

# JUG NEWS

---

Issues and News for Judges and Umpires

## November 2008

*Chairman of JUG, Peter Johnson, speaks:*

It must be getting close to the end of 2008, more umpiring again rather than judging - welcome to another JUG Newsletter, ably assembled and edited by Carol Haines.

The RYA Race Officials Education Officer, David Campbell-James, has moved on to become the RYA Competitions Manager. I would like to take this opportunity to thank David on your behalf for all the hard work he has put in to support and streamline Judge and Umpire training and qualification. In particular, the development of the Regional Rules Advisers and, now, a total of over 400 individuals throughout the UK trained to be Club Rules Advisers (yes, over 400!) has been aided greatly by his organisation and enthusiasm. A couple of months ago, Chris Watts landed with significant bump into the seat (actually desk-share) vacated by C-J, bringing with him a wealth of relevant past experience. We know we will enjoy working closely with Chris.

Most issues currently being discussed on JUG are touched on within this issue of JUG News. However, a further point is some growing concern that the proportion of judges and umpires re-validating their qualification may be dropping. Accordingly, JUG will be looking again at our qualification and assessment processes and information. Comments are sought on this, from the young and not-so-young alike. Also, JUG continues to seek some developments in common with all Race Officials, and now has joint Working Parties on Website Redevelopment and on Communications with the Race Management Group.

It is going to be an exciting time in early 2009, with the implementation of the revised RRS. All the relevant RYA Best Practices and Guidance Notes on the website will have been updated by the end of the year, and there is also a powerpoint presentation kindly prepared by Trevor Lewis on the RRS revisions

<http://www.rya.org.uk/KnowledgeBase/racingrules/Pages/GuidetotheneWRacingrules20092012.aspx>.

I hope we will see you on January 31<sup>st</sup>/February 1<sup>st</sup> at the Race Officials' Conference at Lilleshall (which is a long way short of even half way to the Scottish border from that small strip of crowded land tucked under the M27). We look forward then to hearing feedback from you about implementing the revised RRS and, indeed, any other aspect of

Judging & Umpiring. Before then, however, may I wish all of you and your families an early very happy Christmas and a rewarding New Year.

Peter M. Johnson

[mq22@liv.ac.uk](mailto:mq22@liv.ac.uk)

## Conference 2009

### **The RYA 2009 Race Officials' Conference**

A conference for all RYA Race Officials will be held at Lilleshall over the weekend of 31<sup>st</sup> January and 1<sup>st</sup> February 2009. With changes in *The Racing Rules of Sailing* for 2009 – 2012, there will be much to talk about and examine. Presentations and activities for Race Officers, Judges, Umpires and our Mark-Layers will look at not only celebrating the achievements made so far, but also the challenge of things to come.

It is planned that workshops will be arranged to explore issues very specific to each area of interest and also to help promote closer working relationships providing further improvements in the quality of racing and enjoyment for all. The weekend will include group discussions, RYA updates and lectures on various subjects. Jim Saltonstall will be the after-dinner speaker.

On the Friday night, we are arranging a get-together of all Regional RM Coordinators and Regional Rules Advisers to chat over ways of working closer together, either within regions or with neighbouring regions, with free beer/drinks as a thank you and to fuel the discussion! This will replace the provisionally planned Hamble meetings in January. The booking forms will be sent out next month, so please put the dates in your diary. A full agenda will be sent to all officials together with a booking form, which will be returnable to the RYA.

## Appointments & Reappointments

*There has been a lot of movement in every area of interest to the Judges and Umpires. David Campbell James sent in his leaving note:*

After two and a half years, I leave my post as Race Officials Education Officer on 31 July and after a month as a Race Officer at the Olympics in China I start my new job as the RYA Competitions Manager, taking over from Rob Andrews who moves to LOCOG on 1 September, with Sail for Gold as my first event as Event Director starting on 16 September. I would like to thank everyone for the support I have received and I wish my worthy successor the best of luck for the future.

*And we all wish David the same success while, at the same time, welcoming his replacement, a name and face familiar to all the Judging and Umpiring community:*



Chris Watts is now firmly in post as the new Race Officials Education Officer.

Chris is certainly a household name as far as judging is concerned - an International Judge - but perhaps less well known as a National Race Officer. He was, until two years ago, chairman of the Judging and Umpiring Group. As a retired headmaster, he has an excellent handle on the requirements for his new post and intends to have education for race officials step up another gear.

*Chris introduces himself and his take on his new role:*

## **WATTS' HAPPENED?**

The answer to the question is quite simple. David Campbell-James has been appointed as the RYA Competitions Manager, responsible for making sure that RYA Events are the best in the world in the lead up to 2012. In addition, after 21 years as a head teacher, the Government decided that I was old enough to escape with a pension. The area of education and how to make learning exciting, fun and memorable has always been close to my heart. Even as a head teacher, I had my time sitting at the back in a course, throwing paper darts and banging my watch on the table to see if it was still working. There can be no excuse for poor quality teaching. Those of you who have attended judging and advisory sessions will know how I like to work. If it's not fun, I do not want to be there either! So I applied for this job to continue doing what I thoroughly enjoy whilst being involved with race officials of all kinds - race officers, judges and umpires. I have come through the ranks of dinghy sailing and yacht racing with some success and met many of you on the way. I now have a Lymington scow, which I keep at Hardway SC just along the shore of Portsmouth harbour from where I live. Tuesday night dinghy racing and Wednesday night cruiser racing, followed by a meal and a pint at the club, is heaven and only a three minute walk home! At Stokes Bay, we always had a tradition of running the open meeting for one of the other classes and so getting involved in race officering happened very early

in my sailing career. It was a good training ground, but of course it did eventually lead to having to get qualified as an RYA official and take the dreaded exam, where you risked your reputation. Losing protests because of poor committees was something that also got me involved in what race officers call the 'dark side'. Being one of the first NROs to go on a Eurosaf exchange had quite an effect too - I got there to find I was on the jury as the race officer did not want a stranger in his team! This resulted in me eventually becoming an International Judge. How do I see the next few years? The development of race officials will be enhanced in many areas:

- The RYA is the organizing authority or part-funding authority for a number of major events leading up to 2012 for which it has to select teams. Of course, there will be winners and losers from this process but I hope that all will benefit in either their own development or by playing a part in improving the performance of others. The idea of creating a legacy from an event like the Olympics is important.
- We wish to create a stream of both younger and female race officials coming through.
- We have plans to offer bursaries to enable experience to be gained at overseas regattas.
- We are hoping also to fund a more professional approach to getting into clubs and promoting an improved quality of race management. All of our courses get a high degree of satisfaction levels from participants with good pass rates. However, we cannot sit still and rest on our laurels; the RYA is already moving into the realms of computer-delivered courses and our race officials area has been identified as an area where this might be of interest. This is not about replacing what we already do well, but enhancing it in terms of interactive pre-course activities, racing rule scenarios or introductions to some of our basic skills.
- **You** may be sitting on a superb idea for applications on this learning platform: do not keep quiet, share it!

