

Match Racing Umpire Manual

Races using Appendix C

V7.0 October 2025

FOREWARD

There are now separate manuals for fleet, match and team racing umpires, however this manual is specifically for match racing umpires, and it is, at the time of publishing, an up to date description of today's match race umpiring skills and techniques

The manual is meant to be a learning tool for umpires starting their training while working towards qualification as IU, as well as a resource for qualified IU's who want to keep their knowledge and techniques up to date.

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

The preparation of the original MR umpire's manual was coordinated by the late Marianne Middelthon. Her task was a considerable one, and all umpires should be grateful for her effort. This task was passed on to Gary Manuel, who has undertaken extensive editing and revisions to ensure that this manual reflects both current umpiring techniques as well as the latest rule revisions. This version is a significant restructuring and rewrite, and the International Umpires Sub-committee would like to sincerely thank Gary for the time he has devoted to this manual. More recently, this manual has been updated to the latest rules by a working group ably chaired by Kathy Lindgren.

This manual is not and cannot be perfect. Umpiring of sailing events, has been, and continues to be a developing sporting discipline, which introduces new concepts, better techniques, etc. all the time. The manual needs to be a living document that is updated regularly. Of course, this can only be done if umpires around the world write in with their comments and suggestions.

The upkeep of the manual is a team effort, and the International Umpires' Sub-committee sincerely wants to thank those involved in devoting so much of their time to the project. Please contact the World Sailing office if you would like to contribute to the continuous improvement of this manual and the development of the umpires' role in the sport.

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Section 1

Introduction to Umpiring

1 The Development of Umpiring

'People have long complained about the time match race protests take, and about the fact that on-the-water results can be turned upside down hours later in the protest room.' (Malcolm McKeag, New Zealand Yachting, October 1988.)

It was comments such as this that led to the development of umpiring, at a time when on the water judging (Propulsion) and the use of on the water observers were also gaining popularity. The first attempt seems a long time ago now, but it was as recently as 1987 that the New York Times wrote: 'The first tremors of an upheaval in yachting shook the sport almost imperceptibly in June when officials tested a new system that would settle a racing dispute on the water instead of the usual way, in a protest room hours after the race is finished.' (New York Times, July 27, 1987)

In a short period, umpiring has become well developed and widely accepted from club racing to America's Cup racing.

The term 'umpire' was borrowed from cricket and rowing. As in cricket, an umpire in sailing rules when asked to do so by the players. As in rowing, an umpire follows the boats around the course at a discrete distance monitoring the action. Unlike a referee, an umpire does not control the game being played.

Umpiring has many advantages for match racing such as.

1. Knowing the winner with certainty at the finishing line.
2. No long, contentious evenings spent in the protest room.
3. Allowing a penalty to be tailored to the event and type of boat sailed, and a penalty other than disqualification.
4. Keeping the game between the two boats interesting for the spectators.
5. Making the game more user-friendly for players, officials, sponsors and spectators.
6. Improving the atmosphere at an event between competitors, and between competitors and officials.
7. Language, or lack of it, is no disadvantage for the competitors, because they do not have to explain and describe the incidents.

1.1. The Purpose of this Manual

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

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

This manual strives to provide the ideal. However, it is recognized that for many match races, especially informal races at club level, not all of the procedures, equipment and personnel are necessary, nor available. The principles, however, should never be compromised.

In developing this manual, we have also strived to “keep it simple”; sometimes compromising for simplicity’s sake where a more complicated solution would obviously be better but too difficult to affect

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

This manual has once again been updated to reflect current practice and the Racing Rules of Sailing 2025-2028.

However, it is inevitable that experience with new rules and calls will result in further ideas and improvement. Some items may become redundant. Please send your ideas for improvement together with your comments and suggestions to World Sailing as soon as possible.

This is a 'living document', to be revised regularly as experience dictates better ways of conducting and umpiring match races. Revisions will be announced by World Sailing by notice to national authorities and international umpires, and will be available from the World Sailing office. They will also be published on the World Sailing website.

1.2. The Origin of the Umpires Programme

The first World Sailing umpiring seminars were held in 1989, and the first international umpires were appointed in 1990. These two dates effectively mark the beginning of the World Sailing Umpiring Programme. In 1995 the International Judges Sub-committee was split into two sub-committees: one for international judges and one for international umpires, both now reside under the Race Officials Committee.

1.3. The Goals of the Programme

The aims of the International Umpires Sub-committee (IUSC) are outlined in its terms of reference which can be found in World Sailing Regulation 6.10.9. One of these aims is to administer the International Umpires programme. The International Umpires administration is contained in World Sailing Regulation 31.

Some goals of the umpires programme are:

To conduct umpire seminars

aim: to continue to train Umpires around the world at the same pace as the worldwide development of match, team and fleet racing.

To do this consistently and to the appropriate level the programme needs qualified instructors who are able to give enough time to the sport to keep their training and their own umpiring up to date. They are also instrumental in the development of the seminar programme.

To develop training and testing materials for seminars

aim: to ensure worldwide consistency in training and testing.

To do this each instructor needs to have the same training tools and all umpires need to be tested at the same level and on the same skills and attributes.

To train instructors

aim: to expand the instructors' network without compromising on quality or consistency.

To do this the instructors need instruction as a group, ensuring that they will deliver the same materials the same way.

Assist member national authorities in training and developing national umpiring programs

aim: to meet the needs of MNA's wishing to set up national umpiring programs and to encourage MNA's to develop match, team and umpired fleet racing.

To promote further development of match, team and fleet racing umpiring on a national level a package is being developed which MNA's can use as a starter kit to set up their own programs. Such a World Sailing developed start-up scheme will help to ensure consistency.

1.4. How To Achieve These Goals

To this end IU seminars intended to qualify delegates as international umpires have been held for many years now. A new activity is the development of match racing/umpiring clinics where sailors, umpires and race committees alike are introduced to the sport of match racing.

These clinics are targeted at groups of countries with no or very little match racing, with the aim of making match racing and umpiring more popular. Not only do World Sailing instructors deliver a week of introductory match racing and umpiring drills, but they also aim to leave behind enough enthusiasm and interest for the MNA's in that area to continue a programme after the clinic is over. Good documentation and long-term follow-up are essential.

This initiative is instrumental to ensure that the gap between those countries that have a match racing programme and those that do not is diminished.

1.5. Performance Assessment

Consistency is probably the key word of the entire umpiring programme. This does not only apply to rulings on the water ('umpires' calls') but equally to temperament and behaviour.

These days we start most seminars by asking the delegates what qualities they think make a good umpire ('how would you recognize a good umpire if you saw one?'). The skills and attributes that delegates tend to come up with will contain a number of technical skills (rules application, boat positioning, etc.). However, the list of 'people skills' will invariably be longer.

These lists have been combined in a document now known as the 'World Sailing Umpire Performance Assessment Form'. It can be found in section 9 of this manual. This form contains the guidelines and criteria by which the IU seminar instructors assess delegates on the water and ashore.

It is important for both qualified IU's and new umpires to know by which criteria they are being assessed, whether it is by the instructor, the IUSC or the umpire's colleagues during an event. They may also be useful for umpires to check and grade their own performance on a regular basis!

By pointing out to a trainee umpire that when situation ABC occurred, this displayed a strength or weakness in area XYZ of the trainee's skills, the instructor is able to give useful and objective feedback that should help the trainee improve his skills.

These assessment guidelines are also used by the IUSC when the applications for IU status are discussed each November.

Finally, they are meant to be a useful tool for umpires filling out the comments section of their 'Umpire Event Report Form' at the end of each event. This confidential information is again used by the IUSC when it comes to (re-) certifying umpires as IU's.

The aim of this system is to establish a fair, objective and consistent method for assessing performance and it is hoped that all umpires will help to develop it further.

1.6. How to Contribute to The Umpires Programme

While World Sailing has made the training of officials one of its key responsibilities, it is very much the umpires themselves who determine whether the umpires programme will be successful in expanding and improving.

Each umpire has something to contribute to the programme, whether it is the write-up of an interesting call, a new idea on communication techniques, boat positioning, or a suggested improvement of this manual. Constructive criticism by delegates continues to help improve the set-up of seminars.

It is the IUSC's aim to make every umpire part of the team that helps to build the programme. The sport of match racing continues to develop so fast that we constantly need to upgrade our skills, our methods of training and testing ourselves, and also our way of communicating with each other during the year in order to maximize the benefit from each other's experience.

If you have any suggestions, criticism, or experience that you feel might benefit any part of the umpires programme, send them to the World Sailing office to the attention of the IUSC.

Section 2

Fundamentals of

Match Race

Umpiring

2 Fundamentals of Match Race Umpiring

2.1. Objective

The objective has been to produce a system where penalties can be imposed and executed while boats are still racing. This enables both competitors and officials to avoid long evenings spent in the protest room and enables the winner to be identified at the end of the match. More importantly, it changes the game to a more exciting one, in which a decision on a Part 2 protest is given immediately rather than at the end of the day. A consequence of having the umpires making the decision on the water is that competitors can 'play to the whistle'. That means that a competitor is not required to take a penalty voluntarily; he takes a penalty only when required to do so by the umpires. (rule C7.2(b)).

2.2. Initiation of 'Protest'

Most umpire decisions are competitor-initiated by a boat displaying flag Y (rule C6.1(a)). For such incidents the umpires will signal either a penalty (the coloured flag identifying the boat) or no penalty (green and white flag) (rule C5).

It is for the umpires alone to act on breaches of rule 31 (rule C2.15) (Touching a Mark); rule 42 (including C2.17 and C2.18) (Propulsion); errors in the pre-start requirements (rule C4) and some penalty procedural matters (rule C7). A competitor may not protest against his opponent for breaches of these rules.

The umpires may also penalize a boat without flag Y being displayed (rule C8.3) when they find a boat has gained an advantage from breaking a rule (rule C8.3(a)), deliberately broken a rule (rule C8.3(b)), or committed a breach of sportsmanship (rule C8.3(c)). Finally, the umpires may terminate a match, when one of the boats has started correctly and they are satisfied that the other boat will not start (rule C8.5), or when one of the boats retires after both boats have started (rule C8.6).

For a summary of 'Who protests - how - for what', see the reference sheet at the end of this section

2.3. Decisions

Umpire decisions can and should be given promptly - normally within a period of 5-10 seconds after the protest. If the decision takes much longer than this, it is probably due to the umpires being in doubt as to whether a boat broke a rule, in which case the principles as detailed in the 'general principles for umpire decisions' contained in the 'Call Book for Match Racing' must be applied.

If the umpires are in doubt, they should first go back to the last point of certainty. This is the principle used by umpires to ensure that when they are uncertain whether the situation has changed or not, they will assume it has not. For example, if the umpires are not sure whether a boat has passed head to wind, they will assume she has not passed head to wind. If they had been certain that a boat was overlapped approaching the zone, but were now not sure if she was still overlapped as she entered the zone, then they would assume she still was (rule C2.5)

If doubt still remains, the view of the umpire whose boat they are discussing might be given additional weight.

It is a principle of umpiring that when doubt cannot be resolved by applying the above principles, a green and white flag is appropriate. One of the main reasons for displaying the green and white flag when doubt cannot be resolved is to achieve consistency. Consistency in decision making not only between incidents, but also between matches and events, is essential.

It is better to dismiss a protest against a boat that broke a rule than to give an incorrect penalty to a boat that has not broken a rule.

When disagreement or doubt cannot be resolved by applying the above principles, and there has been contact between the boats, the appropriate action is to penalize both boats, a twin penalty, (a double penalty is two penalties on one boat). This twin penalty should be used with some caution. The umpires must always first attempt to sort out the facts and applicable rules and penalize the boat at fault rather than take what may appear as the 'easy way out' by using a twin penalty.

Whenever the umpires have given a twin penalty because of disagreement after an incident resulting in contact, the circumstances should be analysed carefully after racing. The umpires should call the contact to the attention of the race committee so that it can check for damage. When umpires are forced to give a twin penalty for this reason after an incident involving contact, an error has occurred, either in rules knowledge or interpretation by an umpire, by failure in concentration, by bad positioning or for some other reason. It is important that umpires discuss and learn from such errors. See also 3.16 of this manual.

It is normally wise to delay a decision when the umpires expect the incident to be immediately followed by another. The time and energy required to decide the protest and to make the appropriate signals with flags, whistles and maybe penalty flags may be better spent watching for the development of the next incident. The sailors may also be too busy to watch for the umpires' signals.

With good knowledge of the rules, good concentration and good positioning, doubt can almost always be avoided. Absence of doubt is the mark of a good umpire.

2.4. On the Water Penalties

Rule C7 describes the penalty system. The sailing instructions may modify this penalty system, but the current appendix is now well tested.

The objective of a penalty is not to remove a boat from a race but to ensure that the penalized boat is disadvantaged. This is achieved by giving a penalty, which should cause the boat that broke a rule to lose about 2 to 4 boat lengths.

2.4.1. Routine Penalties

The penalty system, commonly known as the delayed penalty system permits a penalized boat with one outstanding penalty to take that penalty anytime during the match after starting and before finishing. Should a boat get a second penalty, she must always take one of them as soon as reasonably possible (but never before starting), even if the second penalty is signalled when her

spinnaker is hoisted. When a decision is made to give a boat a third penalty the umpires will remove any flags of the non-infringing boat and display the penalized boat's identity flag with a black flag and the match will be terminated and awarded to the other boat (rule C6.5(a)(1)).

The penalty varies on different legs of the course. If a boat is sailing to a windward mark, the penalty is to gybe and, as soon as reasonably possible, luff to a close-hauled course (rule C7.2(a)(1)). If a boat is sailing to a leeward mark or the finishing line, the penalty is to tack and, as soon as reasonably possible, bear away to a course that is more than ninety degrees from the true wind. (rule C7.2(a)(2)).

Note that a windward mark is one that is named in the sailing instructions as Mark W and a leeward mark is named Mark L, this does not change even if there is a huge wind shift, the penalties are always the same on those legs.

If a boat has one or two outstanding penalties and the other boat in her match is penalized, one penalty for each boat is cancelled (offset) (but see below under *More Serious Penalties below*). The umpires display coloured flags to inform everyone of any outstanding penalties.

The benefit of this penalty system is that it keeps boats close together throughout the race. A penalized boat will often try to get the other boat to break a rule, so that the penalty will be cancelled. This leads to aggressive, exciting sailing. A penalized boat will normally wait to take her penalty until she is far enough ahead that she is likely to still be in control after taking the penalty, or wait until just before finishing. The outcome of a match may be decided in the last 10 seconds of that match.

2.4.2. More Serious Penalties

Sometimes breaking a rule and getting penalized leaves a boat in a better position than she would have been if she had not broken a rule. In such cases the umpires have several options (rule C8.3):

1. To give an additional, umpire-initiated penalty (rule C5.2).
2. To give the penalty as a red-flag penalty (rule C5.3).
3. To display a black flag (rule C5.4).

The additional, umpire-initiated penalty is meant to take away an advantage gained by a boat that broke a rule, especially if that advantage was gained through a deliberate breaking of a rule at a critical time e.g. breaking a rule to avoid being OCS, barging at the start and denying an inside boat room at the mark. It may also be given to a boat that commits a breach of sportsmanship, and in such a case, the umpires may initiate the penalty without any flag Y from a competitor. (rule C8.3 and MR Call M2 and MR Call M4)

Many umpires have been reluctant to give a boat two penalties. Often, two penalties given for one incident early in the match meant the end of any real competition between the boats. The boat that was penalized was several boat lengths behind and did not have a chance to catch up while sailing in the other's control and in its bad air. A match for whom there is no hope of winning is boring for all concerned. However, it is important that when the conditions for an additional umpire-initiated penalty have been fulfilled, the umpires give such a penalty. The sailors do take 'calculated risks'.

they barge in at the start and expect to either get away with it, or to get a red-flag penalty. In case of a red-flag penalty under such circumstances, the outcome is that the sailor will have to take a penalty and after the penalty will find himself in the same spot as before the incident, but with no outstanding penalty. With a double penalty, the boat gets back to where she would have been without the break, but she also has to carry a penalty for the break.

When the umpires decide that a boat has gained a controlling position as a result of breaking a rule, but they are not certain that the conditions for an additional umpire-initiated penalty have been met, they shall display a red flag with or soon after the penalty flag. The boat that gets the red-flag penalty must take the penalty as soon as reasonably possible (but not before starting). If one boat has a penalty and the other receives a red-flag penalty, the red-flag penalty does not cancel the outstanding penalty (rule C7.2(e)).

The red-flag penalty is designed to restore the relative positions of the boats before the incident that resulted in the penalty. It does not relieve the other boat of an outstanding penalty the way that a double penalty (two penalties for the same incident) would.

If, after a boat has completed either one penalty of a double penalty and she still has an advantage after allowing for a penalty, or has completed a red-flag penalty, and the requirements in rule C6.5(b) still apply, the umpires may give her another penalty, and this could be another penalty under rule C5.2 or another red-flag penalty under rule C5.3. (rule C8.3).

2.5. Techniques

Some of the techniques used for effective umpiring include:

A 'Team' Effort

Although it may be possible at a low-level event to umpire a match using a single umpire, the standard and better procedure is for two umpires in one boat to follow the match and umpire together. The two umpires work as a team, sharing fully the responsibilities and work of the team, such as driving the boat, use of the radio, displaying flags, cleaning the boat at the end of the day and, of course, making the calls.

It often happens that one umpire is more experienced or more dominant in personality than another umpire. That umpire must strive to include the other umpire in every aspect of the umpiring and work hard at being a 'team'. A third member of the team in a wing boat (known as the 'wing umpire') is also desirable.

Positioning and Proximity

Positioning of the umpire boat is all-important, for without proper positioning the umpires will not get an adequate view to make accurate judgements. Section 5 of this manual gives some guidance on boat positioning.

Observing and Deciding

Each umpire 'adopts' one boat, and play the role of that boat. A safe system is for the umpire on the port side of the umpire boat to adopt the Blue boat, and the umpire on the starboard side of the umpire boat to adopt the Yellow boat. The umpire constantly considers what his boat is doing and what it will or can do, and states this aloud. The umpires thereby talk through each situation with

each other and will often have decided the incident as it occurs. This method is further described in section 3.11 of this manual.

Concentration and Anticipation

Concentration and anticipation are two keys to successful umpiring. It is essential that the talking mentioned in point 3 above continues throughout the match as this greatly assists the umpires to concentrate and thereby make good decisions.

An umpire is required to develop a good understanding of match racing tactical moves and even good knowledge of the possibilities and limitations of the specific boats racing in the event because it is important they are able to anticipate the next most likely action. Discussion between umpires and experienced match racing skippers or tacticians is an excellent way to help improve the understanding of the game. See also 3.6 of this manual.

Developing an 'Automatic Pilot'

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

This whole process of answering a flag Y is too time-consuming for the umpires to go through it consciously, so it needs to become automatic. To achieve this, they need to practice on the water or with models, or visualize mentally, and to try it again and again.

The next step is to review it continually and improve it until the whole process becomes automatic. Once this process has become automatic, it releases capacity for talking and decision making and all umpires should work on improving this ability.

2.6. Umpire Skills and Qualifications

The skills and qualifications needed of an umpire are set down in the documents listed in section 9 of this manual, and umpires at all levels should aim to improve on their skills as much as possible.

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

2.7. Discussions

Umpiring decisions must not only be made in accordance with the Racing Rules of Sailing, but as far as possible must be seen to be so. This 'visibility' can be enhanced by discussions, both before and after sailing, between umpires and competitors. These discussions are a proper part of the process and should be encouraged. See sections 3.5 and 3.6 of this manual.

MATCH RACING PROTESTS

WHO PROTESTS - HOW - FOR WHAT?

- **By a boat.....using a flag Y..... against another boat [rule C6.1(a)]**

A rule of Part 2, including: -

Not keeping clear while taking a penalty (rule 21.2)

Interference from a boat not racing (rule C2.12)

Interference when taking a penalty, on another leg (rule 23.2)

Interference from a boat in another match (rule C2.13)

Only if involved in the incident but not for rule 14

By a boat.....using a red flag..... against another boat (rule C6.1(b)) for

All rules including the sailing instructions

Rule 14 when damage or injury results

EXCEPT FOR:

A flag Y incident (see above)

Touching a mark (rule C2.15)

Propulsion (rule 42, C2.17 and C2.18)

Incorrect position at preparatory signal (rule C4.1)

Not crossing the start line from the course side correctly (rule C4.2)

Not taking penalties correctly (rule C7)

The umpires.....shall give a penalty under rule C8.2 for: -

Touching a mark (rule C2.15)

Propulsion (rule 42, C2.17 and C2.18)

Incorrect position at preparatory signal (rule C4.1)

Not crossing the start line from the course side correctly (rule C4.2)

Not taking a second penalty (or red-flag penalty) as soon as reasonably possible (rule C7.3(c) and (d))

The umpires.....may give a penalty OR a black flag under rule C8.3 if a boat

Gained an advantage by breaking a rule after allowing for a penalty (rule C8.3(a))

Deliberately broken a rule (rule C8.3(b))

Committing a breach of sportsmanship (rule C8.3(c))

The umpires.....shall give a red-flag penalty

When the boat that broke a rule has gained a controlling position as a result of breaking a rule and the umpires are not certain the conditions for an additional umpire-initiated penalty have been fulfilled. (rule C6.5(b))

The umpires.....shall give a black flag

If a boat will have more than two outstanding penalties (rule C6.5(a)(1))

By the umpires or protest committee.... through a hearing (rule C8.4)

All rules and sailing instructions except those for which the umpires may penalize on the water

Umpires may also black flag a boat

When one boat has started and the umpires are satisfied that the other boat will not start. (rule C8.5)

When one boat retires after both boats in a match have started (rule C8.6)

Section 3

Mechanics of Umpiring

3 Mechanics of Umpiring

3.1. Preparation

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

- Look through the Call Book and any current rapid response calls.
- Re-read Appendix C.
- Re-read Part 2 and the Definitions of the RRS.
- Obtain and read carefully the sailing instructions.
- Review the Mechanics and Scenario Sections of this manual.

It is also helpful if an umpire takes the helm for a short while of one of the boats to be used. Spin it, consider its turning arc, test its response to sudden tiller movements, and time it through a tack. An umpire needs to know what a helmsman can and cannot do with their boat.

If there is no opportunity to sail the boats, umpires are wise to follow the boats when they are practising to obtain this kind of information. Unless the boats are obviously preparing for their pre-start, it is quite all right to go up and ask them to show you some manoeuvring.

Before each match, the umpires should always check the identification flags on their boats in good time before the attention signal. They should advise the boats on any mistakes regarding the flags before the boats start racing. Even if a boat enters with the wrong identification flag, the umpires should advise her that the display of the flag needs to be corrected immediately (rule C8.2). In this way the umpires can avoid having to penalize a boat for displaying the wrong flag or none at all.

Most umpires will find it useful to 'load the tapes' in the minutes before the start of the day's first match by, for example running through the seven possible scenarios for the first cross. (See reference sheet at the end of section 5 of this manual) By running through them, and at the same time visualising their own positioning, they will get up to speed and be ready for the action.

If there are any matches preceding your own, it is also useful to 'shadow-umpire', provided you do not get in the way!

3.2. The Chief Umpire

The special duties of the chief umpire will include:

- Act as the link between the race committee and the umpiring team, both ashore and on the water.
- Act as representative and spokesperson for the umpiring team at meetings, functions, press conferences, etc.
- Decide how, where and when on-the-water protest hearings will be conducted and make all the arrangements. (Unless there is a separate protest committee chairman.)

- Prepare and distribute the umpiring team assignment sheets unless delegated (see examples at the end of section 9 of this manual).
- Re-arrange the umpire duties on the water in cases of boat breakdown or other problems.
- Arrange for and chair the initial meeting of the umpiring team.
- Arrange for and chair the umpire/skippers meeting.
- Arrange for and chair the umpires' post-race debriefing meetings.
- Collect incident report forms, if used.
- Assign any further on-shore duties to the umpires (as described in 3.20 of the manual).
- Complete and dispatch the World Sailing Umpire Regatta Report Form.
- Confirm the event's Grading and Report Form.
- Fulfil all the normal duties of a protest committee or jury chairman, if appropriate.

It is usual, but not mandatory, for the chief umpire to also be the chairman of the protest committee or jury. At a high-level event or an event with several matches in each flight, an alternative solution is to separate the duties of chief umpire and chairman of the protest committee/jury. It is also common for the chief umpire to be consulted on various matters, such as notice of race and sailing instructions, before the event.

3.3. Initial Umpire Team Meeting

The initial team meeting should be held in adequate time before the racing begins. When boat drivers and/or observers are to be used, they should also attend the meeting.

Matters to be covered will depend upon the event. A checklist that provides a variety of matters that could be covered at this meeting is in section 9 of this manual.

3.4. Umpires Meeting with Race Committee

The chief umpire should meet early with the race committee (this meeting could involve all umpires).

Matters to be covered will depend upon the event. A checklist that provides a variety of matters that could be covered at this meeting is in section 9 of this manual.

3.5. Umpires Meeting with Competitors

Before racing begins (and preferably after practice racing) the umpires should meet with all skippers (plus their crews if skippers wish and there is room available). This meeting may follow the briefing of competitors by the OA and the RC and it is good policy for umpires (always the chief umpire) to attend that meeting as observers.

The contents of a briefing before racing will vary significantly depending upon the level of experience among the competitors. With experienced competitors, it may well be sufficient to ask whether they have any questions, whereas with sailors with little experience various matters may be covered, maybe even the starting procedure.

