

Team Racing Umpire Manual

May 2018

Complying with the 2017-2020
Racing Rules of Sailing

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Section 1

Introduction

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, an umpire signals the decision promptly after the incident based on what he has seen.

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

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

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

1.2 Advantages of Umpires

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

1.3 Consistent Method of Umpiring

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

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

1.4 Purpose of Manual

This manual seeks to raise the quality 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 team racing umpire seminars and clinics. Coaches and competitors may also find the manual helpful. Regatta Directors, Race Officers and others making decisions regarding the organisation and running of a team racing regatta may refer to the manual for guidance on umpiring requirements and method.

1.6 Supporting World Sailing Publications

The Call Book for Team Racing defines how incidents are to be called by umpires, providing consistent interpretation and application of the rules for 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 reflects the Racing Rules of Sailing 2017-2020, and will be updated as rules change, and as umpiring best practices evolve and improve. Revisions will be published on the World Sailing website and circulated to Race Officials and Member National Authorities. Suggestions for changes and improvements are welcome, and should be sent to the Race Officials Manager at World Sailing.

1.8 Terminology

Throughout this guide:

- a. In compliance with RRS terminology, "boat" is used to mean a sailboat and the sailors on board. The feminine gender is used when referring to a boat or sailor.
- b. For differentiation purposes only, an umpire boat is referred to as a RIB and the masculine gender is used when referring to an umpire or RIB.
- c. The race committee vessels are referred to as Start-Boat and Finish-Boat
- d. The two umpires in a RIB are referred to as the driver and the co-driver.
- e. Boat positions are referred to as 1, 2, 3 rather than 1st, 2nd, 3rd.
- f. When there is a protest, it is valid, unless stated otherwise.
- g. Section references refer to sections in this manual.

Section 2

The Game of Team Racing

2 The Game of Team Racing

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

2.1 Team Racing Rules

Team racing is sailed under the Racing Rules of Sailing (RRS) including Appendix D. Races are between two teams, each having the same number of evenly matched boats. The team with the lower total points wins the race. If there is a tie on points, the team without first place wins (rule D3.3).

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

- a. the zone is two boat lengths;
- b. rule 18.4 Gybing is deleted;
- c. 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.

Rule D1.1(d) requires arm signals when hailing for room to tack, but is frequently deleted by Sailing Instruction as permitted in the rule (see Section 12.1).

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

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

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

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

2.2 Team Racing Formats

The standard formats for team racing are:

2-Boat (two boats per team): the team with the boat in last place loses the race, which encourages that boat's team-mate to try to slow an opponent into last place. The race may separate into two pairs of boats, with the leading boat in each pair trying to slow her pair into 3, 4. This format is used in the 2K keelboat regattas.

Random Pairs (a variation of 2-boat where boats enter and are scored individually): boats are paired with a different team-mate for each race. Both boats on the winning

team score one point for winning. The overall winner is the boat with the most points. Random Pairs work best when the number of boats is a multiple of four.

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

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

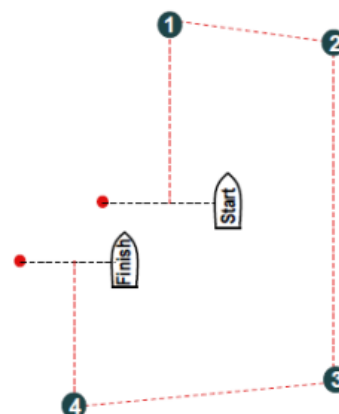
2.3 Courses and Lengths

Races typically take 6 to 10 minutes, with a first beat of 2 to 2.5 minutes. In restricted sailing areas the courses may be shorter. The standard courses are Box, S, and Windward-Leeward.

Box course has five legs. Usually all marks are rounded to starboard. The run is the longest leg.

The start and finish lines can be the same if there are only two races in progress at a time. If there are more than two, the lines must be separate to avoid any risk of interference between a race about to start and a race about to finish.

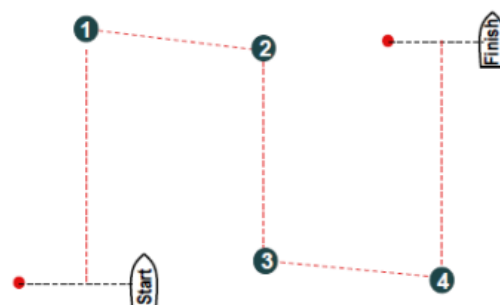
A variation of the Box course is the triangle (removing Mark 4), with a short reach (Leg 2) followed by a long run (Leg 3), then a final beat.



S course (also known as Digital N) has five legs. Marks 1 and 2 are rounded to starboard and Marks 3 and 4 to port.

This course requires a wider racing area than the Box. The shorter run, and Marks 3 and 4 to port, may offer fewer opportunities than the Box for the team astern to overtake.

However, the course is widely-used because the start and finish lines are well separated. This permits a continuous programme with race starts every three minutes.



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

2.4 Regatta Formats

A team racing regatta has a number of stages, with the Race Committee retaining flexibility over the number and format of stages. Running multiple stages helps maximise racing for all teams, a goal of most regattas. The format should provide a structure for qualification to a final, and a clear finishing order if not all races are completed. A stage should only be started if it is expected to be completed; rules D4.2(b), D4.3, D4.5 and D4.7 define how to score stages that are not completed.

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

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

The competition may conclude with a knock-out stage between the top teams from the Gold group. More teams retain a chance of winning if the top one or two Silver teams also have an opportunity to qualify for the knock-out stage. The World Sailing Race Management manual has further information on formats and options.

2.5 Race Strategies

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

An overtaking manoeuvre usually involves one boat slowing an opponent so a team-mate passes that opponent. A boat ahead can slow an opponent by luffing her, preventing her from sailing to a mark, or with 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.

During these manoeuvres, boats may become very close, and the likelihood of a protest increases. Umpires should anticipate this and position their RIB accordingly. For example, if the losing team has 1, 5, 6 in 3-boat team racing, either 5 or 6 needs to overtake 4 to begin the team's conversion to a winning 1, 4, 5 combination. A pressure point in the race is between 4 and 5, and one RIB should be close to 4 to see incidents during these manoeuvres.

Section 3

The Role of Umpires

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 protests related to a rule of Part 2, rule 31 Touching a Mark and rule 42 Propulsion. Umpires watch an incident, and agree the facts and what their decision will be as 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 takes a one-turn penalty, the boats have resolved the issue and the umpires take no action. If no boat takes a one-turn penalty, an umpire promptly signals the decision (rule D2.2(c) and (e)). The umpire's decision during a race is final and a boat is not entitled to a hearing (rule D2.2). A boat penalized by an umpire is required to take a two-turns penalty (rule D2.2(f)).

A single incident in which more than one boat breaks a rule and is not exonerated (rule D2.2(d)) is an exception that is discussed in section 6.9.

An umpire may penalize a boat, without a protest from another boat, for specific rule breaches listed in rule D2.3. These include a breach of rule 31 or 42, contact between team-mates, failure to complete an umpire-given penalty, breach of sportsmanship, and gaining an advantage despite taking a penalty. The recommended umpire actions for these breaches are specified in Section 9.

After the Race. On occasion, umpires may need to form a protest committee to hear a protest on some other 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. The schedule may require it to be held as soon as practicable, 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 he is confident she broke a rule and is not exonerated. If an umpire does not see the start of the incident, he may not have the necessary facts to be confident. If an umpire thinks it is probable that a boat broke a rule, but he has an element of doubt, he should not penalize her. The need for this confidence applies whether or not there is contact. It is better to signal no penalty, even after contact, than to penalize a boat when there is doubt.

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

- a. Did a leeward boat establish the overlap from astern (does rule 17 apply)?
- b. Has a boat sailed beyond the layline (rule 17)?
- c. Does a windward boat break an overlap when she luffs (rule 17)?
- d. Does a boat, trying to remain stationary on starboard tack in the pre-start, pass head-to-wind (rule 13)?

For mark-room, 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 umpire has to decide promptly whether a rule has been broken, and which boat to penalize, based on what he sees from his angle of view. Not every decision will be correct.

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

3.4 Good Umpire 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 at the speed of the fleet is an important skill to master (Section 5).

3.5 Other Responsibilities

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

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

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

Section 4

The Umpire Route Around the Course

4 The Umpire Route Around the Course

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

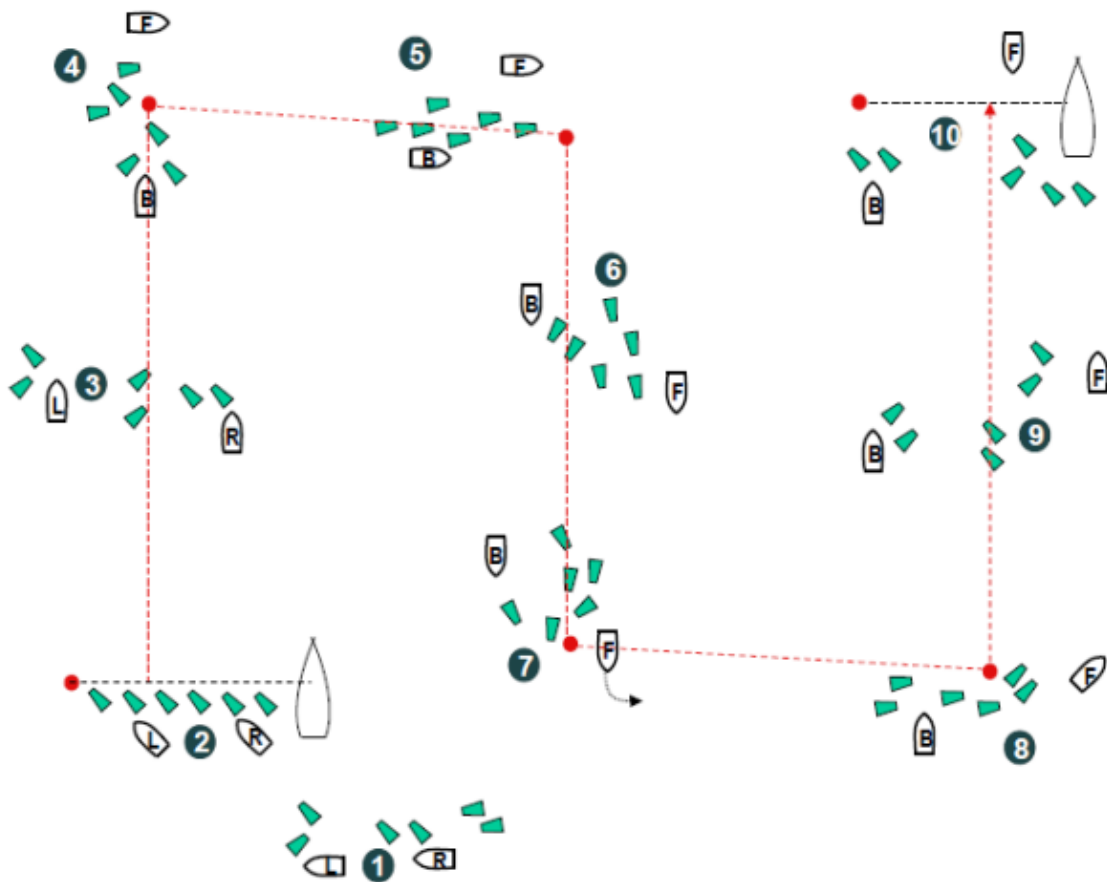
4.1 Covering the Race

Umpires work as a team of two RIBs. 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. As the race develops, 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 side of the course. When a boat sails from one side 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 S Course (also known as Digital N)



Position 1: Pre-start. The RIBs maintain relatively static positions, rather than chasing the boats. The boats are likely to congregate to the right of the Start-Boat. The right umpire positions his RIB below and to the left of the right-most pair, and the

left umpire with, or to the left of, the left-most pair. If one pair separates from the rest of the fleet, the umpires can watch that pair from these positions.

When boats begin to approach the line to start, the RIBs move to positions close behind the boats. The left umpire should be astern of the left-most pair, and the right umpire 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.

