

“How to Umpire Well”

Fleet Racing / Match Racing / Team Racing

Instructor: Chris Atkins

*The slides should be a useful reference
(in support of the manual).*

*We will not cover all the slides,
nor all the text on them.*



Welcome! Agenda

18.00 – 20.50



1. Umpiring Sailing: the Objectives; the Job
2. Skills & Personality of a Good Umpire
3. Dialogue to Decision; 4 Types of Incident
4. Perfecting the Words for the 4 Incident Types

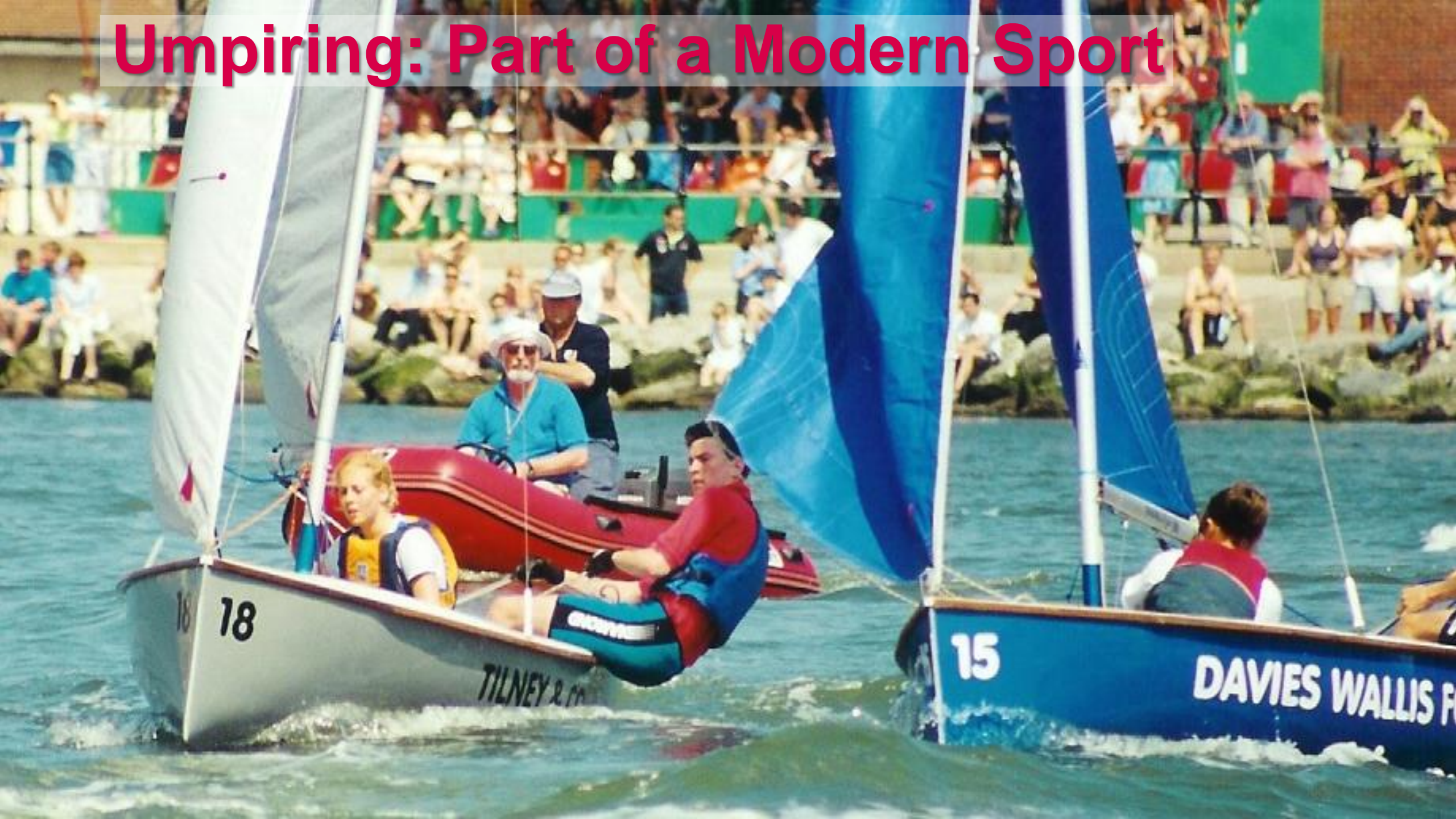
break (expect it 19.30-19.40)

5. The Dialogue in Real Time – Top 6 Incidents
6. Some Theory to Finish
 - i. Umpire-Initiated Penalties in Team Racing
 - ii. Driving; Route round a Team Racing Course
 - iii. Self-coaching as a Group

A subset only – the T/R Umpire Manual has it all!



Umpiring: Part of a Modern Sport



Umpiring: Main Objectives





Umpiring: Main Objectives

- **Policeman:**
 - Reduce number of rule breaches
 - Reduce number of incidents not resolved by competitors
- **Decisions:**
 - Make decisions when required & in accordance with rules
- **Help competitors** enjoy the regatta
- **Assist RC** and others (spectators, sponsors)
 - Regatta finishes on schedule, less damage,
- **Learn, improve and enjoy**, as a team



Umpiring: The Job



-
-
-
- **Decide**: as an incident happens, we apply the rules and agree whether any boat breaks a rule
-
- **Signal** our decision, and check the penalty is taken
-





Umpiring: The Job

- **Position**: the right place to see exactly what happens
- **Observe**: the facts are what we see
- **Dialogue**: we state each boat's rights and obligations under the rules, and her relevant actions
- **Decide**: as an incident happens, we apply the rules and agree whether any boat breaks a rule
- **Observe** whether any boat protests and any boat starts to take a penalty
- **Signal** our decision, and check the penalty is taken
- **Keep observing**: the next incident is already happening

Responsibilities; concentration; precision; decisiveness



the Objectives the Job

What Makes a Good Sailing Umpire?



- **Personality?**
(e.g. approachable)
- **Application?**
(e.g. impartial)
- **Technical skills?**
(e.g. know tactics)
- **Call them out!**



What Makes a Good Sailing Umpire?



Personality

- Approachable
- Non-dogmatic
- Happy making decisions
- Team player
- Fit and agile
- Focused not random
- Desire to improve & improve
- Calm

Application

- Good observation
- Good listening
- Communications
- Focus, accuracy
- Quick thinking
- Decisive
- Consistent
- Impartial
- Confidential
- Preparation
- Time-keeping

Technical skills

- Rules knowledge
- Sailboat racing skills & experience
- Match / team racing experience:
 - tactics
 - umpiring
 - boat driving

“Humbly Decisive”



Umpiring Challenges & Priorities



- No VAR. We must see what we need to, as it happens
 - **which 10% of what is happening do we need to see?**
- Record what we see in clear concise accurate words
 - **what are the necessary words? Talk needs to become automatic**
- Why two umpires per RIB? We look at different things!
 - **say what you are seeing, and hear what your partner is saying**
- Decisions as incidents happen – the race doesn't stop!
 - as soon as a rule is broken, agree which boat broke a rule
 - **don't start to invent more facts**
 - also agree when no rule broken





The Challenges and Priorities

The single most important ability

- **Know what it is you need to see as incident happens**
 - Rules knowledge
 - Experience
 - Analysis post-incident
- **... and then say it as you see it**
 - Use **agreed**, **clear** and **concise** words.
If you say “leeward”, you don’t need to say “overlapped”!
 - With **good dialogue**, your decision is made before any rule is actually broken





The Challenges and Priorities

Agreeing the Decision

- As soon as a rule is broken, one umpire proposes a decision
 - e.g. *“I’m not keeping clear. Penalty on me. Do you agree?”*
- The other umpire responds *“I agree”* – decision is made
- On occasions the other umpire responds
 - *“I did not see”* – decision made (unless 1st umpire not sufficiently confident)
 - *“I disagree, ...”* with reason: *“... I broke 16, penalty on me”*
- 1st umpire resolves any disagreement:
 - *“Agree, penalty you”* or *“We disagree, green flag”*
 - On occasion there may be time for longer dialogue, but beware: go with gut, or make up new “facts”?





And We Can Simplify

- There are only 4 incident / dialogue **types**
 1. **Right-of-Way / Keep Clear** (rules 10-13, 15, 16, 21)
 2. **Proper Course** (17, 23)
 3. **Passing Marks & Obstructions** (18, 19, 43.1)
 4. **Room to Tack at Obstruction** (20)
- **Type 1** “**RIGHT**” / “**GIVE**” applies to **every** incident
- **Types 2 – 4** apply ***in addition*** at particular times
- You need to know **which FEW facts determine these 4 decisions**, and focus only on them ...





The Rest of this Clinic

Until break: In pairs, write the Dialogue

- 4 incident types
- What are the words we need to say so that **the decision flows automatically** from the words?
- Create your “dictionary” of 30 words

After break: Now speak it at the speed of an incident!

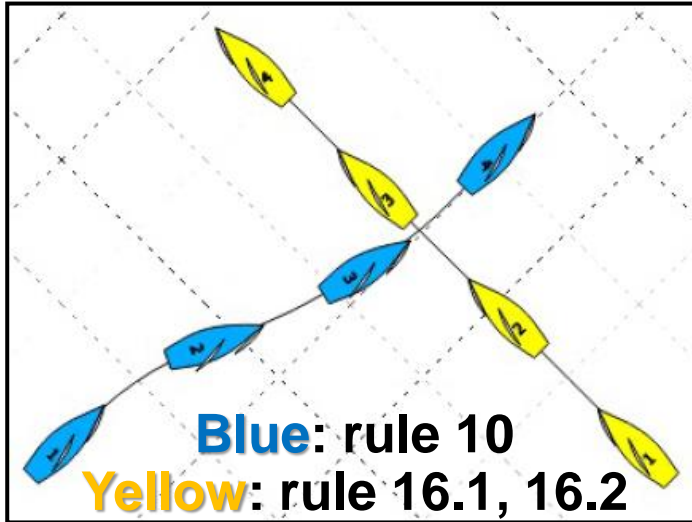
Finally: Procedure, Positioning, Self-improvement

*The slides should be a helpful reference
(we will skip some slides and many of the notes)*



A Typical Type 1 Incident

Starboard Crossing Port

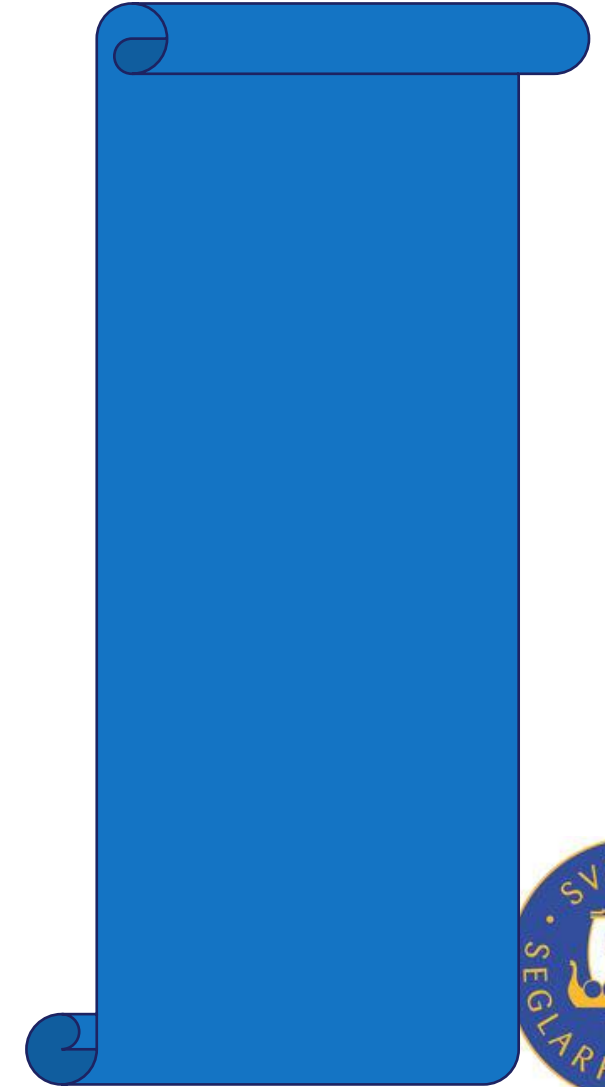


- Which rule(s) can S break?
- Which rule(s) can P break?
- What fact(s) do we need to apply these rules?
- Agree at P1 which boat has right-of-way
- Decide what words you will say to apply those rules in each position

Dialogue

Position	Yellow	Blue
P1		
P2		
P3		
P4		

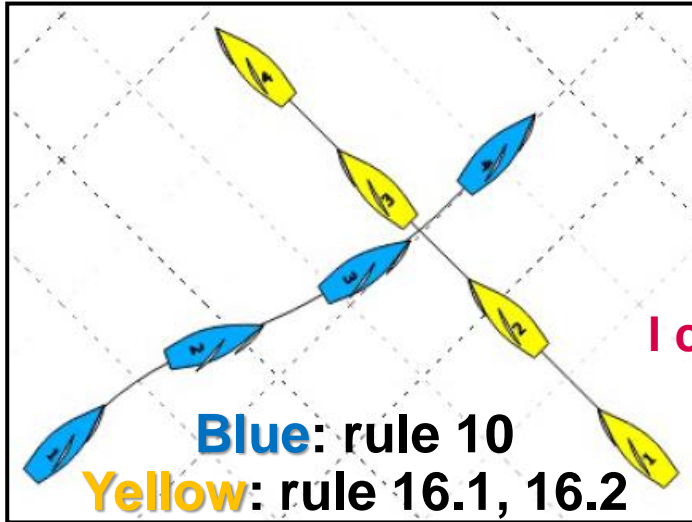
List of Words





A Typical Type 1 Incident

Starboard Crossing Port



I can't be breaking
rule 16.1 or 16.2

- Which rule(s) can S break?
- Which rule(s) can P break?
- What fact(s) do we need to apply these rules?
- Agree at P1 which boat has right-of-way
- Decide what words you will say to apply those rules in each position

Dialogue

Position	Yellow	Blue
P1	I'm Yellow. Starboard right. Holding	I'm Blue. Port give. Keeping clear
P2		
P3		
P4		

I'm not breaking
rule 10

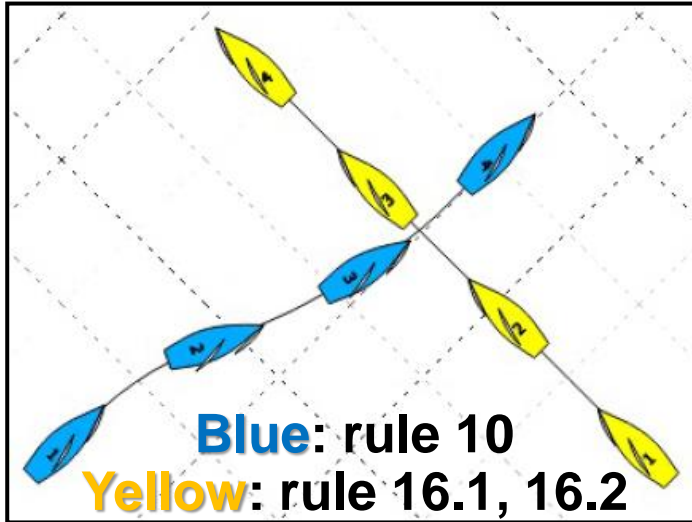
List of Words

Port, starboard
Right, give
Holding
Keeping clear



A Typical Type 1 Incident

Starboard Crossing Port



- Which rule(s) can S break?
- Which rule(s) can P break?
- What fact(s) do we need to apply these rules?
- Agree at P1 which boat has right-of-way
- Decide what words you will say to apply those rules in each position

Dialogue

Position	Yellow	Blue
P1	I'm Yellow Starboard right Holding	I'm Blue Port give Keeping clear
P2	Holding	Dipping
P3		
P4		

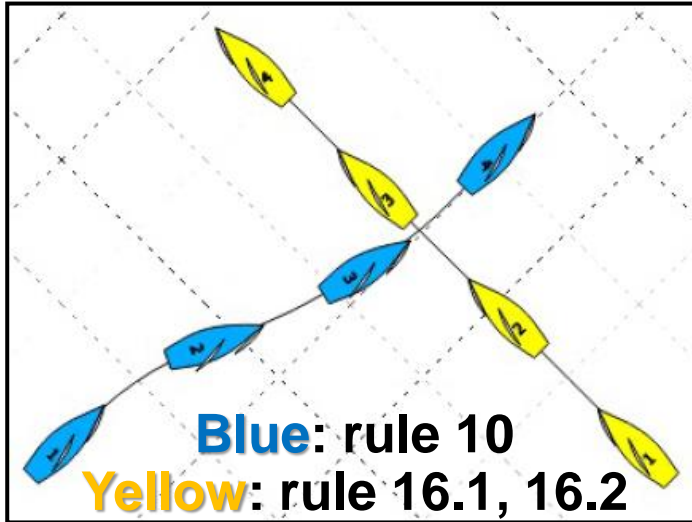
List of Words

Port, starboard
Right, give
Holding
Keeping clear
Dipping



A Typical Type 1 Incident

Starboard Crossing Port



- Which rule(s) can S break?
- Which rule(s) can P break?
- What fact(s) do we need to apply these rules?
- Agree at P1 which boat has right-of-way
- Decide what words you will say to apply those rules in each position

Dialogue

Position	Yellow	Blue
P1	I'm Yellow Starboard right Holding	I'm Blue Port give Keeping clear
P2	Holding	Dipping
P3	Holding	Keeping clear
P4		

List of Words

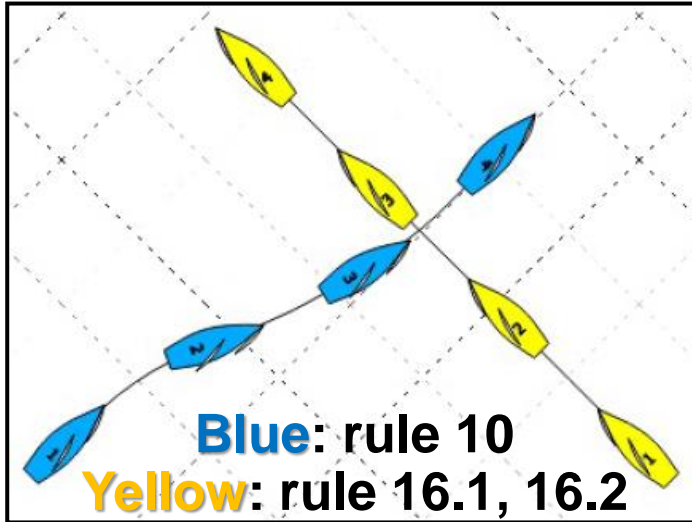
Port, starboard
Right, give
Holding
Keeping clear
Dipping





A Typical Type 1 Incident

Starboard Crossing Port



- Which rule(s) can S break?
- Which rule(s) can P break?
- What fact(s) do we need to apply these rules?
- Agree at P1 which boat has right-of-way
- Decide what words you will say to apply those rules in each position

Dialogue

Position	Yellow	Blue
P1	I'm Yellow Starboard right Holding	I'm Blue Port give Keeping clear
P2	Holding	Dipping
P3	Holding	Keeping clear
P4	No incident (clean)	I agree (agreed)

List of Words

Port, starboard
Right, give
Holding
Keeping clear
Dipping
No incident
I agree



Tips: Biggest Dialogue Lesson of All



- Rule 16.1 (Changing Course) only applies to **RIGHT**
- **GIVE** just has to keep clear and how she does this does not matter

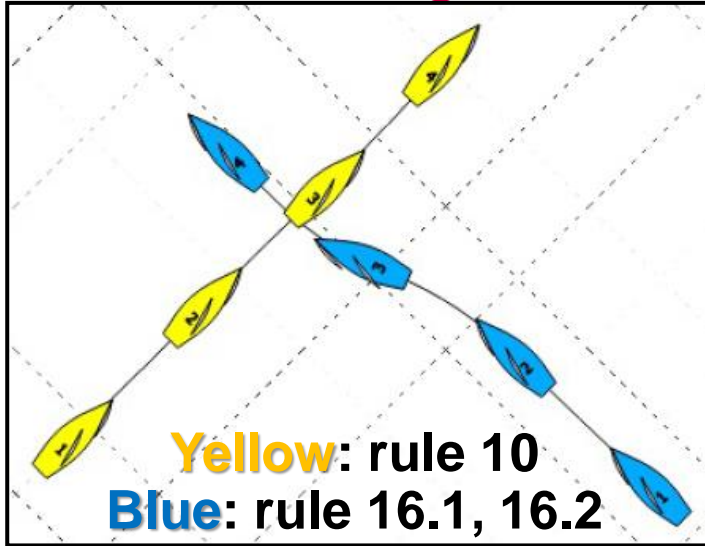
THEREFORE

- “**Holding**” and “**Changing**” are ONLY said to describe the actions of **RIGHT**
- If you say these words, it confirms you think your boat has right-of-way
- For **GIVE**, you just say “(not) keeping clear”



Another Type 1 Incident

Port Crossing Starboard



Blue then Yellow

- At position 1, agree who has right of way and why
- Thereafter, focus on whether each boat complies with the rules

Dialogue

Position	Blue	Yellow
P1		
P2		
P3		
P4		

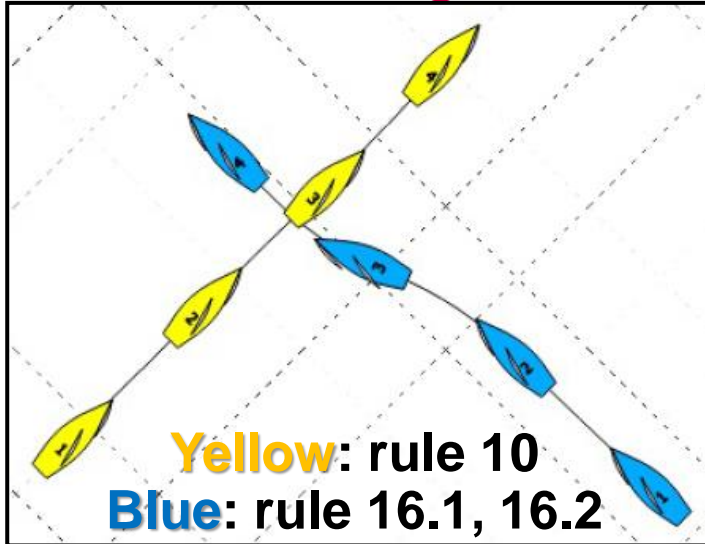
List of Words

Port, starboard
Right, give
Holding
Keeping clear
Dipping
No incident
I agree



Another Type 1 Incident

Port Crossing Starboard



Blue then Yellow

- At position 1, agree who has right of way and why
- Thereafter, focus on whether each boat complies with the rules

Dialogue

Position	Blue	Yellow
P1	I'm Blue Starboard right Holding	I'm Yellow Port give Keeping clear
P2		
P3		
P4		

