before Yellow gybes (see position 3, boats on port). If she does, rule 17 applies. So if Blue is clearly above the lay-line to the finish, her proper course is to bear away and gybe. If she fails to do this, or promptly become astern again, she breaks rule 17. See Call E11.

8.11 Four Other Rule Applications – rules 18.2(a), 20, 19, 16.2

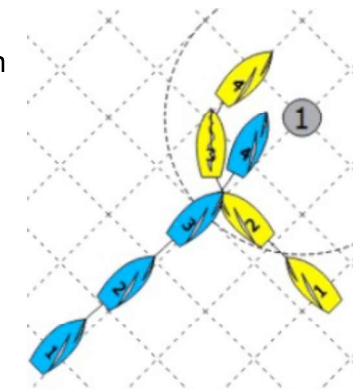
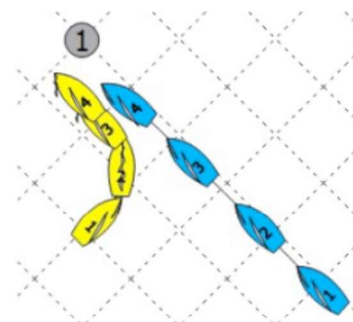
1. Mark 1, Tacking in the Zone - rules 18.2(a), (f)

When port tack Yellow, approaching a starboard-hand Mark 1 below the lay-line, passes head-to-wind inside the zone “*Zone ... Tacked inside zone*”, rule 18.2(b) does not apply between her and Blue.

Rule 18.2(a) therefore requires Yellow to give mark-room to any starboard tack boat Blue that thereafter becomes overlapped inside her “*Overlap; I must give mark-room*” providing she can do so from the time the overlap is established (rule 18.2(f)).

When starboard tack Yellow tacks inside the zone at Mark 1 “*Zone Tacked inside zone*”, she must give mark-room to any port tack boat Blue which thereafter becomes overlapped inside her “*Overlap; I must give mark-room*” (again, providing she is able to).

If Yellow tacks inside Blue “*Tacking*”, Blue must give her mark-room after she passes head-to-wind (rule 18.2(a)) even if that means Blue has to luff above close-hauled. Rule 43.1(b) exonerates Yellow if she breaks rule 13 while sailing in the mark-room to which she is entitled.



2. Hailing for Room to Tack When Sailing Close-Hauled - rule 20

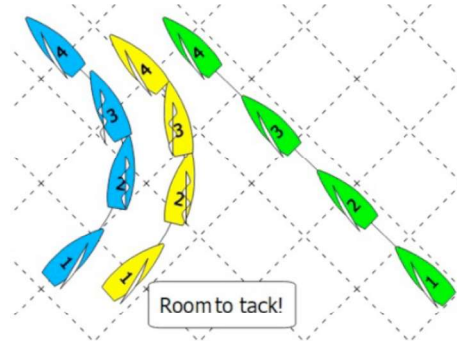
This rule applies when approaching a fixed obstruction, such as the shore or the Finish Boat, and on a windward leg when port tack boats are approaching a starboard tack boat. Umpires should agree when a hail under rule 20.1 may be made “*20 on*”, and then state whether the required actions follow as soon as possible.

When approaching the Finish Boat, the umpire of a windward boat should say, before any hail, if his boat is “*Fetching*” to indicate that any hail would break rule 20.1.

When two close-hauled port-tack boats are approaching a starboard tack boat, the umpires need to be alert to the possibility of a hail, and adopt a very concise dialogue.

Yellow’s umpire says “*Hail*”. Then Blue’s umpire says “*Tacking*”, “*You Tack*” or “*Late*” and Yellow’s umpire says “*Early*”, “*Tacking*” or “*Late*”.

“*Late*” indicates a delayed response that breaks a rule. The other words provide the necessary facts if both boats tack and then fail to keep clear of each other.



3. Room to Pass an Obstruction - rule 19

If leeward port-tack Yellow chooses to pass astern of starboard-tack Green, she must give windward boat Blue room between her and Green (rule 19.2(b)).

As at marks, rule 43.1(b) applies and Blue’s umpire should say “*In room*” or “*Wide*”. See Section 8.7.

When boats are on the same tack and the obstruction Green is a boat clear ahead that is moving slower, rule 19.2 applies between overlapped boats Blue and Yellow as they approach Green.

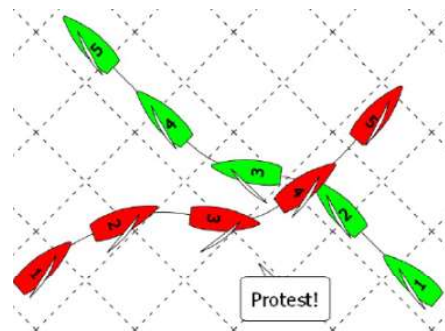
If Yellow is sailing to pass to leeward of Green, she must give Blue room. However as soon as Yellow overlaps Green at position 3 “*Leeward right*”, Green ceases to be an obstruction to Yellow, so rule 19.2 no longer applies between Yellow and Blue “*19 off*”. Blue now has to keep clear of Yellow and Green. See Call F2, Q&A3.

This incident also occurs when two boats approach the line to start, astern of a third.

4. Hunting Upwind - rule 16.2

Rule 16.2 only applies when boats are on a beat to windward, and the starboard boat bears away while the port boat is keeping clear by passing to leeward.

At position 2, Red is keeping clear of Green by sailing to pass to leeward “*Dipping*”. Green bears away “*Changing Down*”. If Red immediately has to change course to continue to keep clear, Green breaks rule 16.2. “*Had to change immediately, Penalty you*”.



9 Umpire-Initiated Penalties

If no boat protests, an umpire may still penalize a boat for a rule breach listed in rule D2.3. If the umpire does penalize, the normal penalty is two turns, but the rule also permits the umpire to vary the number of turns, or to display a black-and-white flag, or both. Sailing Instructions may add to or vary the authority of umpires and Protest Committees.

The guidance below is provided to help umpires apply rule D2.3 consistently worldwide. The penalty should be a Two-Turns Penalty unless the guidance states otherwise.

9.1 Breach of Rule 31, Touching a Mark - rule D2.3(a)

When a boat breaks rule 31 and is not exonerated under rule 43.1(a) or (b), if no boat protests or takes a penalty for the incident, an umpire should penalize the boat.

9.2 Breach of Rule 42 - rule D2.3(a)

When a boat breaks rule 42 and does not take a penalty, an umpire should penalize her. In team racing, firm enforcement of rule 42 by umpires is important because:

- a. it permits fair racing in very light winds, which often enables races and event schedules to be completed that otherwise would not be;
- b. it ensures places are not gained, and races are not won, through illegal actions;
- c. it indicates that the umpires will enforce the rules firmly and fairly.

The normal number of umpires per race means enforcement can be thorough. This requires umpires to focus on rule 42 at the same time as part 2 rules, in particular at the start of a day when the wind is light, or when the wind drops.

An individual umpire should be ready to penalize any single action that propels a boat and breaks rule 42.1, as such an action is unlikely to be repeated or seen by the other umpire. However it is usually possible for both umpires to watch the next tack or gybe of a boat that is “in the yellow-light zone”.

Some Rule 42 breaches are more likely at particular times in a race:

- a. before the start, a slow moving boat rolls or body pumps once and accelerates;
- b. before the start, a boat sculls below close-hauled, or in both directions;
- c. at the start, a boat rolls once and accelerates;
- d. in light wind on windward legs, a boat tacks and accelerates or tacks repeatedly;
- e. before the start or on a windward leg, a boat roll-tacks twice without reaching close-hauled between the two tacks. This breaks rule 42.2(b)(1) Rocking as the roll-tack exception in 42.3(b) only applies if the boat completes her tack;
- f. on a windward leg, a leeward boat rocks or pumps when trying to luff a windward boat towards head-to-wind;
- g. when sailing slowly after a mark trap, a boat sculls to bear away at a mark;
- h. while taking a penalty, a boat sculls;
- i. on a reach, a boat pumps or rolls once to establish or break an overlap;
- j. on downwind legs, a boat gybes and accelerates, or gybes repeatedly.

9.3 Contact between Team-mates or Boats in Different Races - rule D2.3(b)

When a boat breaks a rule of Part 2 and makes contact with a team-mate or a boat in another race and is not exonerated, if no boat protests or takes a penalty, an umpire should penalize the boat that broke a rule.

9.4 Failure to Take a Penalty after Indicating Intention - rule D2.3(e)

When a boat clearly indicates she will take a One-Turn Penalty, she is required to do so (rule D1.3(b)). If she delays, or fails to take a penalty complying with rule 44.2, an umpire should penalize her, whether or not there was a protest in the original incident.

9.5 Failure to Take or Complete a Penalty Signalled by an Umpire - rule D2.3(f)

When a boat is aware she has been penalized by an umpire, and does not promptly start to take the penalty, she breaks rule D2.5 and the umpire should signal a second penalty. This is signalled with another red flag and sound signal, and a hail of “*Four turns*” (Section 6.4). In the unlikely event that the boat still fails to start taking the penalty, a black-and-white flag should be displayed.

