



World Sailing

Team Racing Umpire Manual

May 2025

Complying with the
2025-2028 Racing Rules of Sailing

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1 Introduction

Umpires should normally be appointed to team racing events, as they help the smooth running of the event, and the enjoyment and fairness of the racing. At less formal events, sailors and coaches may act as umpires.

1.1 Umpire Role

The umpires' primary role is to decide all protests by boats related to on-the-water racing incidents, while the boats continue to race. Umpires base their decisions on what they see at the time, and after such a protest they signal a penalty on any boat they decide broke a rule, is not exonerated, and has not taken a penalty.

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

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

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

1.2 Advantages of Umpires in Team Racing

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

1.3 Consistent Method of Umpiring

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

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

1.4 Purpose of Manual

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

- a. defines the method of team racing umpiring endorsed by World Sailing;
- b. is a reference manual for umpires on 'how to umpire team races';
- c. sets performance expectations for high-level umpires;
- d. provides guidance on how to gain experience, improve their skills, and certify as National and International Umpires.

1.5 Target Audience

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

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

1.6 Supporting World Sailing Publications

The Call Book for Team Racing defines how many regularly occurring incidents should be called by umpires, providing consistent interpretation and application of the rules for sailors at all regattas. The call book is updated at least annually, and calls in it are binding and authoritative calls that all umpires are expected to follow.

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

World Sailing Misconduct Guidance (sections 49 to 58) identifies actions that break rule 2, Fair Sailing, and gives advice to umpires on handling sailor dissent.

These documents are all available at <https://www.sailing.org/racingrules/>.

1.7 Updates

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

This edition is based on 2025-2028 RRS. The main Appendix D change is that rule D2.2(b), which specifies an umpire's options for penalizing boats after a protest, is now the same as in fleet racing. Other changes reflect alignment with new RRS Part 5, clarification of NSC scoring, and scoring options after a hearing [*rule D3.3*].

Paragraphs are side-lined if they include new content, or change previous guidance. Other improvements in wording, and updated RRS references, are not side-lined.

1.8 Terminology in this Manual

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

2 The Game of Team Racing

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

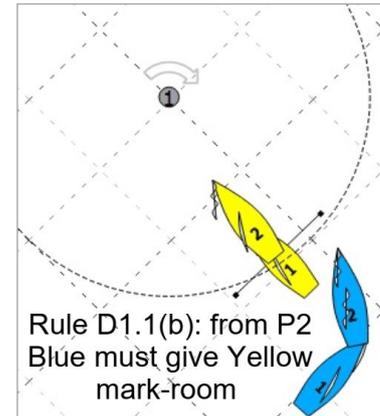
2.1 Team Racing Rules

Team racing is sailed under the Racing Rules of Sailing (RRS) including Appendix D. Races are between two teams, each having the same number of evenly matched boats. The team with the lower total points wins the race. When points are tied, the team that does not have first place wins [rule D3.4].

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

- a. rule D1.1(a): the zone is two hull lengths;
- b. rule D1.1(b) adds a paragraph to rule 18.2(a) relating to mark-traps at starboard-hand windward marks:

'If a boat (B) passes head-to-wind and at that moment is clear astern of a boat (Y) in the zone, B shall give Y mark-room.'
- c. rule D1.1(c): rule 18.4 Gybing at a Mark is deleted.



Rule D1.1(d) permits the Notice of Race or Sailing Instructions to require arm signals when hailing for room to tack (see §12.1). This is applied in some keelboat events.

Protests and Penalties. The three rule changes are [rules D1.2(a)(1), D1.3(a), D1.3(b)]:

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

Races with Umpires. To protest under a rule of Part 2 or rule 31 or 42, a boat must hail 'protest' and display a red flag [rule D2.1(b)]. The umpires give boats time to take a penalty [rule D2.2(a)], and then signal a Two-Turns Penalty on any boat(s) they decide broke a rule in the incident, is not exonerated, and did not take a penalty [rules D2.2(b), D2.5, 43.2]. There is no hearing, and the umpires' decision is final [rules D2.1(b), D2.6(b)].

Umpires may penalize a boat without a protest for the eight breaches listed in rule D2.3. These include breaches of Sportsmanship, rule 31 (Touching a Mark), and rule 42 (Propulsion), and certain rules relating to taking penalties. See §9 for full details.

Scoring. Rule D3 covers race scoring, and penalties for breaking non-umpired rules. Rule D4 covers event scoring and tie-breaks. Rule D5 covers scoring adjustments for breakdowns when boats are supplied. Guidance on applying scoring rules is in §13.

2.2 Number of Boats per Team – 4 Options

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

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

3-Boats per Team (3v3), used at past World Championships and the most popular option for school, university and adult dinghy competitions. The team scoring 10 or fewer points wins the race. Unless one team has a clear 1,2, the losing team will try slow two opponents' boats and establish a winning 2,3,4 combination.

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

2.3 Courses and Lengths

Race length is typically 6 to 10 minutes, with a first beat of 1½ to 2½ minutes, but this may be adjusted to reflect the type of boat and size of the sailing area. The standard courses are Box, S (also called Digital N), and Windward-Leeward.

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

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

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

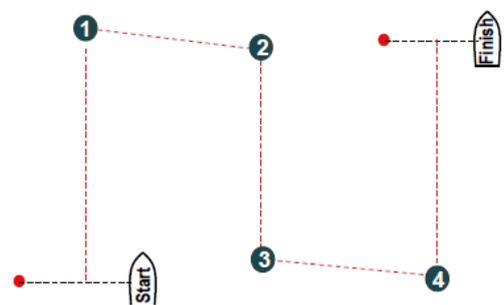
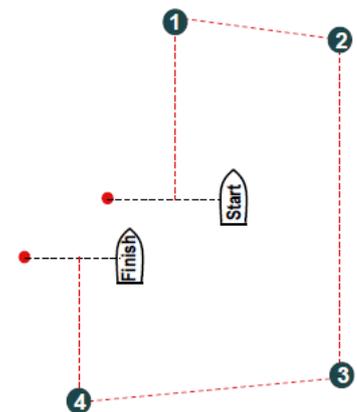
S or Digital N course also has five legs. Marks 1 and 2 are rounded on one side (usually starboard), Marks 3 and 4 the other.

While this course requires a 2nd committee boat and a wider racing area than the Box, it is widely-used because the start and finish lines are well separated. This reduces congestion, and allows races to start as often as every three minutes.

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

2.4 Format of a Team Racing Event

The format of a team racing event has a number of 'stages' defined in the NoR or Sailing Instructions [*rule D4.2(a)*], with the Race Committee having the authority to



change or terminate any part of the format in order to conclude the event [rule D4.2(b)]. Running multiple stages helps maximise racing for all teams, a goal of most regattas.

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

If there is a second round-robin stage, teams are normally assigned to round-robin groups based on their ranking at the end of the first stage. This leads to closer and more enjoyable racing. As a minimum Gold and Silver groups are created; events with a large number of teams may have Bronze and a 4th group.

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

Many events conclude with a knock-out stage between the top teams. If a Silver round-robin is raced, a repechage race between the last qualifier from Gold and the winner of Silver may be included to give teams in Silver the possibility to qualify for the knock-out stage. Intended qualification rules should be in the NoR or Sailing Instructions, which the Race Committee may if necessary then change [rule D4.2(b)].

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

2.5 Race Strategy

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

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

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

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

3 The Role of Umpires

In umpired team racing, on-the-water umpires make decisions on protests by boats, and signal penalties, while the race is in progress.

3.1 Decisions on Rules

During the Race. Umpires decide all protests related to the 'Umpired Rules' (the rules of Part 2, and rules 31 and 42). When umpires are watching an incident, they agree the facts, and what their decision will be, as the incident happens. They do this using the process described in §6 and the dialogue structure described in §7.

After a protest, the umpires give boats time to respond and then either [rule D2.2]:

- a. **display a red flag** and signal a penalty on any boat that broke a rule in the incident, is not exonerated, and does not take a One-Turn Penalty; or
- b. **display a green and white flag** if no boat takes a One-Turn Penalty, and no boat broke a rule (or any boat that broke a rule is exonerated); or
- c. otherwise (when all boats that broke a rule and are not exonerated take a One-Turn Penalty) **make no signal**.

A boat penalized by an umpire must take a Two-Turns Penalty [rule D2.5]. Umpires check that all penalties are taken in full, and penalize further if not (see next paragraph). Umpire decisions are final, and a boat is not entitled to a hearing, nor to request redress for an umpire decision, action or non-action [rules D2.1(b), D2.6(b)].

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

After the Race. Umpires may on occasion form a protest committee to hear a protest on a non-umpired rule, or a request for redress. Such a protest or request need not be in writing [rule D1.2(c)]. The hearing should be brief and efficient, and when possible concluded before the racing schedule is impacted. This may mean holding it on the water promptly after the race finishes. Otherwise it should be held ashore, either while other racing continues, or at the end of the day.

3.2 Guidelines for Umpire Decisions

Confidence: An umpire should only penalize a boat if confident she broke a rule and is not exonerated. A helpful guideline is that an umpire should only penalize if able to explain with confidence the decision to the penalized boat after the race. Umpires are not required to be absolutely certain of a rule breach, only confident.

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

However too many 'no penalty' signals, when the correct decision is to penalize, reduce the umpires' control over a race. Control is best maintained by being close and at the right angle to see the critical fact, a clear dialogue between the umpires, and a prompt decision confidently signalled (both red and green-and-white flags).

Last Point of Certainty: Many rules start or cease to apply when a specific condition

is met. When umpires are watching an incident, and are uncertain about whether a specific fact has changed, they should assume that it has not. For instance:

- a. offwind, does a windward boat become clear ahead when she luffs (rule 17)?
- b. on a beat or run, has a leeward boat sailed beyond the layline (rule 17)?
- c. pre-start, does a boat, stationary behind the line, pass head-to-wind (rule 13)?

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

3.3 Decisions at Race Speed

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

This reality is understood by sailors and umpires. An umpire who realises that a call may have been incorrect should take time after the race to review with his co-umpire how to avoid the uncertainty or error in future. Such a review may also reduce the likelihood that such an error influences later decisions involving the boat or her team.

3.4 Good RIB Positioning Encourages Rules Compliance

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

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

3.5 Other Responsibilities

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

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

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

3.6 Fundamentals of Good Umpiring: a Check-List

A good umpire maintains control over a race with correct decisions on incidents as they happen, and signals decisions clearly and promptly. Listed below are some key elements to this task that are discussed in detail in other sections of this manual.

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

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

Perform all functions in a standard way. This minimises the concentration these functions demand, and helps improvement through repetition and refinement. Recognise when concentration starts to drop, and have a method to recover it.

- b. **Prepare thoroughly** – from equipment and clothing, to study of rules, calls and manuals, to post-event analysis of individual decisions and overall performance.
- c. **Drive the prescribed route** at the speed of the fleet. Being level with boats encourages self-policing and minimises the need to accelerate and create wake. Present a steady angle of view of each incident to your co-driver. Adjust this angle to enable you see the critical fact. Repeat, or refine, for each race so good positioning becomes automatic.

Recognise that deviating from the route reduces the umpire team's effectiveness. It makes it harder for your co-driver and the other RIB to do their jobs.
- d. **Know which incidents are your responsibility** and which are the other RIB's. Ensure your RIB's position makes it clear which incidents you are watching, and observe the position of the other RIB to confirm the whole fleet is covered.
- e. **Know the critical facts you require to decide each type of incident.**

As an incident you are watching develops, position your RIB to enable you to see these facts with sufficient confidence to make the decision.

If the other RIB is watching the same incident, and you have all the necessary facts, raise an arm to signal to the other RIB that you will make the call.
- f. **Develop a clear, concise dialogue** that includes the critical facts. Say whether a keep clear boat reacts immediately, or late, to the other boat's change of course. Say whether a boat with mark-room is sailing in her entitled room.

Use simple, clear, concise words that your co-umpire will understand, where possible using words from the RRS. Listen to your co-umpire.
- g. **Propose a decision as soon as a rule is broken** (and when no rule is broken). Immediately agree, or disagree with reason, to a proposal by your co-umpire.
- h. **Look out for and observe sailors' actions** that are necessary for you to make correct decisions, such as protest hails and flags, and hails for room to tack.
- i. **Signal every decision as soon as the rules allow** with a loud, long and confident whistle. Clearly identify any penalized boat, repeating any identifying hail until certain the boat is aware and is starting to get well clear or turn.
- j. **Be consistent with umpire-initiated penalties.** Be alert to advantage. Review rule 42 and sportsmanship decisions for consistency across the umpire team.
- k. **Sailor conversations.** These may be as much a learning opportunity for the umpire as the sailor, and should increase enjoyment of the event for both.

Remain calm and avoid any confrontation. Recognise when emotions – including yours - may be running high and need careful management.
- l. **Increase your precision.** Accuracy in boat positioning, observation, and dialogue leads to good decisions confidently signalled.
- m. **Turn experience into better umpiring.** After each race, review dialogue, driving and decisions and identify opportunities for improvement.

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

4 The Umpire Route Around the Course

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

The route ensures the two RIBs work effectively as a team, and are in a good position for both the current and next incident, wherever that may be. It enables umpires to call all incidents in a race without interfering with competitors or creating excessive wake.

4.1 Covering the Race

Umpires normally work as a team of two RIBs (variations are discussed in §14). At the start of the race, one RIB is watching the boats on the LEFT side of the fleet, and the other is watching those on the RIGHT side. Approaching Mark 1, one RIB moves to the FRONT on one side, and the other moves to the BACK on the other side.

The umpires in a RIB call all incidents involving boats in their half of the fleet. They need to be alert to boats sailing towards their half, and any rule 17 obligations between them. This model maintains coverage of the whole fleet with minimum wake.

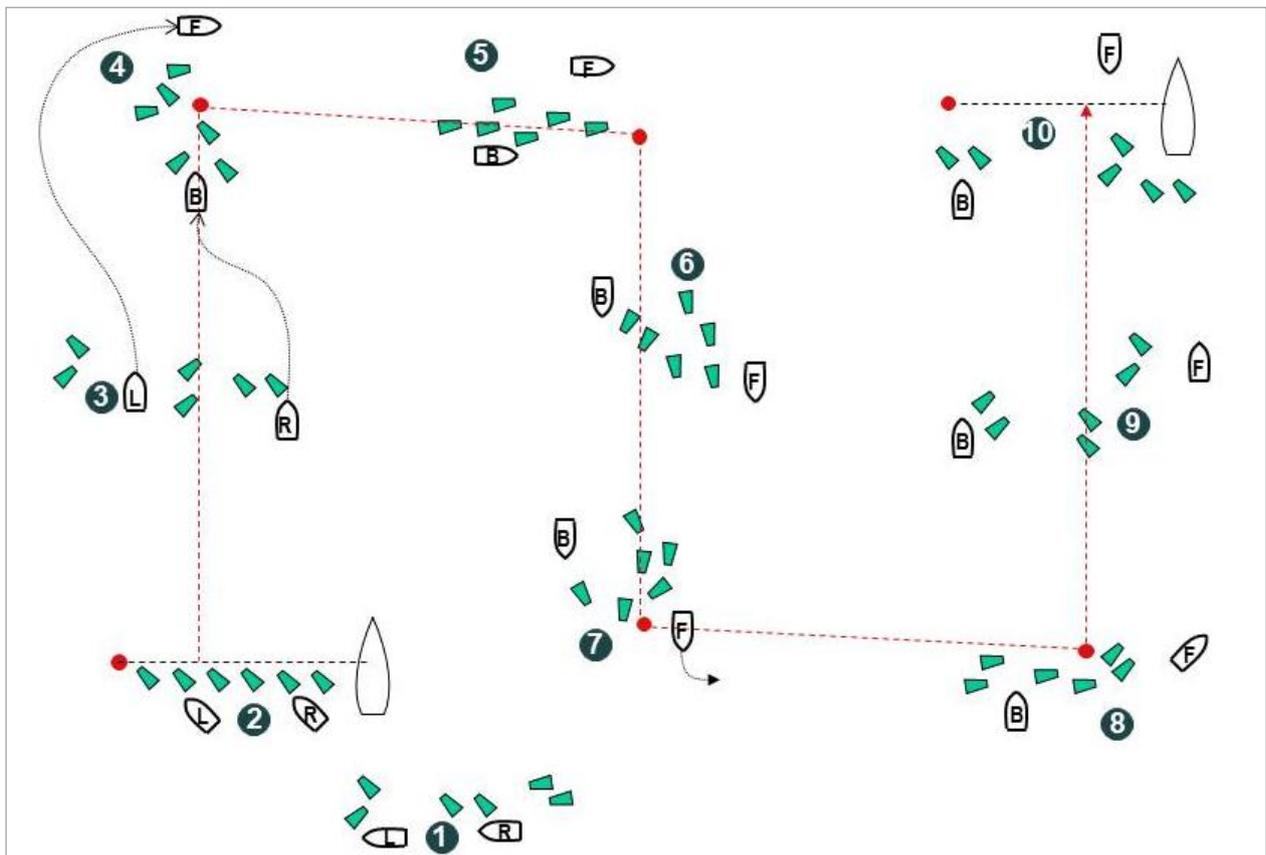
Each RIB follows a standard route round the course. This route has minor variations dependent on whether the course is S, Box, or Windward-Leeward.