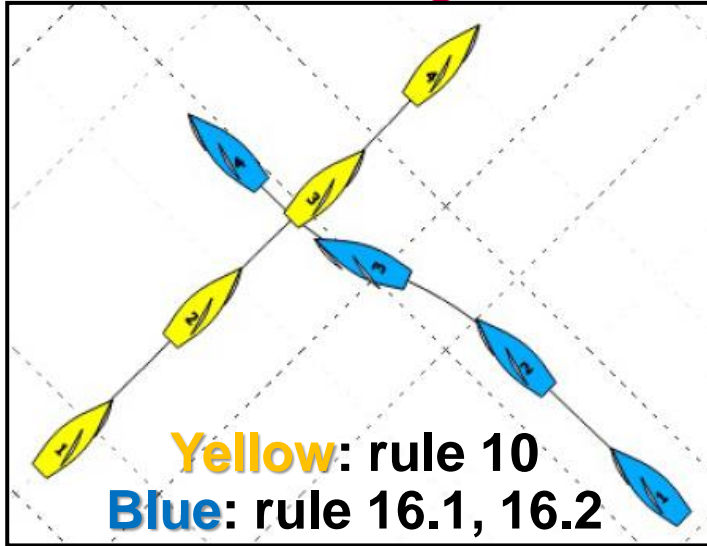
List of Words

Port, starboard
Right, give
Holding
Keeping clear
Dipping
No incident
I agree



Another Type 1 Incident

Port Crossing Starboard



Blue then Yellow

- At position 1, agree who has right of way and why
- Thereafter, focus on whether each boat complies with the rules

Dialogue

Position	Blue	Yellow
P1	I'm Blue Starboard right Holding	I'm Yellow Port give. Keeping clear
P2	Holding	Keeping clear or Crossing
P3		
P4		

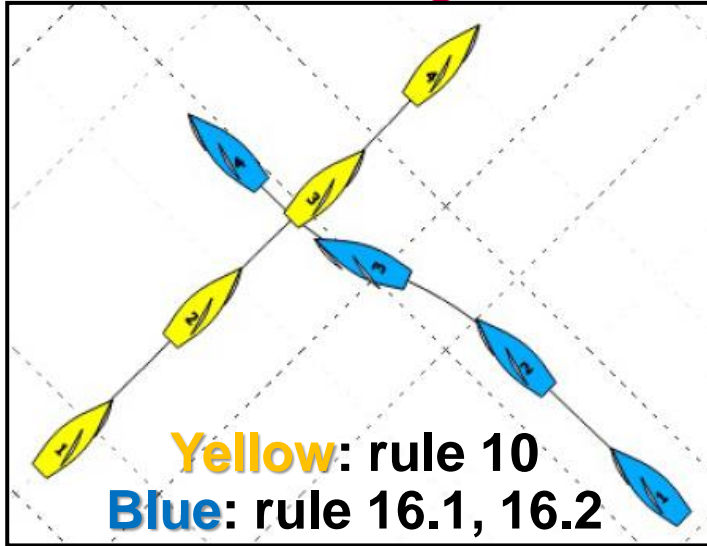
List of Words

Port, starboard
Right, give
Holding
Keeping clear
Dipping
No incident
I agree
(Crossing)



Another Type 1 Incident

Port Crossing Starboard



Blue then Yellow

- At position 1, agree who has right of way and why
- Thereafter, focus on whether each boat complies with the rules

Dialogue

Position	Blue	Yellow
P1	I'm Blue Starboard right Holding	I'm Yellow Port give. Keeping clear
P2	Holding	Keeping clear or Crossing
P3	Had to avoid Penalty you	Agree
P4		

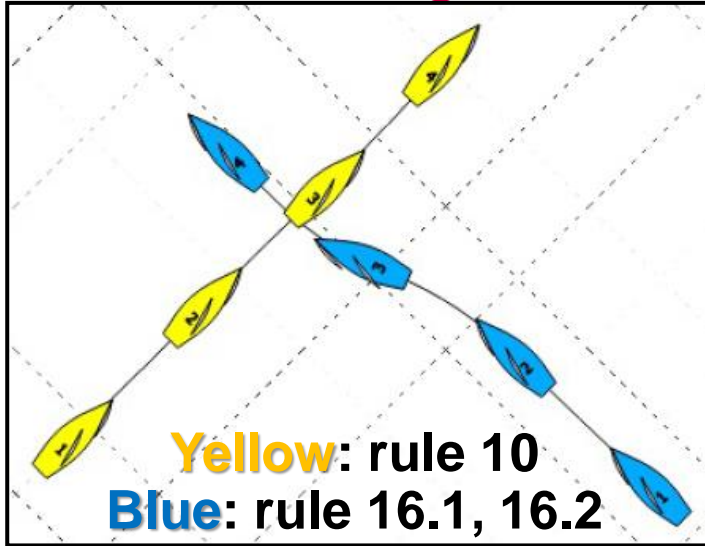
List of Words

Port, starboard
Right, give
Holding
Keeping clear
Dipping
No incident
I agree
(Crossing)
Had to avoid
Penalty



Another Type 1 Incident

Port Crossing Starboard



Blue then Yellow

- At position 1, agree who has right of way and why
- Thereafter, focus on whether each boat complies with the rules

Dialogue

Position	Blue	Yellow
P1	I'm Blue Starboard right Holding	I'm Yellow Port give. Keeping clear
P2	Holding	Keeping clear or Crossing
P3	Had to avoid Penalty you	Agree
P4	<i>If it happens</i> Protest	<i>after 2 seconds</i> Red flag me

List of Words

Port, starboard
Right, give
Holding
Keeping clear
Dipping
No incident
I agree
(Crossing)
Had to avoid
Penalty
Protest
Red flag

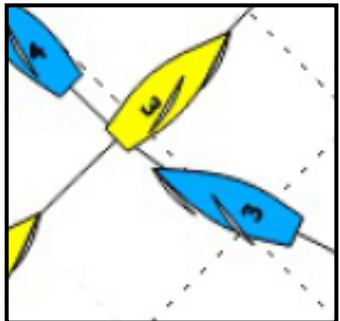


Port / Starboard Type 1 Incidents



More Tips / Learnings

1. Is **RIGHT** “Holding” or “Changing”; is **GIVE** “Keeping Clear”?
2. Propose decision as soon as a rule is broken
3. Decision based on the **key fact**. **You cannot disagree with a fact about the boat you are not watching!**



- Rule 10 decision normally proposed by starboard umpire (*“Had to Avoid”*) – real or ‘Hollywood’? (*positioning!*)
- Rule 16.1 or 16.2 decision normally proposed by port umpire
 - 16.1: *“Reacted immediately, Did all I could”*;
 - 16.2: *“Had to react immediately”*





Split into Pairs, Talk over Phone

2 incidents, 2 minutes each (stop after 4 minutes)

Pairs 1-3 do left incident first; pairs 4 – 6 do right incident first

- **What rule(s) could each boat break?**
- Work out the dialogue for both, write it down
- Word list on right has **new** words you might use
- **Position 1:** establish which boat has right-of-way
Positions 2 - 4: focus on actions, changes to right-of-way, rule compliance / breach
- Try to ensure dialogue leads automatically to the decision:
If someone only hears the dialogue, would he come to the same decision?
- **At end:** One group (one person Blue, the other Yellow) presents their conversation, other groups then add their comments

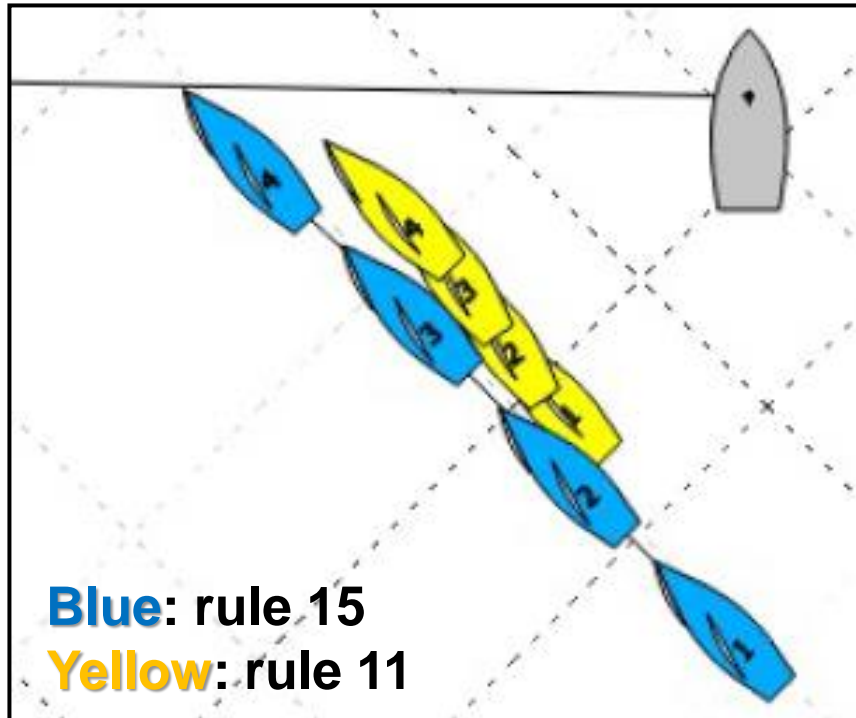
*Note which
boat speaks
first*



Same Tack Incidents (Type 1 & 2)

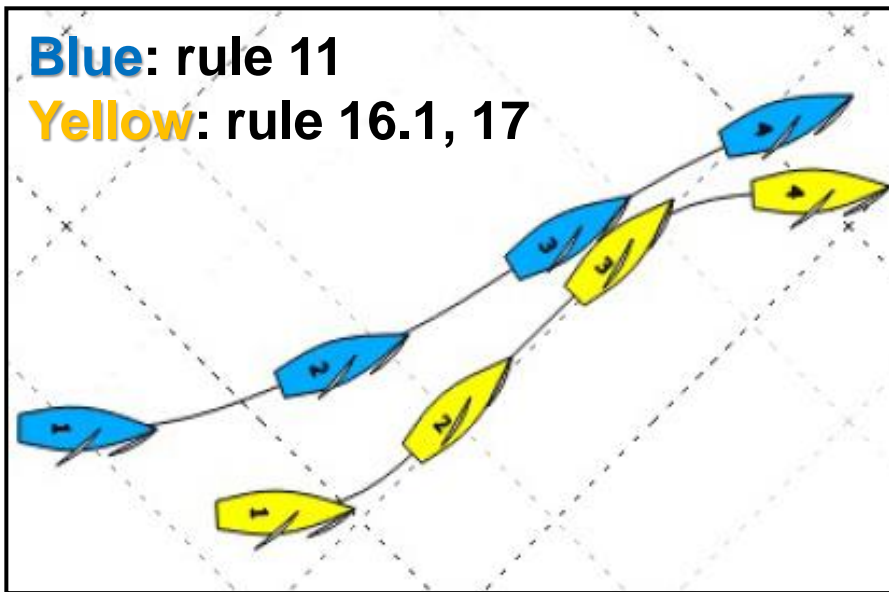


Gaining Right-of-Way



Close Overlap from Astern
Blue then Yellow

Luffing Incident



Windward / Leeward (Type 1)
and also Rule 17 (Type 2)
Yellow then Blue

List of Words

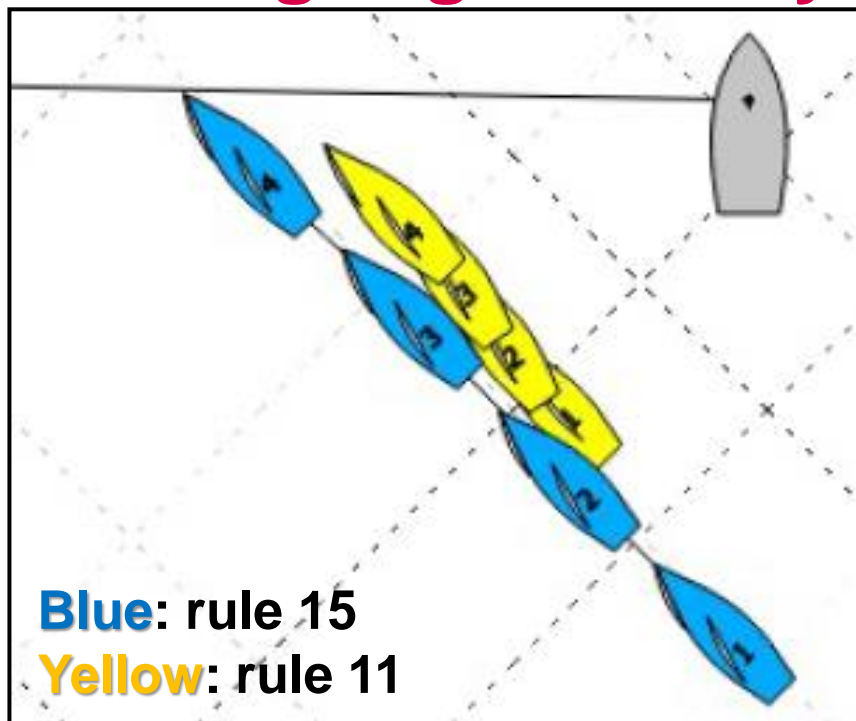
Port, starboard
Right, give
Holding, **Changing**
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty
Protest
Red flag
Ahead / astern
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)

Contact at Position 3 in both

Same Tack Incidents (Type 1 & 2)



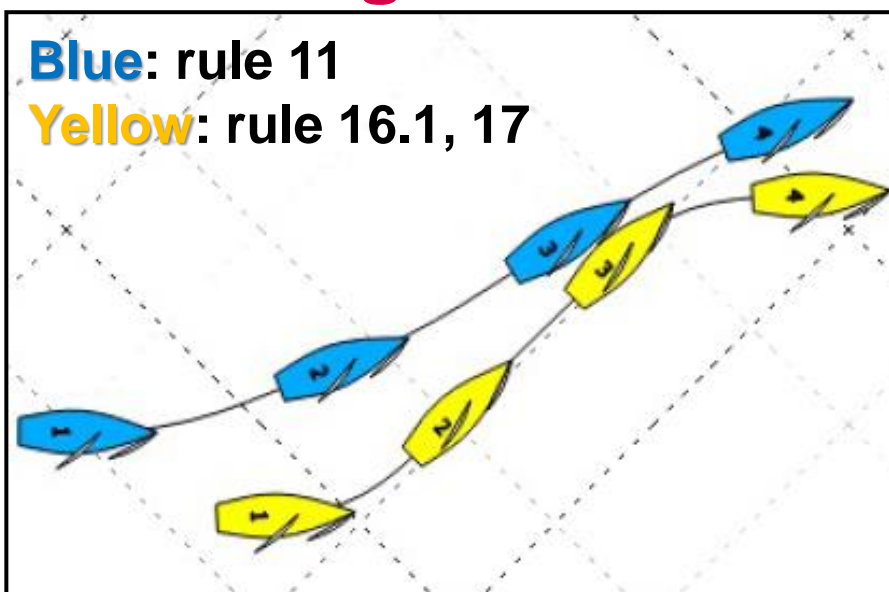
Gaining Right-of-Way



Close Overlap from Astern

Position	Blue	Yellow
P1	I'm Blue Astern give Keeping clear	I'm Yellow Ahead right Holding

Luffing Incident



Windward / Leeward (Type 1) *But also Rule 17 (Type 2)*

Position	Yellow	Blue
P1	I'm Yellow Ahead right Holding	I'm Blue Astern give Keeping clear

List of Words

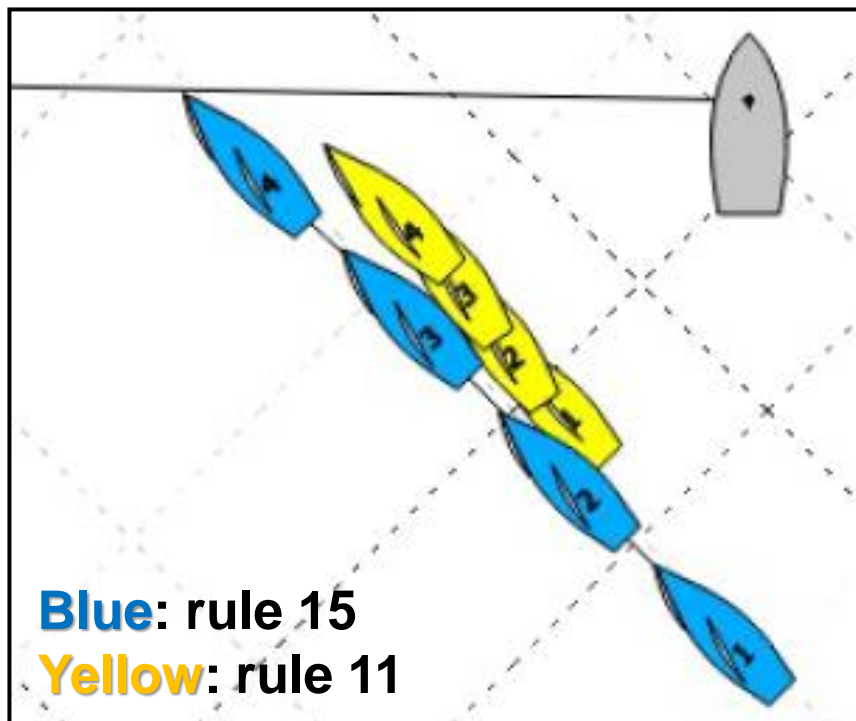
Port, starboard
 Right, give
 Holding, **Changing**
(Not) Keeping clear
 Dipping, (Crossing)
 No incident
 I agree
 Had to avoid
 Penalty
 Protest
 Red flag
 Ahead / astern
 Leeward / windward
 Reacted immediately
Contact
Doing all I can
 17 on/off (Luffing rights)

Same Tack Type 1 Incident

Gaining Right-of-Way

Dialogue

List of Words



Close Overlap from Astern
Blue then Yellow

Position	Blue	Yellow
P1	I'm Blue Astern give Keeping clear	I'm Yellow Ahead right Holding
P2		
P3		
P4		

Port, starboard
Right, give
Holding
Keeping clear
Dipping
No incident
I agree
(Crossing)
Had to avoid
Penalty
Protest
Red flag
Ahead / astern

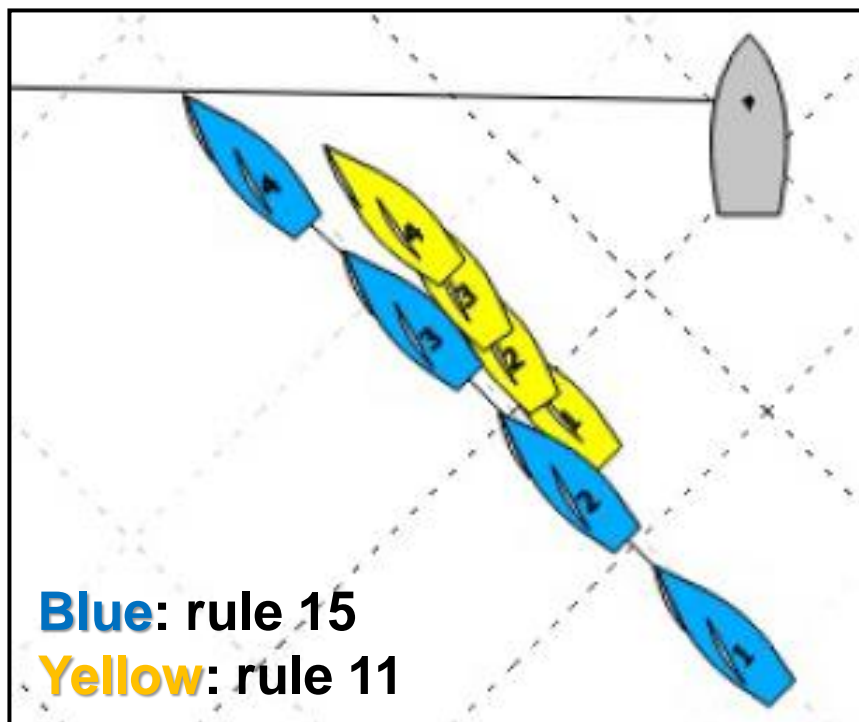


Same Tack Type 1 Incident

Gaining Right-of-Way

Dialogue

List of Words



Blue: rule 15
Yellow: rule 11

Close Overlap from Astern
Blue then Yellow

Position	Blue	Yellow
P1	I'm Blue Astern give Keeping clear	I'm Yellow Ahead right Holding
P2	Leeward right* Holding	Reacted immediately
P3	* May not be time to say with Opties!	
P4		

Port, starboard
Right, give
Holding
Keeping clear
Dipping
No incident
I agree
(Crossing)
Had to avoid
Penalty
Protest
Red flag
Ahead / astern
Leeward / windward
Reacted immediately

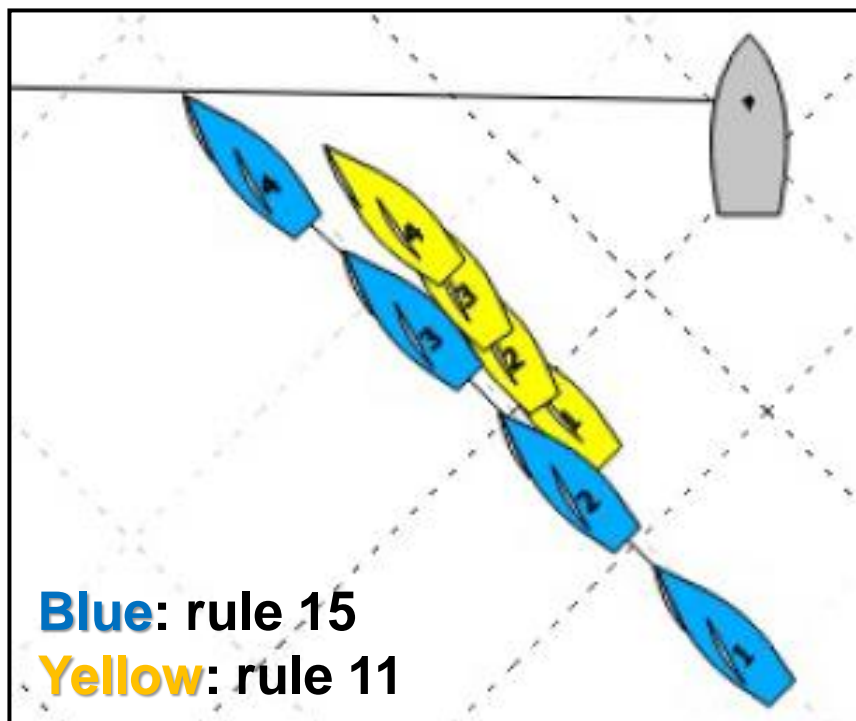


Same Tack Type 1 Incident

Gaining Right-of-Way

Dialogue

List of Words



Close Overlap from Astern
Blue then Yellow

Position	Blue	Yellow
P1	I'm Blue Astern give Keeping clear	I'm Yellow Ahead right Holding
P2	Leeward right* Holding	Reacted immediately
P3	Contact	Did all I could Penalty you
P4	Agree	

Port, starboard
Right, give
Holding
Keeping clear
Dipping
No incident
I agree
(Crossing)
Had to avoid
Penalty
Protest
Red flag
Ahead / astern
Leeward / windward
Reacted immediately
Contact
Doing all I can



