Open Skiff Guide

to

Umpired Fleet Racing

Using

Addendum Q

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General

Sail racing traditionally is, in an ideal world, a self policing sport, this means that is up to each competitor to do the right thing on and off the water.
If someone thing that his/her right were broken after coming back ashore (or even while ashore), the way to resolve the question was historically to go for a hearing in front of a jury: sitting in a room, describing what happened and having the situation judged hours after it happened, by people that, quite often was not on the water and did not see it and based on the stories of the parties according to their memories, with very uncertain witness to complicate all also.

Then, a new kind of sailing judge, was created.... The UMPIRE!
With them the sailors were able to solve situations with other boats on the water directly. Language ability (English, 99% of time) was not anymore a crucial factor as in a normal hearing in the jury room, because flags was replacing the requests to have an answer from the umpire and flags was giving the answer to the competitors.
In sailing we have umpire and not referee like in other sports where calls are initiated by a referee only, an umpire in sailing, most of the case is acting when he is asked for a decision by competitor(s).

Umpired racing has become more and more popular. Match and Team Racing and, more recently, Fleet race umpired events, have specific rules that including a call book for each discipline.

Rule set

The umpired fleet racing was introduced with experimental Addendum Q for the final race in Olympic classes and was restricted to the top 10 teams only.
It is designed to have final results, and know the medalists, as soon as possible after all boats have finished the medal race especially because no hearing are allowed.
For this, Addendum Q restricts post race hearings, for example on redress, to a minimum (except in the new experimental Addendum Q for the Open Skiff Class, see below).
These restrictions put a high responsibility not only on the competitors, but also on the umpires and the race committee, as errors cannot be corrected easily, if at all.

Addendum Q in its current form works well for medal races, as for a single race or a limited set of races, it is not so perfect in large fleets and with many races in a series.
Race committee and umpires can be expected to deliver a 100% of their performance free of any errors and the sailors can be expected to have their own gear and equipment in perfect conditions.
However, Addendum Q was explicitly not designed to serve as a rule set for a complete series of umpired fleet racing in large fleets like Open Skiff event where usually a fleet/group could be around 80 boats.

In an event consisting entirely of umpired fleet races, sailors, umpires, race committee and the boats will easily go through more than 12 races especially in Open Skiff events with 25/30 min races.

This holds high possibilities for errors and mistakes as well as for all kinds of technical problems. For these events, we need an adapted set of rules to provide the competitors a level field of play.

The version of Addendum Q used in the Open Skiff class has been developed through years (last in 2019) and it is still (and constantly) adapted to best serve the competitors.

The tactics adopted by sailors in umpired fleet racing events differ considerably from those in Match and Team Racing, but also from those in classic medal races – with the umpires needing to adapt accordingly.

**Match Racing**

In Match Racing, the key is to control the opponent keeping your speed and maneuver at the top. A competitor with very good knowledge of the rules (but if really fast this is not a key factor) and good team work for maneuvers can slow down, cover and maybe give a penalty to the opponent.

**Team Racing**

In Team Racing, both teams are trying to control each other and this should be done per zone (field of play) or designating single target to each member of the team. In this case will be like a multiple Match Race.

Even here key factors are rules, maneuver skills, full game view (to save your team mate when in trouble) and control of the opponent. In an ideal Team Race the best sailor of a team is crossing the finishing line as last of his team.

**Medal Races (Olympic Classes)**

Medal race is a trouble and for many reasons, not discardable and double points, the competitors leading the event have little to win, but a lot to lose. Also, quite often, an Umpire is doing 35/50 matches in a week-end and is well trained in Match and Team Race but only 2 or 3 Medal race per years and with classes not really familiar to him/her. Best strategy for the competitors is to stay out of trouble.

