Umpired Fleet Racing Rules (UFRR) Working Party

Report to Racing Rules Committee – 2019

The members of the working party are:

- Jan Stage (DEN) Chairman
- Mats Björklund
- Natalia Chubenko (RUS)
- Bill O’Hara (IRL)
- Dick Rose (USA)
- Richard Slater (AUS)
- Richard Thompson (GBR) liaison to team race umpiring

The main responsibility for the working party has so far been the development of Addendum Q for medal races in olympic classes, which has been used for medal races in the Olympics, WCS events and Olympic classes world championships. The addendum has been used for three Olympic games and multiple other events, so it is well tested and very stable. Based on the experiences from Aarhus 2018 and some other previous events, adjustments were made for the current version. That version was provided by January 1 this year with minor revisions from last year. So far, there are no reports of problems with it, so there is no need to revise it for 2020. There is a powerpoint presentation that umpires can use for self-preparation when the addendum is used. That is currently the only formal document that “interprets” the addendum. There is also a 2-page explanation to competitors of the way the addendum works.

A large number of events are using more or less modified versions of Addendum Q for umpired fleet racing. This includes single class fleet racing events, multi class fleet racing events, and sailing league events. In some cases, the Addendum Q version used at the event has been approved by WS under RRS 86.2 or an MNA under RRS 86.3. However, there is a considerable number of events that use the addendum either unchanged or revised, but without any form of approval.

In order to provide a proper service to this large array of events, it was discussed in 2018 how the working party should develop a rule basis for these events. The working party requested guidance from RRC on the way we should proceed. This was provided, and work started on an appendix to the rulebook in the same form as Appendix C and D. However, it has turned out that the working party is split between two very different approaches:

A. WS provides a template for sailing instructions for umpired fleet racing events similar to Appendix L. Based on this template, the individual event produces its sailing instructions. The template will include changes to a range of racing rules similar to the current Addendum Q. The sailing instructions of each event will then employ a selection of these changes.

B. WS provides an appendix to the rulebook on umpired fleet racing similar to Appendix C and D. Some of the changes to the racing rules will be general, while others are optional, so they allow a choice; this is similar to RRS D1.1(d), last sentence, or D2.5, first sentence.
The difficulty with Approach A is that the event will still produce sailing instructions that change racing rules. Either the appendix will have to change rule 86, so sailing instructions produced under it will automatically be approved, or it will not be a step forward compared to the wide-spread revisions of Addendum Q that have to be approved under rule 86.

With Approach B, WS can approve the appendix, and the general and optional changes, and thereby there is no need for approval under rule 86. This approach will provide a set of rules documents that will be consistent with the current documents for match racing and team racing, with an appendix that provides rule changes and sailing instructions that employ these.

The working party needs a decision between these approaches in order to proceed with its work.

**Recommendation:** RRC decides which of the approaches outlined above that should be used for the development of a general appendix for umpired fleet racing. Four members of the working party is in favour of Approach b, so it is recommended that it be approved.

There has also been work on a call book. The working party has produced a complete list of existing match and team racing calls that may be relevant, with some editing, for a call book for umpired fleet racing. Further work on this, requires a decision on the issue raised above.

If Approach B is chosen, the working party will also start work on a set of standard sailing instructions like the ones that are known from match racing.