When a boat fails to complete a penalty signalled by an umpire, or delays its completion in breach of rule 44.2 (see Section 6.6), an umpire should signal another penalty. The signal should be made as soon as the umpires decide the boat is not completing the first penalty promptly.

Section 6.6 also discusses the flexibility that might be appropriate with a novice sailor who fails to complete a penalty, and is unfamiliar with the rules on taking penalties.

Is a Boat Well Clear? advanced seminar

A boat must be well clear before she starts her penalty turn. Umpires and sailors both benefit from boats starting a penalty as soon as possible, and **umpires should only decide that a boat is not well clear if she is clearly in the path of a nearby boat.**

The decision that a boat is well clear is made at the start of the penalty. It should not be influenced by whether other boats alter course towards her while she is taking the penalty. While taking her penalty, a penalized boat may pause turning to keep clear of other boats (rule 21.2) providing she then promptly resumes turning (Section 6.5).

9.6 When to Display a Black-and-White Flag

Sections 9.7 and 9.8 relate to rule breaches following which it may be appropriate to display a black-and-white flag in addition to, or instead of, penalizing with a red flag.

A black-and-white flag means “The incident may be reported to the Protest Committee and there may be a hearing after the race”. All boats continue to race. The penalty that may be applied at the hearing depends on the rule breach.

- 1. The boat’s score may be increased** if a boat broke a rule and, despite any penalty taken, **her team gained an advantage** (rule D3.1(e)(2)).

This enables the protest committee to reverse the result of a race, which may be appropriate when the advantage means the team wins a race it would otherwise have lost. See Section 9.7.

- 2. Half or more race-wins may be deducted** from the team’s score if a boat **broke rule 1, 2, 14, or a rule when not racing** (rule D3.1(e)(3)).

This lowers the team’s ranking without affecting the result of a race or the score of any other team. See Section 9.8.

An umpire should only display a black-and-white flag when he believes applying one of these two scoring options may be appropriate. However the incident is not the time for detailed consideration – a quick judgement must be made. **If the flag is not flown, there cannot be a hearing. If it is flown, the option of taking no action remains.**

Section 10.4 describes the process to be followed after displaying the flag.

9.7 Gaining Advantage Despite Taking a Penalty - rule D2.3(c)

A boat breaks a rule and she (or another boat on her team) takes a penalty. If despite the penalty, the team gains an advantage, an umpire should signal an additional Two-Turns Penalty, or more turns if necessary, on the boat that broke a rule.

The judgement on whether advantage has been gained is made at the conclusion of the penalty. However the umpires should be alert to the possibility at the time of the incident, noticing for instance if the other boat in the incident is slowed significantly, forced to make a turn, or overtaken by a team-mate of the boat taking a penalty.

The umpires should consider two types of advantage, Individual and Team.

Individual: a boat breaks a rule, takes a penalty, and is not behind the other boat in the incident when she completes her penalty. The extra penalty should place the boat that broke a rule behind the other boat. **advanced: change in gaps**

Team: as a result of the breach, one or more other boats on the team gain places, or substantially reduce the distance they are behind. The extra penalty should offset the advantage gained by the team-mates.

On occasion the advantage gained cannot be offset by further penalizing the boat that broke a rule. For example the other boat is disabled and cannot continue in the race, or a team gains an advantage that switches which team is likely to win the race.

In such a case, a black-and-white flag should also be displayed. A hearing will allow the protest committee to add points to the score of the boat that broke a rule to reflect the race position before the breach or to reverse the race result (rule D3.1(e)(2)).

An example is in 3v3 when a boat breaks a rule, and as a result her team-mates gain a race-winning 1,2. Additional penalty turns will not affect the winning 1,2, and a 1,2 combination is likely to be maintained for the rest of the race. See Call M3.

Whereas in 4v4, 1,2 is not a winning combination but 7,8 is a losing one. It is often better, especially with an incident early in the race, to further penalize the boat so she is last by some distance. This gives the advantage back to the other team's 4 boats, and allows the result of the race to be decided on the water over the full race length. **calling out combinations prior to mark roundings is critical. recording before incident is hard to do** When a black-and-white flag is flown, the umpire should record the positions of all boats before and after the incident. These facts will be required by the protest committee when making its decision on whether to add points, and if so how many, to the boat's score. **The race should not be re-sailed.**

9.8 Breach of Sportsmanship - rule D2.3(g)

Any breach of sportsmanship breaks rule 2 (Fair Sailing) and should be penalized with a red flag at the time. The most common breaches are dissent or verbal abuse towards sailors, umpires or other race officials, and sailing a boat in a reckless way.

If a breach of sportsmanship is extreme, a black-and-white flag may also be flown. Two turns is appropriate as the race penalty; the black-and-white flag allows the protest committee to consider further penalizing the team (rule D3.1(e)(3)).

If a breach occurs after the boat has finished and is not extreme, a penalty can only be imposed with a black-and-white flag and a hearing. An umpire might choose to report the incident to the Chief Umpire who might instead issue a warning to prevent recurrence, rather than wait for a later hearing.

World Sailing's Misconduct Guidance document is the most complete document on what actions are breaches of sportsmanship, and how umpires should act if there is abuse or dissent. **advanced seminar**

- a. Rule 2 refers to "recognised principles of sportsmanship and fair play". Section 54 of the document lists actions that break rule 2 under four headings: lack of respect for the rules; for other competitors; for race officials; and for property.
- b. Section 49 covers dealing with dissent. It defines unacceptable dissent as dispute of a race official's action that implies incompetence, prejudice or insult, and is offensive. It states that expressing a difference or disagreement is acceptable, expressing opposition is marginal, and abuse is unacceptable.
Section 49 also warns that failure to confront unacceptable behaviour may lead competitors to think it acceptable and repeat it in future.
- c. Sections 52 and 59 address umpiring, and give further guidance on when not to penalize, when to penalize with a red flag under rule D2.3(g), and when to consider a rule 2 or rule 69 hearing, initiated with a black-and-white flag.

Sailing a boat in a reckless manner that is likely to cause serious damage or injury breaks Rule 2 (lack of respect for property) and should be penalized. When the breach is extreme, the umpire should also display a black-and-white flag

9.9 Breach of Rule 14, Avoiding Contact, when Damage or Injury - rule D2.3(d)

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

is this better? Checking for damage, and calling a hearing if there is, does not require a flag at the time of the incident. Rule D1.2(d)(2) allows the Race or Protest Committee to protest a boat under rule 14 if it receives a report from any source alleging damage or injury.

So although rule D2.3(d) allows an umpire to display a red flag or a black-and-white flag at the time of a rule 14 breach when there is damage or injury, it is usually better to limit decisions at the time to reckless sailing (Section 9.8), knowing that the Race or Protest Committee may protest the rule 14 breach later. That hearing can take into account the seriousness of the damage which may not be known until after the race.

The Sailing Instructions may prescribe specific additional actions the Organising Authority wishes the umpires to take when there is damage.

9.10 Breach of Rule 28, Sailing the Course **No B&W flag. Protest this breach**

A breach of rule 28 is not subject to an umpire-initiated penalty. However scoring the boat correctly either requires a specific Sailing Instruction (Section 12.1), or for the protest committee (normally the race umpires) to protest. See Section 13.3.

An umpire who sees a boat sail an incorrect course should make a note at the time, and then at the finish either inform the Race Committee (if the Sailing Instruction is in place), or protest the boat promptly after she finishes. No flag is displayed.

However if the umpire believes the omission of a mark is a deliberate breach that breaks rule 2, he should also act as in Section 9.8 at the time of the breach.

umpires cannot protest unless they are members of a protest committee

10 Additional Umpire Responsibilities On-the-Water

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

10.1 Role of the Race Chump advanced seminar ???

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

All communication between umpires and the Race Committee should be through the Race Chump. He should introduce himself to the Start and Finish Boat teams. The race officer on the Start Boat should be able to contact the Race Chump by radio for advice, such as whether to abandon a race due to lack of wind.

The race officer should not wait for the umpires to return to the starting area before making the next warning signal. However, the Race Chump should ask the race officer to delay the next start when the umpires need extra time at the finish of their previous race to handle a black-and-white flag or some other essential issue.

The Race Chump has the following additional responsibilities:

- a. Ensure the umpire team returns to the starting area in time for their next race.
- b. Ensure an umpire checks the boats after contact that may have caused damage.
- c. Confirm the Finish Boat has been informed of the finishing order if a boat crossed the finish line more than once (Section 10.2).
- d. Advise the Finish Boat if a boat sailed an incorrect course and, if necessary, protest the boat and promptly hold a brief hearing to establish the course sailed so that she can be scored correctly (Sections 10.2 and 13.3).
- e. Advise the Finish Boat if any race may be subject to protest.
- f. Review any red flags flown by competitors and decide whether to inform or request the advice of the Chief Umpire (Section 10.6).
- g. Review any black-and-white flags flown by umpires, and decide whether to proceed with a hearing or inform the Chief Umpire (Section 10.5).
- h. Ensure an umpire who flew a black-and-white flag, or acknowledged a redress or breakdown red flag, has recorded the positions of the boats at the time.
- i. Inform and make a recommendation to the Chief Umpire if a RIB or other official boat has seriously interfered with a boat (rule D2.6(c)).
- j. Be alert to possible breaches of boat-handling rules when boats are supplied.
- k. Provide the Chief Umpire with any feed-back for the Race Officer.

