

RACE OFFICIALS NATIONAL CONFERENCE

Saturday 7th and Sunday 8th February 2015



**PREDICTION AND PLACEMENT FOR MATCH RACE
UMPIRING**
ALAN BASER

Observing and Deciding

- The boats to be umpired are assigned
- The driver follows and calls the assigned boat
- The second umpire watches and calls all other opponent boats



Observing and Deciding

Aim is to talk through a incident **before** it occurs, allowing a decision to be made **as** it occurs

Concentration and Anticipation

- Umpires must understand the “game”, i.e. the moves and the tactics
- Must maintain concentration throughout the race, even when the boats are separated

Developing an “Auto Pilot”

There are many variables that should be **automatically** monitored:

- Wind and conditions
- What your umpire boat can do
- Other boats (your race, other races, other umpires, committee boats, spectator boats)
- Local circumstances and rules
- Wake



Anticipation

- Knowing what the boats are likely to do allows you to:
 - Get ready mentally for the crucial rules question
 - Position yourself in the right place to see the crucial fact
 - Avoid getting in the way(!)

Keeping up....

- Team racers change course very quickly
- The “gaps” can be very small
- Wash can be devastating
- Incidents happen in rapid succession
- Umpires have to be able to observe/process/decide over and over again
- All the time while being in the right place for the next infringement

Basic principles

- Know the general route round the course
- Position to see anticipated moves
- Be positioned to move to the next incident smoothly
- Avoid “no go areas”
- The closer, the better (within reason)

GENERAL POSITIONING TIPS

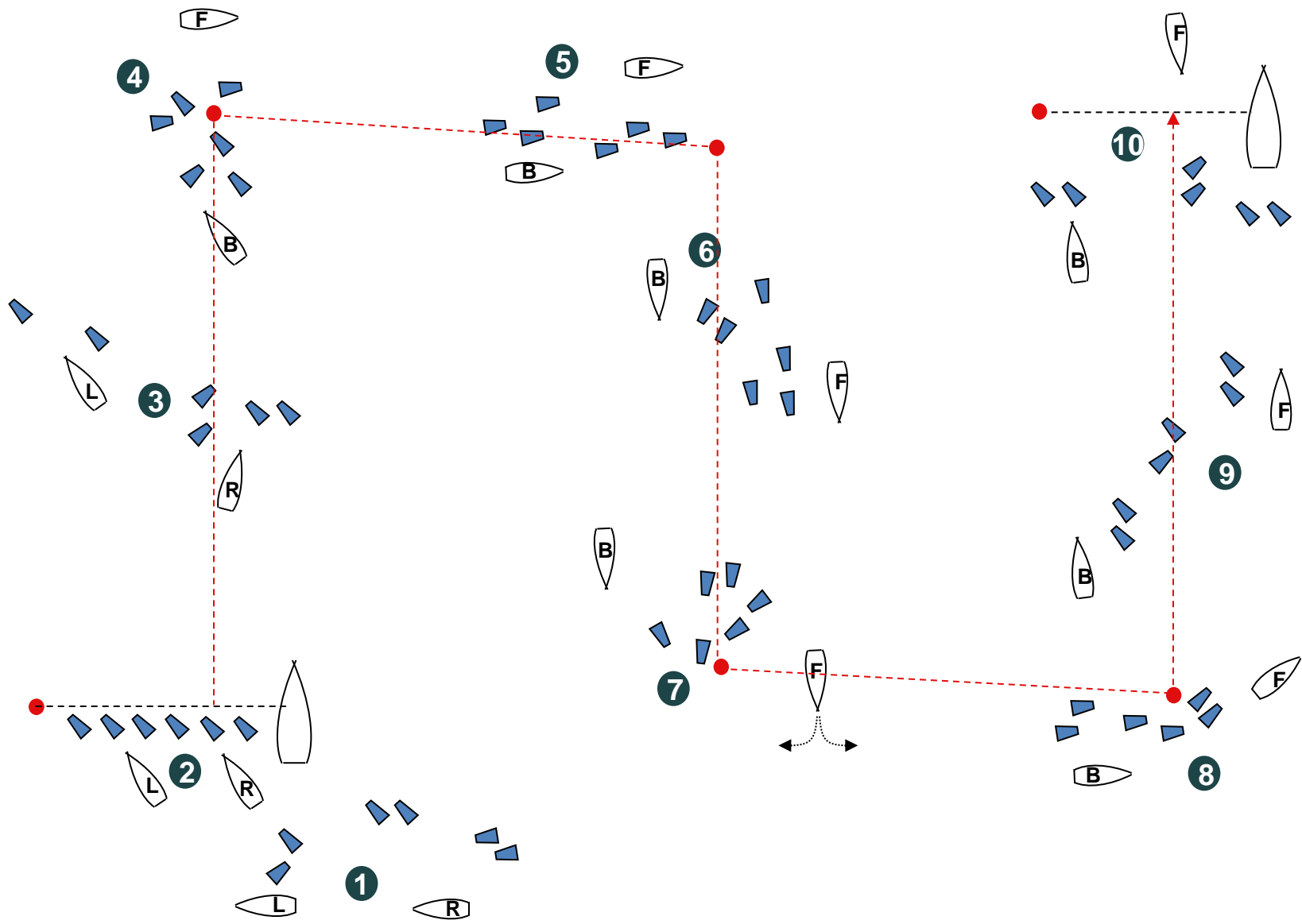
- Know what your RIB can do in an hurry
- Where is your escape route?
- To reposition, turn away from the boats, not towards