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

Position 1: Pre-start

Initially most boats are likely to be behind or to the right of the Start Boat. The RIBs maintain relatively static positions, below and to the left of their boats.

LEFT is below, or to the left of, the left-most pair. RIGHT is below the other boats in the fleet. If one pair separates from the rest of the fleet, the RIBs remain in their positions and the co-driver of the nearer RIB watches that pair.



Position 2: The Start

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

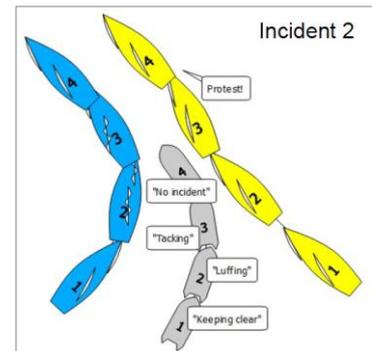
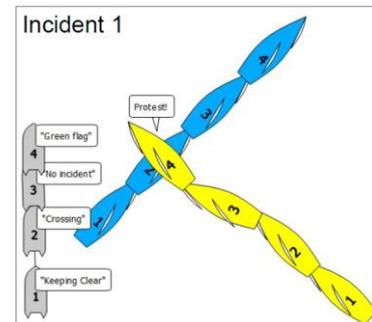
At the start, LEFT is close astern of the left half of the fleet, RIGHT is close astern of the right half of the fleet. They should leave space for OCS boats returning to start, boats taking penalty turns, and boats that are late to the line (see §5.5).

Position 3: First Beat

The RIBs maintain their positions close astern of, or level with, the boats on their side of the course. The RIBs should initially steer a close-hauled course towards their side of the course, before switching to a head-to-wind course.

The RIBs should adjust their positions to give a good angle of view for expected incidents. For example:

1. **Port crossing starboard:** Blue (port) is sailing to cross ahead of Yellow (starboard). Yellow bears away as she passes astern, and protests. Did Yellow need to bear away to avoid risk of contact?
2. **Port tacking to leeward of starboard:** Blue (port) is tacking to leeward of Yellow (starboard). Yellow luffs and protests. Did Yellow need to luff before Blue completed her tack?



In both cases, the umpires need to see how far Yellow's bow is from Blue when Yellow changes course. Following the track of one boat gives a poor perspective. It is usually better is to watch these incidents from a 45° angle to each boat's course.

On the left side of the beat, port-tack Blue is more likely to cross or duck starboard-tack Yellow, in which case the best angle is level with the gap (on either side) as shown in Incident 1. LEFT should therefore be far enough forwards to be able to move to level with crossing boats.

On the right side of the beat, port-tack Blue is more likely to tack to leeward of Yellow, and then the best angle to see the gap is from behind (Incident 2). Hence RIGHT should usually be astern of the fleet, but ready to move forward for a cross.

Approaching Mark 1: With $\frac{1}{3}$ to $\frac{1}{4}$ of the first beat remaining, LEFT moves ahead of the fleet to be in a position to windward of Mark 1 when the first boat enters the zone.

The driver should be planning this move from early on the leg, and the shorter the leg, the earlier the move needs to be made. LEFT should be close astern or level with the boats so that if a small gap appears between boats, LEFT can immediately accelerate slightly and pass through the gap in a head-to-wind direction - see also §5.5. If no gap appears, LEFT will need greater acceleration to pass outside all boats. The earlier this move, the less wake it creates at the mark.

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

Position 4: At Mark 1; Leaving Mark 1

FRONT is stationary three lengths (or more in strong wind) directly to windward of the mark, BACK is directly to leeward of it. These positions enable FRONT to judge approaches on both tacks from a position that is unlikely to interfere with any boat's manoeuvres at the mark, and also give both RIBs an excellent angle of view to see gaps and contact between overlapped boats as they luff to head-to-wind.

FRONT watches the first half of the fleet round the mark, then leaves and quickly repositions to windward of the front of the fleet. A good alignment is level with the stern of the front boat of the first active pair (i.e. the stern of 1 if a team is 1,4,5, and the stern of 2 if 1,2,6).

BACK is to leeward of Mark 1 and watches the back of the fleet approach and round it. By the time the last boat is approaching the mark, BACK should have turned to be pointing towards Mark 2. As the last boat reaches Mark 1, BACK moves to leeward of the fleet, level with the stern of the first boat in the second half of the fleet.

If there is an incident at Mark 1 seen by both RIBs, it is better signalled by BACK to avoid delaying FRONT's departure. See §4.5.

Position 5: Approaching & Rounding Mark 2

FRONT is level with the leading boats, in a position to see the gap between them if they luff towards the RIB, and ready to accelerate slightly if necessary so they pass astern.

FRONT judges the zone entry for the first half of the fleet, and then continues around the mark level with 1 or 2. The RIB has a longer course outside the boats, so moving early reduces the acceleration needed. The leading boats are likely to continue on port after Mark 2.

BACK is as close to leeward of the boats as possible, and judges zone entry for the second half of the fleet. It is likely that at least two boats will gybe at the mark. Therefore BACK should stop and turn before the zone in a position outside or behind the likely Leg 3 course of boats that gybe at the mark.

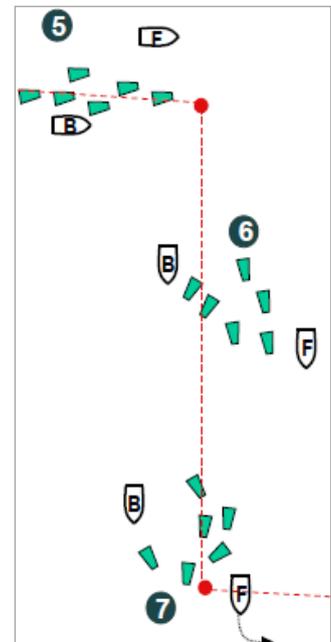
Position 6: The Run

The front pair can be expected to stay left, and approach Mark 3 as inside boats on starboard. FRONT remains on the left, aligned as on Leg 2 with the stern of the front boat in the first active pair, and ready to accelerate if boats luff towards the RIB.

When the boats gybe on the lay-line to Mark 3, FRONT accelerates slightly and turns onto a course to the mark, level with the first boat. This enables FRONT to cross Leg 4 close to Mark 3 as the first boat reaches the mark without creating wake.

BACK remains on the right, level with an active pair in the back half of the fleet. BACK might move to a more central position if the active pair of boats are on the left.

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



Position 7: At Mark 3

Both RIBs need to be to leeward of the fleet at the start of Leg 4. FRONT approaches Mark 3 level with the first boat, calling the zone entry for the front of the fleet. As the first boat approaches the mark FRONT crosses Leg 4 (see below) to be to leeward of the front of the fleet at the start of Leg 4. If FRONT fails to cross Leg 4 before the boats round the mark, FRONT will be out of position for all of Leg 4.

BACK calls the back half of the fleet as they enter the zone from a position level with the zone and 3 - 4 lengths from Mark 3. BACK has a good angle of view to judge whether boats sailing wide of the mark on starboard tack leave the zone. As soon as the first boat in the back half starts to round the mark, BACK promptly accelerates round the mark, outside all boats, to the Leg 4 position to leeward of this boat. The more promptly BACK makes this move, the less wake it creates.

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

As FRONT approaches Mark 3, the driver should glance towards Mark 4 to see the direction of Leg 4, and the angle the boats are likely to sail when leaving Mark 3. This helps judge when to turn to be correctly positioned close to leeward of the fleet for Leg 4. A slight deceleration during the turn helps to achieve this close positioning.

If the first boat is a long way ahead, FRONT may prefer to approach Mark 3 level with the second boat, and cross Leg 4 as this boat approaches the mark. There is a risk that first may stop at the mark and then round just ahead of second, so FRONT should be far enough forward to be able to cross ahead of first if this does happen.

Tips for calling incidents at Mark 3 are in §11.5.

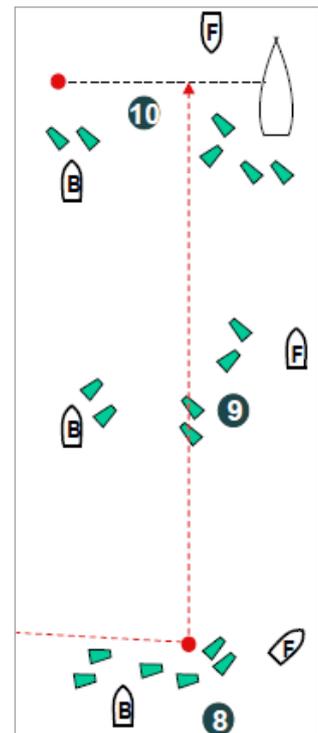
Position 8: Leg 4 and Mark 4

On Leg 4, both RIBs are 1 - 2 lengths to leeward of the fleet. FRONT is level with the first or second boat, ready to call Mark 4 zone entry for the leading boats. BACK is level with the leading boat in the back half of the fleet.

FRONT calls Mark 4 zone entry for the leading boats, and continues past the mark towards the right side of the course. FRONT's positioning at the mark depends on which are the critical gaps to see.

- When opposing boats are overlapped, the critical gap is between the hulls as they luff round the mark. This is best seen from ahead (as shown in the diagram) or behind.
- When a clear ahead boat is slowing the boat astern, the critical gap is between the stern of the ahead boat and the bow of the other, best seen when level with that gap.

§14.1 includes an alternative route for FRONT on Leg 5 when the fleet has split into two well-separated groups.



At the start of Leg 5, BACK needs to be BACK LEFT, to leeward of boats that tack at the mark. On the second half of Leg 4, BACK should therefore veer right (away from the boats) to give space then to turn left and stop, head-to-wind, at the zone in the position shown in the diagram. After the boats have passed in front, BACK can move forwards (leaving the mark to starboard), to leeward of boats that tack at the mark.

Position 9: Leg 5

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

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

Position 10: The Finish

RIBs adopt static positions, FRONT RIGHT and BACK LEFT, that together enable them to see all side-to-side and bow-to-stern gaps between boats. FRONT is usually above the finish line in a position to see the gap between boats on the starboard tack lay-line. BACK is to leeward of the pin mark, level with or just behind the last boat.

Near the end of Leg 5, at a time when the Finish Vessel is not blocking the view of an active pair, FRONT should move to the position above the finish line, and then turn to face the fleet, holding a position (using occasional reverse) that gives a good view of boats approaching on the starboard tack layline. This position also gives a good view to judge the pin-end zone, and bow-stern gaps between boats approaching it.

During this time, BACK should remain on the left side of the course, level with or close behind the back of the fleet. From here BACK can see all pin-end incidents, and bow-stern gaps of other starboard tack boats.

On occasion it may be better for FRONT to remain below the finish line on the right. This may for example be to maintain a clear and continuous view of the gap between an active pair of boats (particularly larger keel-boats), or because the Finish Boat is too large, or because FRONT's active pair is far to the right and no longer leading.

In some situations (see §4.6(2)c), it may help if BACK moves above the finish line instead. Near the end of a race RIBs should check each other's positions, and adjust as necessary to optimise their positioning as a pair as boats approach the finish.

After the finish: §10 covers actions umpires may need to take before leaving the finish area. Between races, RIBs should avoid interfering with boats racing.

4.3 Two Changes for the Box Course

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

1. At Mark 2, the RIBs switch which is FRONT and which is BACK

As Mark 3 is to starboard, this switch enables FRONT (RIGHT) to cross Leg 4 as the first boat reaches Mark 3. BACK (LEFT) rounds Mark 3 outside the boats.

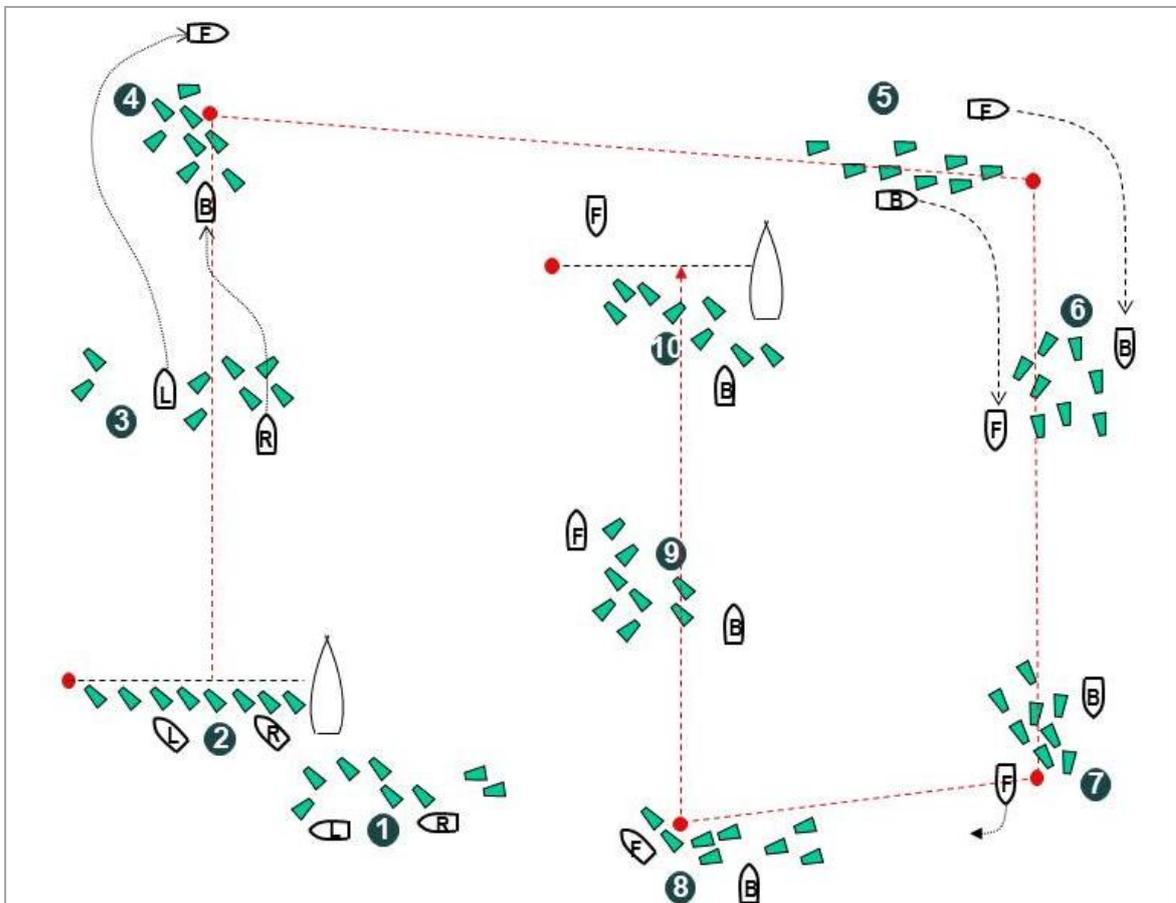
This switch occurs naturally when the fleet is bunched. BACK is on the inside at Mark 2, and simply turns before the mark to be level with the leading boats as they leave the mark. FRONT on the outside pauses at the mark to call mark-room for all boats, then continues round the mark level with the back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

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

On a triangle or windward-leeward course, BACK turns left at Mark 3 to be to leeward of boats that tack at the mark.

2. On Leg 5, FRONT is LEFT

As the boats approach the finish, FRONT moves above the finishing line, passing outside the finishing mark, and BACK observes the gaps between overlapped boats approaching the starboard end of the line. This positioning is easier than the S Course as FRONT's view of the fleet is never blocked by the Finish Boat.