Sometime a competitor in a medal race may choose to attack/cover/control their direct opponent, for example to defend or fight for an overall position. This should be a good strategy but to stay too close to your opponent is a very dangerous situation because, for a small wind shift or because some other boats in between, the situation can be dramatically reversed. One extra boat length or the be clear ahead at a mark zone is much better than to waste time in an infight. All above means that umpires usually see and flag more breaches of RRS 42 Part 2 situations.
Umpired fleet racing events

Same as Medal race strategy applies to Umpired Fleet race: try to concentrate in your own race and keep out of trouble and flags. Use of rules is not forbidden but not recommended except if absolutely needed to fit your sail plan and only if the competitor is sure to give a penalty to the opponent. Any thinking starting with “...I should try...” is wrong by definition if about penalty.

In an umpired fleet racing event (normally using -3, -2, -1, START sequence) a penalty must be done soon and much close to the start a competitor can penalize an opponent, much better will be. To make a turn 1m30s before start as no effect; a turn 10s before or (better) after the start should be a disaster especially because every finishing position.

As a result, the clever competitors try to keep out of trouble (if/when possible), and if not, they consider well whether they protest or not. Remember: an umpire should penalize ANY of the boats involved, including who initiated the protest. Often the umpires may see situations where a rule has been broken but no boat protests.

General

Umpiring a fleet racing event requires the umpires to use some of the principles and positioning from umpiring in Match and Team Racing.

Obviously, an umpire positioning like in Match Racing does not work in a fleet of boats
The umpires cannot focus on two boats but instead need to keep an overview of their part of the fleet, zooming into a situation when needed.

Also a Team Race umpiring approach works only partially (but better the Match Race anyway). Also, in Open Skiff events, the course is always very different then Match, Team and Medal Races courses. We have slalom and free styles and... may other complications.

The following chapters will give you an overview about principles that can be applied in umpired Open Skiff events.

Positioning

In a fleet race, the umpires have to cover Part 2 situations throughout the whole fleet, which can be quite spread out. One of the key factors for effective umpiring therefore is anticipation of fleet behavior and the situations to build up next. To speed up because out of position or lack of anticipation, making waves disturbing light boats like Open Skiff are... is not the good way!

To be able to move quickly from hot spot to hot spot, the umpires need to be flexible, always being in a versatile position, having a quick and smart way out and never get trapped by the boats around them.

Always being aware of the other umpire boat is another key factor, as the umpires not only need to split the fleet and situations between them, but also might help out each other – for example by winging or taking over a situation if the other umpire boat gets pushed out of position.
At the same time, the umpires should make sure to not be in a position too close to the other umpire boat. Not only might the umpire boats interfere with each other or, even worse, with the fleet, but also will both umpire boats being in the same spot usually leave parts of the fleet uncovered. Working as a team on the water is important.

As a general positioning principle, in a large fleet, each umpire should follow the group with the second boat from the outside on his side, as those boats will likely be involved in an upcoming situations.

The umpires should make sure they have enough distance to the boats to keep a good overview over the rest of the fleet and the other umpire boat. When a situation develops between two or more boats, it is important, though, to move in close enough to make a correct call. The Match Race umpiring rule of thumb of the distance between the umpire boat and the boats being more or less the same as the distance between the boats works fine.

**Communication on the umpire boat**

While the communication between the umpires on the boat largely follows the standard terminology and methodology from Match Racing – obviously adopting fixed boats for the whole race does not work in a fleet race.

The umpires therefore need to pick up a boat each for every individual situation, usually done by starting a conversation with something like “I am 1234, etc..”, followed by the other umpire answering something like “I am 5678, etc..”.

As the adopted boats may change quickly and an umpire may have to jump from boat to boat, for example in multi boat situations, it is important for the umpires to repeat the identification statement regularly, to confirm the currently adopted boat.

While there is one school saying the driver should pick up the right of way boat and the other umpire will speak the others, it is often easier for both umpires to simply pick up the boats as the situation develops.

The driver may well find it more comfortable to adopt a boat that has to keep clear, depending on the position of the umpire boat and the developing situation. To have a good view of his/her adopted boat is the key factor for an umpire.