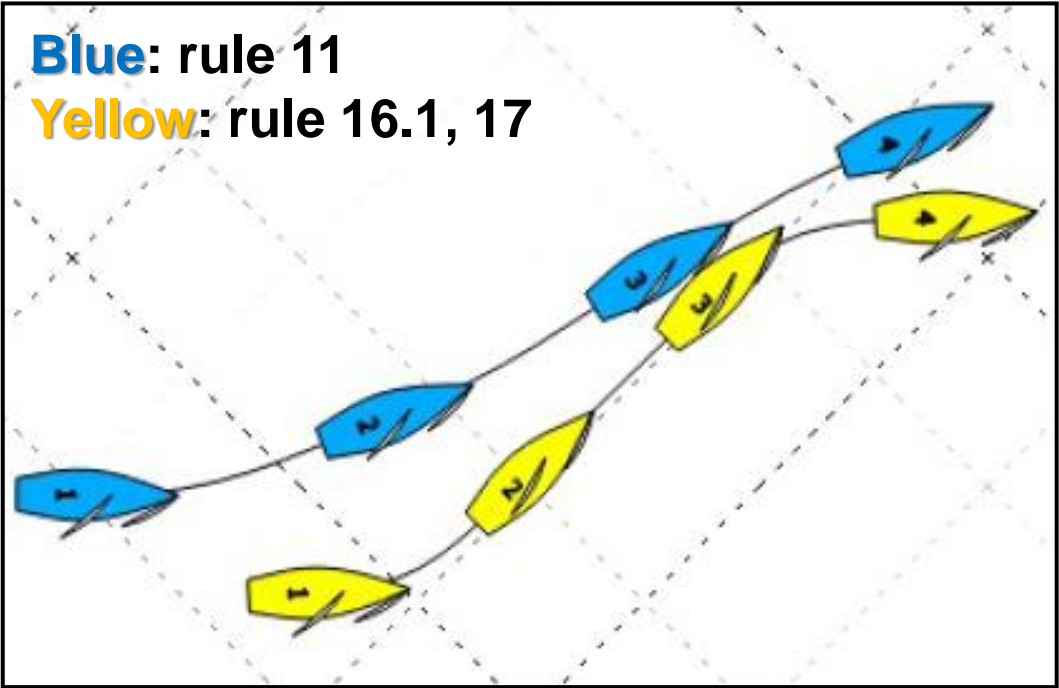


Type 1 plus Type 2 Incident

Luffing Incident

Dialogue

List of Words



Blue: rule 11
Yellow: rule 16.1, 17

Windward / Leeward (Type 1)
But also Rule 17 (Type 2)
Yellow then Blue

Position	Yellow	Blue
P1	I'm Yellow Ahead right Holding	I'm Blue Astern give Keeping clear
P2		
P3		
P4		

Port, starboard
Right, give
Holding
Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty
Protest
Red flag
Ahead / astern
Leeward / windward
Reacted immediately
Contact
Doing all I can

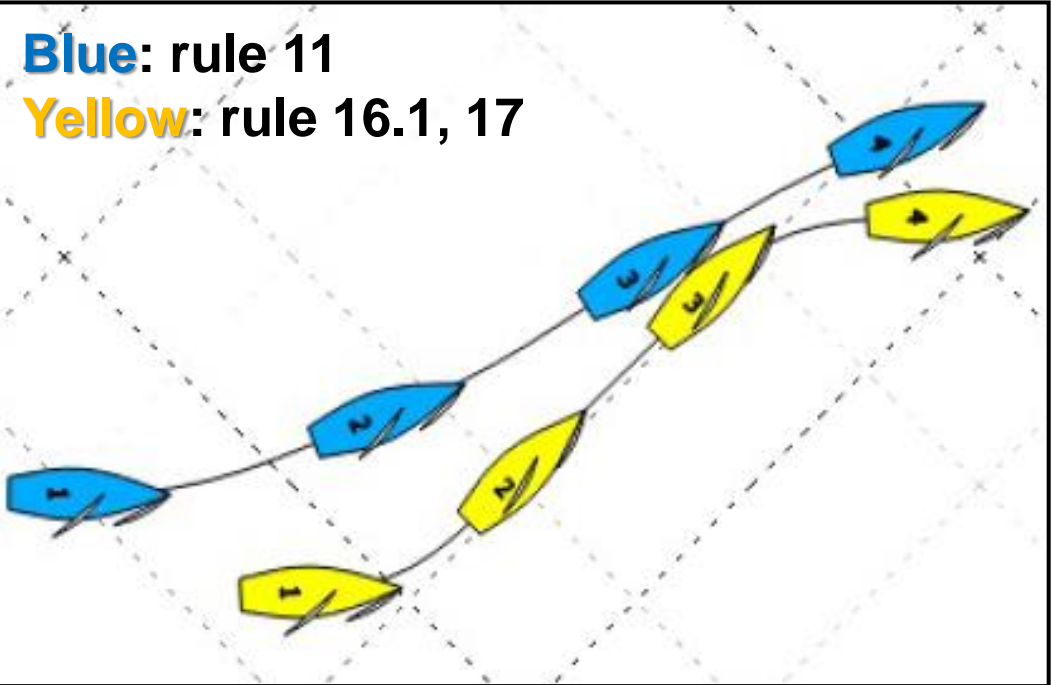


Type 1 plus Type 2 Incident

Luffing Incident

Dialogue

List of Words



Windward / Leeward (Type 1)
But also Rule 17 (Type 2)
Yellow then Blue

Position	Yellow	Blue
P1	I'm Yellow Ahead right Holding	I'm Blue Astern give Keeping clear
P2	Leeward right*, luffing rights (17 off) Changing	Keeping clear
P3		
P4		

- Port, starboard
- Right, give
- Holding, **Changing**
- Keeping clear
- Dipping, (Crossing)
- No incident
- I agree
- Had to avoid
- Penalty
- Protest
- Red flag
- Ahead / astern
- Leeward / windward
- Reacted immediately
- Contact
- Doing all I can
- 17 on/off (Luffing rights)

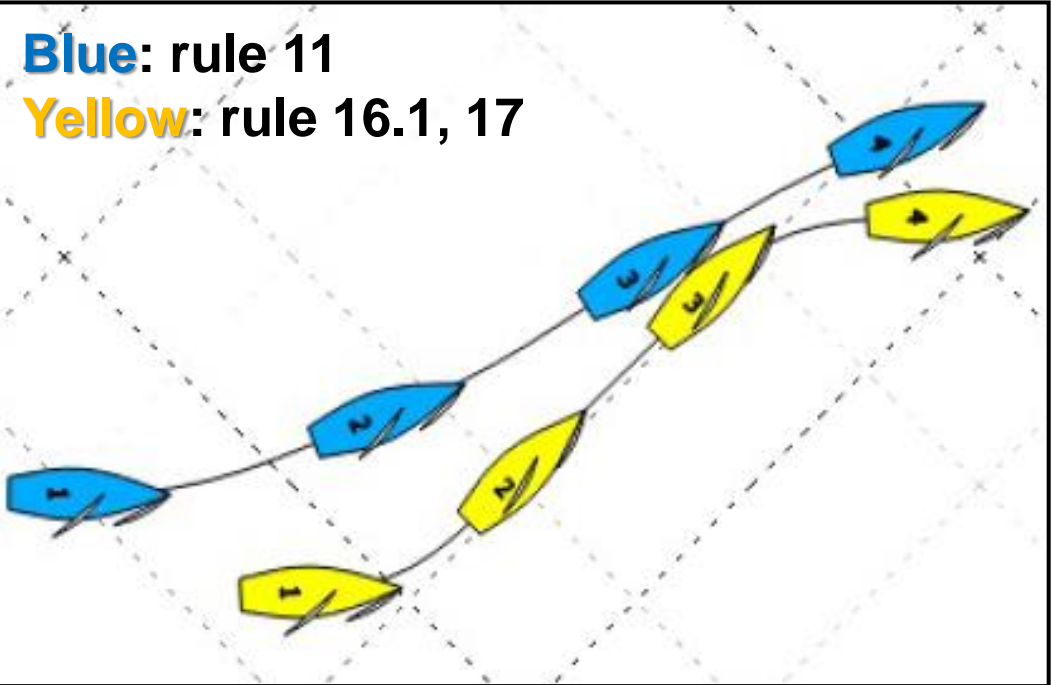


Type 1 plus Type 2 Incident

Luffing Incident

Dialogue

List of Words



Windward / Leeward (Type 1)
But also Rule 17 (Type 2)
Yellow then Blue

Position	Yellow	Blue
P1	I'm Yellow Ahead right Holding	I'm Blue Astern give Keeping clear
P2	Leeward right*, luffing rights (17 off) Changing	Keeping clear
P3	Holding	Not keeping clear Penalty me
P4	Agree	

- Port, starboard
- Right, give
- Holding, **Changing (Not)** Keeping clear
- Dipping, (Crossing)
- No incident
- I agree
- Had to avoid
- Penalty
- Protest
- Red flag
- Ahead / astern
- Leeward / windward
- Reacted immediately
- Contact
- Doing all I can
- 17 on/off (Luffing rights)



Windward / Leeward Incidents

More Top Tips / Learnings

1. For Type 1 element, is *Right* “Holding” or “Changing”?
 - If “Holding”, is *Give* “Keeping Clear”?
 - If “Changing”, is *Give* “Reacted immediately” / “Doing all I can”?
2. **Rule 11 / 16.1 decision normally proposed by windward umpire – was windward promptly doing all she could?**
3. For Type 2, at the start of every overlap, agree whether Rule 17 applies. If it does:
 - leeward umpire should watch for and propose any penalty (but both umpires agree what is a proper course)
 - penalise both when both rule 11 & 17 broken





Tacking and Gybing Incidents

2 incidents

*Pairs 1-3 do left incident first;
pairs 4-6 do right incident first*

- What rule(s) could each boat break?
- Work out the dialogue
- Try to ensure dialogue leads automatically to the decision

One incident involves tacking

The Tacking dialogue

- **“Luffing”**
- **“Tacking”** when passing head-to-wind
- **“Done”** when reaching close-hauled

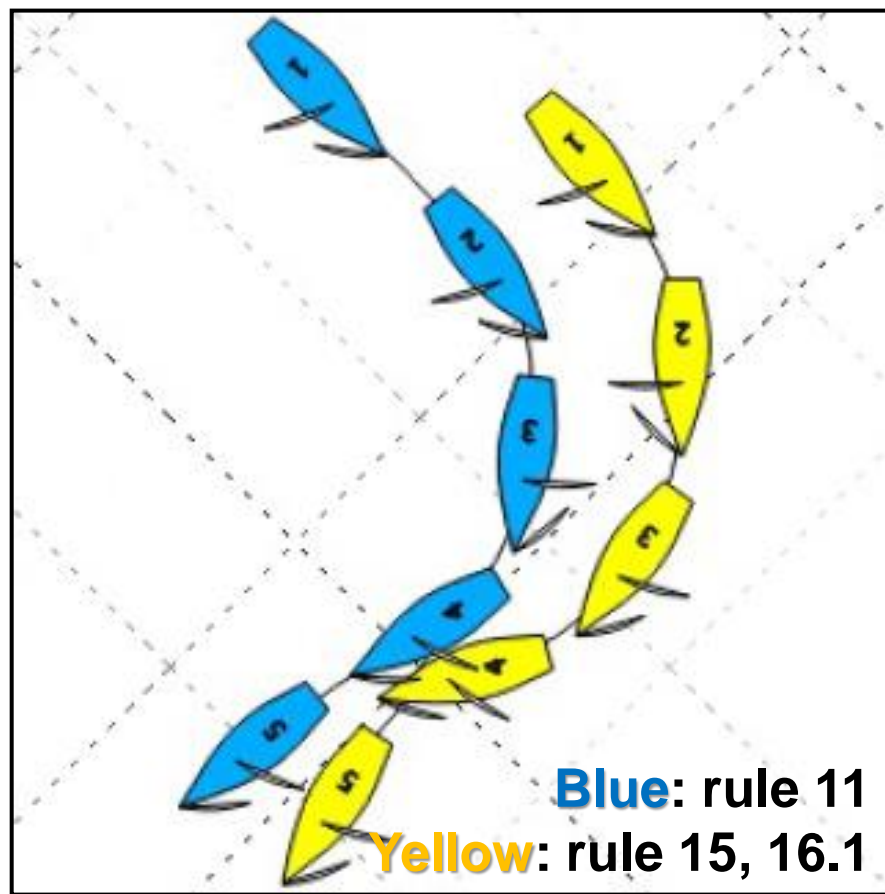
**Note which boat
speaks first!**





Tacking & Gybing Incidents

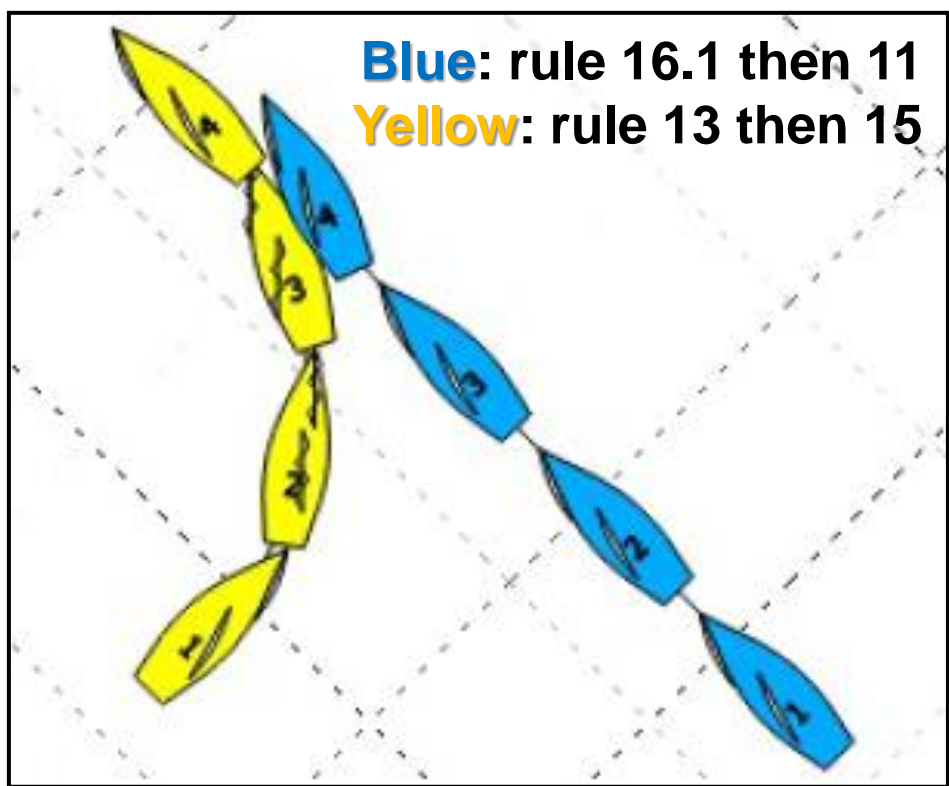
Gybe to Become R-o-w



Blue: rule 11
Yellow: rule 15, 16.1

Windward / Leeward (Type 1)
But also Rule 17 (Type 2)
Yellow then Blue

Tack to Leeward



Blue: rule 16.1 then 11
Yellow: rule 13 then 15

Tacking / not Tacking (Type 1)
Blue then Yellow

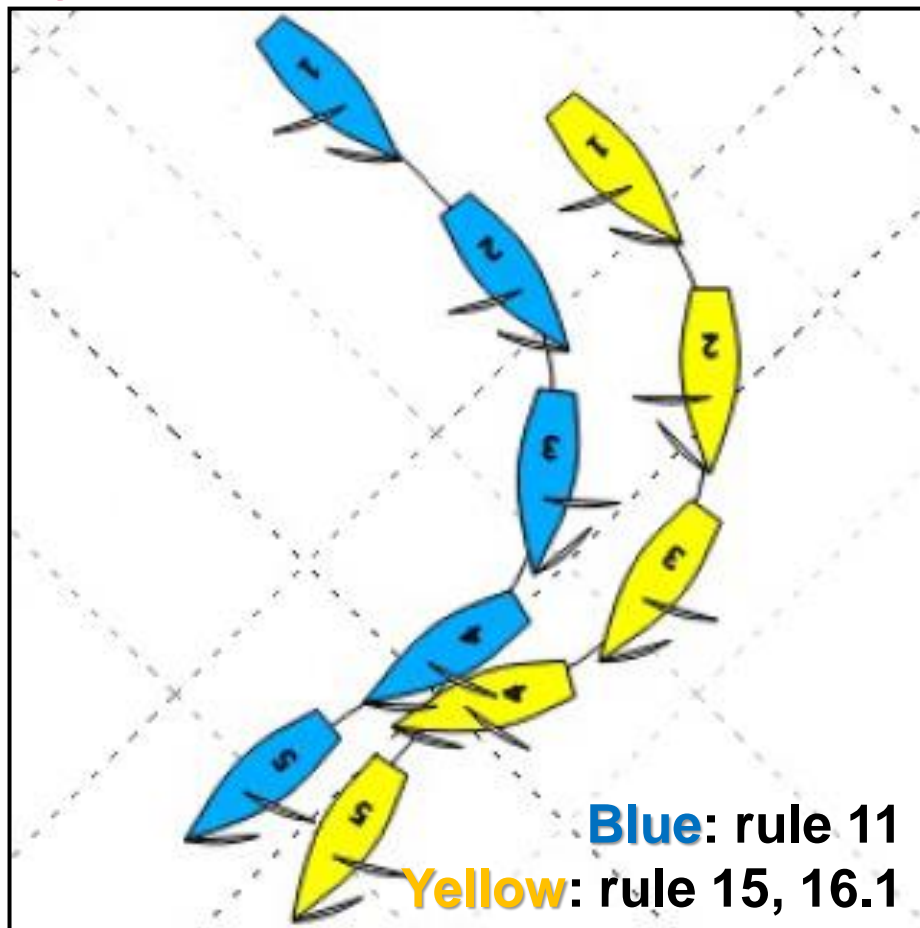
List of Words

- Port, starboard
- Right, give
- Holding, Changing
- (Not) Keeping clear
- Dipping, (Crossing)
- No incident
- I agree
- Had to avoid
- Penalty
- Protest
- Red flag
- Ahead / astern
- Leeward / windward
- Reacted immediately
- Contact
- Doing all I can
- 17 on/off (Luffing rights)
- Luffing, Tacking, Done



Gybing Incident

Gybe & Become R-o-w



Windward / Leeward (Type 1)
But also Rule 17 (Type 2)
Yellow then Blue

Dialogue

Position	Yellow	Blue
P1	I'm Yellow Ahead right Holding	I'm Blue Astern give Keeping clear
P2		
P3		
P4		
P5		

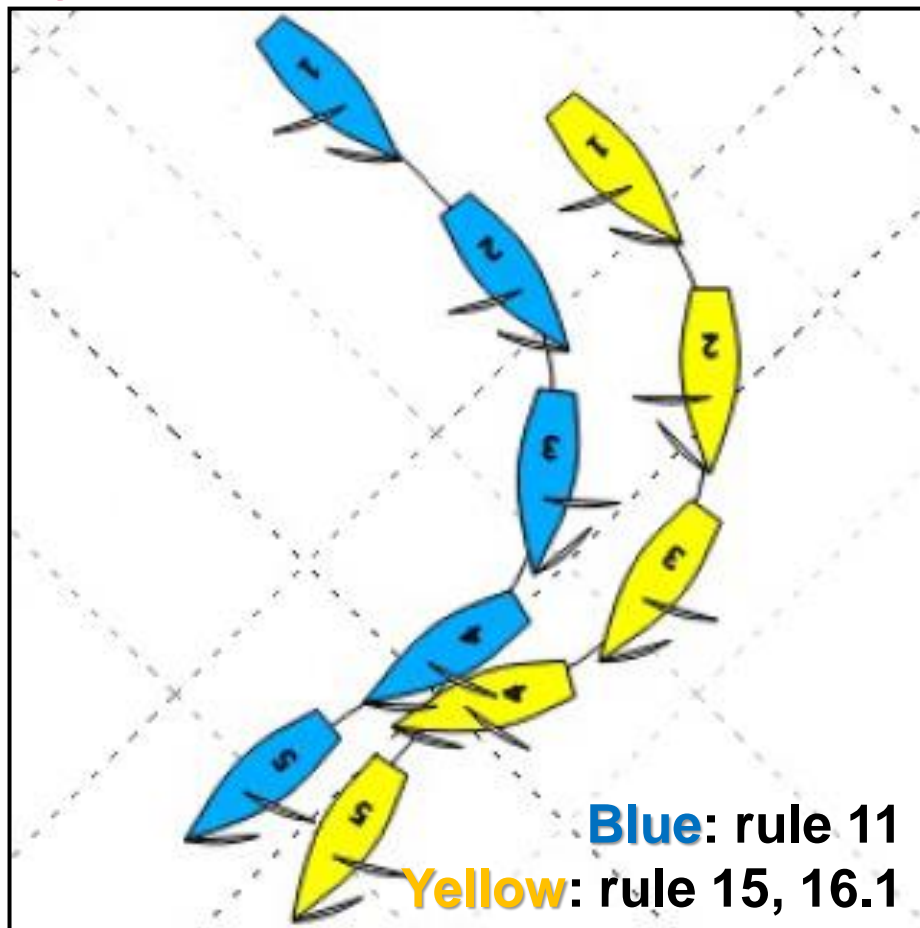
List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty
Protest
Red flag
Ahead / astern
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)



Gybing Incident

Gybe & Become R-o-w



Windward / Leeward (Type 1)
But also Rule 17 (Type 2)
Yellow then Blue

Dialogue

Position	Yellow	Blue
P1	I'm Yellow Ahead right Holding	I'm Blue Astern give Keeping clear
P2	Windward give*, keeping clear	Holding 17 on
P3		
P4		
P5		

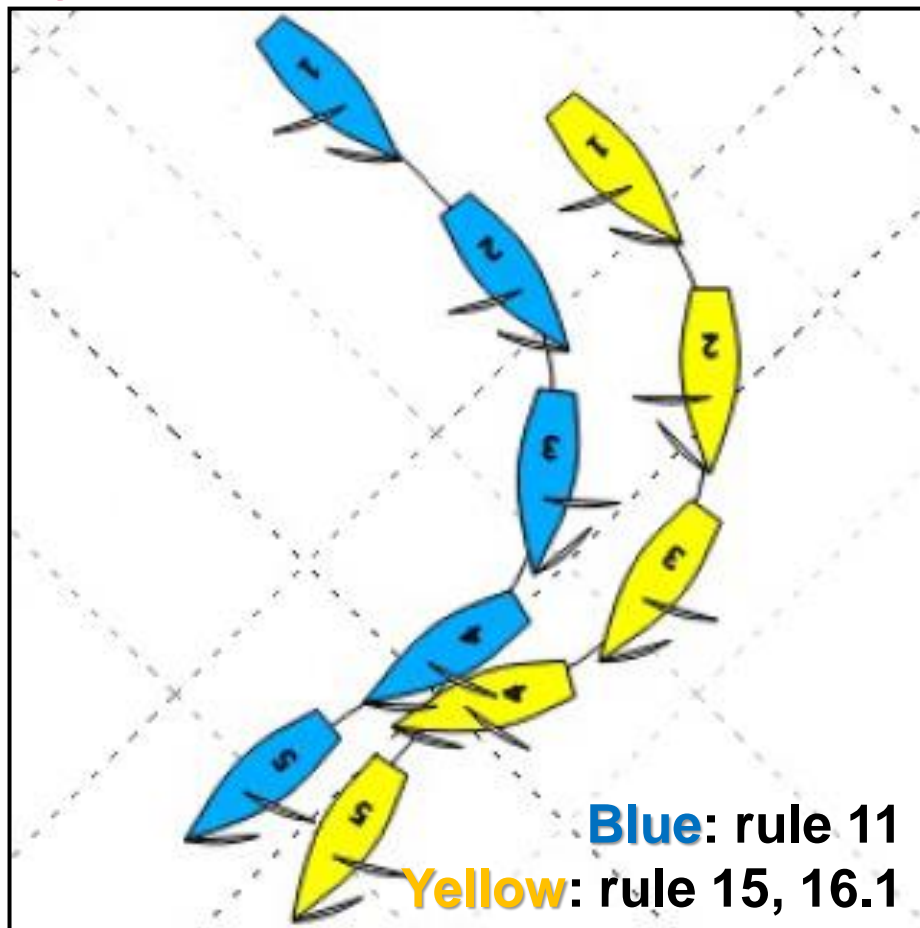
List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty
Protest
Red flag
Ahead / astern
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)