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

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

4.4 Which Umpires Call Which Boats

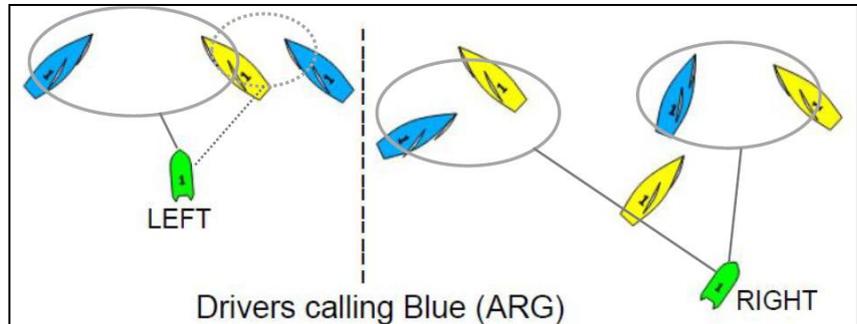
The RIB drivers 'call' (i.e. watch and state the actions of) the boats of one team, the co-drivers call the boats of the other team. Usually, the drivers call the team that is lower numbered (or lettered). For instance, if the sails are numbered 7, 8, 9 vs 10, 11, 12, the drivers call 7, 8, 9, and the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

If sails are not suitably differentiated, the RIBs may confirm which team the drivers are calling with a phrase like “Drivers calling Team A, do you agree?”

During a race, the two RIBs work as a team, and together cover the whole fleet. Each RIB calls all incidents involving the driver’s boats on its side of the course. For example, in a 4v4 race ARG v BRA (ARG is Blue), the drivers are calling ARG.

LEFT calls all incidents involving the two ARG boats that are furthest to the left.

RIGHT calls all incidents involving the two ARG boats that are furthest to the right.



The driver positions the RIB to give a good angle of view of all incidents involving his boats. The co-driver calls the other team’s boats as they engage with the driver’s boats and with each other. This process and positioning help ensure that every incident is covered, and reduce the chance that an incident is called by both RIBs.

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

4.5 RIB Positioning to Make Intentions Clear

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

A RIB’s position and course should always make it clear to the other RIB which boats the RIB is calling. The nearer a RIB is to its boats, the clearer this is. The direction a stationary RIB is pointing should indicate the direction the RIB will next move.

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

- a. when FRONT is ahead of or level with 2, BACK should take responsibility for calling both 4 and 6, and should move forward to level with 4 to confirm this;
- b. when FRONT is just ahead or level with 4, BACK can focus on calling 6;
- c. except if the critical action involves only 2 and 4, and not 6, BACK should move forward to level with 4, nudging FRONT to move forward and focus on 2.

It is always important that FRONT is level or just ahead of boats FRONT is watching. If FRONT is slightly behind 2, BACK cannot be sure whether FRONT is also calling 4. Again BACK should move forward, to level with 4, to remove this uncertainty.

Arm Signal: “I Can Make the Decision”. On occasion there will be a multi-boat incident involving boats being called by both RIBs. This occurs most often at Marks 1 and 3, and when approaching the Finish. When the umpires in one RIB are confident they have correctly decided the incident, an umpire in that RIB (usually the co-driver)

should promptly raise an arm vertically (see §7.13). The other RIB can then focus attention on other boats and incidents.

At Marks 1 and 3 it is much better when BACK makes this signal. This allows FRONT to move off and stay level with the front of the fleet, leaving BACK when appropriate to signal the decision and check any penalty is correctly taken. §6.9 has more detail on signalling decisions on incidents being watched by both RIBs.

4.6 Variations on Which RIBs Call Which Boats

RIBs should not swap roles or positions during a race. If out of position, a RIB should simply return to a correct position as quickly as possible.

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

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

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

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

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

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

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

FRONT continues to be responsible for the pair from a position level with the front of the fleet. However if the pair is overtaken by the other boats, BACK should move to the middle of the course to indicate BACK has taken over responsibility. BACK's will have a good angle of view to see the gap between the boats, and will be correctly positioned after the boats gybe.

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

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

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

FRONT stays on the right side and continues initially to take responsibility in anticipation the pair will tack back onto port. However if they do not tack back, and the other boats continue on port after the mark, BACK (LEFT) should move forwards to take responsibility for the leaders on the left, allowing FRONT (RIGHT) to take responsibility for the boats on the right. This switch may result in RIBs umpiring Leg 5 as if it were a Box course.

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

5 Driving and Positioning

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

5.1 Three Important Moves for FRONT RIB

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

Move ahead of the fleet approaching Mark 1. On the second half of Leg 1, LEFT should be close astern or level with the boats, ready to use a gap between them to move ahead. If no gap appears, LEFT will need to go around the outside, briefly distancing the RIB from possible incidents, and creating wake. (If Mark 1 is rounded to port, it is RIGHT that becomes FRONT).

Cross Leg 4 at the end of Leg 3. FRONT should cross Leg 4, at a distance of 1 - 2 lengths from Mark 3, before the boats start Leg 4. If the first boat rounds Mark 3 a long way ahead, FRONT may cross Leg 4 as the second boat approaches Mark 3.

Move to windward of the finish line. FRONT should usually be to windward of the finish line, in a stationary position with her stern to the wind, when the first boat finishes. When on the right, FRONT passes outside the Finish Boat, timing this move so that the Finish Boat does not block the umpires' view of an incident at a critical moment.

5.2 Some Tips for Good Driving and Positioning

- a. **Be level with the fleet** (§5.3). It is better to be ahead of the perfect position than behind, as it is easier to adjust by slowing than by accelerating.
- b. **Maintain a consistent angle of view** for you and your co-driver, and correct the positioning immediately even if out of position by only half a boat-length.
- c. **On a windward leg**, drive in a head-to-wind direction as much as possible. The RIB's speed is slower so the wake is less, and this direction removes the risk of a boat being trapped in the wake. This is particularly important when FRONT passes through the fleet before Mark 1.
- d. **When stationary** (pre-start, Mark 1, Mark 3), point the RIB in the direction of next travel and align the engine. Be ready to move off at the first opportunity to minimise the acceleration needed to re-align with the fleet.
- e. **BACK "cuts the corners"** and does not round Marks 1, 2 or 4. Veer left on Leg 4 to enable a head-to-wind position at the zone of Mark 4, and a position to leeward of boats that tack at the start of Leg 5.
- f. **When turning**, minimise any acceleration. **If turning 180°** (e.g. in the pre-start), turn away from the fleet. Turning towards the fleet risks blocking the course of a nearby boat and sending wake across the fleet.
- g. **When signalling or monitoring a penalty**, continue round the course at the speed of the fleet and in a position to call incidents involving other boats.

5.3 Travel at the Speed of the Fleet

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

On offwind legs it can help to identify a chosen point to stay level with; for FRONT this might be the stern of the boat in 1. When this point is near the front of the group of boats being watched, the RIB can safely be close to the boats. If any boat then turns towards the RIB, the RIB can accelerate slightly and the boat will pass astern.

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

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

Reverse gear should be used gently, and only to assist a manoeuvre or avoid interference with a boat. A momentary reverse is helpful to stop a RIB at a mark or, when the engine is appropriately aligned, to turn a stationary RIB.

Whereas a fast or long reverse usually puts the RIB out of position, which may result in missing the next incident. The engine may take time to engage reverse, and some RIBs take on water when reversing at speed. Good anticipation (§5.5) helps minimise risk of interference and the need for reverse.

5.4 Drive Close, Stay Close

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

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

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

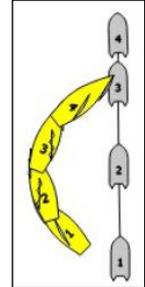
The co-driver should watch boats outside the driver's line of sight and alert the driver in good time so the driver may act to avoid blocking or interfering with them. Redress for interfering with a boat is discussed in §13.5.

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

5.5 Anticipating Course Alterations, Awareness of Risk

Experience builds awareness of what is likely to happen, but umpires need to be in a good position even when the unexpected happens. Rather than trying to predict what nearby boats will do, a driver should be aware of everything they might do, and know what action to take if any boat nearby changes course towards the RIB.

On a windward leg a RIB moving through the fleet is 'at risk' when passing close astern of a boat (position 1 in the diagram). The driver needs to be ready to make a small but immediate acceleration if the boat luffs to tack. When near a windward mark lay-line, a RIB to leeward of two overlapped boats is 'at risk' as the leeward boat may bear away and gybe.



On a reaching leg a boat ahead is likely to slow, and sometimes bear away, to become overlapped to leeward of the boat behind. Once overlapped, she is then likely to luff. The windward position adopted by FRONT on Legs 2 and 3 is 'at risk' from this luff. Hence it is important for FRONT to be either ahead, or level and ready to accelerate slightly, so that if the boats do luff, they pass astern.

On the run, BACK is either level with or astern of the back group of boats. Astern is a 'no risk' position, and best for seeing the gap between overlapped boats that don't luff. Level or ahead is better for luffing boats and bow / stern gaps.

Avoiding Boats which are Taking a Penalty or OCS. After any incident, a boat involved might bear away to take a penalty turn. At the start an OCS boat might bear away and gybe to return to start correctly. A RIB is most 'at risk' to this when close astern at the start and on windward legs, and close to leeward on off-wind legs.

Reverse gear is usually not rapid enough to get out of the way. Instead the driver should be alert to what might happen, and drive a route that always gives every nearby boat room to turn. Briefly delaying moving forwards after the start, and thereafter being outside and level with the boats round the course, is lowest risk.

5.6 Throttle Control

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

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

5.7 Co-driver Input

The co-driver should point out anything that the driver may miss that may influence the driver's positioning of the RIB. Examples include:

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

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

A team race may have multiple incidents occurring in quick succession. As an incident is occurring, the umpires must decide whether a boat breaks a rule. If there is a protest, the umpires must first give boats time to respond, and only then signal their decision. Decisions should be signalled clearly and confidently as soon as the rules permit.

6.1 Umpire Process in Summary

An incident is watched by two umpires in one RIB, each saying aloud the facts as they happen relating to the boat(s) each is watching (see §4.4). Immediately a rule is broken, or at the end of the incident if no rule is broken, the umpires agree their decision on the incident that may be signalled later if a boat protests.

When a boat protests, the umpires first give all boats involved in the incident time to respond by taking a One-Turn Penalty [rule D2.2(a)]. If all boats that broke a rule and are not exonerated promptly take a One-Turn Penalty, the umpires **make no signal**.

Otherwise, the co-driver signals the umpires' decision on the protest by displaying a flag, accompanied by one long sound [rules D2.2(b) & (c), D2.4]:

- a. **display a red flag** to signal a penalty on any boat that broke a rule in the incident, is not exonerated, and has not taken a One-Turn Penalty; or
- b. **display a green and white flag** if no boat takes a One-Turn Penalty, and either no boat broke a rule, or any boat that broke a rule is exonerated.

Umpires should note that (a) above is a significant change in process introduced in 2025. It mirrors the process used in umpired fleet racing, and means that if in an incident A protests and X takes a One-Turn Penalty, but the umpires have decided that A broke a rule, the umpires then signal a penalty on A. The 'wrong' boat taking a penalty, or hailing "spinning", does **not** close the protest.

The umpires check that any penalty they signal is taken correctly. If not, or if a boat indicates she will take a One-Turn Penalty and then fails to do so [rule D1.3(b)], an umpire further penalizes the boat [rule D2.3(e)]. This check by the umpires is important, as the other boat is not entitled to protest for these two breaches [rule D2.6(a)].

Umpires may also penalize for breaches of rule 31 and 42 without a protest by a boat. Full details on these and other umpire-initiated penalties are in §9.4.

The following sections provide greater detail on all elements of this process.

6.2 Umpire Dialogue

As boats converge, each umpire describes the actions of his boat(s). The dialogue always covers (a), (b) and (c) below, with (d), (e) or (f) included when they apply.

- a. Identification of the right-of-way boat, the keep clear boat and the reason;
"I'm on starboard, right-of-way," or "I'm on port, I must keep clear".
- b. Any additional obligations and opportunities of each boat;
"I may / may not sail above a proper course"; "I must give mark-room".
- c. The actions of each boat using words that enable the rules to be applied;
"Changing course"; "Keeping clear"; "Reacted immediately"; "Not responding".
- d. An action or event that changes which rules apply between the boats;
"Tacking"; "Tack complete"; "Overlap broken"; "Zone"; "Hail for room to tack".
- e. A clear statement that identifies when a rule is broken;
"Contact"; "Not keeping clear"; "Changed course to avoid".

- f. Which boat breaks a rule (or a statement that no boat broke a rule);
 “Penalty on me”; “Penalty on you”; “No incident”.

This dialogue structure, and the precise words used, are covered in §7. The dialogue ensures the critical facts are stated as the incident occurs. If the umpires disagree on the decision, neither boat should be penalized, even if there is contact.

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

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

If a boat takes a penalty at or near the finishing line, she must take her penalty and then be completely to the course side of the line before finishing [rule 44.2].

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

This timing determines when a right-of-way boat taking a penalty loses and then may regain right of way [rule 21.2], and whether a boat taking a penalty completes her penalty before crossing the finishing line to finish. See Call M6.

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

After giving all boats time to respond, when required (see §6.1) an umpire signals the decision. A green-and-white flag means no boat has taken a One-Turn penalty, and no boat is penalized. A red flag means one or more boats are penalized [rule D2.4]. These signals answer the protest, and close the incident.

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

In most cases between two and three seconds is more than sufficient time. The time may be longer if the boat that broke a rule is trapped by other boats, providing she is doing all she can to get well clear. The time should be shorter if the signal is to be a red flag and boats are continuing to manoeuvre against each other. In such a case, any delay in the umpire’s signal will disadvantage the boat that is not penalized.

Making the Signal. At all times flags should be easily accessible, so the correct one can be promptly displayed without losing eye contact with the boat.

The display of a flag is accompanied by one long whistle [rule D2.4], the length and loudness of which should be the same for all flags. The flag should be held vertically overhead for two to three seconds so that all sailors, umpires and spectators can see it, except that a red flag is lowered when the penalized boat starts to turn.

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

Umpires should be alert to any risk of confusion in their hails (for example between 'seven' and 'eleven') and include, and repeat, an unambiguous identifier in any hail.

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

If a penalized boat does not sail well clear as soon as possible and promptly start the penalty, the umpire should at that time penalize her further with another Two-Turns Penalty [rule D2.3(e)], confirming the total requirement with a hail of "four turns" [rule D2.5]. A good umpire enforces prompt taking of penalties so that the umpires and other sailors can focus on the next incident, which may already be occurring.

If while taking a penalty, a boat breaks a rule that is subject to an umpire-initiated penalty (see §9) such as rule 31 or 42, the umpires must give the boat time, at the end of her first penalty, to take a further One-Turn Penalty. Only if she fails to do this should an umpire signal an additional Two-Turns Penalty with a red flag.

6.5 Interrupting or Interfering with a Penalty Turn

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

If a boat taking a penalty fails to keep clear, she breaks rule 21.2. The other boat breaks rule 23.2 when she interferes with a boat taking a penalty, unless it is after the starting signal and she is sailing a proper course. These are both Part 2 rules, so an umpire only signals a decision after a protest, and after giving boats time to respond.

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

6.6 Monitoring Penalty Turns

Umpires are responsible for monitoring penalty turns; a boat is not entitled to protest for failure to take a penalty signalled by an umpire [rule D2.6(a)]. To avoid error, one umpire (usually the co-driver) should say "*Started on starboard / port*" to agree and record the boat's tack at the start of the penalty.

- a. If a Two-Turns Penalty is incomplete (it does not include two gybes and two tacks in the same direction), an additional Two-Turns Penalty is signalled [rule D2.3(e)].
- b. If a boat unnecessarily delays any element of a Two-Turns Penalty (e.g. for tactical reasons), the penalty is not being taken promptly as required by rule 44.2. At the time of the delay, an umpire should signal another Two-Turns Penalty.
- c. If there is a protest and a One-Turn Penalty is incomplete, the umpires either signal a Two-Turn Penalty on any boat that broke a rule, or display a green-and-white flag if no boat broke a rule. If there is no protest, the umpires make no signal, even if a boat makes an incomplete penalty.

- d. If a boat clearly indicates she will take a One-Turn Penalty and fails to do so, she breaks rule D1.3(b) and the umpires should penalize her (Two-Turns Penalty, *rule D2.3(e)*). Another boat is not entitled to protest for this breach [*rule D2.6(a)*].