**Chris Watts**

Race Officials Education Officer  
raceofficials@rya.org.uk

## New appointments

Congratulations to the following recently appointed officials who continue to support the sport with their time and expertise:

International Judge (first appointment)  
International Judge (renewal)

Peter Fitt  
Michael Clough      Chris Watts

	Norman Long Roger Palmer	Trevor Lewis Bryan Willis
National Judge	Neil Semple	
International Umpire (first appointment)	Jon Napier	
International Umpire (renewal)	Craig Mitchell	David Lees
National Umpire (first appointment)	Carol Haines	

*Now, how can we encourage yet more racing sailors to train as Judges and Umpires?*

## Money!

### Training for under 30s & women

JUG has secured funding to support the training and travel expenses of young (<30) and female sailors to further their Race Official training. We hope to be able to pay for seminars and travel expenses for suitable candidates.

If you or someone you know would benefit from this support, please contact Chris Watts, the RYA Race Officials Education Officer (raceofficials@rya.org.uk).

## Rules Advisers Scheme

*The Regional Rules Adviser (RRA) scheme has seen some changes of personnel this year:*

Chris Watts took over from Penny Carter in the South region but Penny will still look after the Isle of Wight and now, because of his new responsibilities, Chris has been replaced by Martin Smethers.

Robert Owen has handed over to David Battye in the South East

Bill **O'Hara** has handed over to David Nelson in Northern Ireland

Charles Perry has handed over to Chris Simon in the Thames Valley

## Judgeline & the Class Judge scheme

*David Brunskill reports on the progress of the scheme in 2008:*

### The Class Judge scheme

The Class Judge programme has been relatively stable this year. Charlie Watson was appointed to the 29er class – the first time they had appointed a Class Judge - and Nigel Vick took over as the Class Judge for the Topper Class.

It's too early to say exactly whether there will be any new opportunities in 2009. However, discussions are under way with two classes which may lead to new appointments.

The Class Judge programme is increasingly being used by RJ's to gain experience of on-the-water judging and to get in events for NJ qualification.

Class Judges are responsible for their own classes and they will know whether an invitation can be arranged for any of the regattas with which they are involved. Having additional judges effectively under training at regattas is not always easy to arrange – there are cost and organisational issues for the classes even if the trainee judges pay their own travel and accommodation expenses. Class Judges also take parents and others interested in the judging process out on the water and, depending on the event and the people involved, this may have a higher priority than training. Hence, the advice to judges seeking training slots is –

- Get in early!
- Talk to Class Judges to see how their programme may pan out, and when and where there may be slots. The classes are all working on their programmes and early interest may help them with their budgeting.
- Register your interest with the administrator of the Class Judge scheme
- Keep an eye out for Judgeline circulars and react quickly when there is an opportunity.

The 2009 Class Judge appointments are not yet finalised but the schedule below shows the position at the end of this season.

### Judgeline

Classes and Clubs are becoming more aware of Judgeline as a means of recruiting judges for their regattas. In 2008, the Judgeline process enabled three international juries to be formed for the Moth, Tempest and Byte world championships at the Weymouth and

Portland National Sailing Academy. Additional judges were also recruited for the Optimist, Topper, Scorpion, RS200 and RS 700 Nationals in this country, and for the Flying Fifteen Europeans in Ireland.

David Brunskill (Scheme Administrator)

[david.brunskill@btinternet.com](mailto:david.brunskill@btinternet.com)

Tel 01590 677 630

Mobile 07788 185 307

## Class Judges

Class	Class Judge	Email / Website	Telephone
Cadets	Penny Carter	<a href="mailto:pennywright@googlemail.com">pennywright@googlemail.com</a> <a href="http://www.cadetclass.org.uk/">http://www.cadetclass.org.uk/</a>	+44 1983 292 709
Finns	Chris Watts	<a href="mailto:chris.watts@rya.org.uk">chris.watts@rya.org.uk</a> <a href="http://www.finnuk.org.uk/">http://www.finnuk.org.uk/</a>	+44 23 602 400 Mob: 07788 135 222
420's	John Rayner	<a href="mailto:margaret.g.rayner@btinternet.com">margaret.g.rayner@btinternet.com</a> <a href="http://www.420sailing.org.uk/Events.php?Action=Events&amp;SessionCRC=-1767582226">http://www.420sailing.org.uk/Events.php?Action=Events&amp;SessionCRC=-1767582226</a>	+44 121 311 3252. Mob: 07785 531 375
Optimists	Peter Fitt	<a href="mailto:peter.fitt@tesco.net">peter.fitt@tesco.net</a> <a href="http://www.optimistsailing.org.uk/">http://www.optimistsailing.org.uk/</a>	+44 1206 384 266
RS 200	William Jeffcoate	<a href="mailto:william.jeffcoate@nuh.nhs.uk">william.jeffcoate@nuh.nhs.uk</a> <a href="mailto:william.jeffcoate@tiscali.co.uk">william.jeffcoate@tiscali.co.uk</a> <a href="http://www.rs-association.com/index.asp?fleet=RS200">http://www.rs-association.com/index.asp?fleet=RS200</a>	+44 1623 882 909
29ers	Charlie Watson	<a href="mailto:charlie@watsonemail.org">charlie@watsonemail.org</a> <a href="http://www.29er.org.uk/">http://www.29er.org.uk/</a>	+44 01305 777 335 Mob: 07770 593 336
Toppers	Nigel Vick	<a href="mailto:nigel.vick@rya-online.net">nigel.vick@rya-online.net</a> <a href="http://www.gbriopper.co.uk/gbriopper/index.html">http://www.gbriopper.co.uk/gbriopper/index.html</a>	+44 01305 777 335 Mob: 07770 593 336

*An interesting issue was raised during the summer when a race official with a youth class occasioned comment for taking photos while 'on duty' at an event. Just how far are we constrained in our right to take and use sailing action shots of young people?*

## Child protection – a reminder

The RYA has a very clear policy on child protection available to read or download from the website. One aspect directly affects officials on the water and might well have slipped under their radar as an issue at all.

