



Yes, finally we have a new Newsletter for all Race Officials. Apologies for the delay in this being published, but a combination of time pressures and requiring more material has led to the lateness of this newsletter.

Many of you have asked for this newsletter to be produced on a regular basis, so thank you to everyone who has contributed to this edition and please send in any article you think others would enjoy reading in future issues.

2012 should prove to be a fantastic year in terms of Race Officials activities in the UK and the culmination of many years work by hundreds, if not thousands, of volunteers covering all disciplines. Let's hope the sun shines and that we maintain our reputation of running great events, professionally, fairly and in good humour. Afterwards we must then share the learning among us all.

**Tim Hancock**

### **Message from Adrian Stoggall (Stog)**

Welcome to 2012 - finally the Olympic year is here. For all of those involved it will be a most exciting year but remember it is just another regatta in Weymouth! I appreciate the work you have all done to date: the training and preparation; and this will pay off this summer with a great regatta. The expertise brought to these Games has only come about because of the many regional, national and international events held every year. The great thing post games will be that this expertise will be spread all around the country to bring on the new guys and run great local events.

Some of you will have tickets to watch on the Nothe spectator viewing area or will come down anyway - I hope you enjoy the event.



This year's round of regional conferences are well underway and I hope they are enjoyable, educational and stimulating. Please let us know what topics you would like to see in future conferences. Next year's National Race Officials conference will again be held at Wyboston over the weekend of 10-11th February 2013.

A few things of note for the year: we are in the process of setting up a mentoring scheme to help with the transition from RRO to NRO and Rob Lamb is arranging a 'Train the Mentors' session later this year. Roger Palmer is again arranging the race officer and mark layer exchange programme, so please offer events and take advantage of the ARO opportunities available on the website.

I hope you all have a great 2012, but if you have any issues please raise them with myself or the Race Management Advisory Group, chaired by Roger Palmer.

See you on the water,  
**Stog**  
Chairman RMC

## Message from Alan Baser

Welcome to the first newsletter of 2012. I've recently had the pleasure of representing Judging and Umpiring at the RYA Dinghy Show. It was great to spend some time speaking to clubs and class associations, getting feedback on what we do well and what can be improved. There were some clubs that have had a really positive experience and have run basic rules and rules advisory courses at their clubs. Hopefully some of these people who have attended these courses will decide to stay within the system and become Regional or National officials. We cannot overestimate the time and effort that many of our Regional Rules Advisors, Class Judges and others put into supporting this work: my thanks and those of the RYA go to them and all of our volunteers who work so hard to support grassroots sailing in the country.

One key message I received was how interested people are in learning about and applying the rules, but how little they knew of how we were able to support them in this despite the hard work that so many of our colleagues have done around the regions. With the new rules coming on line in 2013 (which we will cover in depth at the National Race Officials' Conference in February 2013) we have the perfect hook to get into sailing clubs and to spread a positive message about race officiating.

Whilst at the dinghy show we manned a stall in partnership with Race Management colleagues. It was great fun to work closely with them and I learnt a lot. The two committees are working more closely together on range of matters and in fact now hold joint meetings.

This joint working approach should be reflected in all that we do. All officials at sailing events are there to try to achieve the same aim – to ensure fair, good quality and fun competition to our customers – the competitors. These goals are more easily achievable if Judges and Umpires work closely with Race Officers, Measurers and other members of the Race Committee. We should at all times communicate freely and maintain a positive and open working relationship. Indeed this should permeate through the protest committee and the umpire team. Fundamentally we all want to have a good time while officiating and this can be more easily achieved by offering a little friendly mutual support and guidance to each other.

I hope you have a great 2012 season. See you on the water!

**Alan Baser**  
Chairman JUC



## **OBE Frank Newton**

Just in case any of you had missed the news, our very own Frank Newton was awarded an OBE in the New Years Honours List for services to sailing.

Frank, now amazingly over 80 and still actively on the water more than most of us, has been an IRO since 1996 and a pioneer in UK Race Management since forever! He travelled as team doctor with the GB Sailing team to the Olympic Games in 1972 and 1976, and to the Commonwealth Games in 1974 as doctor for all sports.

We also gather he is just starting his third career as a local celebrity having already been a Doctor and a Race Official. He was recently seen opening a Care Home near Silverstone and tells us he is also available for weddings and parties! Either that or he was checking out the facilities for the future.

Congratulations Frank, you continue to be an inspiration to us all.

## **OBITUARY - Nick Burgin**

It is with great sadness that we have to report the death of International Umpire and Judge, Nick Burgin (GBR).

Nick was a very well regarded official, appointed an International Umpire in 2005 and an International Judge in 2006. His abilities were clear and he was soon officiating at the top level events around the world. His technical skill and passion for the racing rules was complemented by a very human and unflappable personality. As an umpire, Nick was always a trusted and reliable friend, he would never judge and always had a supportive word of advice. He will be missed, but his legacy will live on in all who he supported and guided to become better officials.



Nick had been suffering from cancer for some time and although he was in remission and able to return to officiating duties in the latter part of 2011 he sadly fell ill again as the cancer returned.

We all extend our sincere sympathy and condolences to Nick's wife, his family and friends.

**Sally Burnett**

## **Race Management Advisory Service**

Chaired by Roger Palmer, the RMAS goes from strength to strength; last year there were 25 queries raised and answered covering a wide variety of topics. eg. Use of flags, scoring, NoR's, coastal racing with dinghies to name but a few. The questions have continued to flow into 2012 and by way of example here is a recent one raised by Sam Kent from Penzance SC.

### **Question:**

I am writing on behalf of Penzance Sailing Club. We are currently finalising this year's main sailing instructions covering yacht and dinghy sailing and a question has come up about the minimum 3rd party insurance we should ask for.

For a number of years this figure has been £2m but it has been noted that many policies now offer more than this.

Can the RYA offer advice on what figure we should state.

For reference a copy of our SI for 2011 can be viewed at [www.pzsc.org.uk/si](http://www.pzsc.org.uk/si)

Regards

Sam Kent  
Penzance Sailing Club

### **Answer:**

Our understanding is that most insurers offer either £2m or £3m as standard, although I suspect the majority now offer £3m. However, if the NOR is to set a minimum level, we would encourage organisers to err on the lower figure knowing that most competitors will exceed it rather than on the higher figure risking objections from those insured for £2m who may have to pay a greater premium!

However, if the organiser has reason to believe that £2m is not likely to be sufficient, bearing in mind the nature of the boats and competitors taking part, the organiser is entirely at liberty to set a higher level.

## **Racing Rules Advisory Service**

This excellent service, headed up by Martin Smethers also provides a useful service to us all on any questions relating to the Racing Rules, their interpretation and use. Typically the team gets around 30-40 questions a year and guarantee a quick response.