At an event for sailors with little experience of umpired team racing, the umpires may decide a penalty has not been completed only because the sailor does not know the requirement. In such a case, signalling another Two-Turns Penalty is unlikely to result in a correct penalty. The umpires may prefer to advise the sailor (without a flag or sound signal) what she must do to complete the original penalty.

6.7 Protest Response Times

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

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

6.8 Single Incidents when More than One Boat May Break a Rule

In most incidents when a rule is broken, only one boat is penalized; either only one boat breaks a rule, or other boats which also break a rule are exonerated under rule 43.1. The five incidents below may lead to more than one boat being penalized; the first is the most common.

- Rules 11 and 17:** Leeward L, subject to rule 17, sails above her proper course. Windward W fails to keep clear. L breaks rule 17, W breaks rule 11.
- Rules 23.2 and 10 (or 11):** S is on Leg 1, P is on leg 2. S is not sailing her proper course. P fails to keep clear of S. S breaks rule 23.2; P breaks rule 10.
- Rules 23.2 and 21.2:** Y is taking a penalty turn. B is not sailing her proper course. Y fails to keep clear of B. Y breaks rule 21.2; B breaks rule 23.2.
- Rules 20.1 and 20.2(b):** L hails W for room to tack when not entitled to (e.g. she is below close-hauled, or the obstruction is a mark that W can fetch). W fails to respond. L breaks rule 20.1; W breaks rule 20.2(b).
- Rules 18.3 and 11:** S is fetching a port-hand windward mark or port-end finish mark. P enters the zone on port and tacks ahead or to leeward of S. P’s presence causes S to sail above close-hauled to avoid her. S is able to keep clear, but fails to do so. P breaks rule 18.3 and S breaks rule 11 (or 12).

6.9 More than One Umpire Signal

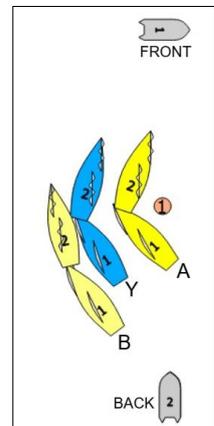
Umpires in one RIB should never intentionally over-rule the decision another RIB. However, especially at marks, there may be 3 or 4-boat incidents with multiple protests involving boats being watched by both RIBs. When possible, the two RIBs should avoid signalling decisions that could be seen by the sailors to conflict.

Incidents with Two Boats. If an incident involves only two boats, there should normally only be one decision, signalled by the RIB responsible. However if the umpires in one RIB have agreed to penalize, they should signal this decision even if the other RIB displays a green and white flag. This is a consequence of the principle of only penalising when confident. The other RIB may not have been sufficiently confident that there was contact, or that a protest flag was displayed.

At the finish, after leading boats have finished, both RIBs may be watching the same two-boat incident. When one RIB is confident of the decision, an umpire in that RIB should raise an arm to indicate this (§4.5), and then at the correct time signal the decision having checked the other RIB does not have an arm raised.

Three or More Boats. An incident involving three or more boats may involve both RIBs. For instance, A, Y and B are at Mark 1, FRONT is calling all incidents involving boat A, and BACK is calling all incidents involving boat B. If Boat Y protests, FRONT has the facts to decide A v Y; BACK has the facts to decide Y v B.

Even if FRONT has displayed a green-and-white flag to indicate no rule broken between A and Y, BACK should display a red flag if a rule has been broken between Y and B. If a sailor queries what to do because two different flags were displayed, it is appropriate for BACK to reconfirm the red flag penalty.



Avoiding Conflicting Signals. It is clearer for the sailors if any red flag is flown first. A RIB intending to display a red flag should do so as soon as the umpires agree the boat has had time to respond. A RIB intending to display a green-and-white flag may add a brief delay to that signal to give time for any red flag to be displayed first.

It is always good practice for an umpire who is confident of a decision to raise an arm, and for one intending to signal a green-and-white flag to check the other RIB. If one RIB has an arm raised, the other RIB intending to signal a green-and-white flag makes no signal and reverts to watching the rest of the race.

Multiple Protests Covering Separate Elements of an Incident. Decisions should be signalled as simply and clearly (for sailors) as possible.

- If the outcome is that one (or more) boat is penalized, this red flag should always be displayed first. There is no need then to display a green-and-white flag.
- If no boat is penalized, there is no need to display more than one green-and-white flag.
- However if it will be clearer to the boats, or a boat queries why there was only one decision, an extra green-and-white flag should be displayed.

This applies whether the incident was being watched by one RIB or two.

6.10 Errors in Signalling

An umpire decision should be signalled promptly after an incident (see §6.4). Boats

do not wait for the decision; they continue to manoeuvre against each other. When boats hear the whistle, they then look at the RIB, see the decision, and act on it.

A signal, once made, cannot therefore be withdrawn. Any penalized boat is required to get well clear as soon as reasonably possible, and promptly take the penalty [rule 44.2]. Rule D2.6 states that there is no redress for a decision or action of an umpire.

The umpires' process and dialogue should therefore minimise the possibility of a signalling error. An extra check to confirm the flag to be displayed, and the identity of any boat penalized, before any whistle is blown, is appropriate.

Rule D2.4 defines the meaning of the three signals available to a RIB. The following is further guidance on applying this rule.

- a. A red flag must be accompanied by a hail or other signal to identify each boat penalized. If two (or more) are identified, both must take a penalty.
- b. A green-and-white flag indicates no (further) boat in the incident is penalized by that RIB. §6.9 explains when, in an incident with more than one protest, it may be appropriate to display first red and then green-and-white.
- c. Once a RIB lowers its red or green flag, that RIB may not penalize any further boat in the incident.

In the event of a signalling error, the umpires should acknowledge and apologise to the sailors affected, otherwise the sailors may doubt their understanding of the rule. This is usually best done at the finish.

6.11 Invalid Protest Procedure

A protest is only valid if the boat hails "Protest" and conspicuously displays a red flag at the first reasonable opportunity for each [rule 60.2(a) & D2.1(b)]. If umpires watching a boat are unable to see a red flag, then it has not been conspicuously displayed. In addition, a Part 2 protest is invalid if made by a boat not involved in the incident, unless the incident included contact between boats on the other team [rule D1.2(a)].

When a protest is invalid and no boat responds, the normal policy is to display a green-and-white flag to give the competitors a decision and close the incident. It may be helpful to hail the reason it was invalid at the same time, especially if there was a clear rule breach, or to explain after the race if the sailor asks.

6.12 Co-driver Responsibilities

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

- a. displaying the flag and (normally) making the sound signals;
- b. stating "*Started on port / starboard*" and monitoring completion of a penalty;
- c. raising an arm to indicate 'we are confident on the decision on that protest';
- d. watching the position and any visual signals of the other RIB;
- e. checking if the individual recall flag X is correctly flown at the start;
- f. radio communication with other umpire RIBs.

7 Umpire Dialogue

The umpire dialogue describes what is happening in the context of applying the rules. The dialogue records the facts, and agrees any decisions, as each incident happens. Incidents happen quickly in team racing, so words need to be clear, concise, accurate, and relevant. Describing in words what is being seen in a rapid multi-boat incident, while listening to the other umpire, takes practice. Repeated use of a small number of standard words helps.

7.1 Purpose of Dialogue

The purpose of the dialogue is first to record the critical facts as they happen in every incident, and then to confirm the umpires' agreement, or highlight any disagreement, if and when any boat breaks a rule. It keeps both umpires informed and focused.

During an incident, the umpires also observe if any boat protests and any boat takes a penalty. After a protest, the umpires give boats time to take a penalty, and then penalize any boat that broke a rule, is not exonerated, and has not taken a penalty.

Words are spoken loudly enough to be heard over other noises. Umpires sit or stand close to each other so they can clearly hear what each says. RIBs vary, but it is usually better if umpires are side-by-side rather than one in front and one behind.

7.2 Structure of the Dialogue

Each umpire watches one or more boats on the same team, and says aloud all the boats' rights, obligations and actions that are relevant to rule compliance. It takes practice to convert what is seen into concise and accurate spoken words.

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

On occasion a single umpire will be calling an incident, either because the RIB is calling two incidents (see §4.4), or there is only one umpire in the RIB. Many umpires still say boats' actions aloud "*B, starboard right, holding. Y, port give, keeping clear*" as this helps record the critical facts. If there is only time to say the actions of one boat, it should usually be the keep clear boat for the reasons in §7.8.

7.3 Clear, Concise, Accurate, and Relevant Words

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

- "***I'm right***" to mean "*I have right-of-way*";
- "***I'm give***" to mean "*I am required to keep clear*";
- "***Ahead***" and "***Astern***" to mean "*Clear ahead*" and "*Clear astern*";
- "***Clear***" to mean "*Not overlapped*";
- "***Done***" to mean "*Tack complete; I have reached close-hauled*";
- "***Changing (up/down)***" to mean "*I have right of way and I am changing course*";
- "***Dipping***" (or "***Ducking***") to mean "*I am keeping clear by passing astern*";
- "***In Corridor***" to mean "*I am rounding the mark in the mark room I'm entitled to*";
- "***Wide***" to mean "*I am not sailing in the mark room I'm entitled to*".

Good dialogue avoids unnecessary and irrelevant words. For example, when boats are overlapped on the same tack, saying a boat is "*leeward*" makes "*overlapped*"

unnecessary, and saying which tack they are on is not relevant to the application of rule 11. *“I’m leeward right”* is all that is necessary.

An umpire therefore needs to know, for each rule, which specific facts are necessary to apply that rule, and then say those facts, and no others. For example, it is essential to know if a right-of-way boat is *“holding”* or *“changing”* her course, as this determines whether rule 16.1 (and occasionally rule 16.2) applies. In contrast, if a boat is *“keeping clear”* as required, it is not relevant whether she is doing this by holding or changing her course, or by accelerating or slowing.

“Holding” and *“Changing”* are therefore used for the right-of-way boat only, and act as a useful confirmation of which boat has right-of-way. For example, *“Done. Holding”* makes it clear that the boat became right-of-way when she completed her tack. Adding *“up”* or *“down”* after *“Changing”* is helpful, especially when the course change is towards the other boat; *“down”* is necessary to identify when rule 16.2 applies.

Some words, such as *“Done”* or *“Zone”*, identify the moment a rule starts or ceases to apply. Whenever a word’s timing is important, single-syllable words should be used.

The table in §7.10 lists the standard words to describe boats’ actions in an incident.

7.4 Initiating the Dialogue: ***Rights and Reasons, Obligations and Opportunities***

An umpire says *“I’m X”* to identify the boat being described. When calling a new boat, it can be helpful to point at X so the other umpire knows where to look.

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

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

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

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

7.5 Continuing the Dialogue: ***Actions***

With the initial facts established, the keep-clear umpire says whether his boat is continuing to keep clear *“Keeping clear”*. If she is, no rule is broken.

The right-of-way umpire says whether his boat is *“Holding”* or *“Changing”* course (rule 16.1). If boats are close and the right-of-way boat is *“Changing”*, the keep-clear umpire should say either *“Reacted immediately”* or *“Reacted late”* to identify whether his boat responded promptly to the change of course. These words may be followed by *“Doing all I can”* or *“Can do more”* as the incident continues.

“Giving (you) room” is a conclusion based on whether the keep clear boat responded promptly and was able to keep clear, so should only be said once this is known.

7.6 An Action or Event that Changes the Rules that Apply ***Switching Right-of-Way, New Opportunities or Obligations***

A new fact that changes which rules apply is said as it happens. The new fact may

change which boat has right of way, or place a new obligation on a boat. If it places an obligation to respond promptly, the timing is critical, so a short word is used.

Five common words, and the new rules that start to apply, are:

- a. **“Tacking”** when a boat passes head-to-wind: rule 13; rule 16 on the other boat; on occasion rule 17;
- b. **“Done”** when a boat completes a tack by reaching a close-hauled course: rule 10, 11 or 12; on occasion rule 15;
- c. **“Overlap”** or **“Clear”** when an overlap is created or broken: rule 11 or 12; on occasion rule 15 or 17, and in preparation for a rule 18.2 obligation;
- d. **“Zone”** when the first boat of two reaches the zone: rule 18.2;
- e. **“Starboard right”** or **“Leeward right”** when a boat changes tack by gybing and becomes right-of-way: rule 15 or 16.1;

For example, when a port-tack boat tacks to leeward of a starboard-tack boat, the umpire says *“Luffing; ... Tacking; ... Done. Leeward right holding. 17 Off”*.

When a boat is clear ahead approaching the zone of a mark, the umpire says *“Clear; ... Zone.”* The other umpire then says *“I must give mark-room”*.

When a windward boat is approaching Mark 4, the umpire says *“Windward give, keeping clear ... Zone”*, then either *“In corridor”* or *“Wide”* to indicate whether rule 43.1(b) Exoneration applies to the boat. *“In corridor”* is preferred by many to *“In mark-room”* as it gives a helpful image of the definition of mark-room.

Other words that may be used include:

“Obstruction” when about to pass it or entitled to hail: rule 19 or 20

“Layline” when a leeward boat subject to rule 17 is sailing downwind and must now gybe to remain on a proper course, or crosses a windward mark layline;

“Hail” when a hail is made and the other boat must respond: rule 20.2(c).

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

7.7 Concluding the Dialogue: *The Decision*

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

As soon as an umpire believes a rule is broken, the dialogue switches from saying facts to agreeing the decision. The umpire should immediately say the fact that shows a rule has now been broken, and propose the decision to be signalled later if there is a protest, and the boat does not take a penalty. For example:

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

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

When umpires disagree. If the umpire proposing the decision is unaware of a fact

relating to a boat the other umpire is watching, the disagreement may be quickly resolved. The other umpire should highlight this fact when he disagrees, by saying for example *“Disagree. I was Wide. Penalty me.”*

However when umpires see an incident differently, or disagree over rule application, it is unlikely to be resolved quickly. The umpires should promptly agree that the signal, if required, will be a green-and-white flag, and focus on the race in progress.

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

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

Incident when no boat breaks a rule. After an incident that might lead to a protest, an umpire who believes no rule has been broken should say *“No incident”* or a similar phrase. As this a proposed decision, the other umpire needs to agree or disagree.

For instance, when a boat tacks from port to starboard close ahead or to leeward of a starboard boat, the umpire may say *“Luffing...Tacking...Done. Holding. No incident”* and the other umpire replies: *“Agree”*. If a rule had been broken, the other umpire would have said *“Had to avoid. Penalty you”* before the first umpire said *“Done”*.

7.8 Which Umpire Proposes the Decision

If it is obvious a boat has broken a rule, the boat is likely to take a One-Turn Penalty. An umpires' decision is usually only required when the sailors have reasonable doubt. Such decisions often relate to windward-leeward incidents when the right-of-way leeward boat changes course, and the windward boat fails to keep clear (the incident in §8.2). The choice is either to penalize the leeward boat under rule 16.1, or the windward boat under rule 11.

The decision depends on whether the windward boat acted promptly and did all she could to keep clear in a seamanlike way, or if she reacted late. The leeward umpire says *“Holding”* or *“Changing”*. In response to *“Holding”* the windward umpire says *“Keeping clear”* or *“Not keeping clear”*. In response to *“Changing”* the umpire says *“Reacted immediately / Doing all I can”* or *“Reacted Late / Can do more”*.

When the windward umpire says *“Reacted immediately”* and *“Doing all I can”*, and then is unable to keep clear, the leeward boat will have broken rule 16.1. When the windward umpire says *“Reacted late”*, or *“Can do more”*, and then fails to keep clear, the windward boat will have broken rule 11.

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

Similarly at a mark, most rule 18.2 decisions depend on whether a keep-clear boat with mark-room is *“In corridor”* or *“Wide”*. The umpire calling that boat therefore usually proposes the decision based on this fact.

7.9 Signalling the Decision

After making their decision on the incident, the umpires see if there is a protest, and then give the boats time to respond. If all boats that broke a rule in the incident, and are not exonerated, promptly take a One-Turn Penalty, the umpires make no signal.

Otherwise, one umpire proposes “Red Flag X” or “Green flag”. The other umpire says “Agree”, and the co-driver promptly signals the decision as described in §6.4.

Signalling promptly is important. If umpires agree to penalize a boat with a Two-Turns Penalty but, before this is signalled, the boat starts to take a One-Turn Penalty, the umpires have to decide whether or not to enforce their decision given that the boat is now taking a late penalty. Neither option is good.

