



# Medal Racing

John Doerr

## ADDENDUM Q

### UMPIRED FLEET RACING

*Under rule 86.2 and Regulation 31.1.3, the ISAF has approved the use of these sailing instructions as an addendum to the sailing instructions in World Championship Grade, Grade 1 and Grade C1 events in 2009, for umpired fleet racing in the last race of each series for the Olympic classes. Similar events are also encouraged to use the addendum. This can be done 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. Events that use this addendum are requested to provide feedback to the ISAF to support further development.*

*Races may be sailed under the sailing instructions in this addendum only if the notice of race so states and the addendum is included in the sailing instructions.*

*Use of this addendum is recommended for races in which about ten one-design boats compete with umpires present. There should be one umpire boat for every three or four boats in the fleet.*

These sailing instructions change the definitions Finish, Proper Course and Protest, and rules 20.1, 28.1, 44.1, 60, 61, 62, 63, 64.1, 65, 66, 70, 78.3 and B7.

#### **Q1 CHANGES TO RACING RULES**

##### **Q1.1 Changes to the Definitions and the Rules of Part 2**

- (a) The definition Finish is changed to

A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after completing any penalties or, under rule 28.1, after correcting an error made at the finishing line.

- (b) Add to the definition Proper Course: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’
- (c) When rule 20.1 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.

This instruction does not apply to boards.

##### **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 when she may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 31 while *racing*.’
- (b) Rule 60.1 is replaced with ‘A boat may protest another boat or request redress provided she complies with instructions Q2.1, Q2.4, Q5.1, Q5.2, Q5.3 and Q5.4.’
- (c) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted. Rule B7 is deleted.

- (d) Rule 64.1(c) 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.

## **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, but only for an incident in which she was involved, or under rule 31. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after, a boat involved in the incident has taken a voluntary penalty or after an umpire's decision. However, a board need not display a red flag.
- 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 promptly taking a One-Turn Penalty. If no boat takes a penalty voluntarily, an umpire will signal a decision as provided in instruction Q3.1.
- Q2.3** At the finishing line the race committee will display each boat's sail number and her finishing place or scoring abbreviation. After this has been done for all boats, the race committee will promptly display flag B with one sound. Two minutes later flag B will be removed with one sound.
- Q2.4** A boat intending to
- (a) protest another boat under a rule other than instruction Q3.2 or Q4.2(a), rule 42, 44 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 before or during the display of flag B. The same time limit applies to consideration of redress under instructions Q5.2 and Q5.3 and to protests under instructions Q5.7 and Q5.8. The protest committee may 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.

## **Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES**

- Q3.1** An umpire will signal a decision as follows:
- (a) A green flag or a green and white flag with one long sound means 'No penalty.'
  - (b) A red flag with one long sound means 'One or more boats are given an imposed penalty.' The umpire will hail or signal to identify each boat to be penalized.
  - (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 given an imposed penalty under instruction Q3.1(b) shall take a One-Turn Penalty.
  - (b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

**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) gains an advantage despite taking a penalty,
- (c) deliberately breaks a rule,
- (d) commits a breach of sportsmanship, or
- (e) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire,

an umpire may penalize her without a protest by another boat. The umpire may impose one or more penalties to be taken under rule 44, each signalled by displaying a red flag and hailing the boat, or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action.

- Q4.2**
- (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.1 only if she does so before she rounds or passes the next mark or finishes.
  - (b) When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her under instruction Q3.1(c).

- 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 Q4.2(a) 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.

**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, except as permitted in instruction Q5.2.

- Q5.2**
- (a) A boat may not base a request for redress on a claim that an action by an official boat or helicopter was improper. The protest committee may decide to consider giving redress in such circumstances if it believes that an official boat or helicopter, including an umpire boat, may have seriously interfered with a competing boat. The race committee may request the protest committee to consider this.
  - (b) A boat may not base a request for redress on a claim that an action by an umpire acting under Appendix P was incorrect. The protest committee may decide to consider giving redress in such circumstances, but only to the extent permitted by Appendix P.

- Q5.3** A boat may not request redress under rule 62.1(a). The protest committee may decide to consider giving redress under that rule if it believes that an error may have been made. The race committee may request the protest committee to consider this.