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

- Sailing instruction amendments and any unusual provisions.
- Umpire boat identification.
- Displaying and removing the flag Y.
- When penalties will be signalled.
- Unacceptable behaviour.
- Procedures for on-the-water protest hearings.
- Post-race debriefings.
- Briefing on the umpires' approach to any particular rules discussed at the initial umpire team meeting.
- The umpires' policy on matters on which Appendix C allows umpires to take direct action.
- Any rapid response calls.
- Questions of clarification from competitors. Answers should be in writing and posted on the official notice board.

3.6. Post Race Debriefings

Debriefings provide a great learning opportunity for umpires and competitors. A short meeting of umpires and competitors at the end of each day's racing should happen at all events whether it is a Grade 5 or a Grade 1 event. At this meeting, any of the day's problems can be discussed, and umpires who had any interesting or difficult calls can explain the circumstances.

Umpires have an obligation to explain their calls to all competitors and umpires. Sharing the facts of an incident with competitors and umpires leads to consistency and learning by all.

Many skippers and crews appreciate the opportunity to be present at these meetings and their attendance should be encouraged, as should discussion on calls and any differences in opinion.

There have been occasions when competitors have behaved aggressively at debriefs and one way of avoiding that is to state that everybody is there to learn, not to argue. This is particularly important when the umpires expect a competitor(s) to be upset when they arrive at the debrief.

If competitors start to be abusive, they should be reminded why they are present. It would be advisable to have a word with the competitor afterwards and point out that abusive behaviour could lead to a hearing under rule 69.

At the debrief invite each competitor to give his opinion about what happened using the model boats. Permit their opponent to agree or disagree. The opponents opinion on the facts may either contribute to make the facts clear or at least convince the first competitor that the situation was experienced differently. In this way, the competitors might solve the problem themselves.

However, when two (or three) people, umpires or competitors, think that things happened differently, they are unlikely to change their mind. We all see things differently, and it is important to bear this in mind. It is important to distinguish between differences of opinion relating to what happened (facts)

and interpretations of the rules. When there is a difference in opinion as to what happened, it is important to leave everybody clear: both opinions should be presented thus;

- if this happens - this is the call,
- if the other happens - this is the call.

Umpires should be prepared to own up to any errors quickly and graciously.

Discussions about how the rules and the Call Book might be improved do not belong in a debrief. They can, however, be very valuable, and the chief umpire may suggest to have a chat about it (in the bar) afterwards.

When situations occur that are not included in the Call Book, it is important to decide how to call them the next time. Find out what the rule actually says. If the rule is clear, do what the rule says, even if you don't like it.

If the rule is not clear, find out what the general feeling is about which way to go, and go with the majority. When there is a divided opinion, the chief umpire must decide. It is important to make it absolutely clear that whatever is being decided is for that event only.

Any new calls should be recorded on the Umpire Regatta Report Form from the event and sent to the World Sailing office - they should also be submitted to the Match Racing Rules Working Party for a rapid response call if necessary.

3.7. Driving the Umpire Boat

Umpire boats should be driven by one of the umpires. Some owners, who provide their boats on loan for umpiring, understandably wish to drive their own boats, however, this makes umpiring very difficult unless the owner is an experienced match racer or an umpire.

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

- Many boats have particular handling characteristics unknown to the umpire and;
- If the umpires are required to follow the boats into a crowded spectator fleet during the pre-start, it may be difficult to both manoeuvre the boat and watch the spectator boats. This means that one umpire is out of action just when full attention needs to be given to the boats.

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

If needed, hand signals can be quickly agreed between umpires and their driver so that the driver can continue to receive direction while the umpires are conversing. 'Ahead', 'right', 'left', 'fast ahead', 'stop' and 'turn' are usually adequate. To avoid possible confusion, all directions to the driver should come from one umpire only.

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

3.8. Radio Communication

At a principal event there should be a radio system allowing communication between umpires and wing umpires, umpires and chief umpire, and chief umpire and RC. (RC should have one radio on the umpire channel in order to receive messages, for instance about outstanding penalties.) The ideal system would be to have separate channels for each match, but it is more usual to have only one channel.

With one channel there are certain standard procedures:

- Radio traffic is kept to the minimum, particularly when another match is in its pre- start period.
- Priority on radio use goes to a match in its pre-start period.
- Identification is needed by prefacing each transmission with the match number (e.g. 'match two zone clear').

NOTE: This preface is not used by the match that is in its pre-start period. Umpires can therefore assume a call with no preface applies to the two boats that are in the pre-start.

For general radio traffic, the 'call signs' for each boat are 'umpire one', 'umpire two', etc. and 'wing one', 'wing two', etc.

3.9. Using a Radio

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

Establishing Contact

Your call to establish contact with another station consists of e.g. 'umpire two this is umpire three' or 'umpire two, umpire two this is umpire three'.

When umpire two receives your call, they will respond the same way (e.g. 'umpire three this is umpire two').

Note that the station being called is stated first. Do not call 'This is umpire three calling umpire two'.

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

Due to the possibility of the short words 'no or yes' being lost in a radio transmission, umpires and wing umpires substitute the word 'negative' or affirmative e.g. if the wing is asked 'was there contact?' The response should be 'negative' or 'affirmative', repeated 3 times. Adding the word 'contact' in this context may be confusing should the previous words not be broadcast and only the word 'contact' is heard.

The Conversation

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

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

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

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

Voice Procedures

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

CONCISENESS Keep every message as short as possible.

RHYTHM Divide messages into sensible phrases.

SPEED Speak more slowly than normal.

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

Noise

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

Shield the microphone. Wind blowing into the microphone will distort your transmission. A small plastic bag over the radio or microphone may help.

Confidentiality

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

3.10. Umpire Equipment

The equipment needed by umpires is covered in section 8 of this manual.

3.11. Umpire Interaction

The principles of the two-umpire system have been covered in section 2 of this Manual.

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

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

Yellow: 'I am right of way - leeward - I must initially give you room as I gained right of way by my own actions.'

Blue: 'NO! The overlap was established by me fishtailing and I'm not entitled to additional room.'

Yellow: 'I agree'.

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

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

Each umpire starts with the RIGHTS - this determines who has right of way and who has to keep clear.

Next in line are the REASONS - the reasons why a boat has right of way: Starboard/Port; Leeward/Windward; Clear ahead/Clear astern; Not taking a penalty/taking a penalty, etc.

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

Finally, the boat's OPPORTUNITIES - to tack; to go for an overlap; to hunt (change course); etc. If the umpire knows what opportunities his boat has available, it will be easier for him to anticipate the boat's next move.

An umpires' conversation using these principles correctly could be:

Blue 'I am right-of-way boat - I am on starboard - I can hunt you'
(RIGHT - REASON - OPPORTUNITY).

Yellow: I am keep clear boat - I am on port - I must keep clear'
(RIGHT - REASON - OBLIGATION).

It is equally important to keep the communication a two-way communication, for instance by asking questions like: 'Can I gybe here', 'Can I cross', 'Is there room for me to establish an overlap'..... In order to force oneself to listen to the other umpire, it is also a good idea to say 'agree' whenever it applies. By focusing thoughts and conversation on **Rights, Reasons, Obligations and Opportunities**, many incidents will be resolved even before a boat displays a flag Y.

3.11.1. How can we improve our umpiring and umpire faster?

The first contribution is to make the communication between the two umpires even more effective. Figure 1 illustrates the process of deciding a protest as a linear movement through a sequence of boxes.

Figure 1: The process of deciding a protest

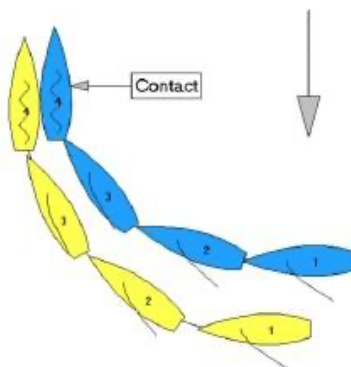
Facts	Right + opportunity	Obligation + fulfillment	Decision
Starboard			I am/am not:
Port			Keeping clear
Overlap	Right of way	Keeping clear	Giving room
Clear ahead			
/astern Windward	Can luff	Giving room or mark-room	I have/ have not: room
Leeward	Can bear away		
Tacking Luffing		Tacking/Gybing	I am responding
Bearing away	Can tack	as soon as possible	
Holding course			I agree/ I disagree
Head to wind	Can gybe.....	Not interfering	I did not see
Contact			Rule Broken
Near/over/on layline			Penalty (Blue, Yellow)
Crossing			
Wiggle room			No rule broken (Green)
Collision course			
10 secs to start			Gained advantage
Yankee (flag)			Deliberate break
			Breach sportsmanship
			Gained a controlling position

We start this movement by finding the relevant facts (box 1), which we use to determine the rights and opportunities of the two boats (box 2), and both of these elements together provide us with an understanding of their obligations and the extent to which they fulfill them (box 3), and this in turn enables us to make a decision, that we signal to the competitors by waving a flag (box 4).

Figure 1 can also be seen as the learning curve of an umpire. As novice umpires our first attempts to communicate with our fellow umpire primarily involves the calling of **facts**; we describe the positions of the boats, their relationships, courses, etc. by means of concepts like those listed in box 1 of figure 1.

In order to illustrate the fact-based mode of communication, we can focus on the luffing manoeuvre depicted in Figure 2.

Figure 2: A luffing manoeuvre



The leeward boat luffs. When the two boats protest in position 4, we must decide if Blue violated its obligation to keep clear (rule 11) or if Yellow violated its obligation to give Blue room to keep clear (rule 16.1). In order to understand how this decision is made, we can examine the calls that are made by the umpires. With the manoeuvre in question a communication mode based on **facts** could typically involve calls like these: -

Situation	Yellow umpire	Blue umpire
1	I am on starboard tack; We are overlapped; I am leeward boat; I am holding my course	I am also on starboard tack; I am windward boat; I am holding my course
2	I am still leeward boat; I am luffing	I am starting to luff; The distance between us is four metres
3	I am continuing to luff; We are still overlapped	I am still luffing; The distance is now one and a half metres
4	I am head to wind; I am still on starboard; I am holding my course	I am also head to wind; I am holding my course; There is contact abeam; Flag Y

This communication mode is not optimal. The umpires call several facts of minor relevance, they have trouble calling all they want in the time available, and when the boats are protesting in position 4, it may take quite a while before they reach a decision. The problem is that they communicate in box 1 of figure 1 above and do not work their way through box 2 and 3 until there is a protest. The result is that their decision-making process seems to take a very long time.

To make the communication more effective, we might switch to the mode where we call **rights and opportunities** for the two boats instead of facts. That corresponds to box 2 of figure 1.

With the manoeuvre in figure 2, the communication about rights and opportunities will typically involve calls like these:

Situation	Yellow umpire	Blue umpire
1	I am leeward boat; I am right of way; I can luff if I give you room to keep clear	I am windward boat; I must keep clear

2	I am luffing and I must give you room to keep clear	I must keep clear; I am starting to luff
3	I am luffing and I must give you room to keep clear	I must keep clear; I am luffing
4	I am head to wind; There is contact abeam	I am also head to wind; Flag Y

The calling still involves issues of minor relevance. It is a clear improvement that Yellow acknowledges in position 2 that she must give Blue room to keep clear. Yet the problem is still that the conclusion concerning rule violation is not discussed until the contact occurs. This discussion corresponds to working through box 3 of figure 1. That takes time and, in addition, the umpires to some extent need to reproduce to each other the manoeuvring of the two boats throughout the incident.

To make the communication even more effective, we should aim at making decisions throughout the development of an incident. In order to accomplish that, we can communicate about the two boats' **obligations and fulfillment** of these obligations. That corresponds to box 3 of figure 1.

The umpire statements deal with the obligations of their boat and its fulfillment of these obligations. Thus, a working umpire may continuously think and call in terms of the decision structure provided by figure 1. If we communicate about obligations and fulfillment with the luffing manoeuvre in figure 2, calls like these would be typical:

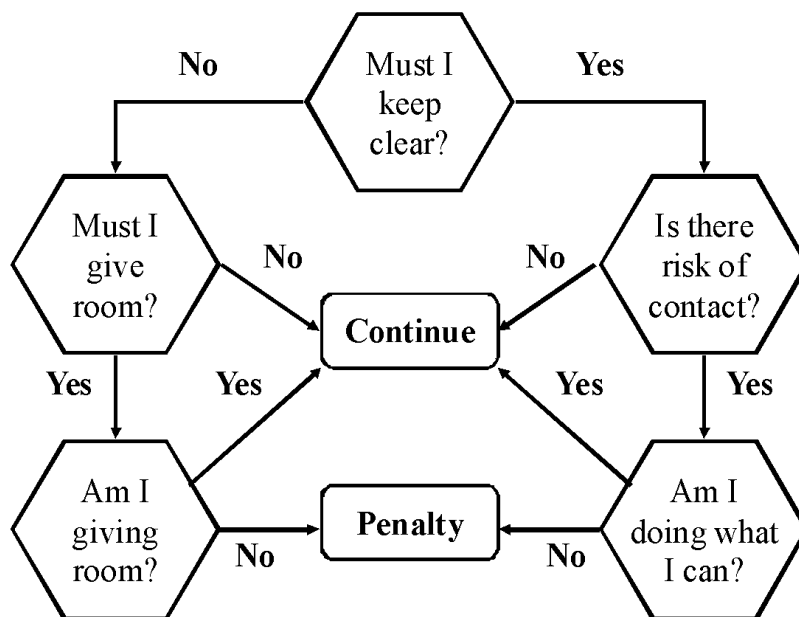
The words in **bold** are the words actually called by the umpires.

Situation	Yellow umpire	Blue umpire
1	I am right of way leeward boat	Agree ; I am keeping clear
2	I am luffing and must give you room to keep clear	I am doing what I can to keep clear
3	I am still luffing ; Do you need more room?	I am luffing all I can ; I need more room to keep clear
4	Contact ; I did not give you enough room	Agree; Flag Y; Penalty on Yellow

At every point in time, both umpires determine if their boat fulfils its obligations instead of calling its rights and opportunities. They also express whether they agree or disagree which confirms that they are actually listening to each other. Consequently, it is very quickly in position 4 to decide that Yellow did not fulfill its obligation and must be penalized accordingly. When this mode of communication is conducted in an optimal manner, the umpires often experience having decided a protest well before the boats have even displayed their flag Y.

The core of this decision-making process is in a simplified manner illustrated in Figure 3.

Figure 3: Umpire decision making



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

Furthermore, the reduced amount of speaking required by the umpires gives them more time to listen to each other and to listen to information from a wing boat and/or onboard observers.

Note that 'room' represents both 'mark-room' and 'room'.

The only problem found so far with this mode of communication is that we may end up in a situation where we realise too late that we are missing a fact. When our communication deals only with box 3, we may not see this before the protest is there, and then it is either too late to reestablish the fact or it takes too much time. In order to avoid this trap, we should trace our calls back to the underlying facts whenever we have time.

3.12. Umpire's Instantaneous Calls

In addition to the 'RIGHT - REASON - OBLIGATION - OPPORTUNITY' information passed between the two umpires, as discussed in 3.11, there will be a number of moments when an umpire must make an 'instantaneous call', like a photograph that captures a particular moment in time. These calls must be concise and be made at the exact moment they apply.

The most frequent instantaneous calls will be for:

- Head to wind
- Tacking (passed head to wind)
- Done (after tacking and now close-hauled)
- Gybing (foot of main across centreline)
-
- Done (main full on new tack)

- Starboard/Port (after tacking/gybing)
- Penalty complete
- Overlap
- Clear
- Zone (combined with 'clear' or 'overlap')
- Changing (course) (for right of way boat)
- Holding (course) (for right of way boat)

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

'Zone call coming up NOW!
 'Stand by for bow to bow.....NOW'
 'Boom.....DONE' or
 'Tacking.....DONE

3.12.1. More efficient calls – and how to avoid misunderstandings

The umpires should confirm the way they will be calling different situations before they start umpiring together. The following system is very efficient, but both umpires need to be aware that calls are instantaneous and apply from the moment the umpire states the new situation.

In several scenarios there are various pieces of information that need to be stated. For instance, when boats meet in a slam dunk situation; Exactly when the tacking boat passes head to wind, the umpire will call 'tacking', and the moment the tack is complete the umpire need to communicate that the boat is no longer a tacking boat, it is now port or starboard, with or still without rights, and finally, whether or not there is an overlap.

The moment the tack is completed, the umpire may call 'clear', meaning: My tack is completed, we are on the same tack and there is no overlap.

If the umpire calls 'windward' it is clear that the boats are overlapped on the same tack at the moment the tack is completed. In a tight tacking duel, the most efficient call is 'starboard' or 'port' - replacing: 'Complete, starboard' or 'Complete, port'.

The same principle is used when the boats are gybing.

3.13. Penalty Signals

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

The umpires will also display one flag (or one shape) for each outstanding penalty. The flags/shapes will be of corresponding colours to the identification flag of the penalized boat.

A whistle has been found to be the most efficient sound signal, and it should be blown sufficiently loud and long to draw the attention of both the boats, plus spectators and other interested persons.

Sometimes the race committee may use a whistle as one of its sound signals, and in this case the umpires sound can be distinctive by making the signal even longer. Should this cause confusion, another possibility is to change rule C5 to allow two long blasts from the umpires when signalling to give a decision.

The flag must inform **both competitors and the spectators** of the decision, so it must be displayed prominently. It is recommended that the signal be held aloft for not less than ten seconds. When a flag is first displayed, there will be some people whose view is obscured by sails or other obstructions. During the ten seconds the umpire boat should have moved sufficiently for everyone to see the decision.

Umpiring should continue uninterrupted while the flag is being held up.

With a single penalty, it is good practice to avoid signalling just as a boat is rounding a mark. If boats are in a tight manoeuvre, a short delay in the signal may be appreciated by the sailors.

With a red-flag penalty or a second penalty the umpires should delay signalling when the boat to be penalized is approaching a mark and cannot take the penalty before the mark without risk of fouling its opponent or getting into the zone while taking the penalty.

At a top mark it is preferable, but not always possible, for the umpires to signal such a penalty before the penalized boat hoists the spinnaker, because a late signal will severely increase the penalty.

Mistakes by umpires in displaying the wrong flags cannot be corrected, see MR Call L1 and M1. The potential for error can be reduced if the umpire who displays the signals always grabs the flag by the cloth instead of the stick. If a third person is driving the umpire boat, only the umpire who has adopted the blue boat will display the blue flag, and the yellow flag is displayed only by the other umpire. Coloured tape around the stick of the flag, in the same colour as the flag, is also very useful.

The umpires must signal the moment a penalty is completed (one short sound signal), as that is the moment when the boat taking the penalty gets her rights back (Rule C5.5). The umpires then remove the penalty flag/shape.

When a boat taking a penalty fails to take the penalty correctly or does not complete the penalty as soon as reasonably possible, the umpires will give several (at least four or five) short blasts with the whistle to signal that it is no longer taking a penalty (Rule C7.4(b) and C5.6). It is very important that this signal is given the moment the umpires are convinced that;

- the boat has passed head to wind with the top of the spinnaker above the main boom gooseneck (when the penalty is to tack) (Rule C7.3(a)),
- the boat has entered the zone of a rounding mark while taking the penalty (Rule C7.3(b)),
or
- the boat does not complete the penalty as soon as reasonably possible (Rules C7.2(a)(1) and (2)).

The precise moment when the umpires signal that a boat is no longer taking a penalty is the moment when the boat that was taking the penalty gets her rights back.

Many competitors will start hoisting the spinnaker again once the boat is on a close-hauled course, and the umpires must watch carefully to see that the head of the spinnaker is not above the main boom gooseneck until after the boat is on a close-hauled course (Rule C7.3(a)).

When the umpires decide to penalize both boats after an incident (twin penalty), they should try to signal both penalties at the same time. Blow the whistle and hold up both the blue and the yellow flag.

The black flag should be stowed well away. It is preferable that a decision to black-flag a competitor should be made only after an in-depth discussion between the umpires. There is no need to rush this signal and the extra time taken to get the black flag provides a further safeguard. The chief umpire will often require that he be contacted before any black flags are given. The exceptions to this would be when an umpire decision is made that will mean a boat will have more than two penalties, a boat does not take her second penalty as soon as reasonably possible, in accordance with rule C8.5 when the umpires are satisfied that one boat will not start, or in accordance with rule C8.6 when one boat retires after both boats have started..

See 4.20 for advice about incidents involving boats in different matches

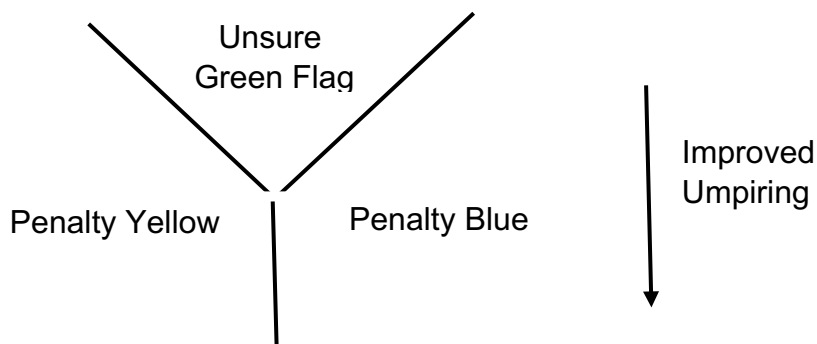
The umpires may signal a red-flag penalty when the boat that broke a rule gained a controlling position because of the breach but the umpires are not certain that requirements for an umpire-initiated second penalty is met (rule C6.5(b)). The red flag could be signalled simultaneously with the identification flag or by itself shortly after, when the umpires realise that the boat has gained a controlling position. A red flag signalled without any other flags (with a whistle) always refers to the most recent penalty signal.

Note that if the other boat has an outstanding penalty, the decision to give a red-flag penalty must be immediate. Once the penalties have been offset, you can no longer signal a red-flag penalty.

If the umpires have already given the penalty, and then decide it should have been a red-flag penalty they must be very careful not to show another penalty flag with the red flag. If a blue or yellow flag is shown with the red flag that is displayed after the penalty flag, it actually imposes another penalty on the Blue or Yellow boat.

3.14. Umpire More Consistently

Another contribution to improve our umpiring is to strive for consistency. The aim is to provide the competitors with the same call for the same situation. The figure below illustrates at the top how decisions may vary in a certain situation like the luffing manoeuvre illustrated in Figure 2 (3.11 in this manual). If Blue reacts too slowly she will be penalized. On the other hand, Yellow will be penalized if she luffs too quickly. In between, there is a “grey” area where we have difficulties deciding who should be penalized, and, therefore, we display the green flag.

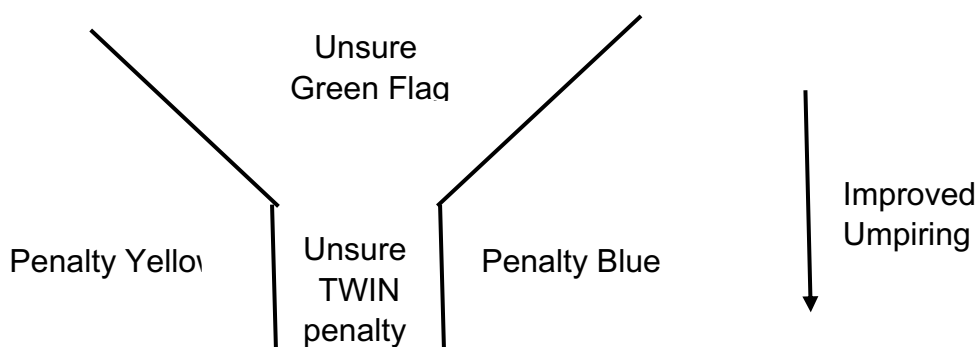


As our umpiring is improved, the 'grey' area will gradually shrink. And we can imagine that one day we never have to display a green flag in this situation; we give either a blue or yellow penalty.

At the same time, we may expect the competitors to improve their sailing so they can drive it right to the edge. With this development we end up in a position where we may decide to give a blue penalty in a certain situation, but with just a tiny change in the manoeuvring of any of the boats we give a yellow penalty instead.

We arrive at the paradox that seen from the outside, the penalties given in match racing seem more and more random as competitors and umpires improve their skills. Such a development clearly contradicts the ambition of making umpiring clearer and more consistent.

In order to avoid this development, we should in certain situations penalize both boats, a twin penalty. In doing so, we get an intermediate area where we decide that both boats have broken a rule. This development in our umpiring can be illustrated this way:



With a luffing manoeuvre like the one illustrated in Figure 2 (3.11 in this manual), there may be occasions where we decide that the contact occurred both because Yellow luffed too quickly and because Blue responded too slowly. A green flag in this situation may be misinterpreted to mean that no rule was broken, whereas our decision in fact is that both boats broke a rule. We can signal this decision by waving both the yellow and blue flag. Considering penalties, it makes no difference, but we clearly communicate to the competitors that they are inside the 'grey' area. When there is clearly contact between the boats, somebody should be penalized. If the umpires cannot decide, after using all the general principles for umpire decisions, they should consider penalizing both boats.

3.15. Signalling

All signals made whether by umpires, the race committee or competitors must be clearly displayed

3.15.1. Arm Signals

Rule C2.10 require arm signals for tacking at obstructions, as well as when responding to a hail by calling 'you tack', so umpires should be prepared for them.

To have any meaning these signals must be made by the helmsman, and must be clear. 'Clear' in this sense means clearly seen by the umpires. If a signal from the helmsman is not seen by the umpires, even in the unfortunate situation where the umpires have their view obscured by sails, then the umpires must rule as if the signal has not been given. Umpires cannot 'assume' a signal was given.

