

Report on use of Addendum Q

Adams 10 Metre Class 2019 Australian Championship, 25 – 28 January 2019.

Class sailed: Adams 10 Metre

Entries: 14

Host club: Lake Macquarie Yacht Club, Ada Street Belmont NSW 2280

Chief umpire: Damien Boldyrew

1. Prior to the event.

- 1.1. The class enquired directly with me as to the possibility of having their event umpired. Number of entries expected was about 15. From those discussions, it seemed that interest in umpired fleet racing stemmed from:
 - (a) a desire to improve observance of the racing rules of sailing on the water;
 - (b) a reluctance within the fleet to enforce the rules through a boat's right to protest, due to the close knit and friendly culture of the class (no one wants to be the 'bad guy'); and
 - (c) a desire to resolve issues on the water and leave them there.
 - 1.2. Whilst keen on having the races umpired, there was concern within the Class about the possibility of an incident not being seen by an umpire. In such circumstance, the class proposed including an option to allow a boat to protest and have a hearing conducted by a PC. It was ultimately agreed that this approach fails to achieve the objective of resolving and leaving issues on the water, and potentially results in penalty disparity.
 - 1.3. Addendum Q was proposed and agreed with changes to suit the Class and its event. It was used with the approval of Australian Sailing.
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2. Changes made to Addendum Q

- 2.1. Several changes were made to Addendum Q for the event, as marked in the copy attached. Some of these changes were simply to tidy up the document (such as delete the preamble, delete references to class specific changes such as those within Q1.1(2), Q1.2(b), Q1.2(d), Q2.1) whilst others as noted below were specific changes to suit the event.
- 2.2. Q2.3 was deleted. The race committee was reluctant to have this obligation given there would be two sets of results; a score based on the finish position and a calculated score based on a handicap system. In any case, the scoring display after each race was not considered a relevant requirement for this event.
- 2.3. Q2.4(c) was amended to delete the display of flag B and the associated 2 minute time limit to a time limit of "within 5 minutes of the last boat to finish". This was considered to be a more appropriate time limit for amateur crewed keel boats on downwind finish with spinnaker.

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- 2.4. Q4.2 was deleted. The class was clear that umpiring Part 2 and RRS 31 incidents is the priority. A breach of RRS 28 was considered to be unlikely and so the burden was shifted from the umpires to the race committee and protest committee by amending Q5.4 and Q5.5 accordingly.

3. Umpiring the event under Addendum Q

- 3.1. For the uninitiated, Addendum Q is a laborious document to read and understand. To assist competitors, prior to the event the attached Information to Competitors and Protest Flowchart was distributed. At the event competitors were briefed on how to protest, the signals an umpire may make and what a boat then needs to do. Simplicity is key to this briefing.
- 3.2. On the water, the Class only provided one RIB rather than two as recommended. This placed a little more pressure on the umpires to identify the most likely incident to occur between boats and having to move around the course area more than if the two boats had been available. The challenges of having only one umpire boat and the increased risk of incidents being missed was explained by the umpire team, however the Class favoured that risk over the added cost of sourcing another RIB. Fortunately due to the nature of the racing, diversity within the fleet, and a little luck, the umpiring was not significantly compromised.
- 3.3. Post-racing each day, the umpire team was available to answer questions about calls made. Often general rules queries were also raised. This sort of interaction is important and should be encouraged.

4. Feedback

- 4.1. From the Class, the feedback was that there was a sense of increased observance of the rules and that because all issues were dealt with on the water, there was less angst within the fleet and they enjoyed the regatta more. It was their intention to continue to have their events umpired where they could.
- 4.2. From the umpire team this was a straight forward event, the only challenge being covering the fleet as best could be done with only one RIB.
- 4.3. There were no issues in the application of Addendum Q as amended for the event.

Report submitted by Damien Boldyrew

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