Gybing Incident

Gybe & Become R-o-w



Windward / Leeward (Type 1)
But also Rule 17 (Type 2)
Yellow then Blue

Dialogue

Position	Yellow	Blue
P1	I'm Yellow Ahead right Holding	I'm Blue Astern give Keeping clear
P2	Windward give*, keeping clear	Holding 17 on
P3	Starboard right*, Changing 17 off	Reacted immediately
P4		
P5		

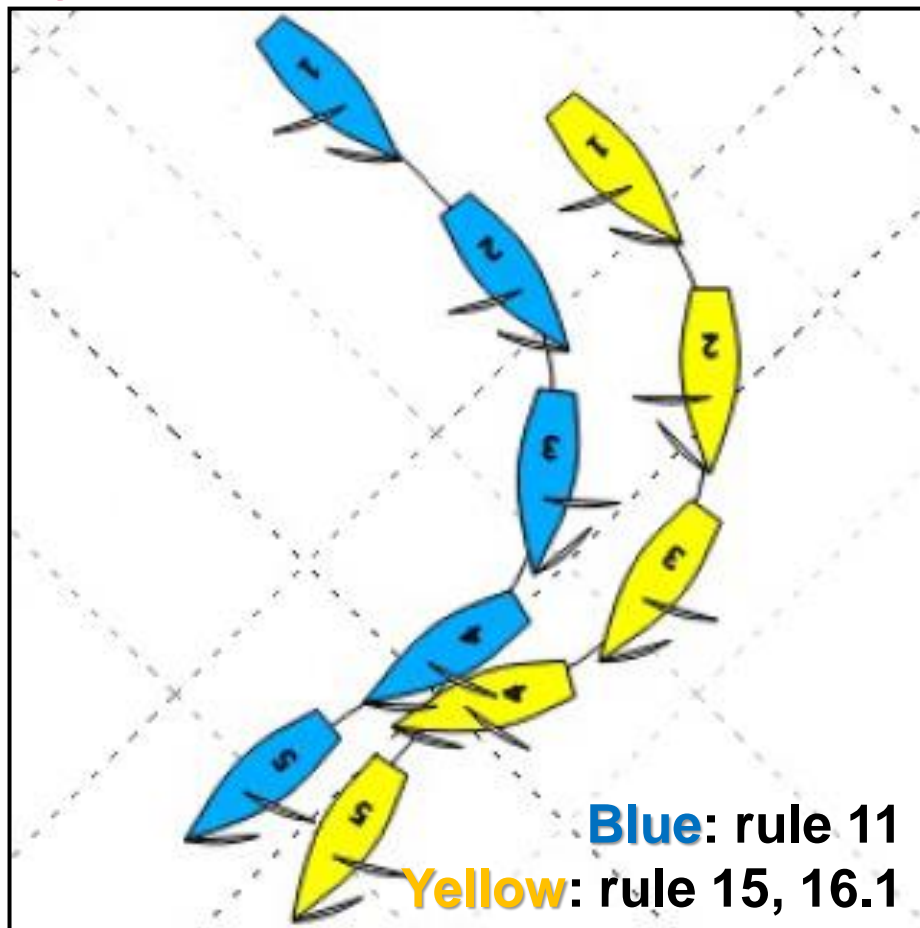
List of Words

Port, starboard
 Right, give
 Holding, Changing
 (Not) Keeping clear
 Dipping, (Crossing)
 No incident
 I agree
 Had to avoid
 Penalty
 Protest
 Red flag
 Ahead / astern
 Leeward / windward
 Reacted immediately
 Contact
 Doing all I can
 17 on/off (Luffing rights)



Gybing Incident

Gybe & Become R-o-w



Windward / Leeward (Type 1)
But also Rule 17 (Type 2)
Yellow then Blue

Dialogue

Position	Yellow	Blue
P1	I'm Yellow Ahead right Holding	I'm Blue Astern give Keeping clear
P2	Windward give, keeping clear	Holding* 17 on
P3	Starboard right* Changing 17 off	Reacted immediately
P4	(Still*) Changing	Contact Doing all I can Penalty you
P5	Agree	

List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty
Protest
Red flag
Ahead / astern
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)
Gybing





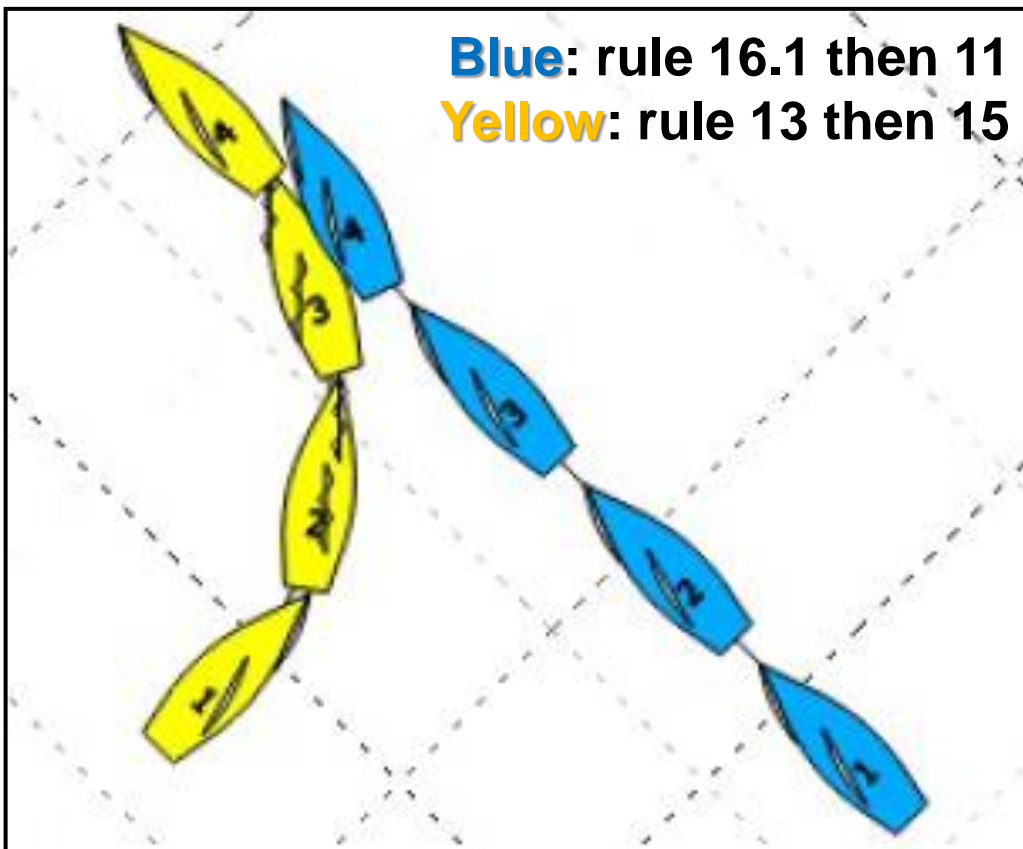
List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty
Protest
Red flag
Ahead / astern
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)
Luffing, Tacking, Done

Tacking Incident

Tacking to Leeward

Blue: rule 16.1 then 11
Yellow: rule 13 then 15



Tacking / not Tacking (Type 1)

Blue then **Yellow**

Dialogue

Three new words
for the elements of
a tack:

- **Luffing**
- **Tacking**
- **Done**

Judging “done” is
not simple – use
the course of other
boats

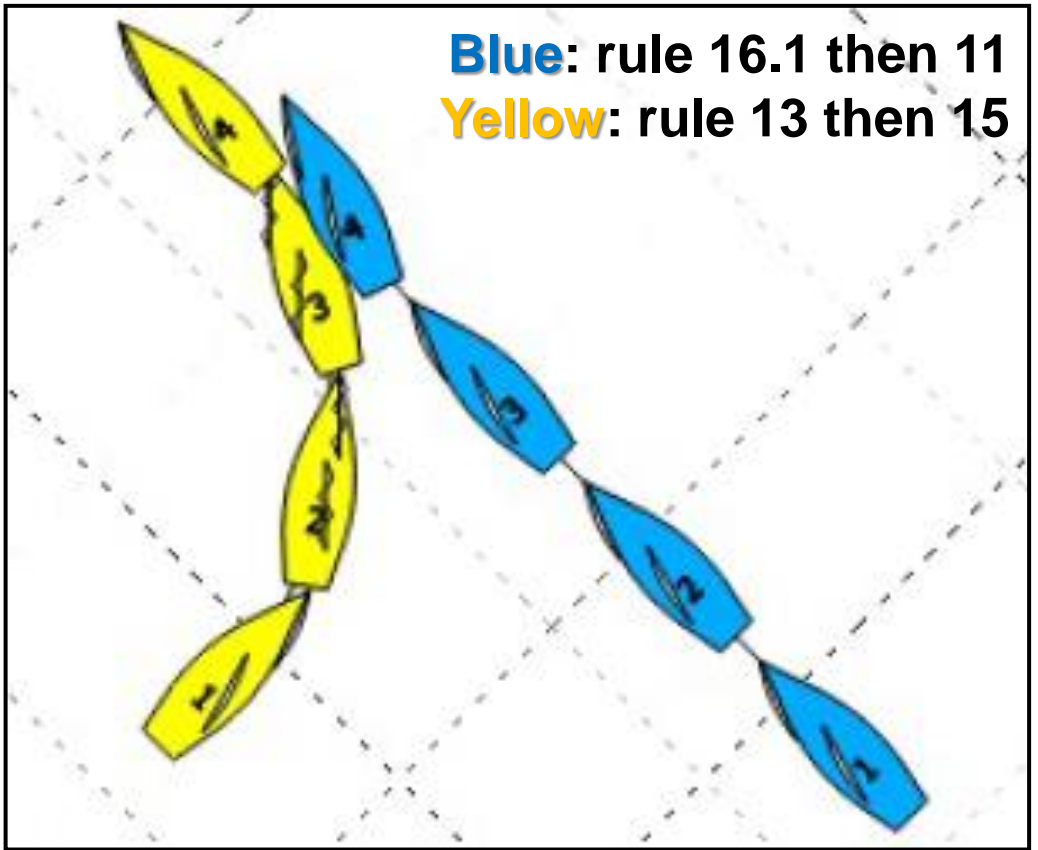


List of Words

- Port, starboard
- Right, give
- Holding, Changing
- (Not) Keeping clear
- Dipping, (Crossing)
- No incident
- I agree
- Had to avoid
- Penalty
- Protest
- Red flag
- Ahead / astern
- Leeward / windward
- Reacted immediately
- Contact
- Doing all I can
- 17 on/off (Luffing rights)
- Luffing, Tacking, Done

Tacking Incident

Tacking to Leeward



Blue: rule 16.1 then 11
Yellow: rule 13 then 15

Tacking / not Tacking (Type 1)

Blue then **Yellow**

Dialogue

Position	Blue	Yellow
P1	I'm Blue Starboard right Holding	I'm Yellow Port give Keeping clear
P2		
P3		
P4		

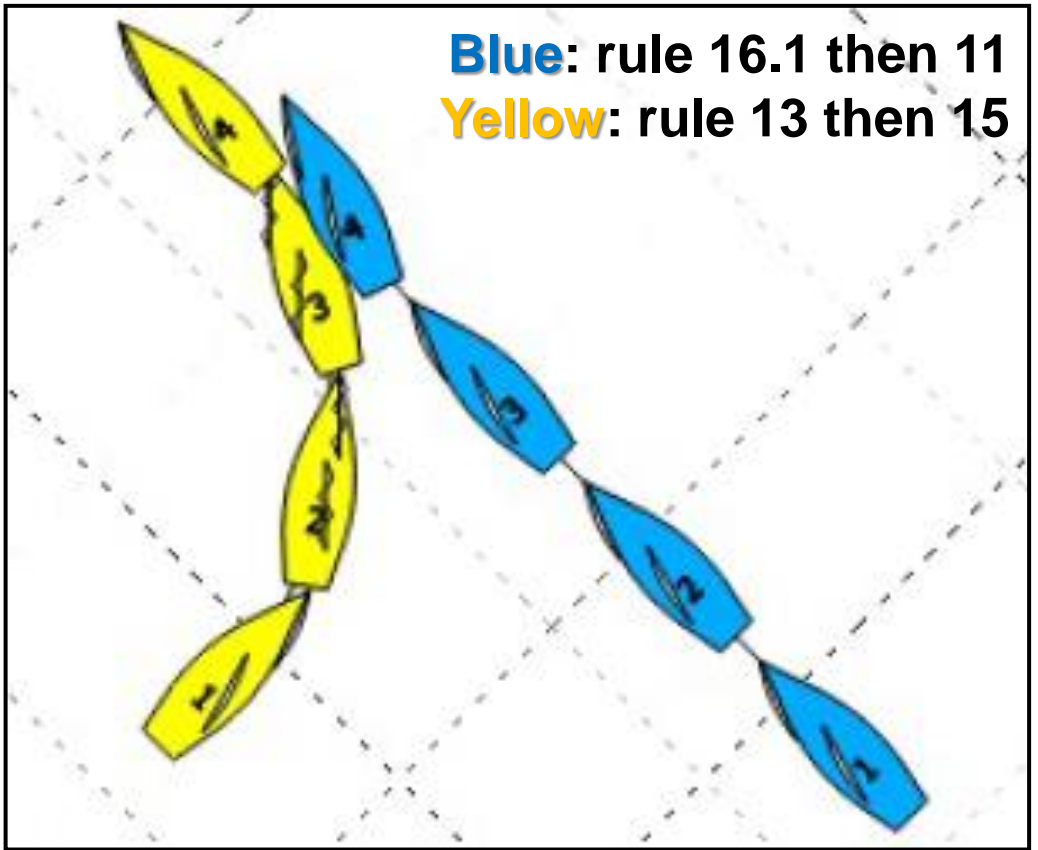


List of Words

- Port, starboard
- Right, give
- Holding, Changing
- (Not) Keeping clear
- Dipping, (Crossing)
- No incident
- I agree
- Had to avoid
- Penalty
- Protest
- Red flag
- Ahead / astern
- Leeward / windward
- Reacted immediately
- Contact
- Doing all I can
- 17 on/off (Luffing rights)
- Luffing, Tacking, Done

Tacking Incident

Tacking to Leeward



Tacking / not Tacking (Type 1)

Blue then Yellow

Dialogue

Position	Blue	Yellow
P1	I'm Blue Starboard right Holding	I'm Yellow Port give Keeping clear
P2	Holding	Luffing
P3		
P4		

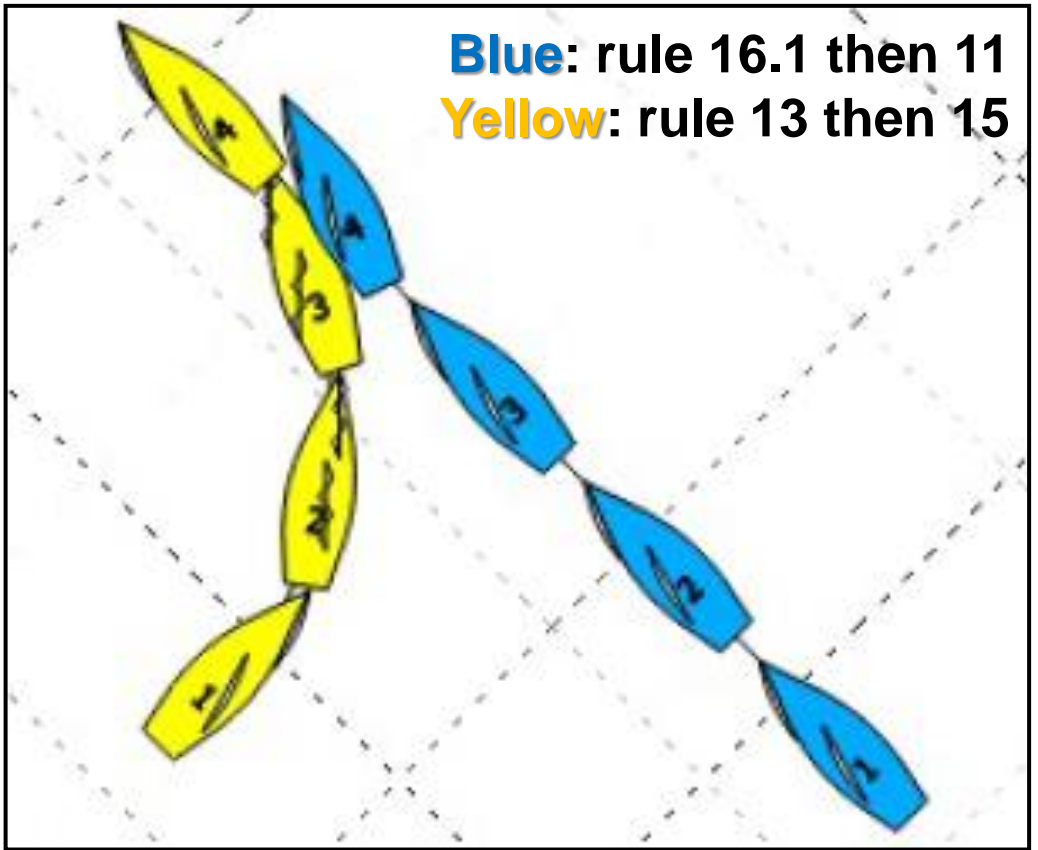


List of Words

- Port, starboard
- Right, give
- Holding, Changing
- (Not) Keeping clear
- Dipping, (Crossing)
- No incident
- I agree
- Had to avoid
- Penalty
- Protest
- Red flag
- Ahead / astern
- Leeward / windward
- Reacted immediately
- Contact
- Doing all I can
- 17 on/off (Luffing rights)
- Luffing, Tacking, Done

Tacking Incident

Tacking to Leeward



Tacking / not Tacking (Type 1)

Blue then Yellow

Dialogue

Position	Blue	Yellow
P1	I'm Blue Starboard right Holding	I'm Yellow Port give Keeping clear
P2	Holding	Luffing
P3	Holding	Tacking
P4		

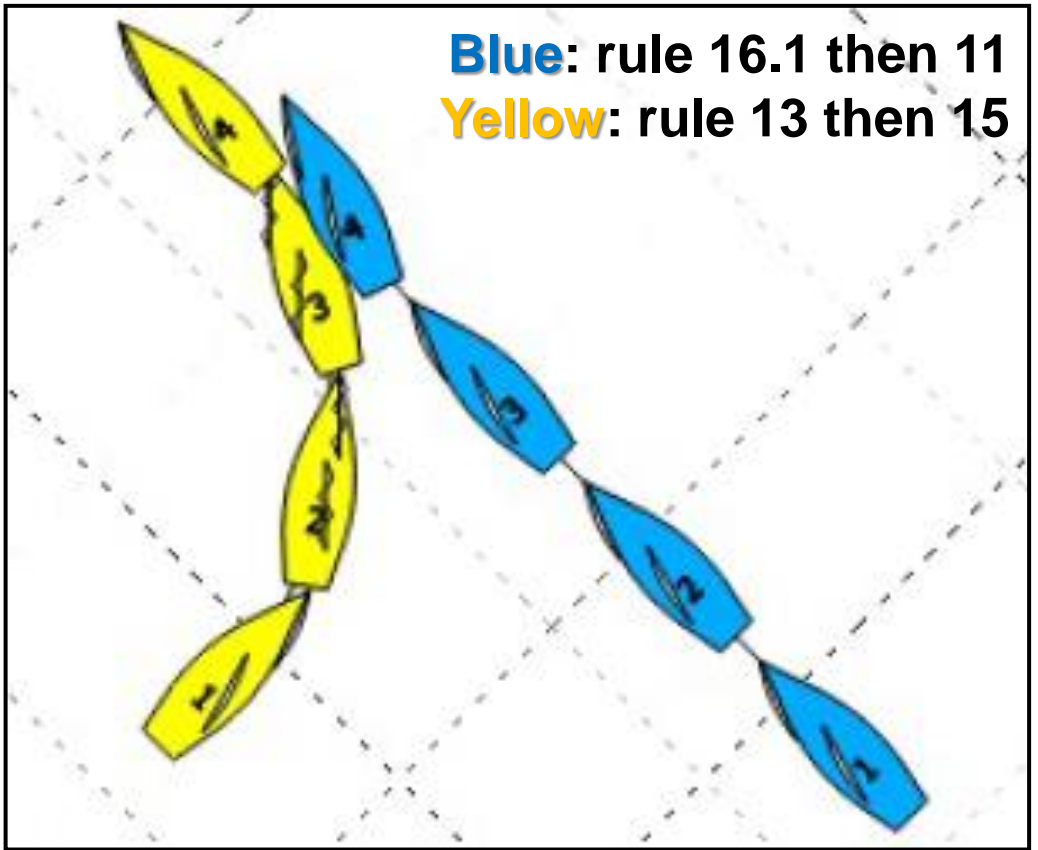


List of Words

- Port, starboard
- Right, give
- Holding, Changing
- (Not) Keeping clear
- Dipping, (Crossing)
- No incident
- I agree
- Had to avoid
- Penalty
- Protest
- Red flag
- Ahead / astern
- Leeward / windward
- Reacted immediately
- Contact
- Doing all I can
- 17 on/off (Luffing rights)
- Luffing, Tacking, Done

Tacking Incident

Tacking to Leeward



Tacking / not Tacking (Type 1)

Blue then Yellow

Dialogue

Position	Blue	Yellow
P1	I'm Blue Starboard right Holding	I'm Yellow Port give Keeping clear
P2	Holding	Luffing
P3	Holding	Tacking
P4	Had to avoid. Penalty you	Agree



Tacking / Gybing Incidents

More Top Tips / Learnings

1. “Holding” and “Changing” are ONLY SAID BY **RIGHT**
 - which is why we say “luffing” as 1st part of a tack
2. **If far away**, response to “Changing” is “Keeping Clear”
If close, it is “Reacted immediately” / “Doing all I can”
3. Timing of words is critical:
 - “**Done**” usually means “I now have right-of-way”. Does the other boat need to avoid before or after this word is said?
 - “**Tacking**” from starboard identifies when the other boat becomes right-of-way and must comply with rule 16
4. Keep saying “17 on” (off) for every new overlap



Mark-room & Exoneration



Key elements from definition of “Mark-room”

- Room to sail to the mark when a boat’s proper course is to sail close to it (the “**Corridor**”)
- Room to tack only when overlapped inside and to windward

Exoneration (rule 43.1(b))

[was rule 21 in 2020]

- When a boat is sailing in the mark-room to which she is entitled
- she shall be exonerated if she breaks rule 10 – 13, 15, 16, or 31
- because of an incident with the boat required to give mark-room



Mark-room & Exoneration



Key elements from definition of “Mark-room”

- Room to sail to the mark when a boat's proper course is to sail close to it (the “**Corridor**”)
- Room to tack only when overlapped inside and to windward

Exoneration (rule 43.1(b))

[was rule 21 in 2020]

- When a boat is sailing in the mark-room to which she is entitled
- she shall be **exonerated** if she breaks rule 10 – 13, 15, 16, or 31
- because of an incident with the boat required to give mark-room

The umpire simply says either
“**In corridor**” or “**Wide**”