Note that for a boat to use rule 20, she must be close-hauled or above and must also meet the other requirements in the rule.

A boat that hails for *room* to tack when the requirements are not met breaks rule 20.1. This can be protested by the other boat.

The other boat must still comply with rule 20.2(b), unless the boats are approaching a starting mark surrounded by navigable water to start (RRS Part 2 Section C Preamble).

3.15.2. Flag Y Displays

A flag Y should be displayed immediately after an incident. It is reasonable that a flag shown later than 10 seconds after an incident should be green-and-white-flagged. If there is an incident, it may be reasonable for the umpires to allow a boat to complete any immediate manoeuvre before expecting the boat to display a flag Y, as long as they can clearly identify the incident. On a boat with a limited number of crewmembers, umpires may allow a little bit more time.

The rules require the display to be clear, and umpires should interpret this requirement strictly and not respond to a tentative display. A crew seriously believing that a rule may have been broken must leave no doubt that they are seeking a response from the umpires. However, once the flag has been clearly seen by at least one of the umpires, they must respond to it, even if the display was brief.

Should a second incident occur before the umpires have signalled the first decision, then the crew must clearly display the flag Y again, or if it has been left on display, they must unambiguously draw the attention of the umpires to the second protest.

In these cases, the umpires must respond to each protest separately. For example, whistle - blue flag, wait 2 seconds, whistle - green-and-white flag.

Note that there is no requirement for the protesting boat to hail protest.

3.15.3. Signals from Wing Umpire to Umpires

When radios are not being used, wing umpires (and on-board observers, section 6 of this manual) use standard arm signals:

- **Affirmative** - arm raised vertically above the head. The umpires will understand this to mean there is an overlap.
- **Clear** - arm held out horizontally. The umpires will understand this to mean there is no overlap.
- **Contact** - patting the top of head with a hand. The umpires will understand this to mean the wing umpire has seen contact between the boats, or between a boat and a mark.
- **Unclear situation** - no signal. The umpires will understand this to mean the wing umpire is unable to give accurate information. (For example, the boats have been overlapped when the windward boat luffs and the wing umpire is not in an accurate position to determine if the overlap is broken.)

Wing umpires must make sure the umpires can see the signals, and that there can be no confusion. (For example, an arm extended to hold on is not misunderstood as a 'clear' signal).

Wing umpire signals and functions are further covered in section 6 of this manual.

3.15.4. Signals from Umpires to Boats

Flag signals are covered in Appendix C.

If an umpire-initiated penalty is given for touching a mark (rule C2.15), the crew may be advised by an umpire patting the top of his own head with his hand.

If an umpire-initiated penalty is given for illegal propulsion (rule 42), the crew may be advised by an umpire making a pumping action with one hand moving vertically up and down.

3.16. Umpire and Wing Boat Positioning

Umpire boat positioning is further described in section 5 of this manual with specific situations covered, while this section covers general principles.

The first priority for the placement of the umpire boat is to achieve the best view of a potential incident. The competitors must accept that this will, at times, create wash or turbulence or other disturbance to a boat. At other times when placement is not so critical, the umpires should endeavour to keep their boat's disturbance to the minimum. Umpires should appreciate that in the competitors' perception, such disturbance may occur long before the umpires think it does.

Upwind

Do not position abeam and to windward so that if the boat tacks towards you, you must escape quickly leaving disturbed water. If one boat is well ahead, do not take up position where your wash affects the trailing boat.

Downwind

If watching for an overlap, go to windward, but do not move in so close that your wash affects the trailing boat.

Do not position directly upwind of a boat. This may disturb the boat's wind (or the crew may suspect it does). Move if the boat's masthead wind indicator is pointing at you.

Marks

Be careful when in the 'forbidden V's' which are discussed in section 5 of this manual.

Noise

Do not follow close astern of a boat except when necessary as your engine noise can be a distraction.

Do not leave your radio on full volume when not required. In light weather, keep your voice down to a level which will not carry to the boats.

Crossing

Never pass between the two boats of a match except occasionally in the pre-start. If correct positioning techniques are being used, you will find this need should not arise.

Other Matches

These same principles apply to the boats in the other matches. Be aware of all the boats. Look behind regularly to check you are not affecting a boat in another match.

Wing Umpire

Ensure your wing umpires are also aware of all this. If you see them causing disturbance, then draw it to their attention.

It is a good idea to observe your wash before the first match of the day. Discuss its effect at different speeds and in different sea conditions. Take particular note of the distance it travels, and its effect, in flat water.

3.17. Visitors on Umpire Boats

Umpire boats are not spectator boats, and no extra people should be aboard if the umpires are uncomfortable about it.

However, if both umpires agree, visitors could be allowed on umpire boats, providing it is first explained to them that it is essential they comply with all instructions the umpires may give.

Umpires should also explain that as visitors they will overhear private conversations of the umpires, and what they hear must remain confidential.

To allow umpire trainees to go on the water as observers with experienced umpires is strongly recommended. Often event sponsors will also appreciate the opportunity to get out on an umpire boat.

There may also be requests from media to come on the umpire boats. This provides the most spectacular view of the racing and it happens quite frequently at principal events.

Umpires should not accept visitors on umpire boats when they find that the extra weight has a negative impact on the boats maneuverability.

3.18. Red Flag Protests

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

At principal events, it is quite common for the chief umpire to ask umpire 1 to act as chairman of the protest committee/jury in order to speed up the procedures. Umpire 1 may then start to investigate whether or not the protest or request is valid, and then immediately start the hearing when that is required. This may happen while the last matches in the flight are still racing.

Should the red flag involve a request for redress because of circumstances that arose while she is *racing* or in the finishing area, the red flag must be displayed as soon as possible after she became aware of those circumstances, but no later than two minutes after *finishing* or retiring.

Whether or not the protest or request has any substance, the sailor that requests a hearing always have the right to one. If the protest or request is invalid or with no substance, the hearing will be short, but they can never be denied a hearing.

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

If one of the boats in a match requests redress because of procedural matters (e.g. late recall) or the conditions on the water, it is important to always include the other skipper as a party in that hearing.

Due to the simplified procedures permitted by Appendix C, a speedy decision can be made on-the-water or ashore.

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

A delay sometimes provides another advantage. If further flights are held before the hearing takes place, it may be that the overall result is not affected regardless of the protest decision. (A protest win will not move a competitor further up the ladder, or a loss further down the ladder.)

As the possibility exists that there may be a red-flag protest in the last match of the last flight of a day, the chief umpire may instruct the umpires to stay afloat until the last match finishes.

3.19. Umpire Team Assignments

Making the umpire pairs that will do the umpiring on the water is a key task at a match racing event. The challenge is to provide the best possible team combination with the umpires that are present. It is easy to take the two most competent and experienced umpires in the team to form a strong pair. But the question is where that leaves the rest of the team. A good set of umpire pairings for an event must take these factors into consideration:

- Different levels of experience/competence
- Feeling of being appreciated
- Enhancing consistency in calls
- Development and assessment of new umpires
- Conflict of interest
- Personal relationships

When one is facing the task of making umpire pairings, it is highly relevant to focus on the competence of different umpires. Our aim should always be to pair umpires in a way that provides the best service to the competitors. However, this may not be achieved if we focus solely on competence. We also have to consider the other factors above.

The feeling of being appreciated is important. Challenges are necessary for developing one's competence. So, a task that is too easy is not desirable. For example, most umpires would probably be disappointed if they were asked to do wing/observing for a whole event. On the other hand, challenges must also be realistic.

The typical set of umpire pairings is based on some form of rotation. During an event or part of an event each umpire rotates in the sense that all umpires work with most of the other umpires. Rotation is a good idea for several reasons. First of all, it enhances consistency. If a couple of umpires work together all the time, they may develop their own interpretations.

Secondly, rotation enables less experienced umpires to learn from being with more experienced ones. If the group of umpires have clearly varied levels of experience, development is a key factor. Thirdly, assessment of umpires is important both for the event and for the development of all umpires. When an umpire works together with several other umpires, a richer evaluation of the competence of that umpire should be achieved.

It may be necessary to avoid certain combinations of umpires and competitors. One reason for this is if there is a conflict of interest because of nationality, financial dependence or some other similar relationship. There are also examples of situations where certain umpires want to avoid umpiring matches with a specific competitor. It is highly desirable that conflict issues are discussed with the chief umpire. The point made here is that before making umpire pairings, it must be decided at each event how to handle potential or actual conflicts of interest.

It may also be argued that certain combinations of umpires should be avoided, e.g. due to negative personal relationship. This should not be accepted as a relevant condition. The ability to work with any other umpire and forget personal relationships is an important quality of a good umpire.

It is a duty of the chief umpire to 'pair' the umpires and allocate boats, drivers and wing umpires. A good system is to make 'Umpire Team Assignments' sheets and distribute them to the team. The chief umpire may decide to delegate this job. One rotation per day is recommended. Some examples of umpire pairings are included at in section 9 of this manual

3.20. On Shore Duties

So as to ensure smooth running, it is recommended that the chief umpire allocate specific on-shore duties to the umpires. This will often happen at the first briefing of the umpire team, or sometimes even before the event by email.

Each event may differ, but below is one example, where two umpires are responsible for all the tasks on the list - and they share the tasks between them.

- Check the notice board
- Put umpire flags and identification flags on board
- Confirm boat has fuel
- Pick up radio and check its operation
- Ensure lunches and drinks go on board
- Hoist your identification flag
- Decide who will use the radio
- Decide who will drive the boat or direct the driver
- Ensure adequate sound and flag signals are made from your boat
- Ensure speedy change-over occur on the water
- On return, take down identification flag and help the driver secure the boat, clean up and remove trash
- Ensure the boat will have adequate fuel for the next day
- Return radio and make sure it is put on charge
- Ensure report forms are completed if required
- Be on time at the post race debriefing.

Some chief umpires prefer to have a list where the on shore tasks are evenly distributed between all the umpires.

3.21. Incident Report Forms

At some events, the chief umpire may ask umpires to complete an 'Incident Report Form' for each flag Y incident or for incidents that may be of general interest. These forms are useful for later discussion and for statistical analysis. Studies can show which rules and situations are giving the greatest problems, or where particular competitors or umpires may be experiencing difficulty with a rule.

Making incident reports after racing can be very valuable for training purposes. An event like the America's Cup uses incident report forms based on diagrams from 'Tactical **Sailing Situations**' (**TSS**) or 'Boat Scenario', both PC based drawing **programs**.

Incident Report Forms can vary in their presentation, and two examples are included in section 9 of this manual.

3.22. Explaining Decisions to Competitors

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

- At the umpires' post-race debriefing meeting.

The competitors should be advised of the time and place of these meetings and be invited to attend and hear the explanation.

- Ashore after racing, for example on the dock or in the bar.
- On the water at the conclusion of the match.

Umpires should be aware that emotions may be running high at the end of a match and it may be best to wait a couple of minutes before conversing with the crew. At times it will be preferable to advise the skipper 'See us when ashore'. Note that whenever the sailors call you over, you must check with them. There may be another reason why they are calling your attention, for example an injured crew member.

Explanations should be restricted to giving the reason for the call, for example 'We considered you had no need to change course to avoid the port-tack boat'. Any rational discussion on the applicable rules and 'what if?' questions should be answered, but umpires should not enter into any argument concerning the facts.

Giving reasons for calls should promote good umpire/competitor relationships, but any head-to-head argument over the correctness of a call will damage those relationships.

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

3.23. One on one communications with competitors or rules advisors

It is important that umpires are not seen as being too close to individual competitors by spending too much time with one skipper, a particular crew, or a coach or rules advisor. One obvious way to prevent this is to ensure you are in the company of others when meeting with competitors.

It is important to make it clear to competitors that you are giving your opinion only and not necessarily that of the whole umpire team. If you are unsure of an answer you are giving then refer this to the rest of the team or ask the competitor to raise it at the next debriefing session.

If as a result of your further discussions you become aware that you may have given a wrong or misleading interpretation then you should go back to the competitor and revise your response to ensure there are no misunderstandings.

3.24. Explaining Decisions to the Public

Depending on the policy agreed by the umpire team, umpires should be willing to explain the reasons for any call to media representatives, but avoid any dispute.

Umpires will at times be asked to give explanations for their decisions by radio during the match. If the chief umpire agrees to provide this service, it is extremely important that those explanations be delayed until the boats have separated and there is a lull in the umpiring. Umpiring must take first priority and there should be no break in concentration while an umpire makes a radio transmission or think about what to say.

It is, however, for the benefit of the sport that event speakers are able to give the correct information to the audience. There are also circumstances where media would already have given a wrong explanation of a call before the umpires get back ashore and can explain their decisions.

3.25. Press Conferences and Individual Meetings with the Press

Usually only the chief umpire is asked to attend the press conference, but occasionally an umpire involved in a particular incident may be asked to attend. Competitors sometimes use these sessions to be critical of a decision that has not gone their way.

It is important not to get involved in a discussion with the competitor in front of others. It is best to only make general comments about the days racing. Ensure that you listen to any questions and try to answer them as reasonably as possible. Do not get irate.

The press are more frequently trying to get direct information from umpires. Usually, these interviews are directed to the chief umpire and if the press approaches a member of the umpire team for a comment on an incident it is prudent to refer the matter to the chief umpire. Be careful not to make any comments that are critical of either the competitors or the umpires as these will almost certainly be published and may cause difficulties later.

Section 4

Umpiring

Scenarios

4 Umpiring Scenarios

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

4.1. Position at the Preparatory Signal, First Cross

Rule C4.1 requires a boat's hull to be completely outside her designated end of the starting line at the preparatory signal.

Only the umpires can initiate a penalty when a boat breaks this rule (not the other boat or the race committee). It is the umpires' responsibility to check this and act under rule C8.2 when required. It is difficult to sight with accuracy a line perpendicular to the starting line, so unless the umpires can clearly see that the rule has been broken by a boat's hull crossing that line too early, they should not take any action.

The umpire boat should be stationed under the pin end as the boats enter, and the wing boat will be stationed to windward of the race committee vessel. Without a wing boat, the other umpires will cover this position for each other, leaving only the last match without a wing. When the race committee is also the starting mark, the event's race officer may accept to check the perpendicular for the last match when requested. The race committee will then inform the umpires of any early entries and the umpires will signal a penalty on the boat that entered early.

A separate sheet with seven first cross scenarios is attached at the end of section 5 of this manual. The sheet includes the preferred umpire positioning for each scenario.

4.2. Entering the Pre-Start Area

Within the two-minute period following the preparatory signal the race committee will be watching the boat's hulls as they make their first crossing from the course side to the pre-start side of the starting line to fully clear the start line (rule C4.2).

If a boat's hull has not crossed and cleared the starting line correctly in time, the race committee will make a sound signal and display a blue or yellow flag or both. The umpires must then penalize the boat(s) under rule C8.2.

4.3. Close-Hauled, particularly after Tacking

Throughout the match the umpires will be called upon to decide a close-hauled course. As this is a subjective judgement, the umpires should watch boats tacking and sailing close-hauled, then discuss and agree this course even before the start of the match.

Before the starting signal, deciding close-hauled will be necessary only when one or both boats tack, because at this moment rights and obligations change.

Finally, a boat taking a penalty while sailing to a windward mark completes her penalty and gets her rights back the moment she gets to a close-hauled course. At that precise moment, the umpires

must give a short sound signal to advise that the boat has completed her penalty, and that the rights and obligations may have changed (rule C5.5). The umpires must also remove a penalty flag/shape.

4.4. Tacking and Gybing

Rule C2.6 has the effect of getting the definition of gybing back into the rulebook for match racing. A boat must keep clear from the time the foot of the mainsail crosses the centreline, until the sail has filled or she is no longer sailing downwind.

Pre-start manoeuvring as well as downwind sailing may involve a lot of gybing. With this rule, the gybing boat needs much more room to be able to gybe in the pre-start, and the sailors are using different techniques to help the mainsail fill as quickly as possible after a gybe. The umpires must be convinced that the sail is filled or the boat is no longer sailing downwind before the boat gets its rights back. It is possible, however, for a sail to be filled even with the top batten still reversed. As rights and obligations change during these scenarios, instantaneous calls are essential. (see section 3.12 in this manual). Also read the Call Book for Match Racing for some examples.

Rule C2.6 also addresses the rights and obligations between two boats that are subject to rule 13 at the same time. The one on the others port side is the keep clear boat. This applies between overlapped boats when tacking or gybing. If the boats are not overlapped the one astern shall keep clear.

4.5. Head to Wind

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

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

Unless the umpires are very sure, they should rule that a boat has not passed head to wind. (rule C2.5 Last Point of Certainty)

4.6. Room to Keep Clear

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

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

Typically, when the boats are approaching the starting line to start, the trailing boat will attempt to get an overlap to leeward. If this overlap is established too close to the windward boat, the leeward boat is not giving the windward boat room to keep clear. (Rule 15 and possibly rule 16.) When the

boat that establishes the overlap immediately bears away to give the room required, no rule is broken and the umpires should display the green and white flag if there is a protest.

4.7. Fish tail

The fish-tail is a common manoeuvre in the pre-start. A boat clear ahead is 'fish-tailing' when bearing away and thereby creating an overlap to windward on the boat that was clear astern. Rule 15 does not apply, as the new leeward boat has acquired right of way by the other boat's actions.

It follows that the leeward boat does not have to initially give the windward boat room to keep clear. The umpires need to observe whether an overlap is established by the boat clear ahead bearing away, by the trailing boat sailing at higher speed, or a combination of both. MR Call B4 covers this scenario.

4.8. Approaching the Starting Marks

When boats are approaching to start the rules in Part 2 Section C "At Marks and Obstructions" do not apply at a starting mark, or it's anchor line, when they are surrounded by navigable water. The umpires must agree when this approach has begun. MR Call C1 gives a guideline for this.

4.9. Close Tacking

Whenever a boat is tacking close to another, the umpire must call the precise moment their boat passes head to wind (changes tack), and the moment the boat is on a close-hauled course. Any course alteration by the other boat must be called by the other umpire, and whether that alteration is necessary to keep clear.

4.10. Slam Dunk

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

If the overlap begins while the windward boat is required by rule 13 to keep clear, this manoeuvre puts the tacking boat at a high risk, and it is more common that the boat tacks earlier or leaves some distance after crossing before tacking.

When there is a slam-dunk, the umpires also need to watch closely for any changes of course by the leeward boat while the other boat is tacking and immediately afterwards. When a starboard tack boat slam-dunks and an overlap is established before the tack is completed, the port tack boat will not be restricted by rule 15, Acquiring Right of Way, but she will still be restricted by rule 16, Changing Course, if she luffs.

4.11. Dial down

When the delayed penalty system was introduced, the 'dial down' became quite common. A dial down occurs when, in a crossing situation, the boat on starboard tack instead of crossing or tacking hunts the boat on port, sometimes even all the way down until both of them gybe. To stop this manoeuvre, rule C2.7 says that when boats on opposite tacks are sailing to a mark that is to windward of them, if the starboard tack boat bears away to a course that is more than ninety degrees

from the true wind and that is below her proper course and as a result the port tack boat has to immediately change course to keep clear, then the starboard tack boat has broken rule 16.2.

Dial downs are still being used, but the starboard tack boat normally only bears away to a course that is less than ninety degrees to the true wind. The umpires should be particularly prepared for this manoeuvre when the boats are getting close to the windward mark. What the starboard tack boat often wants to achieve, is to have the port tack boat tack away.

The port tack boat however, would normally try to bear away under the starboard tack boat, and the umpires must make a judgement as to whether or not the starboard tack boat has effectively closed that door for the other boat.

Note that should the boat on starboard tack bear away to a course that is more than ninety degrees from the true wind at some distance, so that the other boat does not have to immediately change course as a result of the bear away, and then holds her downwind course, this call would not apply.

Should a starboard tack boat with an outstanding penalty make a complete dial down and end up gybing, she will be taking her penalty, because any gybe on a leg to a windward mark is to be judged as taking a penalty (rule C7.4(a)). The umpires should signal (and remove the flag/shape) the moment the boat gets on a close-hauled course on port tack.

The other boat may protest for a breach of rule C2.7 and/or rule 21.2, but the umpires may not initiate a penalty without a protest.

Should the umpires, after a flag Y protest, decide that the starboard tack boat broke rule C2.7 and/or rule 21.2 in this manoeuvre, or causes the port tack boat to make a 'full turn' then in addition to the penalty for the breach, an umpire-initiated penalty under rule C8.3(b) may be appropriate.

Any dial down is a high-risk move, where any contact between the boats may cause damage. The umpires have to decide whether the starboard tack boat was giving the port tack boat room to keep clear throughout the manoeuvre, and also whether the port tack boat was keeping clear at all times.

4.12. Overlaps

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

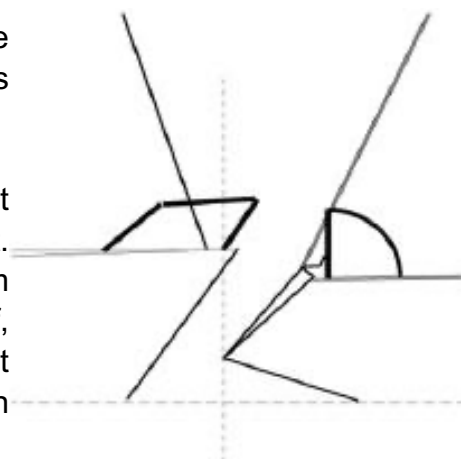
Particular attention needs to be given to projecting bow rails, stern-hung rudders and the setting of a spinnaker in its normal position.

Note that flags hanging over the stern do not count for overlaps (or contact). See MR Call L4.

'Technical' overlap

An overlap is 'technical' if the leeward boat can luff and clear the windward boat. This sometimes happens when an overlap is established close.

The windward boat is keeping clear, because the leeward boat can both luff and bear away without immediately making contact. However, if the windward boat does not start to build distance from the leeward boat, the initial rule 15 'protection' disappears. If, slightly later, the leeward boat advances forward, without changing course, the windward boat may find herself in a position where she is no longer keeping clear.



4.13. Marks – Room at Marks – Mark-Room

4.13.1. General comments

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

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

4.13.2. Mark-room

The definition Mark-Room for match racing has been changed by rule C2.2:

A boat entitled to mark-room needs to be given room to sail her proper course to round or pass the mark and room to pass a finishing mark after finishing.

Mark-room includes room to change tack.

When a boat is entitled to mark-room she is not limited to sail her proper course, however, if she does not sail within the mark-room to which she is entitled she will not be exonerated by rule 43.1(b) if she breaks a rule of Part 2, Section A rules 15, 16 or 31.

4.13.3. When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a mark on the same side and at least one of them is in the *zone*. However, it does not apply between a boat approaching a mark and one leaving it or when the boat entitled to mark-room is on the next leg and the mark is astern of her.

Therefore, rule 18 always applies between boats that are overlapped at a windward mark, even when they are on opposite tacks. (See last sentence of the definition Clear Astern and Clear Ahead; Overlap). Whenever a boat entitled to mark-room needs to change tack to round or pass the mark on her proper course, such tack or gybe is included in mark-room. Even when the boat needs to change tack more than once. The mark rule is the same at a windward mark as at a leeward mark and the only limitation in the rule itself is that it does not apply between a boat approaching it and a boat leaving it or when the mark is astern of the boat entitled to mark-room and she is on the next leg.

Other limitations are that it does not apply at a starting mark surrounded by navigable water or at its anchor line, when the boats are approaching to start. Also if the mark is a continuing obstruction, rule 19 always applies and rule 18 does not.

4.13.4. Giving Mark-Room 18.2(a)

Rule 18.2(a) has been simplified so that mark-room applies when the first boat enters the zone, at that moment the umpires must decide whether the boats were overlapped or not.

If they are overlapped the inside boat is entitled to mark-room, if they are not overlapped the first boat to enter the zone (even if clear astern of the other boat) is entitled to mark-room.

4.13.5. Rule 18.2(b)

Rule 18.2(b) tells you that a boat entitled to mark-room loses that right when the boat entitled to mark-room leaves the zone.

Irrespective of the course a boat sails within the zone or the number of tacks or gybes that she does she maintains her entitlement until she leaves the zone. But if she does not sail within the mark-room to which she is entitled, she cannot be exonerated by rule 43.1(b) if she breaks a rule of Part 2, Section A or rule 15, 16 or 31.)

Even if the entitlement to mark-room ceases when the boat entitled to mark-room leaves the zone, it may be relevant again later. If only the boat entitled to mark-room leaves the zone and the other remains in the zone, the boat remaining in the zone will be considered as the one entering first and will be entitled to mark-room (See MR Call E9 and E10). Should both leave the zone, it will depend on the relationship between the two boats at the moment the first of them re-enters the zone.

4.13.6. Rule 18.2(c)

If a boat has obtained in inside overlap and the outside boat is unable to give mark-room from the time the overlap began, the outside boat is not give required to give it.

4.13.7. Rule 18.3 Tacking or Gybing

This rule only applies when the boats are overlapped. However, if a boat enters the zone first clear ahead, and the two boats get overlapped later on, rule 18.3 now becomes applicable if the inside boat (that was clear ahead) continues to be the right-of-way boat and must change tack to sail her proper course. (See MR Call J1) **Note** that this rule does not apply at a gate or finishing mark.

If the boat entitled to mark-room breaks rule 18.3 by sailing farther from the mark than needed to change tack to sail her proper course, but this does not affect the course of another boat, she is exonerated for her breach.

Note also that at a windward mark, a leeward inside boat does not have to bear away to round the mark, and may luff the other boat during and after the rounding, provided she does not break any other rule when doing so. (See MR Call E4).