Below is an extract from the RYA document: Child Protection Policy and Guidelines.

### Photography

Publishing articles and photos in club newsletters, websites, local newspapers etc is an excellent way of recognising young people's achievements and of promoting your organisation and the sport as a whole. However, it is important to minimise the risk of anyone using images of children in an inappropriate way. Digital technology makes it easy to take, store, send, manipulate and publish images.

There are two key principles to bear in mind:

#### **Before taking photos or video, obtain written consent from the child and their parents/carers for their images to be taken and used**

- A consent form could be included with the event entry form (*see Template 6 for sample consent form*).
- Any photographer or member of the press or media attending an event should wear identification at all times and should be fully briefed in advance on your expectations regarding his/her behaviour and the issues covered by these guidelines.
- Do not allow a photographer to have unsupervised access to young people at the event or to arrange photo sessions outside the event.
- Consent should also be obtained for the use of video as a coaching aid. Any other use by a coach will be regarded as a breach of the RYA's Code of Ethics and Conduct.
- Care must be taken in the storage of and access to images.

#### **When publishing images, make sure they are appropriate and that you do not include any information that might enable someone to contact the child**

- It is preferable to use a general shot showing participants on the water, or a group shot of the prizewinners, without identifying them by name.
- If you are recognising the achievement of an individual sailor and wish to publish their name with their photo, DO NOT publish any other information (e.g. where



they live, name of school, other hobbies and interests) that would enable someone to contact, befriend or start to 'groom' the child.

- Ensure that the young people pictured are suitably dressed, to reduce the risk of inappropriate use.

Most sailing activity takes place in areas that are open to the public and it is therefore not possible to control all photography, but any concerns about inappropriate or intrusive photography, or about the inappropriate use of images, should be reported to the organisation's child protection/welfare officer and treated in the same way as any other child protection concern. Parents and spectators should be prepared to identify themselves if requested and state their purpose for photography/filming.

Judges and umpires are privileged in enjoying the best view of the action and competitors on the water and many do use the opportunity to take photos. Two points spring to mind: it is highly unlikely that most will have obtained the necessary permission in writing from parents and they leave themselves vulnerable to unpleasant accusations, not just at youth or junior events but at open events where competitors may be minors, without the judge or umpire necessarily realising this. The other question is whether judges or umpires are actually carrying out their duties if they are watching the action through a viewfinder?

## Racing Rules of Sailing 2009 – 2012

*Good news for those of us struggling to come to terms with the changes in the rules:*

For most sailors, the main area of interest will be the changes within Part 2 of the rules. These changes have been designed to make the old rule 18, *Rounding and Passing Marks and Obstructions*, easier to understand without making any change to previous interpretations or conclusions. The old rule has been split in two to make RRS 18 and 19, and the old 19 has become RRS 20. This, of course, has brought about changes to the subsequent rule numbers!

Other rules have been tidied up to take account of previous official interpretations and you will all now have to wear "personal floatation devices" when flag Y is flown!

In order to support clubs and classes through these new changes, the RYA has produced a PowerPoint presentation, written by Trevor Lewis, chair of the Racing Rules Committee, which is on the RYA website and can be used for winter sessions at your club (<http://www.rya.org.uk/KnowledgeBase/racingrules/Pages/GuidetotheneWRacingrules20092012.aspx>). If your club wants someone to lead these sessions for you, a qualified official can probably be found either through your Regional Rules Adviser or Regional Race Management Coordinator ([www.rya.org.uk/WorkingWithUs/raceofficials/Pages/raceofficials](http://www.rya.org.uk/WorkingWithUs/raceofficials/Pages/raceofficials)).

The new editions of the *Racing Rules of Sailing* and the *Handy Guide to the Racing Rules* have been produced and are available from RYA Publications [www.rya.org.uk/Shop/Pages/shop](http://www.rya.org.uk/Shop/Pages/shop).

Updates to the CD *Going by the Rules* will also be available.

## Racing Rules of Sailing

*On the eve of the introduction of the revised rules 2009 – 2012, Nigel Vick reflects on some of the changes in one sailor's lifetime:*

Generally, the Rules have remained amazingly consistent over the years but, at grass roots, it takes a long time for things to change. We have all been amused by calls of "Mast Abeam" - the rule referring to this went out in 1997, however the concept of luffing remains. The purpose of this article is to track some of the changes, mainly for my own interest, in observing the pace of change – a function of old age.

My records only go back to 1965 – if you have any rule books from before this, I would love to get hold of a copy. I am old enough to have heard of the amalgamation of the US Vanderbilt Rules and the YRA rules, which I perceive as being post-war (first or second?) I know that there was a large change in the rules in 1973 with a major tidy up. Eric Twiname was very involved with this and I was sailing at that time. The next major change was in 1997 when Part IV moved to the front of the rule book and became Part 2.

Racing Flags – even in 1965, this was only an RYA prescription to Rule 28. A halyard was required until 1997, when the need for a racing flag vanished and all one needed to do was remove the ensign when racing. In 1985, even this requirement disappeared.

Hitting Marks – when I started racing, if you hit a mark, you had to retire. From 1973-1988 (15 years would you believe), it was possible to exonerate by re-rounding the mark. In 1989, a two turn (720°) penalty was introduced but, four years later, the 1993 rules reduced this to a single 360° turn penalty – there goes the neighbourhood.

Personally, the loss of old Rule 33 (Rule 67 1967-76) is when the neighbourhood really went to pot. This rule used to make life easy and was the basis for self-policing. It said that if there was contact between boats which was not minor and unavoidable, and they didn't lodge a valid protest or one of them retire or take their penalty, then both boats would be penalized if someone protested them. No need to figure out who was right or wrong – if they didn't do it themselves, they both were lobbed. Introduced in 1977, it vanished with the major revision of 1997.