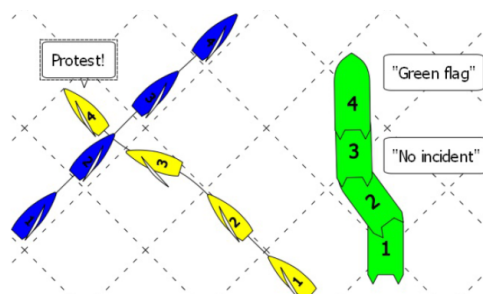
Position 2: The Start. The left umpire is close astern of the left group of boats and the right umpire is close astern of the right group of boats. They should be aware of and leave space for OCS boats returning to start, boats taking penalty turns, and boats that are late to the line. After the start, the RIBs move up the course with the fleet, maintaining these positions.

Position 3: First Beat. The umpires maintain their positions close astern of, or level with, the boats on their side of the course.

Umpiring Port-Starboard Incidents: When a port boat is crossing ahead of a starboard boat, the umpires have to judge whether starboard needs to bear away to avoid risk of contact. When a port boat is tacking to leeward of a starboard boat, the umpires have to judge whether starboard needs to luff to avoid risk of contact before port completes her tack.

Both judgements require the umpires to be able to see how close the bow of the starboard boat is to the port boat when the starboard boat changes course. The umpire needs to anticipate this and move to a good angle of view to make this judgement. Following the track of the starboard boat does not give a good angle.

Better is to watch the incident either at a 45 degree angle to each boat's course, or following the port tack boat. The diagram shows a good position when port is crossing. If port is unable to cross and will either tack or duck, the other side of yellow is a better position. From this side the umpire can see the gap between blue and yellow if blue tacks, and whether there is a breach of rule 16.2 if blue ducks.



Approaching Mark 1: With one third to one quarter of the first beat remaining, the left umpire moves ahead of the fleet to arrive to windward of Mark 1 when the first boat enters the zone. The umpire either drives in a head-to-wind direction through a gap between boats or, if no gap appears, around the left of all boats. He needs to be planning how to make this move from half way up the beat or earlier, and should be close astern of the boats before this move. He then only needs a small gap to go between them, and only minor acceleration to go round the outside. Neither move should create wake.

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

Position 4: At Mark 1. The left umpire is three lengths directly to windward of Mark 1 and watches the first half of the fleet round the mark. The right umpire, now back-

middle, watches the back of the fleet approach and round Mark 1. Incidents are most likely to occur when overlapped boats luff at the mark, and his 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 he should have turned to be pointing towards Mark 2.

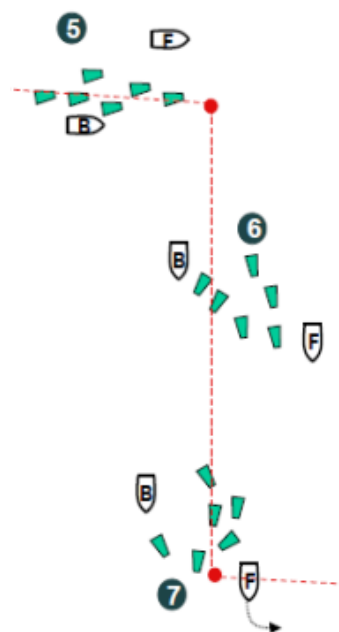
The left (now front) umpire leaves Mark 1 when the first half of the fleet has rounded the mark, and quickly positions himself to windward of the front of the fleet. The best alignment is level with the stern of the first boat or the bow of the second boat. As the last boat reaches Mark 1, the right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

Position 5: Approaching Mark 2. The front umpire is in position to see the gap between the leading boats if they luff towards him. He must be ready to accelerate slightly if the boats luff, so they pass astern. He judges the zone entry for the first half of the fleet, and then continues around the mark level with 1 or 2. Slight acceleration is needed as the RIB has a longer, outside course. The first boats are likely to continue on port after Mark 2.

The back umpire judges zone entry for the second half of the fleet. He stays close to leeward of the boats, but does not enter the zone. It is likely that at least two boats gybe onto starboard at the mark. The umpire 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. The front umpire remains to the left and level or slightly ahead of the front group of boats. This position allows him to accelerate slightly if the boats luff towards him so they pass behind, and then at the end of the leg to pass close to Mark 3 with minimum wake.

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



When Port Tack Boats Luff: At the start of the run, some leading boats may luff each other on port tack, allowing others to overtake. It is usually best initially for the front-left umpire to continue to watch these boats, while they remain in the front half of the fleet, from his position ahead of them and level with the front of the fleet.

However if they drop to the back half of the fleet, the back umpire should take over responsibility and move to the middle of the course. If boats in the back half of the fleet luff each other on port tack, they should continue to be watched by the back-right umpire, who again might need to move to the middle of the course to do this.

Position 7: At Mark 3. The front umpire calls the first boat's entry into the zone of Mark 3, and then crosses Leg 4 as the first boat approaches the mark. This move enables him to call Mark 3 and then be to leeward of the front of the fleet at the start of Leg 4. If he fails to cross Leg 4 before the boats are on it, he will be out of position for Leg 4. Umpires should not be to windward on Leg 4.

The back umpire calls the back half of the fleet as they enter the zone from a position about four lengths from Mark 3. He remains in this position until boats start to round the mark, and then promptly moves, outside all boats, to his Leg 4 position to leeward of the first boat in the back half of the fleet. The earlier he moves, the less he has to accelerate round the outside, so the less wake he creates.

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

Crossing Leg 4: The front umpire should cross Leg 4 close to Mark 3; the ideal distance is about two lengths from the mark. This allows him to turn towards Mark 4 and either stop (if the boats stop at the mark), or to continue (if they round the mark). If the umpire crosses Leg 4 further from Mark 3, and the boats stop at the mark, he will be out of position. He will need to turn back towards Mark 3 to watch incidents, and then, while watching them, turn 180 degrees to point towards Mark 4.

As the front umpire approaches Mark 3, the driver should glance towards Mark 4 to check the direction of Leg 4, and the angle the boats are likely to sail when leaving Mark 3. This will enable him to make his turn just to leeward of Leg 4 and be in the correct position for Leg 4. A slight deceleration when turning 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. The front RIB is level with the first or second boat, ready to call Mark 4 zone entry for the leading boats. The back RIB is level with the leading boat in the back half of the fleet.

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

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

When the back umpire, who will be back-left on leg 5, reaches the zone he stops and turns to point to windward. He is now ready to move in a windward direction (leaving the mark to starboard) to a position astern or to the left of boats that tack at Mark 4. If he drives any closer to Mark 4, he will not have space to turn to be on the left side of the fleet at the start of Leg 5.



Position 9: On Leg 5. The front-right umpire stays level with or ahead of the leading pair on the right side of the course, and the back-left umpire stays level with or astern of the boats on the left side of the course. The leading boats usually start the leg sailing towards the right side of the course, and it is the back of the fleet that is more likely to sail to the left side.

However if the front boats sail to the left and the back boats sail to the right, then, unless the fleet is well spread, it may be easier for the back-left umpire to move forwards to take the front-left group.

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 such cases umpires should be aware of the race score, the likely manoeuvres the losing team will make, and the best angle of view to decide the incident. Likely incidents and umpire tips are discussed in Section 10.

Position 10: The Finish. In a close race incidents are likely to occur on both tacks and at both ends of the finishing line.

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

The back umpire 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. As boats finish, both RIBs remain in position to watch the remainder of the fleet.

After the finish: Umpires inform the Finish-Boat of the finishing position of any boat that took a penalty turn at the finish, and the Race Chump advises of any breaches of rule 28.1 (Section 11).

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

4.3 Box Course

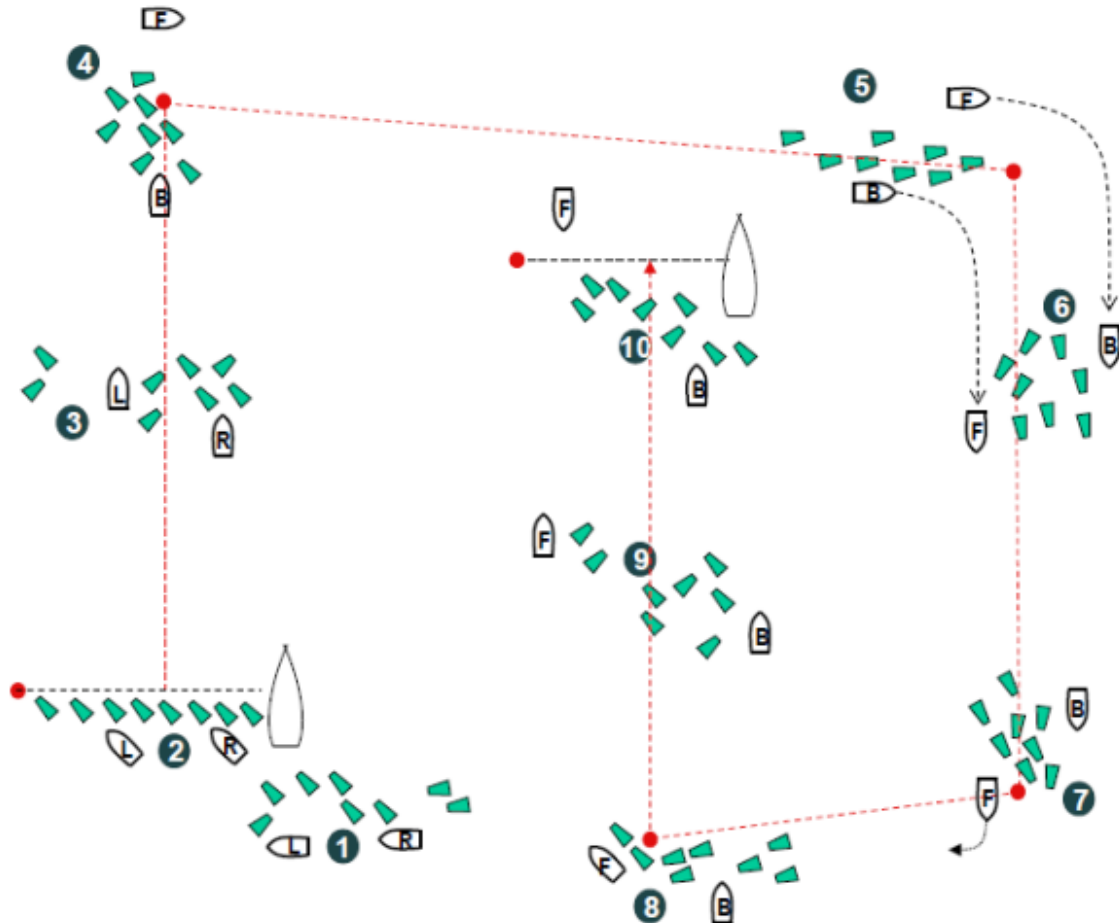
The starboard-hand Box Course route, also used for triangle and windward-leeward courses, is the same as the S course route with the following two changes.

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

This switch occurs naturally when the fleet is bunched; the back umpire is on the inside and simply turns inside the mark to be level with the front of the fleet on Leg 3. The front umpire on the outside has the longer distance to travel, so if he continues at the speed of the fleet round Mark 2 he will leave level with the back of the fleet. He might need to slow slightly.

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

On Leg 5, the front umpire is on the left side: As the boats approach the finish, the front-left umpire moves above the Finish line, passing outside the finish mark, and the back-right umpire observes the gaps between overlapped boats approaching the starboard end of the line.



(Not to scale; the Finish line is usually either the same as the Start line or to leeward of it)

4.4 Which Umpires Call Which Boats

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

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

The driver positions the RIB to see incidents involving the boats of Team A that he is calling. The co-driver calls the other team's boats as they engage with the driver's boats and with each other. The driver and co-driver should be close to each other; this helps clear communication and quick resolution of any disagreement.

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

Hand Signal: I Can Make the Decision. On occasion there will be an incident involving boats being called by both RIBs. This occurs most often at Marks 1 and 3, and when approaching the Finish. When one RIB is confident he can decide the incident, an umpire in that RIB (usually the co-driver) should promptly raise his arm vertically (section 7.12). The other RIB can then focus attention elsewhere.

At Marks 1 and 3 it can be particularly helpful if it is the back RIB that makes such a signal, as this allows the front RIB to move to stay level with the front of the fleet while the back RIB signals the decision and checks any penalty is correctly taken. Section 6.10 has more detail on signalling decisions for incidents being watched by both RIBs.