## 2011 Skandia Sail For Gold Regatta

Last year's Skandia Sail for Gold Regatta was arguably the largest Olympic dinghy event ever held in the UK – so what was it like to be involved as a Race Official? Here are three very different accounts of a typical day for the PRO Roger Wilson, a measurer Paul Manning and a mark layer on the RSX course – Bryn Ellis.

### Roger Wilson, PRO:

760 boats, 1050 competitors sailing in 19 fleets, 350 coaches, 7 race teams spread over 14 square miles of sea, with the furthest course 7 nm from the slipway! The wind blew over 20 knots at some stage every day but one.

“Field of Play Manager” - an Olympic title meaning the person who is responsible for deciding who races where and when. Also legally responsible for safety as well! I reported to Tim Hall, the Event Director, and worked extremely closely with the PRO Maria Torrijo, appointed by ISAF. Her role was to ensure the racing was run to ISAF guidelines and was run in the same way as the other World Cup events. I saw mine as a co-ordinator, responsible for getting the sailors to the right courses at the right time and allowing the race officers to concentrate on delivering great racing.

Weds: 0600, get up. 0630 download weather forecasts and tidal info from internet, draft plan for day. 0700 breakfast, 0715 leave for WPNSA. 0735 attend staff meeting. 0750 meet with Event director to discuss draft plan. 0800 meet with ROs, DROs, PRO, Portland Port Harbourmaster, Event Director, deputy safety officers. Deal with problems from yesterday, present weather info, get briefing on the day's ship movements, present day's objectives and draft plan. Discuss draft plan and agree Plan for day. 0815 told that wrong fleet lists had been published last night so new fleet listing will have to be published this am. 0820 get SI amendments written and posted. Decided to AP all fleets with wrong fleet lists posted to get them to check fleet that they should be in. Get flag signals for postponements and SI changes displayed and make announcements that new fleet lists had been posted. 0830 attend coaches briefing, receive feedback on previous day's racing, present plan for today. Inform them wrong fleet lists were published last night. Deal with any questions. 0850 speak to ROs about feedback from coaches asking them to reduce wait between races. 0915 arrive at bridge, brief beach master and bridge radio operators on day's plan. 0920, start launching fleets. Ensure at least one DSO with medic on water.

Fill in plan board in Bridge with expected times of launching for all 19 fleets. Set up reminders on phone to display and remove APs to control launching. Monitor weather and conditions. 0930 confirm launch OK for 49er Blue fleet. Tannoy that they will then come back ashore to sort out new flights. 0935 inform beach master to launch 49er blue fleet. Once 49ers launched removed AP for Laser standards, 470 blue, yellow and women. Finns and Stars already launching. Make sure DSO3 in middle harbour entrance to direct sailors to North Entrance. Brief Course Safety Leaders to keep sailors off 49er course in harbour as racing starting at 1000.

1045 recover 49er blue fleet who have finished their race and launch RSX men yellow fleet. Send DSO1 to Paralympic course as having problems with Skuds at at top of their wind range. Send DSO2 to North Entrance to monitor fleets. Received report from RSX tally team that 3 sailors have not collected tallies. Ask for copy of results of first race to see if any of the Skuds sailors who did not collect their tally have gone racing. Asked RO of 49er fleet to see if there is room between the other fleets to fit a windward/leeward course between the other courses (as I have



allocated his normal race area to the Finns and Stars as their normal course area too rough to race on and they are behind with their racing. Allocate 49er rescue fleet to Paralympic course as they are having more problems with the Skuds. Move DSO from Paralympic course to Laser course area. Receive report from tracker unit to say a number of sailors from different fleets have not collected their trackers. Ask them to get results sheets to prove the boats are on the water today.

1130 49er RO reports no room for his course in bay so asked DSO2 to investigate a couple of other areas to move the match racing to, freeing up their area for the 49ers. DSO2 reports that match racing could move to just inside North Entrance. Got him to give me lat/long for location of committee boat. Asked RO of match racing course to display L and move his whole course to new lat/long. Asked 49er RO to set up race course in match racing area. Wrote and published notice to competitors informing 49ers that their course area had been changed. Tannoyed sailors to tell them what is going on. Launched new 49er blue fleet to their new racing area. RSX results confirm that 1 RSX sailor has launched without his tally. Write protest form, have copy put on official notice board and register protest. Have notice to competitors displayed to say that Race Committee had lodged a protest against sailor. Remove AP for next RSX fleet immediately after start of second race for the fleet on the water.

1220 Paralympic RO has signalled AP over H for Skuds, who have just finished their first race as he has a number of Skuds who can not manage the conditions. AP 2.4s ashore as too windy for them. Get 49er rescue fleet to escort Skuds back to harbour and collect 49er fleet that is just launching. Removed AP for Laser radials as both standard fleets away. First radial fleet will be able to start 30 minutes after 2nd standard fleet starts its second race. We now have 600 boats on the water and the wind is 22 knots gusting 25! Equipment Inspectors hand me a report to say certain boats have not complied with measurement rules. Ask them to confirm those boats have gone sailing. Refer report to PRO to investigate and action.

Code Red from RSX course. Injured sailor near gate mark. Took over radio from operator. Got DSO3 with doctor to Code Red location within 90 seconds. Contacted medical team and sent them to emergency pick up point to collect casualty.

49er RO reports 49ers at top of their wind range but OK at the moment. He decides to try to start a second race for the Blue fleet. Agreed to launch the yellow fleet. Advise he should AP over H if he thinks it necessary. Finns and Stars finishing first race. Laser standards in middle of second race, radials due to start their first race soon. Need to find safety cover to escort Laser standards back to harbour. Removed AP for 49er yellow fleet. Started launching 49er yellow fleet.

Sonars finishing their second race and coming ashore. Send their safety fleet to North Entrance and Laser course to cover standards coming back in and 49ers going out.

Wind suddenly increases 4 knots to 26 mean, 31 max. 49er RO displays AP over H. Display AP over 49 ashore to stop other boats launching. Get Safety boats in North Entrance to turn launched boats back. Several Stars break their masts. Organise tows. Remove AP for next RSX fleet as previous fleet have now started their second race.

Decided to eat a sandwich and have a cup of coffee!

## Paul Manning, Measurer:

As promised, here's a day in the life of a happy measurer! Having been involved for a number of years in building Olympic and other technically complex classes, I was asked by Bas if I'd like to help with equipment inspection and so here I am!

As usual I'm normally up around 06:30 followed by breakfast and a shared drive from the caravan site to the centre. It was windy overnight, and still pretty breezy this morning, maybe more so than the previous day, so the sailors would have a good time in the bay today!