Propulsion, now rule 42 (54 from 1985 to 1997, and rule 60 before that). The essential that a boat should only be propelled by the natural action of the wind on the sails, spars and hull and the water on the hull pre-dates my books. In 1969, pumping, ooching and

rocking were prohibited and Appendix 2 was introduced to define these terms. In 1985, Appendix 2 was incorporated into Rule 54 and it has remained essentially the same ever since.

Alternative Penalties – Appendix 3 was introduced in 1973 and allowed SI's to use Alternative Penalties. In 1973, rule 72.1 Decisions was adjusted to allow some other penalty but rule 33 only mentions retiring if you infringe a rule. 1977 sees rule 33.1 cover alternative penalties when invoked by SI's. 1981 74.5 is specifically about Alternative Penalties. In 1997, the 720° alternative penalty became the default position as Rule 44. Even after 24 years, this was regarded as innovative.

*Contributors to JUG News raise questions and report on possibilities and problems outside the ordinary run-of-the-mill rules issues:*

## Observers at the Decision Making Process or Let Them Stay?

*Nigel Vick tried an experiment:*

It was at a Topper Nationwide in Largs that it just sort of happened. We were following RYA Best Practice (of course) and had allowed observers into the protest hearing. (They had been as quiet as mice.) We had reached the point where the parties to the protest had summed up. I went through the usual litany of "Wait outside and we will consider our decision." The parties stood up, so did the observers. It sort of just came out, "You guys may as well stay." The observers stayed, we discussed the case, reached a decision and delivered it. Afterwards, the observers were very grateful, they thought they had learnt a lot.

Since then, I have generally allowed observers to watch the decision making process and have had no problems, so far. So why did we ever exclude them? The only reason I can think of is that this is the way we had always done it.

The more I think about it, the more reasonable it seems to let the observers stay. After all, the whole point of having them in there in the first place is so that they can learn and, perhaps, do better in the future. How are they going to do this if they don't see how committees assess the weight of evidence? If they don't see how we resolve conflicting

evidence? Don't see what the crux point was? I am sure that, in the past, observers have scolded their sailors for something they said or did not say, when it had no relevance to the outcome. This way their feedback should be correctly targeted and coaching improved.

Yes, there could be problems. Cases are supposed to be decided on what is said in the Jury Room. Increasingly, as Jury members go onto the water, they will bring back their own observations as to wind and situations. They may not always declare this during the hearing and give the protestor/protestee a chance to question them about it. Generally, these would not be in dispute, e.g. saying the wind was strong/variable/light, waves were of a particular size or pattern. They might have observed that there were a lot of boats at a particular mark or that boats were having a general difficulty. Such observations might lend more credibility to one party or another. It would be good practice, therefore, for a judge to declare that they have been on the water and what they observed, even if it is only the conditions.

A bigger problem is putting aside general prejudices. As one gets to know the fleet, one's knowledge of their personalities increases, one gets to know who shouts in an aggressive manner, who pushes their luck in boat on boat instances, who is likely to take a penalty etc. Whilst this is inevitable, in theory it should be left outside the jury room. Or should it? This leads us down the slippery slope to refereeing. I would say that you cannot divorce such knowledge from your decision making process, but you should guard against putting it forward as a fact which might influence other jury members. In this respect, having observers in the room may be a good thing as you are bound to guard your remarks.

The protestor and protestee are excluded because they would find it extremely difficult not to comment on how you interpret their evidence. Observers are generally a little more detached from the situation and less likely to comment. Besides, the first interjection would probably mean that they are asked to leave, so I don't see this as a problem.

Obviously, there may be cases where you would wish to exclude observers from the decision making process. Particularly, where you think someone is not being truthful. Such observations are better made in private but, in most cases, we are trying to decide between honestly held opinions.

I have now discussed this idea with a number of fellow judges, most of whom have been willing to give it a try. Perhaps it is time that it became the general practice?

# A Matter of Time!

*A report from Mike Butterfield highlights the importance of sensible jury intervention when an injustice is about to take place:*

I chaired a Jury at a World Championship recently where we had over 130 boats competing. The format was that of a qualifying series and then the fleets were split into Gold and Silver. This meant that, in the initial races started in flights, there was very varied ability, which was corrected later in the week when the Gold/Silver split was made.

There was a time limit of an hour and a provision that boats finishing more than 15 minutes after the first were to be scored DNF. The wind was very light and, with the differing ability levels, out of a flight of 60 or so, 20+ were scored as DNF in each start.

Competitors were not happy as some had travelled half the way round the world and faced missing the Gold fleet they expected to sail in. A few requested redress on the act of the Race Committee in making a sailing instruction with such a limiting restriction. In the event, the Race Committee (at the suggestion of the Jury) themselves requested redress and the Jury granted it, reinstating all the DNF boats affected.

For the following day, a new sailing instruction was written with a two-fold cut-off after the first boat to finish. This was, I believe, 30 minutes in the qualifying series, narrowing to the original 15 minutes for the final series, when the boats were grouped by ability.

The moral is to be very careful with time limits, as they can catch you out!

This is an example of where a Jury or Protest Committee can be very beneficial to an event when the unexpected occurs.

Mike Butterfield

## Your Comment

*The items on dissent in the last JUG News generated quite a lot of discussion, of which the following from a race official was typical:*

I read the article in JUG news on dissent with interest.

I have been sailing for nearly 30 years and can honestly say that the level of dissent has increased dramatically over the last 5 years, mainly from sailors who should know better and be setting a good example for the sport! I have recently encountered a sailor that sails at international level, who has broken a rule (knowingly?), continued sailing, then retired after finishing. When he was protested, he stated "I retired so what's he want to protest me for?" Not realising (or hoping we had not realised???) that he failed to take a penalty promptly! He also interfered with another competitor in a race by sailing him off the course, after he was a port boat in a port/starboard incident and was retiring from the race!