- Q5.4** A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In rule 66 the third sentence is changed to ‘A party to the hearing may not ask for a reopening.’

- Q5.5** (a) Protests and requests for redress need not be in writing.

- (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (c) 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.

**Q5.6** The race committee will not protest a boat.

**Q5.7** The event measurement committee, or, when no event measurement committee is appointed, the event measurer or equipment inspector for the event, may protest a boat for an alleged breach of a measurement rule or rule 43.1(a) or 43.1(b).

**Q5.8** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.

## Medal Race Planning & Preparation

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### EVENT

Action	Comments	Who	When
Addendum Q	2008 Version		
Race Schedule	Other races		
Information to Athletes	Based on 2008 Addendum Q and new App P		
Advice to Umpires	Information document Race planning sheet		
Advice to Juries Jury Procedures			
Sailing Instructions	Warning Signal - if different from class Start Times Marks Course Areas Target times and time limits Hearings – notification Appendix P – 2 <sup>nd</sup> & 3 <sup>rd</sup> if not taken 10 <sup>th</sup> in event Release from shore OCS notification at windward mark Sailing on the course area when not racing		
Briefing Umpire Teams			
Training Umpire Teams	Medal Race Quiz		
Umpire Teams			
Competitors/Results			
Equipment	Umpire flags Radios – 1 per ump boat + 1 for CU Radio Channels		
Boats	Min 5 metre RIBs		
Race Committee	White boards for results B flag for protests Radio Channels – separate umpire channel Medal Race Prep document for each class		
Hearings	How to signal Where When		
Ceremonies			
Media			



## UMPIRED FLEET RACING

### MEDAL RACE USING ADDENDUM Q

#### Information for Athletes

*The following information does not contain 'rules'. It is information intended to help athletes understand Addendum Q to the sailing instructions.*

The Medal Race will be sailed under the normal Racing Rules of Sailing, modified by Addendum Q. Addendum Q contains the following important changes to the normal racing rules:

#### Protest Procedures While Racing

While you are racing, you can only protest another boat for the following:

- A boat-to-boat incident you are involved in yourself
- Another boat breaks rule 31.1

You protest by hailing 'Protest' and displaying a red flag. Make sure the umpires and the boat you are protesting hear the hail and see the flag. Remove the flag after the protested boat takes her penalty or after the umpires signal a decision. (A board is not required to display a flag, but raising an arm in addition to hailing 'protest' will help the umpires become aware of the protest.)

#### Penalties While Racing

If you are protested by another boat, you may take a voluntary penalty immediately after the incident as follows:

- Promptly make one turn, including one tack and one gybe. (However, boards take a penalty by making one 360° turn with no requirement for a tack or a gybe.)

If you decide to take a penalty but need to get clear of other boats, it is a good idea to look at the umpires, raise your hand and say "I will take a penalty".

If no boat takes a penalty as soon after the incident as possible, the umpires will signal their decision by making one of these signals:

- Display a green and white flag and blow a whistle, which means 'No penalty'.
- Display a red flag, blow a whistle and hail to identify one or more boats.

If the umpires identify you, you must promptly take a penalty by making one turn, including one tack and one gybe. (However, boards take a penalty by making one 360° turn with no requirement for a tack or a gybe.)

When you start taking a penalty or you are sailing clear to take it, the manoeuvres you make are not considered to be part of sailing your proper course.

If you know you have broken a rule, the Basic Principle, Sportsmanship and the Rules requires you to take a voluntary penalty as soon as possible. Waiting for a signal, when you know you have broken a rule, is

deliberately breaking a rule, and may be seen as a breach of sportsmanship, in which case the umpires can give you an additional penalty (see next paragraph). Thus if you don't take a voluntary penalty when you know you have broken a rule, there is a considerable risk that you will get two or more imposed penalties.

The umpires may penalize you (signalling with a red flag) without a protest from another boat if you do not take a penalty after breaking rule 31.1, gain an advantage after taking a penalty, fail to take a penalty correctly, or commit a breach of sportsmanship.