4.5 Umpire Positioning to Make Intentions Clear

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

4.6 Variations on Which Umpire Calls Which Boats

RIBs should not swap roles or positions; if out of position, a RIB should recover his proper position as quickly as possible. On occasion, the race positions or courses of the boats may make it appropriate to vary which boats each RIB is watching. The two common instances are:

1. When the fleet splits into two groups.

- a. In 3-boat, 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 4-boat, 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, the front RIB should take the front group of boats, and the back RIB should take the back group. The front RIB should be especially alert to mark touches and team-mate contact in the leading group, as these incidents could give the losing team an opportunity to get back into the race.

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

The umpires should take responsibility on the basis of their umpire route and how the race is likely to develop. They should position their RIB to make it clear which boats they are watching. For example:

- a. ***Leg 3 of the S course, the leading pair luff onto a beam reach on port.***
The front RIB continues to take responsibility for the pair from a position level with the front of the fleet. When the pair is passed by the other boats, the back RIB should move to the middle of the course and take over responsibility. He will have a good angle of view to see the gap between the boats, and when they gybe they will sail back towards him.
- b. ***Leg 3 of a Box course, the leading pair sail to the left side of the course,*** and their lead reduces. If the pair is being overtaken, the left-back RIB is in a better position to call any incident between them. He should move forwards to show he has taken over responsibility for the pair.
- c. ***Leg 5 of the S course, the leading pair tack onto starboard at the mark.***
The front-right RIB 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, the front-right RIB takes responsibility for the boats on the right, and the back-left RIB moves forwards to take responsibility for those on the left.

Radio signals between umpires are not normally necessary but can be used to eliminate any doubt, and to confirm any uncertain rule 17 obligations.

Section 5

Driving and Positioning

5 Driving and Positioning

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

5.1 Important Moves

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

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

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

Move to windward of the finish line. The front umpire should be to windward of the finish line, in a stationary position with her stern to the wind, when the first boat finishes. On the S course, 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.

5.2 Tips for Successful Driving and Positioning

- a. **On a windward leg**, drive in a head-to-wind direction. The RIB's speed is slower so there is less wake, and his direction removes the risk of any boat being caught in the wake. This is particularly important when passing through the fleet to get to windward of Mark 1.
- b. **When stationary** (pre-start, Mark 1, Mark 3), point the RIB in the next direction of travel. Only accelerate when pointing in the correct direction.
- c. **The back umpire cuts the corner** 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 the back umpire to move off in the right direction, and be level with the fleet at the start of the next leg.
- d. **When turning to the opposite direction**, turn away from the fleet. The umpire risks interfering with a boat if he turns towards it, especially in pre-start.
- e. **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.
- f. **Maintain a consistent angle of view**, and correct the positioning immediately even if out of position by only half a boat-length.
- g. **When signalling or monitoring a penalty**, continue round the course in the correct position to call incidents involving the 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. This is most easily achieved by identifying and staying level with a chosen position, for example the bow of the boat in 2. When speeds are the same, the driver can position the RIB closer to the boats. If a nearby boat turns towards the RIB, the driver can accelerate slightly and the boat will pass astern. Also the co-driver has the benefit of a steady and consistent angle of view on each leg.

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

- a. stay level with the correct boat in puffs and lulls, and when she slows;
- 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 nearby boats tack on a windward leg (small deceleration).

Reverse gear should be used gently, and only when it assists a manoeuvre or avoids interference with a boat. A fast or long reverse usually puts the RIB out of position, and needing to travel faster than the fleet to recover position. The engine may take time to engage reverse, and some RIBs take on water when reversing at speed. Good anticipation (section 5.5) helps minimise the 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. Driving close demands confident and gentle handling of the RIB, especially to minimise the RIB's wake. The umpire should aim to be as close as he can be without obstructing any boat's wind or course. Key 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. Point the RIB in the next direction of travel; only accelerate when pointing in that direction
- g. Always know what you will do if a nearby boat turns towards you (Section 5.5).
- h. 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.
- i. 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.

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. The driver should, when it is seamanlike, raise both hands to confirm he will remain stationary.

5.5 Anticipating Course Alterations

Experience builds awareness of what is likely to happen, but even experienced umpires are occasionally taken by surprise, especially by novice team-racers. A driver should not try to predict what the 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, a boat's likely manoeuvres include:

- a. Slowing or bearing away to slow an opponent when ahead of her.
- b. Sailing as fast as possible when behind and trying to catch up.
- c. Initiating a tacking battle to slow an opponent when behind her.
- d. Bearing away and gybing when being covered and unable to tack.

On a reaching leg a boat is likely to slow, and sometimes bear away, to create an overlap with the boat behind. If the boat behind becomes overlapped to windward, she is likely to luff. A leeward umpire position is unlikely to obstruct these manoeuvres. The windward position adopted by the front umpire on Legs 2 and 3 is at risk from the luff. Hence it is important for this RIB to be either ahead, or level and ready to accelerate slightly, so that the luffing boats pass astern.

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

Avoiding Boats which are Taking a Penalty or OCS. After an incident, umpires should anticipate that a boat involved might believe she has broken a rule and 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.

An umpire is most at risk when he is close astern at the start and on windward legs, and close to leeward on offwind legs. Using reverse gear is usually not rapid enough to get out of the way, and distances the umpire from the rest of the fleet. Instead a RIB should be aware if he might be at risk, and move away in anticipation of a boat's penalty turn. Being outside and level with the boat makes this easier.

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.

The best technique for holding head-to-wind in the prestart is repeatedly to engage forward gear for a very brief moment then shift back to neutral. This keeps the 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 that the RIB might be blocking (on a beat);
- d. a boat that is being affected by RIB wake (especially offwind when on a parallel course to the fleet);
- 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.

Section 6

Part 2 Incidents (and Rules 31 and 42)

6 Part 2 Incidents (and Rules 31 and 42)

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

6.1 Umpire Process

Each incident between boats is watched by two umpires in one RIB, one watching each boat involved, agreeing the facts as they occur. Immediately a rule is broken, or at the end of an incident if no rule is broken, the umpires agree their decision. They then wait for a boat to protest, and for a boat to take a penalty turn. If there is a protest and no boat takes a penalty, the umpires signal their decision.

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

In most two-boat incidents, when a rule is broken only one boat is penalized. Either only one boat breaks a rule, or one boat breaks a rule and the other is exonerated under rule 21 or rule 64.1. A single incident in which both boats break a rule and neither is exonerated is an exception (rule D2.2(d)) that is discussed in Section 6.9.

6.2 Umpire Conversation

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

- a. Identification of the right-of-way boat, the keep clear boat and the reason;
"I am 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. A clear statement that identifies if and when a rule is broken;
"Contact", "Not keeping clear", "Changed course to avoid".
- e. Which boat breaks a rule;
"Penalty on me", "Penalty on you".

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

6.3 Protest Validity

A protest is only valid if the boat hails "Protest" and conspicuously displays a red flag at the first reasonable opportunity for each (rule D2.2(a)). A Part 2 protest may only be made by a boat involved in the incident, unless the incident was contact between two boats of the other team (rule D1.2(a)(a)).

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

6.4 Taking a One-Turn Penalty

A boat may respond to a protest by taking a one-turn penalty. 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).

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

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

Start and End of a Penalty Turn. A penalty turn starts when, after getting well clear, 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 22.2), and whether a boat taking a penalty completes her penalty before crossing the finishing line to finish.

6.5 Signalling the Decision; Taking a Two-Turns Penalty

After a protest, the umpires must give a boat time to get well clear of other boats as soon after the incident as possible, and then promptly start to turn. The umpires should keep this time short as, while there is an unanswered protest, the boats remain close with the possibility of a second incident and protest. In most cases between two and three seconds is more than sufficient time; if the boat that broke a rule is trapped by other boats, the time may be slightly longer.

If no boat promptly starts to take a penalty, the umpires signal their decision. A green and white flag means no boat is penalized. A red flag means one or more boats are penalized with a two-turns penalty (rules D2.2(c) and D2.4). The flags should be in a position from which they can be promptly displayed.

The flag is accompanied by one long sound, normally a loud whistle. The length and loudness of the sound signal is the same for all decisions (red, green and white, and black and white flags). The flag is held vertically overhead for about two seconds so that all sailors, umpires and spectators can see it, except that a red flag is lowered when the boat starts her penalty turn.

The umpire is required to hail or signal to identify a penalized boat (rule D2.4(b)). The clearest method is for the umpire to hail the boat's number or other identifier, and point with an extended arm and finger looking at the skipper of the boat.

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

If a penalized boat does not promptly sail clear and then start the penalty, the umpire should at that time penalize her further with another two-turns penalty (rule D2.3(f)), confirming the total requirement with a hail of "four turns" (rule D2.3, final paragraph).

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

If, while making a penalty turn, a boat breaks a rule that is subject to an umpire-initiated penalty (Section 9), for instance rule 31 or 42, the boat is given time at the end of her first penalty to take an additional one-turn penalty. If she fails to do this, the umpire should promptly signal an additional two-turns penalty.

6.6 Interrupting or Interfering with a Penalty Turn

While one boat is taking a penalty, other boats may alter course, and cause the boat taking the penalty to have to interrupt the penalty turn in order to continue to keep clear (rule 22.2). Interrupting a penalty turn to keep clear of another boat does not breach the requirements of rule 44.2 providing the boat was well clear when she started the turn, and then promptly resumes and completes her penalty turn.

If the boat taking a penalty fails to keep clear, she breaks rule 22.2. The other boat breaks rule 24.2 when she interferes with the boat taking a penalty, unless 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 takes a penalty turn.

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

6.7 Monitoring Penalty Turns

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

If there is a protest and a boat starts but fails to complete a one-turn penalty, no boat has exonerated herself. An umpire penalizes any boat that he decides broke a rule, which may not be the boat that started to take a penalty. If there is no valid protest, the umpire makes no signal, even if a boat makes an incomplete one-turn penalty.

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

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. During the delay, the umpire should signal another two-turns penalty.

At a regatta for sailors new to umpired team racing, an umpire may decide a penalty has not been completed solely because the sailor does not know the requirement. The umpire may prefer to advise the sailor (without a flag or sound signal) what he must do to complete the original penalty. Signalling an extra two-turns penalty when the sailor does not understand the requirement is unlikely to resolve the issue.

6.8 Protest Response Times

The rules use different words with different meanings to specify how quickly an action needs to be started. Umpires must give boats the specified time, but not more as this

would delay closing the incident and cause inconsistency.

The timing requirements used in the rules are:

Action	Requirement	Comments
Hail protest	At the first reasonable opportunity	Immediately; a delay is only reasonable if the boat is in danger, capsized, 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	The first opportunity to sail clear, whether it is to luff, bear away, or slow down, must be taken. Delaying sailing clear until after passing the mark, or until the turn can be taken in the preferred direction, does not comply with “as soon as possible”.
Take the penalty	Promptly	Delaying any part of a turn for tactical advantage is not acceptable. Delaying briefly to make sure the boat complies with rule 22.2, or that the turn is safe and seamanlike, is acceptable.

6.9 When More than One Boat Breaks a Rule in a Single Incident

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

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

- If one or both boats protest, and no boat takes a penalty**, the umpire penalizes both boats. The umpire holds the red flag overhead, whistles, hails and points at one boat, then immediately whistles, 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**, the umpire penalizes the other boat.
- If only one boat protests and the other takes a penalty**, the umpire makes no signal. The competitors have resolved the incident themselves and there is no outstanding protest.

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

- Rules 24.2 and 10 (or 11):** S is on Leg 1, P is on leg 2. S is not sailing her proper course and interferes with P. P fails to keep clear. S breaks rule 24.2 and P breaks rule 10.
- Rules 24.1 and 22.2:** Y is taking a penalty turn. B is not sailing her proper course. Y fails to keep clear of B. Y breaks rule 22.2 and B breaks rule 24.1.
- Rules 20.1 and 20.2(b):** L hails for room to tack at a mark that is also an obstruction which W can fetch, such as a Finish-Boat. W fails to respond. L breaks rule 20.1(c) 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 from port onto starboard inside the zone and is fetching the mark. L causes W, to windward or astern, to have to sail above close-hauled to avoid her. W fails to keep clear. L breaks rule 18.3 and W breaks rule 11 (or 12).

6.10 More than One Umpire Signal; Errors in Signalling

Umpires in one RIB should never over-rule the decision of those in another RIB, but on occasion there will be a multi-boat incident, a part of it being watched by each RIB. The umpires in each RIB should signal the decision for the part of the incident they are watching, and where possible avoid signalling decisions that could be seen by the competitors to conflict.