However.....

- The overall goal is to service the race
- You must modify your positioning plan to suit the pressure points and the spread of boats
- In particular, the positioning plan must not be followed just for the sake of it. Keep your eyes outside the boat on the race situation. Watch your wash, and the other umpire boat!

UMPIRES' ROUTE ROUND THE COURSE



PRE START

- Umpires are positioned to the right of the pre-start area
- The right umpire covers any manoeuvring between the boats to the far right
- The left umpire is sufficiently to the right to be below manoeuvring boats

Approaching the start

- The umpires should take up position as close astern as safe
- Rule 42 issues may apply
- OCS boats may catch you unaware
- Right umpire close to committee boat if an issue
- What to watch and who watches what?

Immediately after the start

- Know how overlaps were formed – rule 17 or not?
- Watch for accidental contacts
- If a boat is OCS and coming at you – stop and reverse (and reach for your bailer). Do not accelerate away or turn towards them

The First Beat

- Left umpires take the left-hand side of the course
- The first beat will largely dictate the umpires' positions for the rest of the race, so they must keep an eye on the other umpire boat

The First Beat (2)

- Keep in mind the goal of having one umpire boat above the windward mark.
- If both umpires are behind the boats as they approach the windward mark, you will not be able to get above without a significant amount of disruption and/or wake

The First Beat (3)

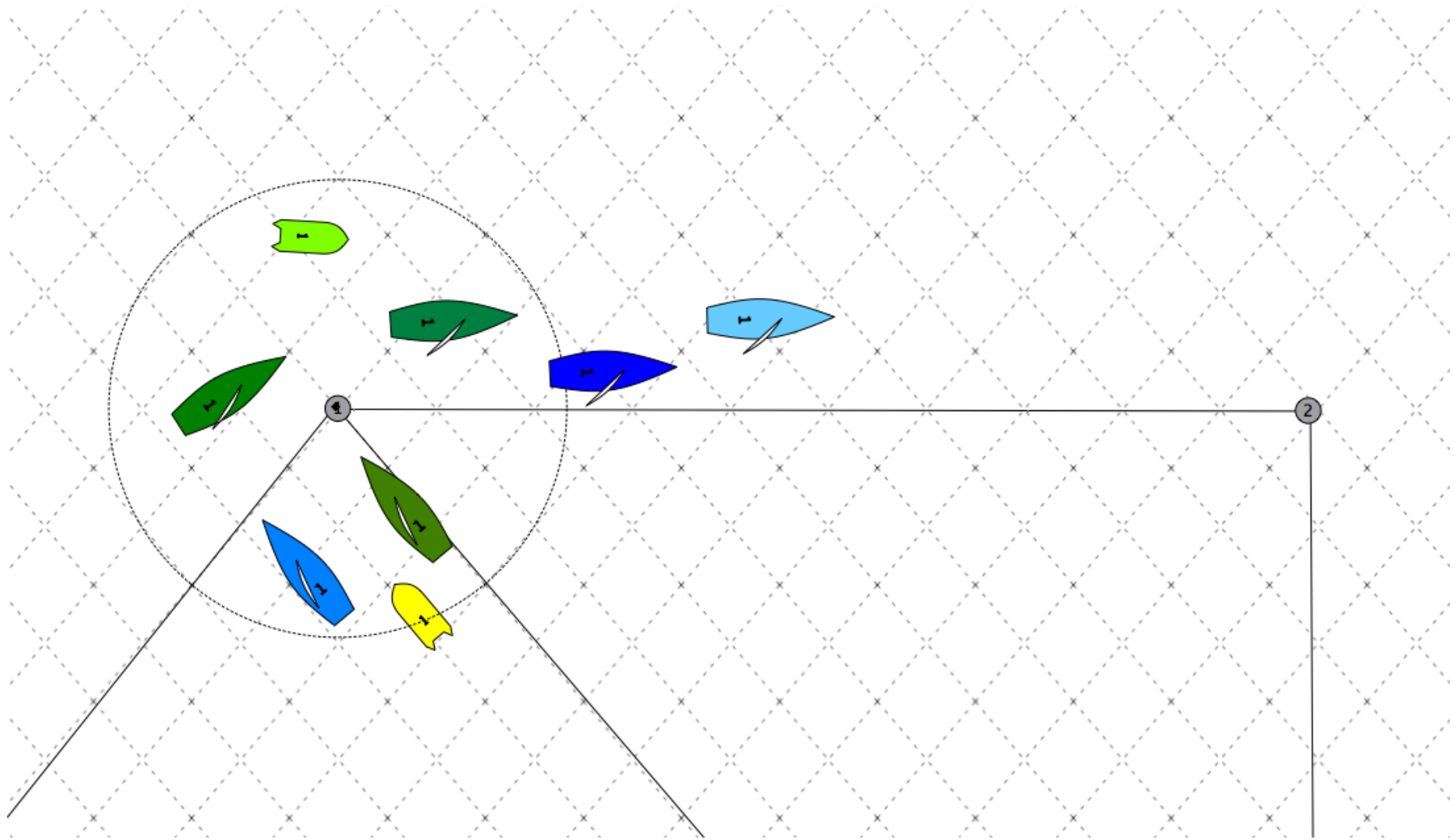
- Once it is clear that the boats are split, the umpires must agree which umpire boat will take the windward mark
- Not long afterwards, that umpire should begin to position itself outside the layline so it will get there in time
- The other umpire boat remains below