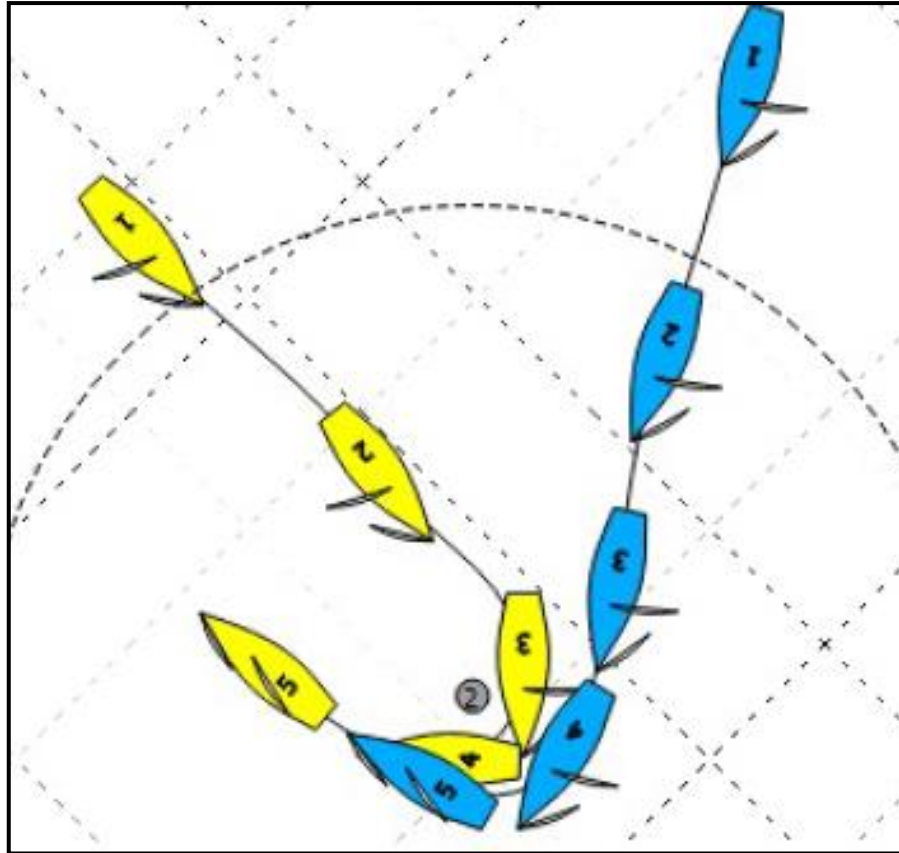
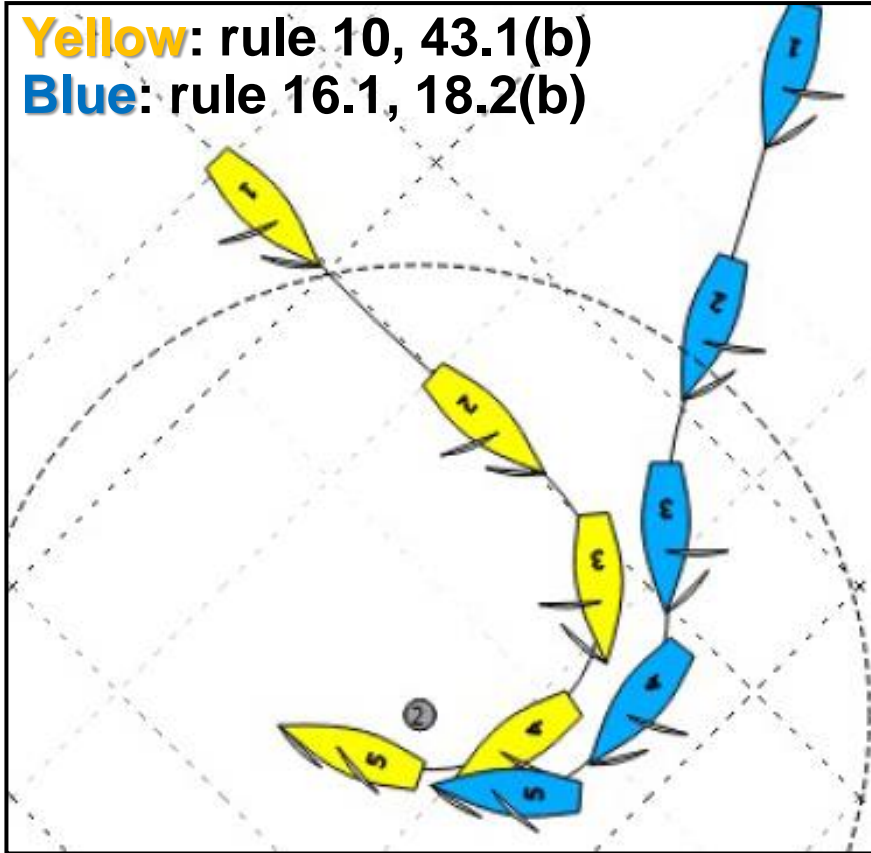
A Typical Mark-room Incident

When “Give” has mark-room

(mark-room irrelevant when “Right” has mark-room)

Yellow: rule 10, 43.1(b)

Blue: rule 16.1, 18.2(b)



Type 1 and Type 3. **Yellow** then **Blue**

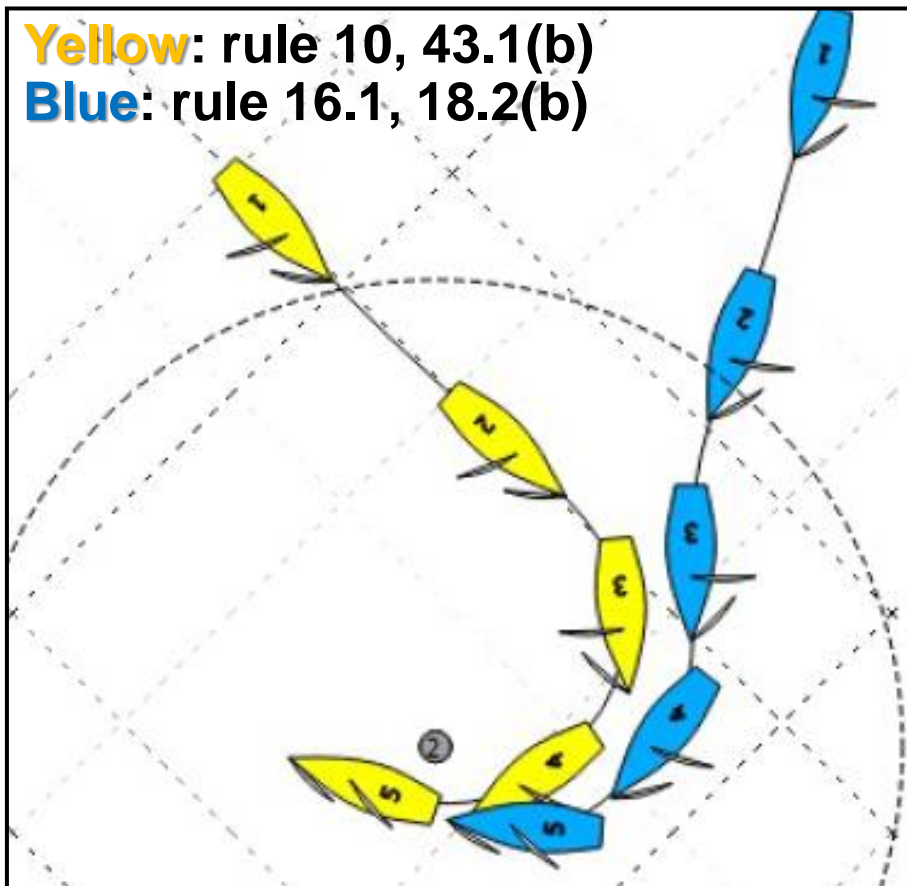
List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty, Protest
Red / **green** flag
Ahead, astern, **overlap**
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)
Luffing, Tacking, Done
Zone, Mark-room
Wide, In corridor



“Wide” Mark-room Incident

“Give” has mark-room



Type 1 and Type 3
Yellow then **Blue**

Dialogue

Position	Yellow	Blue
P1	Yellow, port give Keeping clear Zone overlap	Blue, star- board right Holding Must give you mark-room*
P2		
P3		
P4		

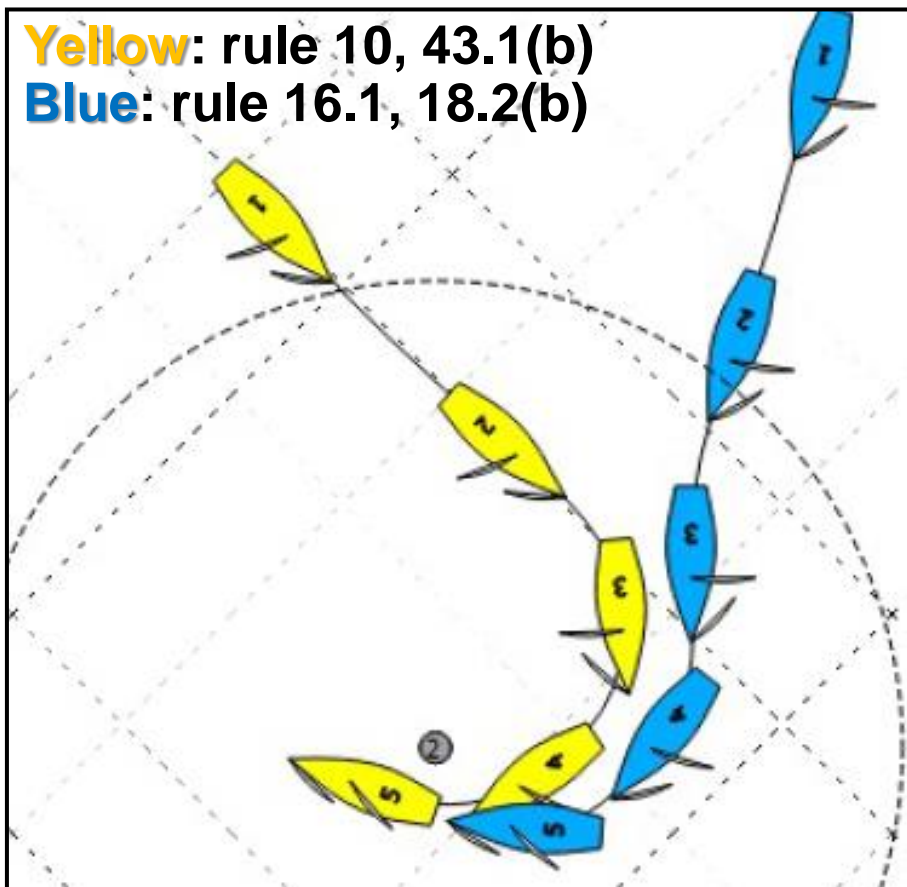
List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty, Protest
Red flag
Ahead, astern, **overlap**
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)
Luffing, Tacking, Done
Zone, mark-room



“Wide” Mark-room Incident

“Give” has mark-room



Type 1 and Type 3
Yellow then Blue

Dialogue

Position	Yellow	Blue
P1	Yellow, port give Keeping clear Zone overlap	Blue, star- board right Holding Must give you mark-room
P2	Wide Keeping clear	Holding Giving mark-room*
P3		
P4		

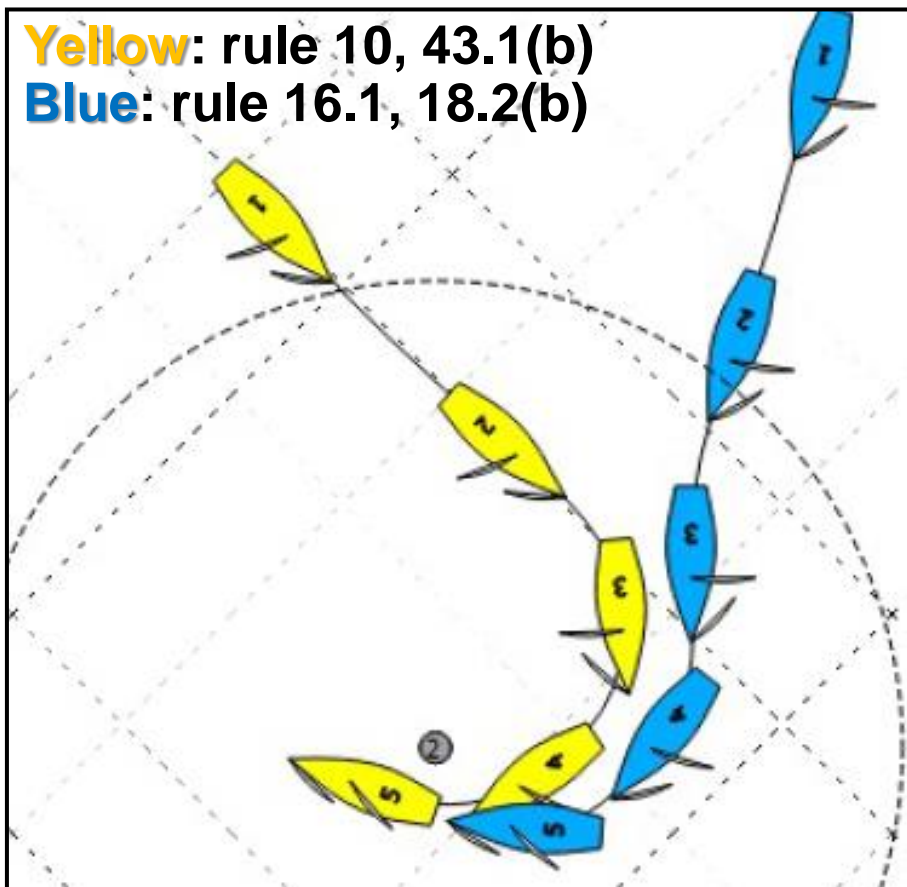
List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty, Protest
Red flag
Ahead, astern, **overlap**
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)
Luffing, Tacking, Done
Zone, mark-room, wide



“Wide” Mark-room Incident

“Give” has mark-room



Type 1 and Type 3
Yellow then Blue

Dialogue

Position	Yellow	Blue
P1	Yellow, port give Keeping clear Zone overlap	Blue, star-board right Holding Must give you mark-room
P2	Wide Keeping clear	Holding Giving mark-room*
P3	Wide	Had to avoid Penalty you
P4	Agree	

List of Words

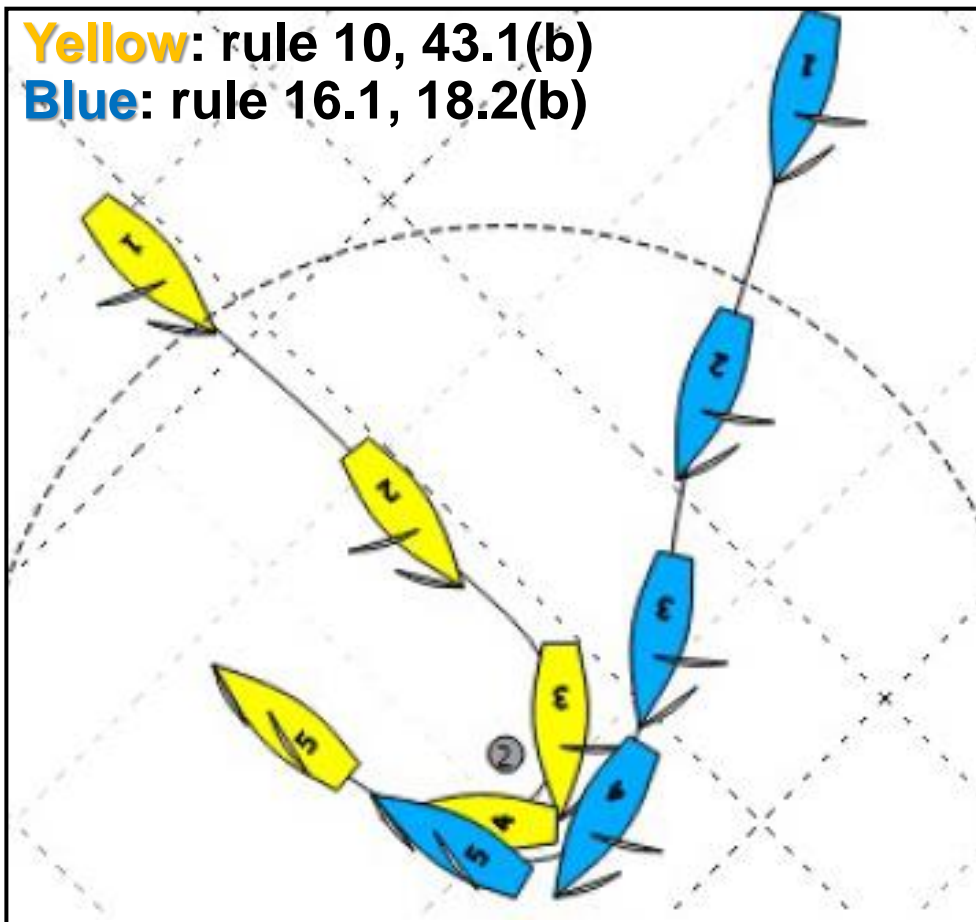
Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty, Protest
Red flag
Ahead, astern, **overlap**
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)
Luffing, Tacking, Done
Zone, mark-room, wide

The Other Mark-room Incident

“Give” has mark-room

Yellow: rule 10, 43.1(b)

Blue: rule 16.1, 18.2(b)



Type 1 and Type 3
Yellow then Blue

Dialogue

Position	Yellow	Blue
P1		
P2		
P3		
P4		
P5		

List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty, Protest
Red flag
Ahead, astern, overlap
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)
Luffing, Tacking, Done
Zone, mark-room, wide

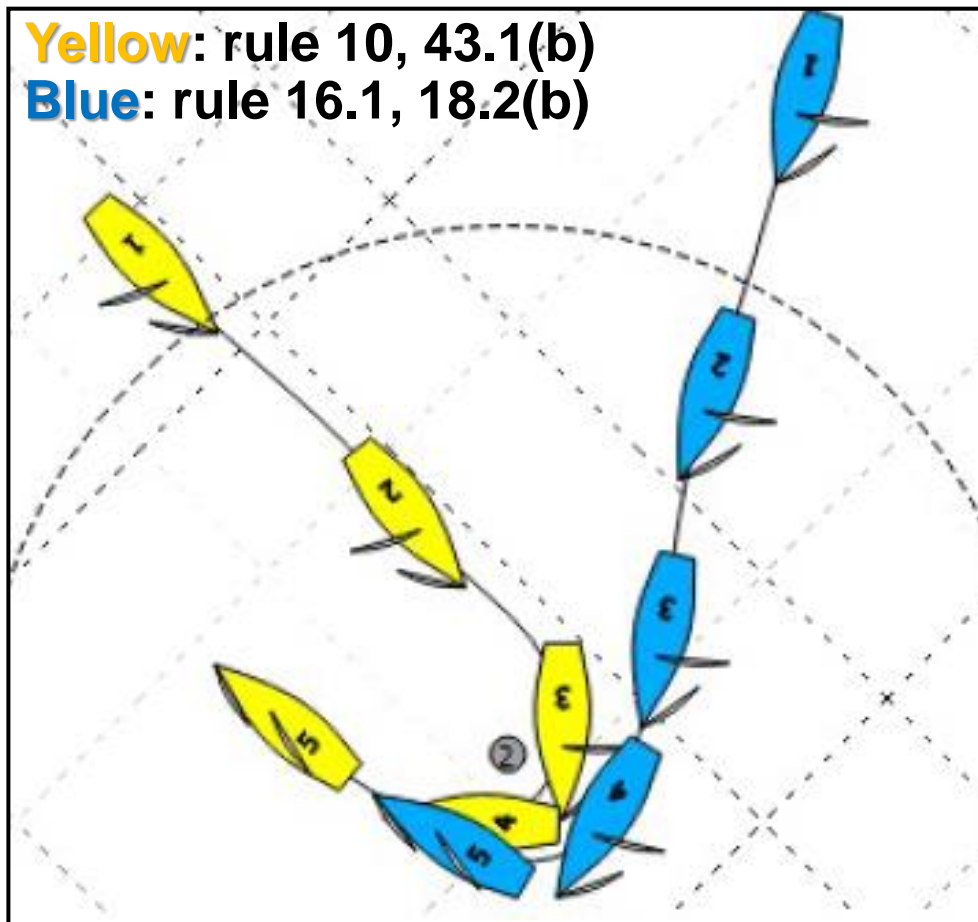


The Other Mark-room Incident

“Give” has mark-room

Yellow: rule 10, 43.1(b)

Blue: rule 16.1, 18.2(b)



Type 1 and Type 3
Yellow then Blue

Dialogue

Position	Yellow	Blue
P1	Yellow, port give Keeping clear Zone overlap	Blue, star- board right Holding Must give you mark-room
P2		
P3		
P4		
P5		

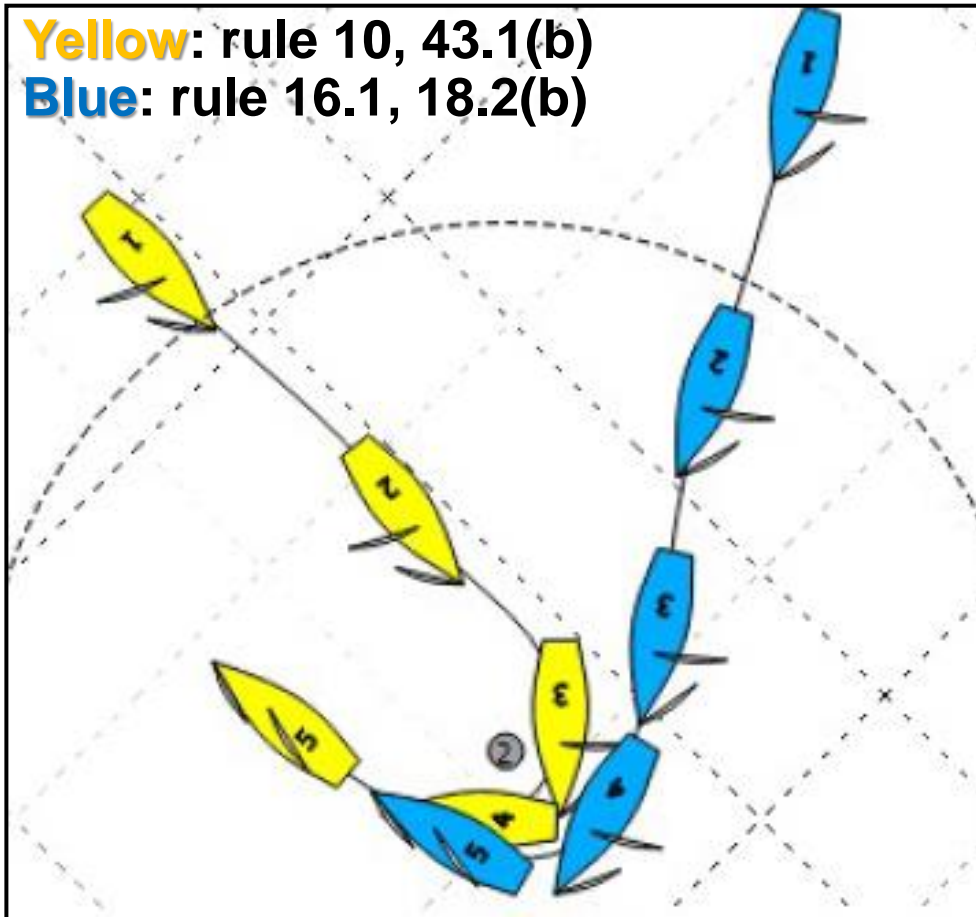
List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty, Protest
Red / green flag
Ahead, astern, overlap
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)
Luffing, Tacking, Done
Zone, Mark-room, Wide



The Other Mark-room Incident

“Give” has mark-room



Type 1 and Type 3
Yellow then Blue

Dialogue

Position	Yellow	Blue
P1	Yellow, port give Keeping clear Zone overlap	Blue, star- board right Holding Must give you mark-room
P2	In corridor	Holding
P3		
P4		
P5		