Incidents with One RIB. If an incident clearly involves only two boats, there should only be one umpire decision, signalled by the RIB responsible, unless the RIB's umpires ask the other RIB to make the decision or signal. 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.

Incidents with Two RIBs. A situation involving more than two boats may be the responsibility of two RIBs. For instance, A, X and B round Mark 1, the front RIB is calling all incidents involving boat A and the back RIB is calling all incidents involving boat B, and X protests. As stated above, each RIB is responsible for the part he is watching, and should not signal a decision that is the responsibility of another RIB.

Therefore even if the front RIB has displayed a green and white flag to indicate no rule broken between A and X, the back RIB should display a red flag if he decides a rule has been broken between X and B. The penalized boat must take a two-turns penalty. If the sailor queries what he should do because two different flags were displayed, it is appropriate for the back RIB to reconfirm the red flag penalty.

When there is only one protest, if a red flag is displayed first, there is no need for the other RIB to display a green and white flag. The other RIB should only display a flag when he believes there were two incidents and should be two penalties. When the two red flags penalize the same boat for separate incidents, and the boat only takes one two-turns penalty, an umpire may need to repeat the second two-turns penalty signal for clarification.

In a multi-boat situation with two RIBs, signals are therefore clearest for competitors if any red flag is flown first, as then a second flag is only flown if there is a second penalty. In such a situation a RIB intending to display a red flag should do so as soon as he decides no boat has promptly started to take a one-turn penalty. Whereas 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 helpful for a RIB who has decided a boat broke a rule to raise an arm (Section 4.4), and for one intending to signal a green and white flag to check the other RIB. If one RIB has an arm raised, indicating "I can signal this decision" (Section 7.12), the other RIB intending to signal a green-and-white flag makes no signal and reverts to watching the rest of the race.

Errors in Signalling. If an umpire decides to penalize one boat X (rule D2.2(c)), but in error signals a different boat A, he has not yet complied with D2.2(e) and is still

required to signal a penalty on X in compliance with rule D2.2(e). Rule D2.4(b) permits him to penalize two boats, so he should penalize X immediately after penalizing A in error. Both A and X are required to take a two-turns penalty. The umpire should not try to mitigate his error by giving X a second penalty.

If an umpire decides to penalise boat Y, but in error signals “no penalty” with a green flag, he has signalled under rule D2.4(a) and should not correct his error. The competitors will have seen the green flag as the umpire’s decision on the protest.

In both the above cases the effect is that the boat that broke a rule has neither gained nor lost as a result of his breach. Rule D2.7 states that there is no redress for a signalling error by an umpire, but he should be ready to explain and apologise at the finish line.

6.11 Incorrect Protest Procedure

If a boat hails “Protest” but fails to meet another requirement for a protest (display of red flag; or involvement in the incident), the umpire should not signal a decision because the protest is not valid and rule D2.2 does not apply. However if the hailing continues, or if the umpire believes the sailor is still waiting for a decision, it is helpful and appropriate to display the green and white flag to close the incident. The reasons can be discussed with the sailor after the race.

6.12 Co-driver Responsibilities

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

- a. 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.

Section 7

Umpire Conversation

7 Umpire Conversation

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

7.1 Purpose of Conversation

The purpose of the conversation is that, as an incident happens, the umpires agree 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 takes a penalty turn, they 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 helps if umpires are side-by-side in the RIB rather than one in front and one behind. The conversation keeps both umpires informed and focused, helps them remember the facts, and confirms their agreement or highlights disagreement as the incident happens.

7.2 Structure of the Conversation

Each umpire watches one or more boats on a team, and describes in words what he sees. It takes practice to convert what is seen into an accurate oral narrative.

Each umpire, by watching and describing the actions of his boat and listening to the other umpire describe the actions of the other boat, can follow an incident and apply the rules. As soon as a rule is broken, 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

The 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"*

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

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

Words must be accurate in time and 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 conversation should be restricted to the facts that are necessary for the umpires' decision. For each rule, an umpire needs to know the specific facts that must be agreed before that rule can be applied.

For example, it is essential to know if a right-of-way boat is holding or changing her course, as this determines whether rule 16.1 (and occasionally rule 16.2) applies. In contrast, if a boat is keeping clear as required, it is not relevant whether she is doing this by holding or changing her course, or slowing down. Section 7.10 gives further guidance on applying this across all types of Part 2 incidents

For this reason, “*Holding*” and “*Changing*” (or “*Altering*”) 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 acquired right-of-way when she completed her tack.

7.4 Initiating the Conversation

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 responds and confirms.

“*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 umpires agree 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 Conversation

Actions

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

The keep-clear umpire states whether his boat is continuing to keep clear. If she is, no rule is broken. If the right-of-way boat changes course, and the boats are close, the keep-clear umpire should state either “*reacted immediately*” or “*reacted late*” to identify whether his boat responded promptly to the change of course. “*Doing all I can*” or “*Can do more*” may be said instead, especially when the other boat establishes right of way and rule 15 applies.

7.6 New Facts Changing the Conversation

Switching Rights, New Opportunities or Obligations

A new fact that changes how the rules apply is called 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 words and the applicable rules are:

- a. **“Tacking”** when a boat passes head-to-wind (rule 13);
- b. **“Done”** when a boat completes a tack by reaching a close-hauled course (rules 10, 11, 12, 15, 17);
- c. **“Overlap”** or **“Clear”** when an overlap is established or broken (rules 11, 12, 15, 17, 18);
- 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);
- g. **“Layline”** when a boat must gybe or bear away to continue to sail a proper course (rule 17);
- h. **“Hail”** when a hail is made and the other boat must respond (rule 20).

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

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

If the boats are overlapped approaching Mark 4, the inside umpire says *“Windward give, keeping clear”*. After *“Zone”*, this umpire says if he is *“(Not) in mark-room”* to identify whether rule 21 Exoneration applies. Some umpires say *“(Not) in corridor”* to reflect a useful image of the definition of mark-room. *“Wide”* can be said instead of *“Not in mark-room”*; it is clearer, shorter, and avoids the use of *“mark-room”* in both positive and negative statements.

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

7.7 Concluding the Conversation

The Decision

One umpire makes a clear statement to identify the moment that a rule is broken. For example:

- a. An umpire says *“Contact”*.
- b. The umpire of the keep-clear boat says *“Not keeping clear”*.
- c. The umpire of the right-of-way boat says *“Changed to avoid you”*.

The umpire conversation should already have agreed the facts that are needed to make their decision. The umpires now need to confirm the decision that they will signal if there is a protest and no boat takes a penalty. The process is:

- a. One umpire proposes the decision, *“Penalty on me / you, do you agree?”*
- b. The other umpire says either: *“I agree”* or *“I did not see”*; or *“I disagree”* with the reason, for instance *“Disagree, I broke 16.1”*.
- c. If he says *“I agree”* or *“I did not see”*, the proposed decision is confirmed.
- d. If he says *“I disagree”*, the umpire who initially proposed the decision either says *“I agree, penalty on you / me”*, or *“I disagree, green flag”*.

Disagreements may be over rule application, or because one umpire is unaware of a fact relating to a boat he is not watching that has not yet been stated, for example the fact that the other boat was *“Changing”*, or was *“Not in Mark-room”*. If umpires cannot immediately resolve their disagreement, and there is a protest, they should signal no penalty with a green and white flag. The answer to a sailor’s query on the decision is simply *“We disagreed about which boat broke a rule”*.

7.8 Which Umpire Proposes the Decision

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

Such decisions often relate to windward-leeward incidents when the right-of-way leeward boat changes course. 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. The umpires need to decide if the windward boat acted promptly and did what 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 he 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. It is these actions that determine the decision. An umpire should not disagree over a fact about a boat he is not watching.

Similarly at a mark, most decisions will depend on whether the inside keep-clear boat is *“In mark-room”* or *“Not in mark-room”*, so the umpire of the keep-clear boat with mark-room usually proposes the decision based on this fact.

7.9 Signalling the Decision

After making the decision, the umpires wait for a protest and then give a boat time to start taking a penalty. They should be ready to display the flag, especially if it will be red, and make the sound signal. If possible, the co-driver should have the red flag in his hand ready to use throughout the race and the green flag close-to-hand; many umpires prefer to hold both.

If no boat promptly starts to take a penalty turn, 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 the umpires decide to signal a two-turns penalty, but before they make the signal a boat starts to take a one-turn penalty, the umpires have to decide whether to change their decision, or to enforce it despite the fact that a boat is now taking a penalty. Neither option is good.

7.10 Decision-Oriented Conversation

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 achieve this, an umpire needs awareness of which facts are necessary for any decision.

In practice there are only four types of Part 2 incident. Type 1 always applies and Types 2 - 4 may also apply. They are:

- Type 1: Right / Give incidents, rules 10-13, 15, 16, 22
- Type 2: Proper Course incidents, rule 17 (and occasionally rule 24.2)
- Type 3: Passing Marks and Obstructions, rules 18, 19, 21
- 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 rules 10-13, 15, 16, 22	Type 2 rule 17 (& 24.2)	Type 3 rules 18, 19, 21	Type 4 rule 20
Set-up Words Say once only	Starboard right / Port give Leeward right / Windward give Ahead right / Astern give			
New Issue Words Say once only	Overlap / Clear Tacking; Done (Gybe)	No luffing rights (or 17 on)	Zone Obstruction	Hail
Action Words Say immediately after set-up words. Repeat through incident	Right-of-way • Holding • Changing Avoid “ <i>giving room</i> ”. This is a conclusion from keep-clear’s words	Keep clear • (Not) Keeping clear • Reacted immediately / doing all I can • Reacted late / can do more / on me	Leeward • Above • Proper • Below (24.2) Type 1 conversation continues	Boat with (mark-) room • In room • Wide If “ <i>wide</i> ”, revert to Type 1 conversation
				Hailed boat • Luff; tacking • You tack • No response Hailing boat • Luff; tacking • No / late response

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

New Issue Words, said once only, reflect a change of the Type 1 relationship, or a Type 2 – 4 relationship that now also applies. A word (e.g. *clear*) may be said to indicate when the 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 mark-room*” should be repeated. If she then fails to keep clear, or breaks rule 15 or 16 while passing the mark or obstruction, rule 21 exonerates her, and the other boat breaks rule 18 or 19.

However if she leaves that room, “*Wide*” should be said to indicate that rule 21 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 separate incidents at the same time. In these circumstances, one umpire watches each incident. Usually the driver watches the incident ahead, and the co-driver watches the incident to the side or astern. To help record and recall facts, each umpire calls aloud the actions of both boats in his incident “*X, starboard right, holding. Y, port give, keeping clear*”.

7.12 Standard Words and Phrases

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. Some umpires avoid phrases starting with “*not*” as if that first word is not heard, the meaning is reversed.

<u>Rights & Reasons</u>	<u>Actions</u>	<u>Protests & Decisions</u>
Give; Right	Holding; Changing (or Altering)	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
Friendly	Luffing; Tacking; Done	Incident closed (no protest)
	Dipping (or Ducking); Crossing	Do you agree?
<u>Obligations & Opportunities</u>	Close-hauled	I agree / disagree / didn’t see
(No) Luffing rights; 17 off / on	(Not) (Above) Proper course	Penalize
Zone	Tacked in zone; Fetching	Green / Red / Black flag
I have / must give (mark-)room	In mark-room (corridor) / Wide	Started on port / starboard
It’s on me	Pumping; Rocking; Sculling	
At obstruction	18 off	
I may (not) hail (rule 20)	Hail (room to tack)	
Different leg; Interfering	(Not) Responding (rule 20)	
	Approaching start	

Clarifications:

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

7.13 Radio Communication and Hand Signals

Radio communication interrupts umpire conversation, and may not be clearly heard. It should only be used when necessary to provide concise and specific information to another RIB. 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 a better angle of view or previous knowledge (*"X clear at zone"*; *"X not in zone"*; or *"A and X 17 on"*);
- b. advising of an unanswered protest, *"You have an outstanding protest from X"*;
- c. *"I can make the call between A and X"* when an umpire believes that the responsible umpire may not have the facts.

Hand signals are more frequently used. They are less intrusive, but may not be seen. The co-driver should watch for hand signals from the other RIB and respond. The hand signals are:

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

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

To avoid any ambiguity the other umpire can confirm with a jabbing point reply. If this umpire is the front umpire, he can confirm by simply driving forwards to stay level with the front of the fleet.

