



CHUMP

The Umpires Newsletter

United Kingdom
Team Racing Association
www.teamracing.org

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Welcome to CHUMP No 16. There has been something of a gap between this issue and the last (which was in 1999) but we now hope to produce about three issues a year with gossip and points of interest. If you have any points or contributions send them to news@teamracing.org.

Flags

David Bickerton has been talking to competitors and getting some feedback on the way we flag. We all know that we need to keep flags hidden, as good team racers will take a spin, if they see a flag coming out, thereby getting away with only one spin instead of the two they might have had if the flag was displayed. However, David reports that competitors think that green flags come out quicker than red flags, so if there is a delay they think harder about taking a spin. Does this mean we should delay (slightly) when displaying a green flag?

The Call Book

Richard Thompson says that the 2018 Supplement to Team Racing Call Book should be published very soon. Download copies only. He suggests reading it carefully as the update includes decisions which may be different to your previous interpretations. Expect a couple of new Rapid Response Calls, maybe in time for BUSA Finals !! He also says the [UKTRA Standard SI's](#) had a significant update 4 months ago and everyone should be using the September 2017 version

What do you think?

Last summer the RYA sent a questionnaire to umpires about availability for events. For the RYA/UKTRA Nationals in March the umpire team has been selected entirely from positive responses. Feedback welcome.

Keelboats v Dinghies

With the growth in keelboat team racing, we may have a problem in keeping common interpretations for both dinghies and keelboats.

For example, in dinghies one might accept a dinghy going for mark room that does not exist but in a keelboat you would expect them to pull out and protest. Any thoughts to news@teamracing.org

Fleet Racing

Umpired fleet racing is growing increasingly popular. Team racing rules have more in common with fleet racing than other disciplines, so Team Racing Umpires are ideal for this role. You might want to consider going on a fleet racing umpire seminar when this is available; it already is for IUs. Addendum Q may be ok for Medal Races but is rarely so for fleet races.

This sort of Problem?

At a recent event there was considerable discussion as to whether an incident should be decided under Rule 2 or 69.

The problem? Despite specific instructions, one of the teams had brought a club burgee which was considerably larger than that that specified in the joining instructions. Since the competing clubs burgees were being flown from the club flagpole during the event, this was felt to be a major problem. With one burgee much larger than the others there was a lack of equality. There was considerable discussion as to how the problem should be resolved, including which rule might apply. These things matter in some circles. What do you think?

www.racingrulesofsailing.org

Is a website described as "the complete racing rules resource for competitors, judges and other race officials" It is not endorsed by World Sailing and some authorities are positively hostile about it. We mention it here so that you can make your own judgement. It will probably tell you when the supplement is published quicker than anyone else.

Congratulations



To Ann Burgoine winner of the Paul Banner Trophy, awarded for sportsmanship by the Umpire Team at the National Match Racing Finals.

Ann was nominated because she has and is always there, helping run the event on the shore, supporting in the Committee Boat, providing umpires and the race team with delicious cakes and cookies. She is one of those quiet people, without whom racing would not be the same.