If these breaches are severe or repeated, if you break a rule deliberately, or if you pass a mark on the wrong side and fail to correct that error before you round the next mark or finish, the umpires may use the black flag to disqualify you. If you are disqualified you must promptly leave the racing area.

You must complete all penalties before finishing. If you are taking a penalty when you are finishing or after you have crossed the finishing line, you must take the penalty and then finish correctly.

### **Protests or Requests for Redress after Racing**

The intent is that all situations are decided on the water. However, you may protest or request redress immediately after finishing for some breaches or circumstances that you cannot protest while racing. Such protests and requests for redress need not be in writing; you just inform the race committee while flag B is displayed from the race committee boat at the end of the race.

The possibilities for requesting redress are very limited. You cannot request redress because of actions or non-actions by the umpires, the race committee or the protest committee.

You cannot appeal a decision made by the umpires or the protest committee. You cannot ask for a hearing to be reopened.

### **Other Rules**

**SI Addendum P** (as modified by SI 16), Special Procedures for Rule 42, continues to apply, and the number of penalties you incurred earlier in the regatta is carried forward to the Medal Race. Rule 42 penalties will be signalled with a yellow flag.

If you want room to tack at an obstruction, you must use arm signals in addition to hailing for room. (Does not apply to boards.)

As soon as you have finished, check your finishing place on the board on the race committee finishing boat. If you think your finishing place is wrong, inform the race committee immediately. You cannot request redress for this, but if the race committee realize they have made an error, they can correct it. If you don't inform the race committee immediately, but wait until after they have lowered flag B, it is much less likely that there will be time to check and correct a possible error. Even if you believe there is an error, you cannot request redress for this, whether on the water or ashore.

**David Tillett**

Chairman – International Jury

# UMPIRED FLEET RACING

## MEDAL RACE USING ADDENDUM Q

### **Advice to Umpires**

This is practical advice for umpires in addition to the other documents for the medal race and is based on three umpire boats per race each with two umpires. It should be remembered that while we endeavour to cover every situation it will not always be possible.

#### ***Before the Medal Race***

Make sure that you have all necessary equipment before leaving the harbour. Essential equipment is: green and white flag, red flag, black flag, yellow flag, whistle, radio, wet notes, digital voice recorder (optional), racing rules, sailing instructions, addendum Q, food and water. Make sure that your rib has enough fuel and the bimini is down.

#### ***Positioning – Basic Principles***

Good boat driving and positioning is the key to good umpire decisions. In terms of positioning, umpired fleet racing has many similarities with team racing. Know which boats you are supposed to be monitoring and think ahead to where any two boats will be closest together. Make sure you are in a position to see the gap and be aware of how and when overlaps are established. If you want to learn more about positioning, you should read about it in the match and team racing manuals. They can be downloaded from the ISAF website.

If you are not in good position, do not give a penalty.

Two positioning systems are available: zone system and fleet system. The zone system allocated areas of the race course to each umpire boat. You umpire which ever boats come into your zone, usually described as left, middle and right. In the fleet system, umpire boats are allocated to specific racing boats, either because of the positions in the series or as the race unfolds. It is most common to start using the zone system and then change to the fleet system as the race pattern becomes clear around the first windward mark. The zone system is likely to be maintained if the racing boats are significantly faster than the umpire boats or the umpire boats create too much wash.

If you have to make a decision which boats to monitor the following list gives some ideas for setting priorities:

- Boats fighting for overall position – give highest priority to highest places, but remember that the difference between 9<sup>th</sup> and 10<sup>th</sup> can be important to some competitors
- Boats fighting for position in the medal race – give highest priority to highest places
- Boats that are taking penalties or have been involved in an incident with contact in which case the umpires should look for any damage caused
- Boats rounding marks

- Be close enough to see and hear protest. That is a particular problem with boards as this may get you dangerously close if they were to capsize.

This means that we always want an umpire boat to windward of the first windward mark and most likely there should be an umpire boat at the leeward mark/gate arriving with the first group. It also means that if two boats are contesting gold/silver, they will be allocated an umpire boat from the preparatory signal. Be aware of tactics before the starting sequence. The boats may be a long way from the starting line.

Avoid motoring parallel to a boat when they are on your quarter, even if you think your wake is not affecting them.