First Beat (4)

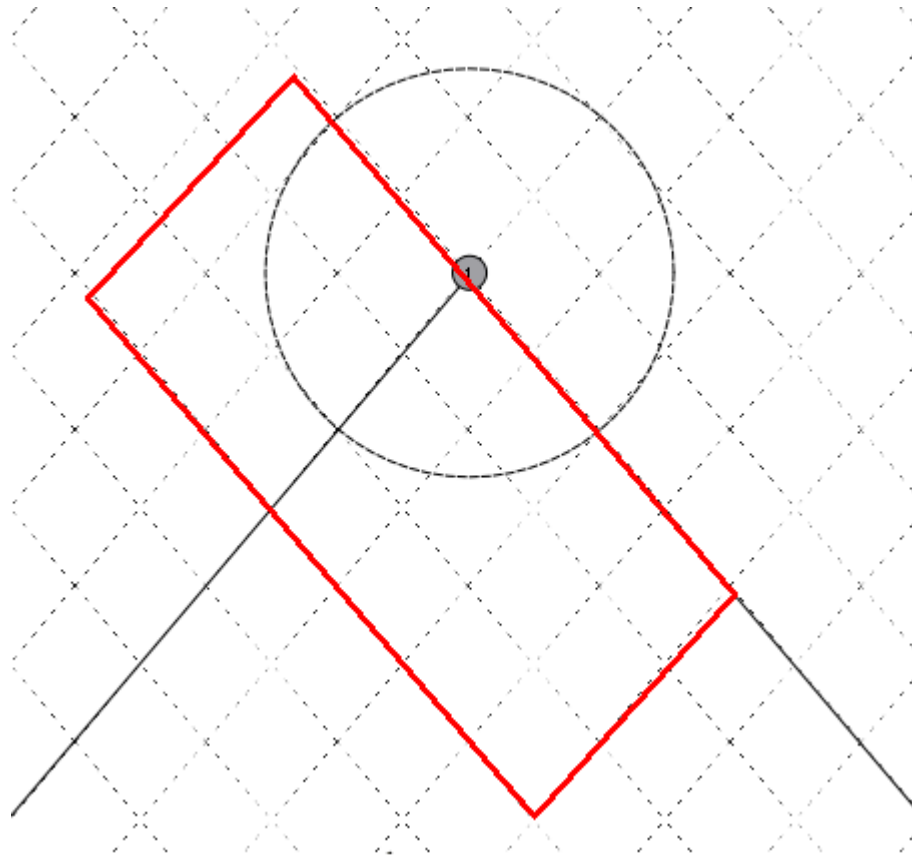
- By staying below, the now leeward umpire is able to watch the gaps during the rounding, and is set up for a good position on the run and the bottom reach
- Good communication and anticipation is key. For example, what should happen in the next slide?

