

# Umpires Code of Conduct

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- A common sense approach should be applied at all times
- A straight red card/disqualification must be carefully considered and a last resort decision.
- Umpires should actively seek to encourage the race to continue and any decisions to stand so to consider the interests of both the competitors and ultimately the sport.

With this in mind the following should be considered:

- Whether the nominated person of the crew concerned has indicated the possible racing incident/infringement to the stewards/umpires

From this it should be considered:

- Whether the infringement affected the final outcome
- Whether the infringement created a dangerous or costly situation

Umpire Reps must be informed of all of the details (including their opinion sanction i.e. red or yellow card) and severity of all incidents. The Umpire Rep will subsequently inform the Race Stewards of the situation. The race stewards will then consider the sanction (demoting their racing placement, a time penalty, a verbal warning to coxswain etc)

2 yellow cards over a season does not necessary mean a red (disqualification) the next time it happens, but continual offenders will be monitored and dealt with as required.

A disqualification = serious/deliberate/dangerous infringement and/or damage caused decided at the umpires discretion using the above Code of Conduct.

A yellow card = an infringement deemed less serious by the umpires.

At a timed event, the sanction could vary from a verbal warning to a 5, 10 or 15 second time penalty.

At a non-timed event, the sanction could vary from a verbal warning to a 1, 2 or 3 position demotion or a swap of positions with infringed boat