

JUG NEWS

Issues and News for Judges and Umpires

July 2006

At a presentation in February attended by many Northern and Scottish yachtsmen, **Staveley Roberts** was awarded the title of Judge Emeritus.

*At the event, **Terence Brownrigg** recalled some of the notable moments of a long and distinguished career in the administration of the RRS.*

Staveley, in recognition of his services to yachting in general, and on the Clyde in particular, is an Honorary Member of both the Royal Northern & Clyde YC (of which club he is a past commodore) and the Royal Gourock YC. He was also commodore of the Royal Clyde YC before the merger with the Royal Northern YC. He was president of the FF Class Association and also chairman of RYA Scotland and served on the main RYA Council.

He was awarded a 'Gold Award' by the RYA and was also made an MBE for service to yachting about 5 years ago. I made a bit of a joke about the RYA only honouring Staveley after the Palace had done so but getting in on the act eventually.

I did mention that Staveley considered that he had been part of one of the first, if not the first, International Juries before such bodies were recognised. This was back in the early 1960's when the Soling European Championships were run on the Clyde. Long before International Juries and IJ's were thought of there was, in fact, an international collection of judges at this event, chaired I think by Gerald Sambrook Sturgess. I think Staveley was appointed IJ in the third or fourth batch of appointments after such a category was recognised.

I also told the story of how he was parachuted in to chair the Jury at one of the Whitbread RTW races after the original Chairman and his deputy felt they had lost the confidence of the competitors following some acrimonious Request for Redress hearings which had dragged on over 2 or 3 legs. Staveley sorted it out and, as he said, as no party was totally happy with the decision, it was probably right!

And of course I didn't forget to say how much we admired him for his integrity and sharp mind etc - all the nice things one hopes one's fellow judges says about you and which are so true of Staveley.

*As the 2006 sailing season began, **David Brunskill** summarized the encouraging progress made in the first full year of the Class Judge Scheme*

The Class Judge Scheme Progress in 2005 and opportunities in 2006

Background

In 2005 the RYA introduced the Junior Class Judge Scheme in the four RYA Junior classes, Cadets, Mirrors, Optimists and Toppers. The Junior Class Judge Scheme has been a success to the extent that two classes outside the Junior Class Judge Scheme (Finns and 420's) are broadly speaking following the same objectives, one additional class has appointed class judges for 2006 (the RS 200) and other classes have expressed interest in appointing class judges in 2007.

Key findings in 2005

- It is much more fun than chairing or being part of a protest committee – and more hands on especially when advisory or mediation hearings are involved. But ideally two judges are needed at each event.
- There is a real sense of contributing to the development and improvement of rules knowledge, on-the-water behaviour and class success.
- Classes are seeing the benefit and the scheme is growing in popularity.
- Judges need to rotate - min 3 years, max 5 years attached to a class.
- Class Judges can be very vulnerable to criticism and need strong support from the class association, the RYA racing division and JUG.

What then does this mean for judges?

We need more judges for this season:

- a. to back up the existing class judges at events shown on the attached class judge programme.
- b. as acting class judge when for one reason or another a class judge is not available for an event (See events marked in red on the class judge programme)
- c. to be trained up and ready for a role as class judge as either new classes join the class judge scheme or when judges rotate.

How to get involved

If you are interested in supporting any of the events listed contact the class judge – contact details are listed below.

If you are interested in becoming a class judge contact **David Brunskill**.

Class	Contact(s)	Email/ Phone/ Skype
Cadets	Penny Carter	pennycarter@wight365.net
Finn/Olympic	Chris Watts	cjwatts@portables1.ngfl.gov.uk Skype chris_watts
Mirrors	Martin Smethers	Martin@Smethers.co.uk Skype martinsmethers
Optimists	Martin Smith	martinfsmith@ntlworld.com
Toppers	Charlie Watson	charliewatson@btopenworld.com Skype watsoncharlie
RS 200	William Jeffcoate & Charlie Watson	william.jeffcoate@tiscali.co.uk charliewatson@btopenworld.com Skype watsoncharlie
420	David Brunskill	david@brunskills.com 01590 677630 Skype davidbrunskill

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And *Martin Smethers* reflects on his year's experience of being attached to the Mirror Class:

The first season with a dedicated Class Judge.

The 2005 season was the first that the RYA 'pathway recognised' junior classes had the provision of a dedicated judge working with each class. The Mirrors were somewhat different in that their fleets were a mixture of juniors and adults, with the odd single-handed competitor at times.