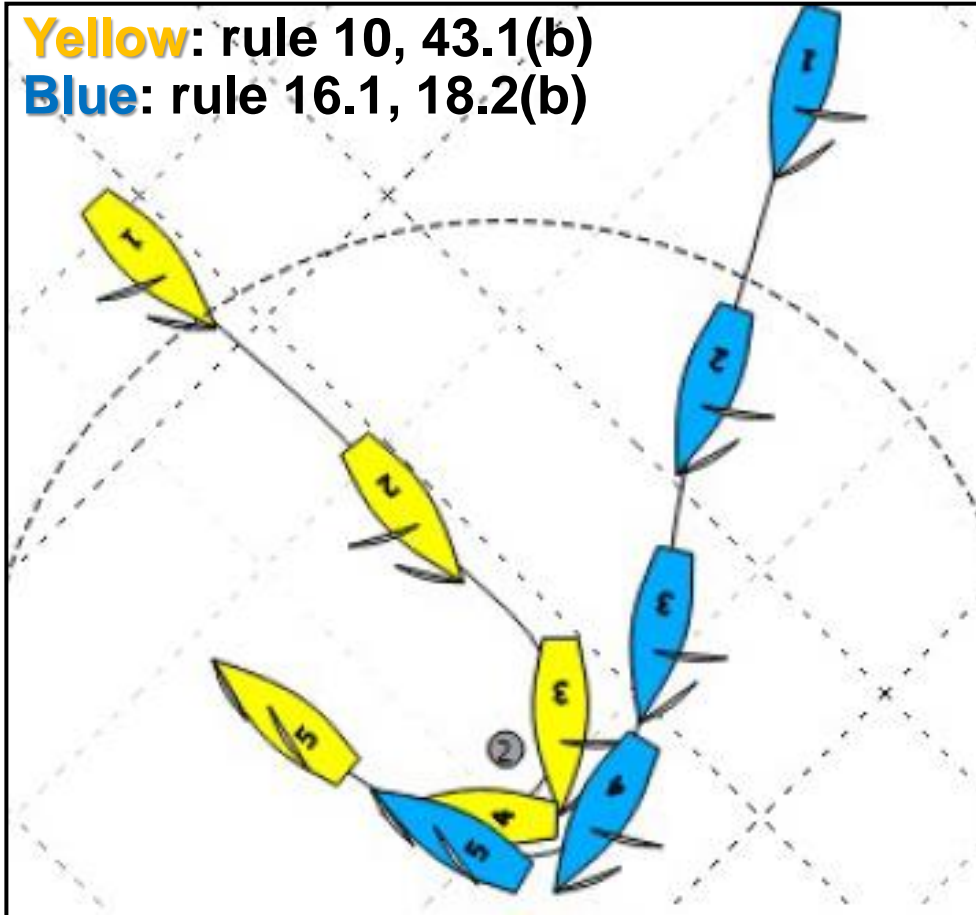
List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty, Protest
Red / **green** flag
Ahead, astern, overlap
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)
Luffing, Tacking, Done
Zone, mark-room
Wide, **In corridor**



The Other Mark-room Incident

“Give” has mark-room



Type 1 and Type 3
Yellow then **Blue**

Dialogue

Position	Yellow	Blue
P1	Yellow, port give Keeping clear Zone overlap	Blue, star- board right Holding Must give you mark-room
P2	In corridor	Holding
P3	In corridor	Giving mark- room
P4	In corridor	Giving mark- room
P5		

List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty, Protest
Red / **green** flag
Ahead, astern, overlap
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)
Luffing, Tacking, Done
Zone, mark-room
Wide, **In corridor**

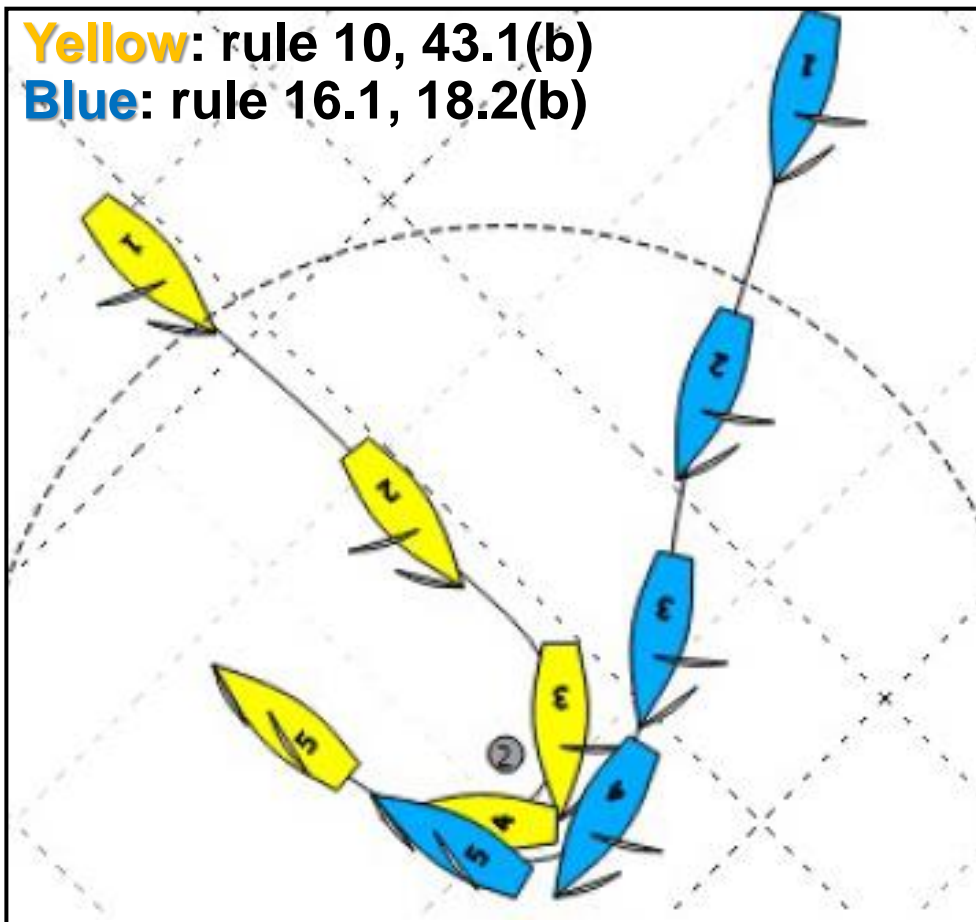


The Other Mark-room Incident

“Give” has mark-room

Yellow: rule 10, 43.1(b)

Blue: rule 16.1, 18.2(b)



Type 1 and Type 3
Yellow then Blue

Dialogue

Position	Yellow	Blue
P1	Yellow, port give Keeping clear Zone overlap	Blue, star-board right Holding Must give you mark-room
P2	In corridor	Holding
P3	In corridor	Giving mark-room
P4	In corridor	Giving mark-room
P5	Ahead right, holding	Astern give, keeping clear No incident / green flag*

List of Words

Port, starboard
Right, give
Holding, Changing
(Not) Keeping clear
Dipping, (Crossing)
No incident
I agree
Had to avoid
Penalty, Protest
Red / **green** flag
Ahead, astern, overlap
Leeward / windward
Reacted immediately
Contact
Doing all I can
17 on/off (Luffing rights)
Luffing, Tacking, Done
Zone, mark-room
Wide, **In corridor**



Mark-room Incidents (also room at obstructions)



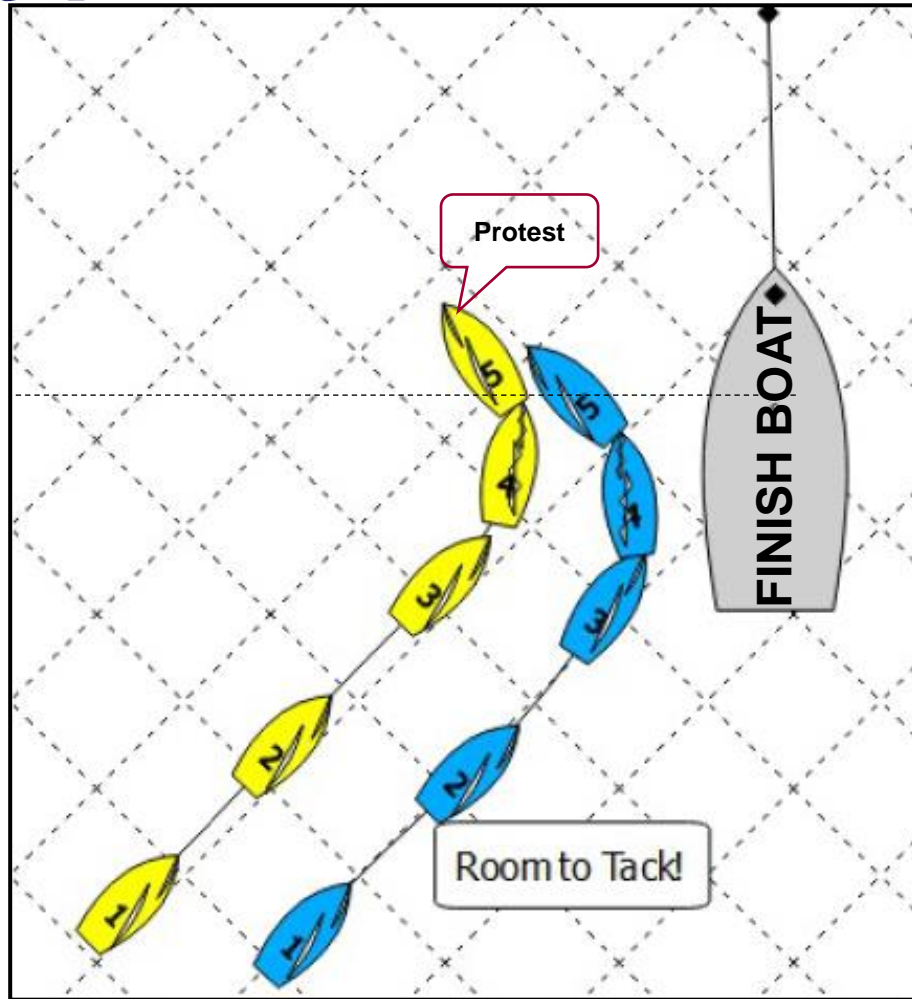
Top Tips / Learnings

1. Approaching the zone, agree whether “*clear*” or “*overlapped*”
2. At zone, state any mark-room obligation (“*I must give*”)
3. If inside boat is **GIVE**, “*in corridor*”/“*wide*” decides the protest
4. If inside boat is **RIGHT**, mark-room’s only relevance is she is exonerated for breaking rule 16.1 when in corridor
 - in team racing an inside leeward boat’s right to luff is limited only by rule 17. (In fleet racing, rule 18.4 applies)

Note: when a boat’s proper course is no longer close to the mark, mark-room does not “entitle” her to sail to the mark.



Type 4: Room to Tack (for reference only)



Blue then Yellow

Any new words for your list?

- Which rule(s) can B break?
- Which rule(s) can Y break?
- What fact(s) do we need to apply these rules?
- Agree at P1 which boat has right-of-way
- Decide what words you will say to apply those rules in each position





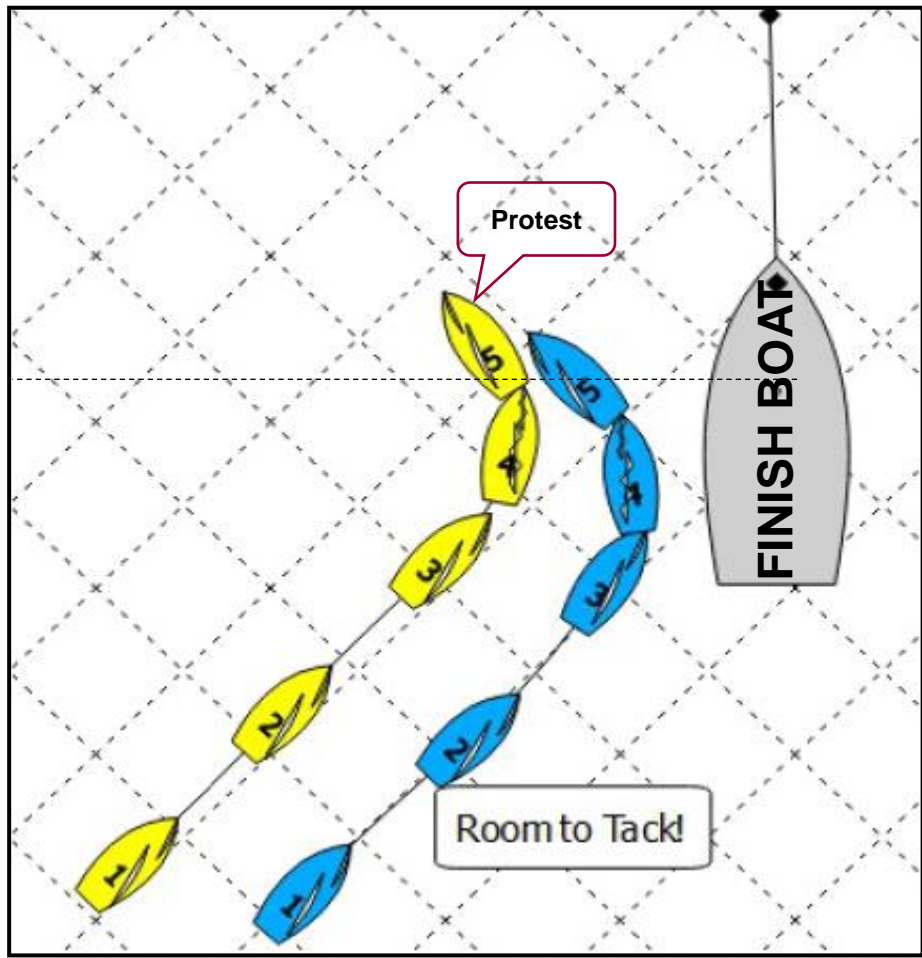
List of Words

- Port, starboard
- Right, give
- Holding, Changing
- (Not) Keeping clear
- Dipping, (Crossing)
- No incident
- I agree, Incident Closed
- Had to avoid
- Penalty, Protest
- Red / green flag
- Ahead, astern, overlap
- Leeward / windward
- Reacted immediately
- Contact
- Doing all I can
- 17 on/off (Luffing rights)
- Luffing, Tacking, Done
- Zone, mark-room
- Wide, In corridor
- Fetching, Hail, Response

Type 4: Room to Tack

Follow the Process

Dialogue



Blue then Yellow

Pos'n	Blue	Yellow
P1	Blue, leeward right Holding	Yellow windward give Keeping clear Fetching
P2	Holding Hail, penalty Blue	No response, penalty Yellow
P3	Changing / luffing	Keeping clear
P4	Incident closed* Tacking	Agree* Changing, had to avoid
P5	Done	Protest. Penalty you, do you agree?
P6	Agree	



“Room-to-Tack” Incidents

Top Tips / Learnings

- You have to spot them in advance (tricky)
 - Port tack boats approaching starboard boat
 - Boats approaching a wall or shore
 - Boats approaching a committee boat (when “fetching” matters)

Follow the 1,2,3 process, focus on rule compliance issues:

1. Is the hail legal?
 2. Does the hailed boat promptly respond?
 3. Does the hailer promptly tack?
- “Incident Closed” when no boat protests in time
 - “Fetching” also needed for rule 18.3



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

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

10 Minutes Break





Doing the Umpire Job, part 2

Deciding Typical Incidents

Purpose: Dialogue & Decision at Incident Speed

1. Role-play: The Most Common Incidents
 - 2 scenarios, **key fact** switched in 2nd
 - Aim: to develop “automatic speak”
2. Signalling your decision
3. “Umpire Initiated” penalties (i.e. no protest)



1. Right / Give Incidents: a Reminder



- **At all times** one of rules 10–13 or 21 defines which boat is **”Right”** and which is **”Give”**

Right may break rule 15, 16.1 or 16.2

Is **Right** *”holding”* or *”changing”*?

Give may break rule 10 – 13 or 21

Is **Give** keeping clear?

YES: no rule broken **NO:** a rule is broken

If **NO:** did **Give** react promptly to *”changing”*?
Is **Give** doing all she can to keep clear?

- **Right** umpire says *”holding”* or *”changing”*
- **Give** umpire’s response usually decides the call
– and **Give NEVER** says *”Holding”* or *”Changing”*

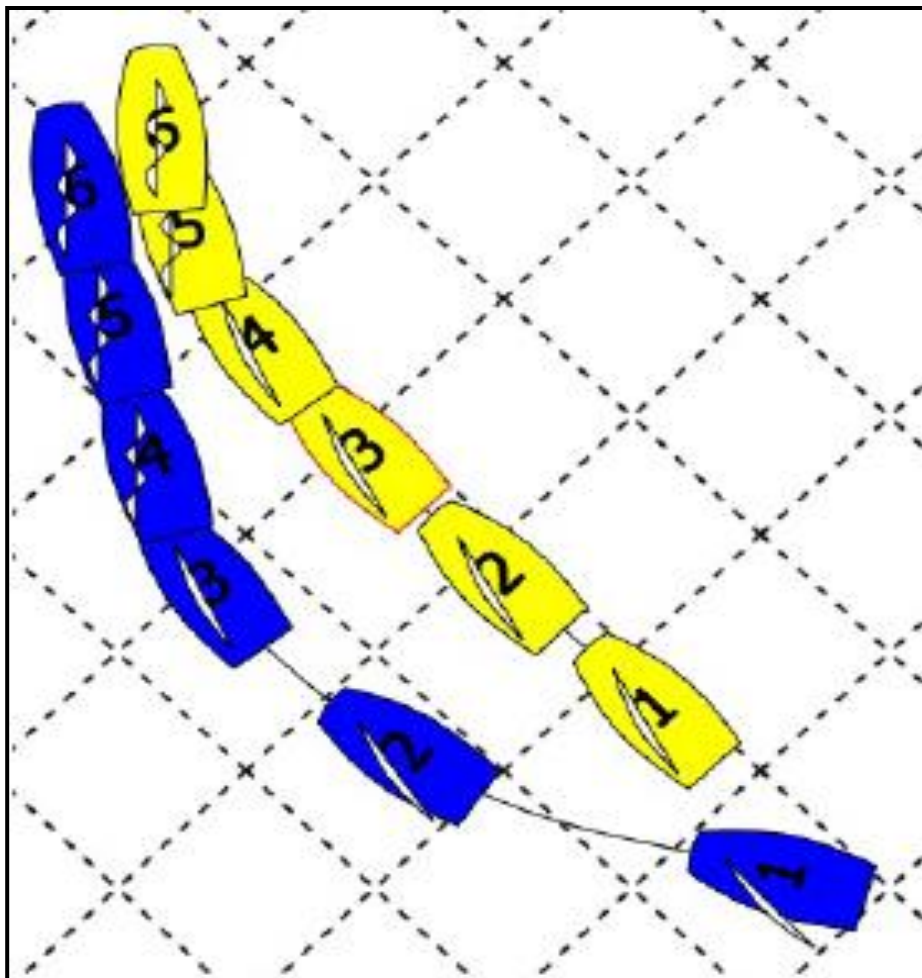


1 Pre-Start, Leeward Overlap

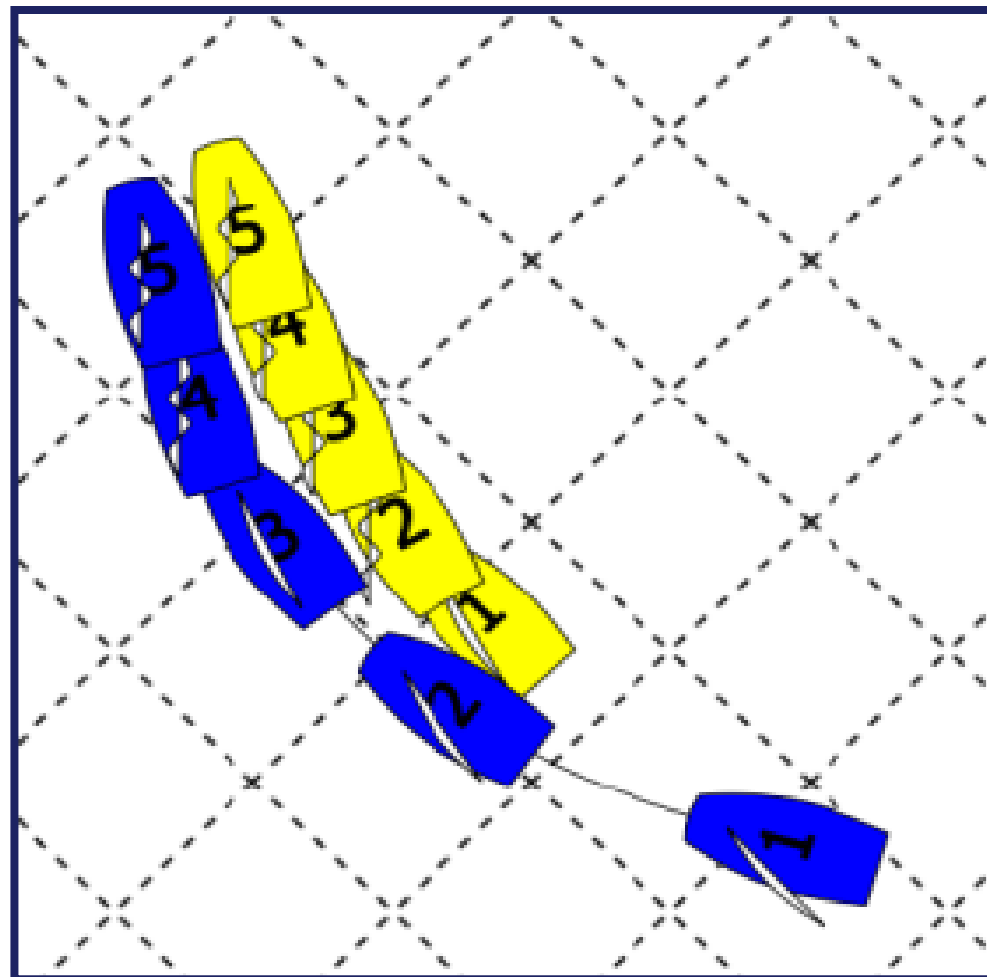
Blue speaks first. Try to agree decision as soon as rule is broken