I could write a book about these incidents. But what is annoying is that they should be teaching the up-and-coming sailors how to behave correctly; not how to get away with it. I believe the "softly softly" and "talk it through" approach from experience does not work with these people. The only approach is to protest and/or penalise these people. When I joined our local sailing club, it was terrible, a dog-eat-dog scenario. When I instigated tighter rules and protest procedure, the incidents dropped away to virtually nothing (because the dissenters knew I meant business). The members during the last AGM said it is now the most enjoyable racing they've had for a long time---so it works!

### **And your comments invited...**

One of the local clubs has an SI to the effect that 'last completed round' times shall be used to get a result if the leading boat fails to complete the course or shortened course by the time limit. This is not an unusual SI. There is no mention of alteration to RRS 28 or 35 in the club SIs. Somewhere else in this club's SIs, there is specific wording saying that 'Racing continues to the Time Limit'.

In this case, the results were taken on the 'last completed round' basis but a number of boats, which had completed the relevant number of rounds, subsequently retired before the time limit because the helmsman took the view (which was indeed the case) that no boats were going to complete the course or shortened course before the time limit and they then paddled or outboarded back to the mooring and then to the bar. These boats were scored DNF but then sought redress on the grounds that they had completed the course as far as completing the number of rounds on which the results were awarded.

For sure, they should not have been scored DNF but might they have been DSQ? The question is 'once a boat has finished and cleared the line and does not interfere with another boat racing, can she be DSQ?

*There has been a lot of activity over the summer in the organisation of both Team Racing and Match Racing Umpiring:*

## **Team Racing**

*Bruce Hebbert, Chairman of RYA Team Racing working Group, reports:*

The team racing season has started in a most upbeat manner. An ambitious programme of training, coach development and selection was launched in September. First off the stocks, a dedicated Team Race Coaches Course in September brought 5 new coaches into the fold.

This was closely followed by Andy Cornah running a 3 day Pre-University Course at Oxford for 19 sailors, including nearly all of our recent Youth Medallists. For those of you who thought University Team Racing was declining, watch this space...

Back to back with this activity, a new programme of Development coupled with Selection brought seven of our top teams to Queen Mary for the Worlds Selection Process. Four under-21 teams benefited from four days of training alongside the more experienced, learning new moves and discovering that even they have a chance of making it to the top if they can perfect working together. A frustratingly windless weekend of trials was rescued by the very late arrival of a perfect breeze late on the Sunday afternoon.

As expected, the Open teams selection was a clash of Titans while, in the U21, West Kirby Youths won through with skilled teamwork.

Next on the menu was the Youth and Juniors at Oxford on the 8th /9th November. The RYA team led by David Campbell James aimed for no fewer than 42 teams. RYA Youth Coaches umpired with some of the very best Team Race Umpires, with the aim being to provide an opportunity to increase understanding of Team Racing and the rules in action.

Just in case you thought that was enough, the best is to come...96 University Sailors are to be offered Development Training across the winter, starting at Bough Beech for trials and ending at Oxford for intensive Team Race Training. The final weekend in February will have a JUG CPD Umpire Course (see below) running in parallel.

If you haven't signed up for some team race umpiring this winter, then speak to Bruce Hebbert for Southern events or Peter Johnson for the non-Southern (I dare not call Birmingham North) events.

Finally, as our season draws to a close, Steve Tylecote, the man who wrote the book, is bringing all the many GBR TR Medallists together in May for a refresher coach course.  
International Perspective

Work is under way on an IU Seminar for Team Racing to be held in the UK in 2009. The Call Book has been translated into the revised rules, and team racing will continue to be using two lengths as its zone.

## Umpire Development – 20 – 21 February

*So much for competitor training. And on the officials side, David Battye reports what's on offer:*

JUG has been aware of a need for Umpire Development events for some time. In particular, there are currently few opportunities for trainee umpires to practise on-the-water umpiring either before or after attending an Umpire Seminar. As a result, these umpires are sometimes thrown in at the deep end during their first attendance at an event and expected to learn on the job, with or without the help of more experienced umpires. Fortunately, most trainees survive this sink or swim experience - but it is not always a happy time and there have been one or two instances of people giving up as a result of exposing their lack of experience to some demanding sailors. Even when umpires have passed their regional or national qualification, there can still be an ongoing need for skills development in order to meet the more demanding standards required for NU or IU qualification.

With these needs in mind, JUG is planning to identify suitable sailor development events for both team and match racing which can be extended to include also an umpire development module. These modules will consist of a pre-event briefing at which participants identify the skills which need to be developed. This is then followed by one or two days of on-the-water umpiring with sailors who are undergoing their own development experience at the same time. At the end of each day, a joint sailor and umpire debrief is planned where both sets of parties can discuss the calls made and learn from each other. This way, any mistakes can be corrected in a positive constructive environment, without worries about incorrect calls adversely affecting the result of a competition. This process will be led at each event by a senior umpire responsible for giving detailed feedback and a suggested development programme at the end of the event.

The feedback process is intended to provide a reference for umpires seeking appointment or re-appointment at RU or NU level, as well as preparing IU candidates ahead of an IU seminar or assessment. The role of chief umpire will be separate from this senior development umpire role to enable the required level of observation and feedback to be given. The RYA will support the process by the provision of ribs where necessary, but



participants are expected to meet the costs of travel and accommodation themselves when the Organising Authority for the event is unable to meet these costs.

The first event in this proposed series, which will interest Team Race umpires, will be held at Oxford SC on 20-21 February 2009 in conjunction with the RYA Team Racing Development weekend already scheduled for that date. Richard Thompson has kindly agreed to lead the umpire development process component of the event. There will be a total of eight places available for this first event, with three umpire ribs in support. Applications for places are invited from the following categories:

- candidate umpires seeking to progress to regional umpire
- regional umpires seeking to progress to national umpire
- national umpires seeking to progress to international umpire.

Applications should be made to David Battye [david@battye.prestel.co.uk](mailto:david@battye.prestel.co.uk) who is coordinating the logistics for the event. If there is sufficient interest in this event, the plan is to extend it to Match Race umpires later next year.