When the scheme was introduced to the class, early in the season, it was said that the focus would be on rule 42 (illegal propulsion), as this was perceived to be a problem area within many classes and, with on the water policing, it was important to get competitors used to what was and was not allowed in order to prepare them for domestic and international competition at Junior and Youth level. During the four meetings that I attended, several people were given penalties for breaking rule 42, and it was comforting to see that some of these were actually caught on video, and they could see where they had gone wrong.

In addition:

1. Action was also taken against boats that touched a mark and failed to exonerate themselves under rule 31.
2. Incomplete penalty turns (rule 44) were also cause for action on my part.

All these were covered by the "Jury Terms of Reference" which was posted at each event, and also on the web site. It would appear that some people were slightly (putting it mildly) unaware as to what the role of the Class judge was, despite this

having been discussed over a length of time with the class committee. The scheme had to start somewhere, and can be built on for next year.

Following the Datchet Open Meeting, I did write to say that I was encouraged by the number of voluntary turns that were being taken for boat to boat rule infringements and touching marks. Inevitably, the police car syndrome drops in here. Put a police car on a motorway, and everyone sticks to the speed limit. Put a judge in a rib, and everyone does their turns. Perhaps the way to encourage protests, if they need encouraging, is not to be on the water all the time, and hope that people will protest. I am not sure that they will though. There were quite a number of instances this year when the following situations arose:

- Sailors, juniors and adults, approached me either on the water after a race, or ashore, to ask if I had either seen an incident, or what was my opinion of something in particular.
- There were times when I noticed something that was obviously wrong, and I spoke to the offending boat afterwards.
- On other occasions, I might have asked the innocent boat why they had not protested, as they were obviously in the right.
- One of the most noticeable problems was the two length zone and overlaps. I mentioned this on a couple of occasions.

All this is part of the process of learning. The most knowledgeable sailors keep OUT of the protest room, as it is far quicker to take a spin than risk the outcome of going into the protest room, where two people's perception of what actually happened can often be wildly different. This is basic risk management, which is an important part of sailboat racing.

Several people also approached me ashore during events, either before or during, and asked about certain aspects of the rules. Great, let's have more of them.

This probably leaves three areas where I believe there have been comments, and I would like to offer my opinions:

1. Whether I, or any other judge on the water, should start imposing penalties against boats that are seen to have broken a right of way rule of part 2.

This largely depends on your own philosophy. To me, sailing is and has to remain a 'self policing sport'. It would just not work otherwise, except in the special disciplines of match and team racing. Judges cannot cover the entire race course and to then penalise those they are close to for part 2 infringements is not really fair. It is also the first step to refereeing, which is not what sailors want. The areas that are covered (rule 31 and 42) are accepted. On balance, I think that the system that is employed world wide at present is the best - 'if it ain't broke, don't fix it' - and I would not like to see it go any other way.

2. Following the Inlands I did remark on a number of boats crashing in at a leeward mark, having contact, and sailing on, and I said that the class may wish to consider this problem.

3. It seems that some people lost out at the Worlds in protest hearings.

This can be for various reasons. Quite probably, many people fail to realise what goes on in a protest hearing, and this is something that could form part of a training session. Not necessarily with a mock hearing, but what goes on and in what order. I am always happy to conduct open hearings, but you first have to have a protest to hear and a desire to listen.

However, the following points have to be considered:

- You need a protest to hear;
- Suitable size protest room for the hearing;
- Ages of the protestor / protestee, particularly if very young;
- Would either party to the hearing feel intimidated by observers.

At the end of the day, the Junior judges scheme is there for the benefit of the classes to which they are attached, to improve consistency in the interpretation of the rules, the conduct of hearings, and to provide as level a playing field as we can get so that, when the youngsters meet up further up the ladder in different classes of boats, they are all singing from the same hymn sheet.

Martin Smethers IJ NRO

Mirror Class Judge

*The following article was prepared by **Jackie Reid**, the RYA Child Protection Coordinator for the Race Management newsletter. It will be the lead in to the Child Protection part of the Race Officials section of the RYA website. There will also be a link to the full **RYA Child Protection Guidelines Updated***

Child Protection Policy

The RYA has updated its child protection guidelines for clubs, class associations and training centres. The new guidelines are available on the RYA website under Working with Us.

The document is primarily intended to help organisations draw up their own policies and procedures, but the Good Practice Guidelines and the section on handling concerns or allegations are relevant to anyone involved in junior or youth activities. In particular, for your own protection as well as the child's, you should avoid spending any time alone with children – make sure a parent or another adult is present.