Mark 1

- At Mark 1, the windward umpire should observe the leaders rounding and then set off with the first group
- The windward umpire should not stay at the mark, as the leeward umpire will then be stuck with the leaders on the run on the right hand side and may encounter problems at Mark 3's no-go zone

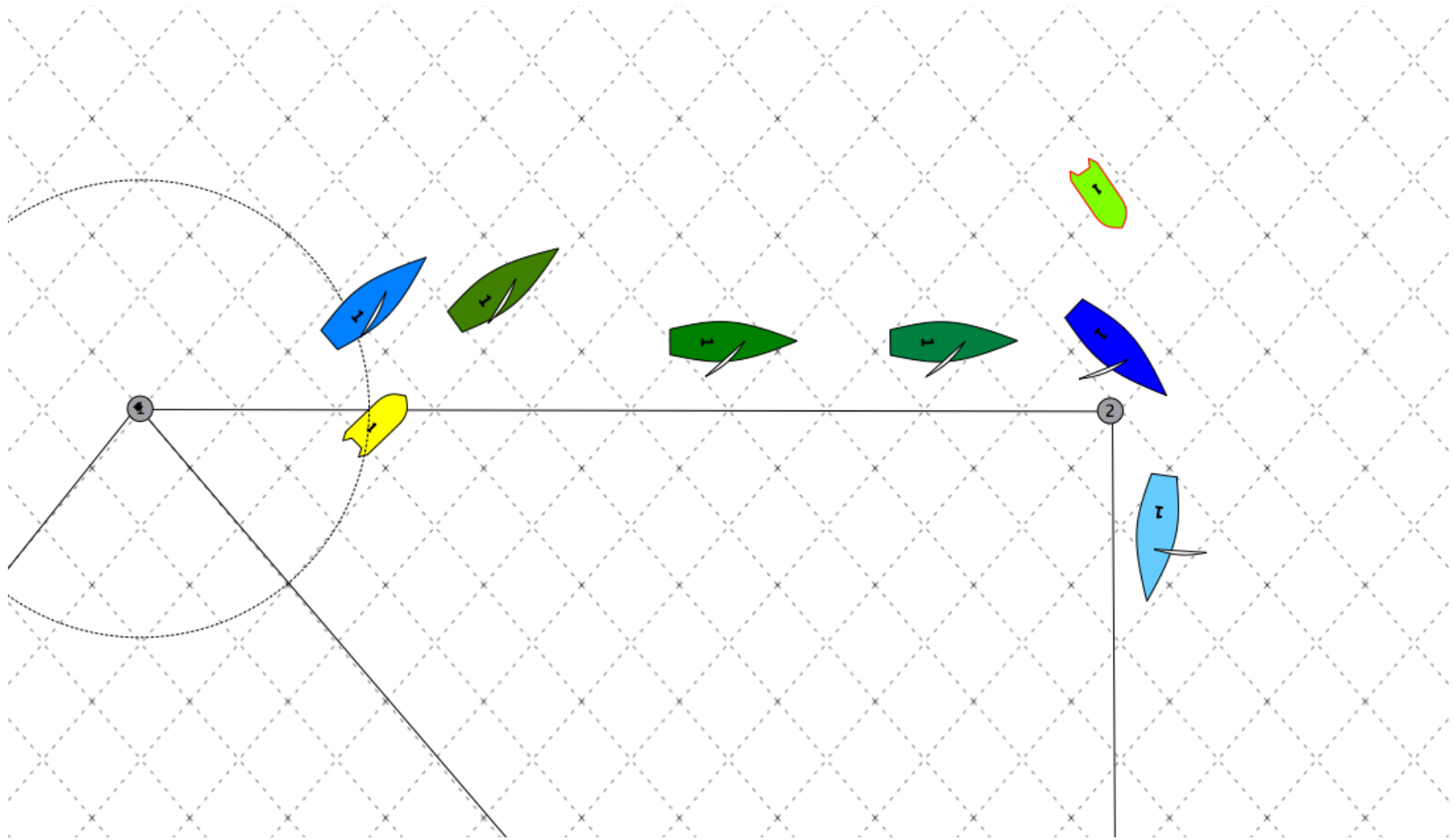


Mark 1 NO GO zone

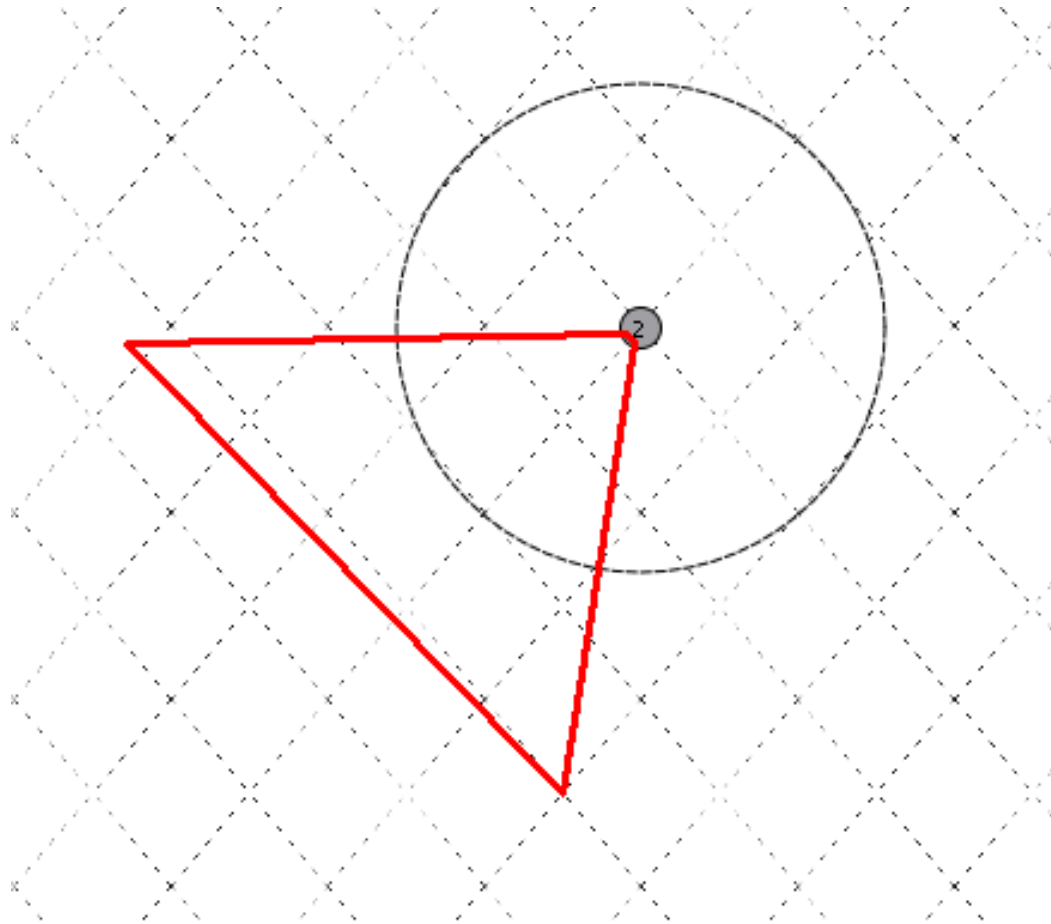


The Top Reach

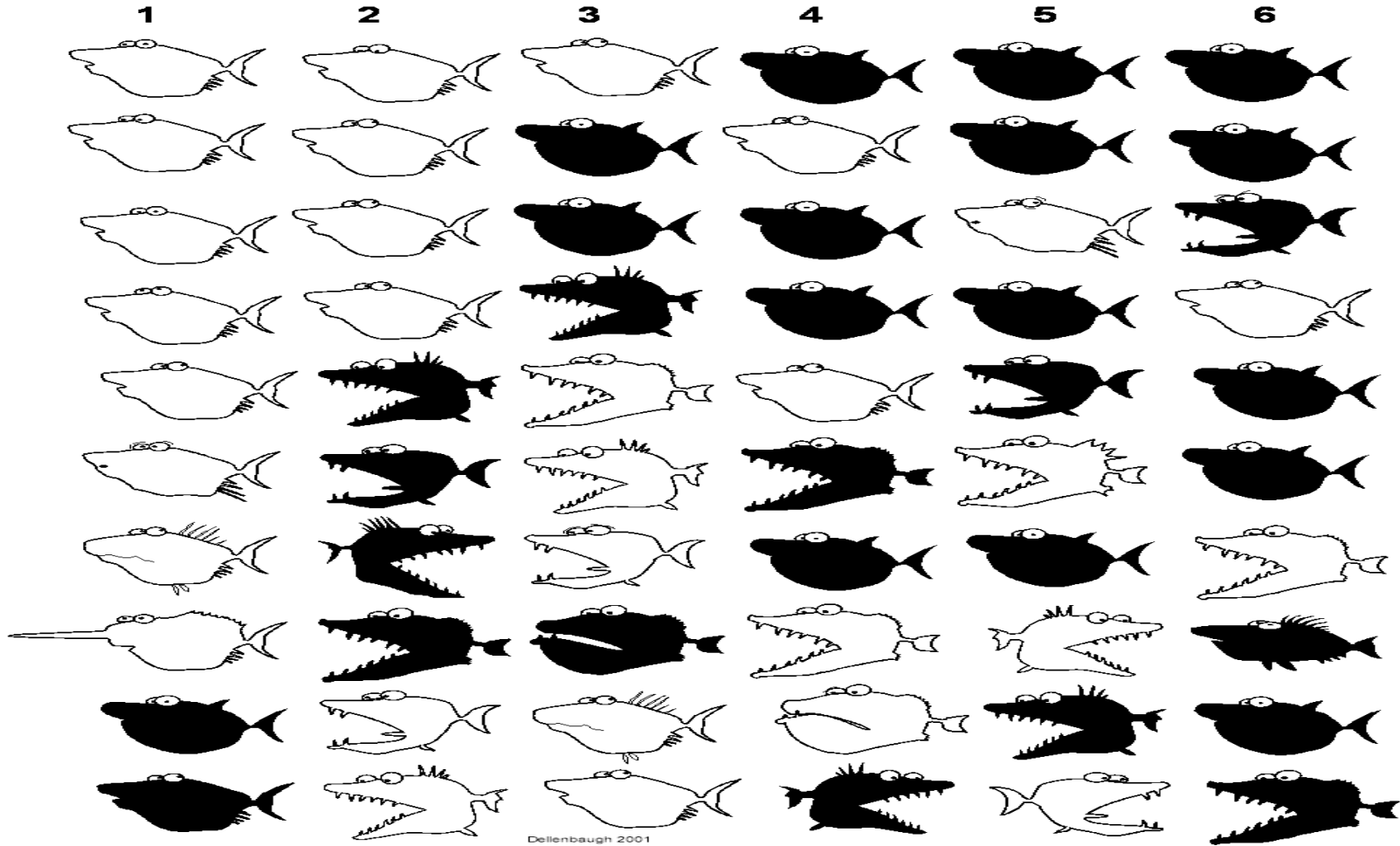
- As the boats round Mark 2, the windward umpire should proceed with them
- The leeward umpire follows from below and will be better placed to see any luffing issues between pairs
- The leeward umpire must not get too close to Mark 2 and its no-go zone