Section 8

Team Racing in 10 Calls

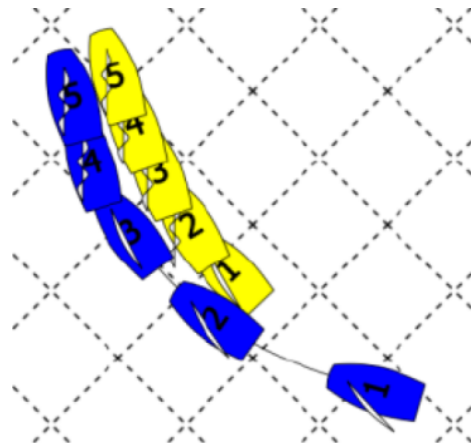
8 Team Racing in 10 Calls

Ten situations cover the majority of team racing decisions. Familiarity and confidence with these, and the specific facts that determine what the decision should be, will help umpires have the right angle of view to make consistent and reliable decisions on the water. The analyses also highlight which umpire should see the fact on which the decision depends.

8.1 Pre-start Windward-Leeward: Rules 11 and 15

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

W must promptly do what she can to keep clear. The windward umpire may say *"I have room; I can do more; it's on me"*, in which case, if W fails to keep clear, she breaks rule 11. Alternatively, the windward umpire may say *"I reacted promptly; I'm doing all I can"*, in which case, if W fails to keep clear, L breaks rule 15.

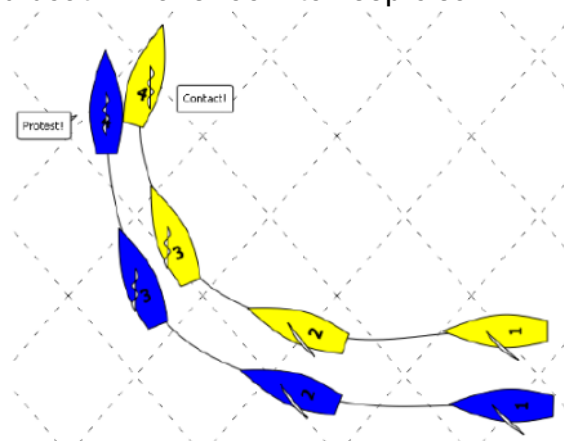


8.2 Windward-Leeward: Rules 11 and 16.1

This is the incident that most often leads to a protest. The leeward boat L changes course and there is contact. Did the windward boat W have room to keep clear?

The leeward umpire says *"Holding"* or *"Changing"*. Whenever the leeward umpire says *"Changing"*, the windward umpire says either *"Keeping clear"* or *"Doing all I can"* or *"Reacted late, can do more"*.

When the windward umpire says *"Keeping clear"*, there is no incident. If W fails to keep clear, but is *"Doing all I can"*, L breaks rule 16.1; whereas if W *"Reacted late"* or *"Can do more"*, W breaks rule 11.

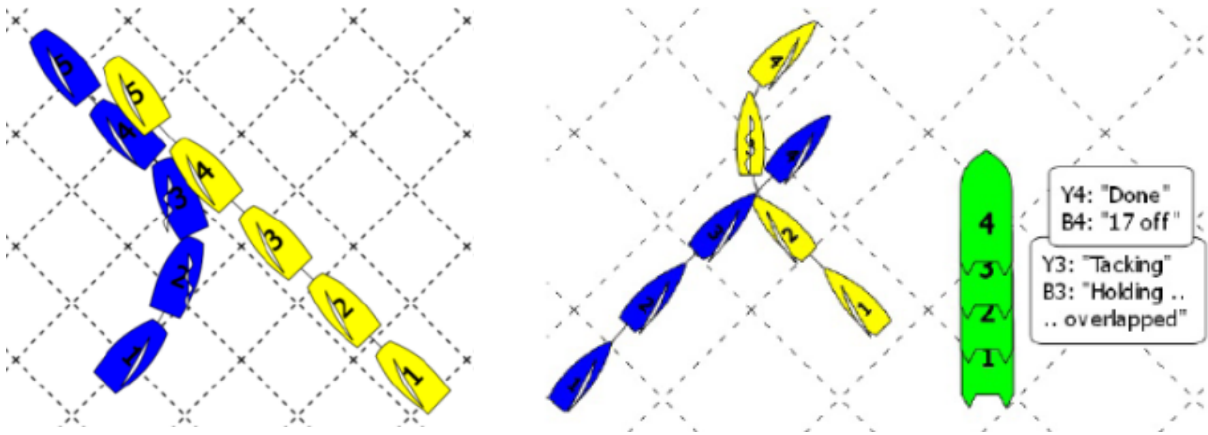


Each time L changes course there is a new application of rule 16.1. If L changes course, and the gap closes because W reacts late, but W is still keeping clear, no rule is broken. If L changes course again, and this time W reacts immediately but fails to keep clear, L breaks rule 16.1.

8.3 Close Tack Upwind: Rules 13 and 17

When port boat P tacks ahead or to leeward of starboard boat S, and S luffs to avoid contact, the RIB needs to be in a position to see whether S needs to luff before P's umpire says *"Done"* (Section 4.2, position 3).

When a boat crosses and then tacks ahead and to windward of another boat, the tacking umpire says *"Done"*. The non-tacking umpire responds with either *"Overlapped; 17 off"* or *"Clear"* (astern) to determine whether rule 17 applies. Overlaps established when approaching or rounding marks often determine the application of rule 17 on the next leg.



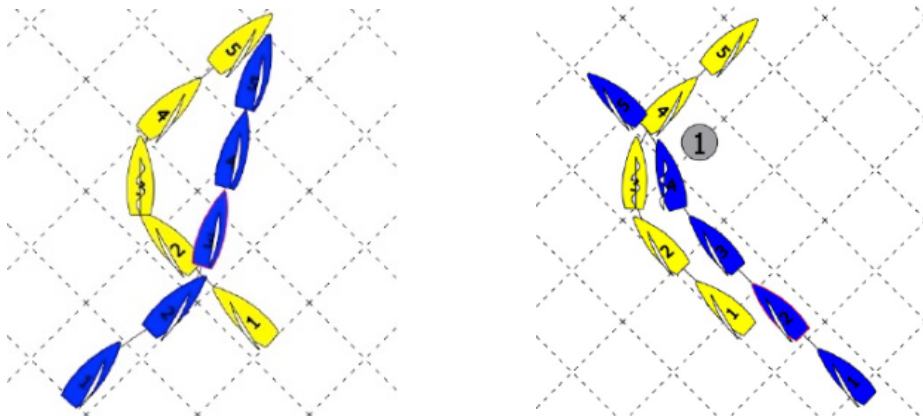
8.4 Upwind and at Mark 1, the Boat Ahead Tacks: Rules 13 and 16.1

An ahead right-of-way boat A tacks to become keep-clear boat, and then fails to keep clear of X. Such incidents occur at Mark 1, when the ahead boat tacks to round it, and on a windward leg, in particular Leg 5, when a starboard boat crosses and tacks to cover a dipping port-tack boat.

After A passes head-to-wind “*Tacking*”, she must keep clear. If X luffs before A passes head-to-wind, and thereafter holds her course “*Holding*”, rule 16.1 does not apply. If X then has to bear away to avoid contact “*Changed to avoid*”, A breaks rule 13 (or rule 10 or 11).

However if X changes course “*Changing*” after A passes head-to-wind “*Tacking*” without thereafter giving A room to keep clear, X breaks rule 16.1.

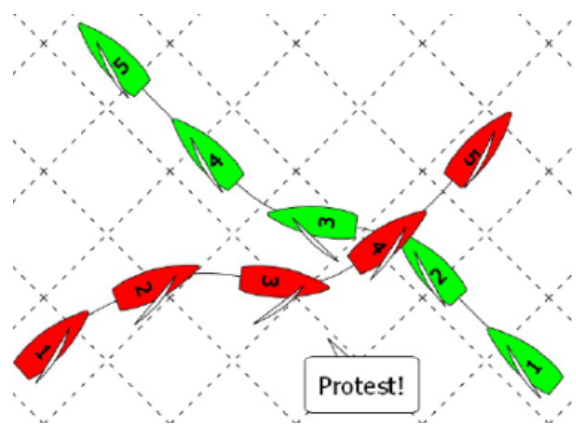
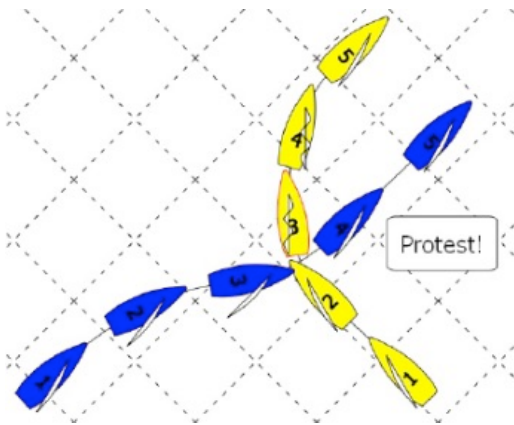
On occasion, a port tack boat A is keeping clear by crossing “*Crossing, keeping clear*”, and the right-of-way boat X briefly luffs onto a collision course “*Changing*”, then bears away before there is contact, and protests. This may also occur when A tacks at Mark 1. The umpires should decide “*No incident, green flag*”.



8.5 Hunting Upwind: Rule 16.2

If port boat P is keeping clear by sailing to pass astern of starboard boat S “*Dipping*”, and S changes course “*Changing*”, and as a result P immediately has to change course to continue to keep clear “*Had to change immediately*”, S breaks rule 16.2.

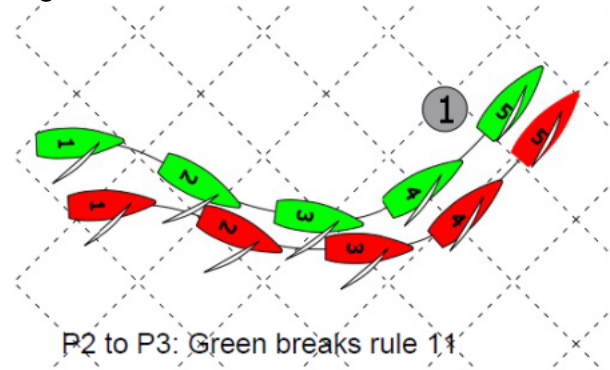
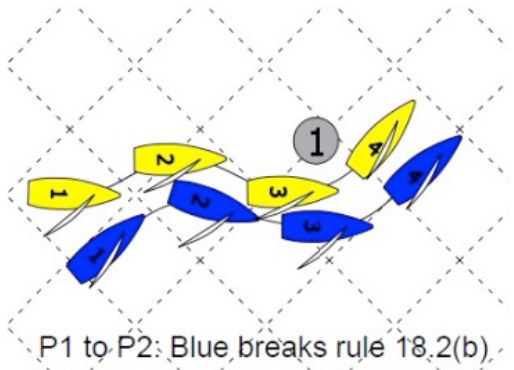
Rule 16.2 applies in two different situations: when S luffs to tack to cover P as P is about to pass astern of her; and when S bears away to force P either to bear away further or to luff and tack.



8.6 Giving and Taking Mark-Room: Part 2 Section A and Rule 18.2(b)

If the right-of-way boat X is outside at a mark and the inside boat A fails to keep clear, A breaks a rule of Section A. However, if A is sailing in the mark-room to which she is entitled from X, X breaks rule 18.2(b) and A is exonerated under rule 21.

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



8.7 Mark 1, Tacking in the Zone: Rule 18.2(a)

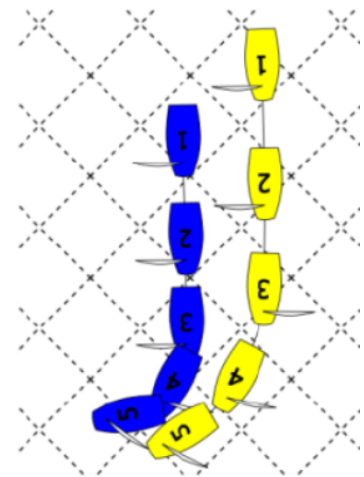
When a port tack boat, approaching a starboard-hand Mark 1 below the lay-line, passes head-to-wind inside the zone, "*Zone ... tacking inside zone*", she must give mark-room to any starboard tack boat that thereafter becomes overlapped inside her.