4.13.8. Rule 43 – Exoneration

Because the rules in Section C do not override other rules of Part 2, it would have been difficult for an inside keep-clear boat to get to a mark and round it or to get room at an obstruction. Rule 43.1(b) therefore provides for exoneration for breaches of the rules of Part 2 Section A, 15 16 or 31 while a boat is sailing within the room or mark-room to which she is entitled. Rule 43.1(c) also exonerates a right-of-way boat and/or a boat entitled to room or mark-room for a breach of rule 14 that doesn't cause damage or injury.

4.14. Touching a Mark

Umpires must watch for mark touching, as this cannot be protested by another boat. However, this does not always have priority when the boats are close together. If a boat protests, and the umpires have not seen it themselves, the umpires should display the green and white flag as a response. However, if the umpires see the crew or any part of the boat's hull touch the mark, then they should penalize, and if there was a flag Y for the same incident, they may disregard the flag Y from the competitor. See rule C6.5(a)(2).

Before umpires act under rule C8.2, there should be no doubt at all that the mark has been touched, as movement of the mark caused by a bow wave can make it appear that there has been a touch. A touch between a mark and a sail, the boom or a sheet, does not break rule C2.15.

Note that if any part of a boat including the crew touches a race committee vessel that is also a mark, rule C2.15 has been broken.

Should the boat that touched the mark have gained a controlling position, the umpires may give a red-flag penalty.

4.15. Passing Obstructions

Rule 19 applies when boats are at an obstruction. However, if the obstruction is also a mark that boats are required to leave on the same side, and is not a continuing obstruction, then rule 18 applies. Regarding the race committee vessel, before either boat is approaching it from the pre-start side of the line to start, it does not have a required side (definition 'Sail the Course'); therefore rule 19 applies up to that time. Once the boats are approaching it to start and until they have left it astern, rules 18, 19 and 20 do not apply (Preamble to Section C).

4.15.1. Definition of Obstruction

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

4.15.2. Rule 19.1

Rule 19 begins to apply between two boats when they are 'at' an obstruction. There is no 'zone' around an obstruction. Boats are at an obstruction when one of them reaches the point where she needs to commit to passing on one side or the other of the obstruction. Once the boats are no longer at the obstruction, rule 19 ceases to apply.

4.15.3. Rules 19.2(a) & 19.2(b)

Rule 19.2(a) is a reminder that the right-of way boat can choose on which side of the obstruction she will pass. However, if the right-of way boat changes course when choosing which side to pass, she must give the other boat room to keep clear.

When the boats are overlapped and the right-of way boat chooses to pass on the side that makes her the outside boat, rule 19.2(b) requires her to give the inside keep-clear boat room between

herself and the obstruction. If the outside boat is also the keep-clear boat, she must both give room and keep clear. See also rule 43.1(b) and (c).

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

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

4.16. Room at Continuing Obstructions

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

Room at continuing obstructions is often related to depth of water for which umpires may have no direct information unless they know the particular shore. Umpires should consider that the boat ahead, for tactical reasons, is probably already sailing as close as she believes possible, in which case, if a keep clear boat astern establishes an overlap, she is not entitled to room and must keep clear. Note that in this case, rules 10 and 11 do not apply and the keep-clear boat that went into the overlap situation remains keep-clear boat while the boats remain overlapped.

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

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

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

Seven common questions about approaching obstructions can be found at the end of this section of the manual and in MR Calls B12 to B16 and B19

4.17. Illegal Propulsion

Like mark touching, a breach of rule 42 cannot be protested either by displaying a flag Y or red flag. Only umpire- initiated penalties can be given, and umpires should have no doubt that a rule has been broken before penalizing.

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

However, a clearly prohibited action should be penalized immediately and without discussion if it results in an obvious advantage. For example, when a boat pumps to establish an overlap at a mark or at the finish.

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

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

A common breach is when a boat roll tacks, and sails for 3-4 boat lengths after the boat is close-hauled before the crew brings the boat upright by moving everybody to windward, and then some of them back down to leeward again. Because a tack (and a roll tack) is completed when the hull is on a close-hauled course, this action is not part of the tack. It would, however, be accepted as part of the roll tack if it happens within a boat length after the boat is close-hauled.

Note that rule 42 is changed for match racing and now applies from the warning signal (rule C2.17)

When rule 42 has possibly been broken but the umpires have some doubts, a general warning could be posted for the next day.

When the event is sailed in smaller boats, the sailing instructions often add to rule 42 that the use of the shrouds to facilitate roll tacking or gybing, or to aid the projection of a crew member outboard is prohibited. With Rule 86.1 specifically prohibiting changes to rule 42 in the sailing instructions, this action may be made illegal and subject to umpire-initiated penalties by using the standard wording for it in the World Sailing Standard Match Racing Sailing Instructions, SI ADDENDUM C 'HANDLING of BOATS'.

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

4.18. Finishing Line Incidents

There are times when a leading or trailing boat has finished, yet a penalty needs to be signalled. The signal should still be given, even if the boat is already dropping her sails. As the boat has not finished until she has taken her penalty and then finished, the race committee may need to be advised so that the correct result is recorded.

If the leading boat has an outstanding penalty, or if it appears that one of the boats is likely to take an outstanding penalty close to the finishing line, something which may change the current positions or result in a close finish, the race committee should be advised by radio before the boats approach the finishing line.

With the penalty system used in match racing, there will be many incidents close to the finishing line, and the umpires need to be prepared for action from a boat with an outstanding penalty. If the boat with the penalty has a reasonable lead, the penalty will often be taken around the finishing mark or almost on the line. If the two boats are close, the boat with the penalty will try to take the penalty while controlling the other boat or to get a penalty on the other boat in order to offset the penalties. This is one of the most challenging situations for the umpires, as rights and obligations may change frequently and the manoeuvres may sometimes be quite surprising.

The umpires need to agree when a boat has completed a penalty, and then signal (rule C5.5),

On a leg of the course to a leeward mark this will happen the moment she gets on a course that is more than ninety degrees from the true wind. The umpires must also be aware that the boat may re-hoist her spinnaker when she gets to a close-hauled course. This complies with rule C7.3(a).

On a leg of the course to a windward mark this will happen the moment she is on a close-hauled course.

The Call Book gives some guidelines for scenarios where penalties are taken at or close to the finishing line.

4.19. Damage from Contact

Damage caused to a boat cannot be protested by displaying a flag Y, and penalties for damage cannot be imposed during a match. A boat may protest the other boat in her match, or a boat in another match, under rule 14 by displaying a red flag (rule C 6.1(b)) and will only be successful if damage or injury resulted from the contact (rule C6.2(a)).

If the match umpires know a boat has been damaged as a result of boat contact, rule C8.7 gives a process by which they may impose a points-penalty on the infringing boat without a hearing.

A policy paper about penalties for damage is included in the World Sailing Standard Match Racing Sailing Instructions. Rule C8.7 and this document should be used together. Notes to umpires about the use of the damage document are included at the end of this section of the manual.

After being advised of any points-penalty given under rule C8.7 a boat may request a post-race hearing. Umpires would then advise the chief umpire and chairman of the protest committee for further action (rule C8.4). Any subsequent hearing is to establish whether rule 14 has been broken and an appropriate penalty.

4.20. Incidents with a Boat in Another Match

As soon as the umpires realise there may be an incident between boats in different matches they should start communicating as if they were umpiring the boats and they were in the same match. One of the umpires will already be umpiring one of the boats and the other umpire will take the other. They should umpire as normal. It is very important that this umpiring starts as soon as possible because it is quite common to lose some of the details in these circumstances.

The umpires should ensure they clearly identify each boat, so there can be no confusion as to who is umpiring which boat. (There may be two Yellow or two Blue boats involved.)

When a protest with the display of a flag Y involves boats in different matches, the two umpire pairs should attempt to discuss the case before making a decision. (This may be over the radio).

The umpires should avoid signalling a penalty to a boat in the other match. If only one of the umpire boats is nearby, and the boat in the other match is to be given a penalty, the signalling of the penalty may be delayed until the other umpire boat can get there.

When this is not at all practicable, the umpires may signal a penalty to the boat from the other match, but must make it very clear to everybody which boat is being penalized. (There may be two Yellow or two Blue boats involved.)

The penalty shape/flag should **ONLY** be displayed on the correct umpire boat.

If a green and white flag is appropriate, the umpire boat closest to the incident will display the flag.

Note that unlike in fleet racing, where a boat that sees an incident between boats may protest, in match racing a boat needs to have been involved in an incident to protest using a flag Y.

Note also that rule C2.13 limits the course changes for both boats to that consistent with complying with a rule or trying to win their own match.

4.21. Gaining an Advantage

Sometimes breaking a rule and getting penalized leaves a boat in a better position than it would have been if it had not broken a rule. (Examples are: the outside boat forces the inside boat onto the wrong side of a mark, or a boat luffs illegally and causes the opponent to broach and lose considerable time.) In such cases the umpires have three options: to give another penalty, to black-flag or consider a red-flag penalty. The red-flag penalty has specific requirements, see rule C6.5(b).

A penalty should result in a disadvantage to the penalized boat relative to the opponent, and if this is not achieved by one penalty, then rule C8.3(a) requires the umpires to give a further penalty (or more than one further penalty).

It may be that the boat that did not break a rule is so damaged by the boat that broke a rule that no matter how many penalties are given to that boat it will still win the match. In this case, the boat at fault must be black-flagged.

4.22. Deliberately Breaking a Rule

The umpires must penalize a boat when they believe she has deliberately broken a rule. There is no complete clear-cut answer to how the umpires will decide that a breach of a rule is deliberate, but the Call Book gives some guidelines and examples (MR Call M2). This matter could well be discussed at the initial umpires meeting, and any particular point of view should be brought up at the meeting with the competitors. The penalty for a deliberate breach will be an additional umpire-initiated penalty rule C8.3(b)

4.23. Gaining a Controlling Position – Red-Flag Penalties

A red-flag penalty (rule C5.3) should be used when a boat has gained a controlling position as a result of breaking a rule but the umpires are not certain that the conditions for an additional umpire-initiated penalty (either gaining an advantage by breaking a rule after allowing for a penalty, the breach was deliberate or the boat committed a breach of sportsmanship) have been fulfilled. (rule C6.5(b) & (rule C8.3))

This may be the case when, for instance, a boat marginally clear astern at the zone barges in between the mark and the other boat and comes out in a controlling position. If it was reasonable for the boat to assume she had an overlap, then she may not deliberately have broken a rule.

Although she is in a controlling position, after allowing for a penalty she would probably not have gained an advantage according to rule C8.3(a).

A red-flag penalty should bring the boat out of the controlling position, and the other boat would most likely be ahead. Should the boat that broke a rule still be in a controlling position after the penalty, then another red-flag penalty would be appropriate.

See MR Call E8 for a definition of 'controlling position'.

4.24. Good Sportsmanship

The Call Book discusses 'a breach of good sportsmanship'. Umpires should not hesitate to impose a penalty for unacceptable behaviour, for the betterment of the umpiring system and the sport generally. See MR Call M4. The World Sailing Standard Match Racing Sailing Instructions also contain examples.

4.25. Other Umpire-Initiated Penalties

Umpire-initiated penalties for pre-entry positioning, not entering correctly, touching marks, propulsion, gaining an advantage, deliberately breaking a rule and poor sportsmanship have all been discussed above.

Penalties can also be given for not taking a second penalty (or a red-flag penalty) as soon as reasonably possible (rule C8.2).

With regard to the taking of penalties, the Call Book provides guidance on what is 'as soon as reasonably possible'. This is another topic for the initial umpires' meeting so as to help establish a consistent approach.

4.26. Taking Penalties

The umpires need to watch carefully as a boat takes a penalty. A boat taking a penalty shall keep clear of one that is not, so the umpires need to establish when the boat starts and completes the penalty.

When a boat has an outstanding penalty, any tack on a leg to a leeward mark or any gybe on a leg to a windward mark is part of taking or completing a penalty. In each case it needs to be considered if the boat actually completes the penalty correctly.

MR Calls G3, K1, M7, M11, N1, N2, N3 and N7, address this matter.

The umpires must observe that the boat completes the penalty as soon as reasonably possible, and that she does not enter the zone of a rounding mark while taking the penalty. With a tack penalty, the umpires must also observe that the spinnaker head is below the main-boom gooseneck from the time the boat passes head to wind, until she is on a close-hauled course. See 4.27 below.

A gybe penalty is completed when the boat is on a close-hauled course, and a tack penalty is completed when the boat is on a course that is more than ninety degrees from the true wind.

4.27. Incorrect Penalties

A boat does not get penalized for taking a penalty incorrectly. Instead, the umpires signal with repetitive short sound signals (rule C5.6) that the boat is no longer taking a penalty and that the penalty remains.

This situation occurs when a boat is taking a tack penalty and has the spinnaker head above the main-boom gooseneck when the boat is between head to wind and close-hauled on the new tack, when a boat enters the zone of a rounding mark while taking the penalty or, when a boat has started taking a penalty but does not complete it as soon as reasonably possible. Under any of those circumstances, the moment the umpires realise that the boat is no longer taking the penalty correctly, they must promptly signal this to the competitor.

The moment the umpires have signalled 'penalty complete', rights and obligations between the boats go back to 'normal'.

Note that should a boat taking a penalty cross the line and enter the next leg before it completes the penalty (without entering the zone), the penalty will still have been taken correctly.

Should a boat while taking a penalty not keep clear of another boat, she is still taking a penalty. This would be a matter of a flag Y protest, and the umpires would signal that the penalty is completed, and then, if the other boat protests, signal a new penalty for not keeping clear while taking a penalty. (Rule 21.2)

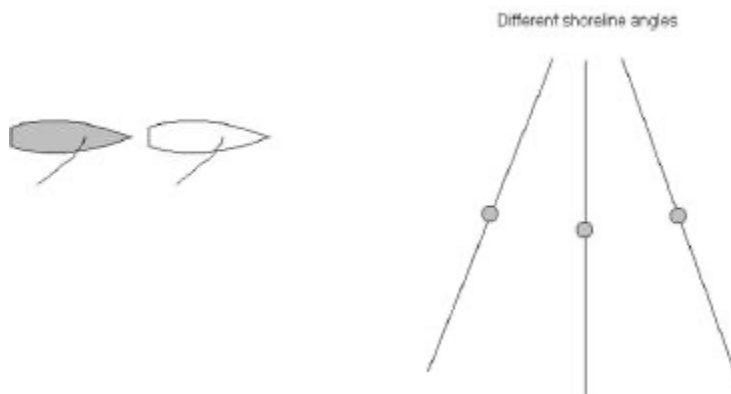
4.28. Wing Boat Signals

In most cases, umpires should accept wing boat signals or advice as fact. This could include contact between boats, mark touching, zones, overlaps or even confirmation that a skipper's arm signal was made or a flag Y displayed when the umpires possibly did not see it themselves.

A wing umpire reports only facts and not opinions. He is like an extra pair of eyes for the umpires. However, the umpires may ask the wing umpires for their opinion.

The only time the umpires may refuse to accept wing umpire information as fact is when the umpires are in position to see without doubt that the wing umpire has made an error, or that he is clearly not in a position to give a signal

7 questions about approaching obstructions

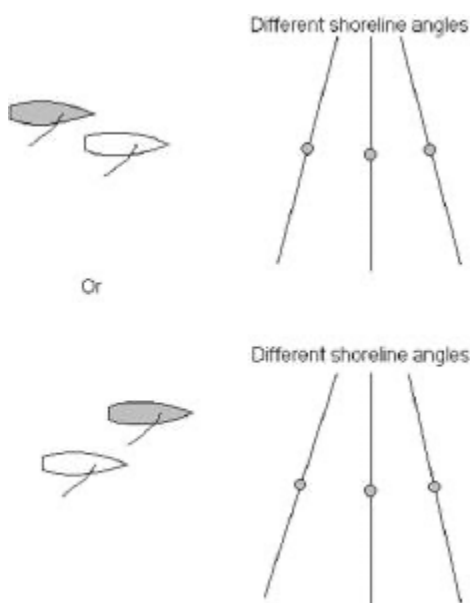


Question 1:

Approaching a shoreline, Blue is clear astern of Yellow. What rules apply?

Answer 1:

- Blue is clear astern and must keep clear while Yellow either luffs or bears away to avoid the shore (rule 12).
- When the boats are at the shore, Blue is not entitled to room because the boats are not overlapped (rule 19).
- When Yellow changes course she must give Blue room to keep clear (rule 16 and 19.2(a)).

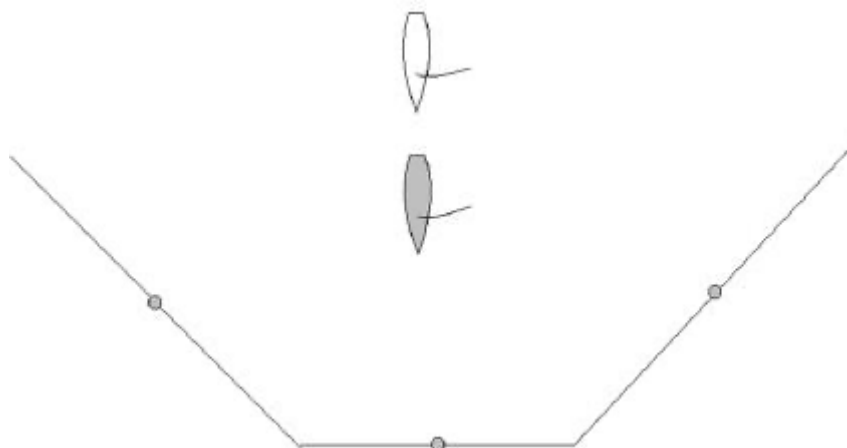


Question 2:

Approaching a shoreline, Blue and Yellow are overlapped. What rules apply?

Answer 2:

- Blue must keep clear while she is overlapped to windward of Yellow (rule 11).
- If Yellow bears away she must give Blue room if required between the shore and herself (rule 19.2(b)).
- If Yellow changes course she must give Blue room to keep clear (rule 16 and 19.2(a)).



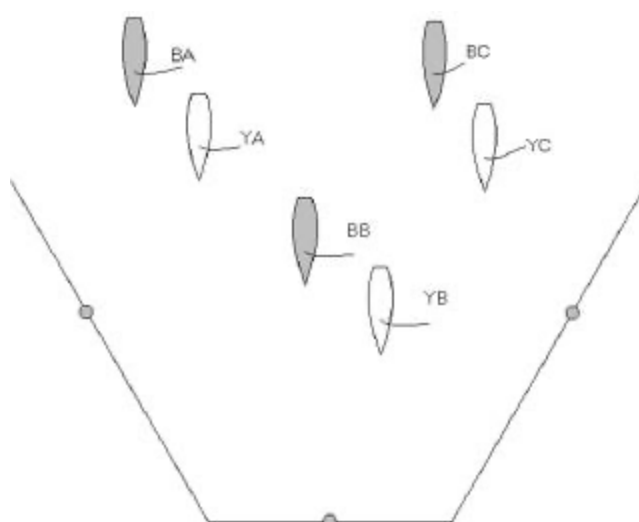
Question 3:

Approaching a shoreline in a wide bay, Yellow is clear astern of Blue. What rules apply?

Answer 3:

- Yellow must keep clear while Blue either luffs or bears away to avoid the shore (rule 12).
- When changing course, Blue must give Yellow room to keep clear (rule 16.1 and 19.2(a)).
- If Yellow becomes overlapped to leeward of Blue, and Blue is between Yellow and the shore, Yellow must give Blue room when the boats are at the shore, even if Blue needs to gybe onto port (rule 19.2(b)).
- If Yellow establishes an overlap between Blue and the shore, Yellow is entitled to room at the shore provided Blue is able to give it from the time the overlap begins (rule 19.2(b)).

If the obstruction becomes a continuing one and the boats become overlapped, Yellow is entitled to room only if there is room to pass between Blue and the obstruction at the moment the overlap begins (rule 19.2(c)). If Blue was on port and Yellow was on starboard, rule 19.2(c) would not apply and Blue would have to keep clear



Question 4:

Blue and Yellow are overlapped sailing into a large bay. What are the rules that apply in:

Situation A?

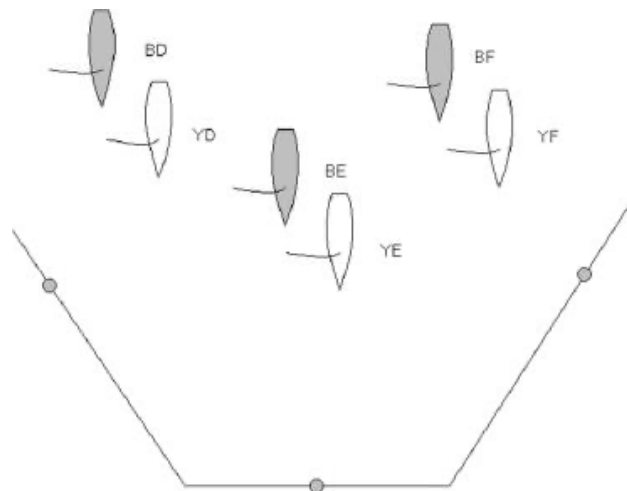
Rules 11 and 19.2(b) apply. 19.2(c) is not relevant although the shoreline represents a continuing obstruction. When at the shore, YA must give BA room to between her and the shore (rule 19.2(b)).

Situation B?

- BB must keep clear of YB (rule 11). If YB changes course, she must give BB room to keep clear (rule 16.1 and 19.2(a)).
- When the boats are at the shore, if the boats are perpendicular to the shoreline, there is no clear inside or outside boat; therefore rule 19.2(b) does not apply and BB must keep clear of YB (rule 11).
- If YB bears away and remains overlapped with BB, she shall give BB room between her and the shore if required (rule 19.2(b)).
- Rule 19.2(c) is not relevant although the shoreline makes it a continuing obstruction.

Situation C?

BC must keep clear of YC (rule 11) and must also give YC room between BC and the shore (rule 19.2(b)). Rule 19.2(c) is not relevant although the shoreline is a continuing obstruction.



Question 5:

Blue and Yellow are overlapped sailing into a wide bay. What are the rules that apply in:

Situation D?

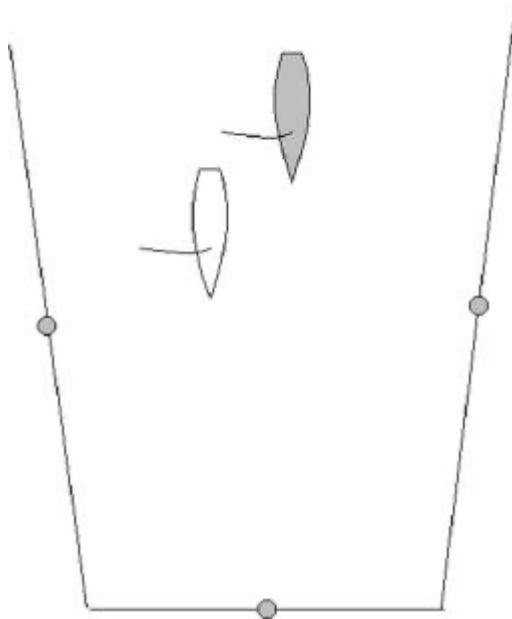
- YD must keep clear (rule 11) and give BD room between her and the shore (19.2(b)). Rule 19.2(c) is not relevant although this is a continuing obstruction
- YE must keep clear of BE (rule 11).

Situation E?

- If YE luffs at the shore, she must give BE room between her and the shore (rule 19.2(b)).
- If BE bears away at the shore, she must give YE room if required between her and the shore.
- Rule 19.2(c) is not relevant although the shoreline makes it a continuing obstruction.
- If YE can bear away and gybe onto starboard without breaking rules 11, 13.2 and 15, then when the boats are at the shore, BE must keep clear and give YE room between her and the shore (rules 10 and 19.2(b) if the boats are overlapped (see definition)).

Situation F?

When at the shore, BF must give YF room between her and the shore. Rule 19.2(b) applies.



Question 6:

Yellow and Blue are sailing into a narrow bay, where space to manoeuvre will be seriously limited. What rules apply?

Answer 6:

- Depending on the proximity of the boats to the side of the bay, rule 19.2(b) would require Yellow to give room to Blue or Blue to give room to Yellow.
- If there was insufficient space for either to be able to give room from the time the overlap began, neither is required to give the other room (rule 19.2(b)). Blue is simply required to keep clear (rule 11).
- If the boats are at one side of the bay, and the outside boat was able to give room at the time the overlap began, she is required to give the other boat room between her and the obstruction (rule 19.2(b)).
- When the boats are at the bottom of the bay, if the boats are perpendicular to the shoreline, there is no clear inside and outside boat; therefore rule 19.2(b) does not apply and Blue must keep clear of Yellow (rule 11).

Question 7:

Blue and Yellow are sailing into a wide bay on opposite tacks and are overlapped because they are sailing more than ninety degrees from the true wind.

What rules apply?

Answer 7:

- Rules 10 and 16 apply.
- If they are at one of the sides of the bay, the outside boat must give the inside boat room between her and the shore (rule 19.2(b)). If they meet near the bottom of the bay when it is not clear which is the inside and outside boat, rule 19.2(b) does not apply and Blue must keep clear (rule 10).

4.28.1. NOTES TO UMPIRES ABOUT DAMAGE PROCEDURES:

Explanation of the Damage Procedure

There are a number of things we are trying to achieve with points penalties for damage:

- Minimize damage to keep costs down and to avoid delays while boats are repaired.
- Ensure that penalties fit the rule break.
- Ensure there is no advantage to well financed crews
- Avoid delays with hearings. This becomes increasingly important at the later stages when there is a greater number of spectators and sponsors.
- Provide consistent penalties for damage.