10.2 Scoring Issues and Penalty Turns at the Finish

Before umpires leave the finishing area, they should check the Finish Boat does not have any questions for the umpires, and advise the Finish Boat of any scoring issues or concerns they have. The later any error is discovered, the harder it is to correct. The result of the race may determine who sails next.

An umpire should advise the Finish Boat if there may be a hearing that may affect the outcome of the race, for instance if a black-and-white flag has been displayed, a boat has sailed the wrong course, or a boat has protested or sought redress.

For boats that have broken rule 28 (Sailing the Course), if the Sailing Instructions do NOT state that the Race Committee adds 6 points for the breach (Section 12.1), the umpires need to protest the boat promptly at the finish, and conduct a brief hearing.

If an umpire has acknowledged a breakdown flag, the Finish Boat should be informed unless some other procedure has been agreed. Decisions and scoring OCS boats is the responsibility of the Start and Finish Boats and should not need umpire input.

Penalty Turns at the Finish

If a boat is penalized or takes a One-Turn Penalty after crossing the finishing line, she must complete the penalty and sail to the course side of the finish line before finishing (rule 44.2). If a boat crosses the line twice, or fails to take a penalty and then finish correctly, the umpire calling the incident (and not the Finish Boat) knows how the boat should be scored. This umpire should instruct the Finish Boat as follows:

- a. **If a boat completes a penalty turn and then re-crosses the line to finish**, she finishes the second time she crosses the line (Definition).
- b. **If a boat completes a penalty turn and then fails to re-cross the line**, she does not finish (Definition) and is scored **DNF**. **Not correct. She is scored = to # of boats**
This also applies if a boat re-crosses the line while still taking the penalty. See Call K1, Q&A 4.
- c. **If a boat is penalized by an umpire and does not take the penalty**, she is scored RTD and other boats' scores are adjusted accordingly (rule D3.1(c,d)).
- d. **DNF** and **RTD** score points equal to the number of boats entitled to race (rule D3.1(a)). **RET is retired**
- e. **If, after finishing, a boat makes a turn or re-crosses the finish line unrelated to taking a penalty**, she finished when she first crossed the line.

10.3 When All Boats on One Team have Finished

When all boats on one team have finished, the boats on the other team that are still racing are at that time scored as if they finished (rule D3.2). The umpires should check the Finish Boat is aware and, if appropriate, inform boats still racing that they have been scored and should return ashore, or to the start for their next race. This may help keep racing on schedule if a boat is last by a long way due to a capsize.

10.4 Sailor Conversations at the Finish

Immediately after finishing, a sailor might want to talk with an umpire to confirm her understanding of the rules, or to query a decision. This conversation should happen while the umpire still remembers the incident and must be short, as the umpire needs to return to the starting area. A good process for the conversation is:

- a. The umpires agree on who will have the conversation, and pause to give that umpire time to recollect clearly the incident and reason for the call.
It can be surprisingly hard to remember at the finish an incident early in the race. Recollection is easier if the umpires agree, at the time of signalling any decision that may be queried, which of them will have the conversation.
- b. **The umpires position their RIB near the finish, but do not approach the boat; it is the sailor's choice whether to initiate a conversation.**
- c. If the boat approaches the RIB, the umpire who will talk sits on the side of the RIB to minimise "talking down". It helps if the umpire holds on to the boat.
- d. **The umpire invites the sailor to ask her question, and then replies, saying what**

the umpires saw as the facts, and giving the reason for the decision.

- e. The sailor may comment, but if she says that the facts were different, the umpire should restate that the umpires' decision was based on what they saw.
It sometimes helps, especially if a critical fact was a close judgement, to acknowledge the sailor's view (e.g. "*I understand your comment*"), and state that if that had been how you saw it, the decision would have been different.
- f. If the sailor persists, the umpire should offer to talk again when they are both ashore after the racing.
- g. If, during the conversation, the umpire realises he has made a mistake, he should immediately admit to the error and apologise.

If the competitor starts to argue or continues to dispute the facts, the umpire should state that they have to return to the start for the next race, offer to continue the conversation ashore (Section 15.4), and then promptly depart for the start line. It may be easier for the other umpire in the RIB to take the lead on this.

10.5 Black-and-White Flag Process

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

- a. The race umpires confer to decide whether or not to report the incident to the Chief Umpire. If the flag relates to gaining advantage (rule D2.3(c)), they agree their record of the positions of the boats at the time of the incident.
- b. The Race Chump informs the teams and the Race Committee of this decision. It is helpful if the teams involved are able to remain in the vicinity.
- c. The Chief Umpire decides whether there will be a hearing, or defers this decision until later. If he decides there will be a hearing on the water during the racing, he identifies the protest committee members.
- d. The Chief Umpire's decision (or deferment) is communicated to the teams.
- e. If a hearing is not held promptly, the umpire who flew the black-and-white flag makes a written record of the facts at the first opportunity. This will be useful for the decision on whether to proceed with a hearing, and as evidence at a hearing.

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

10.6 Red Flag Protests and Requests

A boat requesting redress for an incident in the racing area, or a score change for a breakdown, is required to display a red flag from the first reasonable opportunity after the incident or breakdown until the flag is acknowledged by the Race Committee or an umpire (rules D1.2(c) and D5.2). Also a boat may have protested another boat during the race for a rule not decided by umpires, or be flying a red flag at the finish.

A red flag is required for such a protest or request. It informs the Race Committee and umpires that the result may be "subject to protest". As this might affect the race schedule, the umpires should at the finish make immediate enquiries.

An umpire should approach a boat that has displayed a red flag, find out the reason for the flag and nature of any protest or request, and then take the appropriate action (see below). If the umpire believes that the boat is not entitled to make the protest or request, he should say so, but if the boat insists on continuing with it, the umpire should not prevent her to from doing so.

If there needs to be a hearing, the Chief Umpire should be informed so he can plan, and the Race Committee should be informed the race result is “subject to protest”.

If the competition is in the knock-out stage, and further racing will be held up until the matter is resolved, the umpire should immediately advise the Chief Umpire so that any hearing can take place promptly. In such a case the sailors should normally not go ashore, and a written protest or request should not be required (rule D1.2(e)).

If the Red Flag is because of a Breakdown

The boat should proceed as required in rule D5 and make a request to the Race Committee, which may be ashore after the race. If the boat is required to stay afloat, an umpire should ensure the Race Committee is aware of the request.

Any umpire who has acknowledged such a flag should advise the Race Committee whether the flag was flown as required, and give any input he has to their decision, such as the positions of the boats at the time of the breakdown and whether he believes the breakdown affected the result of the race.

Sailing Instructions may change the breakdown decision process defined in rule D5.

If the Red Flag is to Request Redress

The umpire should acknowledge the request and advise the Chief Umpire. He should advise whether he believes the flag was flown as required, the request is valid, and the race result might change. This will help the Chief Umpire decide how to proceed.

Both teams should be informed of the possibility of a hearing. If an umpire has relevant evidence, he should record it. If a hearing is held, both teams in the race should be made parties to the hearing and be equally represented.

If the Red Flag is to protest a boat under a rule that is not an “Umpired Rule”

The umpire should acknowledge the protest and advise the Chief Umpire, including whether he believes the protest is valid, and the race result might change.

Both teams should be informed of the possibility of a hearing. The Chief Umpire decides when and how to hear the protest based on its impact on the race schedule.

If the Red Flag is to protest a boat under an “Umpired Rule”

The umpire should inform the boat that Part 2 rules, and rules 31, 42 and D2.5 are decided on-the-water by umpires, and not by a protest committee.

If the boat persists, the umpire should acknowledge the protest and advise the Chief Umpire and the other team. It may be that a short hearing can be held immediately, especially if it is expected that the protest committee will decide the protest is invalid.

10.7 Making Notes

Remembering every incident at the end of a long day is near impossible. An umpire should take a notebook afloat and make brief notes or diagrams of incidents and decisions that may need to be referred to later, especially after seeing a boat sail an incorrect course, acknowledging a boat’s red flag, or displaying a black-and-white flag. Diagrams can be particularly helpful when recollecting an incident in a discussion with competitors ashore. Voice recorders can also be used.

10.8 Safety

RIBs act as Safety Boats when safety becomes a concern. At such times, safety responsibilities take priority over umpiring.

11 Improving through Experience

When analysing an incident after racing, an umpire should focus on: Which rules apply? What facts determine the decision? What are the critical actions to observe and describe? Which is the best angle of view for an accurate and confident decision?