The most natural way of picking up the boats by the umpires normally works best. Usually, the first umpire to notice a situation will start speaking. The driver should, however, have the right to choose a boat.

If the driver notices a situation first and starts speaking, he will pick up the boat he is more comfortable to adopt in the situation. The other umpire will then speak the other boats.

If the other umpire notices a situation first, he will pick up a boat of his choice. The driver may then pick up the other boat.
If the driver feels more comfortable with the boat the other umpire picked up, he can pick up that boat (“No, I am 3210, etc.”). The other umpire should acknowledge this by picking up the other boats.

In situations with more than two boats, the driver should usually adopt only one boat while the other umpire picks up the other boats.

**Communication using radios**

While in some events the umpires have dedicated radios for their internal communications, in other events the umpires have to work entirely without radios.

On the radio, be sure to be calm, short and precise.
If all umpires are on the same channel and especially when more than one fleet is racing at a time, always be sure to identify yourself properly when making transmissions.

In some situations, for example when rounding marks, one umpire boat may see a situation and be able to call it, but is not in a good position to signal the decision. The other umpire boat at the same time may have been in a difficult position for the call but is in a better position to signal the decision.
The umpires in this situation may relay the call to the other umpire boat, but should avoid using flag, colors, or nationality on the radio, as this might easily be confused with other boats. Also avoid using negations – the word “no” too often simply disappears over the radio. It is a good idea to generally use phrases that can be easily distinguished as a whole.

For a penalty, use for example “Penalize boat 12345” or “Penalty to the ITA 6789”.
In case of a disqualification (never happened in Open Skiff class so far...), “Black flag disqualification boat 4680” would be an option, for example.
Green and White (flag).” or “Display Green and White (flag).” should also be distinguishable easily enough.

Make sure to use the same expression for the same message every time and repeat every transmission to add further reliability for the receiving umpire.
Who is receiving the call from another umpire MUST take a note in order to be able to correctly redirect any clarification request from the competitor.

**Communication without radios**

When the umpires have to communicate without radios, relaying a decision is almost impossible. If the umpire boats are within hailing distance, both boats are probably close enough to signal a decision.

Without radios, umpire communication normally is limited to winging and signaling “Yes”, “No”, “My call” or “Your call/did not see” as in Match Race Umpire Manual.
The umpires should make sure to agree to hand signals for the above before the first race. The following signals have established as a standard:
Overlap – Arm raised vertically over the head
Clear ahead/astern – Arm stretched horizontally
Contact – Hand taps top of the head repeatedly
Yes – Thumb up (in a movement)
No – Thumb down (in a movement), shake head
My call – Tap own chest / raise an arm
Your call/did not see – Both arms stretched horizontally, shrug.

Media boats
Umpired fleet races are often covered by media – this usually means more boats, more traffic and more wake on the course. Open Skiff events are not polluted yet.
As media coverage is essential to promote our sport, athletes and officials should embrace the presence of the media, also on the course.

It is important for the umpires to be aware of media boats as being part of the game and take them into account accordingly.
In most cases, media boat drivers are experienced and know their way around the fleet without interference.

While we all want to see great pictures of racing boats on the screen and in the prints, we do not necessarily need pictures of umpires in front of the athletes.
It is therefore often advisable for the umpires to let a media boat in between them and the boats and take a good calling position behind or next to the media boat, preferably off angle.

However, the umpires should keep an eye on media boats and, if needed, talk to them if they interfere. Remember to be polite and constructive, though.
Talking to media boats and discussing possible options to reduce interference is a task often reserved by the Chief Umpire.

Media calls
In some events, media will ask the umpires to give media calls on their decisions.
In most cases, these will be “blind media calls”, meaning there will be no response.
For media calls, the standard approach works best:
- When there is time after the decision, go to the media channel
- Speak clearly, calmly and slowly
- “Media, media, media, stand by for a media call”
- 5 to 10 seconds pause to allow the media to prepare for the incoming call
- “Media, media, media, this is [Umpire ID, including course or fleet name, if applicable].