8.8 Gybing and Luffing on a Run: Rule 16.1

On a run, when X on port tack to windward of A gybes onto starboard and changes course towards A "*Starboard right changing*", she must give A room to keep clear in a seamanlike manner.

A will normally gybe as soon as she can "*Reacted immediately*". If during the gybe, A's boom makes contact with X, the umpires decide if it would have been possible and seamanlike for A to avoid this contact by sheeting in during the gybe.

If A could have sheeted in, A breaks rule 11; if not, X breaks rule 16.1.



8.9 Breaking Overlaps on Offwind Legs: Rule 17

When rule 17 does not apply “17 off”, a windward boat W may try to curtail a luff by a leeward boat L by briefly luffing higher to become clear ahead. The umpires are unlikely to be perfectly aligned to observe if the overlap is broken. They should decide that L remains entitled to sail above her proper course until they are confident that the overlap is broken (Section 3).

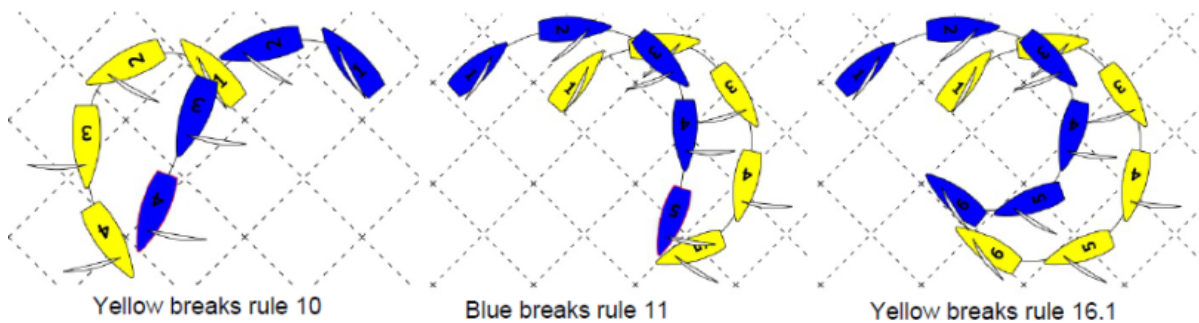
On a run, if W becomes clear ahead by luffing, and then bears away to re-create the overlap “17 on”, L can re-establish her right to sail above a proper course by bearing away and gybing twice.

8.10 Gybing Out on the Final Beat: Part 2 Section A and Rule 16.1

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

If the boats are on starboard, L will gybe onto port, and must then keep clear “I’m give” of W. W must hold her course “Holding” to avoid risk of breaking rule 16.1.

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



Section 9

Umpire-Initiated Penalties

9 Umpire-Initiated Penalties

In specific situations an umpire may penalize without a protest from a boat (rule D2.3). If the umpire chooses to penalize, the normal penalty is two turns, but the rule permits the umpire to vary this. He may also display a black and white flag. The guidance in this section is provided to help umpires apply rule D2.3 consistently across regattas worldwide. The penalty should be two turns unless stated otherwise.

9.1 Black and White Flag

The black and white flag means “There may be a hearing after the race”. All boats continue to race. The penalties available to the protest committee are:

- a. to increase a boat’s score if she broke a rule and, despite any penalty taken, her team gained an advantage (discussed further in section 9.6); or
- b. to deduct half or more race-wins from the team for a breach of rules 1, 2, 14, or a rule when not racing (rule D3.1(d)).

Increasing a boat’s score enables the protest committee to reverse the result of a race, which may be appropriate following a hearing into an incident that affected finishing positions. Sufficient points are added to the score of the boat that broke a rule so that her team loses the race.

Deducting race wins reduces the team’s total score in the competition without affecting the score of any other team. This may be appropriate for a breach that did not affect the result of a race.

An umpire should only display a black and white flag when he believes applying one of these two scoring options may be appropriate. Further guidance on this is given in the rest of this section. The process to be followed after displaying a black and white flag is described in Section 11. Sailing Instructions may add to or vary the powers of the protest committee.

9.2 Touching a Mark

When an umpire is confident a boat has touched a mark, and no boat protests or takes a penalty, he should penalize the boat unless she would have been exonerated under rule 21(b) if there had been a protest (rule D2.3(a)).

9.3 Contact between Team-mates and between Boats in Different Races

When a boat breaks a rule through contact with a team-mate or a boat in another race, and neither protests or takes a penalty turn, an umpire should penalize the boat that broke a rule and was not exonerated (rule D2.3(b)).

9.4 Rule 42

Team races are more often won through boat-on-boat tactics and overtaking than through boat speed. An umpire should be especially alert to any breach of rule 42 that accelerates a boat, and penalize it promptly even if he only sees one breach, and the other umpire does not see it (rule D2.3(a)).

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

Technical rule 42 breaches (pumping and rocking) are less common in team racing, as actions are not usually repeated. A boat roll-tacking twice in quick succession, without reaching a close hauled course after the first tack, breaks rule 42.2(b)(1) Rocking because the exception in 42.3(b) only applies if she completes her tack. This is sometimes referred to as a “VMG tack” because it enables a boat to travel at full speed in a direction that is above close-hauled.

9.5 Failure to Take or Complete a Penalty Turn

If a boat does not promptly start a penalty signalled by an umpire, the umpire should signal a second penalty (rule D2.3(f)). This is signalled by another red flag and sound signal, and a hail of “*Four turns*” (Section 6.5). In the unlikely event that the boat still fails to start taking the penalty, a black and white flag should be displayed.

If a boat fails to complete promptly a penalty signalled by an umpire, the umpire should signal another penalty as soon as he decides the boat is not completing it promptly (Section 6.7). He should not wait for the original penalty to be completed.

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

Is a Boat Well Clear?

Both the umpires and the sailors in a race benefit from boats starting a penalty as soon as possible, and umpires should decide that a boat is well clear unless it is obvious that she is not. The decision that a boat is well clear is made at the start of the penalty. It should not be influenced by how the turns are taken or whether other boats alter course while the penalty is being taken. While taking her penalty, a penalized boat may pause turning to keep clear of boats racing providing she then promptly resumes turning (Section 6.6).

9.6 Advantage: Individual and Team

An umpire should penalize a boat when she breaks a rule and her team gains an advantage despite a boat on the team taking a one-turn or a two-turns penalty (rule D2.3(c)). There are two types of advantage: Individual and Team.

Individual is when a boat breaks a rule, takes a penalty, and is not behind the other boat in the incident when she completes her penalty. The umpire penalizes her with a further two-turns penalty, or more if necessary, to remove any advantage. After the extra penalty, the boat that broke a rule should be behind the other boat.

Team is when, as a result of the breach, one or more other boats on that team either gain places, or substantially reduce the distance they are behind. The umpire further penalizes the boat that broke a rule with two or more turns if this adequately offsets the advantage gained by her team-mates.

However when a team gains an advantage, and further penalizing the boat that broke a rule will not remove this advantage, the black and white flag should be displayed. The most frequent example is in a 3-boat team race when one boat breaks a rule, and as a result her team-mates gain a race-winning 1, 2. Additional turns will not affect the winning 1, 2. A hearing allows the protest committee to add points to the score of the boat that broke a rule to reverse the result of the race (rule D3.1(d)(2)).

This is a significant decision, as it means the protest committee decides the result of the race based on the positions at that time. In 3-boat team racing, a clear 1, 2 combination at Mark 1 is likely to be maintained for the rest of the race and the black and white flag should be flown. In the first half of a 4-boat team race, it is usually preferable to further penalize the boat so she is in a distant last place. The team without last place is now well placed to establish a winning combination on the run.

Whenever a black and white flag is flown, the umpire should record the positions of all boats 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 (rule D3.1(d)(2)). The race should not be re-sailed.

9.7 Sportsmanship

Any breach of sportsmanship breaks rule 2 and should be promptly penalized (rule D2.3(g)). This is a key advantage of using umpires (Section 1.2). The most common breach is verbal abuse or intimidation of sailors, umpires or other race officials.

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 for a hearing at which the protest committee may reduce the total race-wins for the team (rule D3.1(d)(3)).

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

If following an incident a boat clearly indicates she will take a penalty turn and fails to do so, and an umpire decides this act was a breach of sportsmanship and broke rule 2, he should penalize the boat, even if the other boat failed to protest (rule D2.3(e)).

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.

- 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 addresses 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. It points out 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 penalise, when to penalise with a red flag under rule D2.3(g), and when to consider a rule 2 or rule 69 hearing.

9.8 Damage and Injury

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

Checking for damage does not require a signal. 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.

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

If a boat is being sailed in a reckless manner likely to cause serious damage or injury, this is a breach of Rule 2 (see Section 9.7, lack of respect for property). The umpire should display a black and white flag and optionally a red flag too (rule D2.3(g)). An appropriate penalty for such an infringement is a reduction in the number of race wins of the team (rule D3.1(d)(3)).

Rule D2.3(d) allows an umpire to display a red flag or a black and white flag at the time of the incident when he sees damage. Deciding rule 14 responsibility can be difficult at the time of the incident, and the appropriate penalty may depend on the seriousness of the damage which may not be clear at the time. Unless there has been reckless sailing, it is often better not to penalise under rule D2.3(d) at the time, knowing that the Race or Protest Committee may protest later, and that a race wins penalty might be more appropriate. The Sailing Instructions may prescribe the action the Organising Authority wishes the umpires to take.

9.9 Sailing an Incorrect Course

A boat receives finishing points for a race equal to her finishing position, whether or not she has complied with rule 28. If she breaks rule 28 by sailing an incorrect course, she receives 6 penalty points in addition to her finishing points (rule D3.1(d)(1)).

When an umpire sees a boat sail an incorrect course, he should note it so he can provide evidence later. At the finish of the race, he should inform the Race Committee, which can take appropriate action. The protest committee, which may be the umpires themselves, can also protest. No flag is displayed.

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

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

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

Section 10

Learning through Experience

10 Learning through Experience

When analysing incidents 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?

10.1 Focus of Observation

Observing everything that happens, as it happens at race speed, is impossible. A good umpire will restrict his observation to only those facts and actions that are necessary to apply the rules relevant to an incident. Limiting the umpire conversation to just the words in Section 7, and ensuring the words “*holding*” and “*changing*” are only used to describe the actions of the right-of-way boat, help achieve this focus.

10.2 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. After a day's racing, an umpire should take the time to analyse any complex incidents or protests. This will help him 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 the Team Racing Call Book and Section 8.

10.3 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 64.1(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.

10.4 Identifying the Zone

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

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

10.5 Incidents at Marks; Tips for Mark 3

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”* or not (section 8.6). If she is, she is exonerated for failing to keep clear (rule 21), and the other boat breaks rule 18.2(a) or (b).

When the boat with mark-room is right-of-way boat, most decisions will be based on a rule of Section A or B. The main exception is that if the boat with mark-room is *“in mark-room”*, she is exonerated for any breach of rule 15 or 16 (rule 21).

When the proper course of a boat with mark-room is no longer close to the mark, she is *“not in mark-room”* if she is sailing to the mark. For example, a leeward or ahead boat to leeward of Mark 3 must comply with rule 16.1 when she luffs above a proper course to Mark 4 to prevent a boat sailing between her and the mark.

A typical mark-room conversation is therefore as follows:

- a. Umpires agree the mark-room obligation: *“Zone; X must give A mark-room”*.
- b. Umpire with mark-room says whether rule 21 applies: *“A (not) in mark-room”*. *“Wide”* can be said instead of *“Not in mark-room”*.
- c. If *“A in mark-room”*, other umpire says *“X (not) giving mark-room”* to determine if X is breaking rule 18.2(a) or (b).
- d. If *“A not in mark-room”*, 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”*. On occasion it can be helpful to confirm when mark-room has been given, or the boat with mark-room leaves the zone, and rule 18 ceases to apply.
- 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 many boats are at Mark 3 at the same time, the umpires need to know the mark-room relationship between every pair of boats. Some umpires do this by quickly identifying the order the boats would round the mark based on mark-room rights and obligations, for instance *“Y, A, X, C, B, Z”*. When there are two RIBs, this can be made easier if the front RIB identifies this order for the front and inside boats and the back RIB for the back and outside boats.

When Mark 3 is rounded to port, an inside boat is likely to be right-of-way and may luff an outside boat away from the mark and outside the zone *“18 off”*. When the boat re-enters the zone, she is likely to have to give mark-room to all boats.

