



Hail and Farewell

*We begin the new year with the change at the head of both our committees: Judges and Umpires Committee as **Alan Baser** takes over the reins from **Peter Johnson**, our leader for the past four years; and Race Management Committee as **David Lees** hands over to **Adrian Stoggall**.*

Greetings from the JUC Chair...

First of all, I would like to acknowledge the work of Peter Johnson who has recently retired as Chairman of the Judges and Umpires Committee: under Peter's guidance the committee has gone from strength to strength, expanding the reach and the quality of our programmes. I have enjoyed working with him on the committee and if I can remain anywhere near as good humoured as he has managed then I'll be a happy man. Our thanks must also go to David Battye who has come to the end of his term of office as a member of JUC.

The title of the first session at the forthcoming conference is 'Under New Management' which was considered more appropriate than the working title 'All Change'. Yes, there is a new Chair, yes, there are some new committee members and yes, there will be some changes, but 'all change' isn't quite right. There is so much that has been achieved that we can be justifiably proud of: Our Judge and Umpire seminar programmes are amongst the best anywhere in the world and continue to produce some of the most well regarded officials of any nation. Our programmes to educate sailors during the basic rules courses has now been rolled out to thousands of club sailors, not only helping to improve rules observance in club racing but also putting a human face to those rules and to judging.

Our Class Judge scheme is an exemplar in the work that it does in educating our young sailors and continues to go from strength to strength.

All of this provides a sound foundation upon which to build but there are still things that we could do better and this will be the focus of your committee's work over the forthcoming months and years. To this end we have two new members joining the committee, William Jeffcoate and Ewan McEwan. William will be looking (cont'd...)



after the Class Judge scheme and Ewan will be looking at how we develop Race Officials to help them achieve their goals. Other members of the committee include Eddie Ramsden who has accepted the role of Deputy Chairman and will lead the Judge and Umpire application working party; Carol Haines who works with Chris Watts to help coordinate the Regional Rules Advisors; and Craig Mitchell who will be leading on all umpiring related matters and looking at improving our communications with our various stakeholders.

The challenges of being Chairman are many: I sincerely hope that I can rise to those challenges with the help and support of friends throughout the Judging and Umpiring community. I look forward to seeing you all at conference. Please let me know your thoughts on what we do well and what can be improved, and for those who are not able to join us at conference feel free to drop me an email.

Alan Baser

Hello from the new Race Management Committee Chairman

I have taken over as chairman of RMC as of December from David Lees . We all owe David a large debt of gratitude for his hard work and hope he will continue to offer advice in the advisory group. I would personally like to extend our thanks to him for all of his work over the last two years. Also moving on is Nadina Lincoln and again I would like to thank her for all of her work.

I would like to welcome two new committee members, Chris Hadden and Simon Van Der Byl. Both have a great deal of knowledge and experience to bring to share with us..

I am excited about my role as Chairman which I expect to be new and challenging. Although I have " been around the block " a few times I am open to all ideas, problems, issues etc. so please get in touch with your thoughts and views

My aim is to lead us to the Olympics and beyond, delivering world class management in such a way that the skills and knowledge acquired filter down to the clubs and grass roots of our sport to improve things for everyone.

I have set up a number of working groups listed below; please feel free to contact the lead with direct issues. Finally I am looking forward to the conference and my usual sparring with our judge and umpire friends so hope to see you all there.

Adrian Stoggall

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Team Leaders of Working Groups:

Seminars/Courses (excluding Safety)	Rob Lamb
Publicity/Newsletter	Tim Hancock
Website	Rob Lamb
Mark Laying – Safety Courses	David Frame
Best Practices	Peter Saxton
Keelboats: a review - how can we help	Simon van der Byl (+ Janet Grosvenor)
Appointments	Rob Lamb (+ Simon van der Byl, Ed Stevens, Richard Kingsnorth, Blake Shaw)
Advisory	Roger Palmer (+ David Lees, Tim Hancock & Mike Butterfield)
Clubs & Regions: a review - how can we help	Chris Hadden (+ Peter Saxton)
Youth & Junior	Adrian Stoggall
Olympic/ISAF	Tim Hancock, Adrian Stoggall
Race Officer Exchange	Roger Palmer
Review of all forms we use	David Campbell-James

Almost upon us is...

2011 NATIONAL CONFERENCE
Wyboston Lakes Conference Centre, February 19th - 20th

There are current around 160 people registered with a few more spaces still available. A lively and varied programme is offered with topics of general interest to all Race Officials as well as targeted workshops focussing on the specialised interests of Race Officers, Judges and Umpires.

Main presentations will be:

1. Under new management – **Sarah Treseder CEO RYA plus Roger Wilson, Chris Watts, Adrian Stoggall, Alan Baser**
2. Dealing with pressure – **Gemma Douglas**
3. Redress – **Trevor Lewis**
4. Quiz and Plenary Session – **Chairs of Committees and John Derbyshire**

A major part of this year's conference will be based around a series of workshops:

Saturday

RRS 42 and Club Racing: what do we do?	Hugh Styles / Tim Hall
Dinghy safety fleet management	Roger Wilson / Ed Stevens
Rating and Measurement Protests	Mike Urwin / Jon Napier
Working with your Harbour Authority	Roger Wilson / Mike Pearson
Wind and Tide	Rob Lamb / Chris Hadden
Appeals and ISAF Q&As 2009 - 2011	Trevor Lewis
Update your skills and knowledge with the new style RM Seminar	Rob Lamb / Adrian Stoggall
Race Management and ISAF Guidelines to Race Officers	Tim Hancock / Adrian Stoggall

Sunday

Race Officer / Mark Layer Interface	Tim Hancock / Drew Winstanley
Adjusting Handicaps in Club Racing	Bas Edmonds
Umpiring Developments and the Role of CHUMP	Jon Napier / Alan Baser
Overview of Mark Laying Courses	Ed Stevens / Drew Winstanley
Compliance with Class Rules	Louise Walker / Peter Saxton / Richard Thompson
Putting the Offshore into Racing	Jan Grosvenor/ Michael Short

Workshops will last 75 minutes and you choose 5 sessions over the weekend.

Booking forms are on the RYA website or give Jacqui a call at RYA or jacqui.roberts@rya.org.uk. A great chance to see how the other half operates and exchange views and tips.

