



Working with Us

RACE MANAGEMENT GROUP NEWSLETTER

OCTOBER 2008

RACE MANAGENT GROUP

Chairman

Roger Wilson

Brian Anderson

David Arnold

Nadina Lincoln

Tony Lovell

David Shepherd

Racing Rules Manager

Gordon Stredwick

Race Officials Education Officer

Chris Watts

Administrator

Kelly Thomas

REGIONAL RACE MANAGEMENT CO-ORDINATORS

North Wales - Mike Butterfield

South Wales - David Shepherd

North East - Adi Benson

North West - Adrian Stoggall

East - Edwin Buckley

East Midlands - Henry Wright

West Midlands -David Hopkins

Thames Valley - Charles Wand-Tetley

South East - Martin Bedford

South - Robert Lamb

South West - Mike Pearson

Northern Ireland - Robin Gray

Scotland - David Kent

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NATIONAL RACE OFFICIALS CONFERENCE

The conference will be held at Lilleshall National Sports Centre, near Newport, Shropshire on

Saturday 31st January & Sunday 1st February 2009.

Accommodation will be available. There will be a dinner on Saturday evening with an after dinner speaker. Topics to be covered during the weekend will include the changes to the RRS.

Further information available from Kelly Thomas (kelly.thomas@rya.org.uk) after December 2008

RMG CHAIRMAN'S REPORT

RMG started the year by looking very hard at the challenges it faced and set up a number of working parties as well as an Advisory Team to provide advice on Race Management matters.

Brian Anderson headed the Working Party (WP) on Volunteering and his report's main recommendation was to introduce you all to the services Jackie Bennett has to offer. She is the RYA Volunteer Development Officer. You will find an article from her later in this newsletter and she will give a presentation at the Race Officials Conference on 31st Jan / 1st Feb 2009.

The Communications WP, chaired by David Shepherd, teamed up with the Judging and Umpire Group (JUG) who were keen to explore similar lines. David Henshall provided support as a Race Officer who is a Yachting Journalist. The group has drafted an excellent article to be included in Club and Class Association newsletters. All we need now are the email addresses of those editors so we can send it to them direct, so please let David Shepherd know who your newsletter editors are. The main thrust of this WP is to let Clubs and Classes who don't know what we can offer have more knowledge of what is available. With the re-launch of the RYA Charter in December and RYA Club Development Officers going into Clubs to help with any problems, we hope that the word will get out more next year.

The Safety WP has been busy working on manuals for drafting risk assessments, safety plans and contingency plans as well as tactical positioning for dinghy fleets. We hope these will be available by next year. It is intended that these will provide reference documents for Race and Safety Officers and that they will also help in training those interested in this aspect of Race Management.

The re-development of the website is underway and Rob Lamb is now chairing this WP. We hope to have this mainly complete in time for next season. It will include many points of reference as well as standardised documents that race officers can download for race management at their clubs.



The new 8 shot continental starting pistol has apparently been approved by Hampshire Constabulary as not needing a firearms certificate and we are hopeful that this will be confirmed nationally soon.

We are delighted to have secured funding to subsidise seminars for younger (<30) and female Race Officials please let any interested individuals know about the scheme.

As you can see there has been a lot going on. Please contact either the chairmen of the working parties of myself if you have any ideas or contributions, and do let me know if we have missed something!

The RYA Race Official 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 he has done to support and streamline Race Official training. That we have so many qualified Race Officials is in no small part down to his efforts. His swan-song was the Marklayers Scheme which is now fully up and running; we hope to run a number of regional marklayer courses next year.

Roger Wilson
(roger.wilson@forestlodgevets.com)

ALL CHANGE!

It's all change at the RYA in the race management department.



Rob Andrews left his post of RYA Competitions Manager for LOCOG. Rob will be managing the Olympic Sailing Regatta in Weymouth in 2012. He resigned his post at the RYA in time to visit Qingdao during the 2008 Olympics. He will undoubtedly have returned home, having absorbed all aspects and nuances of the organisation, with many ideas with which to ensure that the Olympics in 2012 are the best yet.

David Campbell-James was successful in his bid to secure Rob's previous job and is now working hard as the RYA Competitions Manager. David had his christening at Sail For Gold in Weymouth and was blessed with a week of sunshine and great sailing. His job next year is massive in that there are five major events (a total of 13 courses/teams) to organise including three world championships (Mirror, Techno boards and RS:X boards) and Sail for Gold which is now to be part of the World Cup. Good luck David!