Application

- As soon as possible after contact the umpires will inform the race committee by radio giving details of the contact.
- The race committee will log the report and contact the person responsible for the boats.
- The 'boat person' will inspect the boats as soon as possible after finishing and decide whether any damage should be classified as level A, B or C
- The 'boat person' will then make a report of his determination to the umpires.
- When level A is assessed there will be no further action by the umpires.
- When level B or C is assessed a penalty in accordance with the table in the damage guideline sailing instruction will be imposed on any boat judged to have broken rule 14.
The umpires will inform the boat(s).
- When level C is assessed the umpires may also initiate a hearing

Hearings when point penalties are imposed under this procedure

In order to minimize the number of hearings, all point penalty deductions will be imposed by the umpires without a hearing. Should a competitor request a hearing he should be advised that the protest committee may impose a greater penalty. The time limit for a request for a hearing is 'at the time of being informed of the penalty' see rule C8.7.

Penalties in a Round Robin Series

All penalties are deducted from the skipper's total round robin score. This means that a skipper is penalized for causing level B or C damage even when he loses the relevant match. Half point penalties often only have the effect of breaking scores that would otherwise be tied. And in the same way, if the penalized competitor won the match on the water, he will not lose that point.

Penalties in a Knock Out Series

In a knock-out series a half point penalty is not ideal. Having one half point penalty has a similar effect as two half point penalties because the boat only has to win one race to make up for the half point or two half point penalties. Therefore, a three-quarter point penalty is given for level B damage. A full point penalty is given for level C damage.

All penalties are deducted from the total score for the stage in which the damage happened. If the penalties create the need for additional races and there is time available, such races will be sailed. However, if the additional races will put the programme at risk, the stage may be terminated and any ties resolved using the tie break system provided in Appendix C. See rules C10 and C11.

Section 5

Umpire Boat

Positioning

5 Umpire Positioning

Second in importance to knowing the rules is good positioning of the umpire boat. Unless umpires are able to see an incident up close and from the proper angle, they may not be able to make the correct call. In some situations, there can be two critical angles, but one will be more important than the other.

Good boat positions are explained below.

As umpires gain experience they will develop and fine tune their positioning. Although the basic positioning plan cannot be used at all times, all umpires should normally follow this plan. This would have the effect that the same situation would always be seen from the same angle and that would lead to more consistent umpiring.

5.1. As Boats Enter

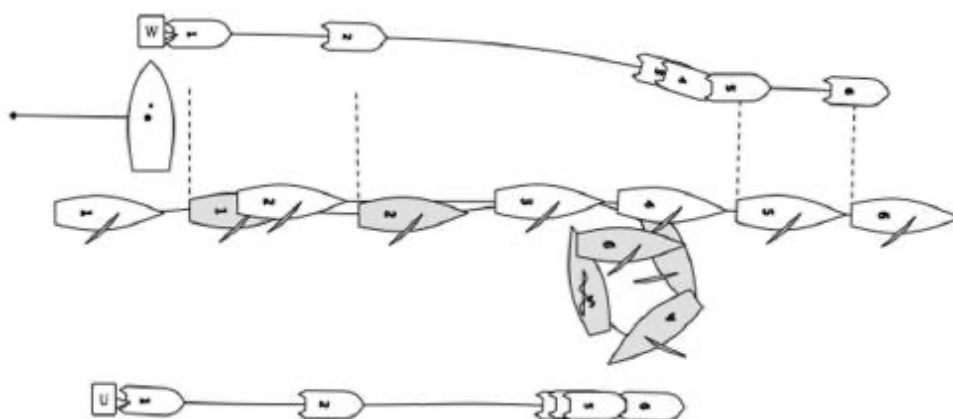


Umpires begin at the port end below the mark. Wing umpires begin at starboard end above the race committee vessel giving room for the boat to pass. Both umpires and wing umpires can observe the correct entry of the boats.

As the boats approach each other, the wing umpire follows close astern of the starboard tack boat and the umpires follow to leeward and abeam or slightly behind the port tack boat.

Seven first cross scenarios, including the positioning of the umpire boat, can be found at the end of this section of the manual.

5.2. During the Pre-Start Manoeuvres



In general, the wing umpires remain to windward of the boats, always ready to take up a position abeam to call overlaps (except when boats are approaching to start, when they should position themselves to leeward). Quite often the boats cannot hold position after a dial up and most of the

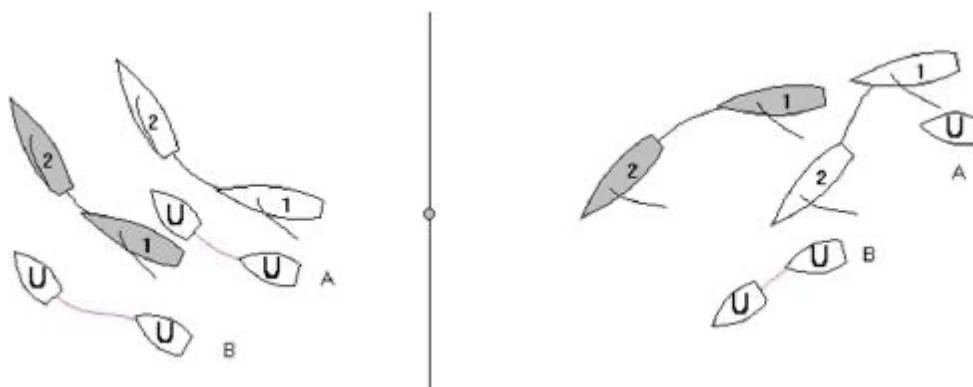
time the game then moves towards the right. The wing position is to windward, parallel with the stern of the boat clear ahead. From there the wing can see the gap and if asked, eventually help the umpires with information about the gauge during the gybe (positions 4-5).

When requested and when boats are gybing tight, the wing may also call the gybe on the radio to provide a different angle of view.

The umpire position is to leeward, parallel with the bow of the clear astern boat, ready to stop when the clear ahead boat gybes (positions 4-5) and to start again (after position 6). The general speed of the umpire boat should be similar to the movements of the circling.

5.3. Pre-Start Same Tack

When the boats are on the same tack either sailing nearly parallel to the starting line, or sailing close-hauled or higher, the wing should be abeam and to leeward, and the umpires astern or to windward. The umpires should not be abeam and to leeward, as this is the angle being viewed by the wing, and in addition, the umpires will be out of position when the boats change direction.



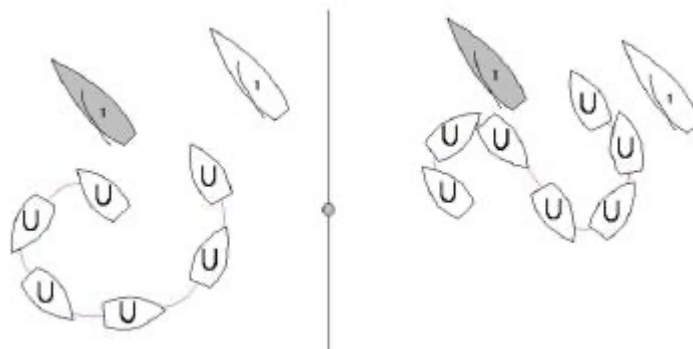
In the first case the boats have luffed from 1 to 2. The umpires abeam (B) will not be in position to see the gap between the boats. The umpires astern (A) have been able to maintain good position.

In the second case, the boats have borne away from 1 to 2. The umpires abeam (B) are now in trouble, putting disturbed water on the bow of a boat, out of position, and needing to escape by turning back and getting further out of position.

5.4. Turning Back

There will be occasions when due to an unexpected manoeuvre by the boats (or doubtful positioning), the umpires need to re-position further to windward. To simply hold back the umpire boat until the boats have passed, and then move into position between them would cause less interference than turning back with the umpire boat. (Reverse gear may be successfully used to rotate the boat easier.)

When turning back, in most cases the rule is to turn away from the boats, not to turn towards the boats. The following diagram illustrates the situation, and it can be seen how, when turning back, turning away is the best option.



It seems a natural tendency for boat drivers to turn their boat towards the boats, as if the umpires can only look dead ahead. The umpires should be equally effective no matter which direction the boat is headed.

5.5. Approaching the line to start

When the boats are approaching the line to start, the umpires should take position so that they will have a good view if the trailing boat goes for the 'hook up'. The umpires should take position on the windward hip of the trailing boat, and make the calls about the overlap situation from there. They must be careful not to move too far forward, because when the boats head up they will find themselves in a hopeless position. The umpires should keep this position until it is clear that the trailing boat has been 'locked in' to windward, and have no possibility to come back down for the hook again. If correctly positioned, the umpires can then simply slow the umpire boat for a short moment, and they will soon be back in correct position between the two boats.

By positioning to leeward to watch the overlap in this scenario, the umpires will be in a hopeless position when the boats become overlapped.

When the boats are approaching the line to start, the wing umpire should position themselves to leeward of the boats.

5.6. Legs to a Windward Mark

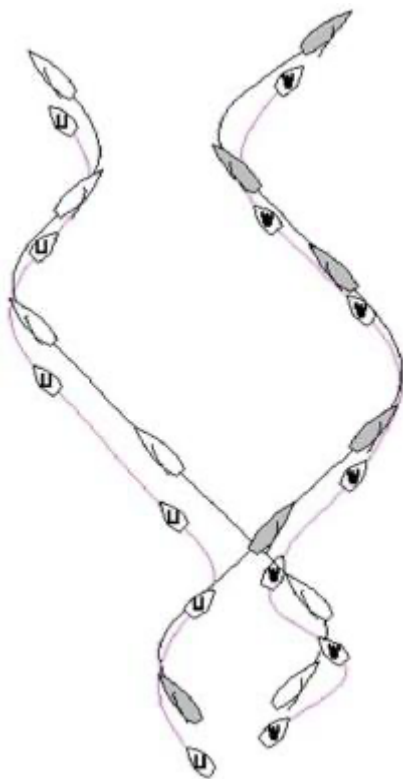
In general, the umpires will follow the boat on the left-hand side of the course while the wing umpire will follow the boat on the right-hand side of the course.

When the boats converge the umpires should follow in the wake of the port tack boat whilst the wing is following the starboard tack boat. Whether the port tack boat is then crossing, tacking or bearing away below the stern of the starboard tack boat, the umpires will be in a good position to see any overlap or distance between the boats.

When boats cross, the umpires and wing umpire stay on their initial left- and right-hand side of the course, although they are now following the other boat.

The diagram below illustrates the principle. When the windward mark is to be rounded to port, or when there is a reaching leg, the chief umpire may direct the umpires to take the right-hand side and the wing umpire the left-hand side. Each side has certain advantages and disadvantages, but on balance, 'umpires up the left' is favoured.

With no wing umpire, the umpires should proceed in a position slightly more between the boats - but still 'lean on' the left side, and be prepared to move into position for the most likely scenario whenever the boats approach each other. See following diagram for guidance.



5.7. Port and Starboard Crossings

As the boats approach on opposite tacks, the umpires will be astern of the port tack boat, and the wing umpire close astern of the starboard tack boat watching for any course alteration. See below.



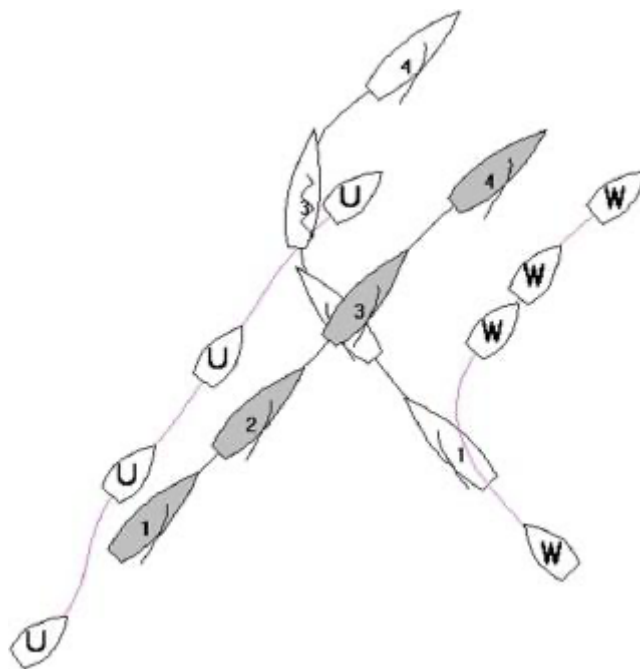
With no wing umpire, the umpires should be in the 'vee' between the boats, although closer to the boat on port. A course alteration by the starboard tack boat is more difficult to determine from this position, so the appropriate umpire should watch for movement of the tiller of his boat. See below.



5.8. Slam Dunk

The diagram below shows a slam-dunk by the starboard tack boat. By maintaining the left- and right-hand sides, umpires and wing umpires are in a position to see the gap between the boats, and the overlap situation.

The wing boat needs to move into a position where they can observe the overlap situation between the boats, and the umpires will call when the tack is completed. The moment the overlap is established, whether or not the tack is completed, the wing will call the umpires with an open microphone ('overlap!'), the umpires will be looking for the tack complete.



Without a wing umpire, the umpires really need to be in two places at the same time: They need to be abeam of the starboard tack boat as she completes her tack, to be able to see whether the boats at that moment are overlapped. They also need to be in the gap between the boats, to be able to call whether the port tack boat luffs and in doing so satisfies her obligations under rule 15 and rule 16.1

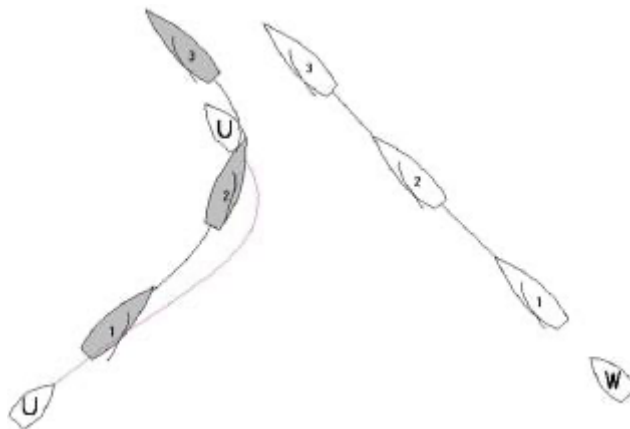
They also need to observe the relative positions of the boats through the whole scenario, as many rules will apply at the same time during this scenario.

There are no clear-cut answers to the positioning at the slam-dunk, when the port tack boat is dipping the starboard tack boat it is possible there will be a slam dunk.

Note that although rule 16.1 will apply when the new leeward boat luffs, rule 15 will not - if the overlap was established while the other boat was still tacking.

5.9. Lee-Bow Tacks

The diagram below shows the port tack boat lee-bow tacking the starboard tack boat. The positioning will be similar when the port tack boat tacks dead ahead or tacks to windward and ahead. By maintaining the left- and right-hand side principle, umpires and wing umpires are in position.



Without a wing boat, the umpires should move into the same final position as above. The relationship of bow and stern will be critical at the time the boat gets back on a close-hauled course, and at the time the non-tacking boat alters course, so at those moments one umpire calls 'close-hauled' and the other umpire calls 'altering course'.

5.10. Legs to a Leeward Mark

In general, the principle of the upwind leg is maintained, the umpires will follow the boat to the left (right hand side of the course when looking upwind) while the wing boat will follow the boat to the right. If the boats cross over then the umpires and wing umpire then change boats, but they do not cross over.

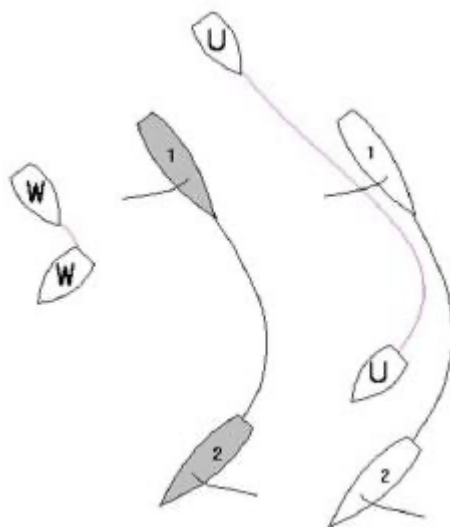
The diagram below illustrates the principle. By keeping astern and slightly to leeward of a boat's line, there should be no disturbance to the boat's wind



The rule of thumb is off the end of the main boom of the boat astern or of the leeward boat.

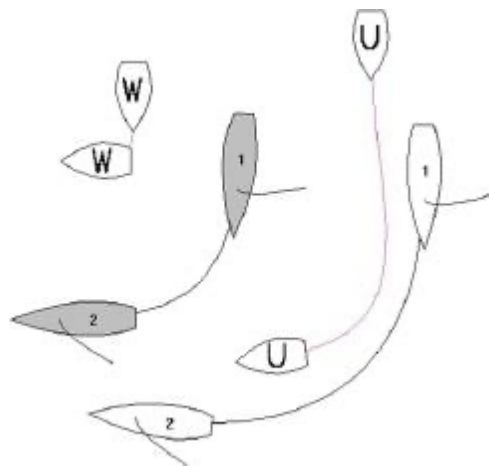


When the boats are sailing on the same tack, the umpires will take a position astern and the wing umpire abeam, as illustrated in position 1 below. When the boats gybe between position 1 and 2 as shown above, the wing umpires must ensure: -



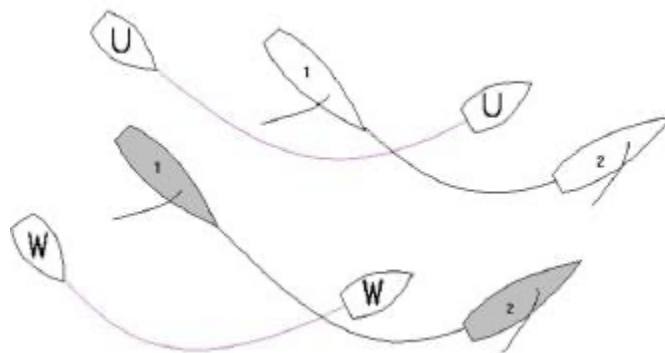
- they are not then to windward of a boat,
- they are not so far advanced that his boat's wash is affecting a boat, and
- most importantly, they are not in a position where a boat has turned towards them such that they must escape quickly leaving disturbed water and wash.

If the boats luff on starboard tack, umpires and wing umpires should be able to take up good positions with umpires astern and wing umpires abeam. See below.



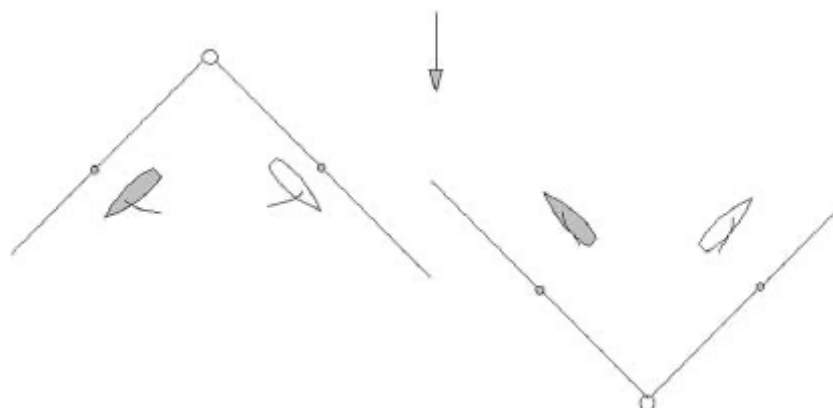
If the boats luff on port tack, the umpires and wing umpires need to react quickly. This is usually best achieved by umpires and wing umpire changing role, with the umpires moving to observe the overlap situation, and the wing umpire observing the gap.

(If this system is to be used, it should be discussed and planned at the initial umpire meeting.) See below.



5.11. The 'Forbidden' V's

By the time the boats reach either the windward or leeward mark, both the umpires and the wing umpire should try to avoid, or at least be careful within, the areas some umpires are calling the 'forbidden V's'. These are often no-go areas.



The possibility of the umpires' boat or wing boat forming an obstruction to a boat that has just rounded the mark is obvious, and made worse as at these times the crews are still busy and not yet settled. Disturbed wind is another factor.

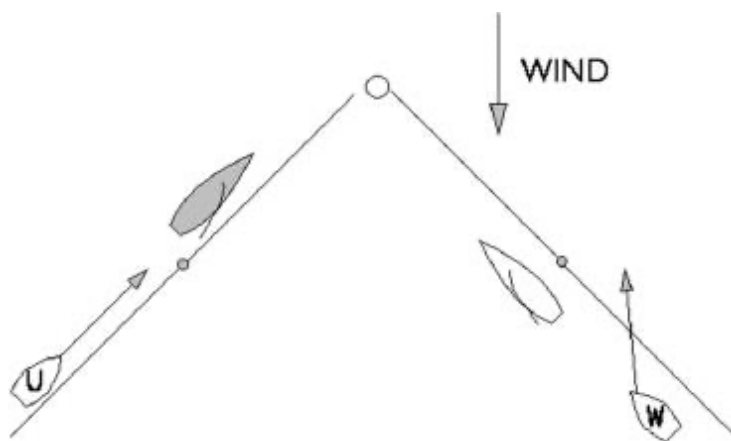
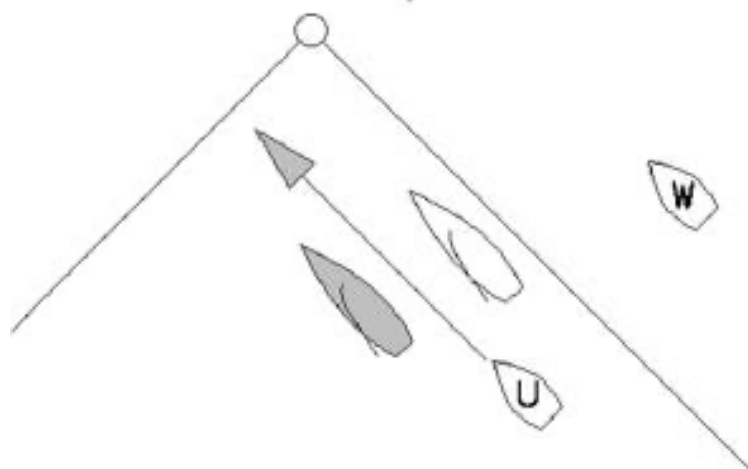
The major problem is when the umpires or wing umpires find the need to escape quickly and accelerate away across the bow of one or both boats, leaving disturbed water and wash, usually disadvantaging one boat more than the other.

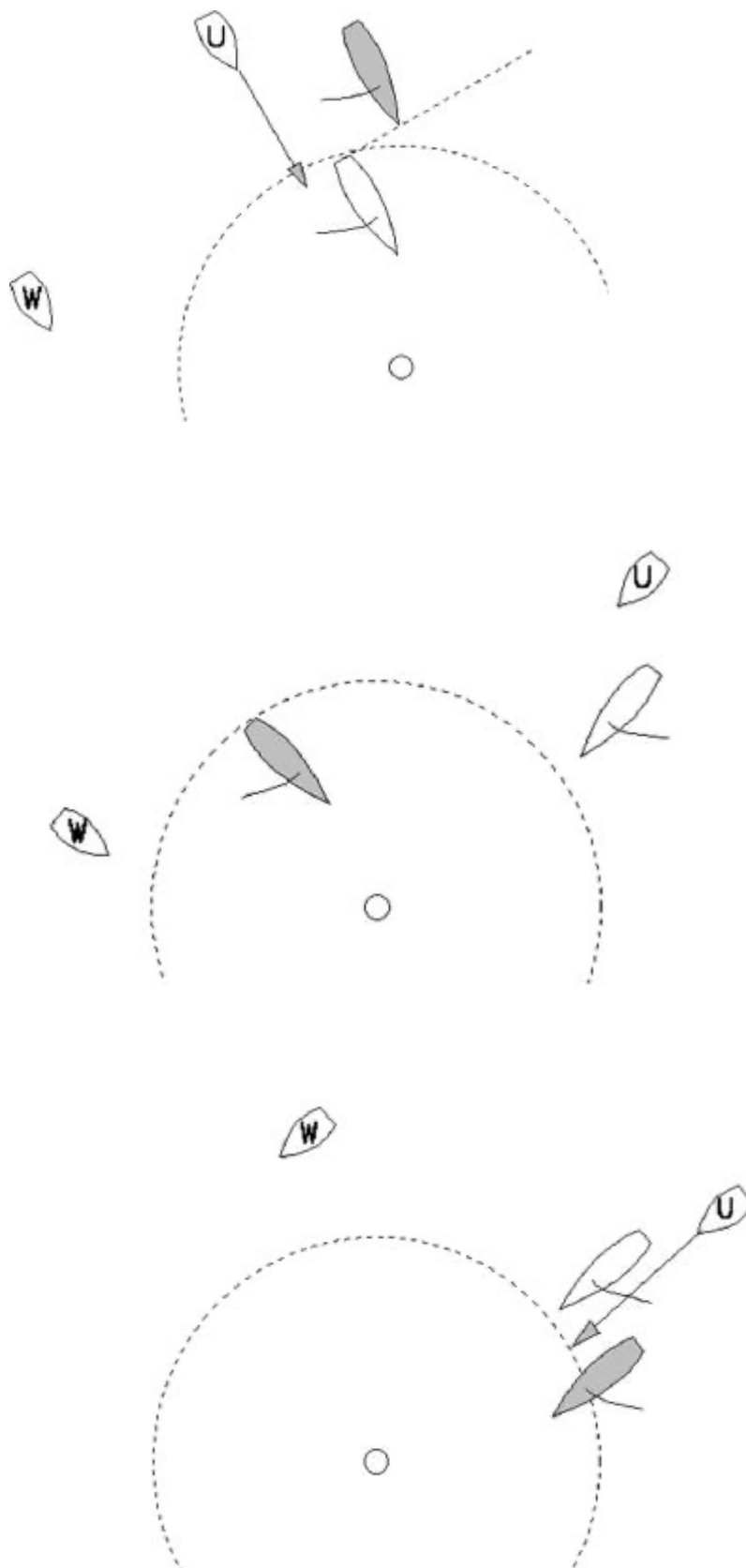
5.12. Rounding Marks

In general, the umpires will follow from astern and the wing umpire will take a position to call overlap at the zone.