Discuss what the most likely infringements are on the leg you are on. Use that information to decide on your positioning. Check how the other umpire boats are positioned. For example, it is a good idea to have one umpire boat on the side of the fleet if continuous or unsuccessful pumping is a potential issue.

Umpires should work together with the media. Where possible do not cut across them. If a TV boat is seriously affecting your ability to umpire effectively tell the Chief Umpire.

### ***Communication in the Umpire Boat***

The communication between the two umpires in an umpire boat is based on the principle that each umpire adopts a boat. If you are not familiar with this, the match racing manual explains it in detail. The manual can be downloaded from the ISAF website.

The driver always speaks about the boat you are following and the other umpire is observing all other boats. If there can be any doubt, clarify who you are speaking about, e.g. by saying “I am boat X coming from port...”

If one umpire states a position, the minimum response from the other umpire is ‘I agree’ or ‘I disagree’ or ‘I did not see’.

Keep eye contact with the other umpire boat(s) when possible.

### ***Communication with the Race Committee***

All comments to the Race Committee should be made through the Chief Umpire.

### ***Communication with Competitors***

Only answer questions from competitors relating to decisions you have made. Avoid discussions if possible. They should raise all other issues with the race committee.

### ***Umpiring an Incident***

The rules for umpired fleet racing do not define a specific time limit for a boat to take a penalty. In order to handle this consistently, the following procedure is useful:

- You see an incident. Decide if anyone has broken a rule.
- If no boat has protested, one of you says “Incident closed”, meaning that it can no longer be protested. If the other umpire has time, it is helpful if he says whether he agrees.

- ‘As soon after the incident as possible’ when taking a penalty includes the time needed to gain control of their boat if necessary and to find a way to start to sail clear.
- If a boat has protested, observe and agree when both boats have had the opportunity to start to get well clear.
- If no boat has taken a penalty as soon as reasonably possible you signal your decision (as stated in Q3.1).
- Only penalise a boat if you are in a good position to decide that a rule was broken.
- Agree which boat, if any, you will penalise and say out loud the flag you will display.
- One umpire drives a boat and the other makes sound and visual signals.
- Clearly identify any boat you are penalising. Make sure your sound signal is loud enough, the flag properly pointed and sail number clearly hailed.
- If you are satisfied and have agreed that the conditions for a second penalty are met (eg. gaining advantage in the race despite taking one penalty) you are required to give another red flag penalty.
- If a boat does not take a penalty as required you are required to give another red flag penalty. If the boat still does not take a penalty, you should disqualify the boat by signalling with the black flag and clearly identifying the boat.

If you need to motor through the fleet to signal a penalty, raise the penalty flag first to show the fleet why you are doing this and, when you are close enough to the correct boat, blow your whistle and call the boat identification.

It may be helpful if you have seen an incident to get on the radio to the other umpire boat(s) and simply state: ‘Umpire 2 has the incident between X and Y’.

Remember for Part 2 incidents to wait for a competitor protest. When umpires are working well together in an incident, they sometimes make the mistake of signalling a decision on a Part 2 incident, even though the boats have not protested. To avoid this, the umpire who sees a flag should say “Protest flag on X”.

A boat taking a penalty is required to keep clear under rule 20.2 from the moment it is clear that she is turning to take a penalty. Until then she may be sailing clear and the rights-of-way have not yet changed. A boat that fails to keep clear under rule 20.2 is subject to protest by the right-of-way boat, not by the umpires as this is now a Part 2 incident. A boat that fails to get well clear of other boats as soon as possible, fails to comply with Addendum Q 3.2 and is subject to penalty initiated by the umpires.

### ***Breaches of Rule 42***

Appendix P applies. Inform the Chief Umpire of action taken by the competitor at the end of the race. The same advice for signalling the penalty applies, raise the Yellow flag first, get close to the boat to be penalised, then make your sound signal and identify the boat.

### ***Damage***

If there is an incident with contact, check for damage if possible. It is useful information if there is a request for redress. Inform the Chief Umpire what you have seen.