Chris Watts is now firmly in post as the new Race Officials Education Officer. Chris is less well known as a National Race Officer but is certainly a household name as far as judging is concerned - Chris is an International Judge. 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.

Roger Wilson is to move from the chair of Race Management Group to chair Racing Committee at the RYA. Roger is to leave RMG after just a year but in that time has completed an enormous amount of work. Roger will remain in touch with RMG through his new role and will, no doubt, ensure that all the loose ends of his current projects are well and truly tied by the incoming chairman, David Lees.



David Lees is to take over the chair of RMG in the wake of Roger Wilson once his appointment has been ratified by Council. He is an extremely well qualified race official who commenced his international career as an International Judge in 1999. Two years later he became an International Race Officer and completed the set in 2004 as an International Umpire. He is currently the chairman of the Race Management Rules Working Party at RMG. David has strong ideas for the future of race management and will report his intentions in the April edition of the newsletter next year.

Other Changes

David Arnold, David Nicholls and David Shepherd stand down from Race Management Group - a big thank you for their contributions; pending approval by Council, Robert Lamb and Adrian Stogall join RMG with a third person to join early next year.

Robin Gray recently replaced Ruan O'Tiarnaigh as Regional Race Management Co-ordinator for Northern Ireland.

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 officers 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 also are hoping to fund a more professional approach to get into clubs and promote 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
chris.watts@rya.org.uk

VOLUNTEERS IN SPORT

The long term future of our sport depends on many factors. One key factor is our ability to attract and retain sufficient motivated, enthusiastic and skilled volunteers. So who are the volunteers within sailing? Volunteers are safety boat crews, instructors, race officers, coaches, committee members, caterers, social organisers, handicappers, newsletter writers, beach masters, rally organisers..... By definition they give their time for no payment. They are the nuts and bolts of our sport and without them the boating landscape would be a very different vista.

Did you know?

- 5.8 million volunteers give 1.2 billion hours to sport in England, with an economic value in the region of £14 billion per year.
- Sport volunteers account for 26% of all volunteering in England.
- Volunteers in sailing/boating contribute 4.4 million hours each year.
- Every £1 an organisation spends supporting volunteers generates a notional payback of up to £14.
- 50% of all volunteers get involved because they were asked to help.
- 95% of organisations still use word of mouth as their main method of recruiting volunteers.



The following is also true of volunteers.

- Many organisations face challenges recruiting sufficient volunteers to sustain their activity.
- It can be difficult to retain volunteers - for every two active there is at least one lapsed volunteer.
- People generally are busier and volunteering is being squeezed out of their lives.
- Volunteers are coming under increasing pressure from new rules and regulations.
- Volunteers are getting older, so volunteering may appear less attractive to younger people.
- Increasing professionalism means that volunteers take on more demanding roles and responsibility; they also have higher expectations of volunteering.



Good volunteers don't just appear out of thin air - they have to be recruited, retained and rewarded. They have needs: their degree of commitment must be defined; help obtaining relevant training and qualifications; cater for their legal liabilities; knowledge that their time and energy makes a real difference to their group and is appreciated; they must enjoy it! Often the person responsible for ensuring all of this happens is also a volunteer.

Over the past few years, many National Governing Bodies have recognised the need to improve the support they give to volunteers in order to ensure the future success of their sport; the RYA is no exception.

The RYA Volunteer Development Officer, sits within the Sport Development Department based at RYA House, Hamble. The main aims of this role are to:

- help clubs, centres, groups and organisations to support their volunteers.
- to raise the profile of volunteers within our sport.
- to promote best practice with regard to involving volunteers.

I will be attending your National Conference in Lilleshall and will happily discuss any issue you have either then or beforehand. You can contact me at volunteering@rya.org.uk or 0845 365 0406. More information is also available at www.ryavolunteering.org.uk.

Jackie Bennetts
RYA National Volunteer Development Officer

RULE 36

How many Race Officers think about the effect of Rule 36 when they are deciding whether to general recall a start or postpone just before the starting gun? Probably very few!

It can make an enormous difference to a competitor. RRS 36 means that a boat can't be penalised for most rule infringements if a race is restarted or resailed, but can if it is postponed!