When Mark 3 is rounded to starboard, an inside boat with mark-room is likely to be keep-clear boat and needs to stay *“In mark-room”* to be exonerated under rule 21.

If the fleet is bunched, an outside boat may be outside the zone even when level with the mark, and boats behind her may have an inside overlap when she turns and enters the zone. This is particularly likely if the first boat is clear ahead at the zone and stops wide of the mark. The back umpire usually has the better angle to judge when the outside boat enters the zone, and whether boats behind have an inside overlap at that time

Gaining Advantage Despite Taking a Penalty

The place a team is most likely to gain an advantage despite taking a penalty is at a mark (including a finishing mark). 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 take penalties.

10.6 Approaching the Finish in a Close Race

As the fleet approaches the finish, accurate calls are essential, as a call may decide the race. In a close race these calls are challenging. The action will be hectic, and the losing team will be doing everything 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 conversation should be intensified. The umpires need to be alert to the combination the losing team needs to win the race. The co-driver can take the lead in providing this assessment.

Positioning the front RIB above the finishing line towards his side of the line and the back RIB on the other side of the course, close astern or alongside the back of the fleet, gives the best control and angles of view (Section 4).

10.7 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. The 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 this change once, half way through the day.

10.8 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 RIB positioning, and identify areas for improvement in the next race. Complex calls, and any with disagreement, should be reviewed, whether or not there was a protest. Rule 42 compliance should be discussed.

When there is time, there should be a similar conversation between 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.

Section 11

Additional Umpires Responsibilities On-the-Water

11 Additional Umpire Responsibilities On-the-Water

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

11.1 Role of the Race Chump

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

All 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. When using visual signals, rotating index fingers in front of his chest indicates the Race Chump's advice is to let the race continue, and a flat hand slicing across his neck indicates it is to abandon.

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. Review any red flags flown by competitors and decide whether to inform or request the advice of the Chief Umpire (Section 11.5).
- c. Review any black and white flags flown by umpires, and decide whether to proceed with a hearing or inform the Chief Umpire (Section 11.4).
- d. 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.
- e. Ensure an umpire checks the boats after contact that may have caused damage.
- f. Confirm the Finish-Boat has been informed of the finishing order if a boat crossed the finish line more than once (Section 11.2).
- g. Advise the Finish-Boat if a boat sailed an incorrect course and, if necessary, hold a quick hearing with the boat to establish the course sailed so that she can be scored correctly.
- h. Advise the Finish-Boat if any race may be subject to protest.
- i. Inform and make a recommendation to the Chief Umpire if a RIB has interfered with a boat.
- 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.

11.2 Penalty Turns at the Finish

If a boat takes a penalty turn after crossing the finishing line, she must sail to the course side of the finish line and complete the penalty before finishing (rule 44.2). If a boat is penalized or takes a penalty turn after crossing the line, only the umpire calling the incident knows if she completes the penalty and then finishes correctly, and how she should be scored. He is responsible for instructing the Finish-Boat as follows:

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

11.3 Sailor Conversations at the Finish

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

The process for the conversation is:

- a. The umpires agree on who will have the conversation, and pause to give that umpire time to recollect clearly the incident and reason for the call.
- b. The umpires position themselves near the finish, but do not approach the sailor; it is the sailor's choice whether to initiate a conversation.
- c. If the sailor approaches the umpires, the umpire who will talk sits on the side of the RIB so that his head is the same height as the sailor's.
- d. The sailor is invited to ask her question.
- e. The umpire answers stating what he saw as the facts, and the reason the call was made.
- f. The sailor may comment, but if she says that the facts were different, the umpire should restate what he saw, and say that he called what he saw.
- g. If the sailor persists, the umpire should offer to talk again when they are both ashore after the racing.
- h. If, during the conversation, the umpire realises he has made a mistake, he should immediately admit to the error and apologise.

If the competitor starts to argue or continues to dispute the facts, the umpire should state that they have to return to the start for the next race, offer to continue the conversation ashore (Section 15), 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.

11.4 Black and White Flag Process

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

- a. The race umpires confer to decide whether to report the incident to the Chief Umpire. 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 of their 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 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 the hearing, and as evidence to present at the hearing.

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

11.5 Red Flag Protests 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.

The reason to require a red flag for such protests and requests is to ensure that the Race Committee knows at the finish whether a result may be subject to protest, and can schedule the next races accordingly. Therefore, if there is a red flag flying, the umpires need to make immediate enquiries.

The Race Chump should approach any boat that has flown a red flag to find out the reason for the flag, and then take the appropriate action. If the red flag is for redress, the Race Chump should find out the nature of the request, as this might affect the procedure. If the Race Chump believes that the boat is not entitled to make such a protest or request, he should inform the boat that this is not permitted in the rules, but if the boat insists she wishes to continue with the protest or request, the Race Chump should not prevent her to from doing so.

If the competition is in the knock-out stage, and further racing will be held up until the matter is resolved, the Race Chump 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)).

For a breakdown

The boat should proceed as required in rule D5 and make a request to the Race Committee when next ashore.

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

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

To request redress

The boat should complete a request for redress form when next ashore. The Race Chump should note whether the flag was flown as required, and then advise the Chief Umpire if he believes a redress hearing will be required. If a hearing is held, both teams in the race should be equally represented.

To protest a boat, but not under a rule of Part 2, rule 31 or rule 42

The boat should complete a protest form when next ashore. The Race Chump should inform the Chief Umpire who can decide when and how to handle the protest based on its impact on the schedule of races.

For an alleged breach of a rule subject to an on-the-water umpire decision

The Race Chump should inform the boat that Part 2 rules, rule 31 and rule 42 are decided on-the-water by umpires, and not by a protest committee. If the boat persists, the Race Chump should advise her to submit a protest when she is next ashore. It is expected the protest committee will decide the protest is invalid.

11.6 Making Notes

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

11.7 When All Boats on One Team have Finished

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

11.8 Safety

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

Section 12

Chief Umpire Role

12 Chief Umpire Role

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

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

12.1 Preparation: Notice of Race and Sailing Instructions

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

The Sailing Instructions should provide the flexibility for the Race Committee to compress or extend the format of the competition depending on weather conditions. They need to identify clearly how the event is scored if the planned schedule is not completed.

The Sailing Instructions should state that all races shall be umpired. They should delete rule D1.1(d) (Arm Signals) unless either the boats are large and sailors may not be able to hear the hail, or the rule provides some specific local benefit.

The Sailing Instructions should identify any rule breaches that shall be scored without a hearing. It is common to state that “Breaches of rule 28.1 and 28.2 seen by the Race Committee or an umpire shall be scored by the Race Committee without a hearing. This changes rule A5”. If the Sailing Instructions state that boats shall not start later than a specified time after the starting signal, boats breaking this rule should also be able to be scored without a hearing.

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

At this meeting the Chief Umpire should also:

- a. **Confirm arrangements for 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 the finishing positions of boats that cross the line more than once, and any boat seen to break rule 28.1 or 28.2.

- c. **Discuss who will be scoring the races**, confirm their level of knowledge of team racing scoring, and agree any role or assistance required from umpires in scoring, checking race results or ensuring proper posting of race results.
- d. **Agree with the Race Officer on the process to minimise delays between races**, and when the warning signal for the next race will be made. It is usually best that the Race Officer does not wait for umpires to conclude finish line conversations, as the warning signal alerts umpires to return for the next start.

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 is responsible for deciding policy on umpire pairings for the semi-finals and finals. He may decide that the umpires selected for these final races should be the best in the team, or that those paired together shall have umpired together earlier in the regatta. There may also be nationality or conflict of interest considerations. As a result, the Chief Umpire may choose to take responsibility for daily umpire pairings.

12.4 Umpire Briefings and Debriefings

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

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

- p. Damage inspection, reporting arrangements and requirements on umpires
- q. Other obligations on umpires
- r. Safety and medical arrangements
- s. Food and water arrangements
- t. Schedule for umpire meetings

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

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

The main purpose of any end-of-day meeting is to improve the quality of umpiring delivered to this and future regattas, and the correctness and consistency of calls. Umpires may meet after racing to review items that arose during the day:

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

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.

12.6 Event Calls

On rare occasions, a Chief Umpire may decide that sufficient uncertainty exists among umpires or competitors on the application of rules in a particular case to justify publishing an Event Call. The purpose of publishing the call is to ensure consistent understanding across sailors and umpires. The issue in the call should be realistic and expected to occur. It may reflect an uncertainty from a previous regatta, or one that arises during the event, or a particular local consideration such as an obstruction. Obscure rule situations should not be the subject of Event Calls.

An Event Call should be used only once. After the regatta 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.

Section 13

Scoring

13 Scoring

Scoring is a Race Committee responsibility. At some regattas the scorer may be unfamiliar with the rules for scoring team races and series. 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 scores points equal to last place (rule D3.1(a)). Some boats may be given additional points (rules D3.1(b) and D3.1(d)), and the team with the lower total points wins the race. If total points are equal, the team without first place wins the race (rule D3.3).

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

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

After each race, the scorer calculates the team scores, identifies the race winner, and notes if a result is subject to protest. The Start-Boat 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 are given 6 additional points for failing to sail the correct course (rule D3.1(d)(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 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 OCS Boats

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 retires immediately 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)).

The race officer on the Start-Boat informs the scorer of any OCS boats which neither returned and started correctly, nor retired as soon as possible after the starting signal. The scorer adds 10 points to the finishing points of these boats.

13.3 Scoring Boats which Do Not Sail the Course

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(d)(1)). If she finishes third, her total score is 9 (3 + 6).

If the Sailing Instructions prescribe, these points may be added without a hearing. Otherwise the Race Chump needs to hold a quick protest hearing at the finishing line with the boat to determine the facts and add the points (rule A5).

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

13.4 Other Scoring Penalties Applied after a Protest

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

If a boat has broken a rule during a race, has not taken a penalty and is not exonerated, 6 points is added to her score (rule D3.1(d)(1)). This applies to breaches of Sailing Instructions and rule 28.

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

Adding points to a boat's score in this way is an appropriate penalty if the incident was a racing incident that affected the positions of boats in that race. It may reverse the result of a race, but has little impact if the boat's team has lost the race.

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(d)(3)). This penalty reduces the team's total score in the competition without affecting the result of a race or the score of any other team. It may be a more appropriate penalty if the incident is behaviour-related and had no impact on the result of a race.

Rule D1.3(b) addresses the score of a boat that takes a penalty by retiring. This rule is unlikely to apply when a team race is umpired.

13.5 Redress for Interference by an Umpire RIB

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

A boat has a responsibility to look out for and avoid obstructions. If she fails to do this, redress is inappropriate. When interference is early in the race, abandoning and re-sailing is unlikely to be fair to the team that won the race. When interference occurs close to the finish, could not have been avoided by the boat, and clearly reverses the result of the race, a re-sail is more likely to be appropriate.

It is preferable that umpires who were involved in the interference are not members of the protest committee that decides whether to give redress. They should give evidence as witnesses.

13.6 Scoring the Competition and Tie Breaks

A competition format will consist of one or more stages. In each stage, teams are ranked on the basis of the number of race-wins (rules D4.3 and 4.6). A deduction in race wins as a result of a hearing therefore impacts a team's overall position.

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

13.7 Scoring Incomplete Round-Robins

A round-robin which is not likely to be completed should not be started. However large round-robins can take a day or more, and predicting the wind over their duration can be difficult. On occasion a round-robin stage will need to be terminated before all races have been sailed.

When a round-robin stage is terminated, rules D4.2(b) and D4.3(a) state that an incomplete round-robin is scored as complete when 80% or more of the scheduled races have been completed. 80% should therefore be the absolute minimum that the Race Committee is confident it will achieve before it starts any round-robin.

If fewer than 80% of races in a round-robin have been completed, teams are ranked on the basis of completed round-robins in the stage. Race results from the incomplete round-robin are only used to break ties (rules D4.2(b), D4.3(b) and D4.5).

An incomplete knock-out match is scored in accordance with rule D4.7.

13.8 Scoring Adjustments after a Breakdown

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

Unless the Sailing Instructions state otherwise, breakdown decisions are made by the Race Committee. This allows for a proper investigation into the cause of the breakdown without delaying racing. The decision shall be as equitable as possible 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. Guidance on this decision is given in rule D5.4.

To receive a scoring adjustment, the breakdown must 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.