In the office Bas had noticed a lovely photo of a 2.4M on the official website from the previous days sailing, nothing special you might say, nice lighting, nice framing, shame about the bottom batten which is clearly far too low for the class rules! So the competitors are asked on the declaration to sign that their equipment complies to all their rules, oh well... Some might say that this proves you must have full measurement before the event, others would ask where the money is coming from to do this, and I guess some people might now say that some of these points are a bit petty or minor in their performance enhancement, so we debated how much of a performance advantage this had (as it allowed the roach of the jib to be bigger than usual). We kind of knew the jury would ask us this question. The competitor is clearly very good but how much faster would this make them? From building boats, I very quickly realised that every little advantage, however small, added up makes a bigger advantage. I recalled having a similar discussion with a PRO who was commenting on the fact that these kind of things never really add up to much of a gain. So I asked him how far over the line he'd allow a competitor to be before calling an individual recall. He proudly declared that he didn't let anyone get away with being over to the best of his ability. I smiled and he then realised my point...

Ken was on good form (the honorary member of the grumpy old men gang isn't what you think he is on the quiet!) So we wandered off to take a look at a delaminating Star. Great material technology, shame about the laminating! So out it came and everything got swapped over onto his spare hull (yes, that's right, I did say spare hull).

After lunch I had a chat with my old friend Luca Devoti, who updated me on all his latest ideas on how to put the world to rights. It was windy and rough and Luca baby doesn't do that any more.

The call came in from the team out on the water with the sail numbers of the boats the Jury had asked us to inspect, so split into teams of two we awaited their arrival, casually checking other classes as they arrived or departed. Weymouth is like London buses, there's nothing, then everyone arrives at once! We find two boats with what are supposed to be permanent clew band stoppers that have slid right to the end of the boom (funny that this only ever happens when it's windy) and a missing toe rope. Looks like these and the earlier 2.4M will mean missing the helper's party again.

A reprieve from Ken, who offers to do the protests, and we make the party. Good food, not so sure that pink really is the new black though, but nice try.

## **Bryn Ellis, Mark Layer, RSX Course:**

Following a team meeting in the morning the crews headed to their boats for a full day of racing. Once the ribs were afloat the mark team spread across the course area to provide a comprehensive report on wind direction and speed. Each mark boat provided 5 minute updates to the committee boat. Prior to the first warning signal (11.00), the race officer announced a course reference on which the course was to be set up on.

Following receipt of the course reference, it would be confirmed with the race officer by each individual mark boat. The team consisted of 3 mark boats, Marks 1 laying the windward mark, Marks 2 laying the leeward gate and Marks 3 laying the slalom and finish pin. As Bravo Marks 2 we were in charge of laying the leeward gate. The first component was laid according to the course reference provided. Following this the second component of the gate was laid to the wind direction previously determined by comprehensive wind monitoring.

Marks 1 remained at the windward mark throughout the day, providing the race officer with frequent wind updates. Providing the wind remained above 12 knots the slalom was laid with a target time of 2 minutes. Once the course had been set, Marks 2 and 3 went to either end of the start line in preparation for a general recall or postponement. Once the race had started each mark team headed for their designated position on the course. For the crew of Marks 2 this was the centre of the gate, 10 - 20m downwind. Once on location each mark boat recorded mark roundings for each fleet during the race.

The RSX men and women were split into 2 fleets (yellow and blue). Each fleet sailed a total number of 2 races a day. On Wednesday 08/06/2011, a full 2 races were completed by each fleet. The wind remained above 12 knots all day which meant that the competitors sailed the slalom for each race completed. The races were around 30 minutes in duration meeting the target time for the competitors. The day saw very competitive racing throughout the fleets and once all racing was completed the competitors returned ashore.

Following a long day on the water the Bravo team returned to harbour for a team debrief with all members of the race management team. This concluded with all teams returning to their designated berthing areas and preparing for the next day of racing. The Sail for Gold regatta was a success for the Bravo race team having completed all races, whilst providing competitive sailing for all RSX sailors.

## **Getting Ready For The 2012 Olympic Games**

We caught up with Rod Carr, who has the unusual title of Field of Play Manager for this summer's Olympic Games in Weymouth and Portland. Here are his latest thoughts as he and the LOCOG team make their final preparations:

With just over four months to go to the start of the Olympic Games, I was told by someone the other day that besides being the biggest sporting event in the world and the biggest media extravaganza - the Games is the biggest peacetime movement of people on earth. No pressure then!

It is worth reminding ourselves that in terms of actual competitor numbers, the Olympic and Paralympic regatta are quite small. - 380 and 80 sailors respectively. But everything else about the events is huge, and entails a massive amount of human and physical resource.



My role at the Games is Field of Play Manager , not a title we are used to in sailing. Most of the work revolves around the operational management of the race management teams, safety, marshalling and the frontline liaison with the ISAF Race Management team through the event PRO, Charley Cook.

In 2011 we ran two Test Events for the Olympic and Paralympic classes; these regattas were pretty much a full dress rehearsal for 2012 in terms of competitor numbers, course configurations and race management team personnel. We passed that exam, scoring an "A minus" from ISAF for the event. The eight race teams worked really well, and by the end of the events, niggles over some of the technology and communications issues were mostly sorted. So what will be different in 2012? Or as Rob Andrews the LOCOG Sailing Manager succinctly puts it, " What keeps you awake at night? "

Here are my top three:

1. Approximately 4500 paying spectators will be sitting on the grass on the Nothe every day expecting to be "entertained " and kept interested in the racing. Taking into account the usual vagaries of the British weather, can we lay a racing programme that will engage them, as well as setting good courses that the sailors will look back on as being a fair test of their skills?
2. Ben Ainslie's incident at Perth with the media boat made headline news. We will have even more media boats [and helicopters] in Weymouth! – so the challenge for us is obvious. Can we manage the media so that they can do their job effectively without compromising the fairness of the competition? I think we can - by using the right boats, driven by well briefed and experienced drivers, adhering to a well thought through set of rules.
3. There will be many more agencies working together than at any other event I have been involved in. The Royal Navy, Police, MCGA, RNLI, Fire, Ambulance, two port authorities, Environment Agency, Met Office as well as the Local Authorities all have some "on the water" responsibilities. Security is a massive piece of work, involving hundreds of personnel and scores of fast ribs. We are well on the way to getting a clear understanding of who does what when an incident occurs and what the chain of command is.

You'll note that I'm not unduly worried about the Race Management side of things. We have a great team, most of who have been practising together for years. We have good equipment and a clear understanding of the precision needed when the eyes of the world are on us. The partnership and liaison with ISAF and their team is open and effective. Barring a '79 Fastnet Gale scenario, we should have enough contingency in the programme to complete a full set of races.

To the volunteers of all types that are going to contribute to this event the sailing world and LOCOG owe a massive debt of gratitude. It is a great credit to the RYA Race Management training system that the sailors and coaches coming to the Games are confident that we'll lay on a great event.