Umpires should therefore be ready to make the sound signal and display the flag, especially if it will be red. Many co-drivers hold the red flag throughout the race, and have the green-and-white flag close-to-hand. Some umpires prefer to hold both.

7.10 Decision-Oriented Conversation

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

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

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

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

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

Type 4: Room to Tack, rule 20.

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

Decision Type	Type 1 rule 10-13, 15, 16, 21	Type 2 rule 17, 23.2	Type 3 rule 18, 19, 43	Type 4 rule 20	
Set-up Words Say once only	Starboard right / Port give Leeward right / Windward give Ahead right / Astern give				
New Fact Words Say once only	Overlap / Clear Tacking; Done	17 on or No luffing rights	Zone Obstruction	20 on Hail	
Action Words Say promptly after set-up words. Repeat through incident	<u>Right-of-way boat</u> <ul style="list-style-type: none"> • Holding • Changing (up/down) ‘Giving room’ only said as conclusion based on keep-clear’s words	<u>Keep clear boat</u> <ul style="list-style-type: none"> • Keeping clear (or Not ...) • Reacted immediately / doing all I can • Reacted late / can do more / on me 	<u>Leeward boat</u> <ul style="list-style-type: none"> • Above • Proper course • Not proper course (23.2) Type 1 conversation continues	<u>Boat with room or mark-room</u> <ul style="list-style-type: none"> • In corridor • Wide If “wide”, revert to Type 1 conversation	<u>Hailed boat</u> <ul style="list-style-type: none"> • Tacking • You tack • Avoiding • Late <u>Hailing boat</u> <ul style="list-style-type: none"> • Tacking • Late

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

New Fact Words, said once only, indicate either a change to the Type 1 relationship

(e.g. “Done”), or that a Type 2, 3 or 4 relationship now also applies (“Zone”). A word (“mark-room given”) may be said when a Type 2 – 4 relationship ceases to apply.

Action Words are repeated through the incident as follows:

- a. **During a Type 2 incident**, the Type 1 conversation continues.
- b. **During a Type 3 incident**, if the boat entitled to (mark-)room is “in corridor”, that is all that needs to be said. If she breaks a Type 1 rule, she is exonerated [rule 43.1(b)], and the other boat breaks rule 18.2 or 19.2.

However if she is not in her entitled room, “Wide” should be said to indicate that rule 43.1(b) no longer applies and the incident has reverted to Type 1.

- c. **During a Type 4 incident**, if the hailed boat responds “You tack”, she must “Avoid” and Type 1 ceases to apply until the hailing boat has tacked.

7.11 Standard Words and Phrases

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

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

Clarifications:

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

- h. In conversation, flags are described as “**red**”, “**green**” and “**black**” even though green and black flags include white.

7.12 Radio Communication and Arm Signals

Radio communication may interrupt umpire conversation, and may not be heard clearly, so should only be used to provide concise and specific information that will clearly be helpful to the other RIB. Formal radio etiquette is inappropriate, and a response should not be needed.

Information transmitted by radio may include:

- a. a fact when an umpire has previous knowledge (especially rule 17) or a better angle of view: e.g. “*A and X, 17 on*”, “*X clear at zone*”, “*contact A and X*”. “*Negative 17*” is used by many as a clearer radio alternative to “*17 off*”;
- b. “*RIB 1 has a protest outstanding from X*” to advise of an unanswered protest;
- c. “*RIB 2 can make the call between A and X*” when RIB 2 has the necessary facts, and believes the RIB responsible may not.

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

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

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

The arm vertical signal is especially useful when both RIBs are in a position to make a decision. If the umpires in a RIB are confident they have the correct decision, one of them raises an arm vertically. An umpire in the other RIB can confirm with a jabbing point response or, if FRONT, simply drive away to stay level with the front of the fleet.

8 Team Race Umpiring in 12 Calls

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

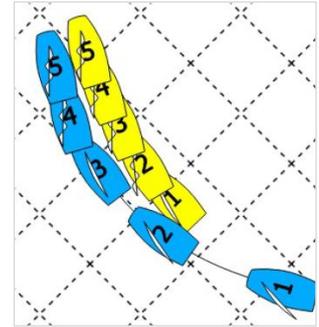
8.1 Establishing an Overlap - rules 11, 15

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

As soon as Blue says *“Leeward right”* at position 2, Yellow must promptly do what she can to keep clear. Yellow’s umpire says either:

- “Reacted promptly; doing all I can”*, in which case, if Yellow fails to keep clear, Blue breaks rule 15; or
- “Reacted late”* or *“Can do more”*, in which case, if Yellow fails to keep clear, she breaks rule 11.

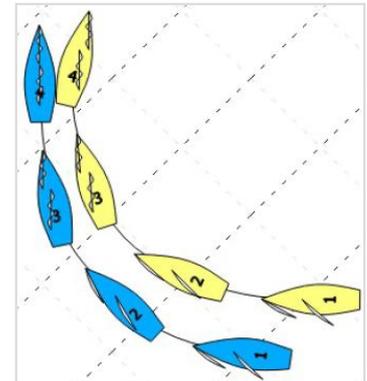
If Blue becomes right-of-way only because of Yellow’s slowing actions (e.g. on a windward leg), rule 15 does not apply.



8.2 Windward / Leeward Incidents - rules 11, 16.1

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

- When Blue’s umpire says *“Changing up”*, and Yellow’s umpire responds *“Keeping clear”*, no rule is broken.
- When the boats become close, Yellow’s umpire should respond either *“Reacted immediately / Doing all I can”* or *“Reacted late / I can do more”*.
- When Yellow fails to keep clear, a rule is broken:
 - if Yellow is *“Doing all I can”*, Blue breaks rule 16.1;
 - if Yellow *“Reacted late”* or *“Can do more”*, Yellow breaks rule 11.



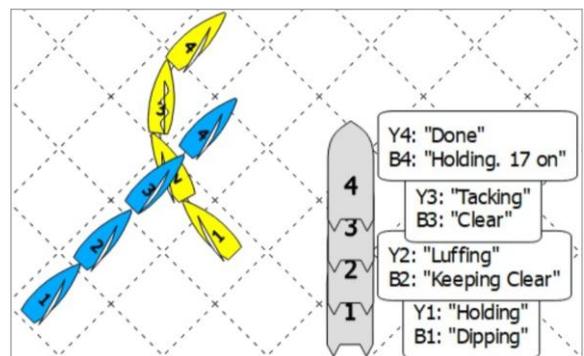
Each time Blue changes course, it is a new application of rule 16.1. If Blue changes course, and the gap closes because Yellow does not immediately react, but Yellow still keeps clear, no rule is broken. If Blue changes course again, and this time Yellow reacts promptly but fails to keep clear, Blue breaks rule 16.1.

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

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

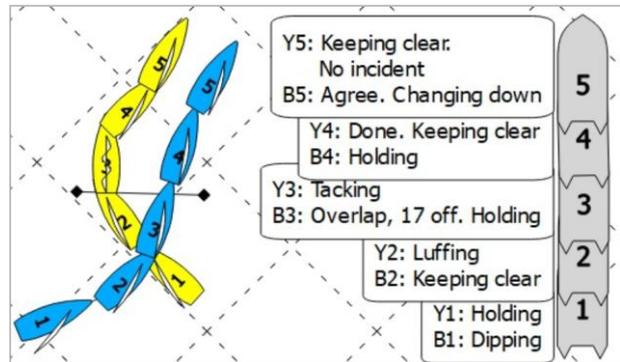
Rule 17 is changed for 2025-2028. Now it is when Yellow’s umpire says *“Tacking”* that Blue’s umpire responds with either *“Clear”* (astern) or *“Overlapped; 17 off”*.

This change means that after most cover tacks, a leeward boat will be subject to rule 17. However, if Blue passes close astern of Yellow at speed, and then luffs, she may be overlapped when Yellow passes head-to-wind [see diagram on next page].



Umpires should only penalize a boat if confident she broke a rule (§3.2), so if in doubt or not in a position to judge, an umpire should decide “17 off”.

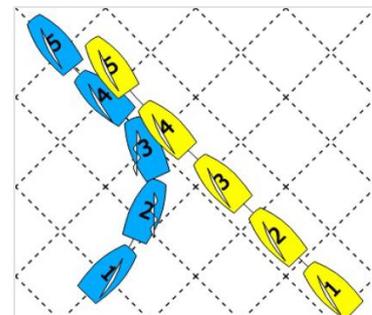
Blue is “*Holding*” from position 3, so Yellow breaks rule 13 (or 11) if she fails to keep clear. If Blue were “*Changing*” and as a result Yellow could not keep clear, Blue would break rule 16.1.



Umpires should watch rigs for contact from position 4. While “*Holding*” Blue may heel to windward, so rule 16.1 does not apply. Also overlaps created when approaching Mark 1 on port tack are likely to determine whether rule 17 applies on the next leg.

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

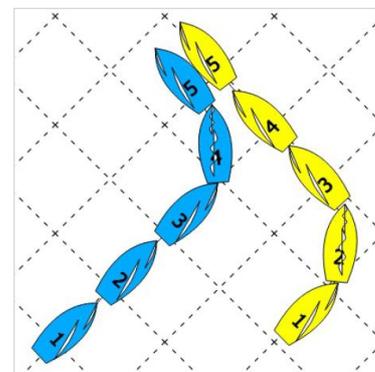
When Blue on port tacks ahead or to leeward of Yellow on starboard, and Yellow luffs to avoid contact, the umpires need to be in a position to see whether Yellow needs to luff “*Luffed to avoid*” before Blue’s umpire says “*Done*”.



If astern of either boat, it is hard to judge how close boats’ hulls are between positions 3 and 5. It is better is to drive head-to-wind between the two boats (§4.2, 1st beat).

Judging when to say “Done”: In light wind, boats are often brought upright, with their sails filling, before reaching close-hauled. The course of a nearby non-tacking boat is a better indicator of close-hauled than the course or sails of a tacking boat.

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



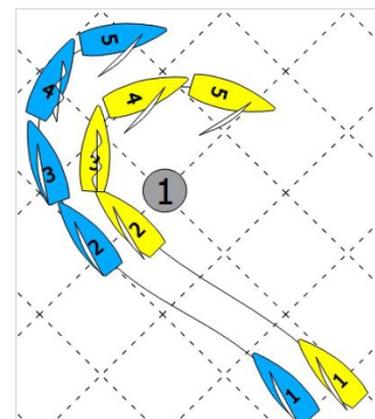
If Blue takes the less good option “*Not doing all I can*”, or delays taking action “*Reacted late*”, and as a result there is contact, Blue breaks rule 10 or 13.

8.5 Mark 1: Approach on Starboard - rules 11, 12, 13, 16.1, 18.2(a) & (b), 43.1(b)

1. When the boat with mark-room is windward

Approaching the mark, if windward boat Yellow fails to keep clear, she breaks rule 11. If “*Wide*”, she is penalized, but if “*In corridor*” she is exonerated [rule 43.1(b)] and Blue breaks rule 18.2(a)(1). “*Wide*” or “*In corridor*” therefore determines this decision.

Mark-room includes room to round the mark, so includes here room to tack. If, while boats are on the same tack, Blue does not give Yellow room to tack and keep clear, Blue breaks rule 18.2(a)(1). If Blue gives sufficient room, but later Yellow tacks and there is contact, Yellow breaks rule 13 [Call E2 Q1 & Q2].



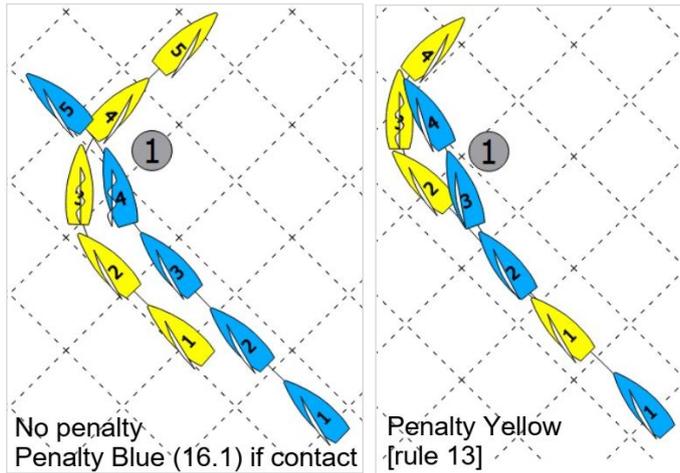
2. When the boat with mark-room is clear ahead

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

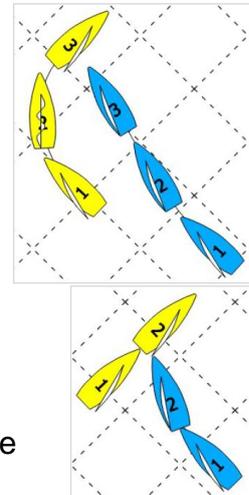
When Yellow passes head-to-wind at position 3 “Tacking”, she is no longer entitled to mark-room [rule 18.2(b)], and must keep clear. Blue is subject to rule 16.1.

From position 3, Blue’s umpire should say “Changing” or “Holding”.

If Blue is “changing” and there is contact, she breaks rule 16.1 [left diagram]. If Blue is “holding” and then has to “change to avoid”, Yellow breaks rule 13 [right diagram].



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



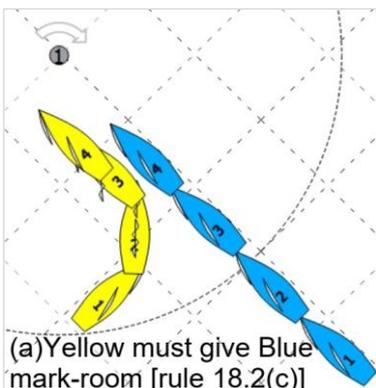
Whereas if a port tack boat is keeping clear by crossing ahead “Crossing, keeping clear”, and just before the cross the right-of-way starboard boat luffs onto a collision course “Changing”, then bears away before there is contact and protests, the umpires should decide “No incident, green flag”.

8.6 Starboard-hand Windward Mark: Tacking in the Zone - rules 18.2(c), D1.1(b)

Tacking in the zone at port-hand windward marks (including the finish) is covered by rule 18.3. There is no equivalent rule for starboard-hand marks, so rule 18.2 applies.

Neither rule 18.2(a)(1) nor (2) apply if boats are on opposite tacks when the first enters the zone, so 18.2(c) applies if one boat tacks and then there is an overlap.

However D1.1(b) expands rule 18.2(a) for team racing to include an incident when a boat passes head-to-wind, and at that moment is clear astern of a boat in the zone. The astern boat must give the boat in the zone mark-room. This enables an ahead starboard tack boat to execute a mark-trap on a port-tack boat.



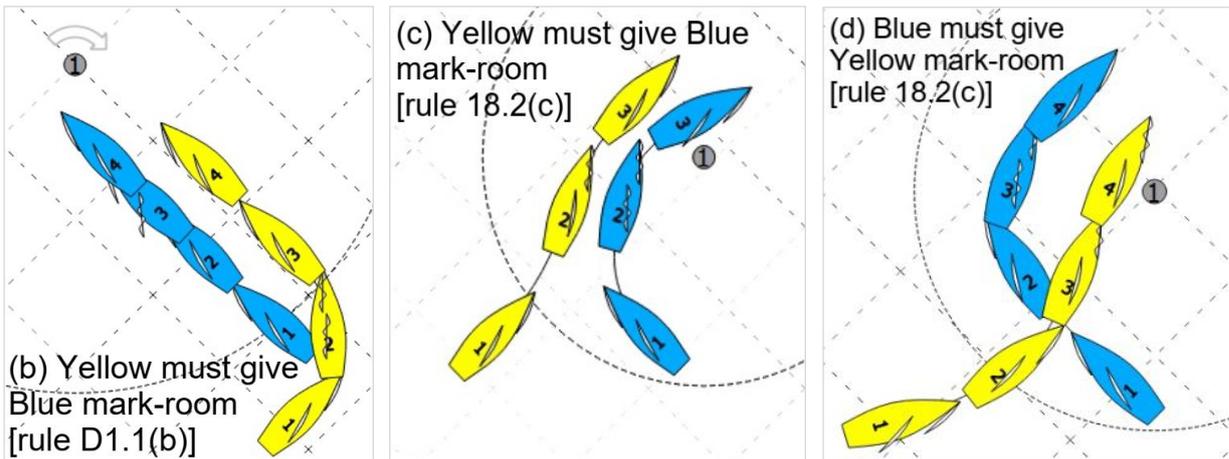
Four incidents illustrated these principles.