If the boats are well separated, the wing umpire can move ahead carefully with the leading boat to observe the rounding.

The following diagrams assume starboard roundings. The principles illustrated are consistent with the umpires and wing umpire approaching on their assigned left- and right-hand side of the course, and being in place to commence the next leg.

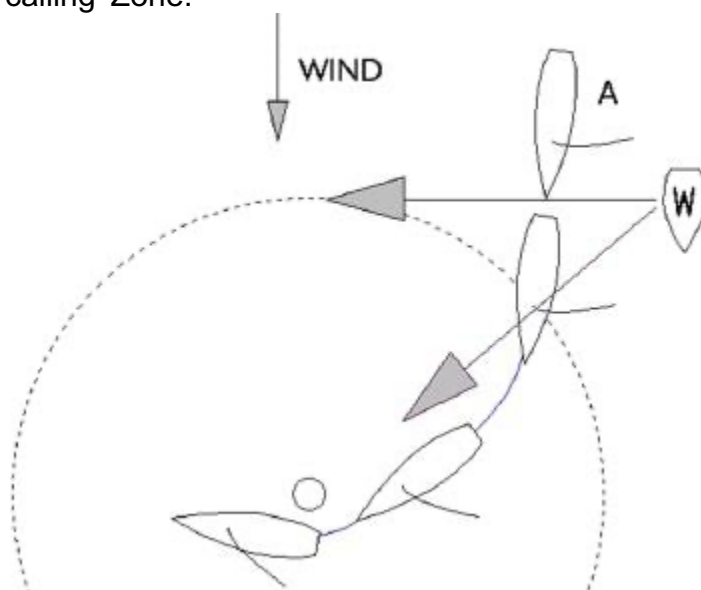




The examples above also show how the umpires and wing umpires are able to keep clear of the 'forbidden V's' without sacrificing good positioning. A fool-proof way for the umpires to achieve this when the boats are close together is simply to follow close astern of the boats as they round the mark.

5.13. The Zone

The diagram below has been included to emphasise the care that needs to be taken by wing umpires (and umpires) in calling 'Zone'.



It could appear to this wing umpire that the boat at A has reached the zone. Two lengths will be reached when the wing umpire or umpire is sighting directly towards the mark, and this sight line makes accurate judgement most difficult.

5.14. Touching Marks

When the boats are well separated, umpires or wing umpires can take up position to watch for mark touching.

When boats are rounding close together there are probably more important matters which dictate positioning. If that position also gives a good angle for any possibility of a mark touch, then that is an added bonus, but good positioning to watch for Part 2 matters must take precedence.

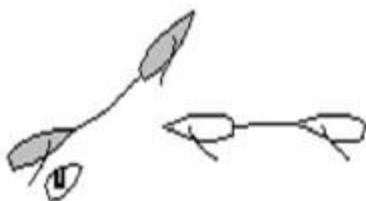
To give a penalty for touching a mark, the umpires (or wing umpire) must see the actual contact between either the crew or the hull of the boat and the mark. The mark spinning is an indication, but not proof that a boat has touched a mark.

Rule 31 (rule C2.15) makes it clear that except for a race committee vessel that is also a mark, only contact between the crew or the hull counts as contact with the mark. For a race committee vessel that is also a mark, there shall be no contact (even crew, hull, sail, sheet, boom or other parts).

The umpires should accept confirmed information from the wing umpires or observers that they have seen a boat touch a mark.

5.15. Seven Scenarios for the First Cross

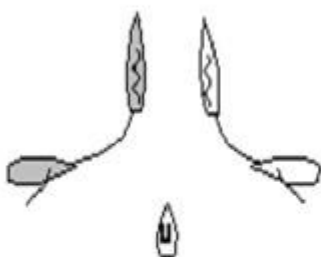
1. P to windward



2. P to leeward



3 Both head to wind



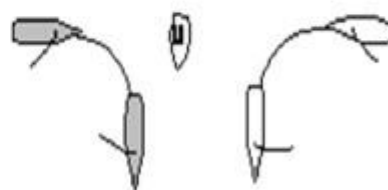
4. P tacks onto starboard



5. S gybes



6. Both down



7. P gybes



Section 6

Wing Umpires and observers

6 Wing Umpires & Observers

6.1. Wing umpires

Good wing umpires are very valuable and can strongly influence the outcome of a call. E.g. 'overlap' or 'clear' at the zone.

Wing umpiring is an onerous and demanding task, and driving a wing boat is normally more of a challenge than driving an umpire boat. Its importance should not be underestimated, and high-calibre people should be assigned to the duty when it is not part of the duties of the umpires at the event.

If umpires are available to perform the duty, they should be used. They are usually available during the final series when there are fewer matches in progress. Umpires must expect to be assigned wing umpire duties. At most events today all the functions of the umpire team are performed by umpires.

Some of the advantages of using umpires as wing umpires are;

- They already know the game, and will not need instructions to position themselves;
- If one of the umpire boats break down, there will always be a spare boat and umpires available. (There should always be a set of umpire flags in the wing boat.)

Sailors with good rules knowledge can also be effective, and they soon appreciate the objectives of the umpires.

A wing umpire one should be referred to as 'wing' and not 'umpire'. They are not decision makers but providers of facts. They are the umpires' extra pair of eyes, reporting what they see, but usually not giving opinions unless opinions are asked for by the umpires of that match.

As wing umpires are an integral part of the umpire team, they must attend umpire meetings.

When an umpire pair is used as wing umpires, they should have all equipment necessary for umpiring in the wing boat, and be ready at all times to step in as a reserve umpire in case anything happens with any of the other umpire pairs.

The system used when there are no 'extra' umpires or designated wing umpires is explained in sub-section 6.6

When umpire 1 finishes their match, they should look around, to see if any of the other matches need a wing, or they may call their availability on the radio.

6.2. Wing Calls and Positioning

6.2.1. Principles

- Consistent positioning and language (actual words used) leads to consistent calls
- However, venues, conditions and boats will cause variations.

In general, the frequency of wing calls should be relative to the proximity of the boats: The closer the boats the more frequent calls, the greater distance between the boats, the less frequent calls.

Before Entry

Outside the starboard end of the line

At Entry

- At starboard end, approximately two lengths to windward of the race committee vessel, at right angles to the starting line.
- No wing calls unless the starboard boat enters early. Umpire will request confirmation of call before penalizing. Preferred words 'Starboard early entry, starboard early entry'

Immediately after Entry

Wing follows starboard boat, closely, for as long as possible. The umpires may request that the wing boat keep transmission open and call –

Either		
HOLDING	UP (luffing)	DOWN (bearing away)
And either		
AIMING +	ABOVE (bow of Yellow is pointing at OR above bow of Blue)	BELOW (Bow of Yellow is pointing below bow of Blue)

During the Pre-start

- To windward and normally two to three boat lengths away, maybe more if it is windy.
- When boats are reaching or higher, in position to see overlaps.
- When boats are sailing very low or circling, stay to windward.
- Last 'minute' before the start, position to call overlaps from leeward.

On the Beat

- On the right-hand side of the course (looking upwind), follow the starboard tack boat.
- Port/starboard crosses - follow directly behind starboard.
- Slam dunk - cover tack on to port tack - position to judge overlap.
- Signal overlaps irrespective of whether boats are on opposite tacks.
- Cover tack to starboard and while both are on starboard - astern of both
- If boats really separate (more than six boat lengths) - go with the boat ahead to watch mark rounding.

Downwind:

- On right hand side (looking downwind).
- Position to call overlaps - but always clear of potential gybe and rapid, immediate luff.

At Marks:

- In position to call overlaps at zone (two lengths), keeping clear of boats exiting from rounding. Remember boats can be overlapped on opposite tacks when rule 18 applies (definition Overlap)
- When on opposite tacks to a windward mark, follow starboard tack boat and positioned to see mark touches. Be aware of the umpire boat position, which will often be to follow the boats around the mark.

When Boats are on Different Legs:

- Follow right of way boat - normally starboard tack boat into windward mark.

6.2.2. Other Possible Wing Boat Calls:

CLEAR (arm horizontal)	Boats are clear ahead/clear astern
OVERLAP (arm vertical)	Boats are overlapped
SIGNAL – BLUE/YELLOW	Arm signals seen from one of the boats
CONTACT	Contact with mark or boat
YANKEE (on) YELLOW/BLUE	Flag Y seen on Blue or Yellow
NEGATIVE	Answer 'No' to question from umpires
AFFIRMATIVE	Answer 'Yes' to question from umpires
LAYLINE	Boat is at the layline
BLACK-OUT	Wing is not in position to make a call

Correct positioning is the most important skill required of the wing umpire. A good wing umpire must not only have the skills to place their boat in the best position to sight overlaps between the boats, but they must also be aware of the position of the umpire boat so that they can place their own boat in the best position to assist the umpires.

For example, if the umpires take up a position abeam of the boats to observe an overlap or distance from a mark, then a wing umpire should move into a position astern of the boats to observe the gap between the boats and any course alterations. A good wing umpire would make such a move without the need to be directed by the umpires.

Positioning applicable to the wing umpire is also included under 'Umpire Positioning' (section 5 of this manual).

6.3. Wing Umpire – Unsighted

It is not uncommon for the wing umpire to be making calls when a course alteration by the boats prevents the wing umpire making further accurate calls until he gets repositioned.

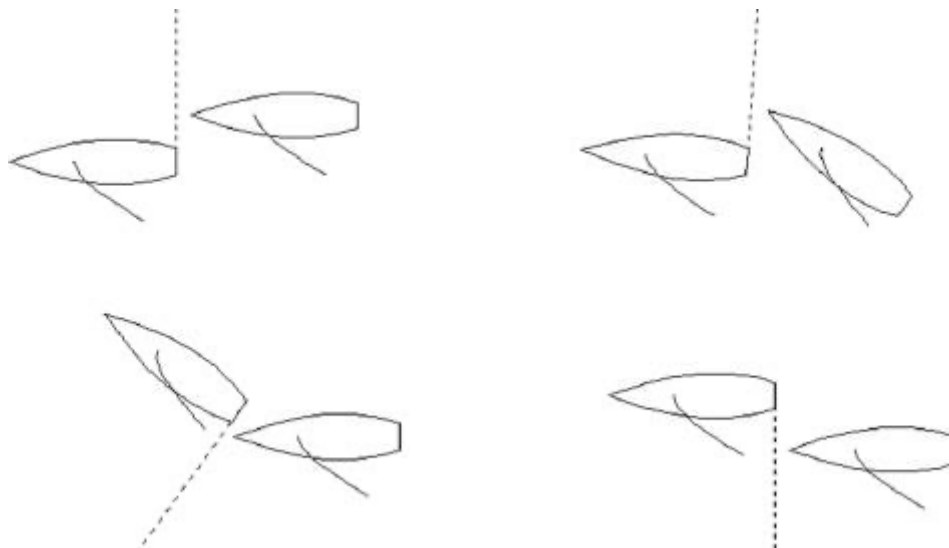
The moment the wing umpire cannot call accurately, the umpires must be informed. If the last call had been 'Overlap', but then the wing umpire stops calling because they cannot get an accurate sight, the umpires may mistakenly believe there has been no change to the overlap position.

A simple and unmistakable word of advice is required so the umpires immediately know that the situation may have changed since the most recent call, and also know to expect no more calls until the wing umpire can again get an accurate sight.

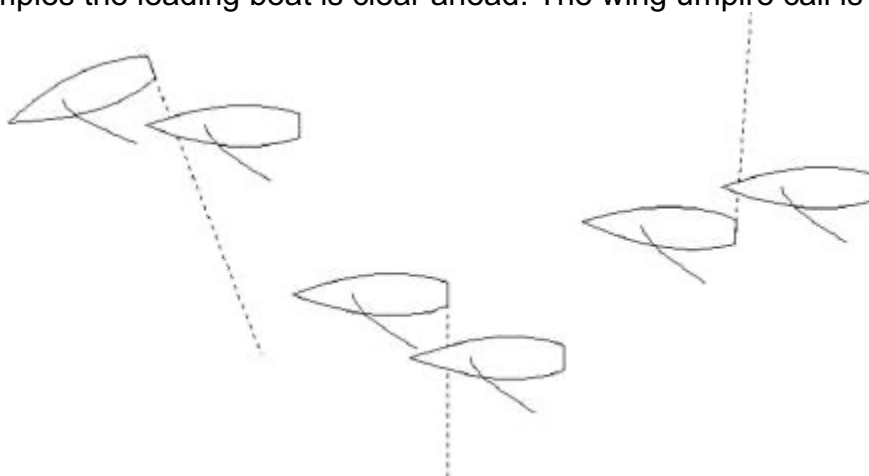
The preferred call is '**Blackout**' and this call should be used.

6.4. Wing Umpire – Overlap Calls

The following diagrams illustrate the correct radio calls from the wing umpire. It is best to repeat each call at least three times to ensure there is no loss of the message due to radio issues.



In all the above examples the leading boat is clear ahead. The wing umpire call is '**CLEAR**'.



In all the above examples, the boats are '**OVERLAPPED**'.

6.5. Wing Umpire – Distance Calls

Wing umpires are frequently in a position where they can provide valuable information to the umpires on distances.

Abeam during the Pre-Start

In all situations when astern of a boat, it is difficult for the umpires to estimate a distance ahead of the boat's bow. The wing umpire can assist the umpires by commencing his 'clear' calls early and including distance information with the call. If the boat astern is sailing faster, the calls could be: 'Clear one length' 'Clear half length' 'Clear two metres' 'Clear one metre' 'Overlap'.

This enables the umpires to assess the closing speed and distance, and plan and position accordingly.

If the boat ahead is sailing faster, the calls will be similar to those above but in reverse order, and this will also assist the umpires.

Abeam Downwind

Downwind, if the umpires are astern they need to know if the boat astern is gaining on the boat ahead and at what rate, and they need to know the distance.

The calls can be similar to those made from abeam during the pre-start, except the calls must commence when the boats are two to three lengths apart, and be repeated whenever there is a change in distance.

Astern

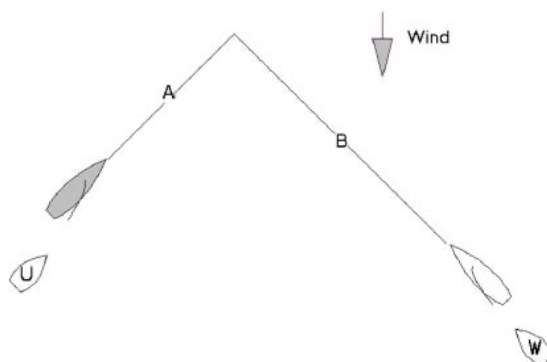
This is a distance call given in response to a radio request from the umpires. In a situation where the umpires become positioned abeam, and the wing umpire astern, the umpires may ask 'wing three, distance apart please'.

Wing umpire three may respond 'Half a length'.

Apart and on Opposite Tacks

This is a distance call given in response to a radio request from the umpires. When boats on opposite tacks (either upwind or downwind) are on converging courses, the umpires may seek to know whether the boats are on collision courses, or if not, which boat is ahead and by how far.

The following diagram shows (not to scale) a possible situation where the umpires may ask 'Wing Three, give a distance call please'.

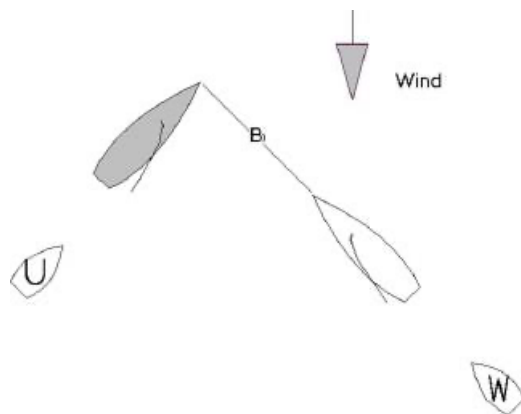


The wing umpire makes an estimate of distance A and responds 'Four lengths NOW'. The umpires can see distance B at the call 'NOW'. If they estimate B to be six lengths then they know the port tack boat will cross ahead. If B appears to be four lengths then they can prepare themselves accordingly.

Crossing Situations

This is a call given in response to a radio request from the umpires. When boats on opposite tacks (either upwind or downwind) are approaching a close crossing situation, the umpires need to know just how close that is.

The diagram below shows a possible situation where the umpires may ask 'Wing Three, call bow-to-bow please'.



When the bow of the leading boat first meets the extension of the other boat's line, the wing umpire responds 'BOW-TO-BOW NOW'. The umpires can see distance B at the call. If B is greater than one length then the crossing appears safe. If B is less than one length then there may be a problem.

It is a good practice for the umpires to call back to the wing umpires with information about the distance. This keeps all involved in the game.

6.6. Reduced Numbers of Wing Umpire

One wing umpire per match is an ideal that is often not achieved. One or two wing umpires are common, and systems have been created to utilise those wing umpires to their maximum.

No wing umpires

This is unsatisfactory. It is possible to have a wing umpire in place for all but one of the pre-start periods by using the 'rolling system'. This requires Umpire 2 to serve as wing umpire for Umpire 1, Umpire 3 to serve as wing umpire for Umpire 2 etc. Only the last umpire pair will be without a pre-start wing umpire. (Alternatively, the last umpire pair could be wing umpire for all other pre-starts.)

One designated wing umpire

The wing umpire attends to all the pre-starts and then takes up position on the leeward mark. As a match rounds the leeward mark, the wing umpire stays with that match until he meets the next match coming to the leeward mark. He turns and follows that match down and around the leeward mark and back up towards the windward mark until he meets the next match coming down etc.

All the pre-starts and nearly all leeward mark roundings and finishes will have a wing umpire. Alternatively, the wing can evaluate which match on the course has most need for a wing and go help that match. Arriving at the scene the wind umpire reports on the radio e.g. "match two, you have a wing". And if that match becomes less in need of a wing, and there is another match that could use assistance, the wing umpire can check out "match two, wing out" and move to the other match.

Two wing umpires

The first wing umpire attends to Match 1 pre-start then stays with that match to the windward mark and takes up position by following a match towards the leeward mark until he meets the next match

coming up. He turns and follows that match up and around the windward mark and back down towards the leeward mark until he meets the next match coming up etc.

The second wing umpire attends to all other pre-starts and takes up position on the leeward mark as described above.

All the pre-starts, all windward mark roundings and nearly all leeward mark roundings and finishes will have a wing umpire. Two wing umpires can therefore cover nearly all the racing.

Umpire Assistance

Even greater coverage of all racing is possible when there is a reduced number of wing umpires, by utilising umpires as their matches finish. Immediately, when Matches 1 and 2 finish, their umpires return to the course area and serve as wing umpires for any other matches requiring assistance. If using radios, as umpire 1 and umpire 2 finish they transmit 'umpire 1 (or 2) is free. Does any umpire require a wing umpire?'

Umpires should assist each other whenever possible. For example, match 2 and match 5 are rounding a mark about the same time. match 2 is very close, match 5 has wide separation, and there is no wing umpire nearby. Umpire 5 may be able to serve temporarily as wing umpire while match 2 rounds the mark, then resume duties on his own match.

As long as any of the matches in a flight are in progress, available umpires should keep a look out for situations where they could be of assistance.

6.7. On Board Observers

Since 1990, on-board observers have been used at some major match racing events. Instead of, or in addition to wing umpires, observers can be placed on the stern of each boat to signal information back to the umpires.

Observers have the advantage of being very close to the action, always in position to give correct calls on overlaps and also to give information about contact between boats or touching a mark.

Other advantages are:

- They are never out of position. A wing umpire often has difficulties maintaining a position to call overlaps with certainty.
- The wing boat does not need to follow the match; it can be positioned to watch the perpendicular when the boats enter and at a mark to call the zone.
- The umpires have an immediate independent contact on the boat to assess what help is needed for breakdowns, which may save time.
- The observers are in good position to be independent witnesses for protests regarding boats and equipment.
- There are fewer boats within the course area during racing, and therefore less wake.

The **major** disadvantage with on-board observers is:

- Because they are normally placed near the stern of a boat it is sometimes difficult for them to determine when a boat enters the zone.

Other disadvantages are:

- Observers cannot always signal distance between boats.
- It can be difficult to transfer the observers on or off the boats in rough weather.
- Experienced crew may be able to pressure young observers and so influence their signals.
- Observers must be paired, and their weights equalised.
- Not all boats are suitable for observers.
- More personnel are needed than with the wing umpire system.
- The boats may need to be specially adapted at the stern to accept observers and enable them to escape into the cockpit if safety requires.
- There can be danger of physical injury to an observer standing outside the stern. Apart from the human factor, legal liability and insurance may be a consideration.

The observers may get on the boats before they leave the harbour, or they may be put aboard by the umpires shortly before the preparatory signal. If the boats do not go to the harbour between flights, the umpires can transfer the observers. A safe procedure is essential for this. It is recommended that the observers do not stay with one crew.

As observers are an integral part of the umpire team, they should attend the umpire meetings.

6.8. Observers Role

Prime Role

To signal to the match umpires **overlaps** and **contact** - with other boats and marks

Additional Role

- Possible witness for protest hearings
- Stay with boats after each session to assist with damage control system

Arm Signals

Overlap	Arm vertical
Clear ahead/Astern	Arm horizontal
Contact with boat or mark	Touch top of head and lift off, repeat
No contact	Thumb up
Distance between boats at closest point	Use both hands to show the distance
Unsighted	Arm down
Umpire wants a signal	Umpire arm up and down

Hints and tips

Overlaps

Look out at right angles to aft most part of boat, including rudder, etc

Watch for spinnakers creating the overlap.

Signal overlap when boats are on opposite tacks (especially when cover tacking)

Observers, cameramen and flags do not count for overlaps.

Keep signalling while boats are within half a length ahead or two/three lengths to leeward/windward.

Observer on trailing boat repeat signal from observer on leading boat.

Checking observer overlap calls. Before racing use an umpire boat to come from astern and get the observer to signal an overlap as the umpire comes in line with the transom.

Feedback the accuracy to the observer.

General Items

Observer pairs will be weight equalised. Know your pair, know your weight and wear similar weight clothes.

Stand on the stern, do not sit while racing.

Pairs should harmonise positioning – e.g. weight to windward.

Do not hang on using the backstay or any other control system

Try not to obstruct any cameramen on the boat.

Do not discuss racing issues with the crew after the warning signal. Using the phrase "I am not allowed to help you while racing" may be useful. Before that, try to be helpful if they ask.

Umpire Action

Observers need to be aware that if they signal a mark touch, the umpires will penalise the boat

Umpires (and competitors) will rely on the observers signals for overlaps, so they must be accurate.

Safety

Wear a proper personal floatation device

Be aware of the other boat and do not stay in a dangerous place

Declare any conflict of interest

Section 7

Race Management

7 Race Management

7.1. Introduction

7.1.1. Notice of Race and Sailing Instructions

The notice of race should be published as far in advance as possible. Both the notice of race and the sailing instructions should be reviewed with the chief umpire in advance of publication.

World Sailing Standard Match Racing Notice of Race and Sailing Instructions are at all times posted on the World Sailing website. The standard must be used as the basis for the notice of race and the sailing instructions for a graded event. For all other events, World Sailing recommends that event organizers follow the standard as much as possible.

https://www.sailing.org/raceofficials/internationalumpire/document_library.php

7.1.2. Event Format

A match racing event can have many different formats.

- Will supplied boats be used?
- Will advancement be based upon a ladder system or on one or more round robins?
- How will entries be determined?
- Will there be a qualification round for un-seeded competitors?
- How will the results be determined if there is insufficient time to complete the schedule?
- What will the damage deposit be?

Each of these options should be decided early on and mentioned in the notice of race.

7.1.3. Relationship with Competitors and Umpires

Before the event, the chief umpire (or the umpires) and the race officer (or the race committee) should meet and cover the matters described in the briefing check list at the end of section 9 of this manual. The race officer and the chief umpire should then conduct a competitor briefing to cover the same subjects. The race officer should refer to the chief umpire if any questions arise at this meeting regarding the rules, sailing instructions or other conditions governing racing.

The race officer and the chief umpire must work very closely together. They should meet before and after racing each day to discuss and resolve matters such as course location, spectator control, the condition of boats, visibility of signals and anything else affecting the quality of racing.

Daily meetings between competitors and umpires, both before and after racing, are essential for the development of the sport and should be encouraged. The race officer should conduct a morning pre-race briefing to discuss race committee procedures, announce the sailing area to be used and other related matters. The chief umpire normally conducts an afternoon de-brief; at which the umpires will review any calls the competitors wish to discuss. It is helpful for the race officer to attend this meeting and be prepared to respond to comments and questions regarding race committee procedures.

7.1.4. Borrowed Sailboats

The greatest challenges to the organizer of a match race event are associated with borrowed sailboats. The owners of those boats will be rightfully concerned about how their boats are used and their condition at the conclusion of the event. The event organizers must impress upon competitors and umpires that the event could not be conducted without the generosity of the owners and that the owners' boats must be respected.