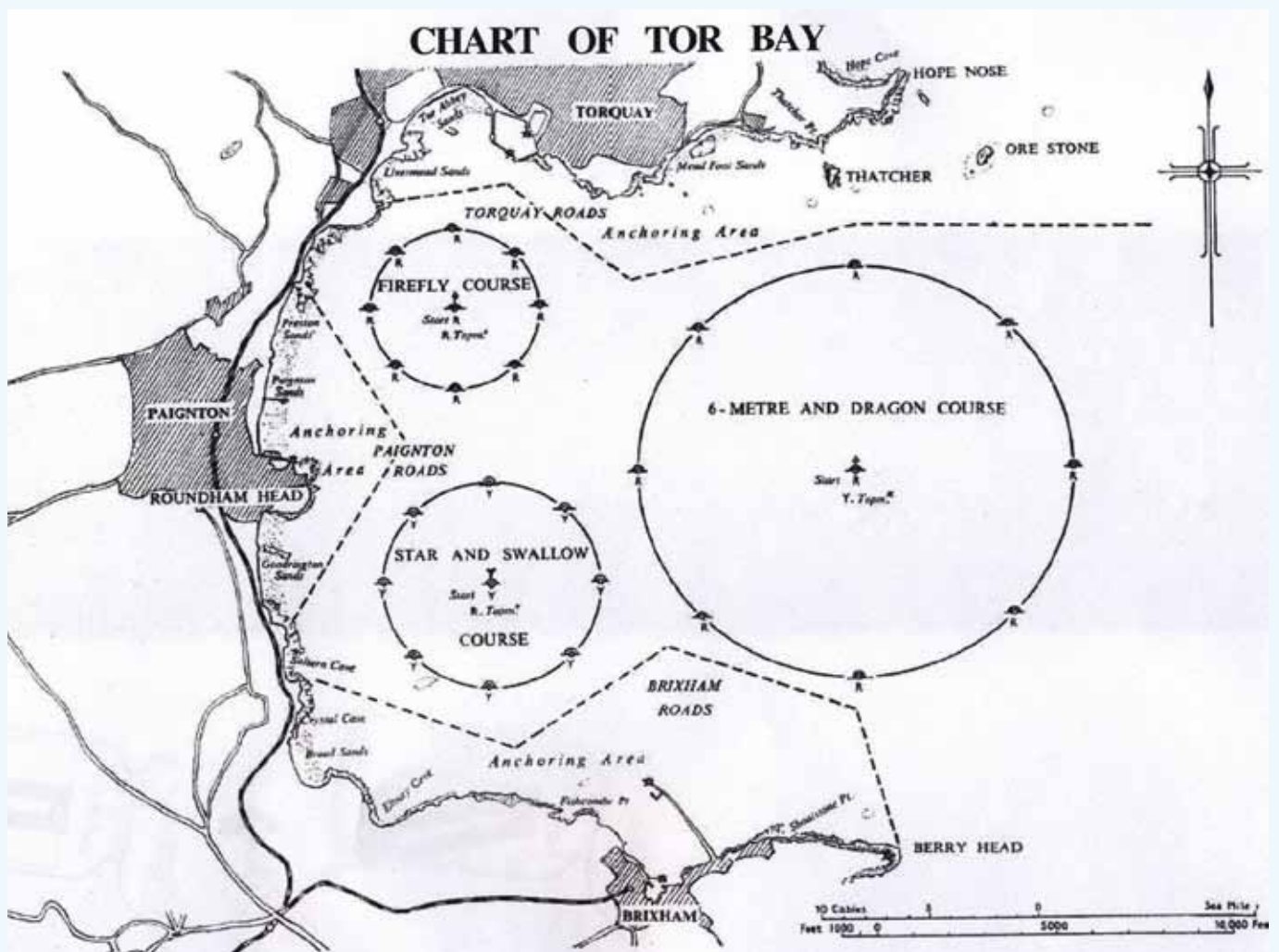
Bring it on!

**Rod Carr**

## How Close Should We Sail To The Shore?

Much debate has taken place, between pretty much everyone involved, over the recent years about how ISAF/LOCOG should balance the demands of the viewing public, media, sailors, coaches and race officials.

You might find it amusing to see the chart from Torbay, which sets out the course areas for the 1948 Olympics. It would seem that we have nearly gone full circle and both the proximity to the shore and size of the course circles would seem to be very similar (Nothe course aside) to what we are planning for Weymouth and Portland!



Thanks to Doug Henshall for providing the course diagram.

## The Class Judging Scheme Update

### Current allocation to classes

Topper	Trevor Lewis, (Harry Brown)
420s	John Rayner
Cadets	Jon Haines
Optimists	(Peter Fitt), Ant Davey and Richard House
29ers	Harry Brown
Fevas	Penny Carter
Finn	Chris Watts
Laser classes	(currently out of scheme)
Mirror	(currently out of scheme)
Windsurfers	(currently out of scheme)

### Questionnaire

A short questionnaire was circulated to all judges and umpires in August 2011. The plan was to obtain a view of the depth of interest among judges and umpires, and then to see how the scheme might/should develop.

There were 22 replies, including those from 5 who were currently class judges and 13 from those who might be interested in being involved (again, in some cases). A number also expressed conditional interest, but had time constraints which would prevent them being wholly committed to a class.

Other points were made, and these included:

- **It could be a lot of work/major time commitment**
- **It can be lonely, and it's not always an easy job to do**
- **It would be better (in many cases) if 2-3 people worked as a small team, possibly covering more than one class – (a) to spread the load/make travelling less of a burden, and (b) to share ideas**
- **There's a case for formalising a mentoring role for those who are more experienced**
- **Limited fleet umpiring/whistle blowing has worked well in some classes and increases the number of penalty turns done.**
- **There was general support for a course on fleet umpiring.**

### The Future

#### Strategy

There needs to be a formal strategy, with a business plan. It is hoped to have this in place for the next financial year.

#### Plan

The immediate aim is to open up places to more of those who have already expressed interest. Current class judges are asked to let me know if they want to share the load with any of those who have already expressed interest and whose contact details I have. If there are any others out

there who are potentially interested, but haven't yet said so, then please let me know.

The next target will be open up a forum, which will enable more ready exchange of ideas between all those involved. These will include tips for developing the role, as well as specific topics – such as the use whistle blowing or fleet umpiring as a means to improving rules knowledge and observance.

We also want to consider extending the scheme by opening it up to other classes. These classes may want a formal class judge appointment or may simply request input at designated events such as training events or National championships.

**William Jeffcoate**

william.jeffcoate@tiscali.co.uk

## **RO Eurosaf Exchanges**

### **My experience with Eurosaf Race Officers Exchange**

by Jon Mogelhoj, National Race Officer - Denmark

Last year I had no plans for races in July, but a mail changed all this. In fact it was not planned that I should have had this experience. Instead it was another Danish National Race Officer, who should have been there, but for various reasons he could not go. Therefore, I was asked. And it was an offer I couldn't refuse.