## Olympics 2008 – Medal Race Jury Issues – Internal Document Only

There will be 3 Categories of Hearings

- (1) – The hearing may affect medals
- (2) – The hearing may affect places but not medals
- (3) – It is very unlikely that the hearing will affect any positions (probably because the action is prohibited)

The Jury Chairman will classify any hearing and notify the TDs, PRO and Chief Measurer accordingly. This may affect when the hearing will be scheduled.

All hearings will be heard in the Measuring Tent

No paperwork is required for initiating a protest or request for redress Q5.5(a)

The protest committee may take evidence and conduct a hearing in any way it considers appropriate. Q 5.5 (b)

### Competitor Initiated Actions

Category	Action	Rules	Comments
Request for Redress	For improper action by the race committee or protest committee or organizing authority	62.1 (a); Q5.3	Competitor may not request redress Race Committee may request protest committee to consider request Protest committee may initiate redress
	For and improper action by an official boat (including umpire boat) or helicopter	62.1(a); Q5.2 (a)	Competitor may not request redress Race Committee may request protest committee to consider request Protest committee may initiate redress Redress may only be granted if there is 'serious interference'.
	For improper action by an umpire acting under Addendum P	62.1(a); Q5.2(b)	Competitor may not request redress Protest committee may initiate redress, but only to extent permitted by Addendum P – for failure to account for signal by race committee or a class rule.
	Because of physical damage	62.1(b)	<b>Competitor may request redress</b> <b>Protest committee may initiate redress.</b>
Protest	Protest within the B flag time	Any rule except: Part 2 (inc Rule 14 no damage) Rule 31 Listed in SI 18.7  Including rule 14 with damage	Must be heard Use categories above
Protest	Protest outside B flag time	Any rule except:	Must be heard – but jury must address the issue of extending the protest time

**Olympics 2008 – Medal Race Jury Issues – Internal Document Only**

	Notified to race committee or any time at the protest desk.	Part 2 (inc Rule 14 no damage) Rule 31 Listed in SI 18.7  Including rule 14 with damage	limit.
Request to Reopen	Request to re-open any hearing	66; Q5.4	A party to the protest may not ask for a re-opening. This does not exclude a protest committee acting under rule 66

**Race Committee Actions**

<b>Category</b>	<b>Action</b>	<b>Rules</b>	<b>Comments</b>
Request for Redress	For improper action by the race committee or protest committee or organizing authority	62.1 (a); Q5.3	Race Committee may request protest committee to consider request Protest committee may initiate redress
	For and improper action by an official boat (including umpire boat) or helicopter	62.1(a); Q5.2 (a)	Competitor may not request redress Race Committee may request protest committee to consider request Protest committee may initiate redress Redress may only be granted if there is 'serious interference'.
Protests	Race committee initiated protests	Q5.6	Race Committee may only initiate measurement protests

**Measurement Committee Actions**

<b>Category</b>	<b>Action</b>	<b>Rules</b>	<b>Comments</b>
Protest	Breach of Class Rules	???	

**Olympics 2008 – Medal Race Jury Issues – Internal Document Only**

**Protest Committee Actions**

<b>Category</b>	<b>Action</b>	<b>Rules</b>	<b>Comments</b>
Request for Redress	For improper action by the race committee or protest committee or organizing authority	62.1 (a); Q5.3	Competitor may not request redress Race Committee may request protest committee to consider request Protest committee may initiate redress
	For and improper action by an official boat (including umpire boat) or helicopter	62.1(a); Q5.2 (a)	Competitor may not request redress Race Committee may request protest committee to consider request Protest committee may initiate redress Redress may only be granted if there is 'serious interference'.
	For improper action by an umpire acting under Addendum P	62.1(a); Q5.2(b)	Competitor may not request redress Protest committee may initiate redress, but only to extent permitted by Addendum P – for failure to account for signal by race committee or a class rule.
	Because of physical damage	62.1(b)	<b>Competitor may request redress</b> <b>Protest committee may initiate redress.</b>
Protest	Protest within the B flag time	Any rule except: Part 2 (inc Rule 14 no damage) Rule 31 Listed in SI 18.7  Including rule 14 with damage	Must be heard Use categories above
	Protest outside B flag time Notified to race committee or any time at the protest desk.	Any rule except: Part 2 (inc Rule 14 no damage) Rule 31 Listed in SI 18.7  Including rule 14 with damage	Must be heard – but jury must address the issue of extending the protest time limit.