Several steps may be employed which will ensure the owners' continued support of the event. Before the event, the event organizer ought to establish guidelines for the use and care of the boats. A sample set of conditions is an attachment to the World Sailing Standard Match Racing Sailing Instructions.

The owners should be permitted to comment on those guidelines and to add requirements that may be unique to the class of boats to be sailed. Just before the event, one member of the race committee should survey each boat with its owner, or representative, present. All equipment should be inventoried and any damage noted.

From the very first competitor's meeting, umpires and the race committee must impress upon the competitors that proper care of the borrowed boats is essential. Inspections should be made at the conclusion of each race day. It is advisable to take photographs of any damage for later use in making an insurance claim or determining responsibility for the damage.

Advise the competitors that a withdrawal will be taken from their damage deposit if the boat is not secured properly. World Sailing encourages event organizers to advise the competitors that they may be excluded from the remainder of the event, and not permitted to participate in future events conducted by the same organizing authority if a crew handles a boat improperly or causes damage which may have been prevented with proper seamanship. A sample damage report form is attached at the end of this section of the manual.

Another important aspect of conducting a match racing event is the equalisation of borrowed boats. An event organizer is well advised to arrange for one or more people to equalise the tuning of each boat and make sure all equipment is working properly. Issues to consider are:

- Condition of the underwater hull
- Location of the mast
- Forestay length
- Shroud tension
- Condition of sails
- Electronics
- Mast head flies
- Compasses
- Deck layout
- Weight of boat, and distribution of weight on boat
- Excess gear removed

It is far more important to select boats that are as equal as possible than it is to select the fastest boats in a fleet. If the boats cannot be equalised, match pairs of boats that are as equal as possible and keep them together throughout the round robin. This will increase the complexity of the boat rotations, but will provide for fairer competition.

During the event, the race committee should keep track of the performance of each boat (in addition to competitor finishes), before the semi-final series begins. The race committee will then be in a position to select the four boats with the most equal records

7.2.Required Personnel

7.2.1. Umpires

The umpires must be prepared to respond to situations in every match, so an organizer must arrange for a sufficient number of umpires. At a minimum, that means two umpires for each match in progress. Therefore, if the field consists of ten boats, with five matches in progress at a time, the event organizer will need to arrange for at least ten umpires. For most events, pairing one experienced with one less experienced umpire is acceptable.

As the level of competition and importance of events increase, so do the requirements for the number and skills of the umpires. For regional events, it is highly desirable to have at least one World Sailing international umpire and to provide two additional umpires who will serve as wing umpires (see section 6).

For graded events, the minimum requirements for umpires have been established by World Sailing in the World Sailing Standard Guidelines for Grade 1 and Grade 2 match racing events.

7.2.2. Race Committee

Race committee personnel should be experienced and capable of spending many hours on the water without degradation in their performance.

Duty on the race committee vessel is especially hectic and adequate staffing is very important. The minimum recommended complement is:

- Sound signaller
- Flags (at least two people)
- Line sighter
- Timer
- Recorder
- Race Officer

Each mark vessel should be staffed whenever possible with at least two people.

7.2.3. Other on-the-water personnel

If crews change boats between flights, provision must be made for changes. Several vessels, preferably soft-sided, should be assigned this duty, and nothing else. If possible, have extra people aboard each change vessel. They will board each sailboat and sail it under mainsail alone

while the competitors are taken to their next boat. The umpires may also assist with the change of crew.

The most frequent and frustrating cause for delay between flights is the time lost due to breakdowns. No matter how much effort is expended in inspecting and repairing the boats ashore, breakdowns are inevitable. Event organizers are well advised to assign at least one vessel, with sufficient, skilled personnel, the exclusive task of repairing boats on the water. The repair vessel(s) should be fast and easily manoeuvrable and, if possible, soft-sided. Spares of any items likely to break (such as spinnaker poles, sails, tillers and tiller extensions, sheets, winches and shackles) should be put aboard as well as tools and sail repair tape.

Depending upon the nature of the event, an organizer may also need to arrange for personnel to staff spectator control, VIP, press, television and photo vessels.

7.3. Course

Location

Match racing has a great deal of spectator appeal. For that reason, it is becoming increasingly common for match races to be conducted in locations that would be unsuitable for fleet racing. Competitors, particularly those at the highest level, understand and accept the fact that racing is likely to be conducted in locations in which conditions may not be the same across the racing area.

An organizer may well want to conduct a match racing event in a harbour, near shore or in some other location conducive to spectating. If so, the organizer should take care to advise the competitors and umpires of local conditions such as shoals and shipping channels. On the other hand, it is best to avoid conducting racing in areas in which a great deal of recreational or commercial boat traffic is expected.

Configuration

The preferred match racing course is a windward-leeward course with a downwind finish. Roundings are usually to starboard because this presents the most tactical challenges and opportunities for lead changes.

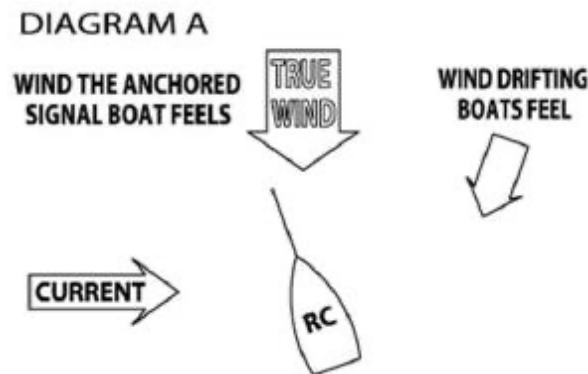
Options are one or more laps. Whenever possible, two laps should be used. This will provide the competitors with the most tactical challenges and opportunities for lead changes. One-lap courses may be appropriate when the time needed to complete a round robin is severely constrained or when unfavourable weather conditions are expected. Three lap courses may be appropriate if the sailing area is limited in size.

Given the short course length and the desire to provide opportunities for lead changes, it is critical to set the course properly. This means providing downwind legs that are as square as possible to the wind in which the boats are sailing. For a discussion on the effect of current, see below.

The leeward mark should be approximately 50 metres to windward of the starting line. If possible, the starting buoy should be of a different shape and/or colour than the leeward mark. A course diagram is shown in the World Sailing Standard Match Racing Sailing Instructions on the World Sailing web site.

Current

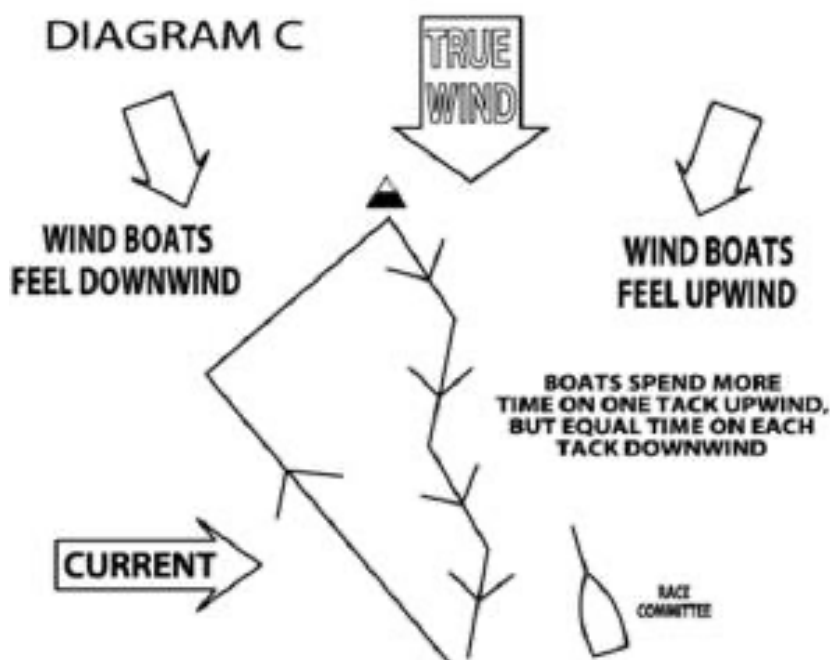
Race committees must be alert to the fact that the wind observed from an anchored race committee vessel will not be the same as that observed from a boat drifting or sailing in current. In areas in which current is a factor, race committees should rely upon wind readings from drifting race committee vessels.



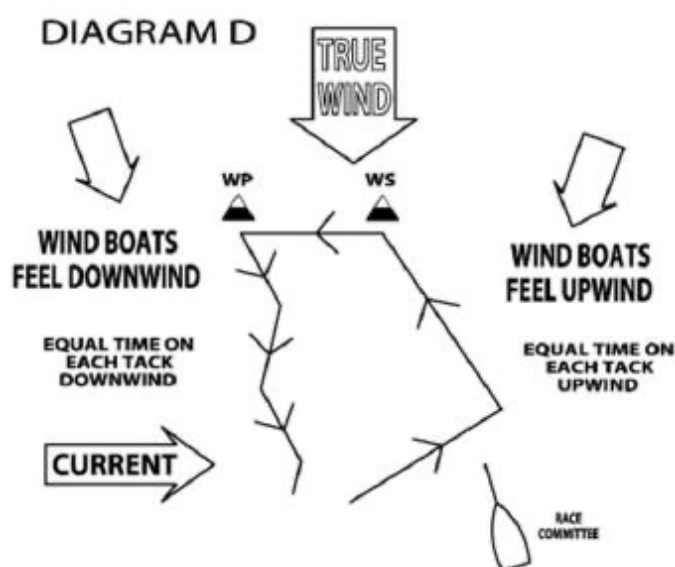
If the current effect is marginal, the race committee should consider sacrificing the windward leg slightly in order to provide a square downwind leg. In this case, the windward mark may be placed slightly up current. The result will be that the boats will sail upwind on one tack for a longer time than the other tack.

As races progress, the race committee should time the boats on each tack as they proceed downwind. Ideally, they will sail an equal time on each tack.

If not, the windward mark can be adjusted between flights or a course change may be undertaken (see following diagram). If the boats sail downwind longer on starboard tack, the windward mark should be moved to the left looking upwind, and to the right looking upwind if they sail longer downwind on port tack.



If the effect of current is significant (i.e. a strong current running almost perpendicular to a light to moderate wind), the use of two windward marks should be considered and the standard sailing instructions includes a section to facilitate this. If the current is running from left to right looking upwind, the boats should be instructed to pass mark WS first and then WP. In a right to left running current looking upwind, the boats should first pass WP and then WS. Marks WS and WP should be set up to provide square upwind and downwind legs. The compass bearing to these two marks from the leeward mark may vary by more than 40 degrees depending upon the speed of the wind and current, the difference in the bearing between the wind and the current and the length of the windward leg. (Note that in each case, the leeward mark should still be passed to starboard).



Length

The attraction of match racing, for spectators and competitors alike, is many short, tactical races. Thus, races should be of a short duration. A windward leg of approximately 6 minutes and an overall race duration of about 20 minutes, excluding the pre-start, is preferred.

Shortening a course

In general, there is no time limit for completing a race. Courses should be shortened only in extraordinary circumstances, and then only after consulting with the umpires

7.4. Abandoning a race in progress

A good race committee running a fleet race would not hesitate to abandon a race if it determined that an error, such as in the timing or display of a signal has occurred. That principle does not necessarily apply in match racing. Race committees must be alert to the fact that abandoning a race, even before the starting signal can undo a significant advantage gained by one of the boats.

However, if the race committee thinks it has made an error which may affect the outcome of a match, the race is best abandoned quickly in order that it can be re-sailed without delay. The guiding principle is that if the error would most certainly result in redress in the form of a re-sail, the race committee saves time by abandoning immediately after the error is realised. It is preferable to consult with the umpires before abandoning.

If the wind shifts such that either boat does not have to tack on the first leg then the race should also be abandoned. The standard sailing instructions permit this. After rounding the first mark the race should only be abandoned in extraordinary circumstances as by then the leader would be prejudiced.

In very unusual circumstances, the umpires may recommend that a match should be abandoned.

Although the decision to do so rests with the race officer, they should give strong consideration to such a recommendation.

The following is a guideline for when a match race should be abandoned in light or shifty winds:

In match racing there is normally not an overall time limit for a race. This is because the last thing you want to do is to have to abandon a race that is a bit too long and then find you have no time to run another one. This means that when deciding whether to abandon a match race due to insufficient wind, there is no absolute measure. There are two different approaches to this problem.

Both approaches should be seen as an extension of match race call MR L1 that gives other criteria for abandoning.

Approach 1. Focus on Consistency

A match race should be abandoned when:

- At the preparatory signal, either boat does not make enough progress to be able to fulfil the entry requirements,
- In the pre-start, boats are unable to circle and maintain steerage
- On the first beat, either boat sails into the zone around the windward mark without tacking after starting, or
- Neither boat makes significant progress for two minutes.

The decision to abandon must be irrespective of the position of the match at the time. Even if one boat is ahead and the other has an outstanding penalty, the match must be abandoned if one of the above criteria is met. Otherwise the decision becomes; if Yellow wins the race will stand, but if Blue catches up we will abandon. The aim of the criteria is to reduce judgement in favour of consistency, and competitors have difficulties understanding that one match is abandoned while another match in the same conditions is not.

Approach 2. Focus on Judgement

The decision to abandon is solely the responsibility of the race committee; the umpires can suggest or recommend, but not decide. For the race committee, the criteria above are guidelines, and not directives or hard and fast rules. They must use discretion in the application of the criteria.

Abandonment must always reflect the fairness of the competition, so the longer a race continues, the less fair it is to abandon. Therefore, some of the criteria above have changing importance throughout a race. The fourth criteria above is more applicable in the pre-start and on the first leg. It becomes less and less applicable on each succeeding leg.

7.5. Starting Lines

Length

As discussed below, boats have a limited time within which to enter the starting area and manoeuvre for position and control. The longer the starting line, the more of that limited time is lost as the boats sail towards each other. In addition, a long starting line may also affect the advantage of being the Yellow boat. For these reasons, it is suggested that the starting line be approximately 20-30 seconds in length. As an example, if a boat reaches along the starting line at 5 knots, it will travel approximately 2.5 metres in 1 second. In these conditions, the appropriate length starting line would be approximately 65 metres.

Once the race committee vessel is on station, spend a few minutes observing the speed of the boats as they reach in the existing conditions. The race officer may find it helpful to ask a competitor to pass the stern of the race committee vessel and reach along on starboard tack while the race officer observes. That data may be used as a guide to set the starting line.

Time the progress of boats reaching along the line to judge its angle and length. This will give the race committee the opportunity to confirm that the length is appropriate and make corrections as needed.

Angle

The angle of the starting line is just as important as its length. In fleet racing, it is preferred to establish a starting line that is square to the wind direction. The same principle applies in match racing, but not to the same degree. During the pre-start manoeuvring, the race committee should observe how the boats handle the first cross after entry. If the boat entering from the port end can consistently cross the boat entering from the starboard end, there is a problem with the starting line. Usually, the problem is the result of one or more of the following:

- the starboard end of the line is upwind of the port end
- the effect of current has not been properly taken into consideration
- the race committee vessel anchor line is obstructing the boat entering from the starboard end
- the line flag is too far aft on the race committee vessel

The race committee should adjust the starting line in this case by a combination of

- moving the port end starting buoy to windward,
- placing a sentinel on the anchor line, or
- moving the line flag toward the bow of the race committee vessel.

7.6. Starting Procedures

Starting System

The starting system is set out in rule C3. During a flight, each match will start at five minutes intervals, with the starting signal for one match serving as the warning signal for the next match.

A sample log for starting a flight of five matches is shown at the end of this section.

Flags

The race committee will be displaying many flags throughout the starting sequence. Extraneous flags, or flags too close to each other can be confusing to competitors. Avoid displaying any flags, which are not necessary to starting the race (such as a national ensign, club burgee, race committee flag, private signal and sponsor flags). Care should also be taken that each flag when displayed is separated both horizontally and vertically from other flags being displayed. Finally, the race committee should attempt to display each specific flag from the same location throughout the event.

Sound Signals

In many parts of the world, race committees use a gun or cannon to start races. Given the short starting line and the expense of ammunition, horns are acceptable except in extremely windy conditions. Whistles should be avoided. The umpires will be using whistles and a whistle from the race committee vessel may confuse the competitors.

It is quite common for a race committee to use a gun for the attention signal and then a horn for any other signalling.

Improper Entry

The umpires and wing umpires will determine whether a boat's hull was outside her assigned end of the starting line at the preparatory signal. The race committee should not make any sound or visual signal if a boat has not complied with this requirement.

If there are no wing umpires and the race committee vessel is the starting mark, the umpires of the last match may request that the race committee assist in judging whether the hull of the boat on starboard entry is outside her assigned end at the time of the preparatory signal.

From the preparatory signal, each boat has two minutes within which to have her hull completely cross and clear the starting line for the first time from the course side. Once she has done so, she may sail anywhere she desires. If both boats have done so, no sound or visual signals should be made. If a boat has not done so, the race committee should make one sound signal and display the identification flag of the boat, which has not entered properly. If relevant, this signal is given two minutes before the starting signal. The flag should be removed after one minute or when the umpires have signalled the penalty, whichever comes first. Whenever the race committee realise that one (or both) of the boats have not entered correctly, they may give that information to the umpires on the radio, but should still give the signal and sound at the proper time.

Premature Starters

It is the responsibility of the race committee to notify the competitors and umpires when the hull of a boat is on the course side of the starting line or its extensions at the starting signal. This is accomplished by one short sound signal and the display of coloured flags (yellow or blue) that correspond to the colour of the identification flag(s) of the boat(s) on the course side. Each flag should be removed the moment that boat's hull returns entirely to the pre-start side of the starting line or its extensions or after two minutes, whichever comes first.

It is essential that the race committee have a procedure that will enable the display of recall flags within 1 or 2 seconds of the starting signal. In match racing, there are more claims for redress as a result of late recall signals than for any other reason.

Occasionally in match racing, both boats are under the starting line at the starting signal, but then later they sail on the course side of the line (crossing the extension of the line) without ever having crossed the starting line. When this happens, the race committee must promptly display the identification flag (blue and/or yellow) - but they should not give any sound signals. The flag should be removed the moment the boat's hull(s) returns entirely to the pre-start side of the starting line or its extensions or after two minutes, whichever comes first.

Postponement

The race committee should postpone a starting sequence in progress only for a significant error or a substantial change in the weather conditions. The race committee must consider that a postponement will cancel any advantage one boat has gained, such as causing the other boat to have an outstanding penalty. The rule of thumb is 'if in doubt, don't postpone.' In the event that a starting sequence is postponed, the next signal will be a new attention signal, displayed one minute after flag AP is removed (with one sound signal).

7.7.Course Changes

When and Where to Change Course

A race committee must always be alert to how the course configuration is affecting the competitors. Ideally, both the windward and downwind legs will be square. This provides the most opportunities for lead changes. If the boats spend substantially more time on one tack than the other, especially downwind, the course should probably be adjusted.

World Sailing does not recommend that downwind legs be changed in match racing. Experience shows that the probability of encountering a prejudicial error is high, particularly since the race committee vessel and finishing buoy must also be changed. On the other hand, upwind course changes are relatively simple and should be considered if the course needs adjustment rather than waiting until all boats racing have finished.

Signalling Procedure

Upwind course changes may be signalled at two locations.

For boats already racing, the race committee may signal a course change at the leeward mark. Since signals may also be made by the race committee vessel (see below), it is very important for the race committee to station a boat as close as possible to the leeward mark. A race committee should never expect that it is able to signal a course change for one match and remove the signal before boats in the the next match arrives. For that reason, the race committee must use flags to designate the match number to which the signal applies.

For boats not yet started, the race committee starting vessel may signal a change of the windward mark by displaying flag C, with the preparatory signal for each match to which the change applies, and making several repetitive sound signals.

The new mark should be of a shape and/or colour that is easily distinguishable from the original mark. Should it be desirable to place the original mark in the same location as the new mark, the two marks may be tied together with a short lanyard and secured to the bottom with one set of ground tackle.

The World Sailing Standard Match Racing Sailing Instructions include further details on these procedures.

Mark Vessel Procedures

Wind readings expressed by compass bearing are of limited value to the race officer, who will be very busy while a match is in progress. It is recommended that the windward mark vessel stations itself, drifting, directly upwind of the leeward mark, at the desired distance, whenever possible. The race officer can then visualise quickly

- the direction of the wind and
- the potential need to affect a course change.

Moreover, the mark vessel will be in the right location to deploy a new mark upon command. This procedure also eliminates the need to use the radio for reporting wind readings

7.8. Finishing

Finishing Line

The finishing line is often the same as the starting line. The race committee vessel and the starting/finishing buoy should be left in place. The race committee should resist any temptation to square the finishing line. With short races, there is seldom time to make such an adjustment. In fact, it is not unusual for boats to be finishing while others are starting. This often creates mayhem, so although rare, sometimes to avoid this, the race committee has the starting line on one side of the vessel and the finishing line on the other side.

Penalties

As a match approaches the finishing line, the umpires will advise the race committee vessel if one of the boats (or both) must take a penalty before finishing. A boat required to take a penalty must lower the head of its spinnaker below the main-boom gooseneck, pass head-to-wind and then bear away to a course more than 90 degrees from the true wind before finishing.

One of the more common ways for a boat to take a penalty is for her to cross the finishing line at the pin, tack around the buoy, bear away to a downwind course and then re-cross the finishing line. Another common method of taking a penalty is for a boat to drop her spinnaker close to or on the finishing line, tack and then bear away onto a downwind course on the other tack and cross the finishing line. It is important that the umpires use a sound signal at the instant they decide the boat has completed her penalty.

It is then a simple matter for the race committee to determine whether or not a boat's hull was completely on the course side of the finishing line at the umpires' sound signal before finishing. If

she has not done so, she has not finished. In all other respects, the umpires will determine whether or not a boat has taken the penalty properly.

Signals

The blue flag or shape signifying that the race committee vessel is on station shall not be used in match racing (rule C3.3). Unless the race committee is in the process of starting later matches in the same flight, the only flag that should be visible as a boat approaches the finishing line is the line flag.

The race committee should advise the competitors and umpires which boat has finished first (after taking a penalty if required) by displaying her blue or yellow identification flag for a few seconds. The race committee should not make any sound signal as this may be confused with a signal from the umpires or starting signals for matches not yet started.

The display of the identification flag for the boat that finishes first does not have any meaning under the rules, it is merely a service to the competitors, umpires, spectators and media.

7.9. Scoring

The scoring system used in match racing is found in rules C10 and C11. It is advisable to consult with the chief umpire before posting final results or announcing which competitors will advance to the next round. For graded events, the chief umpire is required to sign the results before they are submitted to World Sailing for inclusion in the ranking lists.

A sample score sheet is shown at the end of this section.

7.10. Race Committee and Umpires Equipment

Section 8 includes lists of equipment necessary for the umpires and race committee. The race officer and the chief umpire should determine well in advance of the event who will be responsible for ensuring the availability of the equipment.

7.11. International Juries

Rule C6.7 has added a new rule (rule N1.10) to Appendix N to allow one international umpire to be appointed to a jury, or panel of it, in place of one international judge.

SAMPLE STARTING SEQUENCE

FIVE MATCHES PER FLIGHT

TIME MINUTES	IN	VISUAL SIGNAL	SOUND SIGNAL	MEANS
27		Flag F	Gun	Attention
26		Flag F removed	None	
25		Numeral pennant 1 for first Match	Horn	Warning
24		Flag P	Horn	Preparatory (begin entry time)
22		ID flag of boat not complied with rule C4.2	Horn (only if not comply with rule C4.2)	End of entry time
21		Remove flag P	Horn	1 minute to start
20		Remove pennant 1 a - display pennant 2	Horn	Start Match 1 - Warning Match 2
19		Flag P	Horn	Preparatory (begin entry time)
17		ID flag of boat not complied with C4.2	Horn (only if not comply with rule C4.2)	End of entry time
16		Remove flag P	Horn	1 minute to start
15		Remove pennant 2 - display pennant 3	Horn	Start Match 2 – Warning Match 3
14		Flag P	Horn	Preparatory (begin entry time)
12		ID flag of boat not complied with rule C4.2	Horn (only if not comply with rule C4.2)	End of entry time
11		Remove flag P	Horn	1 minute to start
10		Remove pennant 3 - display pennant 4	Horn	Start Match 3 – Warning Match 4
9		Flag P	Horn	Preparatory (begin entry time)
7		ID flag of boat not complied with rule C4.2	Horn (only if not comply with rule C4.2)	End of entry time
6		Remove flag P	Horn	1 minute to start
5		Remove pennant 4 - display pennant 5	Horn	Start Match 4 – Warning Match 5
4		Flag P	Horn	Preparatory (begin entry time)
2		ID flag of boat not complied with rule C4.2	Horn (only if not comply with rule C4.2)	End of entry time
1		Remove flag P	Horn	1 minute to start
0		Remove pennant 5 and Flag P	Horn	Start Match 5

SAMPLE SCORE SHEET

ROUND ROBIN

TEN SKIPPERS

SKIPPERS 10	1	2	3	4	5	6	7	8.	9	Score	Ranking
1											
2											
3											
4											
5											
6											
7											
8											
9											
10											

SAMPLE DAMAGE REPORT FORM

Event name – dates and venue

IMPORTANT NOTE: In case you should detect any damage to the boat after you take it over, please notify the RC on the change-over-boat before racing.