We have penalized boat [Boat ID] for [Rule reach].[Umpire ID] out.

When giving a media call, try to avoid using rule numbers, give the conclusion instead.
For example use “We have penalized boat 1357 for not keeping clear from boat 2468 as windward boat” instead of “We have penalized boat 1357 for breaking rule 11”. Could be good to add if U13 or U17 fleet.
Include details about the penalty only when the penalty is not a standard red flag penalty, for example multiple turns or disqualification or in case of not doing a freestyle maneuver.

Some events may use different systems for media calls – make sure to agree on a standardized procedure with the media before the first race.

**Calling**

The umpires will normally react only when sailors protest and signal a decision only when no boat takes a voluntary penalty. VERY IMPORTANT: the actual Add.Q for the Open Skiff Class deleted the needing of a red flag to call the umpire, an arm above the head and a clear and loud “Protest” hail will be enough (Q2.1)

When observing a situation on the water, the umpires will follow the situation, following the principles from the Match Race umpires manual:

Rights, Reasons, Obligations, Opportunities.

When a boat is protesting, the umpires will in most cases have come to a decision by that technique.

However, it is important to give the competitors time before signaling a decision. Normally 5-7 secs are enough in U17 fleet, up to 10 secs if U13 fleet.

If no boat takes a penalty or the protested boat counter protests, the umpires will signal a decision.

While waiting for the boats to react, the umpires should not reach for a flag and touch or hold it al-ready, as this will be seen by the sailors – and may influence their decision on taking a voluntary penalty.

To signal a penalty, raise the flag high and display it clearly while giving a long and well audible whistle blow. Make sure you are close and positioned well enough for all involved boats to under- stand your signal.

At the same time, identify the penalized boat by pointing at it either with your other hand, if the conditions allow, or by moving the flag down, pointing at the boat. Additionally, you may hail to identify the boat.

When pointing at a boat with your free arm, use an open hand, palm up, instead of a finger – pointing a finger at somebody may be considered offending in some regions.

When pointing at a boat with a flag, make sure the boat had time to identify the flag colour while it was still raised, as the displayed surface decreases dramatically when the flag is lowered and pointed, making it potentially difficult for the boat to identify it correctly.

Suggestion is to use both hands, one with the flag and the other to indicate the boat.

**Debriefing**

Competitors will sometimes have questions or remarks about a decision or would like to discuss it with the umpires both on water or ashore.

If a competitor is signaling that he would like to talk to the umpires, the umpires will normally be available for a debriefing after the race is finished.
However, in Open Skiff events, it is important to let the competitors to clarify any question before next race.

When talking about a decision, normally the umpire will talk with competitor in a very calm and relaxed way. Sit on the rib in order not to overhang the athlete. Do not admit coaches or (even worse) parents in the discussion on water. Should the discussion at some point heat up or take too long, the umpire will suggest continuing the discussion ashore, with more distance to the situation.

It is, to some degree, normal that the competitor communicates his disappointment with the umpires decision and the umpires will normally listen to the competitor and give their view of the decision in question.

If two umpires per rib, and the umpires decision was reached unanimously, the umpires will usually explain the facts they saw and the conclusions to the competitor. If the umpires disagreed, the umpires will usually refer to “one umpire” and “the other umpire” and share both umpires facts and conclusions with the competitor, weighting both views equally while not disclosing which umpire held which opinion.

If the umpires in hindsight think they made a mistake, there are unfortunately no options for them to correct that mistake or give redress or do anything else for the affected competitors other than an honest apology. In most cases this will help clear the waters, as mistakes are unavoidable and human.

**Event specific rules and changes to Addendum Q**

For the Open Skiff events, Addendum Q was changed in some aspects to adapt to the requirements of a series of umpired fleet races. This chapter gives an overview about the most important changes and event specific rules.
**Voluntary penalties**

The umpires should always wait for boats involved in a situation to take a voluntary penalty. Practically none is taking a voluntary penalty as the voluntary and the red flag penalty are a One- Turn-Penalty. Despite of this, the umpire, if they are sure that the penalty was deliberately delayed even if the responsibility were clear, he can add one or more red flag(s).