## Race Officials' Update

### EMAIL ADDRESSES

You will have received this newsletter because your email address is correct but, if you know of any Race Officials or interested parties who have changed their email address without telling us or are just not receiving correspondence, please email the RYA on [raceofficials@rya.org.uk](mailto:raceofficials@rya.org.uk)

### RACE OFFICIAL OPPORTUNITIES

Any queries on any Race Officials matters, contact Chris Watts, RYA Race Officials Education Officer by email [raceofficials@rya.org.uk](mailto:raceofficials@rya.org.uk) or telephone 02380 604157.

### BASIC RULES COURSE or GOING BY THE RULES

Trevor Lewis has been working on a Basic Rules Course to help explain the Racing Rules of Sailing. This was viewed enthusiastically by all those who saw it at the Dinghy Sailing Show and the Regional Conferences, and it has been decided to release it as an RYA DVD called "Going by the Rules". The DVD is available through the RYA Shop by going to the RYA Website at [www.rya.org.uk/shop](http://www.rya.org.uk/shop) It has been updated to reflect the changes in rules to be introduced in January 2009.

MAGNETIC MODEL BOATS \*\*\* AVAILABLE NOW\*\*\*

Available now in the RYA Shop are the RYA's new magnetic model boats to help in protests in explaining exactly what happened!! The boats are 100mm long in various colours with marks, committee boats, and wind and tide arrows. The set comes in a sealable plastic wallet. The price is £24.99 including VAT.

## Regional Rules Advisers Review

*After a busy period in the early part of 2008, the Racing Rules Advisers sat down, got their breath back and added up the figures:*

Region	Date	Host club	Number	Clubs represented
<b>East</b> Trevor Lewis		Haversham SC	6	Haversham SC (1)
<b>East Midlands</b> William Jeffcoate	2008	Littleton SC Rutland SC Ogston SC Carsington SC Notts County SC Staunton Harold SC	15 18 7	Littleton SC Rutland SC Ogston SC Carsington SC Notts County SC Staunton Harold SC (6)
<b>N. Ireland</b> Bill O'Hara David Nelson	06/2007		10	
<b>North East</b> Eddie Ramsden				
<b>North Wales</b> Mike Butterfield		Dovey SC Pwllheli SC (5) Plas Menai		Dovey SC Pwllheli SC Royal Anglesey Bala SC Port Dinorwic SC (5)
			25	
<b>North West</b> Peter Johnson	2008	West Kirby SC Royal Windermere YC Hollingworth Lake SC Douglas Bay YC Nantwich & Border Counties SC Ullswater YC		West Kirby SC Royal Windermere YC Hollingworth Lake SC Douglas Bay YC Nantwich & Border Counties SC Ullswater YC Redesmere SC Southport SC

Liverpool YC  
 Wigan SC  
 Blackpool & Fleetwood  
 YC  
 Budworth SC  
 Port Dinorwic SC  
 Elton SC  
 3 more IoM clubs (17)

60

**Scotland**

Terence Brownrigg

Royal Northern & Clyde YC  
 Royal Findhorn YC  
 Royal Tay YC

Campbeltown SC  
 Clyde Corinthian YC  
 Clyde Cruising Club  
 Cove SC  
 Cromarty Boat Club  
 Fairlie YC  
 Forfar YC  
 Helensburgh SC  
 Largs SC  
 Loch Lomond SC  
 Lossiemouth Cruising  
 Club  
 Model YC  
 Mudhook YC  
 Nairn SC  
 Newburgh SC  
 Peterhead SC  
 Port Edgar SC  
 Royal Findhorn YC  
 Royal Gourock YC  
 Royal Northern & Clyde  
 YC  
 Royal Tay YC  
 Royal Western YC  
 Strathclyde Loch SC  
 Tummell SC (24)

59

**Southern**

Chris Watts

Mengeham Rythe SC  
 Dell Quay SC

Every Chichester  
 Harbour  
 Federation Club

Peter Taylor & Richard  
 Thompson

Itchenor SC

Itchenor SC (16)

39

Penny Carter

Bembridge SC

6

Bembridge SC  
 Brading Haven SC (2)

**South East**

David Battye

09/02/2008

Broadstairs SC

15

Broadstairs SC  
 Downs SC  
 Margate YC  
 Seasalter SC  
 Whitstable SC

	01/05/2008	Chipstead SC	12	Chipstead SC
	21/05/2008	Bexhill SC	12	Bexhill SC
	14/06/2008	Rye Harbour SC	7	Rye Harbour SC (8)
<b>South Wales</b> Eddie Ramsden				Llandegfedd SC Cardiff Bay YC Corus S.C Mumbles YC Penarth YC (7)
		& two more, details to follow	41	
<b>South West</b> Charlie Watson		Mounts Bay SC Fowey Gallants SC (6) Restronguet SC Poole Yacht Club		Mounts Bay SC Fowey Gallants SC Restronguet SC Poole Yacht Club PorthpeanSC Penzance SC St Ives SC
	15/11/2008	Chew Valley SC(6)	36	Chew Valley SC (8)
<b>Thames Valley</b> Charles Perry				
<b>West Midlands</b> Nadina Lincoln		South Staffs SC (10) Earlswood Lakes SC Draycote SC (6)		South Staffs SC Earlswood Lakes SC Draycote SC Chelmarsh Chase SC (5)
			26	
<b>Yorks &amp; Humberside</b> Carol Haines	06/2007	Pennine SC	12	Pennine SC
	12/04/2008	Yorkshire Ouse SC	12	Yorkshire Ouse SC Scarborough YC Ripon SC Thornton Steward SC Huddersfield SC Halifax SC Royal Yorkshire YC South Yorkshire SC Yorkshire Dales SC South Craven SC Ulley SC Rotherham SC (13)
			34	418
				106

*They are already booking new venues for this autumn and winter, as well as offering Basic Rules courses and updates on the rules changes for 2009 – 2012, supported in both cases by Trevor Lewis's DVD which is available for clubs to purchase from the RYA website.*

## Look Sharp!

*Judges and Umpires often carry knives on the water. The following article appears on the RYA website.*

Understandably, a number of our members have concerns over the implications of carrying knives whilst afloat and this has been brought into fresh focus following the recent spate of knife crime in the UK. As one would expect, this issue has gained political momentum and, as such, the RYA does not doubt that we will witness fresh legislation on the issue in the not so distant future, but the devil will be in the detail. The Government will have to consult on the proposed legislation and there will be numerous stakeholders who will respond to the consultation seeking exemptions for their various sports and employment.