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

Section 14

Umpiring Variations

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 regatta organizers may choose to use fewer or more umpires; in such cases the Chump should specify any changes to the standard race positioning plan.

14.1 Umpiring with Fewer Resources

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

In such regattas there is significant benefit in having one extra RIB, which is able to join a race as right-back RIB from the start until Mark 1. When a race is close, the extra RIB may choose to remain with the race until the finish.

If resources only permit two umpires per race (or an umpire and a trainee assistant), they should be in one RIB. Umpire decisions are more reliable when each boat in an incident is watched by an umpire, and the umpire conversation takes place. Also 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.

One experienced umpire alone can still deliver good service to a race. Although he will have to watch all boats, he can maintain control by positioning the RIB close to the race pressure point.

14.2 More Umpires or More Umpire RIBs

The coverage provided by two RIBs is always sufficient for 2- and 3-boat team racing, and is also recommended for 4-boat Optimist team racing. When an Optimist fleet bunches at a mark, more RIBs may hamper the ability for a RIB to stay with an incident, and which RIB is responsible for multi-boat incidents is more confusing and may result in missed calls.

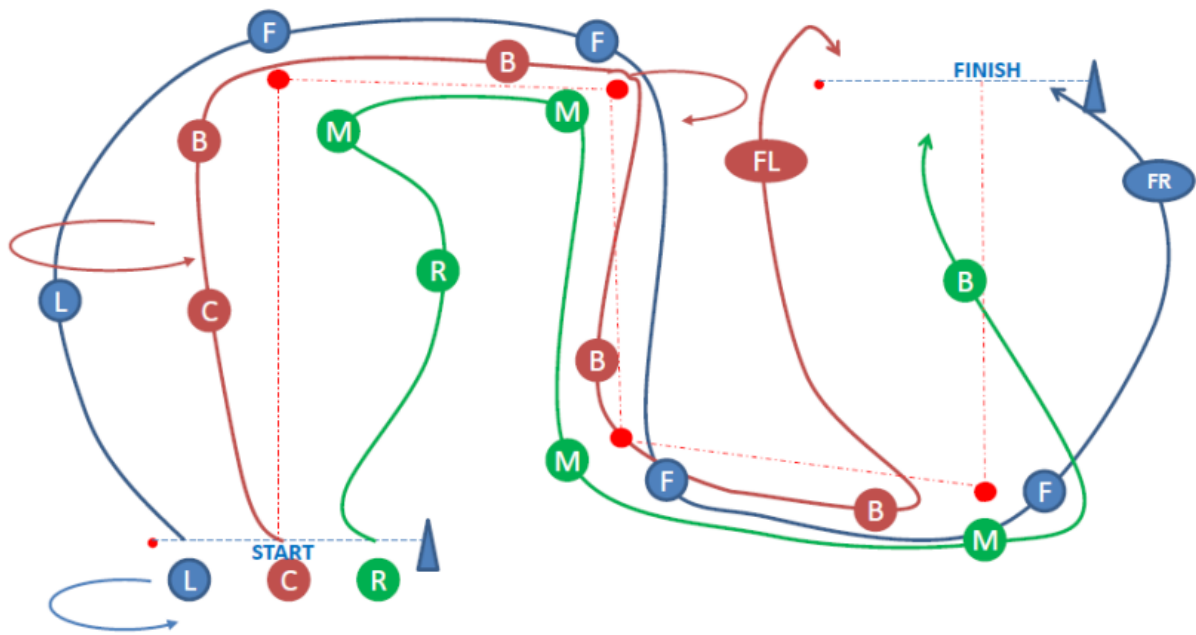
Full coverage of 4-boat keel-boat and fast dinghy team racing may be easier with a third “middle” RIB. A positioning plan for this is shown on the next page.

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

This format uses more resources and creates wake across the course. The route driven, and the umpires' angle of view, are not consistent and cannot be planned ahead, and RIBs may get in each other's way. Some individual decisions may be easier as the driver is watching only one boat, but the umpires must still maintain a race focus in anticipation of multi-boat incidents such as those at Mark 3. For these reasons this model is not generally recommended.

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 conversation and decisions.

14.3 A Positioning Plan for 4v4 with 3 RIBs (developed for the Baldwin Cup)

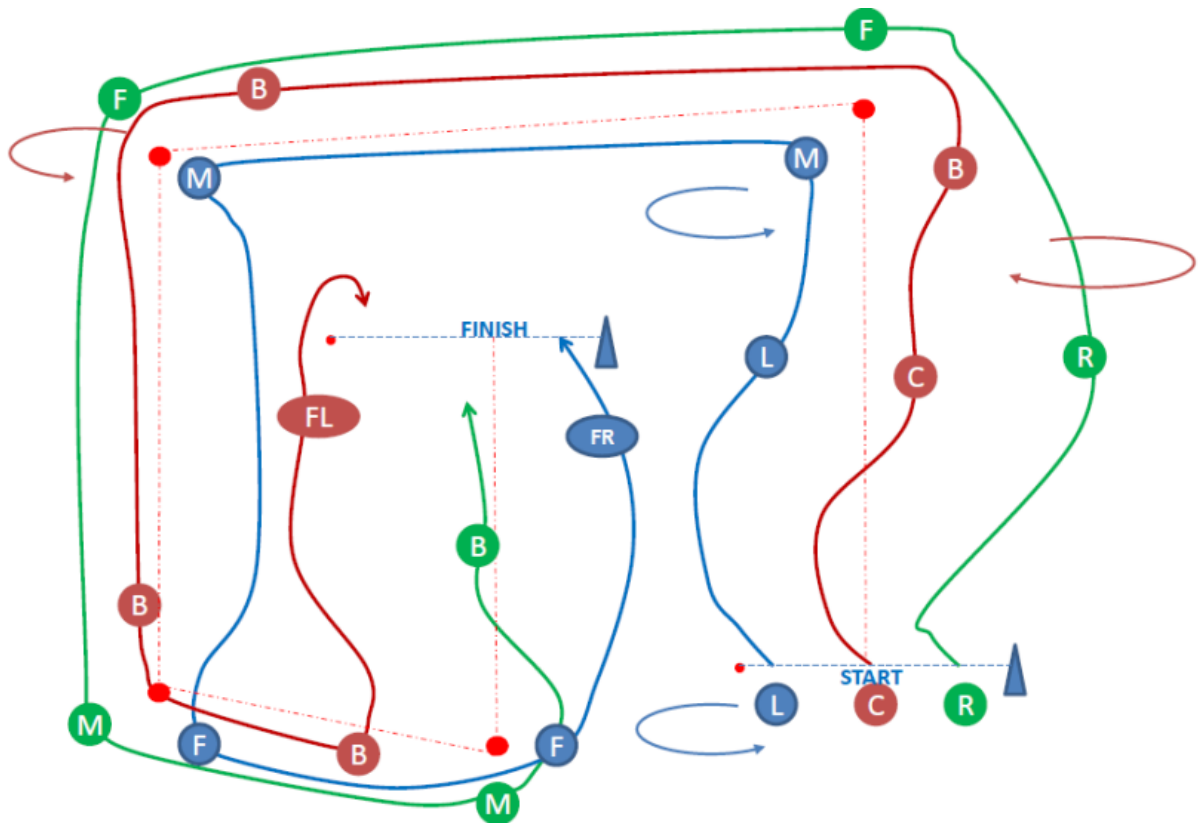


The route for the three RIBs is as follows:

1. **Pin RIB (Blue)** drives the same route as in the standard 2-RIB model:
 - He is always above Mark 1 at the end of Leg 1.
 - He stays with the front two (or three) boats on Legs 2, 3 and 4, crossing Leg 4 when the first boat reaches Mark 3.
 - He is front-right RIB up Leg 5.
2. **Start-Boat RIB (Green)** drives a similar route to the standard 2-RIB model:
 - At Mark 1 he is back-right (not back-centre) so that he can turn and be Middle (leeward) along Leg 2.
 - He is left-middle down Leg 3, and is far enough forwards to be below boats in the back half of the fleet that luff away from Mark 3.
 - He stays at Mark 4 while all of the fleet round the mark, and becomes back-centre up Leg 5.
3. **Centre RIB (Brown)** covers the back of the fleet until Leg 5:
 - On Leg 1 he moves left when Pin RIB Blue moves forwards.
 - He is back-left at Mark 1 and moves to windward on Leg 2 while watching the last of the fleet round Mark 1.
 - He is far enough forward to take over any boats that do not initially bear away at Mark 2.
 - He is back-middle on Leg 3, and back (windward or leeward) on Leg 4.
 - He 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.

This model can be used for other courses, such as the port-hand box below. It is 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.



14.4 Umpire Ashore

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

14.5 Two Flag Protest Procedure and Limited Umpiring

The two flag protest procedure (rule D2.5), and limited umpiring (rule D2.6), are currently included in Appendix D as a few regattas use them. However neither system is coached or recommended by World Sailing, and World Sailing has already decided to delete them from the 2021-2024 rule book.

Section 15

Preparation, Coaching and Rules Discussions

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 call-book and 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
- 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. 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 will be welcome.
- Discuss words expected to be used during the umpire conversation, such as: “Luffing rights” or “17 off”; “Dipping” or “Ducking”; “Changing” or “Altering”; “Not in mark-room” or “Wide”.
- 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 manoeuvrability of the RIB. 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

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

A challenge for many novices is precision; this applies across umpire conversation, application of the rules, and RIB positioning. One approach is for the experienced umpire to request the novice initially just takes responsibility for the co-driver’s half of the conversation. Once competent in this, the novice can then start driving.

Conversation. Stating what is seen in clear, concise, relevant, and accurate words takes practice, and comes more easily to some than others. The best opportunity to practise conversation is when incidents are not taking place; this also agrees facts that will be required if later there is an incident. Therefore both novice and experienced umpires should maintain the conversation even when no incident is taking place.

A novice is likely to take more time to master the switch to a decision conversation as soon as a rule is broken. The experienced umpire should expect initially to take the lead and propose the decision *“Penalty on X, do you agree?”*

Repetition accelerates a novice’s learning. This is why it helps if the experienced umpire drives initially, and provides consistent positioning and angle of view. This allows the novice to focus on improving his conversation while becoming familiar with the route. After one day, the novice umpire should have developed consistent umpire conversation, and may be ready to drive.

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). In addition it takes time for a novice umpire to learn which specific facts are needed to apply a rule and decide an incident.

An experienced umpire can help by leading the conversation, including questions to the novice such as *“Are you holding or changing?”* and *“Are you in mark-room?”* 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.

Driving and RIB Positioning. Repetition is the key to improvement. 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. If a novice umpire is struggling to drive and talk at the same time, it may be wise to allow him to remain as co-driver until his conversation becomes automatic.

15.4 Competitor Discussions and Debriefs

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

Unlike conversations at the finish line (Section 11), the purpose of discussions ashore is to advise the sailors on the rules, and explore the incident from the 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 made a mistake, he should acknowledge and apologise immediately.

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 Chump 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 the umpires and the coach or parent. While most parents and coaches will be supportive of the umpire, there will be occasions when the coach or parent is unwilling to accept the umpires' interpretation. The Chief Umpire should be invited into the conversation if it is becoming contentious.

Section 16

Umpire Evaluation

16 Umpire Evaluation

A global pool of competent and consistent umpires is important for the growth 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.

While the manual uses the male gender for an umpire and female gender for a sailor (section 1.8), umpires are both male and female, and the comments in the following sections apply equally to male and female umpires.

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 his observation. He is a good listener, and a clear and concise communicator. He is able to remain calm and focused in complex and challenging situations.

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 appreciation of the responsibilities of an umpire, and concentration on them. Accuracy in RIB positioning, rules knowledge and umpire conversation is essential. Fast thinking in a dynamic situation, being decisive, and signalling the decision confidently allows the umpire to remain in control of the race and ready for the next incident. Maintaining a peripheral awareness of other action helps avoid unexpected surprises.

A good umpire will have the experience to know which facts are necessary to apply a rule and make a decision. This ensures his conversation is concise and relevant. Precise 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. He will respect confidentiality and 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 is, he 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 Regulations 31.7 to 31.12 define 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, an 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 and ability to pass the IU performance assessment. The focus of a clinic is coaching to accelerate the improvement of umpires; 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 then needs to 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". The criteria provide the best check-list for an umpire seeking to improve and evaluate his own performance.

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 his 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 the stepping stone to a future international appointment.

16.7 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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