**An umpired race**

The following chapter is a guide through an exemplary race, describing best practices developed over the last 5 years of umpiring the Open Skiff

**The Start**

Picture 1 – Last minute

After the preparatory signal, the umpires will establish loose contact with the fleet. Getting close to the stating signal, the fleet usually splits in 3 parts.

Umpire A, (green rib) the right hand umpire, will pick up the right half of the fleet, while Umpire B, the left hand umpire (red rib), takes the left half.

Note the umpire boats staying to leeward of the fleet with each umpire pointing to possible critical situation. Ump A is looking for possible contact with RC boat, barging and the green boat close to be OCS (which we don’t care) but also close to be hailed when she will try to squeeze between light blue group and the line as she will be the windward boat. Ump B is looking for the blue boats coming on port and specially spotting the orange boat situation. He will also looks for any pin end contact.

![Diagram of sailboats and umpire positions](image)

**Picture 2 – Just after Start**

After the one minute signal, the fleet will sort and spread out over the line.

The umpires will focus on their side of the fleet, identifying the hotspots and moving in.

Note: the right hand Green umpire, focusing on the situation between Red and Purple. Purple possibly will tack soon. If it will happen, the Red Umpire, the left hand umpire, will adapt to covering any possible converging and fall back a little.
The two black boats tacked and they will cross the fleet. Green and Red Umpires turns their ribs to follow both crossing. Once the black boats passed their crossing and will drive the Umpire ribs close each other, one Umpire will follow the situation and the other will be back to his fleet.

On the beat

After the start, the fleet will split. Umpires have no reason, far from the laylines, to be as below. Fleets/groups needs to be followed from the back to have a clear view of the crossing and also to avoid water washing to the boats. Remember that the Open Skiff are very lights and any wave or unnecessary wind shadows can interfere with them.
At windward mark – Squared approach or Right approach

Picture 5. Red Umpire goes for the mark while at the same time he has to cover his group of boats on the left. Getting the timing, course and speed right to arrive in time for the rounding while not missing a situation is a bit tricky. Red Umpire will be in charge to spot any mark touching and 18.3 situation, quite hard job!
However, in most cases, the boats on the left will be sorted and lined up for their mark approach in time for Red Umpire to leave for the mark.
Note that Green Umpire stays below the starboard layline and to leeward of the fleet.

At windward mark – Left approach

Picture 6. Red Umpire had the most of the fleet to take care. Green Umpire should line 3 boat lengths above starboard layline and stops at 3 boat lengths from the mark while at the same time he has to cover his group of boats on the right. Green Umpire will be in charge to spot any mark touching and 18.3 situation! To be in a perfect position to spot it should not be easy as far, normally, there will some of the coaches trying to get close to see. In this case, firmly but gently, ask them to move away as you have to be free to move in all this area. Same in case of journalist.
The Red Umpire move a bit on the right and to leeward of the fleet.
Picture 7 – Leaving Mark 1

Green Umpire will move to the two possible positions depending on the course configuration (leeward (red boats) or reach (green boats)). Very important is not to be close to Mark1 to avoid any interfering with boats in case of jibe set (see light blue boat). Red Umpire will stay in position until most of the fleet has been passed. **In case of Picture 6 scenarios, Red and Green will swap positions.**

Picture 8 – Downwind

Some boats choose to continue on starboard tack, some to go on port tack after a gybe. Red Umpire (or Green in case of picture 6) follows the outer group starting from 50/60% of the fleet.
Green Umpire (or Red in case of picture 6) gets in a position level to the first 10/15% of the fleet and as most inside boat.

Picture 9 – Reach
All boats are almost on the same line going from mark 1 to mark 2. The leeward Umpire (Green in picture 9) will follow the leading 10/15% of the fleet. Windward umpire (Red in picture 9) will leave the mark when 70/75% of the fleet is already on the reach leg.