An umpire should also review overall performance, such as level of control during races; umpire-initiated penalties; and procedures. As with all tasks, repetition with a small change is often the key to improvement.

11.1 Focus of Observation and Dialogue

Observing everything as it happens, at race speed and from a single angle of view, is impossible. An umpire should try to limit his observation and dialogue to just the facts needed to apply the rules to an incident. Four tips may help:

- Limit the umpire dialogue to just the structure and content in Section 7;
- Say the key word at the moment right-of-way switches. For example “*Tacking*” when a boat gives up right-of-way; “*Done*” when a boat acquires right-of-way;
- Describe a keep-clear boat’s actions in words that determine the decision; use “*Reacted immediately*” or “*Reacted late*”, “*Doing all I can*” or “*Could do more*”;
- At marks, always state whether the boat with mark-room is “*In corridor*” or “*Wide*” to determine whether rule 18 applies to the incident.

11.2 Pattern Recognition

A complex incident is hard to call correctly at the speed that it happens, especially if the umpire is seeing it for the first time. Briefly between races, and then later at the end of the day, an umpire should take the time to analyse any complex incidents or protests.

This will help the umpire recognise and become familiar with repeated elements of such incidents, understand the rules that apply, and know what actions need to be observed to make correct calls. Many of these elements are covered in Section 8 and the Team Racing Call Book.

11.3 Incidents Involving Three Overlapped Boats

In an incident involving three overlapped boats on the same tack, a good rule-of-thumb is that the middle boat M is rarely at fault. On a leg, if M is failing to keep clear of leeward boat L at the same time as windward boat W is failing to keep clear of M, it is likely that either L has broken rule 16.1 or W has broken rule 11 and M is exonerated (rule 43.1(a)). At a mark, it is likely that either the outside boat L breaks rule 18.2(b), or the inside boat W is not in mark-room and breaks rule 11.

However, if there is a large gap between M and W when M fails to keep clear of L, the incident only involves two boats L and M, and M is likely to have broken rule 11.

11.4 Judging the Zone

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

- when the bow of a boat is in line with the mark, the zone is one length behind her stern, and the length of her hull is clearly visible;
- when one boat is immediately astern of another at a mark, the size of the zone can be seen accurately;
- the mast height, projected horizontally, is usually about 1½ hull lengths.

A mark rounding without any slowing can be used to check the accuracy of an umpire's judgement of the zone where the angle of view is not ideal. The time a boat takes to sail two lengths can be measured at the event, and compared with the time from the umpire's hail of "Zone" until the boat's bow reaches the mark.

Difficult zone judgements become more accurate with precise positioning and repetition. When boats approach a starboard-hand Mark 1, FRONT should already be exactly upwind of the mark. This position gives the angle of view to judge the zone on both tacks, and then to see the gap between overlapped boats when they luff.

11.5 Incidents at Marks; Tips for Mark 3 advanced

Incidents at marks are usually more complex than others because boats converge, some try to slow others, and Section C rules apply in addition to Sections A and B.

It helps if RIBs are stationary (Section 4). Umpires should abbreviate their conversation to just the essential information to make decisions. Post-race review of complex incidents improves future awareness and pattern recognition.

The following guidance may help simplify decisions on incidents at marks:

When the boat with mark-room is keep-clear boat, most decisions will depend on whether she is "*In mark-room / corridor*" or "*Wide*" (Section 8.7). If she is "*In corridor*", and fails to keep clear, she is exonerated (rule 43.1(b)), and the other boat breaks rule 18.2(a) or (b). If she is "*Wide*" she breaks a rule when she fails to keep clear.

When the boat with mark-room is right-of-way boat, most decisions will be based on a rule of Section A or B, and not rule 18. During a manoeuvre, if the boat with mark-room is "*in corridor*" she is also exonerated for any breach of rule 15 or 16.

When the proper course of a boat with mark-room is no longer close to the mark, the mark-room to which she is entitled no longer includes room to sail to the mark. If a boat with mark-room is to leeward of Mark 3, and luffs above a proper course to Mark 4 to prevent a boat sailing between her and Mark 3, she must comply with rule 16.1. Similarly at Mark 2 – see Section 8.6.

A Typical Dialogue when X must give A mark-room:

- a. Umpires agree the mark-room obligation: A's umpire says "Zone"; X's umpire says "*I must give you mark-room*".
- b. A's umpire says and repeats whether rule 43.1(b) applies: "*In corridor*" or "*Wide*".
- c. **If A is "*In corridor*"**: X's umpire says "*(Not) giving mark-room*" to determine if X is breaking rule 18.2(a) or (b).
- d. **If A is "*Wide*"**: conversation reverts to "*holding / changing*" and "*(not) keeping clear*" as any incident is determined by Sections A and B, not rule 18.
- e. **"18 off"**: may be said at Mark 1 when an inside boat has passed the mark and not tacked, or at Marks 2 and 3 when mark-room has been given.
- f. **"17 on / off"**: rule 17 application is agreed before the mark, and updated as overlaps are established or broken inside the zone.

Mark-room at Mark 3

When boats bunch at Mark 3, the umpires need to know the mark-room relationship between every pair of boats. Many umpires do this by quickly saying, as each boat enters the zone, the order of the boats based on mark-room rights and obligations,

for instance “Y, A, X, C, B, Z”. This is relatively simple with two RIBs; FRONT says the order for the front and inside boats and BACK for the back and outside boats. When teams are sailing boats of different colour or national letters, it may be simplified to, for instance, “Blue, Yellow, Blue, Yellow, Yellow, Blue”.

When Mark 3 is rounded to starboard, complex manoeuvres are less likely as an inside boat with mark-room is likely to be keep-clear boat and needs to stay “*In corridor*” to be exonerated under rule 43.1(b).

However when Mark 3 is rounded to port, an inside boat on starboard has right-of-way, and may luff an outside boat away from the mark. It is critical to observe if boats leave the zone “X, 18 off”. When a boat re-enters the zone, she is likely to have to give mark-room to all other boats “X, *mark-room to all*”.

If the fleet is bunched, an outside boat may be outside the zone even when level with the mark. When she turns and enters the zone, boats behind her may have an inside overlap. This is most likely when the first boat has right-of-way and is wide of the mark. BACK often has the better angle to judge when an outside boat enters the zone, and whether boats behind have are overlapped at that time. If such an incident appears likely, FRONT should try to be below Mark 3 to have a good angle of view.

Gaining Advantage Despite Taking a Penalty

It is at marks (including a finishing mark) that a team is most likely to gain an advantage despite taking a penalty. When the fleet is close, particularly at Marks 1 and 3 when boats can prevent others from rounding the mark, the umpires should be aware of the race combination approaching a mark to help them make correct advantage decisions if boats do take penalties. Saying the combination aloud helps the umpires recall it following an incident.

11.6 Approaching the Finish in a Close Race This omits the critical zone calls for traps

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

Incidents may take the form of rapid alterations of course that break rule 16.1, roll tacks and rocks that break rule 42, new overlaps from astern that break rule 15, and tacks in the zone of a finishing mark or tacks to leeward that never reach close-hauled. While umpires should anticipate that the losing team may be aggressive in their manoeuvres, and will protest rather than take a One-Turn Penalty, the winning team may carelessly break a rule.

Concentration and dialogue should be intensified. The umpires need to be alert to the combination the losing team needs to win the race, and therefore the likely manoeuvres. The co-driver can take the lead in providing this assessment.

Early positioning of FRONT above the finishing line on his side of the line, and BACK on the other side of the course, close astern or level with the back of the fleet, gives the best control and angles of view for prompt decisions (Section 4).

11.7 Swapping Roles

The two umpires in a RIB should normally remain together, and drive the same side of the course, for a whole day. Practice and familiarity improves the quality of

decision-making. Driver and co-driver should swap roles, but not frequently. Mistakes such as calling the wrong boat are most likely to happen immediately after a change.

The exception is towards the end of a long day, when concentration may be slipping. Swapping positions with your partner RIB, or changing the umpire pairing between the two RIBs, can boost concentration. If a long day is anticipated, it may be best to agree to make such a change once, half way through the day.

11.8 Improvement: Individually and as an Umpire Team

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

Between races, the two umpires in a RIB should briefly discuss the quality of their conversation and decisions, and RIB positioning, and identify areas for improvement in the next race. This discussion should not be taken as criticism. Its purpose is to help the umpire team deliver as good a service to the sailors and event as possible. Complex calls, and any with disagreement, should be reviewed, whether or not there was a protest. Rule 42 compliance should be discussed.

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

In their end-of-day debrief, umpires should discuss challenges and opportunities for improvement. Interesting calls should be shared to benefit all on the umpire team.

11.9 Overall Performance as an Umpire

An umpire may wish to finish each day having been 100% correct on all decisions. However even the best umpires in all sports make errors in their decisions, and what is important is how an umpire reacts to a mistake.

