



Team Racing Tactics for Umpires

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Zonal

Boat-aligned

- Fewer resources
 - Less wash
 - Predictable positioning
 - Consistent angle of view
-
- Race awareness
-
- More to watch
 - Compromise positioning
 - Maybe doubt over who's call
 - Harder for trainees

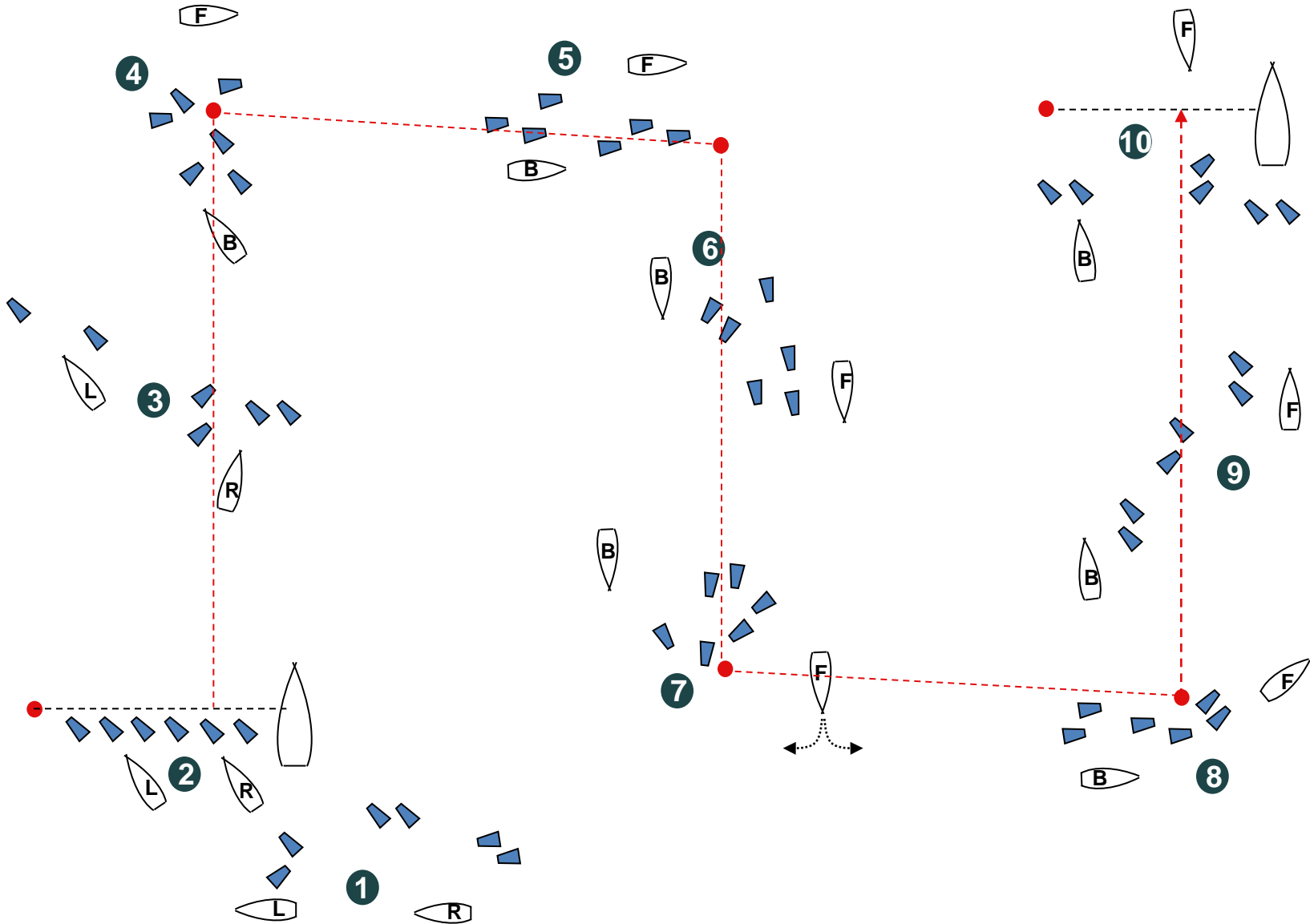
- More resources
 - More wash
 - Unpredictable positioning
 - Variable angle of view
-
- Boat awareness
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- Less to watch
 - "Perfect" position (maybe!)
 - Rarely doubt over who's call
 - Simpler for trainees