Race Officials carrying out duties at events involving young competitors at their own clubs should be familiar with the club's policy. When invited to officiate at another club or on behalf of a class association, you should ensure that you are aware of any specific arrangements they might have in place.

You may be asked, depending on the organisation's policy, to provide references, complete a Self-Disclosure form or, if it is felt that your role brings you into close contact with young people or gives you authority over their welfare, to apply for a Criminal Records Bureau Disclosure. The RYA can process these applications, free of charge to volunteers, on behalf of any affiliated club or organisation that has signed up to use the RYA as their 'umbrella body'.

If you require further information, contact the RYA's Child Protection Co-ordinator, **Jackie Reid**, e-mail jackie.reid@rya.org.uk, tel. 023 8060 4104.

Peter Johnson tried his hand at the Marblehead Worlds in June and sent this breathless account:

Umpiring at Radio-Controlled Model Yacht Racing

I was fortunate to be part of both the umpire and jury team at the recent Marblehead World Championships at Fleetwood – Marbleheads are 1.2m boats considered to be the 'Formula 1' of radio racing, and there were 52 entries from 10 countries. There had been some concerns about protest procedures - for instance, situations that had not been clearly observed - and that the number of hearings was restricting the available sailing time. So, for the 2006 Championships, a new system had been put in place by Roger Stollery whereby racing was actively umpired. In essence, an Appendix Q modified to radio racing was used.

After one seeding round of races, all races consisted of 4 graded heats of 16 boats - each race lasting approximately 13 minutes. The top 4 boats in the lowest heat D don't score, but instead qualify to sail in the next higher heat C, and so on through to heat A. Similarly, the bottom 4 boats in each heat drop down one heat for the next round. There were three umpires on each race and umpires had three races 'on', followed by one race 'off' – sceptics will notice later that this may well have been to enable us to recover from running up and down the lake (*lakeside?* – Ed.). Radio sailors are anxious that umpires should have the same view of the race as themselves, so all races involved umpires and competitors (twiddling their radio-controls) moving *en masse* alongside the lake on simple windward-leeward courses – real camaraderie!

A feature that worked really well was that each umpire was paired with an 'observer/buddy', who would be a competitor from a different flight. Either an observer or an umpire could call contact between boats, or with marks, that they had clearly seen ("contact – boats 120 and 39"). A boat would then either do a voluntary turn or, if there had been contact and no exoneration penalty, the umpire would call the penalty. Similarly, competitors might protest by hailing if they felt aggrieved at a non-contact incident ("boat 09 protests boat 67"). Again, similar to match or team racing, the umpire would give an immediate response ("protest dismissed", or "boat 55 penalised") – the main difference being that this was verbal without the use of flags.

In short, the system worked well. It was excellent to be able to talk briefly through issues ‘in real time’ with an independent competitor as you were moving alongside the lake, and there were positive and immediate interactions with competitors that appeared to be well appreciated. Nearly all incidents were resolved at the time. In the very occasional case where the umpire might not have seen the full incident sufficiently to give a decision, a very brief written report from the relevant observer or umpire of what they had seen could influence whether or not a competitor would go through with their protest. As a consequence, with 132 races completed during the week, it is encouraging that only one Part 2 protest needed to trouble the jury ashore.

During the week, we refined the system of umpiring by using two umpires to observe from the windward side of the start line, and one from the leeward side. After the start, the umpires followed the front, middle and back of the fleet, respectively. The ‘front’ umpire then observed all boats around the windward and spacer marks, supported as much as possible by the ‘middle umpire’. It was imperative that the ‘rear’ umpire arrived early at the leeward mark to observe all roundings at that mark. This system saved a bit of legwork, but each umpire was still moving up and down the side of the lake 2-3 times more than any competitor! It was also a relatively windy week and there were only a couple of half days when there was little wind. Marbleheads go quite fast downwind in a breeze, requiring you to run to keep up with them. As a consequence, it was calculated that each umpire covered over 75km during the week - much of it at jogging or, at times, even sprinting pace (relatively speaking anyway)!

The long and the short of this is that, as well as for match and team racing, a further form of umpiring may be coming into our universe – that for radio racing. There are many similarities to team race umpiring in the sense of multi-boat scenarios and very fast interchanges. Indeed, in radio racing, the relative acceleration of one boat against another boat can be even more exaggerated. RRS Appendix E sets a four boat-, rather than two boat-length restriction in rule 18. Acquiring right-of-way can be very much faster than in full-size boat sailing, and interpretations of rules 16, 18.3 and 19 in particular are necessarily different because of the nature of radio racing. As a consequence, it may be appropriate to consider the future development of a Call Book for radio racing that would take into account their particular issues, similar to that for team and match racing?