Scenario 1



Scenario 2

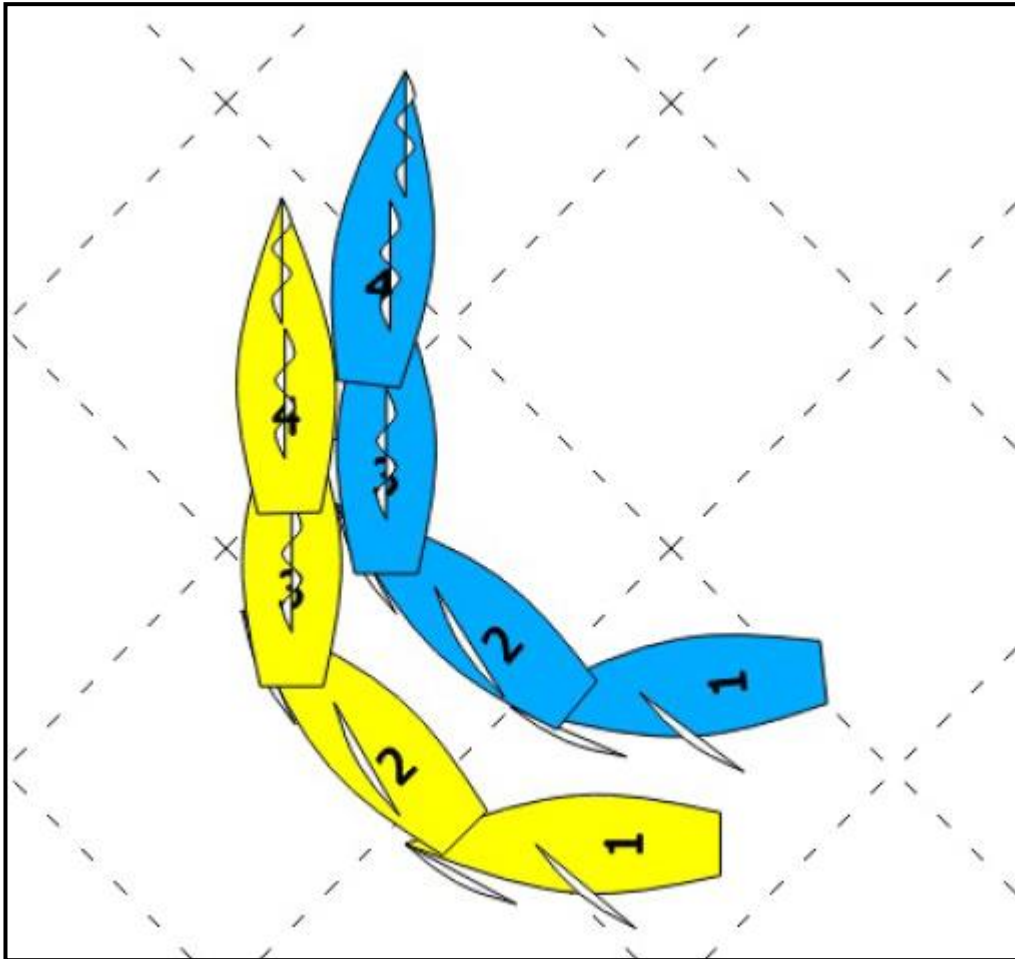




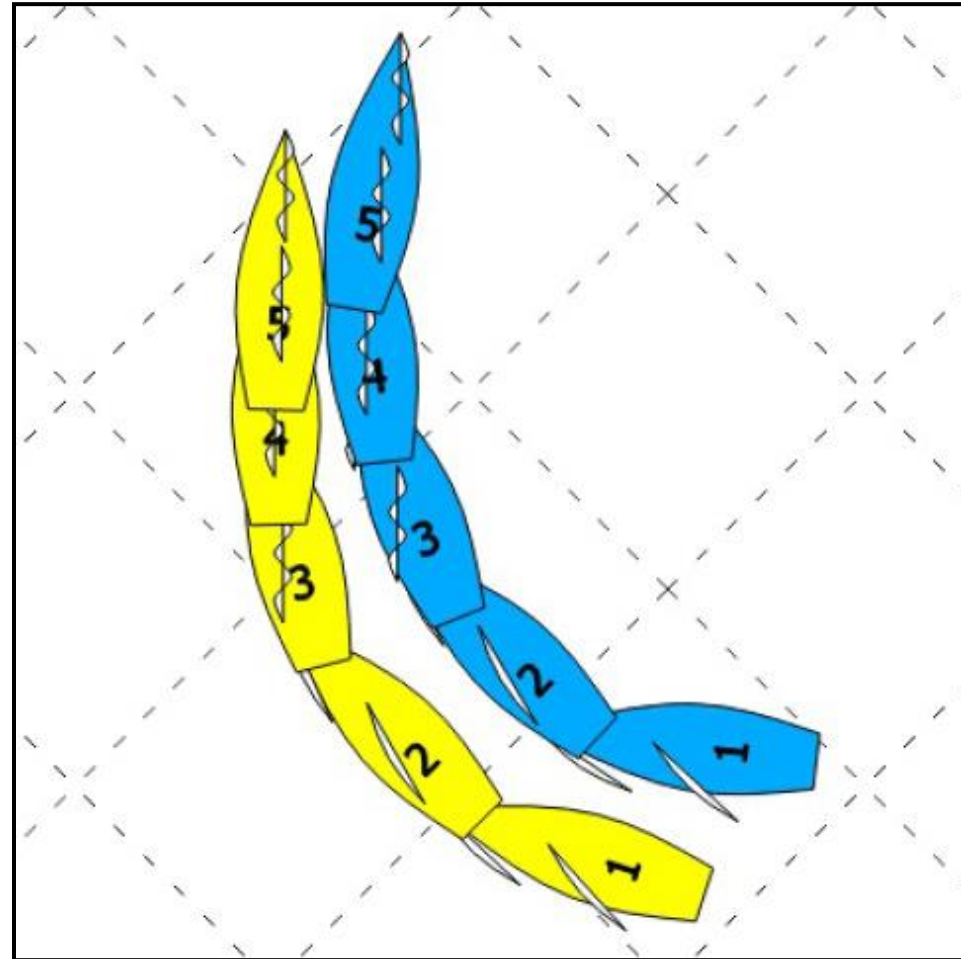
2 The Classic: Rule 11 v 16.1

Yellow speaks first. Try to agree decision as soon as rule is broken

Scenario 1



Scenario 2

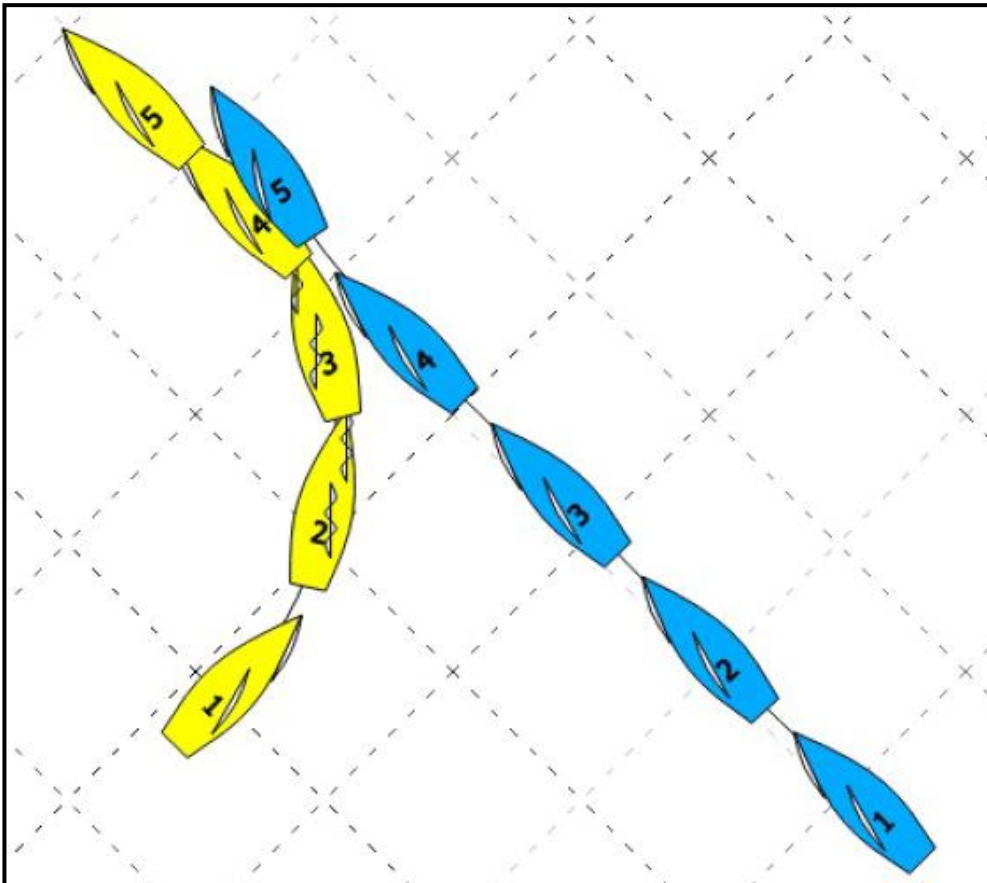


3 Upwind: Port Tacks to Keep Clear

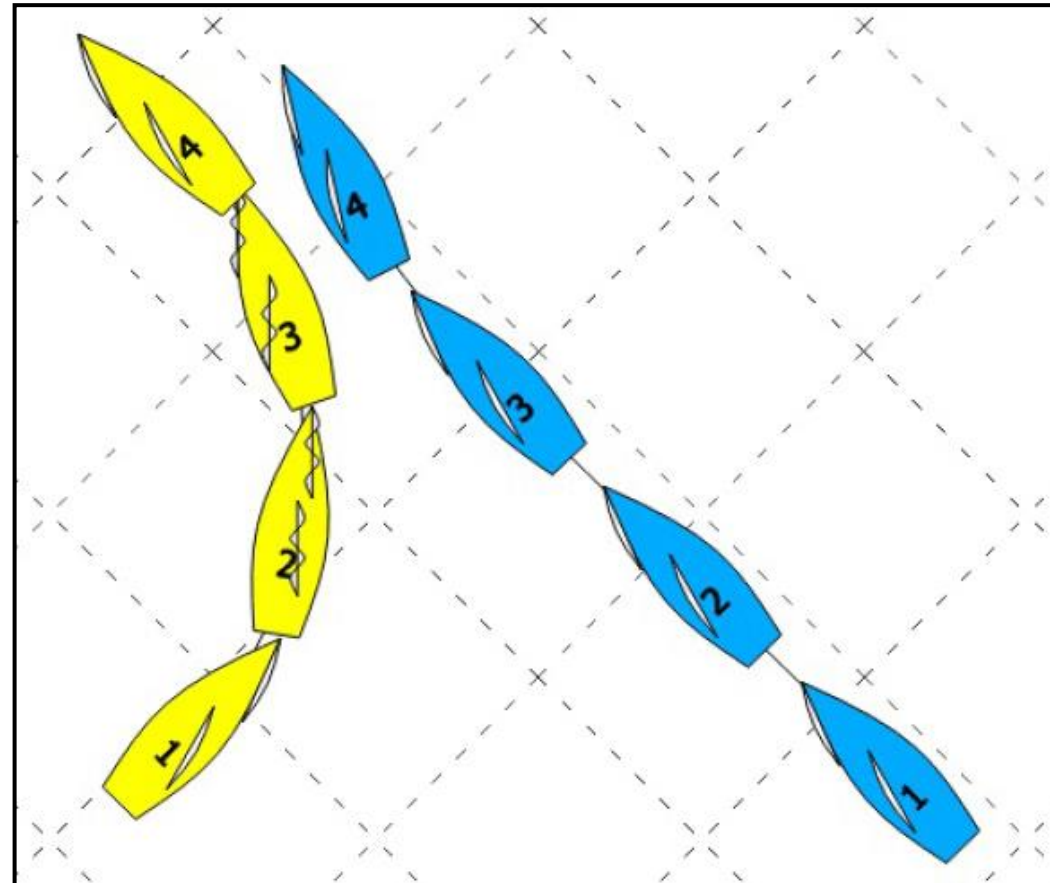
Blue speaks first. Try to agree decision as soon as rule is broken



Scenario 1



Scenario 2

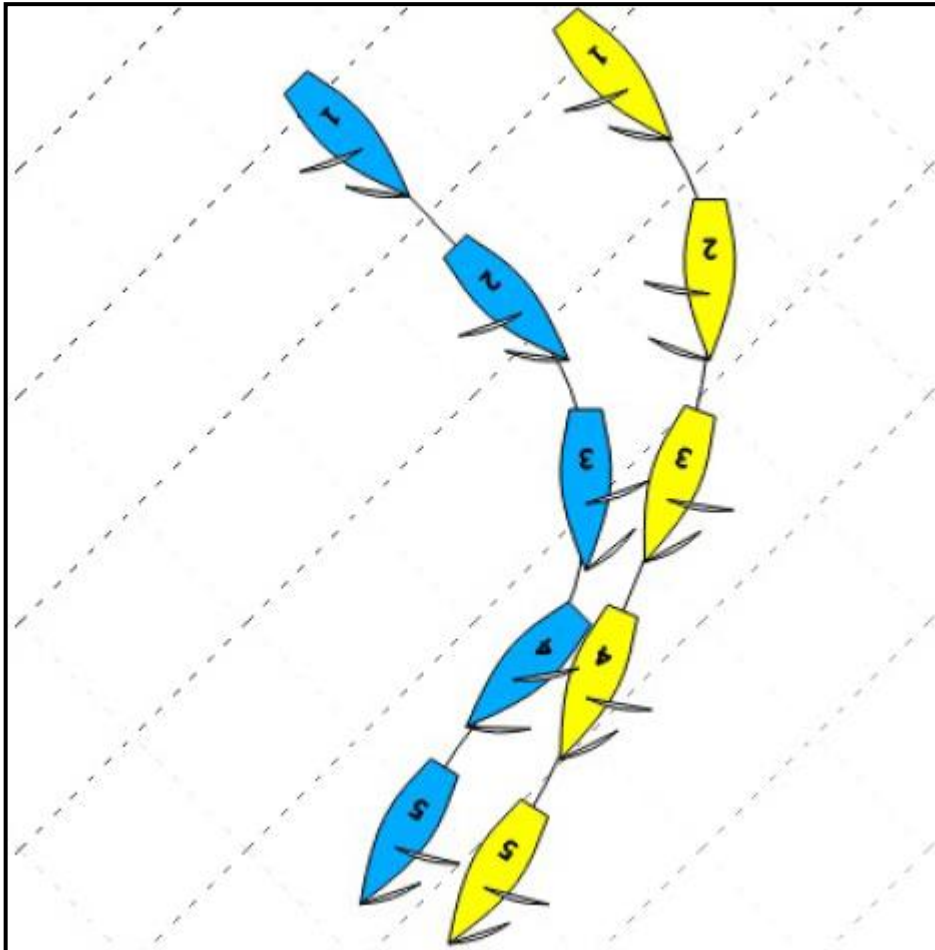


4 Downwind Gybe to Right-of-Way

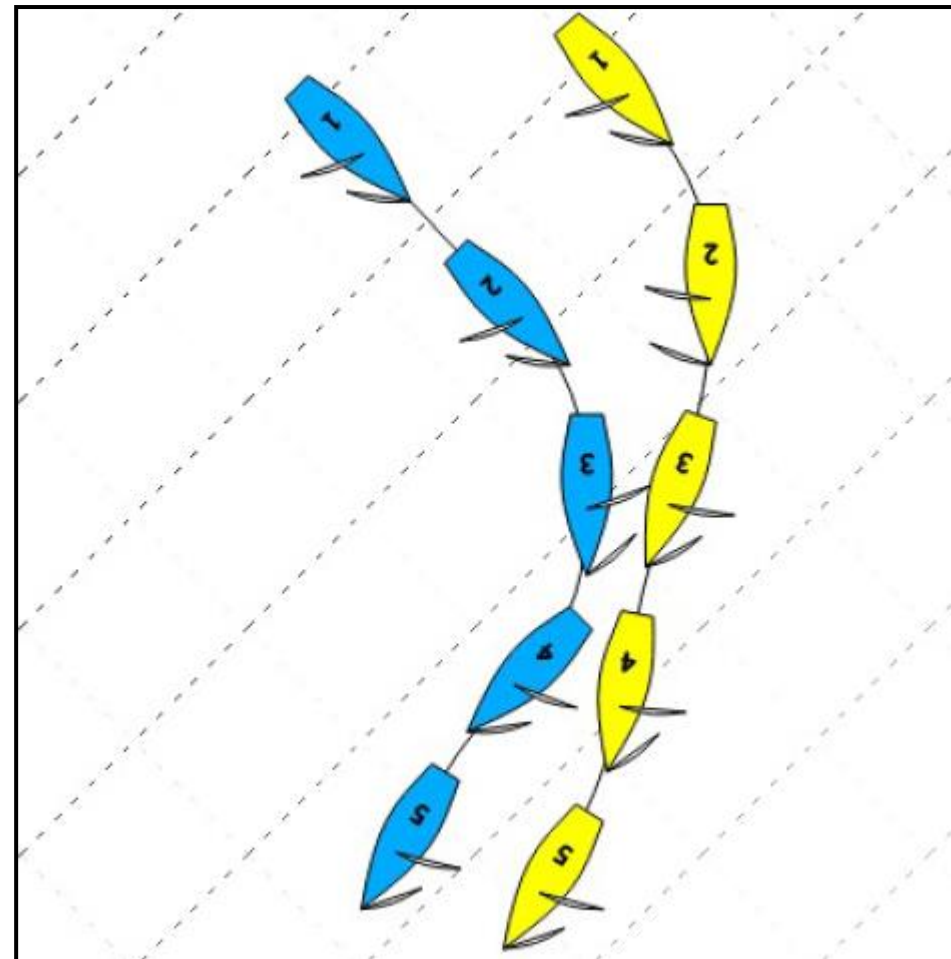


Yellow speaks first. Try to agree decision as soon as rule is broken

Scenario 1



Scenario 2



Proper Course Incidents



- Proper course constraints only apply to **right**
 - **Leeward** boat may break rule 17 if she sails above her proper course
 - **Right** may break rule 23.2 if she interferes with a boat on another leg when not on a proper course
- Rules 17 & 23.2 apply **in addition to** the standard right-of-way rules
 - At the start of **every** overlap umpires agree if rule 17 applies
 - Thereafter **right** umpire simply says “**proper**” or “**above**”
- Decision is made based on the boat’s course / action
immediately before the word “protest”

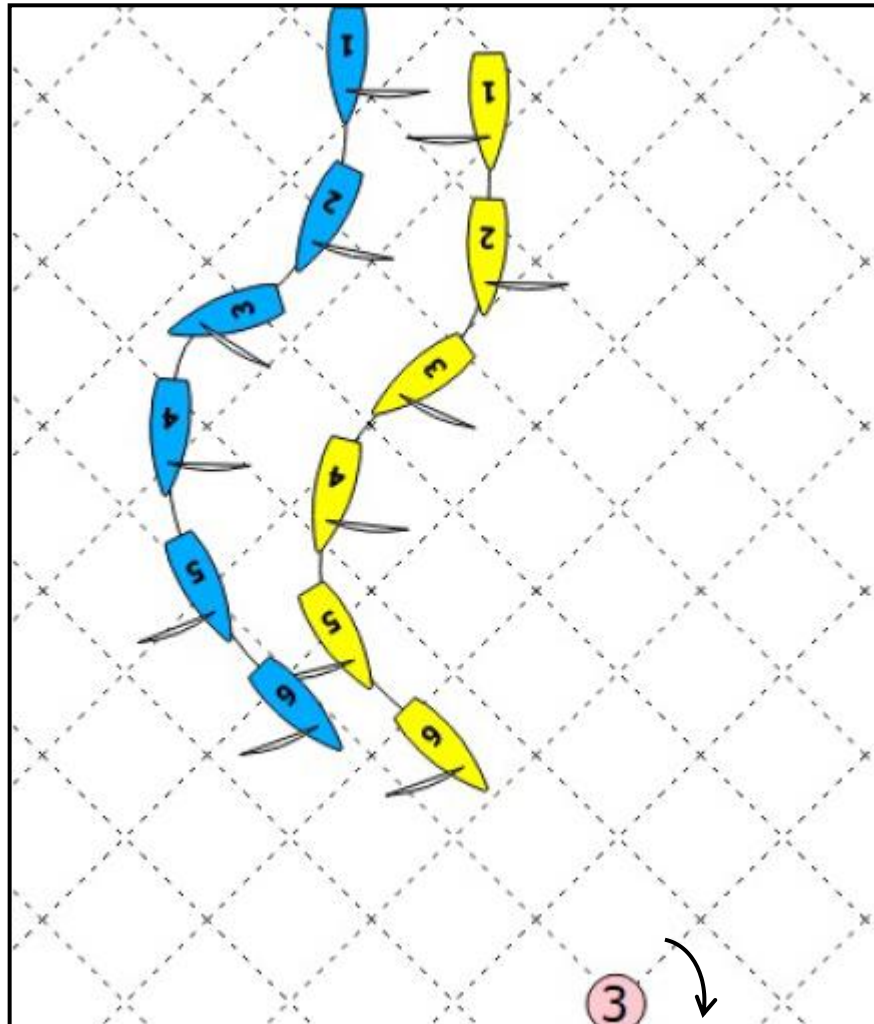




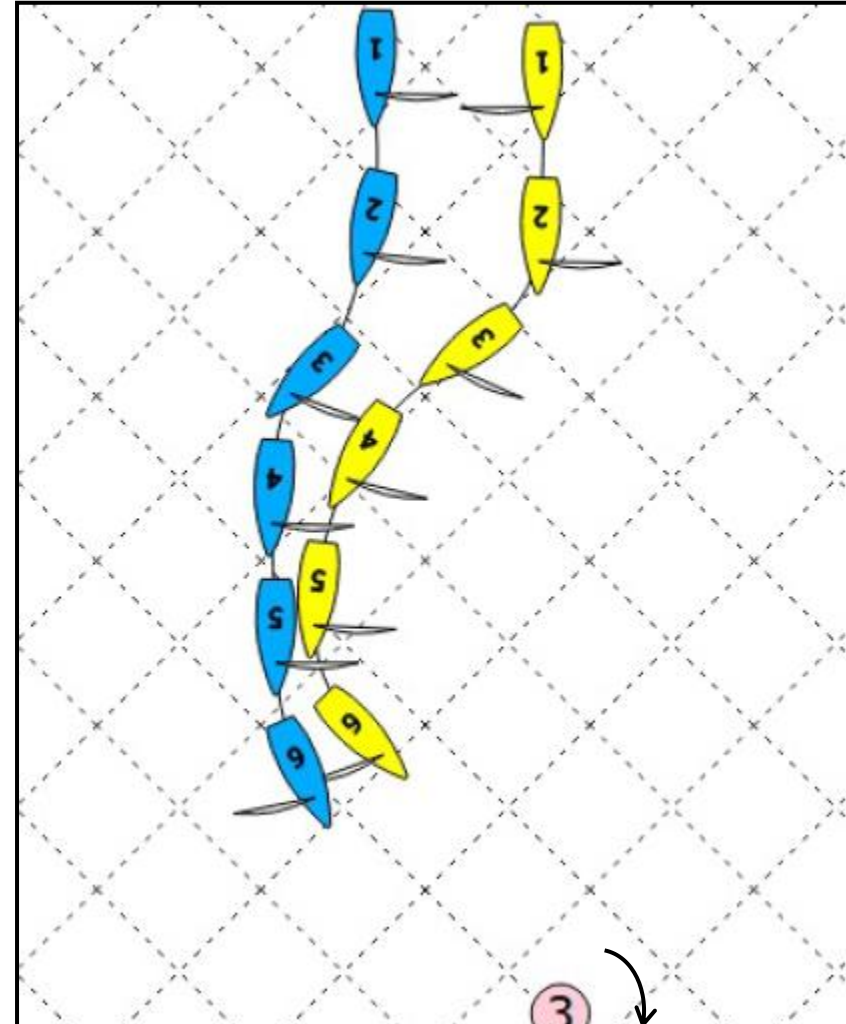
5 Downwind, Rule 17

Yellow speaks first. Try to agree decision as soon as rule is broken

Scenario 1



Scenario 2



Mark & Obstruction Incidents



... Made Simple

- Rule 18 (or 19) determines when one boat **B** has to give mark-room (or room) to another **Y**
- The Definitions define what mark-room (room) is
- If **Y** is in that room **“In corridor”**, rule 21 exonerates her for any breach of rules 10 – 16 and 31
 - and if **Y** breaks one of these, then **B** has not given room
- If **Y** is not in that room **“Wide”**, it is a Type 1 incident
- **Decisions** are based on **ONE FACT**:
is **Y** is **“In corridor”** or **“Wide”**?