Picture 10 – Slalom
Slalom course is one the trickiest course to set and follow. All the slalom marks are including a gybe and, especially with more the 10/12 knots of wind, the boats will be very close each others and to evaluate relative positions when entering at the zone. Best is not be in the mess and move aside.
Picture 11 – Leeward gate
The Green Umpire will reach the gate first and stay there while the first group of boats is rounding.
The Red Umpire will move earlier the usual and will follow the starboard group leaders.
The Green Umpire will follow the port tacker group after 50% port tack group has been passed.

Picture 12 – Free style
Normally the freestyle maneuver has to be done between to smaller marks on a leg. Both of those smaller marks are NOT course marks so RRS 18 and 31 does not apply to them as they do not have a required side to be passed.
Umpires will set one on top of a mark and another below the other. In case the first Umpire (Red in picture 12) will observe someone not doing the freestyle maneuver, will ask to the second (Green in picture 12) to give one or more penalties (first for not taking the maneuver and the second because deliberate). Big attention has to be done during the starting procedure, before or with the warning signal, to see which flag the RC is showing about the freestyle (Yellow flag = 360°; White flag = Capsizing; Green flag = Standing leg)

Redress \(\leftrightarrow\) VERY IMPORTANT

Differently than the standard Add.Q, Open Skiff Class is developing his own Add.Q granting more redress options.

This because the Add.Q was done for a 10 boats fleet but Open Skiff are sailing in groups of 45/60 boats per divisions. Impossible i.e. to expose the board with final positions of the whole fleet at the end of each race.

So rule 62.1 (Q1.2e is deleted) ONLY for Open Skiff is including all the options about redress.

A quick “Can do – Can’t do” umpire guidance

a) Interfere with a boat
   No. And no redress possible, other than an apology.

b) Request redress
   No, but:
   • protest committee can call a hearing
   • redress only for RRS 62.1(c) – giving help to those in danger (Q1.2(e))

c) Hold a hearing
   No, but:
   • protest committee is usually formed by the umpires
   • protest committee can conduct a hearing on the water
   • or, in rare and complex cases, hold the hearing later ashore
     In any case the umpires decisions in a hearing are final as an Int Jury

d) Talk to the RC while racing
No, but: chief umpire can communicate to RC and/or if the issue is urgent enough, report to chief umpire

e) **Talk to a competitor while racing**
   No.

f) **Exonerate without a hearing**
   Yes:
   - RRS 64.1(a) requires no hearing for compelled breaches (Q1.2(f))
   - RRS 21 does not require a hearing

h) **Penalize before the start**
   Yes:
   i. after the preparatory signal the boats are racing and may be penalized
   ii. before the preparatory signal the boats intend to race and shall not be penalized except for breaking RRS 14 with injury or serious damage or for breaking RRS 24.1 (RRS part 2 preamble)

   Caution:
   - no OTP available
   - not umpire initiated
   - rule 14 with damage or injury: hearing vs black flag disqualification

   g) **Stop and help an injured sailor**
   Yes. **Absolutely** yes.
   But the sailor needs to agree, otherwise, stand by and report to chief umpire
   Talking to the sailor is ok in this case
ADDENDUM Q (Open Bic/Skiff Class)
UMPIRED FLEET RACING

Under rule 86.2 and Regulation 28.1.3, World Sailing has approved the use of these sailing instructions as an addendum to the sailing instructions in the Olympic Sailing Competition and World Sailing 200-Point and 100-Point Events from January 1, 2019 and until changed, for umpired fleet racing in the last race(s) of each series for the Olympic classes, Kiteboards, 2.4 Norlin OD and Hanse 303 classes. For these events, no changes to the addendum are permitted unless specifically authorised.

Similar events are encouraged to use the addendum. This can be done for other international events with approval from World Sailing under rule 86.2. This approval may authorise changes to the addendum.

The addendum may also be used in national events with approval under rule 86.3 if the national authority prescribes that rule changes are allowed for the purpose of development and testing. Please note that the national authority may prescribe that such changes require its approval. This approval may authorise changes to the addendum.