Any umpire has to accept that errors will occur, and not allow this error to weigh on the mind, or affect confidence or judgement. Instead an umpire should reflect on why an error occurred, and determine how to avoid the same error in future.

It is equally helpful to review performance in general: was the umpire suitably in control of races, delivering a good service to the sailors, making prompt and firmly-signalled decisions to all protests, including complex incidents, from good positions?

Some general items to review include:

- a. Were umpire-initiated decisions, including sportsmanship, firm and correct? In light winds, was rule 42 enforcement accurate and thorough?
- b. Was driving and positioning good and predictable? Did it work well with the other RIB?
- c. Were any disagreements between umpire and co-umpire handled correctly at the time, and resolved after the race to remove the chance of recurrence?
- d. Were all other umpire and protest committee processes, and liaison with the Race Committee and Finish Boat, handled appropriately?

Ultimately, all umpires should aim to enjoy the sport, umpire to the best of their abilities, and take the opportunities to improve. The check-list in Section 3.6 may be a useful reference to help achieve these objectives.

12 Chief Umpire Role

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

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

12.1 Preparation: Notice of Race and Sailing Instructions

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

Format. The Sailing Instructions must state the format and stages of the event. They should not state how an event is scored as that is defined in Appendix D4, but they should state any changes or special scoring rules (rule D4.2(a)).

When more than one round-robin stage is sailed, results from one stage are only carried forward to the next stage if the Sailing Instructions so state (rule D4.3(c)), in which case race wins in a later stage may count for more. For example, the Sailing Instructions could state: *“To rank teams in Stage 2, the number of races won in Stage 2 shall be multiplied by 1½ and added to the number won in Stage 1”*.

Umpires. The Sailing Instructions must state that all races shall be umpired. If arm signals are to be required in addition to a hail under rule 20, the Sailing Instructions must say that *“Rule 20 is changed as prescribed in rule D1.1(d)”*.

Scoring a Boat that Does Not Sail the Course. New rule A5.1 states that the Race Committee shall score such a boat without a hearing. Rule D3.1(a) states her score without a hearing is her finishing place. To add the 6 point penalty for breaking rule 28.1 a hearing is required (rule D3.1(e)(1)). Such a hearing delays the umpires' availability for the next race, and removes the simplification intended by rule A5.1.

It is recommended that a Sailing Instruction is included so that the Race Committee's score without a hearing is correct. A suitable text is

Add as 2nd sentence in RRS D3.1(b): “When a boat is scored NSC for not sailing the course, 6 points shall be added to her score; this changes RRS A5.2.”

The Sailing Instructions must identify any other rule breaches that may be scored +6 points without a hearing, and state *“This changes RRS A5.1”*. It should apply to a rule that a boat shall not start later than a specified time after her starting signal.

Penalty Variations. Sailing Instructions for some keelboat team racing regattas change the One-Turn Penalty to a single tack (when sailing downwind) or a gybe (when sailing upwind), and change the Two-Turns Penalty to a One-Turn Penalty.

12.2 Meeting with Other Regatta Managers

On arrival, the Chief Umpire should meet the Event Director and Race Officer to agree how and when decisions on the format of the competition will be made, where any sailor briefings will be held, and the role of the Chief Umpire in any meetings.

At this meeting the Chief Umpire should also:

- a. **Confirm arrangements for umpires** including RIBs and their refuelling, use of equipment such as radios and flags, availability of water and lunches, expense

reimbursement, and logistical and hospitality arrangements for the umpire team.

- b. **Agree any support** the Race Officer would like from the umpire team in race management decisions and actions (such as advice on whether to abandon a race, when to start races, moving marks). Confirm that umpires will advise the Finish Boat of any boat seen to break rule 28.1, the finishing positions of boats that cross the line more than once, and any race that is “subject to protest”.
- c. **Discuss who will be scoring the races**, confirm their level of knowledge of team racing scoring, and agree any role or assistance required from umpires in scoring, checking race results or ensuring proper posting of race results. Confirm how breaches of rule 28.1 will be scored (see Section 12.1)
- d. **Agree with the Race Officer on the process to minimise delays between races**, and when the warning signal for the next race will be made. It is usually best that the Race Officer does not wait for umpires to conclude finish line conversations, as the warning signal alerts umpires to return for the next start.

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

12.3 Umpire Team Tasks

The following tasks may be allocated within an umpire team:

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

When the event concludes with a knock-out stage, the Chief Umpire usually decides pairings for the semi-finals and finals. He may decide that umpires paired together for these races should have umpired together earlier in the regatta. He may have to balance merit with nationality or conflict of interest considerations. As a result, the Chief Umpire usually takes responsibility for daily umpire pairings.

12.4 Umpire Meetings: Check-lists for Possible Items to Discuss

The initial meeting of umpires, before racing starts

- a. Welcome and intros, identify any umpires having assessments
- b. Allocation of tasks across umpire team
- c. Intended competition format
- d. Intended daily schedule, including umpire meetings
- e. Key regatta personnel; requests of the Event Director or Race Officer
- f. Method for any feedback on event and race management
- g. Number of RIBs per race, and route around the course in particular when there are not always two RIBs per race; Race Chump role
- h. Any non-standard Sailing Instructions, event rules and umpire responsibilities
- i. Expected important or difficult calls, rule 42 issues, and event calls (if any)
- j. Guidelines for umpire-initiated calls, in particular sportsmanship
- k. RIBs and equipment, repair, refuelling, trash, radio channels and recharging
- l. Boats, processes for ensuring boats are sailed as supplied; any compliance

inspection when launching

- m. Spare boat equipment and process for reporting or repairing breakdowns
- n. Damage inspection, reporting arrangements and requirements on umpires
- o. Food and water arrangements
- p. Safety and medical arrangements and any other obligations on umpires

A morning umpire meeting to confirm the plan for the day

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

An end-of-day meeting to review items that arose during the day and any opportunities to improve the quality and consistency of umpiring

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

12.5 Competitor Briefing

The content of any Chief Umpire briefing to competitors at the start of a regatta should depend on the age and experience of the competitors. If a briefing is given, it should be short. All information required by competitors should be published elsewhere and should not be repeated at the briefing. It may be appropriate to:

- a. introduce the umpire team members, and highlight any responsibility a specific umpire has for addressing sailors' issues such as replacement equipment;
- b. clarify what can and cannot be adjusted on supplied boats;
- c. identify published documents. If changes to published documents have been made, these may be highlighted;
- d. advise on local rules or issues;
- e. if sportsmanship is a concern, state clearly what will be penalized;
- f. explain to novices the protest, penalty, and umpire decision process;
- g. remind sailors they may quickly ask an umpire his reason for a call at the finish, but any longer conversation should wait till the end of the day;
- h. state when umpires will be available ashore to discuss any calls made.

12.6 Event Calls

On rare occasions, a Chief Umpire may decide that sufficient uncertainty exists among umpires or competitors, on how the rules apply to an incident expected to occur at an event, to justify publishing an Event Call to ensure consistent application.

The incident should not be obscure, or addressed in any other published call or case. It may be one expected due to a local feature such as an obstruction, one that caused uncertainty in a previous event, or one that arises during the event.

An Event Call should be used only once. After the event it should be submitted, with report and recommendation, to World Sailing's Race Officials Manager for review by the Team Racing Rules Working Party. The Working Party will either confirm the Event Call and publish it as a Rapid Response Call, or reject it as incorrect.

13 Scoring

Scoring is a Race Committee responsibility. At some regattas the scorer may be unfamiliar with the rules for scoring team races and events. If requested, a member of the umpire team should be identified to support the scorer and ensure the scoring is correct.

13.1 Scoring a Race

Each boat finishing a race scores points equal to her finishing position, whether or not she sailed the correct course or was OCS. Any boat that does not finish, or retires after finishing, scores points equal to last place (rule D3.1(a)).

Some boats may receive additional “penalty” points (rules D3.1(b) and D3.1(e)), and the team with the lower total points wins the race. If total points are equal, the team without first place wins the race (rule D3.3).

When all boats on one team have finished, retired or failed to start, the other team’s boats still racing at that time are scored the points they would have received had they finished (rule D3.2). They are not required to complete the course. This helps keep the racing on schedule and removes any need for a finishing window time limit.

The Finish Boat should record the order of the boats as they cross the finishing line, including multiple crossings. If a boat takes a penalty at the finish and then re-crosses the line, the race umpires are responsible for advising the Finish Boat which crossing determines that boat’s finishing position (Section 10.2).

After each race, the scorer calculates the team scores, identifies the race winner, and notes if a result is subject to protest. The Start Boat needs to inform the scorer of any boats that are given 10 additional points for being OCS (rule D3.1(b)). If the scorer is not on the Finish Boat, the Finish Boat needs to inform him of the boats’ finishing positions, any boats that receive 6 additional points for breaking rule 28 Sailing the Course (rule D3.1(e)(1)), and any results that it believes are subject to protest.

The race committee should promptly display race results where competitors gather between races, which may be online. Competitors will promptly query any result they believe to be incorrect, which will allow the scorer to investigate and, when appropriate, correct it before the next stage of the competition.