	1 umpire boat	2 umpire boats	3 umpire boats	4 umpire boats
T2	Zonal	Zonal (?)		
T3	Zonal	Zonal	Boat-aligned	
T4	Not advised	Zonal	K/B only: Zonal	K/B only: Boat-aligned

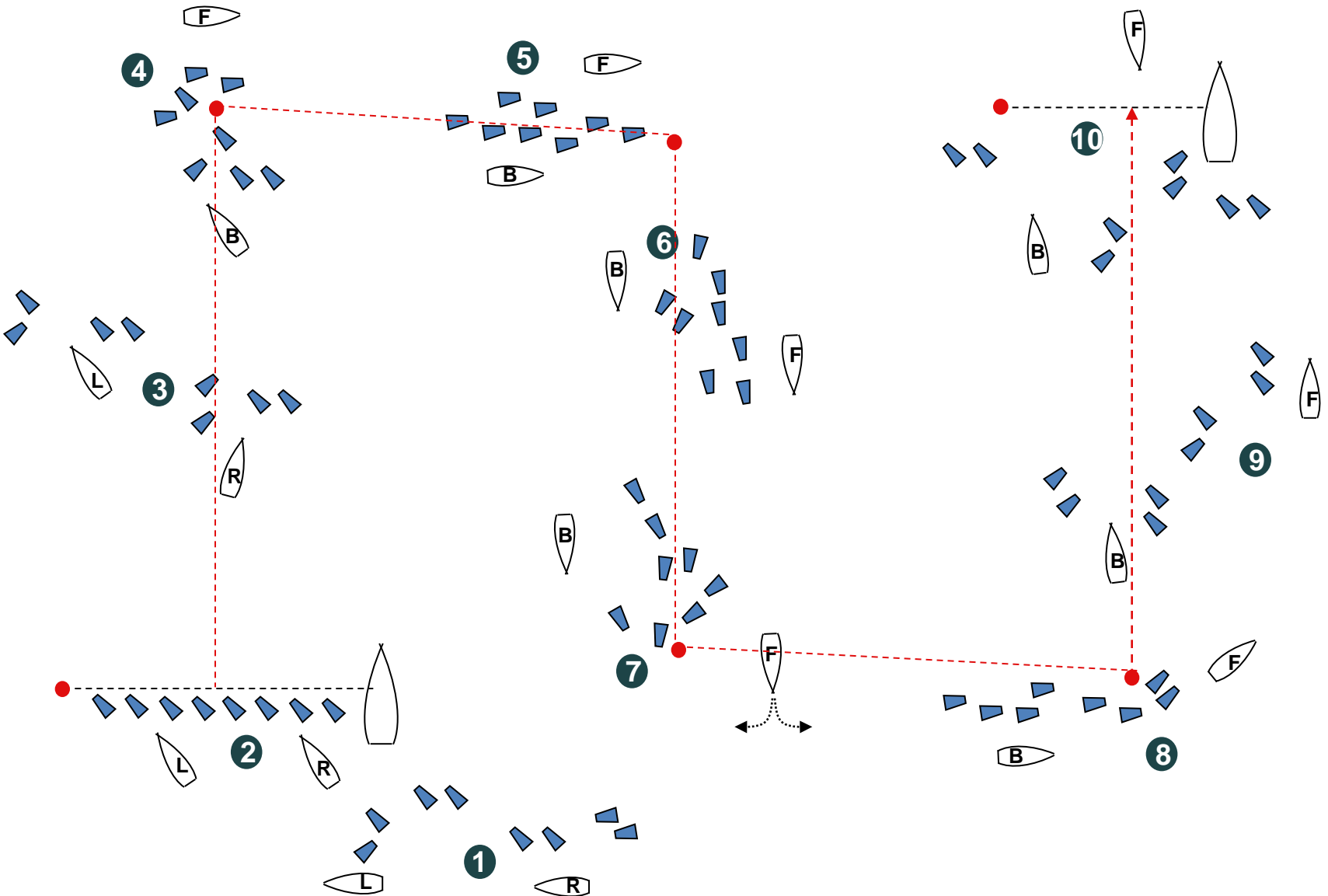


UMPIRES' ROUTE ROUND THE COURSE: T3, S Course



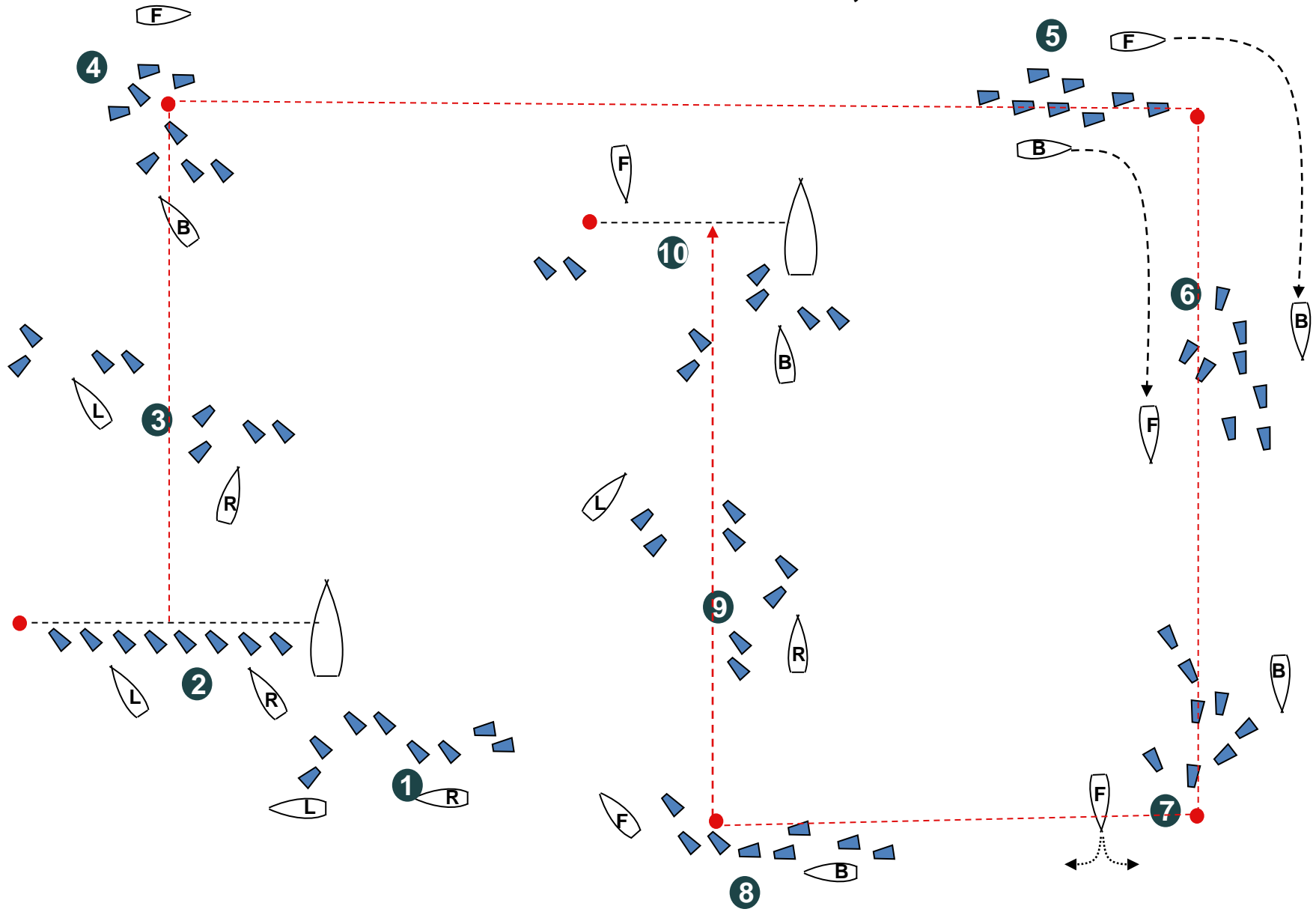


UMPIRES' ROUTE ROUND THE COURSE: T4, S Course





UMPIRES' ROUTE ROUND THE COURSE: T4, Box Course





Positioning Golden Rules

- Get ahead! Get there early
- Drive straight to windward, cut corners
- Turn away not towards
- If stationary, point in direction of next travel
- If out of position, adjust **now & quickly**
- Accelerate when outside at mark, decelerate or stop when inside
- Be closer; anticipate
- Stretch vs contract; Mind the Gap!



Assessment criteria

<p>D. Boat Driving and Positioning</p>	<ol style="list-style-type: none"> 1. Is able to operate small powerboats. First preparation, leaving/returning to mooring/dock, going to and returning from the course safely, transferring personnel safely. 2. Minimum rushing around so that passengers are never at risk. 3. Is able to follow the basic position plan, modifying when appropriate. 4. Correct distance from and angle to race boats 90% of the time. 5. Smooth transition between scenarios. 6. Rapid response when out of position. 7. Low level of interference with any match and no unnecessary wash. 8. Anticipates possible manoeuvres and drives proactively (not reactively)
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