Race Officials’ Insurance

The RYA Insurance Policy which covers Judges and Umpires (RJs, NJs, RUs and NUs) whilst carrying out their duties does not cover boat insurance. The Policy wording is “The Insurance does not cover any loss or damage to property belonging to or occupied by the Insured or in the control of the Insured. This means that indemnity for damage to boats is specifically excluded under this insurance. Appropriate insurance should be arranged by the owner of the boat”.

A new leaflet on all aspects of the RYA Race Officials Insurance Policy is being prepared and will be available for all Race Officials in due course.

And another Insurance topic...

An interesting point has recently been raised that in a number of regattas, the "Organisers" may include clubs or associations which do not carry public liability; for example, the Notice of Race for a major class event this year referred to two Yacht Clubs, and to two Class Associations, as the four organising bodies. While the two clubs are obviously insured for civil claims, the two associations are not, and there was a clear possibility that they would be included in a claim in the event of an accident.

The RYA booklet on The Legal Aspects of Race, Training and Event Management, does repeatedly make the point about adequacy of insurance; however for an event where there are multiple organisers, the smaller uninsured bodies may not realise their potential exposure to legal action, perhaps in the mistaken belief that they would be shielded by the insurance of the club actually running the event. There seem to be three possible responses to this issue.

1. For each association to hold its own insurance (at £350+pa, this is an expensive option for most class associations);
2. To ask the club to indemnify the association by agreeing to cover it against any legal costs;
3. To change the nature of the association's involvement by calling it a "supporter" or some other neutral word, rather than "organiser".

The third option could reduce (but not necessarily completely remove) the association's potential exposure to a claim.

Qualifications upgrade

- 1 A Powerboat Level 2 certificate and a VHF certificate will be required for all new applications and **re-applications** for National and Regional Umpires (with possible exception for those only active in radio-controlled events) from 1st January 2007.
- 2 A Powerboat Level 2 certificate and a VHF certificate will be required for all new applications (but not re-applications) for National Judges from 1st January 2007 (again, with possible exception as above).

New RYA Website

The Race Officials area on the RYA website is now being populated and can be reached at www.rya.org.uk /Working with Us/ Race Officials.

Race Officials' Handbook

The handbook containing names, addresses and contact details is revised in March and September each year. Those who attended the National Race Officials at Lilleshall will have received a new copy but if you would like a copy sent to you please contact **Joanne Moulton** or **David Campbell James**. There is a full list on the Race Officials part of the website.

Any queries on any Race Officials matters contact **David Campbell James**, RYA Race Officials Education Officer by email raceofficials@rya.org.uk or telephone 02380 604157

Forthcoming events

Conference

17-18 February 2007 National Conference for Judges and Umpires at Lilleshall

Judge Courses

2-3 December 2006 Judge Course at South Caernarfon Yacht Club, Abersoch, North Wales. (Instructors: Sally Burnett, Robert Owens)

3-4 February 2007 Judge Course in the Midlands/Nottingham? (Instructors: Trevor Lewis, Carol Haines)

24-25 March 2007 Judge Course at RYA House, Hamble. (Instructors: Chris Watts, Gordon Stredwick)

Umpire Courses

2-3 December 2006 Match Racing Umpiring Course at Queen Mary Sailing Club. (Instructors: Chris Simon, Robin Richardson)

20-21 January 2007 Team Racing Umpiring Course at Oxford. (Instructors: Bruce Hebbert, Richard Thompson)

Rule 42 Courses (1 day courses)

21-22 October 2006	Whitstable
28-29 October 2006	Weymouth
11-12 November 2006 (If sufficient demand)	Rutland

For an application form and further details on any of these courses please contact Jo Moulton on email joanne.moulton@rya.org.uk or by phone on 023 8060 4161.

INTERNATIONAL JUDGE SEMINAR

The next IJ Seminar will be held 27-29 October 2007 in Ghent, Belgium. **Trevor Lewis** has offered to run a one day pre Seminar course in preparation for those who are interested. The pre course will concentrate mainly on the rules and is planned for Saturday 23rd September at RYA House, Hamble.

Applications to **Joanne Moulton** on email joanne.moulton@rya.org.uk