We believe that the present focus is centred on the penalties available for the offence rather than a change in the underlying law; legislation already exists making it an offence to carry knives of a certain size (see below). You can rest assured that the RYA will ensure that it is on the Government's list of stake-holders in order that we may respond to the consultation in due course. In the meantime, we shall keep abreast of media coverage on this issue and post any developments up on our website.

### **Current Legal Position**

The current legal position is that by, virtue of the Criminal Justice Act 1988, it is an offence for a person to have in a public place a knife (other than a folding pocket knife with a blade of less than 3 inches) or other bladed or pointed article; however, it is a defence for that person to show that they had good reason or lawful authority to have the knife with them; and "good reason" includes for use at work.

The view of the RYA is that having sailing knives ready to hand whilst on or around a yacht is strongly recommended as good safety practice, and that the best way of doing this is to have knives secured strategically on deck, as well as a personal knife in a suitable holder. Where open boats are concerned, obviously moveable equipment should be taken off when the boat is not in use, so that having a knife in a bag or toolbox in the back of a car while travelling to and from the boat ought to be (in the view of the RYA) "good reason" as a defence to a random search by the police, even if the sailor is not intending to sail on that day. Thus, in our view, if a person carrying a knife that falls within the above example, is doing so travelling to or from their yacht and the knife in question is genuinely "yachting related", that person ought to be regarded as having good reason for carrying that knife. Knives that are used as part of a marine trade or profession, such as rigging knives, also ought to fall under the 'good reason' exemption.



To overcome the risk of forgetting vital sailing equipment, however, many open boat sailors keep this equipment in a bag or toolbox in the car at all times during their sailing season, and this is regarded

as usual good practice. The RYA's guidance on the legislation in force at the present time is, therefore, if you can prove beyond reasonable doubt that your knife is only used for boating and is kept with other obvious sailing items (e.g. foul weather gear) and is kept out of sight (e.g. in your sailing bag) except when being used, you are likely to be complying with the current legislation. It must be borne in mind however that what might constitute "good reason" will vary according to the particular circumstances and the type of knife involved in each particular case and whether or not a person had "good reason" is a question that only the Courts can answer.

For further information, kindly contact the Legal Department on: Tel: 0845 345 0373 or email: [legal@rya.org.uk](mailto:legal@rya.org.uk)

*John Doerr has first-hand experience of this law in action when travelling by public transport this summer:*

I notice that this Guidance Note suggests a knife may be carried.

If this knife has either a lockable blade (e.g. Leatherman) or a blade more than 3 inches long, then any person in possession of such a knife in a public place is in breach of the criminal Justice Act 1988 regarding the possession of offensive weapons – I know this because I was arrested for having such a knife in my suitcase when going abroad (notice, not carry-on luggage on an aeroplane, but packed in my luggage going through St Pancras Station) and imprisoned for 5 hours.

I found out through this experience that it is no defence in law if you are carrying such a knife in a public place in pursuit of leisure activities. It is an excuse in law if it is for your use at work, (which is how I escaped charge and prosecution), or religious purposes, or as part of national costume, but NOT leisure. When the RYA say 'you are likely to be OK' remember that is for the Courts to decide. By then, you have been arrested, imprisoned, processed as a criminal and not able to do what ever you were doing.

I do not know if I was fortunate not to be charged (I understand it was because I had proof that I was on the Olympic Jury and that acting as a rules advisor to it was related to my work) but just imagine if you are found guilty – even if let off with a warning. Now, you have a criminal record for carrying offensive weapons. Now trying to go to USA to serve on a jury!!

*Be warned.*

*Here's another point which may have escaped you and could cost you your Judge or Umpire appointment!*

**RACE OFFICERING FOR NON-AFFILIATED ORGANISATIONS**

The telephone rings. It's an invitation to be on the jury or to umpire at a corporate event with all expenses paid. Sounds exciting! It's certainly a growing field with lots of events run by many different organisations involving lots of newcomers to yacht racing who, if we are lucky, will get hooked on our great sport. So this needs our full support.

Should you ask questions? Of course you should: lunch? dinner? hotel?

What about, "Who is the Organizing Authority? Are they affiliated to the RYA or ISAF?"

*Does it matter?*

The RRS is a document with copyright held by ISAF. Any racing held according to these rules must therefore abide by them in their entirety. RRS 88.1 is quite clear as to what organisations qualify as an Organizing Authority and can therefore run racing legally. As an RYA race official, you have signed a declaration on your application form which states, "*I agree to uphold, promote and support the racing rules, regulations and policies of the International Sailing Federation and of the Royal Yachting Association*". By officiating in an illegal event, your insurance is invalidated and you may be stripped of your status by the RYA.

At corporate events, most boats are under the charge of professional sailors. Under ISAF Regulation 19.4c, they run the risk of suspension (this may be permanent) as a racing sailor. How can you sort it out?

1. The event could be run under the burgee of a friendly affiliated Club or Class Association, so long as they are prepared to take responsibility for the event and act as the Organizing Authority.
2. The organization itself could affiliate to the RYA (£200 for an event, £1000 for the year). This process takes less than four weeks to administer, but do allow enough time.

*Below is a new A4-size poster outlining the 3-stage dispute resolution protest promoted by the RYA and forming the substance of the Club Rules Adviser course presented by Regional Rules Advisers. All Judges, Umpires and other Race Officials are requested to use the poster wherever possible to promote the RYA Arbitration system and to publicise the availability of Regional Rules Advisers to run courses or give presentations at clubs in their region.*

The modern way of dealing with incidents (rules disputes) on the water, if no boat takes a penalty at the time, is to offer a choice of:  
**(i) an ADVISORY HEARING, (ii) RYA ARBITRATION or (iii) a PROTEST HEARING**

## ADVISORY HEARING

**USE THIS IF YOU JUST WANT TO LEARN WHETHER YOU WERE IN THE RIGHT OR WRONG**

- *An incident has occurred and no party wishes to protest, but instead want to learn for the future from what happened*
- *No protest form is required*
- *All parties meet informally with a Rules Adviser*
- *The parties describe what happened*
- *The Rules Adviser explains what rules may have been broken and whether anyone was in the wrong*
- *No one is disqualified or penalised, although a boat in the wrong **may** accept an exoneration penalty (specified in the SIs and commonly a 20% scoring penalty) or retire*