**Medal Race Preparation**

Class/Event  
PRO  
Race Officer  
Course Rep  
  
Scheduled Start  
Class Flag  
Course Area  
Marks  
Target Time  
Time Limit  
Time Limit WM  
  
RC Channel  
Umpire Channel

Boat	Points	42 Penalties

**Boats**

**Umpire Team**

Chief Umpire  
Ump 1  
Ump 2  
Ump 3

**Measurer**

**Racing Situation**

**RC & Ump Comms**

Pre-Start      Confirm umpire team ready to go  
                    Confirm positive or negative Oscar

During Race    RC > Ump: Changes to Oscar/Romeo  
                    Ump > RC: Any penalties that affect scoring  
                    Ump > RC: Facts that may affect postpone/abandon  
                    Ump > race course problems or boat interference

## **RYA Race Officials Conference 2009**

### **Medal Racing**

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10:50 Session starts with Briefing  
10:55 Into groups to tackle given questions  
11:25 Back into main session to start feedback with JD/AS/SB/DCJ acting as 'expert panel'  
12:15 Summary by JD  
12:20 Close

#### **Purpose of Session**

To give delegates a view of the complexities and issues arising from Medal Racing. To agree in principle some solutions, benefiting from the experience of the Qingdao team.

#### **How the Session Will Run**

Delegates will be divided into groups (multidiscipline or single?) of 7 or 8 = 20 groups?

They will be given the set of questions, but asked to start with 5 different numbers and be prepared to feedback on that question. That means 4 groups will each be tackling the same first question. They will have 30 minutes to work on the questions.

There will be time for feedback on 5 questions = 5 x 8 minutes. So one group will be asked to give first feedback for 2 minutes. Other groups taking the question will have 1 minute each to add any other views. The expert panel will comment on the feedback for 2 minutes. So total 8 mins for each question.

Need someway to collect all feedback so it can be 'packaged' for distribution after conference.

#### **Documents Available**

The Racing Rules of Sailing  
Addendum Q  
Medal Race Planning  
Medal Race Preparation  
Medal Race Information to Athletes  
Medal Race Advice to Umpires  
Medal Race Jury Issues

## RYA Race Officials Conference 2009

### Medal Racing

Q	Question	Group
1	When should a medal race be: Postponed? Abandoned?	
2	How would you plan to educate and control press and tv boat drivers?	Use eliminated competitors
3	How would you minimise the possibilities of an equipment protest following a medal race?	First 3 into inspection area like Formula 1
4	After the race a competitor notifies the committee boat of a request for redress for an action of the race committee. What do you do: Race Committee? Jury and Umpires?	
5	How do you race manage a medal race in wind that is shifting significantly?	Minimum of 2 laps to even out shifts Lay marks as late as possible
6	The event equipment inspectors observe a potential breach of a class rule immediately following a medal race. What should: The Equipment Inspector do? The Race Committee do? The Jury do?	
7	The race committee fail to notice that a time limit has been breached. What should they do?	
8	The race committee display an incorrect result on the results board. There is no protest or request for redress within the 'B' flag limit. The error is noticed just prior to the prize giving ceremony and a competitor points it out to the race committee. What should: The race committee do? The jury do? Anyone else do?	
9	How do you best plan 10 medal races for one day? Take into account the race committee and jury/umpire resources that you will need.	Run boards first – easier to remove slalom than lay it.
10	How do you plan for radio communication breakdown during a medal race?	
11	There is huge media interest in one particular medal race. What should the race committee and event management team be considering?	Get RIBS to stream pontoons as protection  Brief media for A short delay, B medium delay, C long delay
12	One of the consequences of medal racing is that there are very few competitors left around for the prize giving. What solutions can you think of?	

## RYA Race Officials Conference 2009

### Medal Racing

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13	The umpires realise that they have given a wrong penalty. What should they do and what should happen next?	
14	What preparation is required for a Medal Race by: The race committee The umpires The Jury The Equipment inspectors	