

Basic Principles of radio sailing umpiring

1. Umpires work as a team to cover the whole fleet from the warning signal until the last boat finishes.
2. Umpires work in partnership with observers, one observer for each umpire.
- 3 To make a decision umpires must follow boats before during and after any incident.
4. Each umpire follows a small, manageable number of boats. There will usually be an overlap between the groups of boats followed by each umpire
5. Each umpire can follow his boats because he relies on the other umpires to follow their allocated boats.
6. Umpires work to a pre-ordained plan to ensure that umpires concentrate on key points of the course. For example, all four umpires, with their observers, follow boats into and round the first windward mark.
7. Umpires may rely on information provided by an observer when making a decision.
8. When an observer hails contact between boats that are not in the group being followed by his umpire partner he must assume that the umpire has not seen the incident. The umpire may request the observer to report to the pertinent umpire. The umpire partner will only penalise a boat if the observer provides convincing evidence that a rule has been broken.
9. An umpire may not have sufficient information on which to base a decision. In this case he will either remain silent or hail 'No Decision' to inform competitors. Following an observer or umpire hail of 'Contact' the incident will be reported to the Race Committee as an unresolved incident. When no decision is made following a valid hail of 'Protest' the protestor may proceed with the protest after the heat.
10. Umpires apply the principle of 'last point of certainty'. Umpires will assume that the state of a boat, or her relationship with another boat has not changed until they are certain that it has changed.
11. Umpires move around the control area in order to find the best viewpoint for observing their boats. This viewpoint may not be where some competitors choose to stand to control their boats.
12. In most cases the best view of a group of boats can be obtained by being level with leading boat boats, looking back.
12. Umpiring minimises time lost to protests, and umpire procedures are designed to reduce the chance of error. Umpires will on occasion make errors for which they should promptly apologise. When there is contact and neither boat takes a penalty, the umpire decides who is at fault; it is unlikely that both competitors will agree with the decision.
13. Competitors may assist umpires when there is a protest by:- indicating where the incident took place; - indicating why they are protesting; - acknowledging rapidly if they intend taking a penalty; - taking penalties promptly; - indicating if they believe that an infringing boat has gained an advantage despite taking a penalty