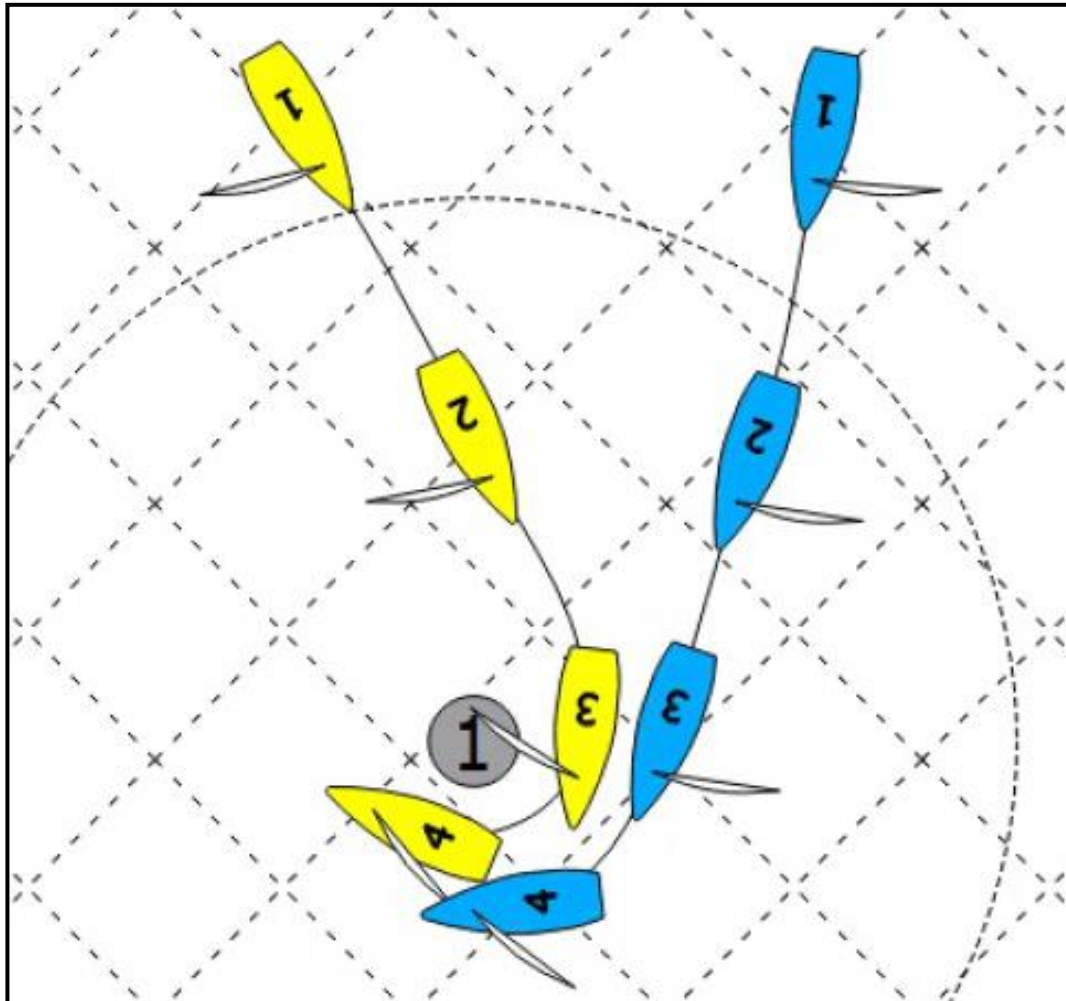


6 Leeward Mark Rounding

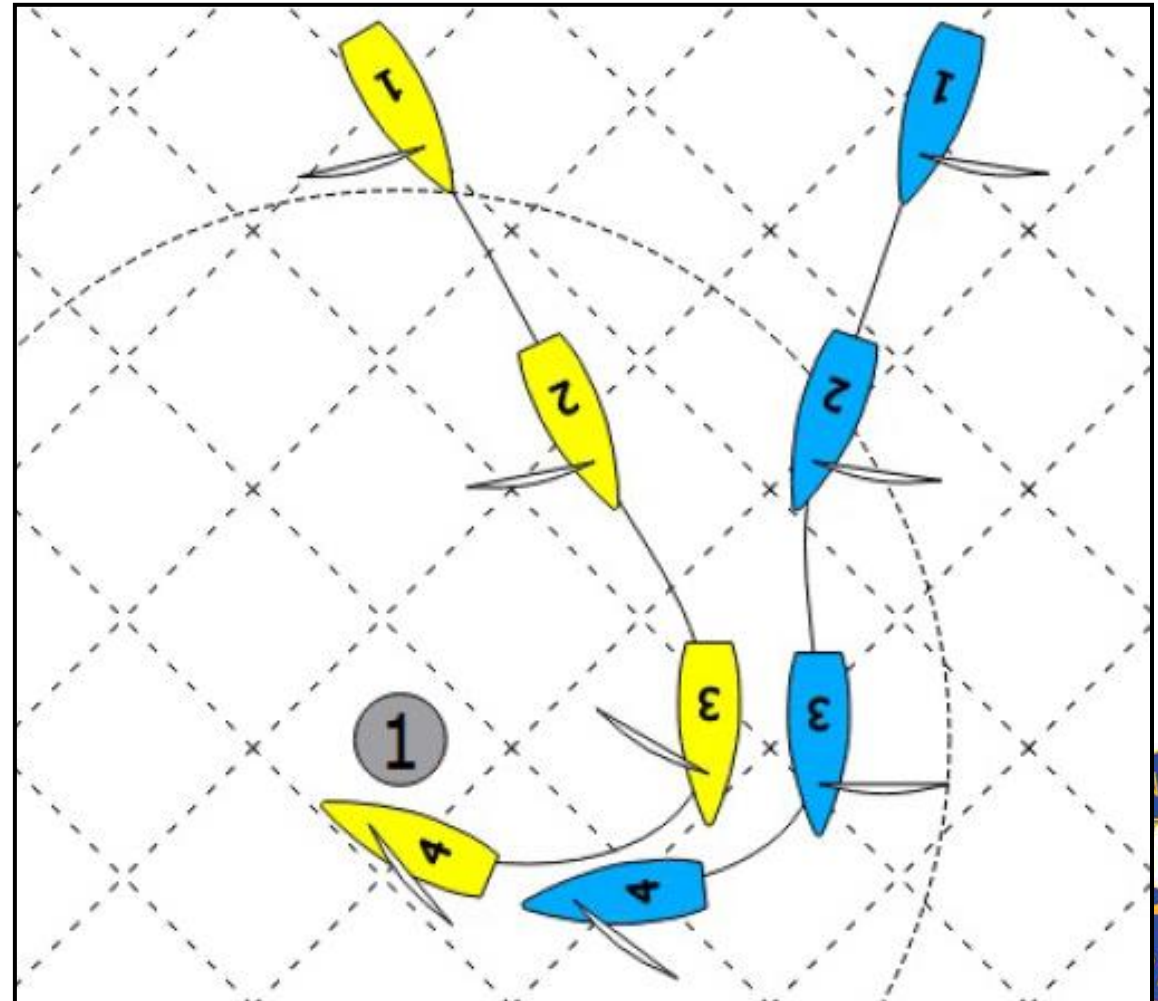


Yellow speaks first. Try to agree decision as soon as rule is broken

Scenario 1



Scenario 2



Dialogue & Incidents: Summary



- Dialogue needs to apply rules (conclusions, not just facts) as incident happens
- As soon as rule is broken, propose decision
 - Other umpire agrees or disagrees
 - ‘No incident’ is a proposed decision so needs agreeing
 - ‘Incident closed’ when protest time passed
- There are only 4 types of incident / dialogue
 - Right / give (Section A, 15 and 16, 21) – always applies
 - Proper course (17 and 23.2)
 - Room at marks & obstructions (18, 19 and 43.1(b))
 - Hailing for Room to Tack (20)



2. Signalling

Priorities?

[Think sport
in general!]





Signalling the Decision

The rule: We signal our decision

1. After a protest
2. When no boat has taken a penalty or clearly indicated she will

Signal consists of 3 elements

- One long sound (LOUD whistle)
- A flag (green-and-white, red, or black-and-white)
- Boat identification (hail, point or other signal)



Tips for Signalling Decision

- Co-driver has red flag (and maybe green) in hand at times decisions are likely *[promptness; retains eye contact]*
- Your only “**I’m in charge**” opportunity
 - Eye contact; loud, long, confident whistle (especially if green)
- Display **green** and **black** for 3-5 seconds, and **red** until boat starts to take penalty
- Pointing with arm (and finger?) is usually much clearer than pointing with flag
 - Flags are clearer (to all) when displayed overhead
 - Support with repeated loud hail identifying boat penalised





Timing of Decision Signal

- “As soon as the rules allow”
 - Delay reduces your control of the race, makes a second incident more likely; and can be unfair
- ~2 seconds after “protest” is usually sufficient
 - When boats are bunched at a mark, maybe longer ...
 - But if both have protested, and you want control, maybe less
 - You might choose to highlight the 2 seconds time at briefing
- If need to signal both **red** and **green**, it's less confusing for sailors to signal red first





3. Umpire-Initiated Penalties

1. **When should an umpire act without a protest?**
2. **What action should be taken?**
(the rule says “may”)





6 Umpire-Initiated Actions

- | | | |
|--|--|-----------------------|
| 1. Rule 42 (propulsion) | ⇒ 2 turns | |
| 2. Rule 31 (contact with mark) | ⇒ 2 turns | } when not exonerated |
| 3. Contact with team-mate | ⇒ 2 turns | |
| 4. Incomplete penalty (either umpire-given or after clearly indicating) | ⇒ 2 turns (4 if doesn't start umpire penalty) | |
| 5. Rule 2 Sportsmanship (includes reckless sailing likely to cause damage) | ⇒ 2 turns if during race, otherwise maybe black flag (may do both) | |
| 6. Gain advantage despite penalty | ⇒ Additional turns if they solve it, otherwise black flag | |
| <hr/> | | |
| 7. Rule 28.1 (not sailing the course) | ⇒ No flag; note and report to RC | |
| 8. Rule 14 when damage | ⇒ No flag. Inspect at finish & report. RC or PC can later protest | |
| <hr/> | | |
| 9. SI – eg Covid masks! | ⇒ SI needs to state if it's an umpire decision | |

Positioning Objectives





Positioning Objectives

- “Policeman positioning”
 - Zero decisions means fun race and no umpire errors
- Good position (i.e. angle of view, and close enough) for current incident
- Able to be in good position for next incident, wherever it might be
- Steady, predictable angle of view for co-driver
- Full coverage of whole fleet by the 2 (or 3 or 4) umpire boats
- No interference of competitors (wind, wake, block*)
- Improve through the day, and from event to event

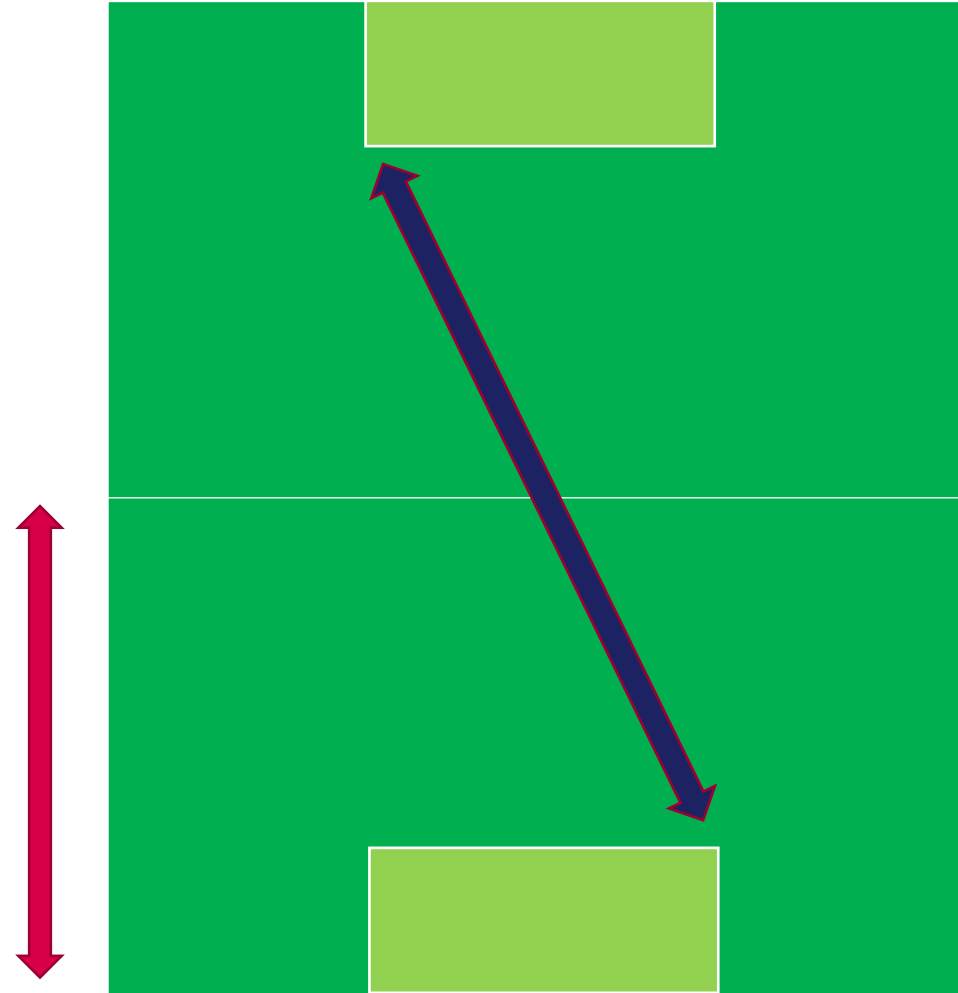
* Sometimes OK pre-start when stationary



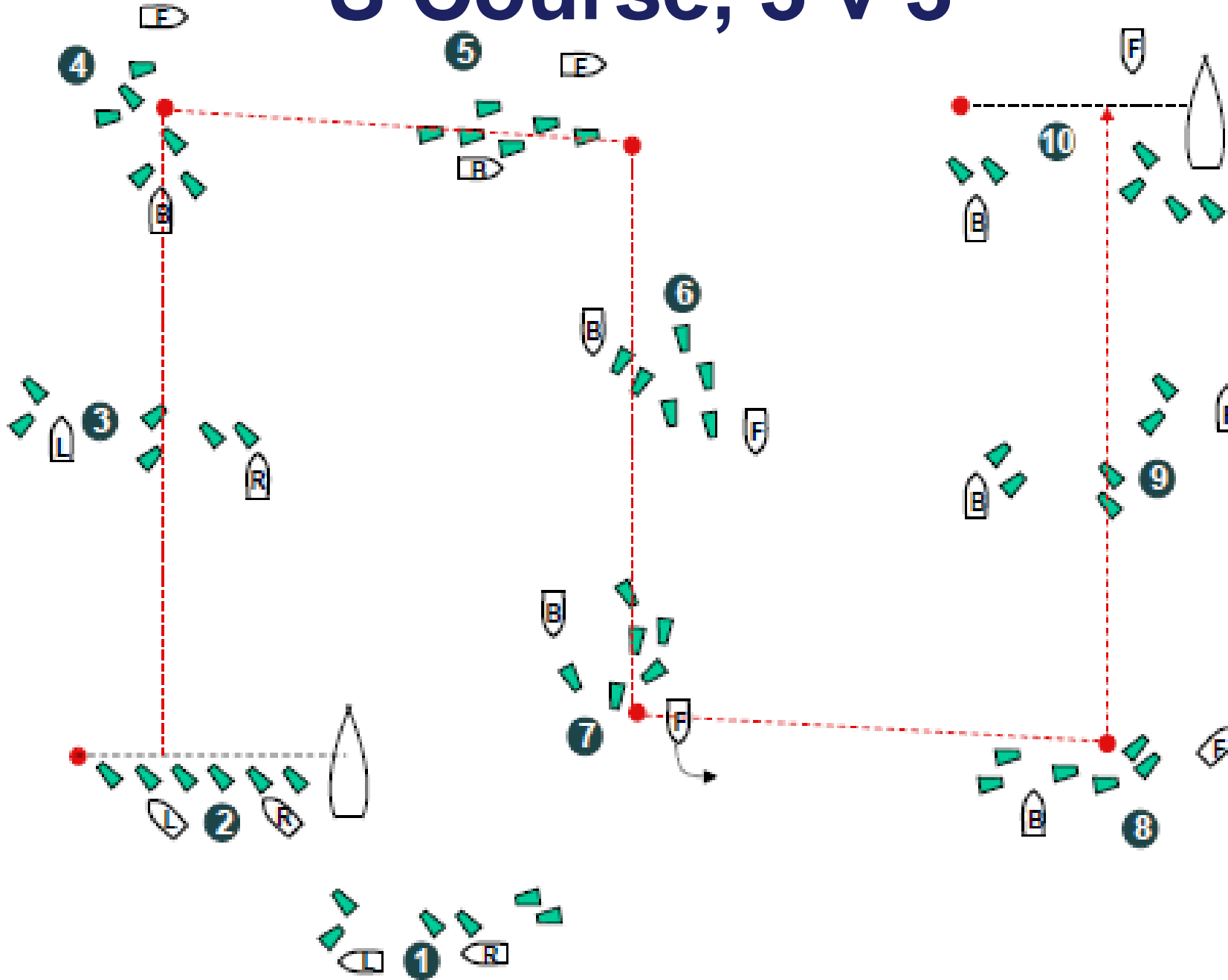
Football Has the Same Challenges

Football referees “**run the diagonal**”

- Anticipate ball's direction
- Adjust position for angle of view and “I'm in control”
- Return to position on diagonal a.s.a.p



S Course, 3 v 3



Key Principles

- Stay on the route, whatever the incidents
- Accuracy is the key
- Excellent umpire drives exactly the same



Box Course, 4 v 4



**Only change
to S course:**

Back becomes
Front at Mark 2.

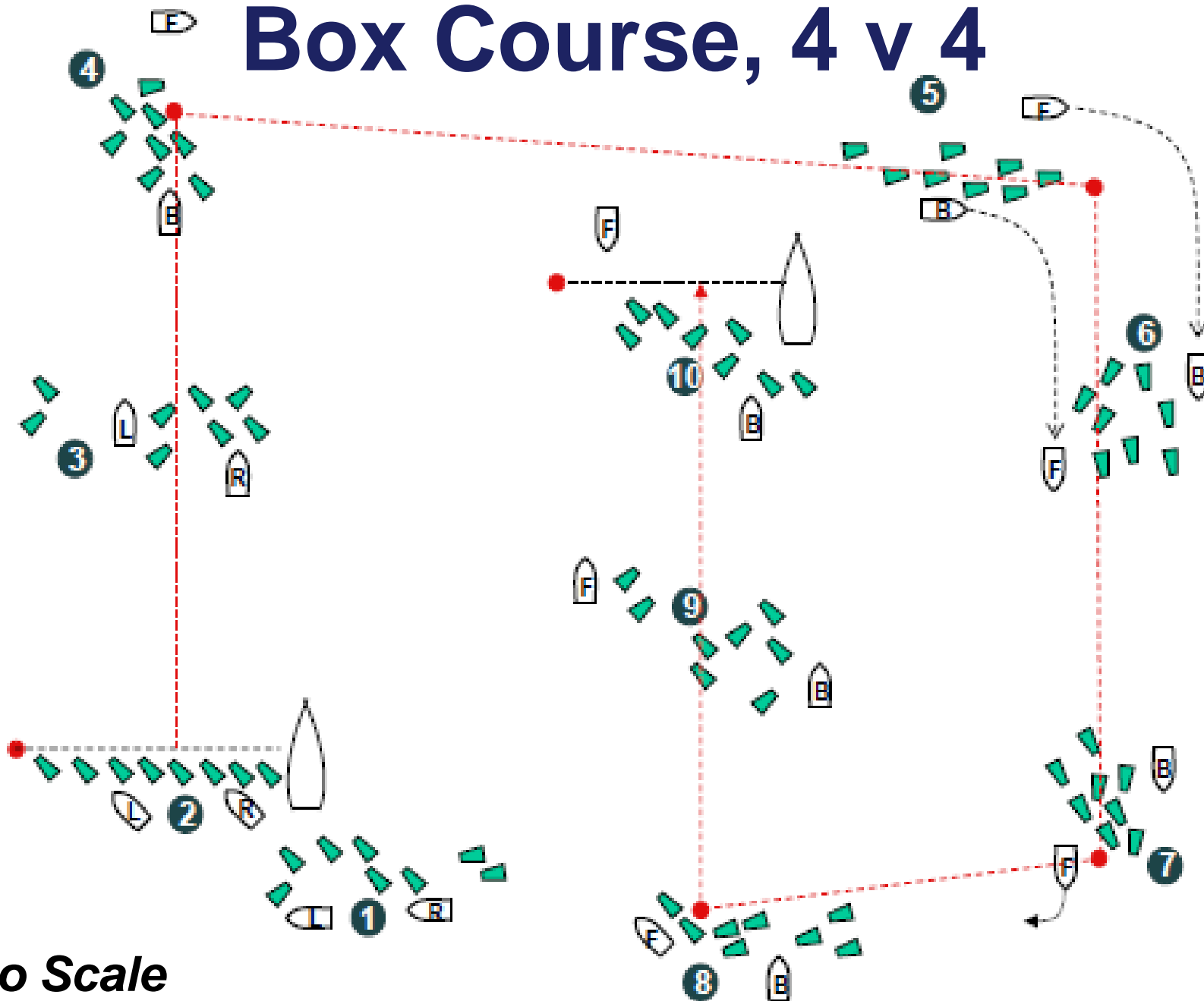
This is natural, as
Back is inside.

Front needs to
pause, leaving
mark with back of
fleet.



Not to Scale

Finish line is normally same as Start, or to leeward of Start



Positioning Tips



General Tips

- Easier to stay in position if ahead than behind (slowing is easy)
- Upwind: drive head-to-wind
- Back cuts corners (M1, M2, M4)
- Be stationary at marks & finish
- Whenever stationary, point in direction of next travel
- Make any 180° turn away from boats, not towards
- If ever out of position, correct it now

The 3 Moves to Plan Ahead

- **Mark 1:** Near end of beat, Left moves through or outside fleet to get to windward of M1; Right moves to back central
- **Mark 3:** Front crosses Leg 4 as close to M3 as possible
- **Finish:** Front is to windward of finish line as fleet finishes



2v2, W/L Course, Marks to S



LEFT / RIGHT or Follow-My-Boat? It's a Combination

Choose the option that is more natural at the time

- Identify the Team that RIB Drivers are calling
- LEFT / RIGHT at start. *Thereafter:*
- When fleet is close, stay with your side
- When fleet splits into two pairs, stay with your pair
- Try to avoid “chasing a pair round a mark” – stationary beyond mark (if FRONT) or inside mark (if BACK) is good

Stay in sync with the other umpire RIB.
Drive or signal to make your intentions clear.



Finally Group Improvement, Self-Coaching



- **As a pair in a RIB, de-brief after every race:**
 - “How was my driving? Was it predictable? Did I give you the angle of view so you could see all you needed to?”
 - “How was my dialogue?” Were we hearing each other?
 - “Did we agree a decision every time a rule was broken?”
- **Mistakes are gold-dust:** “What will I do different next race?”
“How will I avoid in future?” [Don’t change roles between races!]
- **Team de-brief at end of day:** What was good? What could be improved? Interesting calls?
- **Complex incidents are gold-dust:** break down and analyse. Identify the key facts & key words.
- **Re-read the rules, re-read the manual**



“How to Umpire Well”

Thank You!

Now Let's Go Sailing ...