13.2 Scoring an OCS Boat She does not finish, therefore she gets 6 or 8 pts + 10

A boat which is OCS should return and start correctly. If she fails to return, she scores points equal to her finishing position (rule D3.1(a)) plus an additional 10 points for being OCS (rule D3.1(b)). If she finishes third, her total score is 13 (3 + 10).

The only exception is when an OCS boat retires as soon as possible after the starting signal (for instance because she capsizes or has gear failure while returning to start). She takes no part in the race, and is scored points equal to last place (rule D3.1(a)) without any additional penalty (rule D3.1(b)).

During the race, the race officer on the Start Boat informs the scorer of any OCS boats which must have 10 points added to their finishing points.

13.3 Scoring a Boat which Does Not Sail the Course She also does not finish

A boat which does not sail the correct course scores points equal to her finishing position plus an additional 6 points for breaking rule 28 (rule D3.1(e)(1)). If she finishes third, her total score is 9 (3 + 6).

If the Sailing Instruction in Section 12.1 is included, the 6 points are added by the Race Committee. Otherwise the umpires need to protest the boat after she finishes, and promptly hold a brief hearing to agree the facts and add the points (rule D1.2(e)).

If a boat sails the wrong course and gains an advantage for her team despite the 6 point penalty, she may be penalized further at a hearing (rule D3.1(e)(2)).

13.4 Other Scoring Penalties Applied after a Protest (Rule D3.1(e))

If a boat has broken a rule during a race, and has neither taken a penalty nor is exonerated, 6 points is added to her score (rule D3.1(e)(1)). This applies for example to breaches of Sailing Instructions as well as rule 28.

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

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

13.5 Redress for Interference by an Umpire RIB or other Official Boat

A boat is not entitled to redress for an action or non-action of an umpire (rule D2.6).

The protest committee may decide to consider giving redress when a RIB or other official boat may have seriously interfered with a boat (rule D2.6(c)). If it does so decide, both teams should be made parties to the resulting hearing, the conditions in rule 62.1 apply, and any redress decision must be fairest for all teams involved.

A boat has a responsibility to look out for and avoid obstructions. If she failed to do this, the interference is unlikely to meet the requirement for redress of "through no fault of her own". When the interference occurred early in the race, abandoning and re-sailing is unlikely to be fair to the team that won the race. When interference occurred close to the finish, could not have been avoided by the boat, and clearly reversed the result of the race, some form of redress is likely to be appropriate.

It is preferable that any umpires involved in the interference are not members of the protest committee for the hearing. They should give evidence as witnesses.

13.6 Scoring a Round-Robin Stage and Tie Breaks **advanced seminar**

In a round-robin stage, teams are divided into one or more groups, and each group sails one or more round-robins (rule D4.1(b)).

Teams in a group are ranked on the basis of the number of race-wins. A deduction in race wins as a result of a hearing therefore impacts a team's position in the stage. When a round-robin is in progress and teams in a group have not sailed the same number of races, they are ranked in order of percentage of races won (rule D4.3(a)).

Ties at the end of a round-robin stage are broken according to rule D4.4. If a tie is partially broken, remaining ties are broken by starting again at rule D4.4(a)(1). For example, if teams A, B and C are tied on race wins, and rule D4.4(a)(2) partially breaks the tie by placing C behind A and B (but A and B remain tied), rule D4.4(a) is applied again, starting at (1), to the remaining tie between A and B.

13.7 When a Round-Robin is Terminated Before Completion

An incomplete round-robin is unlikely to be fair to all teams; some will have sailed easier races than others. Therefore a round-robin which is not likely to be completed should not be started. However a large round-robin may take a day or longer, and the expected wind may not materialise. On occasion a round-robin will need to be terminated before all its races have been sailed.

If a round-robin is terminated with fewer than 80% of its races completed, its results are excluded from the stage's race-win calculation, but are used to break any ties between teams who have sailed each other in that round robin (rule D4.3(b)). A Race Committee should therefore schedule races to maximise the likelihood that a round-robin, once started, reaches 80% complete and can be scored as in Section 13.6.

13.8 Scoring a Knock-out Stage **advanced seminar**

A completed knock-out stage is scored in the normal way. Teams that win in a round are ranked ahead of those that lose, and teams that lose in the same round and do not sail again are ranked equal in the final ranking (rule D4.5(c)(1) and (2)).

A petit-final is often sailed to rank 3rd and 4th. If an Organising Authority wishes to rank quarter-final losers, the Sailing Instructions must state how this is to be done.

On occasion, a knock-out cannot be completed. The event still needs to be scored and a winner declared. There are two possible scenarios:

- a. **A match is terminated before completion.** The winner is the team with the higher number of race wins or, if equal, the winner of the last race (rule D4.5(b)).
- b. **A round is not scored.** Matches in a knock-out round are only scored if at least one race has been sailed in each match in that round (rule D4.5(a)).

When a round is not scored, teams are ranked in order of their places in the previous stage (rule D4.5(c)(3)).

If the previous stage was split into groups, some teams may not have sailed against each other in that stage. In such a case, teams from different groups shall be ranked separately, which could lead to two first places, two second places etc. in the final ranking (rule D4.5(c)(3)).

13.9 Scoring Adjustments after a Breakdown **advanced seminar**

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

To receive a scoring adjustment, the breakdown must have a significant impact and be through no fault of the crew (rule D5.4). General guidance on when the crew may not be at fault is given in rule D5.5; some regattas provide more specific guidance for the boats being sailed. In general, if the breakage is in an area that the crew could have checked when taking over the boat, it is not considered to be through no fault.

Unless the Sailing Instructions state otherwise, breakdown decisions are made by the Race Committee. This allows for a proper investigation into the cause and effect of the breakdown without delaying racing. The decision should be as equitable as possible to all competing teams, and may be to resail the race or award points equal to the boat's position at the time of the breakdown. A boat may request redress if it believes that a decision of the Race Committee is improper.

14 Umpiring Variations

World Sailing recommends using two RIBs, each with two umpires, even for finals when more resources may be available. This approach provides a simple and consistent method of umpiring for all formats of team racing, and delivers good coverage. Some Organising Authorities may choose to use fewer or more umpires; in such cases the Chief Umpire should specify if as a result there are any changes to the standard race positioning plan.

14.1 Umpiring with Fewer Resources

When there are insufficient RIBs for two per race, and a race has one RIB, this RIB should normally drive the left-front route, adjusting position as necessary to ensure a good angle of view for decisions on all race-deciding incidents (Section 2.5). For instance it may help to switch sides on Leg 5 (but stay FRONT), as from this position an umpire can look astern and call Mark 4 zone for the back half of the fleet.

At such events there is significant benefit in having one extra RIB, often called a “Floater”. In 3v3, the Floater should normally join a race as RIGHT (BACK) from the start until Mark 1 at least, and often until adjacent to the start line on Leg 3 as this is a convenient place to leave and join the start of the next race. When a race is close, the Floater may choose to remain with the race until the finish.

In 4v4 between evenly matched teams, a Floater may be better deployed as a second RIB on the final legs, as this is more likely to be where a race is decided.

When there are only two umpires for a race (or an umpire and a trainee), it is normally better if they are in one RIB. Umpire decisions are more reliable when each boat in an incident is watched by an umpire, and the normal dialogue takes place. Signalling decisions is easier as the driver drives and the co-driver signals. A more experienced umpire can help a trainee umpire (Section 15.3). When multiple incidents occur at the same time, each is watched by just one umpire (Section 7.11).

One experienced umpire alone can still deliver good service to a race. Although the umpire will have to watch all boats and is likely to miss some incidents, good control can be maintained by positioning the RIB in position to make prompt decisions on all race-deciding incidents.

14.2 More Umpires or More Umpire RIBs

The coverage provided by two RIBs is always sufficient for 2v2 and 3v3 racing. It is also recommended for 4v4 Optimist team racing. When a 4v4 fleet bunches at a mark, more RIBs may make it harder for a RIB to stay with an incident, and cause doubt over which RIB is responsible for multi-boat incidents leading to missed calls.