<u>DAMAGE REPORT FORM</u>	
BOAT'S NAME	
SKIPPER'S NAME	
DATE / TIME	
DESCRIPTION OF DAMAGE:	
Skipper's signature:	

FOR RACE COMMITTEE USE ONLY	
Damage report received:	Conditions after repairing satisfactory: YES / NO
Repairing accepted: YES / NO	
Damage amount: US \$	
Comments:	

NOTE: SKIPPERS ARE OBLIGED TO PROVIDE THE RACE COMMITTEE WITH COMPLETED DAMAGE REPORTS WHENEVER ANY DAMAGE OR LOSS IS RECORDED.

Section 8

Suggested Equipment

8 Suggested Equipment

8.1. Competitor Boats

Each competitor's boat should be provided with a set of 5 flags containing:

- Flag Y (boat vs boat protests)
- Red flag (red flag protests)
- Green flag or flag L (breakdown)
- Blue (ID-flag)
- Yellow (ID-flag)

Flag's Y should be approx. 30 cm square, on a short pole.

Red and green flags and flag L should be approx. 30 cm square, and capable of being attached to a shroud or backstay.

Blue and Yellow flags should be at least 40 cm square, and capable of being attached to a backstay.

8.2. Umpire Flags

The event organizer is usually responsible for supplying umpire flags. Each umpire and wing boat should be equipped with a set of 7 (or 5) flags:

- Green and white
- 2 Blue (or 1 Blue flag and 2 Blue shapes if shapes are being used)
- 2 Yellow (or 1 Yellow flag and 2 Yellow shapes if shapes are being used)
- Red
- Black

All of the flags should be at least 40 cm square and mounted on poles approx. 80 cm long.

Yellow and Blue flags should be of the same colour as the yellow and blue flags provided to competitors.

Green and white flags should preferably consist of four squares, alternating between green and white.

In addition to the flags listed above, each umpire boat may be identified by a white flag bearing 'U', 'IU' or 'Umpire' (in black).

Wing boats may be identified by a white flag bearing the word 'Wing' (in black).

8.3. Race Committee Signal Vessel Flags

In addition to the usual complement of flags, the race committee signal vessel must be equipped with yellow and blue recall flags (of the same colour as the flags provided to competitors), pennants to distinguish the flight and match (usually numeral pennants), 3rd Substitute and flags F and P.

Some race committees have moved to using flags with large numbers on them to indicate the countdown period i.e. 7 or 6, 5, 4, 1 etc. in lieu of numeral pennants or other IC flags.

8.4. Umpire Equipment

Each umpire boat should be equipped with a VHF radio (the chief umpire should normally have one extra radio for communication with the race committee or to enable communication with other groups like media, RC boat person etc.). Umpires always provide their own whistles, and sometimes radios, too, but the chief umpire and the race officer should discuss this before the event.

Every umpire is expected to carry his own whistle, which needs to be of good quality. The type used by referees at football matches have a sound that carries over long distances.

The chief umpire should also be made aware whether there is a requirement in the country or club where the event takes place for a license to drive powerboats. If so, all umpires need to be advised about this before they arrive at the venue.

In addition, there may be a requirement for carrying or wearing personal flotation devices. Should there be such a requirement, the umpires need to know in advance whether this will be provided or they have to bring their own equipment.

Umpires normally also provide their own sun glasses, sun block cream, hat, face protection, water proof bag, wet weather gear, warm clothing (e.g. thermals if needed), rule book, timing watch, notebook & pencil.

They will also have a copy of the NoR and SI plus amendments.

8.5. Marks

It is strongly suggested that the starting/finishing mark be of a shape and/or colour that is distinguishable from the leeward mark. Likewise, a new (changed) mark should be of a different shape and/or colour as an original mark.

8.6. Umpire Boats

Umpire boats should be easily manoeuvred, preferably open with centre consoles. A boat of approximately 5 to 7 metres that leaves little wake is ideal. Large boats are not desirable because they cannot be manoeuvred sufficiently to follow the action. Small boats, in which the umpires cannot stand, should be avoided if possible.

Wing boats should, if possible, be of the same size and type as the umpire boats. If necessary, smaller boats, in which the wing umpires sit, may be used as long as the boats are fast and easily maneuverable.

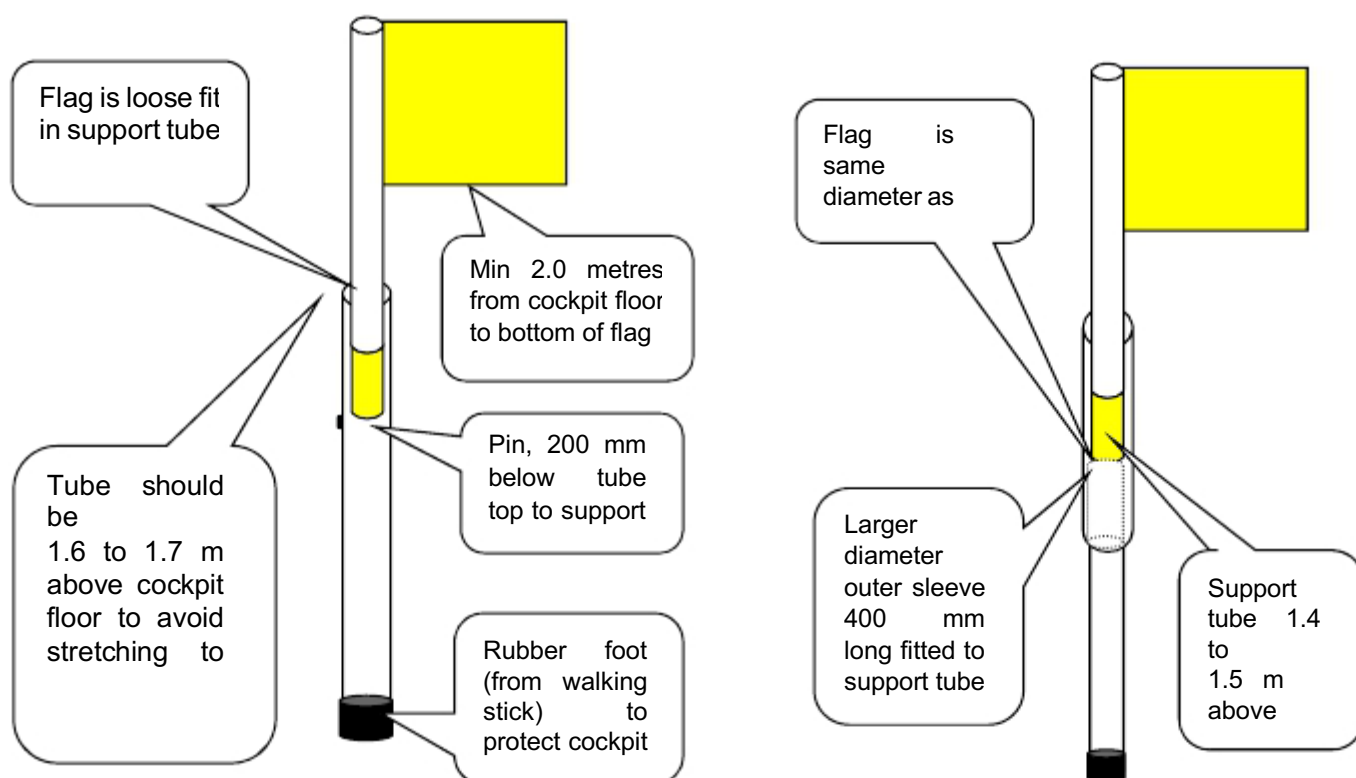
8.7. Spares

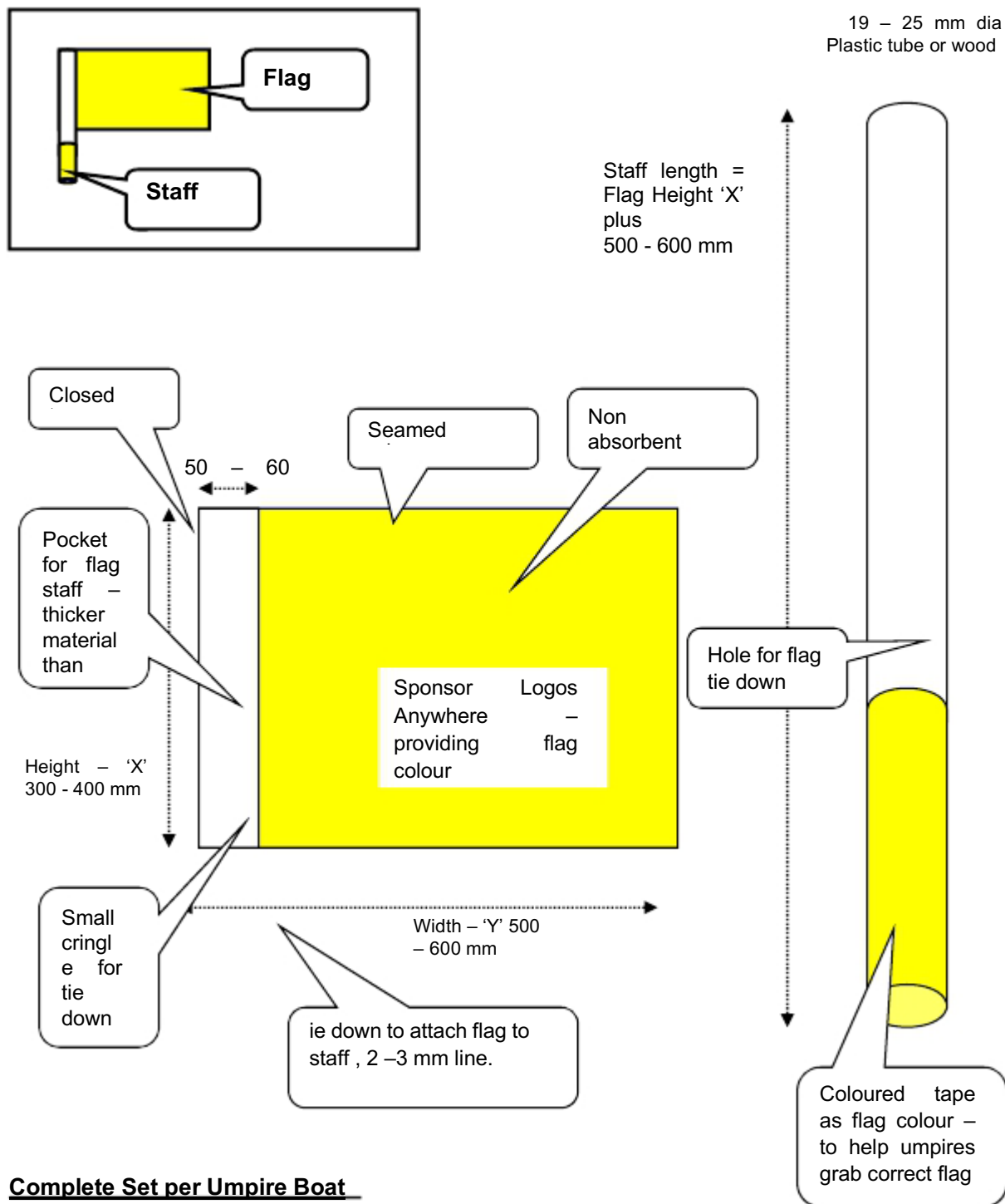
It is helpful to maintain a spare set of competitor and umpire flags. Flag's Ys are often lost in the water by competitors. The spares can be left in the control of the chief umpire throughout the event.

Signalling Umpire Decisions

History. With the advent of delayed penalties there needed to be a reliable system of signalling outstanding penalties both for the competitors and the spectators. Prior to 2002 the accepted method was to display a coloured shape on a pole in the umpire boat corresponding to the colour of the boat carrying the outstanding penalty. In 2002 some events introduced the display of coloured flags instead of the coloured shapes, this method has now become the accepted method of signalling outstanding penalties.	
Penalty situation. (we are assuming the Originally penalized boat is yellow)	Umpire actions?
Yellow is penalized when there are no outstanding penalties.	The umpires blow their whistle and display the Yellow flag. While keeping the Yellow flag displayed transfer the flag to the flag holder.
Yellow completes her penalty.	One <u>short</u> blast on the whistle and remove the Yellow flag.
Blue is penalized, while Yellow has an outstanding penalty, rule C7.2(a)(e)	Blow the whistle and display the Blue flag, remove both the Blue and the Yellow flags at the same time.
Blue is penalized with a Red flag, rule C5.3, while Yellow has an outstanding penalty.	Blow the whistle and display the Blue flag with the Red flag. Keep both the Blue and Red flags displayed until blue has completed her penalty. The Yellow penalty is not offset so Yellow flag remains.
Blue is penalized with a double penalty while Yellow has an outstanding penalty.	Blow the whistle and display the Blue flag. Remove the Blue and the Yellow flag Blow the whistle and display the Blue flag again While keeping the Blue flag displayed transfer it to the flag holder.
The umpires decide to 'Black Flag' Blue while Yellow has an outstanding penalty.	Remove the Yellow flag (without sound signals). Blow the whistle and display the Blue flag together with the Black flag.
Blue and Yellow are penalized for the same incident while Yellow has an outstanding penalty	Blow the whistle and display Blue and Yellow flags well clear of the outstanding Yellow flag. Drop both Blue and Yellow flags after about 10 seconds leaving the original Yellow flag displayed.
Yellow is penalized while she has an outstanding penalty.	Blow the whistle and display the Yellow flag. Keep the flag displayed until Yellow has taken her second penalty, (If early in the pre-start you may need to find a way to leave both flags displayed without having to hold one of them.)
The umpires decide to penalize Yellow while she has two outstanding penalties. (This might be a third penalty or a double penalty with one outstanding.)	Blow the whistle and hold up one of the displayed Yellow flags with the Black Flag – rule C6.5(a)(1). NOTE: There is no need to separately whistle and display a penalty flag then again whistle and display the black flag with the penalty flag.

Each umpire boat should be fitted with a pole to hold flags that may need to be displayed for some time. This is achieved by putting a bolt through the pole approximately 200 mm (8") down from the top of the pole. Two poles per umpire boat do help in case of two penalties to the same boat in the pre-start. Ensure that the flags themselves are above the umpire's heads, even when the umpires are standing, but not so high that it is a stretch to put the flag in place (unsafe). Support poles will be eye height for some. Ensure they are placed to avoid risk of eye injury.





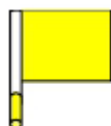
Complete Set per Umpire Boat

Provide one set per umpire boat + spare set.

Green & White



2 x Yellow



2 x Blue



Red



Black



Note: Translucent materials, such as spinnaker cloth, show colours much better. For Green & White

- do not use white patches on green cloth as they do not display well, especially on television

Section 9

Umpire documents & forms

9 Umpire Documents & Forms

Most of the forms listed below can all be found at the World Sailing website. The documents library is a place where you can always go to find any documents you may need as an umpire, whether before, at or after an event. Proposals for documents that should be included in the library are most welcome.

Here is a general link to the document library.

https://www.sailing.org/raceofficials/internationalumpire/document_library.php

Relevant and specific links are included in the sub-sections below.

9.1. International Umpires Subcommittee Forms

IU Application Form

This is an online application system and applications are to be completed by applicants for IU status, either first time applications or renewals. First time applications must be submitted through the applicants MNA.

<https://worldsailing.smapply.io/>

IU Reference Form

Completed by the chief umpire at an event, to record the performance of a prospective IU upon their request. The form is completed online.

[https://www.sailing.org/tools/documents/ROGuidelinesIUReference-\[25078\].pdf](https://www.sailing.org/tools/documents/ROGuidelinesIUReference-[25078].pdf)
[https://www.sailing.org/tools/documents/EventReferenceManualReferee-\[25915\].pdf](https://www.sailing.org/tools/documents/EventReferenceManualReferee-[25915].pdf)

IU Assessment Form and Assessors guidelines

Completed by World Sailing IU Assessors, to record the performance of an individual IU or prospective IU, mainly at IU seminars but also at events on request. See following pages for criteria and WS website.

[https://www.sailing.org/tools/documents/ROIUPerformanceAssessmentCriteria-\[25917\].pdf](https://www.sailing.org/tools/documents/ROIUPerformanceAssessmentCriteria-[25917].pdf)

IU Regatta Report Form

Completed for match racing events, and submitted to World Sailing to record event statistics, highlights from the event and umpire performance.

https://www.sailing.org/raceofficials/internationalumpire/document_library.php

9.2. Match Racing Subcommittee Forms

World Sailing Match Racing Grading and Report Form

Completed by the event organizer, and submitted through the MNA to World Sailing in order for World Sailing to allocate a provisional event grading. (As contained in the NoR)

Immediately after the event the chief umpire finishes filling in the form to confirm actual event information in order for World Sailing to confirm the event grading and enter the results into the competitor ranking system

The criteria for Grading Events and the system for ranking competitors can also be found on the World Sailing website.

9.3. Umpire Documents & Forms

All umpires, race officials and sailors need to have the current version of the Racing Rules of Sailing. This together with the Call Book for Match Racing, the current Match Racing Rapid Response Calls, the sailing instructions and notice of race for each event and relevant cases from the Case Book form the rules for match racing.

Match Racing Umpires Manual

All umpires should read the umpires manual appropriate to the discipline they are umpiring i.e. match, team or fleet racing.

Umpires' and match racing manual is at: -

[https://www.sailing.org/tools/documents/UmpiresMRManualupdatedraft1602SectionQreplaced-\[23276\].pdf](https://www.sailing.org/tools/documents/UmpiresMRManualupdatedraft1602SectionQreplaced-[23276].pdf)

Team racing umpire manual is at: -

[https://www.sailing.org/tools/documents/TeamRacingUmpireManualJune2018-\[24091\].pdf](https://www.sailing.org/tools/documents/TeamRacingUmpireManualJune2018-[24091].pdf)

Umpired fleet racing manual is at: -

[https://www.sailing.org/tools/documents/WSFleetRaceUmpireManual19August2019-\[25282\].pdf](https://www.sailing.org/tools/documents/WSFleetRaceUmpireManual19August2019-[25282].pdf)

RRS & Appendix C

Appendix C is part of the RRS and is the method by which rules and rule changes specifically for match racing are identified. Every umpire needs to be fully aware of the rules in Appendix C.

<https://www.sailing.org/inside-world-sailing/rules-regulations/racingrules/>

The Call Book for Match Racing

To ensure consistency in the interpretation of the rules among competitors and umpires, World Sailing has published The Call Book for Match Racing. This is an authoritative document whose

status is equivalent to that of the World Sailing Case Book. This book is an all- important tool for the umpires, and they are required to follow it.

The Call Book is under constant development, and the procedures for new calls and amendments are contained in it. It is planned to update the Call Book by January every year

https://www.sailing.org/documents/caseandcall/call_book_match.php

Rapid Response Calls

There is also the Match Racing Rapid Response Call Programme, where all IU's can submit proposed calls to the World Sailing Match Racing Rules Working Party which will consider such calls, normally within four weeks. When a call is accepted, it will be communicated to all IU's and MNA's and also posted on the World Sailing website.

A Rapid Response Match Racing Call is valid from the day it is accepted, and will be considered for inclusion in the Call Book for Match Racing at the first World Sailing Annual Conference where it can be submitted.

<https://www.sailing.org/raceofficials/rapidresponsecalls/index.php>

Notice of Race and Sailing instructions

As these documents will change frequently. Please check the World Sailing website ([sailing.org](https://www.sailing.org)) for the most recent edition.

https://www.sailing.org/raceofficials/internationalumpire/document_library.php

BRIEFING CHECK LISTS - UMPIRE & JURY TEAM

Introduction:

Welcome
Umpires and Judges – names
Introduce organizers, race officer, boatman, etc.

Jury/Judge responsibilities for delegation:

Organizing Committee link
Race Committee link
Umpire team assignments
Umpire boats
Equipment (including ID-flags on umpire boats)
Observers
Clothing
Damage procedures (rule C8.7)
Meals
Transport
Social
Accommodation
Expense claims
Scenario write-ups
Questions and Answers

Daily Routines and Procedures:

Transport to/from accommodation
Start time and umpire briefing
Leave the dock
Umpire debriefing
Lunch & Water Fuelling Equipment storage
Medical emergency procedures red flag protests
Post-race reports, flags Y, Penalties, Green-and- White, and Blacks

Social:

Evening meals
Opening, closing and other event functions, including dress codes

Personal:

Accommodation, transport & car parking
Expense claims

Medical, anything the whole team should know
Personal floatation devices
Pass or ID cards

Press/Media:

Attending press conferences
Policy on speaking with media

Competitors:

First briefing
Morning briefing
Daily debrief with umpires
Talking to competitors
Questions and Answers (formal and informal)

Sailing Instructions & Notice of Race:

Event format
Course location and configuration
Damage notification and control (including deposit system)
Penalty system
Rules for 'Handling the Boats'

Umpire equipment:

Boats:- Docking or mooring and their characteristics
Radios:- Channels, recharging and storage
Flags, shapes and display system
Telephones
Umpire techniques:
Positioning
Signalling penalties
Loss of umpire boat/equipment/engine failure Communicating decisions to the shore
Wing Boat:-
Techniques:
Radio calls
Wing positioning
Loss of wing boat

Race Committee:

Umpire/observer readiness to start
Recalls

Umpire foul-ups
Monitoring umpire radio
Calling outstanding penalties
Calling breakdowns
Red flag protest

BRIEFING CHECK LISTS - UMPIRE/RACE COMMITTEE

Introduction

Introduce umpires and judges to the race committee

Jury/Judge responsibilities

Race committee link

Daily Routines & Procedures

Meeting with RC

- evening debriefs as well as competitor debriefs
- morning meetings
- amendments to the SI

RC's intentions regarding the racing schedule (e.g. planned number of flights per day).

Sailing Instructions & Notice of Race

Event format

Course location and configuration

Damage notification and control penalty system

Handling the boats

Procedures should it not be possible to complete the full racing programme.

Communications

Umpire radio channel

Readiness to start

Failure to cross the starting line

Outstanding penalties before finishing –

Black flag, match termination and disqualification

Breakdowns red flag protests umpire foul-ups

Mobile telephones

The course

Location, length, spectators, proximity to obstructions, restricted areas, starting line (length, bias, ground tackle)

Time limits

Signals

Starting sequence

Boats not complying with pre-start entry, recalls

AP and N - always followed by attention signal see C3.2(b) and (c) unless changed in the SI

Change of course, during start sequence and subsequent changes

Shortening course - but not after preparatory signal unless it is the only way to have a winner in the entire event

Abandonment criteria

General

Discussion on any problem's umpires have encountered at other events, and which could occur again, and procedures to be put in place should they arise. Procedures for on-the-water protest hearing.

UMPIRE TEAM ASSIGNMENTS

In these descriptions, the chief umpire is always numbered as umpire 1 and the Deputy chief umpire or chairman of the protest committee or jury is umpire 2.

Pairings Based on One Group of Umpires

When all umpires are on a comparable level of competence, and thereby forms one coherent group, pairings can be made by means of the list that are used for pairings crews. For example, if we have 6 umpires and three matches, we can make the following pairings:

	Pairing 1	Pairing 2	Pairing 3	Pairing 4	Pairing 5
Match 1	2-5	2-4	2-3	2-6	4-6
Match 2	3-4	3-6	5-6	4-5	3-5
Match 3	1-6	1-5	1-4	1-3	1-2

Pairings Based on Two Groups of Umpires

It is most common to have a varied group of umpires. In that case, we can divide all umpires into two groups: experienced and less experienced. The idea then is to rotate umpires in each of the two groups and pair them with umpires from the other group. For example, we may have an event with 2 umpires who are more experienced (1 and 2) and 4 who are less experienced (3 to 6), and there are 2 matches in each flight. The two most experienced umpires do either of the matches and the other four rotate. With these conditions, we can make the following pairings:

	Pairing 1	Pairing 2	Pairing 3	Pairing 4
Match 1	2-3	2-6	2-5	2-4
Match 2	1-6	1-5	1-4	1-3
Wing	4-5	3-4	3-6	5-6

A similar situation is where there are 3 very experienced (1 to 3) and 5 less experienced (4 to 8), and there are 3 matches in each flight. This set of umpires can be paired the following way:

	Pairing 1	Pairing 2	Pairing 3	Pairing 4	Pairing 5
Match 1	2-5	2-4	2-8	2-7	2-6
Match 2	3-4	3-8	3-7	3-6	3-5
Match 3	1-8	1-7	1-6	1-5	1-4
Wing	6-7	5-6	4-5	4-8	7-8

If there are only 6 umpires divided in two groups (1 to 3) and (4 to 6), there will be no wing umpire. In that case, we can make the following pairings:

	Pairing 1	Pairing 2	Pairing 3
Match 1	2-4	2-6	2-5

Match 2	3-5	3-4	3-6
Match 3	1-6	1-5	1-4

MATCH RACING INCIDENT REPORT FORM 1

Please circle where applicable

Date: :

Flight: : 1 2 3 4 5 6 7 8 9 Match: 1 2 3 4 5

During: : Round Robin 1 Round Robin 2

Semi Final

Final Umpires: :

..... and

Skipper: : (BLUE) versus (YELLOW)

Flag Y was flown by: BLUE YELLOW BOTH BOATS

Decision signalled: GREEN and WHITE (RED) BLUE

(RED)YELLOW BLACK Rules(s)

applicable:

Brief description or diagram of the incident:

Comment (if any) on the crew's reaction, opinion or follow-up discussion:

This form was completed

by: UMPIRE

MATCH RACING INCIDENT REPORT FORM 2

Round _____ : Flight _____ Match

Event Title:

Date:

Competing

Boats:

Umpires:

Flag Y/red flag from which boat

Wing umpire signal

Decision signalled by

Rules applicable

Incident (Description/diagram)

Debrief:

Author:

World Sailing
20 Eastbourne Terrace London, W2 6LG,
UK

Tel: + 44 (0)2939 404 888