Congratulations and welcome to new and renewed International Race Officials

International Judges

Alan Baser	Terence Brownrigg
Nick Burgin	Sally Burnett
Jamie Clark	Peter Jolly
Ewan McEwan	Liz Procter
Gordon Stredwick	Paul Withers

International Umpires

Sally Burnett	Mike Butterfield
John Doerr	Robert Duffy
David Lees	Ewan McEwan

International Race Officers

David Arnold	Tim Hancock
Jeff Martin	Frank Newton
Peter Saxton	Richard Stevens

International Measurers

Arthur Allen	John Best
Adam Cowley	Andrew Davies
Ron Duffield	John Figgures
Johnny Johnston	Ken Kershaw
Jeff Martin	Curley Morris
Ceri Williams	

..and congratulations & welcome to new and renewed National & Regional Officials too!

National Judge first appointments

Ant Davey

National Race Officer first appointments

Neil Andrew	Peter Baldwin
David Kent	Paul Jackson
Arky Wainwright	

National Mark Layer appointments

James Elford	Matthew Toyenbee
Tim Gerhard	Mark Halliday
Christopher Powell	Mike Tingle

National Race Officer renewals

John Burgoine	Mark Dashfield
Jack Edwards	David Henshal
Peter Jelliss	Mike Johnson
Nadina Lincoln	Barry McGill
David Rayment	Christopher Riley
Gill Smith	Ewan Stamp
Ian Young	

National Judge renewals

Jack Edwards	Charlie Watson
Denis Todd	David Battye
Malcolm Blackburn	Brian Smith
Clive Tappenden	

National Umpire renewals

David Battye	Mike O'Connor
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Regional Judge first appointment

Peter Knight

Regional Umpire first appointment

Tricia Neri

Regional Race Officer first appointment

Philip Berry	Stephen Bewsher
James Elford	Angela Gilmour
Kenneth Hay	Robert Lineham
Tim Little	Paul Newman
Peter Stuckey	Robert Trimble

Regional Mark Layer first appointment

Chesney Allen	George Crowe
Kevin Hardy	Ian Jones
Mark Joseph	James Hadden
Colin Parke	

Regional Race Officer renewal

Clare Day	Nigel Denchfield
Richard Dobson	John Horwell
Nick Martin	Robin Meads
Robert Moberly	Wendy Robinson
David Rollinson	Jonathan Silk
Hugh Sutherland	Nicholas Taylor
Syd Thomas	Simon Vines
Jeffrey Warley	Brian Wheeldon
Richard Yeoward	

Regional Judge renewal

William Suddell	Simon Winn
John Cronshaw	

Regional Umpire renewal

Jack Edwards

One umpire, by contrast, was rather upset to find that he'd left without noticing anything!

Rumours of my demise are premature!

It would seem, from the various questions that I am receiving, that I am rumoured to be retiring from the noble art/science of umpiring. That is not actually correct – what I am doing is not applying for renewal of my ISAF International Umpire appointment, because I want to stop whilst I am still 'in my prime', having seen too many carry on when they should have stopped. I shall, however, continue umpiring nationally and, I hope, assisting with the RYA umpire scheme for some years yet.

It was a great surprise and delight for me to discover that my decision to stand down from IU was being marked by a dinner and a present from my umpiring friends in GBR. I do thank everyone very much indeed who contributed to my present which was exactly what I wanted. Particular thanks to all those who came to the dinner on Saturday 23rd October and to Jon and Sally who organised it all.

Oh, by the way, the present was a Spinlock Deckvest – the finest PFD on the market - which I shall be wearing at all events in future. That proves that rumours of my demise (or, even, retirement) are premature.

Thank you all.

Chris Simon

RYA NEWS

Training

A reminder of where to find details of forthcoming courses when you recruit keen new young candidates to join us (that's a hint to keep looking out for potential race officials and tell them about the fun we have and how to get in on the act!):

Forthcoming Courses and Seminars

Race Management Seminars

Regional Race Management Seminars are currently scheduled for Royal Corinthian YC, Cowes, Port Edgar Marina & Scaling Dam SC.

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

(cont'd...)

Mark Laying Seminars

National Mark Laying Seminars are currently scheduled for Royal Cornwall YC & Pwllheli SC.

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

Judge Seminars

A National Judge Seminar is currently scheduled for West Kirby SC.

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

Umpire Seminars

National & Regional Umpire Seminars are currently scheduled for Royal Lymington YC & West Kirby SC.

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

Model Yachts

The Chairman of the MYA has confirmed a 1 day fleet race umpiring course on the 8th or 9th October at Manor Park in the Midlands region.

*Meanwhile we continue to get encouraging reports about the new courses and their reception from an appreciative cohort of recruits. **Rob Lamb** updates us on developments in Race Management:*

