



Limited Fleet Umpiring

Helping the fleet

The purpose



To reduce incidents on the water
Resolve some incidents on the water

So that racing is more

Safe, fair and Fun for Everyone

The Approach



- Limited umpires are highly visible and concentrated at the pinch points
- Presence – reduces most avoidable incidents from happening.
- SIMPLE RULES (not Appendix Q)
- Only penalize if certain
- If uncertain – deal with in arbitration

XX.1 UMPIRING



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- a) An umpire may penalise a boat for a breach of sportsmanship, a rule of Part 2 or Rules 31, 42, 69 by signalling the boat with a whistle and red flag.
- b) Umpires may signal with a green and white flag where they see an incident and decide that no rule was broken.
- c) Any incident not signalled by the umpires or with damage or injury may be protested or subject to Appendix T Arbitration.
- d) Umpires are less likely to initiate a penalty signal for an incident if there is no valid protest by a boat.

XX.2 PENALTIES



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- a) Rules 44.1 and 44.2 are changed to a part-turn when taken voluntarily.
- b) A penalised boat shall complete a one-turn penalty in accordance with rule 44.
- c) A boat that fails to take a penalty signalled by an umpire will be scored a post race penalty SCP without a hearing, unless a protest finds she did not break a rule or this is recommended in an arbitration. This changes rules 35, 63.1, A4 and A5.
- d) The post race scoring penalty in rule T1 (b) is changed to 25% of the difference between a boat's score and retirement.

Umpiring Rules



XX. UMPIRING AND PENALTY SYSTEM

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XX.3 PART-TURN PENALTIES – VOLUNTARY

- a) On a leg to a windward mark, a part-turn is a gybe and luffing to a close-hauled course as soon as reasonably possible.
- b) On other legs a part-turn is a tack and bearing away to 90 degrees from the true wind as soon as reasonably possible

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Umpire key positions



Couta Boats only

- Pre-warning – Above / on line
- Start – RCV and Mid (Adjust for bias)
- Top Mark – below the zone
- Wing – Windward / 5-3 hull lengths then follow astern
- Watch for tide traps and sanctuaries

Process



- Look / listen for protest
- Listen for intimidation
- Give reasonable time before signaling
- Explain required action if helpful
- Shut out coercion – be fair to the fleet
- “You’ve got to be kidding!” penalties

Consistency



- Last point of certainty....
- Lack of data / facts
- Blackout signal – can go to a hearing
- Explain calls