Mark 2 NO GO zone



The combinations

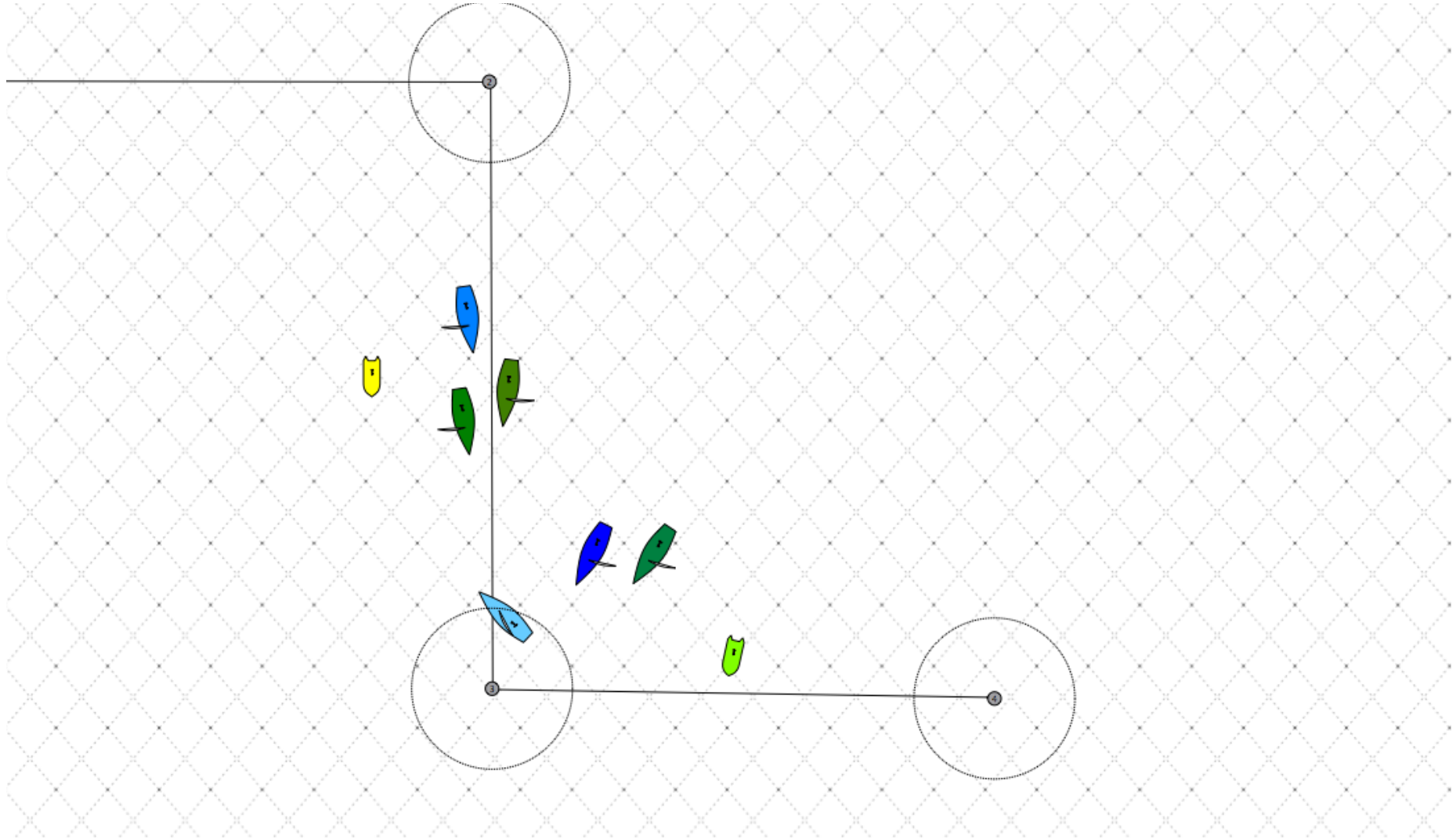


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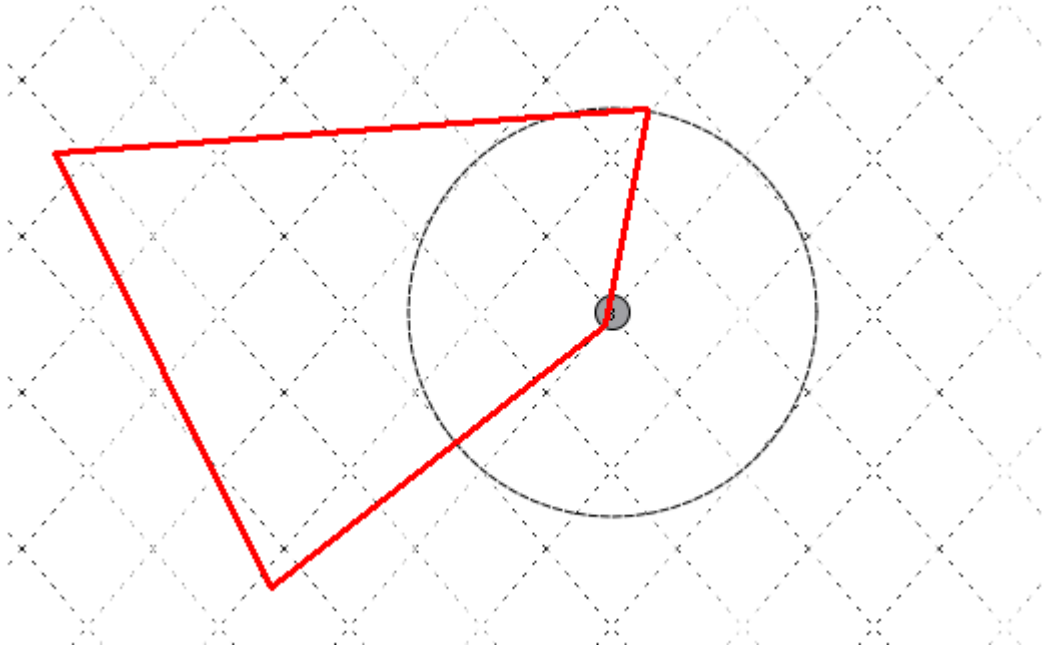
TEAM RACING WINNING COMBOS CHEAT SHEET

The Run

- The run positioning should be “front left, back right”
- The lead umpire boat travels with the leaders down the left-hand side and crosses the Mark 3-4 line and goes below Mark 3
- As the leaders round, the lead umpire goes with them to Mark 4, while the back umpire maintains a good position on the right of Mark 3