Training Reports

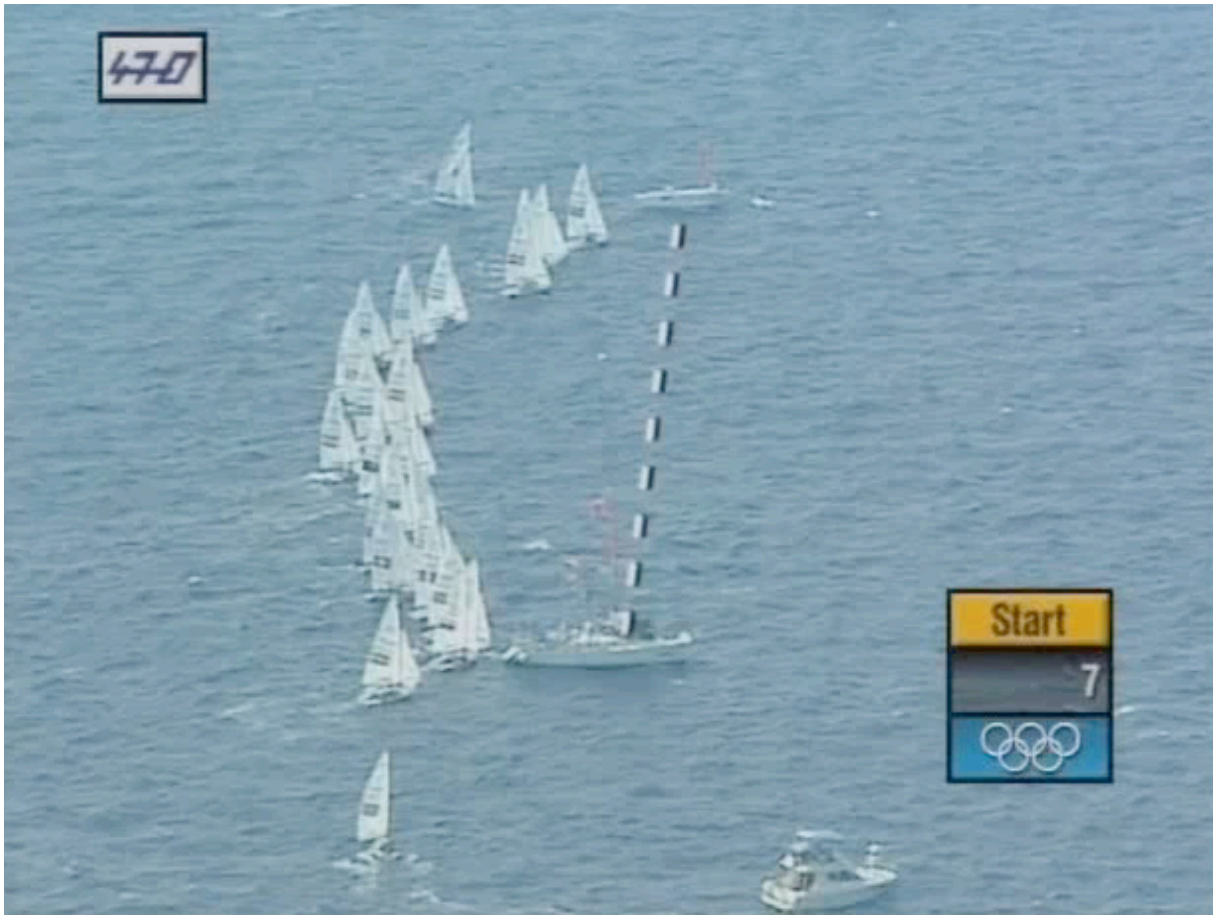
The Race Management Seminar has completed its first full year in the new format following its separation into dedicated Regional and National Seminars.

National Seminar

In the past those aspiring to NRO had to suffer the same teaching that was available to them at Regional level. Thankfully, this is no longer the case. Since the NRO qualification sets the standard for race management in the UK a dedicated seminar has been developed for those aspiring to achieve that status. Plenty of videos, pictures and exercises demonstrate the issues of race management at big events. Not just the basics are covered - there are sessions on wind and tide, scoring, the Y Flag, Gate Starts, the role of the Principal Race Officer, ISAF policies and more. The examination has been redesigned to reflect the high calibre of our National Race Officers.

(cont'd...)

2011 will be busy with 18 attending the course held in Rutland recently and keen interest is already expressed for the second in Weymouth in May. There is likely to be a third in the winter.



Which Prepatory Signal Was Used?

Regional Seminar

Over 40 race officers experienced the new Regional Seminar in 2010. Again videos, pictures and exercises are the format that has been so well received. It is so much more fun than the old 'death by powerpoint'! The examination remains as in previous years with just a few tweaks, so the pass rate is still high. This seminar is also great for those who do not want to be in charge of racing but want to perfect their own skills and know more about what the person in charge has to consider.

Refresher?

Both RROs who attended the new Regional Seminar say how useful it is as a refresher. So why not try it? Your qualification is not under threat as you are not asked to sit the examination. But you will learn lots!

The same applies to existing NROs with the new National Race Management Seminar. There is no doubt that you will broaden your knowledge and update your practice to modern standards.

Again, your qualification remains intact so attendance is a very positive step to take and will ensure that our customers, the sailors, get real value for their entry fee.



Mark Change Signal Boat

Keep an eye on the RYA website for available seminars (see www.rya.org.uk/raceofficials and go to 'want to be a race official').

Basic Umpire Course (Team Racing)

The dire shortage of team race umpires is being addressed at grass-roots level by a course which is proving extremely popular among university students – more than 20 at last week's presentation in Edinburgh!

Jon Napier and Alan Baser are aiming to catch potential umpires before they even stop team racing themselves:

Team racing at university remains as popular as ever: 94 teams have entered the 2011 BUSA Team Racing Championships and almost every weekend in the academic calendar is filled with team racing events up and down the country. Most team race umpires will be familiar with the plea for umpires from university clubs to help with their events – usually at just a few days' notice.

To counter this and as part of the RYA's strategy for both growing and sustaining racing at university, a new basic umpire course has been developed to provide university sailors (with the tools and rules knowledge they need to start team race umpiring. The goal is that for club events, the universities will start to be able to provide some of the umpire complement themselves.

The course itself lasts a day and is split between rules knowledge (predominately the Part 2 rules, definitions and Appendix D procedures) and umpiring techniques (decision-making principles, positioning etc.). It is classroom based and only requires a suitable room and overhead projector to run.

(cont'd...)

So far the course has been delivered to Bristol and Bath students and local schools and again in January in Edinburgh for Scottish universities. There are some inherent challenges (e.g. most universities have a 3 or 4 year turnover in their members) but the hope is over time it will become an established part of team racing at university.

If you know of any universities (or clubs – it is not exclusively for students) that may benefit from the course, please let Jacqui Roberts know.

As well as promoting the National seminars, our Race Officials Education Officer, Chris Watts, has been busy at club level:

Club Courses are once again attracting a lot of interest from clubs looking for winter evening entertainment, but interestingly enough we are also getting more specific requests. These include Chairing Protest Hearings, RRS 42 and Club Racing and Preparing for a Protest Hearing, for which I have written new presentations. In addition we have been asked to provide really basic rule talks at the London Boat Show and for the second year another more tactical rules talk at the Volvo RYA Dinghy Exhibition in March.

Chris reports that the RYA Bursary scheme has had 5 successful applicants for 2010 - 2011.

Patricia Neri – Umpiring

Adele Cameron – Umpiring

Liz Gowers – Race Officer

Douglas Conway – Race Officer

Adam Whittle – Race Officer

Additionally, 22 young persons were funded by London Sports Official's bursary to complete the Club Mark Layer Course at Erith Yacht Club in July.