(a) Port-tack Yellow tacks ahead of starboard-tack Blue

Yellow says “Zone ... Tacked inside zone ... Ahead right”. At position 4 Yellow says: “Overlap; I must give you mark-room” [rule 18.2(c)]. Blue replies: “In corridor”.

(b) Port-tack Yellow passes astern of Blue then tacks

[See diagram on next page] When Yellow passes head-to-wind at position 2, she is clear astern of Blue. “Tacking, clear, I must give you mark-room” [rule D1.1(b)].



(c) Starboard-tack Blue tacks to round inside port-tack Yellow

After position 1, Blue says “Changing ... Tacking, Overlap, you must give me mark-room, in corridor”. Yellow replies “Agree, no incident”. Rule 18.2(c) applies, and rule 43.1(b) exonerates Blue if she breaks rule 13 while “in corridor”.

(d) Starboard-tack Blue tacks to round; port-tack Yellow becomes inside

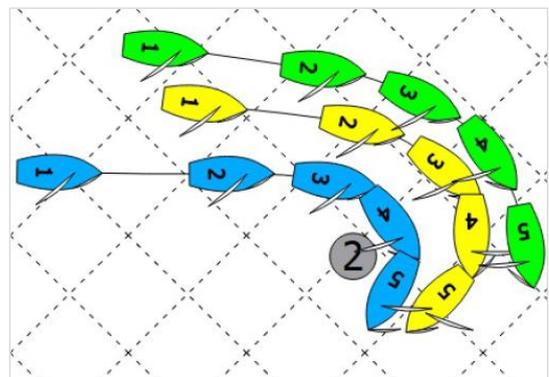
After Blue says “Tacking”. Yellow says “Leeward right, 17 on / off [see §8.3]. You must give me mark-room. In corridor”. Blue says “Agree, no incident”.

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

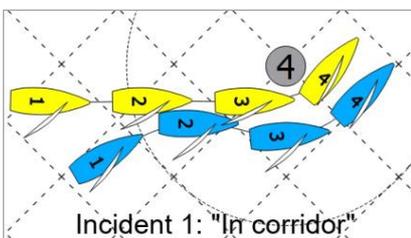
Rules 18.2(a) ceases to apply when mark-room has been given [rule 18.1(b)]. When Yellow, a boat with mark-room, is still passing a mark, she is entitled to mark-room, but this only includes room to sail to the mark if her proper course is still close to it [definition of mark-room and Call H2].

At position 4 Yellow is right-of-way but her proper course is no longer close to the mark. So when Yellow changes course towards the mark “Changing”, rule 16.1 requires her to give Blue room to keep clear.

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

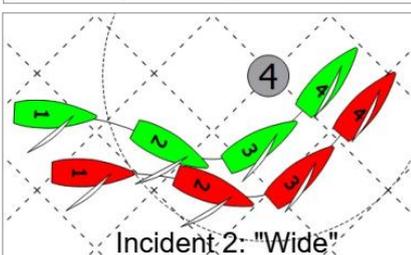


8.8 Marks 3 & 4: Keep Clear Boat Entitled to Mark-Room – rules 18.2(a) & 43.1(b)



Incident 1: “In corridor”

When a windward boat fails to keep clear, she breaks rule 11. However, if at that time she is sailing in the mark-room to which she is entitled, she is exonerated for that breach [rule 43.1(b)], and instead the right-of-way boat breaks rule 18.2(a) (or, on occasion 18.2(c)).



Incident 2: “Wide”

As in §8.5, the umpires’ decision therefore depends on whether the inside umpire is saying “In corridor” or “Wide”. In both incidents, the outside boat’s umpire says “Leeward right; zone; I must give you mark-room”. In incident 1, the inside boat’s umpire says “In corridor; contact; penalty you”. In incident 2 the umpire says “Wide; contact; penalty me”.

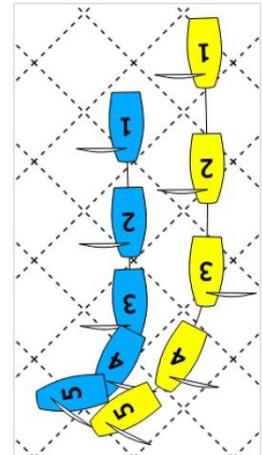
Approaching Mark 4, an inside windward boat is “Wide” when she is sailing below a course to the mark. Approaching Mark 3 on the Box course (rounded to starboard), an inside port tack boat is “Wide” when she is sailing above the course to the mark.

8.9 Gybing and Luffing on a Run - rule 16.1

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

Blue is required to gybe promptly “Reacted immediately”. If at the end of the gybe, Blue’s boom makes contact with Yellow, the umpires have to decide if it would have been seamanlike for Blue to have sheeted in during the gybe to avoid this contact.

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

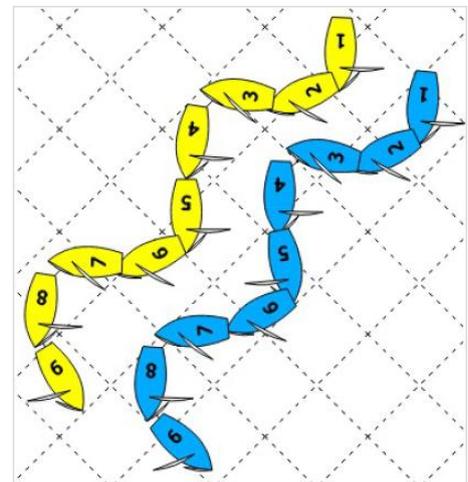


8.10 Breaking Overlaps on Downwind Legs - rule 17

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

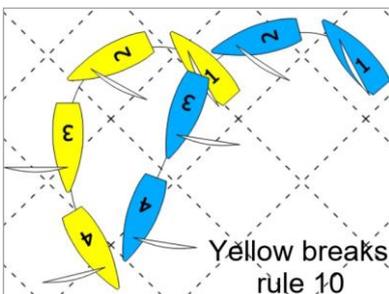
The umpires are unlikely to be perfectly aligned to observe if the overlap is broken. In such cases, they should decide that Blue remains entitled to sail above her proper course until they are confident that the overlap is broken (§3.2).

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



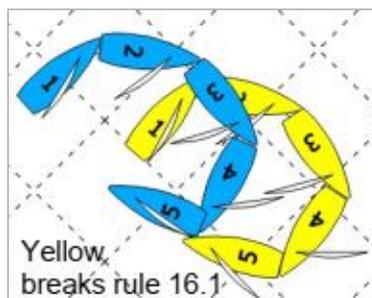
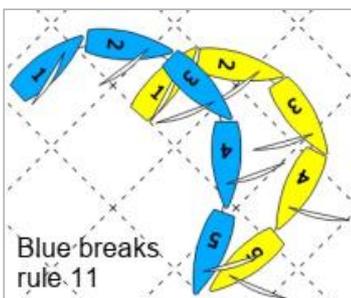
8.11 Gybing Out on the Final Beat - rules 10, 11, 16.1, 17

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



When the boats are on starboard, if Yellow gybes she must keep clear “Port Give”, and rule 15 doesn’t apply. Blue must hold her course “Holding” to avoid risk of breaking rule 16.1.

Umpires should check in positions 2 - 3 whether Blue overlaps Yellow to leeward “17 on” before Yellow gybes. If she does, rule 17 may require Blue to gybe [Call E11].



If boats are on port, Yellow remains right-of-way after she gybes “Right, changing” and must comply with rule 16.1. Blue may gybe inside Yellow if at that time she is “Keeping clear”. Thereafter, this incident repeats the dialogue in §8.2.

8.12 Three Other Rule Applications – rules 20, 19, 16.2

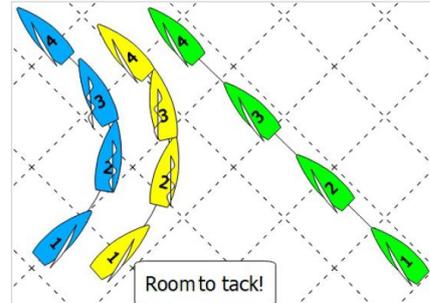
1. Hailing for Room to Tack When Sailing Close-Hauled - rule 20

This rule applies on a windward leg when approaching a fixed obstruction, such as the shore or the Finish Boat, and when port tack boats are approaching a starboard tack boat. Umpires should agree when a hail under rule 20.1 may be made “20 on”, then state whether the required actions occur promptly. It may also apply pre-start, but if the leeward boat is below close-hauled, it is “*Below close-hauled; 20 off*”.

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

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

Yellow’s umpire says “*Hail, Legal*”. Blue’s umpire responds “*Tacking*”, “*You Tack*” or “*Late*”. Yellow’s umpire replies “*Early*”, “*Tacking*” or “*Late*”.



“*Late*” indicates a delayed response that breaks a rule. If Blue responds “*You tack*”, while Yellow is “*Luffing ...Tacking ... Done*”, Blue must be “*Avoiding*”.

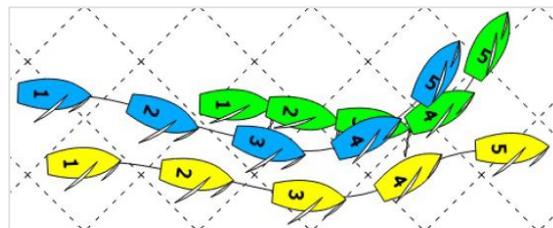
2. Room to Pass an Obstruction - rule 19

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

As at marks, rule 43.1(b) applies and Blue’s umpire should say “*In corridor*” or “*Wide*”. See §8.8.

When boats are on the same tack and the obstruction Green is a boat clear ahead sailing slowly, rule 19.2 applies between overlapped boats Blue and Yellow as they approach Green. If Yellow is sailing to pass to leeward of Green, she must give Blue room between her and Green.

However as soon as Yellow overlaps Green at position 3, Green ceases to be an obstruction to Yellow, so rule 19.2 no longer applies between Yellow and Blue “*Leeward right, 19 off*”. Blue now has to keep clear of Yellow and Green [see Call F2, Q&A3].

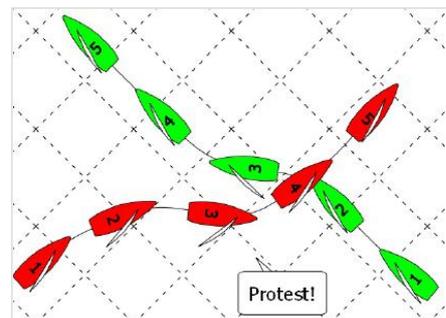


This also applies when two boats approach the line to start, astern of a third.

3. Hunting Upwind - rule 16.2

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

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



9 Umpire-Initiated Penalties

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

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

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

An umpire should penalize a boat that breaks rule 31, does not take a penalty, and is not exonerated under rule 43.1(a) or (b). No protest is required.

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

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

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

The small number of boats means enforcement can be thorough. Umpires should give particular attention to rule 42 at the start of a day, and when the wind drops.

Most breaches will be single actions that propel a boat, breaking rule 42.1, seen by just one umpire. However it is usually possible for both umpires to watch the next tack or gybe of a boat that may be rolling more than permitted by rule 42.3 (a) or (b).

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

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

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

When a boat breaks a rule of Part 2 and makes contact with a team-mate or a boat in another race, there may be no protest because the incident is not seen by the other team, or, in the case of different races, the other team is not entitled to protest. If no boat takes a penalty, an umpire should penalize the boat unless she is exonerated.

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

A boat that clearly indicates she will take a One-Turn Penalty is required to do so [rule

D1.3(b)]. If she delays, or fails to take a penalty complying with rule 44.2, an umpire should penalize her, whether or not there was a protest in the original incident. Given that a boat is not entitled to protest for this breach [*rule D2.6(a)*], the appropriate test for ‘clearly indicates’ is ‘hailed loudly enough to be heard by an umpire’.

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

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

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

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

Is a Boat Well Clear?

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

The decision that a boat is well clear is made at the start of the penalty. It should not be influenced by whether other boats alter course towards her while she is taking the penalty. While taking her penalty, a penalized boat may pause turning to keep clear of other boats [*rule 21.2*] providing she then promptly resumes turning [*Call L.2*].

9.6 When to Display a Black-and-White Flag

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

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

- a) broke a rule and, despite any penalty taken, her team gained an advantage, the boat’s score may be increased [*rule D3.3(c)*].

In practice, this enables the protest committee to reverse the result of a race, which may be appropriate when the advantage gained meant a team won a race it would otherwise probably have lost. See §9.7.

- b) broke rule 1, 2, 14, or a rule when not racing, half or more race-wins may be deducted from the team’s score [*rule D3.3(a)*].

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

A black-and-white flag should only be displayed when the applicable scoring penalty might be appropriate. This judgement needs to be prompt, as the race is continuing. If the flag is not flown, there cannot be a hearing. If unsure, the umpires may choose to display the flag as then the option of taking no action remains. §10.4 describes the process to be followed after displaying the flag.

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

When a boat breaks a rule and takes a penalty, and, despite that penalty, the team gains an advantage, an umpire should signal a further Two-Turns Penalty (or more if necessary) on the boat that broke a rule. While that extra penalty is being taken, the umpires have time to decide whether also to display a black-and-white flag.

It helps to be alert to two types of advantage, **Individual** and **Team**.

- **Individual:** a boat breaks a rule and takes a penalty, and is not behind the other boat in the incident when she completes that penalty. The extra penalty should place the boat that broke a rule behind the other boat.
- **Team:** as a result of the breach, one or more of the other boats on the team gain places, or substantially reduce the distance they are behind, or the team retains a winning combination that otherwise it would have lost. The extra on-the-water penalty should as far as possible remove the advantage gained by the team.

Making the Judgement of Whether Advantage Has Been Gained

This judgement is made at the conclusion of the first penalty, and is based on comparing the race situation and boat positions before and after the incident.

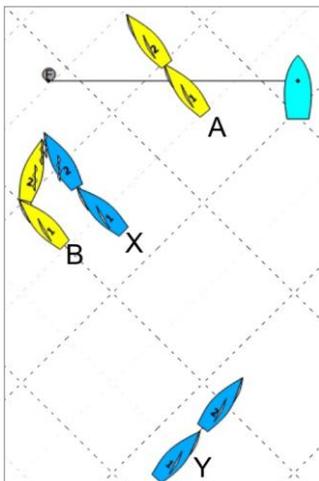
Umpires therefore need to be alert to the possibility before an incident occurs, and develop an instinct for situations and incidents where advantage might be gained.

- **Individual** advantage is most likely if the boat breaking a rule seriously impedes the other boat; an extreme example is causing the other boat to capsize.
- **Team** advantage is most likely in incidents at marks or near the finish when one boat, while breaking a rule, significantly slows more than one opponent.

Black-and-White Flag: On occasion the advantage cannot be removed by further penalizing the boat that broke a rule. For example: the other boat is disabled and cannot finish the race; or the advantage switched which team is winning the race, and this cannot be reversed as the boat that broke a rule is already in last place.

In such a case, a black-and-white flag should also be displayed. A hearing will allow the protest committee to add points to the score of the boat that broke a rule to reflect the race position before the breach, or to reverse the race result [rule D3.3(c)].

When a black-and-white flag is flown, an umpire should record the positions of all boats before and after the incident. These facts will be required by the protest committee when making its decision on whether to add points, and if so how many, to the boat's score. The race should not be re-sailed.

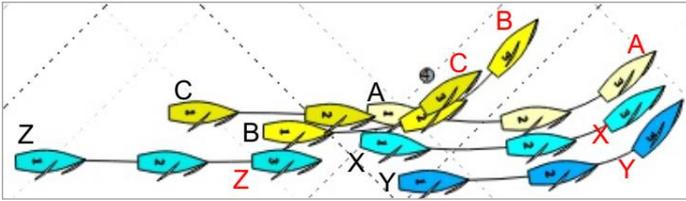


Three Examples of Team Advantage Incidents

1. Final beat in 2v2 (A,B against X,Y): A has finished and Y is 4th, but B is trapped by X on the left side of the beat. To escape, B tacks, breaking rule 13. B takes a penalty, remaining behind X but able to finish ahead of Y.

B's advantage is that she breaks a rule which will enable her team to win a race they would otherwise have lost. Penalize B so she finishes 4th.

