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# Umpire Briefing Notes to Competitors

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## Introduction

The umpires are looking forward to a great weekend of team racing with a fun and friendly approach all round. If you have any questions, then please feel free to ask. You will see the umpires on the water in RIBS and BIBS, and there is an 'umpire ashore' in case there are any more tricky questions. Please note, so that we can keep the rotation working, we don't have time for a really long Q&A after the finish of a race as we need to get back for the next race. So, if we haven't dealt with your question on the water sufficiently, then please ask the umpire ashore (just ask at the race control portacabin and you will be directed to the umpire ashore), or save it until the relevant umpire(s) get a break from the water and can have a chat to you (which may be at the end of racing!).

## The Umpire Team

We have an 18-strong umpire team with 16 on the water at any one time. The team is as follows (GBR unless stated otherwise):

Greg Eaton – Chief Umpire	David Taylor – Umpire Ashore	Chris Atkins
Jon Napier	Vicki Sodaro (USA)	James Chapman
Nick Devereux	Maciek Fonferko (POL)	Graham Louth
Marta Linares (DEN)	Mike Butterfield	Henry Hawkes
Paddy Oliver (IRL)	Jack Fenwick	Natasha De La Fuente
Iona Smith	Enrica Mamelli (ITA)	Dan Fox

## Working with the umpires

The umpires are here to help you have a fair and fun event. We have given up our weekend and paid our own way to travel to the event to support it. Some of us have had to book a day's leave to travel and umpire on the Friday! Please respect the efforts of these volunteers.

Please remember that in every incident there are at least three perspectives – your boat, your opponent's boat and the umpires' boat – so there's three distinct points of view and thus the 'facts found' may differ across each viewpoint.

The umpires may not always agree – for example did the leeward boat give room when luffing or was the windward boat slow to respond, if there is no agreement then the umpires signal this with the green & white flag.

Please ensure that:

- ✓ We hear a clear hail of protest
- ✓ We see the protest flag (make it obvious to the umpires)
- ✓ When it's windy and you need room to tack, you follow RRS 20.4(a) and use an arm signal to indicate you need room.

## Obstructions

As you may well be aware the marine lake has walls all the way around (although you'd be doing well to get to the north end of the lake!).

On the Dee estuary side of the lake (the sea wall) we believe that two boat lengths from the sea wall is when you need to be tacking to avoid running aground – so a hail for room to tack would be considered

valid at approximately 3 boat lengths to give time for the windward boat(s) to respond. However, in the event that the Race Committee finds that boats are at risk of running aground, they may set up a 'forbidden area' as per SI 5.7 at which point the line between the cannisters would over-rule the guidance above.

For the avoidance of doubt, on the promenade side of the lake the OA may set up a line of cannisters to mark the forbidden zone to which SI 5.7 applies.

### **Dissent**

The umpires will be using team racing call M8 to guide us in the event of dissent. If this happens during the race then expect a two-turns penalty to be signalled by the umpire; additionally (or after the race) the umpires may choose to fly a black and white flag to report the incident to the protest committee.

Please note that sailors that are found to have committed dissent at the end of a protest hearing may be deducted one or more race wins from their score.

### **Swearing**

We are lucky to be racing in the natural amphitheatre that is the Marine Lake. On a sunny day there will be a constant stream of pedestrians walking up and down the promenade and around the lake. They may well stop and watch the racing – it's important therefore that they understand team racing is a fun and competitive game sailed in the correct sporting spirit. If there is swearing from a boat which is overheard by an umpire they will act under D2.3(f) and fly a red flag to indicate that the signalled boat needs to take a two turn penalty for a breach of sportsmanship. For serious cases a protest hearing may result.

### **Breakdowns**

Please ensure you have read rule D5 and SI 1.2.7 in respect of breakdowns. Also SI 1.2.13&14

### **Start Boat**

It is the OA's intention to place an orange 'inflatable mark' across the transom of the committee vessel (CV) to help prevent damage. This is an object intentionally attached to the vessel and under the definition of 'Mark' counts as part of the vessel. If you touch it – it's just the same as touching the CV.

### **Approaching the start line**

Please only approach the starting line once your warning signal has been sounded, and be conscious that boats in the flight ahead, may have been OCS and returning, or otherwise might be delayed starting. They are racing boats and, if before your preparatory signal, you are not; so, under RRS23.1 you should not interfere with them. The same applies to the umpires on that flight – do not sail between them and the race they are umpiring, as it's unfair on the other teams if a call is missed due to the umpires being unsighted. Umpires reserve the right to fly a black and white flag and lodge a protest for boats that cause issues with the race ahead or repeatedly break this guidance.

### **Rule 42**

The umpires have been briefed that rule 42 applies at all times, there will be no warnings. Whilst we will be monitoring for technical breaches e.g. body pumping, we will be particularly focused on 'tactical breaches' – for example the rock to make/break an overlap when approaching mark 3 or 4. Increasingly we have noticed the same applying when approaching the start, when a rock enables you to get the hook on an opponent ahead of you – if the umpires consider this breaches the basic principle of Rule 42, by clearly propelling the boat then you will receive a penalty.