RYA staff and Committee changes

David Campbell-James has left the RYA to devote more time to leading his race team at many top sailing events. We will all miss him at the RYA, but of course we will be seeing him on the water thoroughly enjoying himself. We welcome **Tim Hall** as the new RYA Competitions Manager. Tim will already be known to many and was involved in two of the major Laser Worlds last year as the field of play manager.

David Brunskill will be standing down as Judgeline coordinator. JUC and the RYA thank him for his services over many years getting this up and running and successful.

William Jeffcoate will take on the role of Class Judge co-ordinator on JUC.

David Battye leaves JUC. His work as team racing rep. was much appreciated. **Ewan Mc Ewan** joins the team in his place.

(cont'd...)

Peter Fitt, who led the RRC Section C rules advisory team also stands down; the RRC is grateful for his contribution at a time when the new rules were much under discussion. **Robert Owens** takes over on RRC.

Nadina Lincoln retires from RMC with their thanks for a lot of hard work done. Joining the committee are **Chris Hadden** and **Simon Van Der Byl**.

Class Judge Scheme Update

The Class Judge scheme is one of the core programmes for which JUC is responsible. The Class Judges provide a vital link between the committee, the judging world and our customers - the young sailors and the class associations. They have a vital role in educating the sailors and preparing them for international competition by acquainting them with the role of the jury. We have a very strong group of Judges working in the scheme: **Trevor Lewis** and **Harry Brown** with the Toppers, **Jon Haines** with the Cadets, **Penny Carter** with the Fevas, **John Rayner** with the 420s and **Peter Fitt** at the Optimists. Peter will be joined this season by **Ant Davey** to prepare Ant for a hand-over from Peter at the end of the year.

Alan Baser will be stepping down from the role of Class Judge Coordinator to be replaced by **William Jeffcoate**. Many of you will know William: he's an experienced hand and has previously been a class judge with the RS200s. We'd like to wish William all the best in his new endeavour.

Race Management Advisory Service

This service is available to everyone and has already had 4 queries in 2011. By way of example here is one of this year's questions and the RMAS team's response. Make sure you use this service – it could really help to make your life easier and resolve a number of those lively bar debates!

RYA RMAS 1102

Rules Query - Black Flag using a transit line

Question:

For Club racing we use 2 shore based poles to create a transit start line with an inner and outer distance mark. Our Sailing instructions are as follows:-

12.2 An orange flag flown from either the Race Office Flagstaff or from the North Race-Hut Flagstaff means: *The starting line is a projection of a line formed by the two adjacent red and white poles. Boats shall start between the buoys with blue flags which may not be exactly on the line.*

(cont'd...)

The inner distance mark was unfortunately set some distance behind the line (5 boat lengths) so it was possible to be "in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal" (as per RRS 30.3) but still behind the line if you take the "ends of the line" to be the inner and outer distance marks.

My question is, in this instance during a Black Flag start do such boats risk disqualification under rule 30.3 (or even a penalty under 30.2) being "in the triangle" although not over the line.

30.3 makes no mention of being on the course side of the start line. 30.1 is worded differently and seems clear (the boats were not "on the course side of the starting line".) I guess it boils down to the definition of "the ends of the starting line".

Just to be clear - nobody was penalised in this instance as no one was over the transit line at the minute gun so no rush for an answer - no protest pending and no one unhappy - just an after race clarification and maybe advise if our SI's are adequate?

Answer:

Rules 30.2 and 30.3 provide that boats are penalised if they go into a triangle the base of which is 'the starting line'. Clearly here the starting line is a line running from the transit and it does not have an end. In theory it goes round the world.

The answer is to change 30.2 and 30.3 to provide that the base of the triangle is either the two limit marks or one of the transit posts and the ODM. There is nothing preventing a change to rule 30. It might be best to use a transit post as the inner end of the triangle as it could save putting a boat at both IDM and ODM.

If in your enquiry a boat had been penalised we think it likely that a redress request by a disqualified sailor might have proved successful.

The positioning of limit marks is critical and we believe that defining your start line as above will assist.

Congratulations to **Roger Palmer** who was honoured at this year's RYA AGM receiving from the Princess Royal the RYA's volunteer award for outstanding achievements and dedication.

His work goes on

UK Race Management Opportunities 2011

The RYA Race Management Committee is seeking race management ARO positions to allow rising race officers to gain experience away from their home clubs.

The plan is to offer a list of events, together with contact details, with a target of 100 opportunities on offer nationwide.

The timescale is to have the calendar ready by the RYA Dinghy Show on March 5/6 so dates from April 2011 onwards are welcome.

The list will be posted on the RYA website and also be promoted by the Regional Race Management Co-ordinators. The opportunities will be featured at the RYA Dinghy Show.

Better race officers will improve our sport and make events more satisfying to the participants and in turn attract more people to engage in our sport. The race officers who accept ARO posts are expected to undertake whatever tasks are required by the home race officer and to travel/stay at their own expense.

This scheme has worked well at my club (Hayling Island SC) and has led to lasting race management links with those involved.

I would be grateful if you could list below details of events at your club when a visiting ARO would be welcome. So far a number of clubs have committed places but more are needed.

Hoping to hear from you shortly.

Roger Palmer

For RYA Race Management Committee
 02392484896
 Mob 07748288252 Palmerhava@aol.com

Event Title	Dates	Classes Involved	Contact name & Phone no.

*Roger's plea echoes that of **Chris Watts** who is always on the lookout for events to offer in exchange for our own officials seeking international experience.*

Eurosaf exchanges

*The Eurosaf Race Officials Exchange programme continues to flourish, giving Race Officials valuable experience in events run by our colleagues abroad. **Keith Harris** enjoyed his Eurosaf exchange visit as a Race Officer at the 2010 505 World Championships.*

2010 SAP 505 World Championship

The 2010 505 world championship was held at the Kalovig sailing centre, Aarhus in Denmark. As part of the Eurosaf exchange I was fortunate to be asked to take part as deputy race officer. Some time before arriving all the officials were asked to send a brief resume to post on the event website which becomes a useful link with the competitors and other officials.