I began this part of the sailing five years ago when I sat on the pin end boat at the worlds of Europe Class Dinghy at my home club in Copenhagen. After talks with skilled jury and Race Officers as Thomas Jorgensen and Jens Villumsen, I found out that I wanted to sit at the other end of the line and be in charge instead. It was the beginning of my career as a Race Officer, and now I am National Race Officer.

Eurosaf Race Officers Exchange provides the opportunity for Race Officers from different countries to come out and participate in events in other European countries. I had the opportunity to visit England and Hayling Island, and I hope to one day be able to welcome a race officer from abroad to Skovshoved or some other event, where I'm the PRO.

Hayling Island Sailing Club is a large club with many different dinghy types. The club has a new and lovely clubhouse overlooking both Hayling Bay and Chichester Bay. The regatta I was part of was the Nationals for Flying Fifteen, a type of boat I had never seen before, as it is not sailed in Denmark. And to all you Flying Fifteen sailors: it seemed like a great boat, and during the day with wind up to 35 knots, it was the race committee boats that were struggling, not the Flying Fifteens.



I helped on the Race Committee Boat as ARO. PRO was Roger Palmer, a local Race Officer who had also been an active sailor in the Flying Fifteen Class. Additionally, we had Rob Lamb as ARO. Rob will next year be part of the team to hold the Olympics. And with the Olympics going to England next time, it was very interesting to talk with several of the local officials, who will take

part in the event next year. I found it interesting to hear how the British Sailing Federation has chosen to tackle this task.

And what did I learn from visiting Hayling Island? There were many things, that were done like home in Denmark. But there are also things where I saw other ways to do it.

At event where I'm the PRO, I can be a little too preoccupied with the "micro management", as an example I might be involved in mark laying via the VHF-radio. For this event there was confidence in the Mark Layers, and they lived up to that trust, and laid some great race courses. This may be due to the National Mark Laying Course hosted by RYA. We in Denmark have many good mark layers, but no formal education by the sailing federation.

I hope this experience has given me some insight in other ways to approach race management, or at least given me some experiences I can use on my own path to becoming a better race officer.

**Jon Mogelhoj**  
National Race Officer  
Skovshoved Sailing Club, Denmark

## Updates From Chris Watts

### RYA Bursaries

The scheme to give limited financial support potential Race Officials continues to work successfully, although not fully taken up as yet. There were three successful bursary scheme applicants this year, two for race officer positions and one for umpire.

Race Officials are asked to promote awareness of the scheme among promising young (under 35!) or female or minority sailors who might be showing an interest in our aspects of the sport. Successful applicants have to show that they used the money appropriately and that their club gained from their experience.

### Reports from Seminars

Clearly our seminars are gaining international appeal - The Plymouth judging seminar was attended by a British person resident in Palma and sponsored by their club and a Maltese RYA member who wanted more training, although already a Maltese NJ. Croatian NJs have also approached the RYA about possibly attending our seminars as the Irish already do. NU and NJ seminar passes gained by Irish candidates with us count towards their National qualification in Ireland.

Since September, three Judging Seminars and three Regional Race Management Seminars have been held. Plymouth continues to be a popular venue, well supported again this time, while for the first time, a Judging Seminar was held in the NE, attracting eight attendees who enjoyed the welcome hospitality of South Shields SC. Dates for future RM Seminars are being added to the website and a Team Racing Umpire seminar is also planned. The MYA Umpiring course will be run early next year.

**Chris Watts**  
Race Officials Education Officer



## **Seminar dates for 2012**

### **Mark Laying Seminars**

Follow this link for the planned seminars:

<http://www.rya.org.uk/infoadvice/racing/raceofficials/wanttobearaceoffical/courses/Pages/marklayers.aspx>

### **Race Management Seminars**

The link to planned RM Seminars is:

<http://www.rya.org.uk/infoadvice/racing/raceofficials/wanttobearaceoffical/courses/Pages/racemanagement.aspx>

### **Judge Seminars**

A seminar tentatively planned for the Midland region in Spring has now been postponed to the early autumn: please alert any potential candidates whom you may know of. The link to planned NJ Seminars is:

<http://www.rya.org.uk/infoadvice/racing/raceofficials/wanttobearaceoffical/courses/Pages/judges.aspx>

### **Umpire Seminars**

A NU (TR) seminar was run at West Kirby SC immediately before the BUSA TR Finals - ie. Apr 9-10th (inc. Easter Monday!), with the particular aim of attracting more students and others who were interested.

<http://www.rya.org.uk/infoadvice/racing/raceofficials/wanttobearaceoffical/courses/Pages/umpires.aspx>

### **Race Officials Conferences**

The dates for this year's Regional Conferences, joint affairs run by Regional Race Management and Regional Rules Advisers are on the website:

<http://www.rya.org.uk/infoadvice/racing/raceofficials/keepuptodate/Pages/RegionalConference.aspx>

## Judging At The Scorpion Nationals

David Battye has produced this report following his attendance at last summer's Scorpion Nationals held at Tenby SC.

This was my third attendance as event judge at the Scorpion Nationals. Based on feedback I received from the sailors, the event was a success from my point of view with most sailors experiencing fair sailing as well as enjoying an event characterised by some strong winds and challenging conditions.

At the competitor briefing, in response to the suggestion of on-the-water umpiring following the Looe Nationals, I offered the option of a whistle signal without an accompanying flag to mean that I believed a boat had broken a rule. This offer met with almost unanimous approval and the SIs were amended to include this signal. Over the week, I used this signal about 6 times following mark contacts and simple port and starboard incidents. In most cases the boats identified took penalty turns to exonerate themselves. If the sailors request this signal is used again next year, I recommend the SIs should be permanently amended to include it.

After the practice and first races I made a presentation to the sailors entitled "How to use the rules to win the Scorpion Nationals". The presentation was based on a selection of the rules typically relevant to Scorpions at each point round the race course. It built on the rule 42 presentation made at Looe last year and extended the rules coverage to other rules such as the mark rounding rule 18. About 30 sailors attended the presentation, many more than last year, and some lively debate resulted. Several sailors spoke to me afterwards saying how useful they found the session.

One interesting rules query emerged during the session resulting from the wind and wave configuration which had been experienced earlier in the day. The wind speed was around 18-20 knots and waves of varying height. The question was based on the interpretation of the exception rule 42.3(c) and was phrased as follows:

**Situation 1: The conditions are wind 18-20 kts with waves of varying height. A boat has been planing for some time and the plane was initiated by a gust without a pump. A new steep wave travelling faster than the boat catches up with her and the boat pumps a sheet to initiate surfing. At no time does the boat cease planing. Is this situation covered by the exception rule 42.3(c)?**

**Situation 2: The same except that the boat initiates planing by a sheet pump. Is this situation covered by the exception rule 42.3(c)?**

These situations were referred to Trevor Lewis, chair of the RYA Racing Rules Committee, who was unable to give an immediate ruling. The situations were then sent to the RYA Rules Advisory service which sought the opinion of the International Jury members who were on duty at the Olympic Test Event at Weymouth at the time. At the time of writing a formal written reply is awaited from ISAF but I understand that the ruling will conclude that these situations are not covered by the exception rule 42.3(c). In other words the terms planing and surfing are to be considered collectively and once a boat is either planing or surfing a single pull on any sheet breaks rule 42. Well done to the Scorpion fleet for bringing this query to the attention of the RYA and ISAF.