Races may be sailed under the sailing instructions in this addendum only if the notice of race and the sailing instructions so state, with reference to the relevant version, and that version is posted on the official notice board. If the use of the addendum is approved for a specific event under rule 86.2 or 86.3, this approval must also be posted on the official notice board.

This addendum applies to Open Bic/Skiff Class (add)

Version: February 2019

Marginal marks indicate important changes from recent versions.

These sailing instructions change the definition Proper Course, and rules 20, 28.2, 44, 60, 61, 62, 63, 64, 65, 66, 70, 85 and F5.

1. Q1 CHANGES TO RACING RULES
   Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.

2. Q1.1 Changes to the Definitions and the Rules of Part 2
   (a) Add to the definition Proper Course: ‘A boat taking a penalty or manœuvring to take a penalty is not sailing a proper course.’
   (b) When rule 20 applies, the following arm signals are required in addition to the hails:
      (1) for ‘Room to tack’, repeatedly and clearly pointing to windward; and
      (2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.
3. **Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration**

(a) The first sentence of rule 44.1 is replaced with: ‘A boat may take a One-Turn Penalty in accordance with rule 44.2 when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42.’

<table>
<thead>
<tr>
<th>A boats can take a one-turn penalty (protested or not) when they have broken a rule of part 2 (when boats meet), rule 31 (touching a mark) or rule 42 (propulsion). However, a one-turn penalty is not sufficient when a boat has broken a rule and caused damage or injury (rule 14). There is not a proper definition of damage (see WS Case 19) but anything decreasing value or performance of the boat up to retire from race...is a damage</th>
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<tr>
<td>(b) deleted</td>
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<tr>
<td>(c) Rule 60.1 is replaced with ‘A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.’</td>
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This rule refers to later parts of the addendum and changes the requirements to protest and request redress

| (d) The third sentence of rule 61.1(a) is deleted. |
| (e) Deleted |

This rule reinstate all the possibility to request redress

| (f) The three sentences of rule 64.1 are replaced with: ‘When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule*, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.’ |
| (g) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum. |

As decisions are made on the water, this rule allows a boat to be exonerated by the umpires when she was compelled to break a rule through the actions of another boat. No hearing is required.

| (h) Rule 64.4(b) is replaced with: ‘The protest committee may also penalize a boat that is a *party* to a hearing under rule 60.3(d) or rule 69 for a breach of a *rule* by a *support person* by changing the boat’s score in a single race, up to and including DSQ.’ |
| (i) Rules P1 to P4 shall not apply. |
4. Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

Q2.1 While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail ‘Protest’ and raise an arm above their head for a period of time for the Umpire to see it.

Remember that using Add.Q a boat may only protest another boat for an incident in which she was involved (not just one she has seen as per normal rules (RRS61.1a)). This means that if a third boat attempts to protest for an incident that involved two other boats, the protest will be invalid. In order to protest, a boat must hail protest and rise an arm ONLY IN OPEN SKIFF EVENT until is reasonable for an umpire to see it.

Q2.2 A boat that protests as provided in instruction Q2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by taking a One-Turn Penalty in accordance with rule 44.2. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a voluntary penalty.

A boat involved in the incident (usually the boat being protested) may take a one-turn penalty voluntarily. An umpire may penalize any boat that broke a rule, that was not exonerated (i.e. compelled to break a rule, or exonerated by rule 21) or did not take a penalty. ‘Any boat that broke a rule’ may include the boat which protested. Scenario: boat A protests boat B, but the umpires agree that boat A broke a rule and boat B did not. Boat B takes a penalty voluntarily. The umpires will penalise boat A as she broke a rule and did not take a penalty, even though the other boat did take a penalty.

Q2.3 Deleted

Q2.4 A boat intending to:

(a) protest another boat under a rule other than instruction Q3.2 or rule 28, or a rule listed in instruction Q2.1,

(b) protest another boat under rule 14 if there was contact that caused damage or injury, or

(c) request redress

shall hail the race committee immediately after finishing. The protest committee shall extend the time limit if there is good reason to do so.