As I arrived at the venue on the evening before the pre-world event and Danish championship I was immediately on the water to do a final run through with the race team and mark layers. While the PRO Thomas Jorgensen sorted the course configurations with the mark layers, I ran through the flags and sound signals with the remainder of the Danish race team. Thankfully they all spoke excellent English so communication was not a problem. As dusk fell we came ashore for a meeting with the class association, jury chairman and organising committee representative to discuss aims and objectives of all the relevant parties.

Each day before leaving the sailing centre for the race area the PRO held a briefing for the race team. Although it was held in Danish I found I was able to follow most of it as many of the key words such as mark and safety are the same in both languages. The 505 class use gate starts and I was allocated the position on the gate launch which I was transferred to before the start and then back to the signal boat after the gate closed.

One of the key components of this event was the interface of the live tracking, twitter, live video streaming and race data analysis. The 2010 SAP 505 world championship mash up was created through collaboration between a professional team comprising of SAP and TracTrac, who are responsible for GPS tracking together with StreamFactory who provide the moving pictures and images via the internet. For all the starts there was a camera launch to the windward of the gate boat and for one occasion there was a camera crew aboard the gate launch who got some exciting film of the boats starting. The event was good experience in working with the media so they obtained the best coverage without interfering with the racing.

There were 129 entries from eleven countries for the world championship which got under way in the most testing conditions of the two weeks. We were fortunate with the weather as the sailing programme was completed to schedule with only one problem, that the penultimate race was abandoned due to a major wind shift so that the course could be relaid.

(cont'd...)

A fantastic event and a great experience where I made many new friends. I would certainly recommend it to others and feel the Eurosaf exchange programme should be expanded where possible so that more race officers can be given the opportunity I was lucky enough to receive.

A view with which Chris Watts, our Eurosaf exchange representative, heartily concurs - but it only works if we can offer places to visiting officials in our turn. As ever, Chris needs you to consider if your event could use another qualified Race Officer who will pay their own travel expenses to the event and only needs feeding and accommodation.

*It's not just the committees who mull over ways to improve the service that Race Officials of every stamp deliver. **Nigel Vick** reflects on the pros and cons of VHF for all:*

Race Radio Etiquette

VHF radio is now pretty standard when running any sailing event. Yet increasingly I am finding that, rather than helping, it can become a hindrance and add to Race Official problems.

At big events it is not unusual for the Race Officer to have a separate channel for course setting etc.. However, at a lot of events, you are short of capable people so I like to restrict the use of this channel to just the start. When setting the course I will often ask quite a number of patrol craft what they think the weather is going to do, wind strength and direction etc.. I will talk to the boat following the last boat out from the shore. It is a way of getting to know the capability of your crews, helps in decision making and makes everyone feel involved. Then you can select the best crew when you want a specific job done.

The problem is that in the excitement of being involved in a race, people can forget the standard training. They forget to listen before they speak. I am constantly surprised at how often safety craft try to talk over the top of other conversations – and have yet to hear it done when there is a genuinely urgent message.

I like to chat on the radio, let people know what I am thinking and prepare them for what might be needed. It also means that you are listened to – the number of times the safety boat crew don't hear you is amazing. They put the radio down or tuck it under their clothes and simply do not hear you. It takes quite a lot of training to learn to listen out for a call over the sound of the engine – and often quite a lot of courage to push the button and return the call.

Etiquette means that you should keep your eyes open and consider the position of the person you are calling. The race officer will not want you calling him just as he is counting down to a signal. In fact, very often he will change channel, so that you cannot get to him. As I have said, I like to know what is going on and to keep everyone informed and try not to change channel – but it is amazing how often safety boats find it necessary to discuss lunch arrangements in the minute before the start. At a big open meeting I do go to another channel in the last minute. If you are doing multiple starts there is little option but to have another channel – but I will still monitor the safety channel.

(cont'd...)

If you must call the committee boat try to make it just after a signal and preferably not in the 15 seconds preceding it. This means the race officer has at least a minute before the next signal and can usually deal with the call before beginning the next countdown. The exception is the start signal. Here the Race Officer is trying to get a record of boats which are OCS and decide whether he needs to signal a general recall. He has about five seconds to make this decision. The big difficulty here is persuading the Pin Boat to come back quickly enough with their opinion. Even when on a separate channel it is difficult to get a response in time. I suppose it breaks training and is difficult for someone else to understand how urgent the need is – either the pin has the numbers and it's an individual recall or they don't and it may be a general recall. A clean start doesn't matter, but it's nice to know, which ever way it is going.

During the race it is good to know what is going on and to be consulted. I have no criticism of the safety crew who put out a Mayday on Channel 16 on finding an unconscious young sailor. Once the helicopter was on the way they came back and told me. Etiquette in this case applied to the Race Officer and meant not calling that safety boat whilst they were obviously busy with something. The desire to try and find out what was going on was almost irresistible but often you have to trust the crews and let them get on with their job. Luckily, in this case the casualty had drifted off the course, so there was no problem with the helicopter recovery. We ran the race for longer so that we would have some news for the other sailors as they came ashore.

An illustration of the problems which can arise with multiple courses, and multiple radio channels came from the same regatta. The chief safety co-ordinator came over from the other course and found what he thought was a problem. As Race Officer I had been aware of the issue, a ship was out of control and heading for the top reach of a square course with over 100 Toppers on it. The patrol boats and my lead safety boat were up there ready to keep the dinghies clear and we thought the ship would run aground before getting too close. The new arrival had not been monitoring our conversations and ordered the race abandoned. However, with abandonment most of the fleet went onto a run – and in force 4 we had multiple capsizes – in the area the ship was heading for. The other problem was that the entire fleet now headed for the beach, a lee shore, and instead of going in through the surf in an orderly line, the entire fleet hit the surf line at the same time. Compounding the problem was the fact that the fleet from the other course also came ashore at the same time. I was not a happy bunny. The etiquette here - radios enable you to communicate and gather information. Decisions during the race very rarely have to be made in a hurry.

You would think that radios were useful – it is surprising how often they fail to be useful and sometimes you wonder if you might be better off without them.

Nigel Vick

William Jeffcoate reconsiders where we are coming from – or going to – in our rules education:

Rules in Wonderland, or Through the Looking Glass ?

Last February the judges and umpires celebrated (or should it be “cellbated”) the Valentine’s Day weekend by attending a judicial coven at Grafham. One highlight of the weekend was – it almost goes without saying – the talk by Adam Bowers. His theme related to the need for people who teach the rules to understand the mindset of helms and coaches – which may be rather different from their own.