There was only one yellow flag from me during the week for a breach of rule 42. This was during the final race when the wind speed was around 8 kts and at its lowest for the week. The infringement was for repeated spinnaker sheet pumps on the reaches and was not contested by the sailor. The low count of yellow flags during the week was due to the general good behaviour of the fleet assisted by the mostly strong wind conditions which made breaches of rule 42 both unrewarding and energy sapping. On the basis that any possible infringements of rule 42 immediately stopped when I was in the vicinity of the boats concerned, I continue to recommend the use of Appendix P in the SIs for future Nationals.

There was only one protest during the week. This followed one of my whistle signals above, when a boat made contact with a mark but alleged that it was compelled to make contact by another boat's failure to give room. The protest was not valid and could not be heard. However I offered an advisory hearing as an alternative and this was accepted by the parties. This situation confirms the usefulness of the advisory hearing to explore an incident when a protest is invalid. This avoids the parties feeling time and effort has been wasted when an invalid protest cannot be heard.

My personal highlight of the week was the unexpected award of the Pecker (a rubber effigy of a plucked and drawn scrawny chicken, given daily for the most impressive underachievement or folly of the day) on Thursday at the fancy dress evening. The award was based on a conversation I had with the driver of a police van patrolling the streets near the club. (This was when the summer's riots were in full swing) At the time I was dressed in my Batman outfit (!) and the police officer enquired if I would be available to assist "if it all kicked off in Tenby later that night". I said that I would be delighted to help out and even offered to bring Robin along as well. I made the mistake of repeating the story of this encounter to one or two sailors and it was retold several times with some considerable embellishment. By the time it came to the notice of Alan Ritchie (Pecker co-ordinator) it had been promoted to pole position and the award duly followed. I was pleased to be able to add a yellow flag and whistle to the Pecker and can confirm that it (she?) is now qualified as an assistant judge for future events.

Thanks to you all for a memorable evening, which topped off a most enjoyable week.

**David Battye**

(Note: at a recent meeting of the Scorpion Class Committee it was agreed that David should be invited to officiate again at Paignton next summer – maybe he was too nice to them?!)

## Improving The Experience for National Judges

### New Judge Dating Scheme

At the meeting of JUC on 29th February, it was agreed that it was necessary to improve the opportunities for continued development of NJs and RJs by providing more opportunities for taking part in bigger events, or events outside their area. There are two essential components:

#### 1 Event Organisers and Jury Chairs

should - when appropriate and possible - embrace a voluntary policy of including a less experienced judge on the PC of any event they are planning, and

#### 2 NJs and RJs who would like to gain more experience

should express their interest in this new scheme by sending their contact details to the provisional organiser, William Jeffcoate, who will set up a database and will try to form a point of contact

#### 3 Marrying 1 and 2

Event Organisers and JCs can either approach NJs and RJs that they know and who want extra experience or ask William to try to identify potential candidates.

We hope that people from both sides see the potential benefits of this new scheme and help to get it launched. What better day is there to set up a dating agency than 29th February ?

**Alan Baser, Chair JUC**

### Getting qualified if you are a Judge or Umpire

#### Reference Procedures

It is a requirement for initial appointment for both Regional and National Judges and Umpires to have gained references from the Protest Chair or Chief Umpires at events. Regional Judges/ Umpires are required to have one reference; National are required to have two. References are to be from events that have taken place within the four years prior to appointment. The RYA produces a standard reference form with guidelines that can be found in the Race Officials section of the website.

In order to achieve consistent referencing and to provide the best feedback to candidates, we would recommend the following procedure as best practice:

- In your pre-event email to your protest committee/umpire team request that anyone wishing to receive a reference from the event should let you know prior to the start of the event. This should avoid the situation where you are asked to give a reference at the end of the event, not necessarily having spent enough time with that person to form a reasoned assessment.
- You should then arrange rotations so that you and other suitable senior officials are with that candidate for a sufficient time. If you are intending to use feedback from other suitable senior officials, please agree with the others how this is to be done.
- Discuss with the candidate how the referencing procedure will work including which other senior officials will be involved.

- Collect feedback from the other suitable senior officials.
- Complete the reference form.
- Provide feedback at the event to the candidate by going over the sections of the reference form and giving advice where necessary.
- Send a copy of the completed form to the RYA and give the candidate a copy.

## Finishing Tips

**Nigel Vick** gives a laid-back take on what is often the most pressured part of a Race Officer's duties:

What's so hard about finishing and recording numbers? It's simple and easy yet we continually have problems getting race results published to the sailors. What is the problem? I really cannot understand why it is a problem, but then I have been doing it for a very long time and that is the problem with experience – it is difficult to understand the problems of inexperience.

Generally the problem is that people want to do it RIGHT. This inhibits them. They worry about getting it wrong. Unfortunately, there is always the possibility that you might be wrong, so why worry? You could probably be 80% right if you wrote out a results list before the sailors left the shore. The majority of the fleet would think it great that you got the results out so rapidly and those who had the wrong results would come and tell you pretty quickly anyway and, provided you accepted their version, would go away happy. Instant result and a happy fleet with the minimum of work – not advised though.

It is better to actually record the results on the water and then post them for the sailors to check. This way they see you actually out on the water, getting wet and cold and might actually appreciate your efforts enough to say thank you or even buy you a drink. However this method produces real headaches for the race officer who wants to get the results out to the sailors before most of them have left the site.

Prime amongst these problems is the actual recording of sail numbers.

### They sneak up on you

It pays to follow the fleet, so that you know where the leaders are and who are tail enders. This allows you to get organised and ready for the finish rather than it coming as a shock. Particularly important in club racing where you may have a number of fleets to finish. Doing it on paper is fine but don't get so immersed in recording that you forget that you actually have to finish them. There is nothing more terrifying than a fleet of sailors who miss their lunch.

I can often tell by the style of sailing whether I am looking at a tail ender with another lap to do or a leader who should get a finishing signal. Despite this I will still record a time (somewhere in the margin) even if I don't give a finishing hoot; I could be wrong! Having done a lot of reaching finishes I was surprised at how difficult beating finishes were – boats kept appearing suddenly from behind my back – it needed much greater awareness.