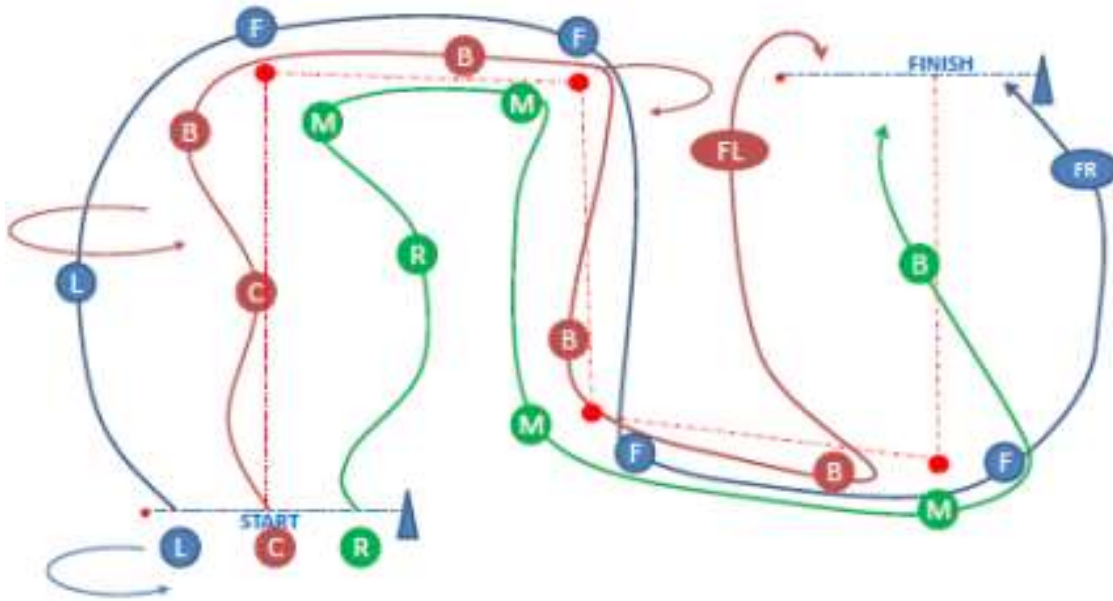
However full coverage of 4v4 keelboat and fast dinghy team racing may be easier with a third “middle” RIB. A positioning plan for this is shown in Section 14.4 overleaf.

If there are spare umpire resources during the knock-out stages of a regatta, the quality of umpiring can be optimised by adding a dedicated driver to each RIB, leaving the race umpires free to concentrate just on their dialogue and decisions.

14.3 Umpire Ashore

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

14.4 A Positioning Plan for 4v4 with 3 RIBs (S Course)



The route for the three RIBs is as follows:

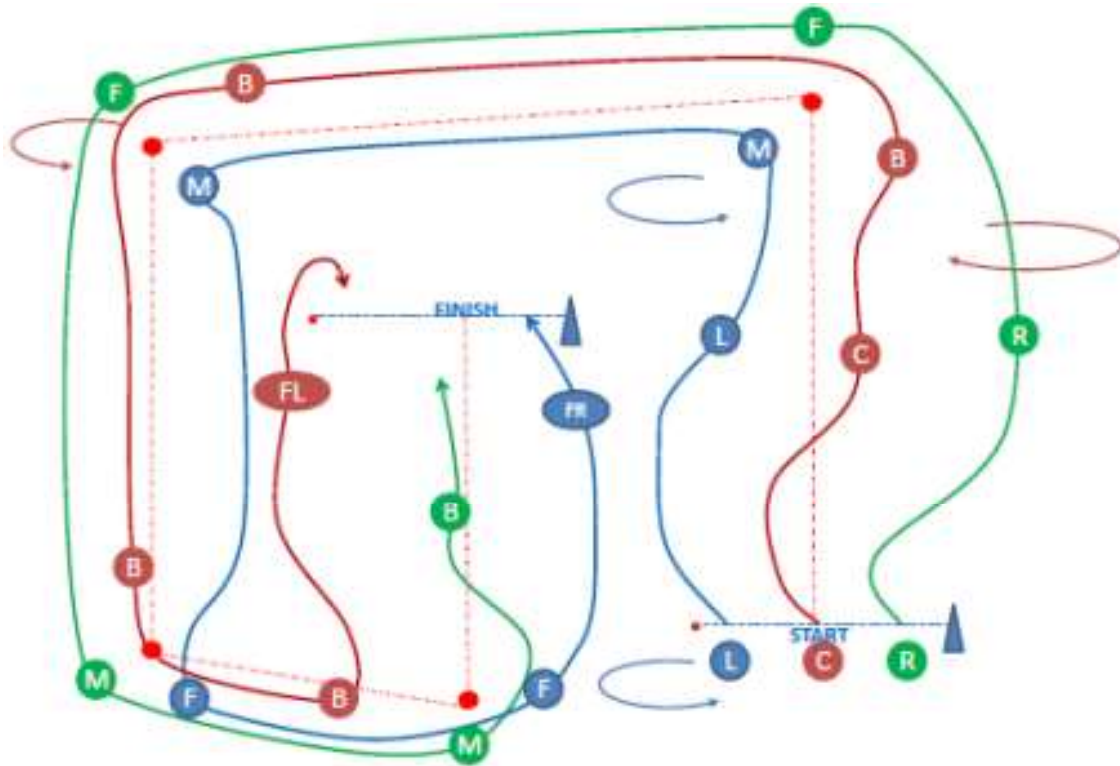
1. **Pin RIB (Blue)** drives the same route as in the standard 2-RIB model. He
 - a. starts as LEFT, becoming FRONT at the end of Leg 1 and above Mark 1;
 - b. is FRONT on Legs 2, 3 and 4, calling the front two (or three) boats and crossing Leg 4 when the first boat reaches Mark 3;
 - c. is FRONT-RIGHT up Leg 5.
2. **Start Boat RIB (Green)** drives a similar route to the standard 2-RIB model. He
 - a. starts as RIGHT, becoming BACK-RIGHT (not back-centre) approaching Mark 1. He then turns and is MIDDLE (and to leeward) along Leg 2;
 - b. is MIDDLE (and on the left) down Leg 3, and far enough forward at Mark 3 to be below boats in the back half of the fleet that luff away from the mark;
 - c. stays at Mark 4 while all of the fleet round the mark, and becomes BACK (and in the centre) on Leg 5.
3. **Centre RIB (Brown)** covers the back of the fleet until Leg 5. He
 - a. starts as CENTRE and moves left on Leg 1 when Pin RIB moves forward;
 - b. is BACK-LEFT at Mark 1 and moves to windward on Leg 2 while watching the last of the fleet round Mark 1;
 - c. is far enough forward to take over any boats that do not initially bear away at Mark 2;
 - d. is BACK (and in the middle) on Leg 3, and BACK (windward or leeward) on Leg 4 (passing either side of Mark 3);
 - e. does not continue to Mark 4. As soon as boats tack after Mark 4, he leaves Leg 4 and becomes FRONT-LEFT up Leg 5.

As with all plans, it is important, especially when leaving marks, to be level with the front of the group being watched. If two boats separate themselves from the fleet, the RIB that follows them is identified by the curved arrow. When this happens, the other two RIBs umpire the remaining 6 boats in accordance with the standard 2-RIB model.

14.5 Plans for Other Courses and Numbers of RIBs

The Chief Umpire should ensure that the umpire team clearly understands each RIB's route when the course or number of RIBs is non-standard (Section 12.4(h)).

Variations on standard plans can often be used, such as a 4v4 3-RIB port-hand box course. The model in Section 14.4 can be adjusted in the same way as the box course on the standard 2-RIB model, namely that Middle (inside) on Leg 2 becomes Front on Leg 3.



15 Preparation, Coaching and Rules Discussions

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

15.1 Umpire's Equipment

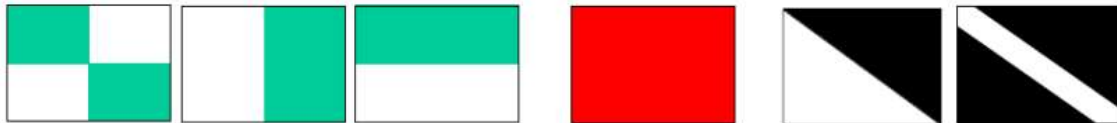
Items an umpire should bring to a regatta include:

- Racing Rules of Sailing, team racing umpire manual and call-book, rapid response calls
- World Sailing RRS rule 42 interpretations
- Notice of Race and Sailing Instructions (if published)
- Foul weather clothing including, when appropriate, hats and gloves
- Sunglasses and sun protection
- Waterproof notebook
- Magnetic boat models
- Loud whistle
- Flags, radio and PFD, if not provided by the Organising Authority.

Some umpires find it useful to bring an elastic cord that can be looped round the RIB console and used to secure umpire flags, radios, and other items.

Flags: White is added to green and black flags to clearly distinguish them from the red flag; stripes of white tape can be used. To help differentiation the stripes should be horizontal and vertical on the green flag, and diagonal on the black. Risk of a signalling error is reduced if the pole of a flag is wrapped in tape of the same colour.

Designs recommended by World Sailing are:



15.2 Pre-race Preparation

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

- Discuss individual style, any weaknesses, and where specific help or coaching will be welcome.
- Discuss words expected to be used during the umpire conversation, such as: "Luffing rights" or "17 off"; "Dipping" or "Ducking"; "In mark-room" or "In corridor"; "Crossing" and "Friendly".
- Get a feel for the boats' speed and manoeuvrability in the wind strength by following a boat upwind and downwind.
- Get a feel for the RIB's speed and manoeuvrability. Test turning in both directions, and at slow and fast speeds; test how quickly reverse engages, and turning both directions in reverse.