The difference is pretty obvious when it’s pointed out. Competitors have one main aim, and that is to get round the course faster than anyone else, and they want to use the rules to help them win. They look at situations prospectively, and need to avoid situations which could slow them down. On the other hand, rules teachers tend to approach the problem backwards: their focus is on analysing something which has already occurred and on trying to decide who has broken a rule and why. Fascinating though this crossword puzzle approach is, it may have limited appeal to the people they are teaching. People only learn what they want, or think they need, to know. What they want is to understand how the rules determine tactics.

I was intrigued by this question of perspective and decided to explore a new approach when I was doing a rules training session with a fidgety load of teenage Topper sailors at Rutland a fortnight or so later. What I did was not materially different from what we all do already but in using the same TSS scenarios, I concentrated on the step-by-step mode to present each situation (and deleted the text). One person would be blue and one would be yellow (or green) and at each point we kept on asking what do you do next, where do you want to be, what rules do you need to think about and which will you break if you get it wrong ? It seemed to work really well. Perhaps most people do this already, but it’s worth a try if they don’t.

William Jeffcoate

ISAF UPDATE

2016 Olympic classes selection debate

Many of you will have been following the on-going debate within ISAF and the various MNA's about which events/classes will be chosen for the 2016 Olympic Games. Remarkably, the ISAF Council have voted in the Events Committee's provisional events slate for the 2016 Olympic Sailing Competition, which is:

Men's board or kite board – evaluation to decide

Women's board or kite board – evaluation to decide

Men's one person dinghy – Laser

Women's one person dinghy – Laser Radial

Men's 2nd one person dinghy – Finn

Men's skiff – 49er

Women's skiff – evaluation to decide

Women's keelboat – Elliott 6m (race format to be decided)

Mixed multihull – evaluation to decide

Mixed two person dinghy (spinnaker) – 470

This is obviously a provisional list of events and subject to final confirmation in the ISAF mid year meeting this May or maybe even at the November conference. Now the fun begins! It is hard to believe that any classes currently being proposed for dropping will go quietly or that a number of new classes won't suddenly appear in the hope that they might win some form of evaluation process.

One thing is for sure, if kite-boarding is chosen, then our rule makers better start to get creative – I feel a conference topic coming on!!

Tim Hancock

RRS RULE CHANGES

Some recent changes to the RRS have led to amendments and additions to the RYA's prescriptions – here given in full to help you to update your rule book:

Prescriptions

With effect from 1 January 2011, the RYA prescribes:

Rule

5 Anti-Doping

The national authority procedural rules required by ISAF regulation 21.14 to implement the World Anti-Doping Code through ISAF Regulation 21 are the RYA Rules and Procedures for Anti-Doping, as published on the RYA website.

40 Personal Flotation Devices

When a rule requires a personal flotation device to be worn, the device shall comply with the specifications for the personal flotation devices that the boat is required to carry. If more than one specification applies, the personal flotation device worn shall comply with the highest of them.

41 Outside Help

Add new rule 41(e)

(e) help to recover a crew member from the water and to return the crew member to the boat before the boat continues in the race.

50.4 Headsails

Rule 50.4 shall not apply. A spinnaker is defined as a sail set forward of the foremost mast with half width (measured as a spinnaker) greater than 75% of foot. Any other sail tacked down forward of the foremost mast is a headsail. The terms and definitions used by this prescription shall be as in the Equipment Rules of Sailing.

68 Damages

1. Any claim for damages arising from an incident while a boat is bound by The Racing Rules of Sailing shall be subject to the jurisdiction of the courts and not considered by a protest committee.
2. A boat that takes a penalty or retires does not thereby admit liability for damages or that she has broken a rule.

70.5 Right of Appeal

1. RYA approval is not required to deny the right of appeal under rule 70.5(a).
2. The RYA will approve the denial of the right of appeal under rule 70.5(b) when
 - (a) The event is open only to boats entered by an organization affiliated to the RYA, a member of such an organization or a personal member of the RYA;
 - (b) The RYA decides there is good reason to approve;
 - (c) The protest committee is approved by the RYA; and
 - (d) Application to the RYA is made no later than one month before the notice of race is to be issued. In exceptional circumstances, the RYA may consider a later application.

(cont'd...)

A copy of the RYA letter of approval shall be displayed on the official notice board.

However, the denial of appeal shall not apply to a party to a hearing under rule 69.1, Allegations of Gross Misconduct, but the decision of the protest committee shall determine the results of the event.

76.1 Exclusion of Boats or Competitors

An organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor on unreasonable grounds. When asked to do so, the organizing authority or race committee shall promptly provide its reasons in writing. The boat may request redress if she considers the action improper.

78 Compliance with Class Rules; Certificates

The race committee may inspect or measure any boat, as defined in the Equipment Rules of Sailing C.6.1, or personal equipment, as defined in the Equipment Rules of Sailing C.5.3, at any time.

86.3 Rule Changes

An organizing authority wishing to develop and test a rule change shall obtain prior approval from the RYA. The organizing authority shall promptly report the results of the test to the RYA.

88.2 Changes to National Authority Prescriptions

Notices of race and sailing instructions shall not change a prescription of the RYA. However, when an international jury has been appointed for an event, only the prescriptions to rules 5, 68, 86.3 and 88.2 shall apply.

APPENDIX F PROCEDURES FOR APPEALS AND REQUESTS

F2.1 Submission of Appeal

Rule F2.1 is changed to

(a) No later than 15 days after being informed of a protest committee's decision, the appellant shall notify RYA Racing stating an intention to appeal. No details are needed at this stage.

(b) The appellant shall obtain an appeal form from www.rya.org.uk/racingrules or by request to RYA Racing. The form shall be completed as far as possible and returned to the RYA within 15 days with, if reasonably possible, a copy of the protest committee's decision and other documents required by rule F2.2. Unless the appellant is a personal member of the RYA, an appeal fee, stated on the appeal form, is payable to the RYA and shall be sent with the appeal form.

(c) The appeal shall state why the appellant believes the protest committee's decision or its procedures were incorrect.

(cont'd...)