## RYA ARBITRATION

**USE THIS IF YOU WANT THE DISPUTE RESOLVED QUICKLY AND SIMPLY. THIS IS NOT AS FORMAL AS A PROTEST HEARING, AND THE POTENTIAL PENALTY NOT AS DAMAGING TO A BOAT'S SCORE**

- *An incident has occurred and a valid protest is lodged within the normal time limit*
- *All parties agree to opt for RYA Arbitration and meet with a Rules Adviser*
- *The parties describe what happened, and the Rules Adviser will decide whether any witnesses should be called*
- *The Rules Adviser explains what rules may have been broken and whether anyone was in the wrong*
- *A boat in the wrong is asked to accept the exoneration penalty*
- *No one is disqualified*
- *If the exoneration penalty is not accepted, the protest may go to a formal protest hearing*
- *There are very occasional scenarios when it is not possible or correct to resolve a dispute by RYA Arbitration and instead it has to be taken to a formal protest hearing*

## PROTEST HEARING

**USE THIS IF THE DISPUTE IS COMPLEX, OR IF THERE HAS BEEN INJURY OR SERIOUS DAMAGE, OR IF YOU FEEL AN EXONERATION PENALTY WOULD BE INAPPROPRIATE**

- *An incident has occurred and a valid protest is lodged within the normal time limit*
- *A traditional formal hearing of the parties with a Protest Committee (usually of 3 people) will be arranged*
- *Any boat that has broken a rule will be disqualified*

The aim is to encourage everyone to follow *The Racing Rules of Sailing*. This is only a guideline. More detailed information can be found on the RYA website under "Rules Disputes Best Practice" - [www.rya.org.uk/general/rulesdisputes](http://www.rya.org.uk/general/rulesdisputes)



## Olympic Reflections

*It was an unusual but happy occurrence that saw two of the UK's leading Race Officials at the Olympics in a totally unofficial role and able to feed back a very personal account of the event from the dockside instead of the start line: Roger Wilson writes about*

### **The Wilson Take on the Olympics.**

We toured central China for 2 weeks before getting to Qingdao. Everywhere we went, everyone was completely fixated by the Olympics, to the stage that TVs in supermarkets had big crowds around them and you could only get served between events! The Chinese were delightful. They couldn't have made our stay better, but they are quite formal and reserved.

Pippa has always said she didn't have a problem with Qingdao and liked the Chinese. She says it's like sailing at Lymington on a Sunday morning: no wind, lots of tide and short horrible waves!

From what we saw, the Chinese were enormously helpful and smiley. The seaweed was a worry, but they sorted it. The race management was basically excellent. Pippa certainly had a lot of time for her Race Officer. We heard little about the juries or umpiring. The help and support in the venue seemed very good, but was often quite formal.

Security was the biggest problem we saw. Up to 10,000 people a day wanted to get on the pier to watch the inshore racing, but there was only one bag scanner! You could easily wait hours (we actually missed the Laser Medal Race as we were stuck in the queue for nearly two hours!) The spectator boats were first class with a superb packed lunch: the only problem was finding out which one was going to the fleet you wanted to watch – however, the Chinese were pretty good at getting you onto the right boat. The RYA staff were brilliant; they kept you informed, helped with tickets, passes etc and even set up a lounge where you could eat and drink, watch the racing on telly as well as the rest of the Olympics on the BBC. It also provided neutral ground to meet offspring when they wanted to.

There were almost as many media boats as sailors, most of them driven by relatively inexperienced drivers; however, the security boats did a good job of keeping them off the course!

The sailors and coaches seemed delighted with demonstrations of support and flag waving, especially when they sailed out to the course area and hearing that made getting absolutely soaked worth it!

As Boris says: I am sure London will show the world how to party!

## Ferry Good Value!

*Trevor Lewis's groanworthy headline for a useful tip:*

If you want to get a lower price for a ferry trip, try Alternative Promotion, a firm recommended by the RYA and used by many sailors, not just for getting to events. As an example, I wanted to book a return car ferry trip for August from Portsmouth to Cherbourg, returning from Roscoff to Plymouth. Obviously, this is peak time, on routes on which Brittany Ferries has a monopoly. Brittany Ferries' own price was £400, and an internet search came up with no significant saving from bucket shops. So I emailed Alternative Promotion on a Saturday with requirements, got a phone call back by return, followed a few minutes later with a price of £310, which I jumped at. I had the invoice a few days later, and paid by cheque. It's a family business headed by Brian Ashton, and well worth a call.

website: [www.altprom.com](http://www.altprom.com) Email: altpromtravel@aol.com Tel: 01934 824138 Fax: 01934 824139

## RACE OFFICIALS UPDATE

*The RYA has updated its list of Instructors and Assessors:*



### RYA RACE OFFICIAL INSTRUCTORS AND ASSESSORS

Judge Instructors

John Doerr  
Trevor Lewis

Re-appoint  
2009  
2009

	Chris Watts	2009
	Gordon Stredwick	2009
	Robert Owens	2009
	Sally Burnett	2009
	Carol Haines	2009
Umpire Instructors/Assessors Match and Team Racing	John Doerr	2009
	Chris Simon	2009
Match Racing only	Sally Burnett	2011
	Robin Richardson	2009
	Craig Mitchell	2011
	<b>Bill O'Hara</b>	2011
Team Racing only	Bruce Hebbert	2011
	Peter Johnson	2009
Umpire Assessors Match Racing only	Ewan McEwan	2011
	Nick Burgin	2011
Team Racing only	Richard Thompson	2008
	Chris Atkins	2008
	Nick Ross	2008
	Bill Brockbank	2008
Rule 42 Trainers	John Doerr	<b>Bill O'Hara</b>
	Chris Watts	Sally Burnett
	Trevor Lewis	

Reports and articles on subjects of interest to Judges & Umpires are earnestly sought. Email [chaines@tinyworld.co.uk](mailto:chaines@tinyworld.co.uk)

My thanks to all the voluntary or pressed contributors to this edition of JUG News.

*And to end:*

## The ultimate umpire rib





M