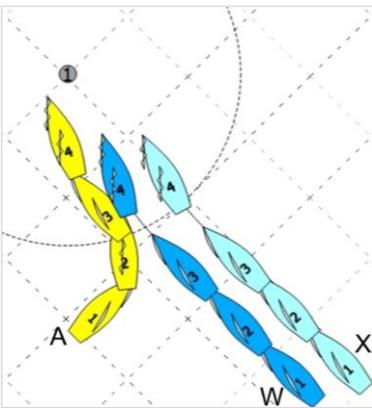
2. Mark 4 in 3v3 [diagram on next page]: A,B,C are 1,4,5, X,Y,Z in 2,3,6. Inside boat A sails wide, breaking rule 11 and slowing X and Y. As a result B and C overtake into a race-winning 1,2.



A breaks rule 11 in the incident with X and Y, so should be behind them after her penalty. X and Y should therefore be in 1,2, but instead B and C are 1,2 and are likely to maintain them to the finish. This team advantage cannot be removed by further penalizing A.

If A does not take a penalty, penalize her for breaking rule 11 (which will put her behind X and Y). Then signal a second penalty (red flag) on A for her team gaining advantage, and also display a black-and-white flag. If A is already well in last place, it would not be incorrect just to display the black-and-white flag. See Call M3.

If A had not slowed them, X and Y would have been 1,2 at the start of Leg 5, giving team X,Y,Z a race lead of either 3 or 5 points. At the hearing the Protest Committee should increase A's score so team X,Y,Z win the race by at least 3 points.



3. Mark 1 in 4v4: Team A,B,C,D approach mark 1 in a losing 1,4,5,8. A tacks inside the zone and slows. W and X become overlapped inside A, and A does not give them mark-room, breaking rule 18.2(c). As a result A's team-mates B and C round the mark in 1,2 followed by A in 3. W,X,Y,Z round in 4,5,6,7. D is in 8. Both W and X protest.

If A had complied with rule 18.2(c), W's team would have rounded in 1,2,6,7, an unsafe race-winning combination which could easily become a losing 1,2,7,8, on the run. This early in the race, umpires should when possible avoid a race-deciding

black-and-white flag, and instead restore W's team's level of control over the race. This then allows the race to be decided on the water over its full length.

The umpires should first penalize A for breaking rule 18.2(c), then further penalize A for her team gaining advantage. This second penalty should put A sufficiently far in last place to make W's team's 3,4,5,6 more secure than their original 1,2,6,7. A black-and-white flag should only be flown early in the race if this is not possible.

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

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

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

If a breach occurs after the boat has finished, the only option for an umpire is to display black-and-white flag. The umpire may decide not to display this flag if the breach is minor, brief, and not a repeat of a previous breach. In other circumstances a black-and-white flag should be displayed. The Chief Umpire may still decide to issue a warning to discourage recurrence, rather than wait for a later hearing.

World Sailing's Misconduct Guidance document is the most complete document on what actions are breaches of sportsmanship, and how umpires should act if there is abuse or dissent. Rule D2.3(f) refers to breaches of sportsmanship in general, and

not rule 2 as this mandates DNE as the penalty. However the guidance on breaches of rule 2 in World Sailing documentation is appropriate for use in team racing.

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

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

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

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

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

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

9.10 Breach of Rule 28, Sailing the Course

A breach of rule 28 is scored +6 points [*rule D3.1(c)*] so is not subject to an umpire-initiated penalty. However an NSC breach may not have been seen by the race committee, so any umpire that sees it should make a note at the time and then confirm at the finish how the boat is to be scored. No flag is displayed.

If an umpire decides the omission of a mark is deliberate, it is a breach of sportsmanship, and the umpire should penalize with a red flag at the time of the omission (see §9.8) which will prevent the boat interfering or gaining an advantage.

In the unlikely event that the boat’s team will still have gained an advantage despite the 6 point NSC penalty and any red flag, the umpire should then display a black-and-white flag [*rule D2.3(c)*].

10 Additional Umpire Responsibilities On-the-Water

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

10.1 Role of the Course Chump

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

The Course Chump is the primary link for umpire / race committee communication afloat, and should be identified to the Start and Finish Boat teams. The Start Boat should be able to contact the Course Chump by radio for advice, such as whether to abandon a race due to lack of wind.

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

The Course Chump has the following additional responsibilities:

- a. Monitor that RIBs are returning to the starting area in time for their next race.
- b. Check that the race umpires are advising the Finish Boat on:
 - the finishing order when a boat crosses the finish line more than once, or a boat does not take a penalty signalled near the finish (§10.2);
 - scoring a boat that has sailed an incorrect course (§9.10, 10.2);
 - scoring boats still racing as if they had finished (§10.3);
 - a race where the result may be subject to protest (§10.2).
- c. Receive reports from race umpires on any red flags flown by competitors (§10.6), and black-and-white flags flown by umpires (§10.5), and decide how to proceed or whether to inform or request the advice of the Chief Umpire.
- d. Ensure an umpire who flew a black-and-white flag, or acknowledged a redress or breakdown red flag, has recorded the positions of the boats at the time.
- e. Decide on whether to consider redress if a RIB or other official boat has seriously interfered with a boat [*rule D2.6(c)*].
- f. Check agreed processes are followed after contact that may have caused damage.
- g. Be alert to possible breaches of boat-handling rules when boats are supplied.
- h. Provide the Chief Umpire with any feed-back for the Race Officer.

10.2 Scoring Issues and Penalty Turns at the Finish

Before leaving the finishing area, the umpires should check if the Finish Boat has any questions for the umpires, and advise the Finish Boat on boats to be scored NSC (+6 points) and any other scoring issues or concerns. The later any error is discovered, the harder it is to correct. The result of the race may determine who sails next.

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

OSC decisions and scoring OCS are the responsibility of the Start and Finish Boats and should not need umpire input.

Penalty Turns at the Finish

If a boat takes a One- or Two-Turn Penalty at the finish, she must sail to the course side of the finish line after completing the penalty, and then finish [rule 44.2]. Only the umpire calling the incident (and not the Finish Boat) knows how such a boat should be scored. This umpire should instruct the Finish Boat as follows:

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

10.3 When All Boats on One Team have Finished

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

10.4 Black-and-White Flag Process

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

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

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

10.5 Red Flag Protests and Requests

A boat requesting redress for an incident in the racing area, or a score change for a breakdown, is required to display a red flag from the first reasonable opportunity after the incident or breakdown until the flag is acknowledged by the Race Committee or

an umpire [*rule D2.1(c)*]. Also a boat may have protested another boat during the race for a rule not decided by umpires, or simply be flying a red flag at the finish.

As the outcome of any such request might affect the race schedule, an umpire at the finish should immediately approach a boat that has displayed a red flag, discover the reason for the flag and nature of the request, and then take the appropriate action.

If the umpire believes the boat is not entitled to make the request, the boat should be told, but if the boat insists on continuing with the request, the umpire should advise the Course Chump or Chief Umpire of the need for a hearing, and inform the Race Committee or Finish Boat that the race result is “subject to protest”.

If the competition is in the knock-out stage, and racing needs to be delayed until the matter is resolved, the umpire should immediately advise the Chief Umpire so that any hearing can take place promptly. In such a case the boats should normally not leave the finish area. A written protest or request is not required [*rule D1.2(c)*].

If the Red Flag is because of a Breakdown

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

An umpire who has acknowledged such a flag should inform the Race Committee whether the flag was flown as required, and give any other evidence or opinion relevant to the RC’s decision, such as the positions of boats at the time of the breakdown, and whether the breakdown affected the result of the race.

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

If the Red Flag is to Request Redress

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

Both teams should be informed of the possibility of a hearing, and an umpire who has relevant evidence should record it.

If there is a hearing, the Protest Committee should inform the teams it is acting under rule 61.1(c), and has called the hearing to consider redress for both teams. This allows both teams to be parties and equally represented in the hearing.

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

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

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

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

The umpire should inform the boat that she is not entitled to a hearing for a protest under a rule of Part 2, nor rule 31, 42, D1.3(b) or D2.5 [*rule D2.1(b)*].

If the boat persists, the umpire should acknowledge the protest and advise the Chief Umpire and the other team. It may be that the umpires at the finish can immediately conduct a rapid hearing, and decide that the protest is invalid.

10.6 Sailor Conversations at the Finish

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

- a. The umpires agree on who will have the conversation, and pause to give that umpire time to recollect clearly the incident and reason for the call.

It can be hard to remember at the finish an incident early in the race. Recollection is easier if the umpires agree, at the time of signalling any decision that is likely to be queried, which of them will have the conversation.

- b. The umpires position their RIB near the finish, but do not approach the boat; it is the sailor's choice whether to initiate a conversation.
- c. If the boat approaches the RIB, the umpire who will talk sits on the side of the RIB to minimise "talking down". It helps if the umpire holds on to the boat.
- d. The umpire invites the sailor to ask her question, and then replies, saying what the umpires saw as the facts, and giving the reason for the decision.
- e. The sailor may comment, but if she says that the facts were different, the umpire should restate that the umpires' decision was based on what they saw.

It sometimes helps, especially if a critical fact was a close judgement, to acknowledge the sailor's view (e.g. "*I understand your comment*"), and state that if that had been how you saw it, the decision would have been different.

- f. If the sailor persists, the umpire should offer to talk again when they are both ashore after the racing.
- g. If an umpire realises a mistake has been made, this should be acknowledged with an appropriate apology.

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

10.7 Making Notes

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

10.8 Safety

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

11 Improving through Experience

'Review, refine, repeat' is a good model for improvement. Post-race review should include:

- i. Analysis of incidents and decisions: Which rules apply? What are the critical facts and actions to see and say? Did the dialogue include these facts? Which angle of view is best for an accurate and confident decision? What to do different next time?*
- ii. Overall performance: level of control of the race; decision signalling; umpire-initiated penalties; partnership with other RIB; other procedures.*

11.1 Focus of Observation and Dialogue

Observing everything as it happens, at race speed and from a single angle of view, is not easy. It helps to limit observation and dialogue to just the facts needed to apply the rules to an incident. Four techniques may help:

- a. Limit the dialogue to the structure and content in §7;
- b. Say the key word at the moment right-of-way switches. For example *"Tacking"* when a boat gives up right-of-way; *"Done"* when a boat acquires right-of-way;
- c. Describe a keep-clear boat's actions in words that determine the decision; use *"Reacted immediately"* or *"Reacted late"*, *"Doing all I can"* or *"Could do more"*;
- d. At marks, always say whether a boat with mark-room is *"In corridor"* or *"Wide"* to indicate whether rule 18.2, or some other Part 2 rule, determines the decision.

11.2 Pattern Recognition

A complex incident is hard to call correctly at the speed that it happens, especially if seeing it for the first time. Between races, and at the end of the day, umpires should take the time to discuss and analyse any complex incidents or protests.

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

11.3 Incidents Involving Three Overlapped Boats

In an incident involving three overlapped boats on the same tack, a good rule-of-thumb is that the middle boat M is rarely at fault.

- a. On a leg, if M is failing to keep clear of leeward boat L at the same time as windward boat W is failing to keep clear of M, it is likely that either L has broken rule 16.1 or W has broken rule 11 and M is exonerated (rule 43.1(a)).
- b. At a mark, it is likely that either the outside-most boat L breaks rule 18.2(b), or the inside-most boat W is *"wide"* and breaks rule 11.

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

11.4 Judging the Zone

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

- a. when the bow of a boat is level with the mark, one hull-length is clearly visible, and the zone is one hull-length behind her stern;
- b. when one boat is immediately astern of another approaching a mark, their two hulls give an accurate indication of the size of the zone;
- c. the mast height, projected horizontally, is usually about 1½ hull lengths.

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

Zone judgements become more accurate with repetition of precise positioning. When boats approach a starboard-hand Mark 1, FRONT should already be exactly upwind of the mark. This position gives the angle of view to judge the zone on both tacks.

11.5 Incidents at Marks; Tips for Mark 3

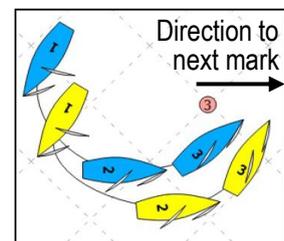
Incidents at marks are usually more complex than others because boats converge, some try to slow others, and Section C rules apply in addition to Sections A and B. However rule 18 is relatively simple as it depends on one fact: "Wide" or "In corridor".

It helps if RIBs are stationary (§4). Umpires should abbreviate their conversation to just the essential information to make decisions. Post-race review of complex incidents improves future awareness and pattern recognition. The following guidance may help simplify decisions on incidents at marks:

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

2. When the boat with mark-room is right-of-way boat, most decisions will be based on a rule of Section A or B, not rule 18. If the boat with mark-room breaks rule 15 or 16 while "in corridor", she is exonerated and the other boat breaks rule 18.2.

3. When the proper course of a boat with mark-room is no longer close to the mark, the mark-room to which she is entitled no longer includes room to sail to the mark [Definition]. So at Mark 3, a boat with mark-room that is to leeward of the mark must comply with rule 16.1 when she changes course towards a boat sailing between her and the mark. Similarly at Mark 2 – see §8.7.



A Typical Dialogue when B must give Y mark-room:

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

Mark-room at Mark 3

When boats bunch at Mark 3, the umpires need to know the mark-room relationship between every pair of boats. Many umpires therefore say, as each boat enters the zone, the order of the boats based on mark-room rights and obligations, for example "Y, A, X, C, B, Z". This is relatively simple in 3v3 with two RIBs; FRONT says the

order for the front and inside boats, BACK says it for the back and outside boats. It can be harder in 4v4. When teams are sailing boats of different colour or national letters, it may be simplified to, for example, “Blue, Yellow, Blue, Yellow, Yellow, Blue”.

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

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

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

Gaining Advantage Despite Taking a Penalty

It is at marks (including a finishing mark) that a team is most likely to gain advantage despite taking a penalty. Umpires should be aware of team positions approaching a mark, especially when a boat on the losing team appears likely to try to slow more than one opponent. Saying them aloud helps. As any penalty is being taken, the umpires can then assess and agree whether they should penalize further, or display a black and white flag, to offset any advantage gained.

11.6 Approaching the Finish in a Close Race

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

Incidents may take the form of rapid alterations of course that break rule 16.1, roll tacks and rocks that break rule 42, overlaps from astern that break rule 15, and tacks in the zone of a finishing mark or tacks to leeward that never reach close-hauled.

While umpires should anticipate the losing team may initiate incidents, and protest rather than take a One-Turn Penalty, the winning team may carelessly break a rule.

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

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

11.7 Swapping Roles

The two umpires in a RIB should normally remain together, and drive the same side of the course, for a whole day. Practice and familiarity improve the quality of decision-making. Driver and co-driver should swap roles, but not frequently. Mistakes such as calling the wrong boat are most likely to happen immediately after a change.

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

11.8 Improvement: Individually and as an Umpire Team

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

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

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

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

11.9 Overall Performance as an Umpire

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

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

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

Some general items to review include:

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

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

12 Chief Umpire Role

The Chief Umpire heads the umpire team, and is responsible for the overall quality of service delivered by the team to the event, competitors, race officials and other volunteers. The Chief Umpire should ensure the team has the necessary equipment and facilities, and manage the team in a way that raises the skills and experience of all team members.

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

12.1 Preparation: Notice of Race and Sailing Instructions

Before the regatta, the Chief Umpire should review the Notice of Race (NoR) and Sailing Instructions (SIs).

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

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

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

Scoring a Boat that Does Not Sail the Course. This is now explicitly covered in rule D3.1(c) so no longer needs to be in the NoR or SIs.

The NoR or SIs must identify any other rule breach that will be scored +6 points without a hearing, and state ‘*This changes RRS A5.1*’, such as, for example, a rule stating that a boat shall not start later than a specified time after her starting signal.

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

Rule D1.2(a)(1). Some MNA’s printed versions of RRS may omit the last four words of this rule. The risk of confusion can be removed with an SI stating: “Boats should note that rule D1.2(a)(1) concludes: ‘... contact between boats on the other team.’”

12.2 Meeting with Other Regatta Managers

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

At this meeting the Chief Umpire should also:

- a. **Confirm arrangements for umpires** including RIBs and their refuelling, use of equipment such as radios and flags, availability of water and lunches, expense reimbursement, and logistical and hospitality arrangements for the umpire team.
- b. **Agree any support** the Race Officer would like from the umpire team in race management decisions and actions (such as advice on whether to abandon a race, when to start races, moving marks). Confirm that umpires will advise the

Finish Boat of any boat seen to break rule 28.1, the finishing positions of boats that cross the line more than once, and any race that is 'subject to protest'.