### Remain calm

The next thing is the need to remain calm and pace yourself. There will be times when half a dozen boats arrive at the line all at the same time. Panicking will not help you. You must stay



calm and record what information you can. It will help if you pre-record as much as possible. You should see the situation developing. There is no reason not to pre-record the sail numbers of the boats likely to be involved – this is what the margin (or notes section) on the recording sheet is for. Then as they cross the line together get something – ANYTHING! It will help. I may call “near one far one then middle” or “Blue hull, red then green” Anything distinctive will help. If you get a chance refine it after they have finished, there may be a pause before the next phase of chaos. But if not DON'T DWELL ON IT. Leave a gap and move on – continuing to record the rest of the mass.

If you are a recorder this is where you really need to be disciplined. You haven't the time to look up. You just have to write as much of what the caller says as is possible. If you are doing club racing you may be designated to record certain fleets. In a rush you will not have the time to sort out a particular fleet. Just record what you can and sort it out after. Use the margin or the back of the recording sheet. You can often leave a lot out. In handicap racing I stop recording the minutes and just put in the seconds. The minutes become obvious and can be filled in later. Similarly I will drop to the last three numbers for boats like Lasers – the last three digits usually identify Lasers in a particular fleet.

### Equipment

Tape recorders really come into their own during a panic. You can preserve so much more data in a short space of time, as against paper and pencil. However, you need to be familiar with your equipment. Digital tapes are great but they don't give you a lot of warning when the batteries die. Cassettes don't like damp and will stick – particularly near the end. Ball point pens hate wet paper. Hard pencils destroy paper and wax pencils are never clear and break easily. My favourite is a 4B pencil, which will write on anything – fibreglass – the back of my hand – even wet paper. But I tend to rely on my digital tape recorder these days. And I do try to preserve the previous day's results in a separate folder even if I don't (can't) download the file to my laptop computer as the ISAF manual suggests.

One of the nice thing about the digital tape is that by dividing the recordings, rather than pausing them it is easier to find a specific section of the results – that was always a problem with the cassette tape.

### Send it ashore

I need more assertiveness training. Usually, for a big Open Meeting you will try to have two teams of recorders. You separate them so that the caller for one doesn't overwhelm the other – banish them to the bow or the pin end boat if they are too loud. It is quite handy at international events where they may speak a totally different language. HOWEVER, after everyone has finished they inevitably want to compare lists – remember that desire to get it RIGHT. Once they start doing this it is extremely difficult to get any list at all out of them – and if you hit a problem they then want to hear the tape and . . . This is OK if you have another race to run back to back but it sets a precedent and on the last race when you want the results in the computer and the prize list ready before the protest time expires it can be a real drag.

I tend to confiscate a list and have a safety boat take it ashore immediately the last boat finishes or I will radio (or telephone, if in a busy location) a set of results in. This often means looking over shoulders and being very furtive. I must admit that letting the list out of my sight is pretty nerve wracking. The safety boat generally gets a lecture about how the results should be guarded with their life and delivered immediately on pain of death.

### **Get it processed**

The shore side is just as complicated. Even if you get the results ashore the computer operator is probably in cahoots with your recorders. You may be the race officer, but don't think this means that your instructions will be followed. The computer operator may not input your results – she (usually, though less so now that computers are involved) has always done it from her friend's list, needs to check it against the written list – didn't quite understand what you said – though forgot to mention it at the time. The reasons are legion and all based on the desire to get it RIGHT. The fact that in these days of computers and printers a fresh set of results, complete with date stamp can be published in seconds has somehow gone un-noticed. Friendships and tradition are so enduring.

### **Be prepared to admit you are wrong**

It makes life a lot easier if you listen to the competitors and, rather than forcing them to seek redress from the Protest Committee, you amend the results based on what they are telling you. You can miss a competitor and if he has witnesses you are wasting everyone's time by insisting on a Jury Hearing. However, where there is disagreement it will be necessary to go to the Jury Room. If you are going to use a tape you may as well let the competitors hear it before you go to into the room. It may convince them not to take it that far and it will save time. There will be some points where you will be convinced you are right and the Jury gets it wrong. Just remember that they will give the benefit of the doubt to the sailor – that doesn't really mean you are wrong.

### **Disaster**

The worst scenario – when the computer operator is not familiar with the results programme being used. The result can be total garbage, yet all the data are in there. I must admit that I have been pretty close to destroying a computer thanks to the frustrations of playing with a strange programme. Luckily I was only testing it out, but when you only have 16 boats entered, a 255th place is pretty stupid! Computers are like that. This can result in a very long night – As race officer your best course of action is to photocopy a results sheet and post it for the competitors - who seem pretty competent – and to find a computer geek who will sort out the problem, while you go home and get a good night's sleep. Never go home without seeing the results posted or being aware of the problem, as this solution is not available at the end of a meeting when the Mayor is arriving to present the prizes.

### **Solutions**

Competitors often know where they finished and peer pressure will keep them honest. In team racing I have regularly taken experienced competitors' results over those of inexperienced recorders. I have known a race where the first and last 30% of the fleet were recorded and the middle 40% given the same average result as they overwhelmed the results team by finishing in a bunch on a run. I have known race results to be compiled entirely by a race officer (it wasn't me) wandering through the dinghy park and asking competitors how they did.

**Don't be afraid to think outside the box.**

**Nigel Vick**

## Race Management Officials Equipment

One area that the RYA felt they could help race officials was in the provision of race management equipment and so five years ago with the help of Team GBR supporters Bushnell and Garmin we started selling a Laser range finder and a hand held GPS unit. The greatest advantage of this scheme is that race officials can buy these products at the RYA cost price. Added to this list is a simple anemometer from Windtronic. The other advantage is that we gain a level of consistency and familiarity if everyone is using the same equipment. This also raises the standard of all levels of race management from those involved in the Olympics right back through to Club level racing. The equipment may not be the most sophisticated but does the required job simply and well.



The **Garmin GPS 72H** is a simple hand held GPS unit, as recommended for race officials in Qingdao 2008 and Weymouth 2012. A necessity for all mark layers for measuring angles and distances. The unit comes with a protective nylon case and a marine mount that can be attached to the RIB console to assist viewing whilst driving.

**Price £126 including VAT and delivery**

The **Bushnell TOUR V2 Laser Rangefinder** is a simple, easy to use rangefinder which comes with a coloured protective rubber cover (colours red, blue, yellow or green). Ideal for measuring start lines, gates and similar lengths up to around 400 metres.

**Price £196 including VAT and delivery**



The **Windtronic anemometer** is a simple unit for measuring wind speed, the wind cups are housed in a protective housing and the unit is not direction sensitive. The unit has a clear, legible, large LCD display with current, maximum and average wind speeds in various units and comes with a nylon protective case with belt loop.