F2.4 Failure to Comply with Procedures for Appeal or Request

Add new rule F2.4

If the appellant fails to comply with rule F2.1 as prescribed or the protest committee fails to comply with rule F2.3, the RYA will refuse to hear the appeal unless there are exceptional circumstances. If other parties to the protest or the protest committee fail to meet the requirements of the procedure, the RYA may decide the appeal as it thinks fit.

F4 Comments

The national authority may additionally invite comments from boats and other organizations that are not parties to the hearing.

APPENDIX G IDENTIFICATION ON SAILS

G1 Identification, Specifications, Positioning

The requirements of rules G1.1, G1.2 and G1.3 apply to all British owned boats except that:

- (a) under rule G1.1(a), class insignia need not be carried when the boat carries a sail number from one of the series specified in G2(a), (b), (c) or (d) below.
- (b) under rule G1.1(c), a sail number of more than four digits may be carried.
- (c) under rule G1.1(c), for boats other than ISAF classes, one of the authorities specified in G2 below shall allot an appropriate sail number.
- (d) under rule G1.2(b), the height of a letter included as part of a sail number shall be the same as any numerals included in the sail number.
- (e) under rule G1.3(c), the national letters may be placed in front of or above the sail numbers.

G2 Series of sail numbers and issuing authorities approved by the RYA

- (a) Y,M,N,T,A and L series issued by the RYA.
- (b) R series issued by the Royal Ocean Racing Club.
- (c) C series issued by the Clyde Yacht Clubs Association.
- (d) National class series issued by the RYA.
- (e) Series issued by RYA affiliated class associations and approved by the RYA.
- (f) Series issued by a builder of a new class and approved by the RYA.

ISAF REGULATION 20 ADVERTISING CODE

20.2.3 Right to Display Advertising on a Boat

When the right to display advertising on a boat is subject to prior authorisation by the national authority in accordance with regulation 20.2.3.3, the approval of the

RYA is automatically granted provided that such advertising is permitted by the relevant rules of the class, rating system or handicapping system.

(cont'd...)

20.8.2 Fees

When the person in charge of a boat chooses to display Advertising, the RYA will not impose a fee as permitted by regulation 20.8.2.

NOTES

The RYA Prescription to rule 88.2 was approved by ISAF on 22 July 2008.

The RYA Prescription to rule F2 was changed on 1 January 2010.

The RYA Prescription to rule 41 was added on 1 January 2011.

The RYA Prescription to ISAF regulation 20, Advertising Code, was added on 1 January 2011. The RYA Guidance Note on the Advertising Code has been updated and is available at www.rya.org.uk/racingrules.

ISAF Regulation 20 - Advertising

GUIDANCE ON ISAF REGULATION 20, ADVERTISING CODE

Introduction

In November 2010 ISAF Council approved a completely rewritten Regulation 20, Advertising Code. The new Advertising Code (the Code) applies with immediate effect to all events organised in accordance with the Racing Rules of Sailing (RRS) and to all boats racing in these events; see RRS 80.

The Code can be downloaded from www.sailing.org. It is anticipated that further minor changes to the Code will be made in November 2011.

The Code has significant implications for classes and handicapping and rating systems, for event organisers and for competitors. With minor exceptions the Code applies only while boats are Racing, as defined in the RRS.

RYA Prescription on Approval and Fees

The RYA has prescribed to the Code generally to the effect that, when advertising is subject to the prior approval of the RYA, such approval is automatically granted and that the RYA will not impose a fee on boats that choose to display advertising. The RYA Prescriptions are at

www.rya.org.uk/infoadvice/racing/racingrules/Pages/the-rules.aspx

Classes

It is vital that all classes state in their Class Rules whether advertising chosen by the owner or competitor is permitted, restricted or prohibited. There is a transition period whereby the advertising specified in Class Rules on 31 October 2008 continues to apply until those advertising rules are changed. However, after 31 December 2012, if the Class Rules are silent on advertising then advertising will be permitted.

(cont'd...)

The biggest changes are

- (1) Advertising is now permitted by "default". Therefore it is essential that classes wishing to restrict or prohibit advertising amend their Class Rules without delay.
- (2) All references to Category A (meaning no advertising) and Category C (meaning advertising allowed) are deleted.

When Class Rules permit advertising this must be approved. Approval is automatically granted to ISAF Classes unless one of the exceptions applies; see regulation 20.2.3. Some events or series of events that take place in more than one country require ISAF approval; this may catch classes, such as the RS200, which have an international presence. Most other advertising requires the approval of the national authority, which is the RYA throughout Great Britain.

Handicapping and Rating Systems

Generally the advertising rules for handicapping and rating systems are the same as for classes. Note the possible need for approval for international events as stated above.

Event Organisers

The scope and limitations of event (sponsor) advertising are set out in regulation 20.4 and table 1. Any requirement for boats to display event advertising must be stated in the notice of race for the event and, apart from bow numbers and backstay flags, the requirements will apply only while Racing. The corollary is that boats may display other advertising, for example battle flags, when not racing.

When an organising authority provides boats or part thereof, all advertising on the supplied equipment is available to the organising authority.

It is now clear that an organising authority shall not charge different entry fees for boats that display advertising; see regulation 20.8.3.

Competitors

Boat owners and competitors must ensure that any advertising on their boat complies with the Code generally and the Class Rules specifically. If the class or the handicapping or rating authority has not obtained approval for any permitted advertising, the Person in Charge of the boat must ensure that advertising on the boat is approved as required. This may be a problem if the relevant national authority is not the RYA.

Further Assistance

The RYA will endeavour to answer questions from class associations and from event organisers. Any questions must be by email addressed to racing@rya.org.uk

Questions from individuals can be answered only if the relevant class association has been unable to answer the question and if the individual is a RYA Personal Member.

ISAF Questions & Answers Service

*The ISAF Q&A service continues to evolve and the website now offers a great way to search questions and specific incidents. Here are two examples, one that **Mike Butterfield** spotted and the other the RMC thought might interest you!*

***Mike Butterfield** flags up a possible problem for Race Officers and their protest committees stemming from a recent ISAF Q & A:*

Timely Redress

ISAF has recently given some guidance on the signalling of race starts that needs to be heeded by Race officials and Judges. Races are started as described in RRS 26 and in it we have timing controlled by the signal flags. In race signals we have signals displayed or removed and the mechanics of this has been the topic of a question.