15.3 Coaching Novice Umpires at Regattas **advanced seminar**

Umpire teams should have a mix of experienced and less experienced umpires, and may include novice umpires without team racing experience. A challenge for many novices is precision; this applies to umpire dialogue, application of the rules, and RIB positioning. It is important that experienced members of the team coach novices and give consistent guidance, while still delivering good service to the competitors.

One well-proven approach is for the experienced umpire initially to drive all races, with the novice as co-driver, taking responsibility for the half of the dialogue and displaying any flags. Once dialogue has reached a suitable standard, the novice can then start driving.

Dialogue. Stating what is seen in clear, concise, relevant, and accurate words takes practice, and comes more easily to some than others. This is hardest when boats are manoeuvring rapidly against each other. The best opportunity to develop competency in the dialogue's structure and words is when incidents are not taking place; this is also when facts are agreed that will be required later if there is an incident. Therefore both umpires should maintain the dialogue even when no incident is taking place.

Rules Application. A novice umpire may have good general knowledge of the rules, but lack some precise detail (for example: the exact definition of mark-room). It also takes time for a novice umpire to learn which specific facts are needed to apply a rule and decide an incident.

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

The Decision. A novice may take time to master the switch to agreeing a decision as soon as a rule is broken. The experienced umpire should expect initially to lead and propose the decision *"Penalty on X, do you agree?"*, *"No incident, do you agree?"*.

Repetition is Key. When the experienced umpire drives, he can provide consistent positioning and angle of view to incidents that is repeated over the day. The novice is able to focus on improving dialogue while becoming familiar with the route and angle of view of incidents. After a full day, a novice umpire can be expected to have developed consistent umpire dialogue, and may be ready to drive.

Driving and RIB Positioning. A novice driver should drive the same umpire route for the whole day. As he becomes familiar with the route, his focus moves to improving his driving, in particular getting closer to the boats, driving at the speed of the fleet, and aligning with the correct boat in the fleet. On future days, the novice driver can drive the other RIB route.

Coaching Two Novices. If resources allow, a variation that accelerates novices' improvement is for an experienced umpire to ride with and coach two novice umpires, nudging their dialogue with the questions above, ensuring their decisions are sound, and then quickly de-briefing them between races.

Initially the coaching umpire should drive. Once a novice's dialogue is good, he should be given the opportunity to drive. This arrangement also permits one novice just to drive, with the dialogue being between the other novice and the coach.

15.4 Competitor Discussions and Debriefs

Umpires should be available to discuss calls with competitors ashore after racing. Some regattas organise formal umpire and competitor debriefings after racing. Two umpires should be in any conversation to avoid any perception of individual bias, and to double-check the rules guidance provided.

Unlike conversations at the finish line (Section 10.4), the main purpose of discussions ashore is to help the sailors understand the rules, and explore the incident from the point of view of the sailors. If possible, invite both teams in the incident to state what they believe occurred, and what the decision should have been. The discussion can address what the call would have been based on the facts described by the sailors. This also prevents the conversation becoming a disagreement between sailor and umpire on what actually happened.

If during any discussion it becomes clear that an umpire may have made a mistake, he should immediately acknowledge this.

Have your rule book with you. It is usually helpful to be able to refer to the specific wording in the applicable rule when answering any question. This helps sailors link the answer to the question with the words in the RRS, and can change the conversation from being just about one specific incident to being about the wider application of a rule. Referring to and using the text of the rule also lessens the risk of giving guidance that may be ambiguous or misunderstood. Sailors with limited English can cross-reference to their own-language copy of the rule book.

When a question is asked that is of interest or value to all teams, the umpires should request that it is put in writing so that a written Q&A can be published. Alternatively the Chief Umpire should ensure, by some other means such as the daily briefing, that all teams are aware of the answer.

15.5 Umpire Conversation with Coaches and Parents

Particular care should be taken with conversations with coaches, and with parents at junior regattas. A rules discussion may highlight a difference in interpretation between an umpire and the coach or parent. While most parents and coaches will be supportive of an umpire, there will be occasions when the coach or parent is unwilling to accept an umpires' interpretation. The Chief Umpire should be invited to join any conversation that is becoming contentious.

16 Umpire Evaluation

A global pool of competent and consistent umpires is important for the success of team racing. Improvement and consistency is self-driven, and the purpose of this manual is to help that process. World Sailing runs seminars and clinics to coach umpires and prepare them for International Umpire assessment and qualification. Some MNAs have National Umpire programmes and course material.

For clarity and brevity, this manual uses the masculine gender when referring to umpires (Section 1.8). However, the members of the umpiring community have found that gender plays no part in determining a person's abilities as an umpire.

16.1 Personality of an Umpire

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

A good umpire has concentration and stamina, and accuracy in observation. A good umpire is a good listener, and a clear and concise communicator, who remains calm and focused in complex and challenging situations.

An umpire needs to command authority and respect, even though some decisions may not be correct, and some errors will affect race outcomes. An umpire builds respect through being clear, firm and fair, while at the same time being open and approachable. He reduces errors by reviewing and analysing incidents, and does not allow a mistake to influence his impartiality or the quality of his umpiring thereafter.

An umpire is a team player, well-organised and thorough in his preparation and punctuality, and always listening to and seeking to help and learn from others.

16.2 Skills and Experience of a Good Umpire

Good umpiring depends on a clear understanding of the responsibilities of an umpire, and concentration on them. Accuracy in RIB positioning, rules knowledge and umpire dialogue is essential. Fast thinking in a dynamic situation, being decisive, and signalling the decision confidently help an umpire to remain in control of the race and ready for the next incident. Maintaining a peripheral awareness of other action reduces the risk of unexpected surprises.

A good umpire will have the experience to know which facts are necessary to apply a rule and make a decision. This ensures his dialogue is concise and relevant. Precise RIB positioning is a prerequisite for accurate calls; a good umpire will be a skilled RIB driver, able at all times to maintain or swiftly recover position.

A good umpire will be seen to be acting fairly and impartially at all times, on the water and off, by competitors and fellow umpires. A good umpire respects confidentiality and does not talk of past incidents in a manner that may prejudice decisions at a future regatta.

16.3 Self-Assessment and Self-Improvement

No matter how experienced, an umpire should continuously review his abilities against the skills and personality above, and identify any personal or technical skills to work to improve. Repetition, through regular and frequent umpiring, helps raise and then maintain an umpire's ability and consistency.

Before a regatta, an umpire may contact the Chief Umpire or an experienced umpire

on the team, and ask for an informal evaluation. The more specific the feedback requested, the easier it is for the experienced umpire to provide constructive guidance. After a regatta, an umpire can himself review his performance against World Sailing's performance assessment criteria (section 16.5).

16.4 Applying to Become an International Umpire

World Sailing Regulation 31.7 to 31.12 defines the requirements and process for applying for appointment as an International Umpire (IU). Prior to applying, an umpire must have attended a World Sailing IU seminar, and passed an IU rules test and an on-the-water performance assessment.

World Sailing does not have a separate qualification for a Team Racing International Umpire. The performance assessment criteria, and the standard required, are the same for fleet, team and match racing umpires, and many umpires are expert at more than one discipline. However, as the rules and procedures differ between the disciplines, any seminar, clinic and rules test will relate to just one discipline.

16.5 World Sailing Seminars and Clinics; Umpire Performance Assessment

A World Sailing IU seminar is held in conjunction with a regatta, and is designed to bring together a number of experienced umpires, from different countries and background, all of whom aspire to be appointed as IU. In a workshop environment, they are able to broaden their awareness and experience.

Participants at a seminar have the opportunity to take the IU rules test, and, while umpiring the regatta, the on-the-water performance assessment. If not passed at the seminar, the rules test can be re-taken separately within the times described in Regulation 31.12.4, and the performance assessment can be re-taken at a future team racing regatta.

In contrast, an IU clinic is designed for umpires who do not yet have the experience to pass the IU performance assessment. The focus of a clinic is coaching to accelerate an umpire's improvement; there is no formal assessment at a clinic. At the end of a clinic an umpire will know how to umpire at an IU level. He should then umpire at enough regattas to raise his ability and experience to the level appropriate for attending a seminar and taking the performance assessment.

The performance assessment form, and associated evaluation criteria, are available on the World Sailing website under "How to Become a World Sailing Race Official". An umpire seeking to evaluate and improve his own performance may use these criteria as a complete check-list.

16.6 National Umpire Schemes

World Sailing encourages MNAs with the necessary regattas, resources and processes to run National Umpire programmes. The threshold to become an International Umpire is high, and to maintain this qualification an International Umpire needs to umpire at top-level international events. A National Umpire programme can develop, recognise and reward umpires who can deliver a good quality of umpiring within their country.

World Sailing recommends that the material used for umpire coaching within a national umpire programme is consistent with World Sailing's, that the assessment form and criteria for appointment are the same, but that the standard for national

appointment is lower than the standard for international appointment. These help ensure that a national appointment is a stepping stone to a future international appointment.

16.7 World Sailing's International Umpire and Race Officials Committees

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

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

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