Consider the case where a boat on port T-bones a starboard tacker after the prep but before the start. If the start is recalled they can take part in the recalled start with no penalty! If it is postponed they should retire. We can all think of similar occasions when it would make a big difference.

However, is it right that it should make that much difference? Shouldn't a boat be penalised for infringing a rule of Part 2 (which are basically safety rules) and not escape just because the race has been recalled or restarted. What do you think? Should we look to change Rule 36? If so how? Please let David Lees have your views (david@lees.tc).

RACING CONFERENCE

13th December 2008

The RYA Racing Conference is to be held at the Royal Thames YC. It is the opportunity for Racing Committee to report back to its stakeholders, including Class Associations and Clubs, and to present its draft plan for the next year.

Racing Committee asks all those who attend for their views of its plans and gives people adequate opportunity to bring up their own items. There are always a number of break-out sessions to discuss items of interest in detail. The focus this year will be on keelboat issues as well as the re-launching of the PYS scheme and the Racing Charter.

Anyone with strong views on the future of racing in this country is encouraged to attend and bang their drum!

RYA EVENT APPOINTMENTS PANEL

The RYA Racing Committee has established this panel to select and promote the appointment of appropriately experienced individuals to the Organising Authority of RYA events, other events supported by UK Sport funding or events that have been referred to the panel.

Its members are the Chairs of the Race Management Group and the Judging and Umpiring Group; the RYA Events Manager; the Racing Rules Manager and the Race Officials Education Officer. It is chaired by an individual appointed by the Chair of Racing Committee and the Racing Manager.

It meets when necessary to evaluate reports made to it, set policy and appoint Race Officials to events referred to it. These are basically the Eric Twiname Final, the RYA Youth National Championship and Trials and events supported by UK Sport funding, which include World and European Championships for recognised Junior, Youth and Olympic classes.

Its aim is not only to ensure that events are run to best practice, but also to bring on talented young race officials by ensuring that they get the right experience.

Race Officials recommended by the EAP shall:

- Be prepared to follow current published practices and guidelines.
- Be prepared to assess and report the performance of other race officials.
- Comply with any relevant published Code of Conduct
- Be committed and have the ability to mentor
- Be committed to officiate at GBR events.
- Have potential to achieve the ISAF international status.

The Panel has already met to recommend who should be appointed to the referred events for 2009. It has already stated that it will use most of the events referred to it over the next 3 years to develop the teams that will be recommended to ISAF to help run the Olympics in 2012. The appointments for 2009 will be announced shortly.

CONGRATULATIONS!

Since the last newsletter the following race officers have completed the Race Management Seminar and passed the examination:

Peter Aitken
Chris Atherton
Andrew Bull
Graham Colam
Cathy Foster
Mike Garvey
Marcus Lynch
Jeremy Rook
James Tilley
Paul Wakelin
Paul Wren

If you have attended a seminar but are not listed above, please let me know at robert.lamb@rscs.org.uk.

There have been no appointments to the Regional Race Officer status; Peter Dickson and Edward Temple were appointed as National Race Officers for the first time with Nigel Vick and Bruce Gridley reappointed as National Race Officers.

TRAINING FOR UNDER 30s & FEMALES

RMG has secured funding to support the training and travel expenses of young (<30) and female members to further their Race Official training.

We hope to be able to pay for seminars and travel expenses for suitable candidates, including those interested in mark-laying.

A number of clubs have said they can find ARO/DRO/RO opportunities and probably accommodation as well for those who can't get it from their own Clubs.

If you or someone you know would benefit from this, please contact Chris Watts, the RYA Education officer (chris.watts@rya.org.uk).

RACE OFFICERING FOR NON-AFFILIATED ORGANISATIONS

The telephone rings. It's an invitation to race officer 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 Organising 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 Organising Authority and can therefore run racing legally.

As an RYA race officer 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 Organising Authority.
- 2 The organisation itself could affiliate to the RYA (£200 for an event, £1000 for the year). This process takes less than four weeks to administer, so do allow enough time.



2009 will be first year that the Skandia Sail for Gold Regatta is part of the ISAF Sailing World Cup, but it is the fourth running of the regatta which is held at Weymouth and Portland National Sailing Academy in Dorset, Great Britain.

In 2008 the Skandia Sail for Gold Regatta welcomed a record 240 boats from 11 countries and the event is expected to go from strength to strength in the lead up to the 2012 Olympic Games with organisers expecting entries to double to around 500 boats in 2009.