Q2.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

This instruction provides the protest time limit for any protests from a boat that are not under a rule of part 2, rule 31 or rule 42. Examples are i.e. for breaches of the sailing instructions or boat handling rules. Competitors must inform the race committee of their intention to protest immediately after finishing and before having any talk with coaches or parents. In general, this system means that all protests must be notified as soon as the boats finish. As ‘the same time limit applies to protests under instruction Q2.4’, this same time limit also applies to protests from the umpires.
5. **Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES**

**Q3.1** An umpire will signal a decision as follows:

(a) A green and white flag with one long sound means ‘No penalty.’

(b) A red flag with one long sound means ‘A penalty is imposed or remains outstanding.’ The umpire will hail or signal to identify each such boat.

(c) A black flag with one long sound means ‘A boat is disqualified.’ The umpire will hail or signal to identify the boat disqualified.

**Q3.2** (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty in accordance with rule 44.2.

(b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

6. **Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; Rounding or Passing Marks**

**Q4.1** When a boat

(a) breaks rule 31 and does not take a penalty,

(b) breaks rule 42,

(c) gains an advantage despite taking a penalty,

(d) deliberately breaks a rule,

(e) commits a breach of sportsmanship,

(f) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire,

(g) breaks a Part 2 rule except rule 14 and there is contact between boats, or

(h) fails to complete the freestyle maneuver as required

an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken in accordance with rule 44.2, each signalled in accordance with instruction Q3.1(b), or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

**Q4.2** The last sentence of rule 28.2 is changed to ‘She may correct any errors to comply with this rule, provided she has not rounded the next mark or finished.’ A boat that does not correct any such error shall be disqualified under instruction Q3.1(c).

If a boat fails to sail the course correctly, then the umpires should act by disqualifying the boat with a black flag (Q3.1(c)). The boat may correct its error before she rounds the next mark or finishes. Therefore, the umpires should not signal the black flag before this time. It is useful to hail to the boat the reason for the black flag, as at this point significant time may have passed since the original failure to sail the course. Be polite as much as you can considering that is a youth class!

**Q4.3** An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or rule 28 or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.
7. Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

Q5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

It is a principle of umpiring that decisions of the umpires made on the water are final and cannot be later reversed or corrected. Action or inaction of the umpires may also include, poor positioning of the umpire boat leading to interference with a racing boat, or a failure of the umpires to see or respond to an incident or even on a disagreement from the umpires when they are two on the same rib. In these cases, although unfortunate, there is no chance for a boat to take any action.

Q5.2 A boat may not base an appeal on an alleged improper action, omission or decision of the umpires. A party to a hearing may not base an appeal on the decision of the protest committee. In rule 66 the third sentence is changed to ‘A party to the hearing may not ask for a reopening.’

Protest hearings which are held under Addendum Q or similar are not subject to appeal if this instruction applies. It is also not possible for a boat to request that a hearing be reopened, although the protest committee (as they are not a party) may themselves consider reopening (if for example they conclude they may have made a significant error).

Q5.3 (a) Protests and requests for redress need not be in writing.
(b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
(c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
(d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
(e) If the protest committee penalizes a boat in accordance with instruction Q5.3 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat’s score.

Q5.4 The race committee will not protest a boat.

Q5.5 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or rule 28, a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.
The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 43, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.

Protests in this addendum are held under this shorter procedure, and are often held on the water. Protests are not made in writing including the decision, but use oral testimony only. The protest committee may take evidence in any way it considers appropriate, this gives the PC great flexibility in how to conduct the hearing, although it is important that the usual procedural safeguards are followed. If the breach had no effect on the outcome on a race, for example, the protest committee finds that a boat's crew sailed with a piece of equipment that was not permitted, despite this rule breach they may decide no penalty is appropriate if the equipment gave the boat no advantage in the race.