The guidance is: Q&A 2010-39

Published: 10 December 2010

Situation

There are several rules that refer to the 'display' of a flag and rule 26 refers to timing being taken from the visual signals. A race committee boat has a 6m high signal mast.

The race committee takes 3 seconds to hoist a signal and takes the timing from the moment the flag reaches the top of the hoist. The sailors take their timing from the moment they first see the flag at the bottom of the hoist.

Question

When is a signal considered made and what is the correct interpretation as to when a flag is 'displayed'?

Answer

A visual signal is made when the flag is displayed. The flag is displayed when it is conspicuously visible. This can be before the flag reaches the top of the hoist. To avoid confusion as short time as possible should be spent hoisting the flag. A visual signal is removed when the flag is no longer at the top of the hoist.

I have always instructed my start team to get the signal to the top of the mast at the time we intend the signal. This guidance means that this may not be sufficient.

In the example, with the three seconds to get the signal up the mast, it means the Signal may actually be displayed two seconds (when visible) before we intend. The knock on effect of this is that the start sequence may be 5 minutes and two seconds long for the competitor and this impacts on redress for OCS calls. A competitor who is OCS could now possibly argue that the start signal was two seconds late and he was not OCS because of this.

(cont'd...)

The OCS call is one of the hardest the race officer makes, and in those final seconds the last two are critical.

Race officers should therefore be aware of this when briefing their flag operators on how to hoist. It may be better now to delay a hoist of the Warning and Preparatory signals so the hoist commences on the time signal required. An alternative would be to go back to rolling and breaking flags out on the hoist, but this has its own problems if there is an early breakout. I have displayed signals by having them hoisted quickly on shockcord, and this is a potential solution.

I hope this new ISAF guidance does not lead to a problem but we should be aware of its potential to do so.

Mike Butterfield

ISAF Racing Rules Question & Answer Service G 007

Q&A 2010-18

Published: 24 May 2010

Situation:

A starting sequence with flag P as preparatory signal.

Approximately 6-7 seconds before the start several boats were over the line close to the pin end, and the race officers on the signal vessel lost view of the orange line flag and staff on the pin end boat. The orange flag did not become visible from the signal committee vessel until after the start.

Four boats were called OCS by the race officer on the pin end boat.

1-2 seconds before the start the race officer on the signal boat observed another boat near the pin end crossing the starting line and called it OCS too. Since the orange flag was not visible, he used a landmark (house roof in the hill a few miles distant) as an extension of the starting line.

Question 1:

Can the starting line really be that fuzzy?

Answer 1:

The starting line is not fuzzy; it is between the staffs displaying orange flags on the two starting marks (race committee boats).

(cont'd...)

Question 2:

Did this method meet the definition of starting line as described in the sailing instructions (i.e. 'The starting line will be between staffs displaying orange flags on two race committee boats')?

Answer 2:

Yes. As long as there were orange flags displayed from staffs on the starting marks, the requirements of the sailing instructions are met.

Question 3:

May these facts be grounds for redress if lodged by the boat?

Answer 3:

The facts stated do not describe any error or omission of the race committee. For a boat to be given redress after being scored OCS, conclusive evidence must be presented to the protest committee that the race committee has made an error.

NOTE

Different methods may be used to sight the starting line, depending on various parameters such as the number and the type of boats on the line, the conditions and the available infrastructure. The choice and the responsibility lie with the race committee. For the race committee to use a transit to sight the line is not an improper action.

And finally, Olympic News:

2011 Test Event

LOCOG 2012 Sailing Team announced

The London 2012 Organising Committee (LOCOG) has appointed its core Sailing team which will deliver the Olympic and Paralympic Sailing events at Weymouth and Portland in the summer of 2012.

Each member of the four person team has extensive Olympic and Paralympic experience and between them they have covered every Olympic and Paralympic Games from 1984 in Los Angeles through to Beijing in 2008.

The team is headed by Rob Andrews, the Sailing Manager, who has overall responsibility for the Sailing events in 2012. He was part of the successful British coaching team up to the Athens Games in 2004 after which he transferred to event management. This included the International Sailing Federation (ISAF) Youth World Championship which was described by the ISAF Youth Chairman as the best ever ISAF Youth Sailing World Championship to date.

Rod Carr joined LOCOG at the end of July 2010 as the Field of Play Manager. Rod has extensive Sailing experience having just retired as Chief Executive Officer of the Royal Yachting Association - sailing's national governing body. Rod recently received a CBE for his services to sailing in the Queen's Birthday Honours List. He will manage all aspects of the Field of Play including managing the Race Teams and Integrating International Federation Officials. Rod will also approve and manage the volunteer teams picked from the UK.

Tessa Bartlett (nee Pelly) is the Sailing Services Manager, and will be responsible for the planning, organisation and management of the administration functions of the Sailing events at the London 2012 Games. She has worked with the British sailing team at the Athens Games, as well as working on the GBR America's Cup programme during the 2003 America's Cup. Her skills were further enhanced by organising Ellen McArthur's Asian Record Circuit.

Peter Allam is the Sailing Technical Operations manager. He is the Olympic medallist in the team, having crewed for Jo Richards in the Flying Dutchman Class, winning a bronze medal in 1984. Pete has combined a highly competitive sailing career with building custom race boats, focusing more recently on production yacht manufacturing. He will be responsible for the shore side operation, including control of all the equipment and measurement, linking with ISAF and working from Portland Marina.

As part of its preparation for the delivery of the 2012 Olympic and Paralympic Sailing events and the delivery of the full London 2012 Test Event scheduled for August 2011, the current team will be seconded to the RYA for two weeks this August to help deliver the Sail for Gold Regatta. The LOCOG team will also observe the IFDS Paralympic World Championship in July 2011.

For further details visit: www.london2012.com

Rob and Rod have hosted their first Course Race Officers / LOCOG Sailing Team meeting at the end of January to start working on the detail for this years Test event, which is effectively the final dress rehearsal for everyone. As you might imagine there are a lot of interested parties so trying to juggle all the balls will be a challenge – I guess just like running the RYA!

Post script: *the editors of the Race Officials' Newsletter are always on the lookout for articles - even paragraphs - about issues or events of interest to our readers. Do drop us an email if you have been somewhere interesting, seen something interesting or thought of something anything!*

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