- c. **Discuss who will be scoring the races**, confirm their level of knowledge of team racing scoring, and agree any role or assistance required from umpires in scoring, checking race results or ensuring proper posting of race results. Confirm how breaches of rule 28.1 (OCS and NSC) will be recorded and scored.
- d. **Agree with the Race Officer on the process to minimise delays between races**, and when the warning signal for the next race will be made. It is usually best that the Race Officer does not wait for umpires to conclude finish line conversations, as the warning signal alerts umpires to return for the next start.

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

12.3 Umpire Team Tasks

The following tasks may be allocated within an umpire team:

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

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

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

The initial meeting of umpires, before racing starts

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

A morning umpire meeting to confirm the plan for the day

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

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

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

12.5 Competitor Briefing

The content of any Chief Umpire briefing to competitors at the start of a regatta should depend on the age and experience of the competitors. If a briefing is given, it should be short. All information required by competitors should be published elsewhere and should not be repeated at the briefing. However 'prevention is better than cure' and items that might be appropriate to mention include:

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

12.6 Event Calls

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

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

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

13 Scoring

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

13.1 Scoring a Race

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

Some boats may receive additional 'penalty' points [rule D3.1(b) & (c), rule D3.3(b) & (c)], and the team with the lower total points wins the race. If total points are equal, the team without first place wins the race [rule D3.3].

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

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

After each race, the scorer calculates the team scores, identifies the race winner, and notes if a result is subject to protest. The Start Boat needs to inform the scorer of any boats that are given 10 additional points for being OCS [rule D3.1(b)]. If the scorer is not on the Finish Boat, the Finish Boat needs to inform him of the boats' finishing positions, any boats that receive 6 additional points for breaking rule 28.1 Sailing the Course [rule D3.1(c)], and any results that it believes are subject to protest.

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

13.2 Scoring an OCS Boat

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

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

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

13.3 Scoring a Boat which Does Not Sail the Course

A boat which does not sail the correct course scores points equal to her finishing position plus 6 penalty points [rule D3.1(c)]. If she finishes third, her total score is 9 (3+6). If a boat sails the wrong course and gains an advantage for her team despite the 6 point penalty, she may be penalized further at a hearing [rule D3.3(c)].

13.4 Other Scoring Penalties Applied after a Protest (Rule D3.3)

If a boat breaks a non-umpired rule during a race, and neither retires, takes a penalty or is exonerated, the Protest Committee may add 6 points to her score through a hearing [rule D3.3(b)]. This applies for example to a breach of a sailing instruction.

If the Protest Committee decides a boat or her team has gained an advantage by breaking a rule, despite any penalty taken or imposed, it may further increase her score to offset the advantage gained [rule D3.3(c)]. This applies when an advantage gained cannot be reversed by extra penalty turns, and a black-and-white flag is displayed. It may apply when a boat breaks rule 28.

If a boat breaks rule 1, 2, or 14 when she has caused damage or injury, or a rule when not racing, the Protest Committee may penalize her team with a deduction of half or more race-wins, or may decide to impose no penalty [rule D3.3(a)].

Such a penalty lowers the team's ranking in the competition without affecting the result of a race or the score of any other team, so is appropriate for a breach when not racing. Breaches of rule 2 or 14 during a race may lead to a 2-Turn Penalty at the time (red flag), and a further race-wins penalty following a hearing after the race (black and white flag) [rule D2.3]. See §9.8 and §9.9.

13.5 Redress for Interference by an Umpire RIB

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

However, if a RIB may have seriously interfered with a boat, the Protest Committee may decide to call a hearing to consider redress [rule D2.6(c)]. If it does, both teams should be made parties to the hearing (see §10.5), the conditions in rule 61.4 apply, and any redress decision must be fairest for all teams involved.

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

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

13.6 Scoring a Round-Robin Stage and Tie Breaks

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

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

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

13.7 When a Round-Robin is Terminated Before Completion

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

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

13.8 Scoring a Knock-out Stage

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

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

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

- a. **A match is terminated before completion.** The winner is the team with the higher number of race wins or, if equal, the winner of the last race [*rule D4.5(b)*].
- b. **A round is not scored.** Matches in a knock-out round are only scored if at least one race has been sailed in each match in that round [*rule D4.5(a)*]. When a round is not scored, teams are ranked in order of their places in the previous stage [*rule D4.5(c)(3)*].

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

13.9 Scoring Adjustments after a Breakdown

When boats are supplied, a boat that suffers a breakdown may request a score change. She must display a red flag at the first reasonable opportunity after the breakdown and, if possible, continue racing [*rule D5.2*].

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

Unless the NoR or SIs state otherwise, breakdown decisions are made by the Race Committee [*rule D5.3*]. This allows for a proper investigation into the cause and effect of the breakdown without delaying racing. The decision should be as equitable as possible to all competing teams, and may be to resail the race or award points equal to the boat's position at the time of the breakdown. A boat may request redress if it believes that a decision of the Race Committee is improper.

14 Umpiring Variations

World Sailing recommends using two RIBs, with two umpires in each, even when more resources are available. This approach provides a simple and consistent method of umpiring for all formats of team racing, and delivers good coverage.

At events with fewer or more RIBs, the Chief Umpire should specify the coverage model and any changes to the standard race positioning plan.

14.1 Umpiring with Fewer Resources

When there are insufficient RIBs for two per race, a single RIB umpiring a race should normally drive the LEFT/Front route, adjusting position as necessary to ensure a good angle of view for decisions on all race-deciding incidents (see §2.5). This might mean for instance being level with the front of a bunch on Leg 3.

Floater. At such events there is significant benefit in having one extra RIB, often called a “Floater”, so that the closest races are umpired to the finish by two RIBs.

- a. In 3v3, the Floater should normally join a race as RIGHT (BACK) from the start until Mark 1 at least, and often until adjacent to the start line on Leg 3 as this is a convenient place to leave and join the start of the next race. When a race is close, the Floater may choose to remain with the race until the finish.
- b. In 4v4 between evenly matched teams, a Floater may be better deployed as a second RIB on the final legs, as this is more likely to be where a race is decided.

Switching sides on Leg 5. A single RIB should normally switch to FRONT-LEFT on Leg 5. The boats are more likely to sail to the right side of the beat, so it is easier to drive head to wind on the left side of the fleet. In preparation, the RIB should stop at the zone of Mark 5, pointing head-to-wind. If there is a gap before the last boats reach the mark, the RIB should cross Leg 4 in that gap. The driver then looks right to call the boats that have rounded Mark 4, and the co-driver looks astern to call Mark 4 zone for the last boats.

This technique can also be used by FRONT when there are two RIBs, and the fleet has become well separated into two groups, one RIB per group.

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

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

14.2 More Umpires or More Umpire RIBs

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

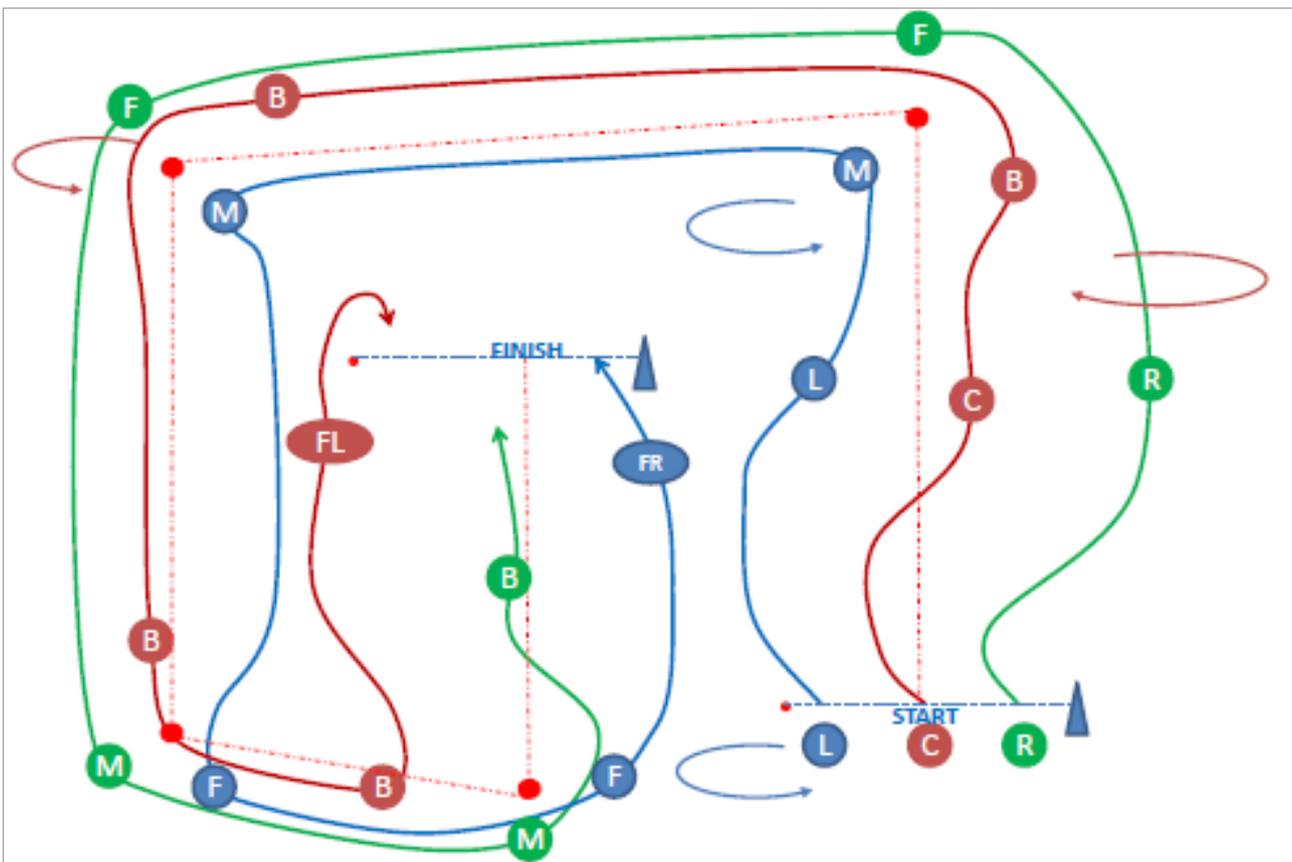
- b. BACK-LEFT approaching Mark 1, moving to windward of the mark as the last boats round Mark 1;
- c. Far enough forward to call any boats that do not initially bear away at Mark 2;
- d. BACK (and in the centre) on Leg 3, and initially BACK (windward or leeward) on Leg 4 (passing either side of Mark 3);
- e. As soon as boats tack after Mark 4, moves to FRONT-LEFT up Leg 5.

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

14.5 Plans for Other Courses and Numbers of RIBs

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

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



15 Preparation, Coaching and Rules Discussions

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

15.1 Umpire's Equipment

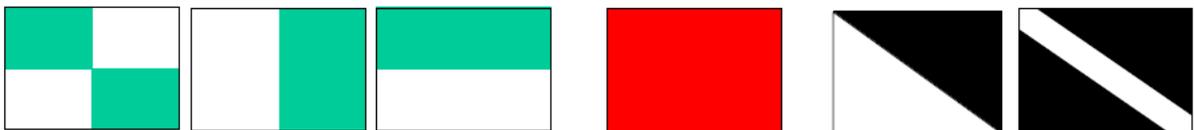
Items an umpire should bring to a regatta include:

- a. Racing Rules of Sailing, team racing umpire manual and call-book, rapid response calls
- b. World Sailing RRS rule 42 interpretations
- c. Notice of Race and Sailing Instructions (if published)
- d. Foul weather clothing including, in cold weather, hats and gloves
- e. Sunglasses and sun protection
- f. Waterproof notebook
- g. Magnetic boat models
- h. Loud whistle
- i. Flags, radio and PFD, if not provided by the Organizing Authority.

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

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

Designs recommended by World Sailing are:



15.2 Pre-race Preparation

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

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

15.3 Coaching Novice Umpires at Regattas

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

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

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

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

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

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

Repetition is Key. When the experienced umpire drives, the novice should experience the same positioning and angle of view to incidents every race, and be able to focus on improving dialogue while becoming familiar with the route. After a full day, a novice umpire can be expected to have developed consistent umpire dialogue, and may be ready to drive.

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

Coaching Two Novices. If resources allow, it can accelerate novices' improvement if an experienced umpire rides with and coaches two novice umpires, helping their dialogue with the questions above, nudging them on positioning, ensuring their decisions are sound, and then quickly de-briefing them between races.

Initially the coaching umpire should drive. Once the dialogue is good, the novices should drive. This arrangement also allows a novice just to drive, with the dialogue being between the other novice and the coach.

15.4 Competitor Discussions and Debriefs

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

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

As the purpose is to explain how the rules apply, if it becomes clear that an umpire may have made a mistake, this should immediately be acknowledged.

Have your rule book with you. It is usually helpful to be able to refer to the specific wording in the applicable rule when answering any question. This helps sailors see how the words in the RRS provide the answer to their questions, and can change the conversation from being just about one specific incident to being about the wider application of a rule.

When possible, an umpire should use the specific word in the rule rather than a synonym (for example *'changing'* not *'altering'*, *'room'* not *'time and opportunity'*). Referring to and using the text of the rule also lessens the risk of giving guidance that may be ambiguous or misunderstood. Sailors with limited English can cross-reference to their own-language copy of the rule book.

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

15.5 Umpire Conversation with Coaches and Parents

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

16 Umpire Evaluation

A global pool of competent and consistent umpires is important for the success of team racing. Improvement and consistency is mainly self-driven, and the purpose of this manual is to help that process.

World Sailing runs seminars and clinics to coach umpires from novice to the level required for International Umpire assessment and qualification. Many MNAs have National Umpire programmes with similar training material.

16.1 Personality of an Umpire

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

This requires concentration and stamina, and accuracy in observation. An umpire needs to be a good listener, and a clear and concise communicator, who remains calm and focused in complex and challenging situations.

An umpire needs to command authority and respect, even though some decisions may not be correct, and some errors will affect race outcomes. An umpire builds respect through being clear, firm and fair, while at the same time being open and approachable.

An error should be seen as an opportunity to improve. An umpire should be able to remain accurate and impartial even after an error, and then after the race review the cause of the error and decide how to avoid risk of a similar error in future.

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

16.2 Skills and Experience of a Good Umpire

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

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

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

16.3 Self-Assessment and Self-Improvement

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

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

on the team, and ask for an informal evaluation. The more specific the feedback requested, the easier it is for the experienced umpire to provide constructive guidance. After a regatta, an umpire can self-review performance against World Sailing's performance assessment criteria (see §16.4).

16.4 Applying to Become an International Umpire

World Sailing Policy L3, and the current World Sailing document 'Race Official Roles, Qualifications and Competencies' (RQC), define the process and requirements for applying for appointment as an International Umpire (IU).

Before applying, an umpire must have attended a World Sailing IU seminar, and in the four years prior to the application (the 'designated period') must have passed an IU rules test and an on-the-water performance assessment, and collected at least three IU references. All of these may be in the same or different disciplines (team, match or fleet racing).

The rules test may be taken remotely and at any time. If not passed, it may be retaken within the times specified in the RQC. The seminar will normally include an on-the-water assessment; if an assessment is not passed, it may be retaken at a suitable umpired event attended by an assessor.

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

World Sailing does not appoint nor separately categorise IUs as team, match or fleet racing IUs. The performance assessment criteria, and the standard required, are the same for all disciplines, and many umpires are expert at more than one. However, as the rules and procedures differ between the disciplines, any clinic, seminar, rules test and on-the-water assessment will be associated with just one discipline.

16.5 World Sailing Seminars and Clinics

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

In contrast, an umpire clinic is designed for umpires who are still building their skills and experience. The focus of a clinic is individual coaching to accelerate each umpire's improvement. At the end of a clinic an umpire will know the methodology of how to umpire at an IU level. The umpire should then umpire at sufficient regattas, at home and internationally, to raise ability and experience to the level appropriate for attending a seminar and taking the on-the-water performance assessment.

16.6 National Umpire Schemes

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

World Sailing recommends that the material used for umpire coaching within a

national umpire programme is consistent with World Sailing's, that the assessment form and criteria for appointment are the same, but that the standard for national appointment is lower than the standard for international appointment. This helps ensure that a national appointment is a stepping stone to a future international appointment.

16.7 World Sailing's International Umpire and Race Officials Committees

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

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