Mark 3 NO GO zone

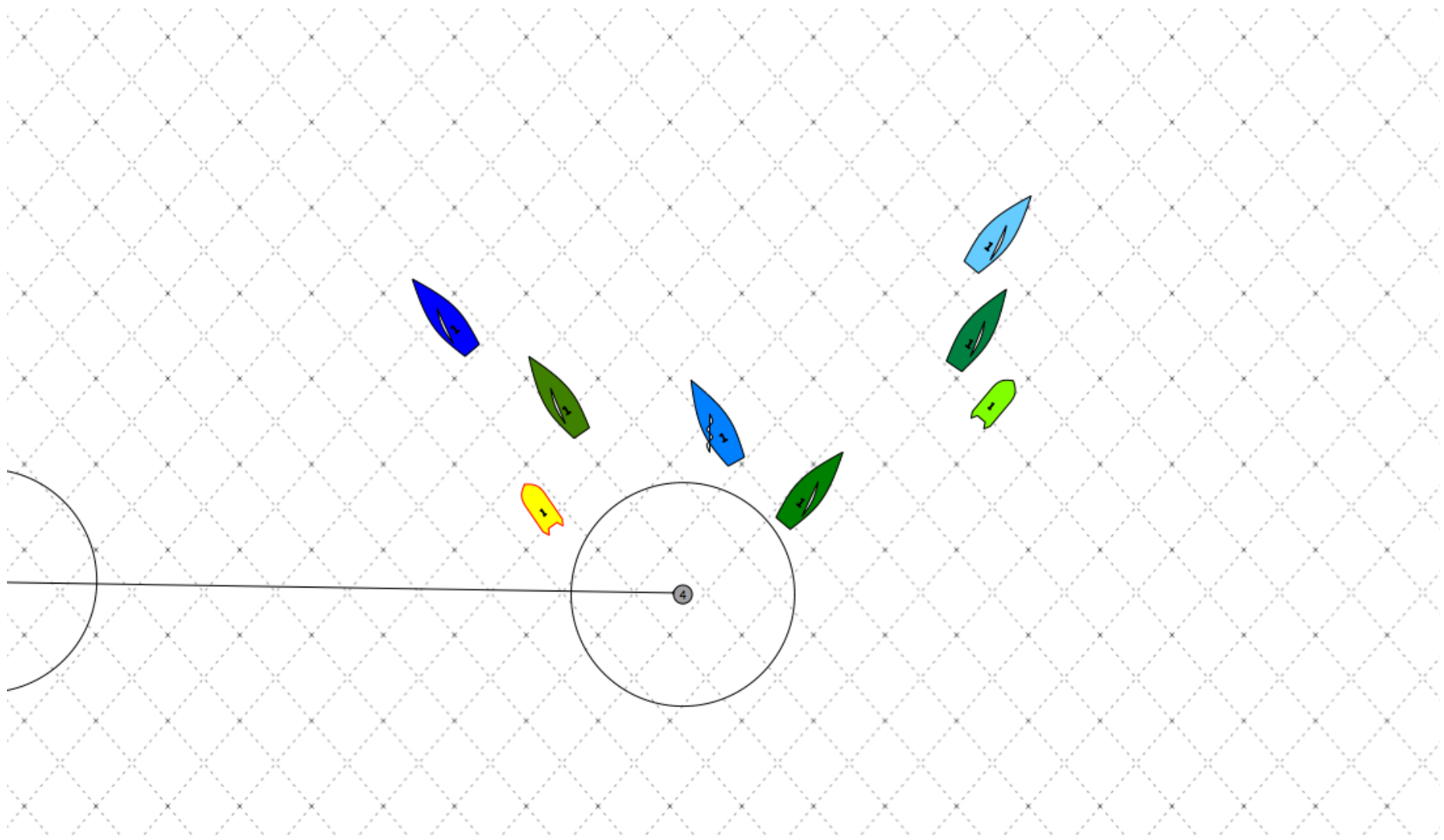


The Bottom Reach

- Once the boats are round Mark 4, the back umpire can then proceed to windward and up the left hand side of the final beat
- This is easier to get to engaging boats on the left hand side

Final Beat

- Same principle as for first beat
- Cover the pairs – one umpires to the left, one to the right
- Drive straight to windward where possible.
- Remember - desperate teams will do desperate things
- Prepare for the finish



The Finish

- Observe from below as long as possible
- When approaching the finish, move outside the laylines so you are to windward of incidents at the finish marks
- Be in position to see the zones
- Do not cross the finish line itself
- Report to the Finish Boat when a boat does turns and re-crosses the finish line.

RYA National Umpire (Team Racing) Seminar

Edinburgh, March 28/29th