**Price £55 including VAT and delivery**

Contact **David Campbell-James** for more information :  
 Email [campbelljames@btinternet.com](mailto:campbelljames@btinternet.com)  
 Telephone 01243 641175, mobile 07714 872008

## ISAF Rules Updates

There are 6 new cases which came into effect in January 2012 and are available to read on the ISAF website as follows:

- (1) A new case on rule 66 answering the questions "What criteria should the protest committee use to decide whether or not evidence is new?"
- (2) A new case to try and clarify "as fair an arrangement as possible" when awarding redress. This is based on Q&A F004.
- (3) A new case to clarify rule 19.2(b) when there is a disappearing obstruction approaching a starting line. This is based on Q&A C004.
- (4) A rewrite of case 78, based on submission 259-11, on when a boat may interfere with another to sail her down the fleet. The email from ISAF is worth quoting in full, noting there is a new Q&A A001:

"As a consequence of the ISAF Council's decision to approve submission 259-11, Case 78 was immediately temporarily withdrawn. The case will be amended to reflect submission 259-11. Another consequence has been the deletion of the following Q&As: 2007-008 A1, 2010-38 A3 and 2011-13 A4. Today, a new version of Q&A A 001 is published, edited to reflect submission 259-11. Once the edited Case 78 gets published, this Q&A will be withdrawn; however, the principles stated within the Q&A applies with immediate effect."

- (5) A new case about room to sail to the mark.
- (6) A new case to clarify the application of the RRS to decisions about rating or measurement certificates. This may be delayed as the original proposal requires substantial editing.

There are also several new match racing calls based on the 2011 rapid response calls.

## Explaining The RYA Rules Disputes Processes

I have done quite a few Rules Advisor courses - momentum at last seems to be building here in the East - but this leaves those attending the courses to spread the word at Club level.

One of my local Clubs - Waveney and Oulton Broad Yacht Club (WOBYC) is contemplating adopting the RYA process. It decided that, first, it would like to have it explained to its members. So I have just done a two-hour evening session with 20 active sailors. For lack of a suitable screen, it was Powerpoint-free - but probably all the better for that.

I handed out the 'traffic light' one-pager and the normal 4pp booklet, and explained the options. I then set up some dummy protests to get across the 'game theory' within the RYA Arbitration process.

I picked two articulate sailors and told them that one was protesting the other on the following basis:

**I SAW YOU TOUCH THE WINDWARD MARK. I WAS 50 METRES AWAY. I DON'T HAVE A WITNESS.**

I then ran this as Arbitrator, and let it flow with creative inputs from the parties. Not upholding the allegation, I then asked each party to consider out loud their next steps - for the protestor, whether to take this to a protest hearing, and, if so, for the protestee to consider again whether to take a Scoring Penalty.

I then reran this with different parties on the following basis:

**I SAW YOU TOUCH THE WINDWARD MARK. I WAS 10 METRES AWAY. IF NECESSARY, I HAVE TWO WITNESSES.**

I handed over the Arbitrator role to a suitable Club member. With the allegation upheld, the protestee reviewed his options (accept a Penalty, or not.) As the answer was Not, back to the protestor - do you want to continue this as a protest hearing? Yes, was the answer, so back to the protestee - still the possibility to take the penalty.

We noted that, in these examples, the protestor had nothing to lose by taking it all the way.

We then, with new parties and a new arbitrator, moved to situations where the protestor as well as the protestee was at risk - Part 2 situations where in some instances there was demonstrable contact, and once again played out the options, which in some cases included the protestor accepting a penalty as insurance. The dynamics of the process became a lot clearer (and good time was had by all!)

Finally, there was a redress request, based on a claim that, in replacing a drifting mark, the race committee had dropped it in totally the wrong place, affecting the leading boat which was sailing to its original position.

Several of those present intend to join a Rules Advisor course, and I hope that, once the system is in operation, this preparatory work will make bedding down a lot easier.

**Trevor Lewis**  
Chairman RRC  
Regional Rules Advisor, Eastern Region

## **Event Insurances**

### **A timely reminder of the RYA's insurance scheme for Race Officials**

The RYA protects its Race Officials by means of a Group Policy with brokers Gallagher Heath against the possibility of becoming personally liable in the event of the organisers of an event omitting to cover their activities via event insurance. Qualified RYA race officials are automatically accepted onto this insurance scheme to ensure that they have third party liability cover at events at which they officiate.

The policy covers any individual who is a member of the RYA and holds a current Regional or National qualification as a Race Officer, Judge or Umpire whilst they are working in that capacity at an event held under the Racing Rules of Sailing.



The cover extends to bodily injury or death to a third party and loss or damage to property of a third party. It applies to activity in most countries apart from Canada, North Korea, Pakistan, Russia, Ukraine, USA and US Caribbean countries.

However, the insurance is a 'contingent liability insurance', only designed to operate when there is no other valid insurance policy in force. Race Officials should be wary of event organisers who believe they can rely on this policy as their first line of cover and therefore do not obtain adequate insurance independently. Do check that events you attend are properly insured – even in this country.

## **Race Officials Appointment and Renewals**

Newly appointed and successfully renewed International, National and Regional Race Officials - Congratulations and thanks for your continuing work in promoting and supporting quality racing!

### **International Judge - renewal**

Penny Carter  
George Chapman  
Philip Gage  
David Lees  
Gilmour Manuel  
Sonia Mayes  
Charles Perry  
Eddie Ramsden  
Chris Simon  
Mike Butterfield  
David Chivers  
John Doerr  
Carol Haines  
Jon Napier  
Stephen Procter

### **International Race Officer**

Chris Hadden - initial  
John Grandy - renewal  
Roger Palmer - renewal

### **International Umpire - renewal**

Mike Butterfield  
Peter Johnson

### **International Measurer - renewal**

Dick Batt  
Martin Egan  
Pamela Johnson

### **NML - initial**

Robert Morsley  
Mark Joseph  
Neil Andrew  
Neil Mackley

### **NRO - renewal**

Edward Temple  
Peter Dickson  
Richard Prest  
Mike Robinson  
Jay Williamson  
Malcolm Woodcock  
Bruce Gridley

### **RRO - initial**

Alan Kirk  
Charlie Manzoni  
Michael Currie  
Tessa Ingram  
Stuart Childerley  
Anthony Knight  
Phil Hagen

### **RRO - renewals**

Paul Deponio  
John Poulson  
Brian Bolton  
Margaret Macdonald  
David Giddings  
Kaye Price  
Jack Plenty  
Jane Pitts-Pitts  
William Frewing  
Sidney Preskett  
Peter Cockayne  
Margaret Tait  
Anita Baynham  
Bill Butcher  
Henry Roberts  
Christopher Arscott  
Jenny Wilson  
John Twemlow  
Phil Sissons  
Rachelle Grant  
Toffer Blachford

### **RML - initial**

Allan Castle  
Neil Duncan  
Andy Eady