Weymouth and Portland National Sailing Academy (WPNSA) will be the host venue for the sailing at the London 2012 Olympics. Currently undergoing a major refurbishment, the Academy is scheduled for completion in November 2008 and will provide a magnificent facility for hosting major sailing regattas.

Whilst Skandia Sail for Gold Regatta is a relatively new event, many people will remember the hugely successful and popular Weymouth Olympic Week which ran from 1972 until 1988. Based from Weymouth Beach, there was sailing for all the Olympic Classes. The present Skandia Sail for Gold Regatta, however, is being run on a totally different scale from WPNSA.



In 2009, Skandia Sail for Gold will start three days after the RS:X World Championships finish. Racing is scheduled to start on Monday 14th September with medal racing on Saturday 19th September. Registration will be on Saturday 12th and Sunday 13th September with entry through www.ryaracingevents.org.uk - competitors are asked to enter in good time as there will be no late entries allowed.

There will be a tented village to add to the atmosphere and a 'spectator day' on Saturday 19th, with large screens transmitting live pictures and tracking (by Race-Trax) of the medal races, with commentary both from the water and on the shore.

Racing will take place on six different course areas both inside Portland Harbour and in Weymouth Bay. There will be racing for all the Olympic Classes – Star, Finn, Laser, Laser Radial, 49er, 470 men and women, RS:X men and women and women's match racing (depending on the decisions announced at the ISAF Conference regarding 2012 classes in November 2008). Running alongside will be racing for the Paralympic Classes – 2.4m, Skud and Sonar.

Skandia have become a renowned supporter of sailing events in Great Britain. As well as being title sponsor for the Sail for Gold Regatta since its inception in 2006, they also sponsored Cowes Week for 14 years, ending that partnership in July this year.

UK Sport is the other major contributor to the Regatta with money coming from UK National Lottery funding.

RUNNING BETTER RACING

- How can the RYA work with clubs?

Never mind the boats that are being raced, nor where the racing is being held, the one thing that is certain is that the competitors are expecting high standards from the people who are managing events. From a Sunday morning thrash around the cans at a local club, to a full championship level event, the pressure is on the organisers to get their act together, and to run races that are both fair and fun.

There are two groups of people within the RYA who can help clubs raise the bar in the areas of both Race Management and Rules Observance. They are very keen to share their experience with clubs in order to achieve this.

The Race Management Group

The RMG organises the training of Race Officers at all levels, from Club Race Officer to International Race Officer. In addition there is training available for Mark Layers.

There are Regional Race Management Co-ordinators, whose contact details are available on www.rya.org.uk/WorkingWithUs/raceofficials/racemanagement/Pages/rrmcoordinators.aspx. They can help organise courses for club members to improve their race management skills, whether they simply want to understand which flags to pull up and down, or whether they want to acquire the skills to run open meetings and major events.

The more people that can get involved in achieving the skills needed to manage any event the more likely the greater success and enjoyment at all levels.

The Judging and Umpiring Group

The JUG is concerned with the training and support of Judges and Umpires and with interpretation of the rules to make them consistent and understandable.

Judge Seminars are held around the country, usually two or three a year and are designed for the training and accreditation of Regional and National Judges, with candidates for both attending the same course. The focus is on the application and administration of the Racing Rules of Sailing. The course is lively and interesting with lots of role-playing and practical advice.

The training of Match-racing and Team-racing Umpires takes the form of a separate two-day course, combined with on-the-water practical sessions.

Regional Rules Advisors are available to help clubs by providing updates, which will be particularly important in 2009 – as there been some major changes. Their contact details can be found at www.rya.org.uk/WorkingWithUs/raceofficials/judump/Pages/radvisors.aspx

Club Rules Advisors can be trained on a one day course which includes active participation in resolving situations, and provides club sailors who have sufficient rules knowledge to help their clubs resolve disputes more informally, either by using advisory hearings, or by using the RYA Arbitration procedure.

Class Judges are attached to the RYA Youth and Junior classes, as well as to some adult classes. Their role is also to educate sailors in the rules and to ensure that sailing is made fairer and more fun, through improved observance of the rules.

CARRYING KNIVES

Race officials, mark layers and safety crews often carry knives. The following article appeared 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 stakeholders 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