



## RACE OFFICIALS' REGULATIONS

Revision – November 2022

Draft amendments of July 8, 2024 by MN

## INDEX

Section	Title	Page
	General	
1	Irish Sailing Race Officials	
2	Terms of Appointment	
3	Applications for Initial Appointment and Reappointment	
4	General Qualifications required of all Irish Sailing Race Officials	
5	Considerations for Appointment of a Race Official	
6	Judges and Protest Committee Members – qualification criteria	
7	Umpires – qualification criteria	
8	Race Officers – qualification criteria	
9	Measurers and Equipment Inspectors – qualification criteria	
10	Mark Layers – qualification criteria	
11	Safety Leaders – qualification criteria	
12	Results Managers – qualification criteria	
13	Recognition of non-Irish Sailing qualifications	
14	Irish Sailing Endorsement of Applications to World Sailing for International Appointments	
15	Race Officials Performance	
16	Conflicts of Interest	
17	Review of and Changes to these regulations	
Appendix A	Principal Event Guidelines	
Appendix B1	General Guidelines for Assessing a Conflict of Interest	
Appendix B2	Conflicts of interest in Protests	

# IRISH SAILING RACE OFFICIALS REGULATIONS

## 1. General Terms of Appointment

- 1.1. The provisions of this regulation affect all Irish Sailing (“IS”) Race Officials, namely Race Officers, Judges, Umpires, Measurers, Equipment Inspectors, Safety Leaders, Results Managers, and Mark Layers, referred to collectively in these Regulations as Irish Sailing Race Officials or Race Official(s).
- 1.2. The Board of Irish Sailing shall appoint Irish Sailing Race Officials on the recommendation of the Irish Sailing Race Officials Policy Group (ROPG).
- 1.3. Every applicant Race Official considered for appointment shall be and, if appointed, continue to be during their tenure as a Race Official a member Irish Sailing or a member of an affiliated Category 1 club.
- 1.4. Irish Sailing Race Officials may be appointed at National, Regional, or Local level. A National Race Official is qualified to take a leading role at Principal Events, a Regional Race Official is qualified to take a leading role at a Regional event and assist National Race Officials, a Local Race Official is qualified to take a leading role at Local or Club events and assist other Race Officials. Different qualifications apply to Equipment Inspectors and Measurers as detailed later in this document.
- 1.5. For the purposes of these regulations, references to ‘Principal Events’ shall mean those events meeting the criteria set out in the Principal Event Guidelines (Appendix A).
- 1.6. For the purposes of these regulations a ‘Powerboat Certificate’ is an Irish Sailing National Powerboat Certificate or equivalent. A VHF Licence is a Restricted VHF Radio Operators Licence, or equivalent.
- 1.7. Where a reference is required to support an application for appointment such reference must be independent and cannot be accepted from an applicant’s fellow club member .
- 1.8. A Race Official shall at all times:
  - 1.8.1. When exercising their role comply with all relevant laws and regulations and will not act in a manner that may bring the role of Race Official or Irish Sailing into disrepute.
  - 1.8.2. Act courteously and with respect to all fellow Race Officials, competitors and volunteers
  - 1.8.3. If complaining about the actions or performance of another Race Official do so only in writing to the chair of the ROPG (either direct or through IS Racing Manager) and not cause or allow the complaint to come into the public domain. However, for the avoidance of doubt, this clause shall not restrict the giving factual evidence to a protest committee.
- 1.9. In relation to any complaint or dispute arising under these regulations all Race Officials and applicants agree that if aggrieved, they will utilise the remedies referred to in these regulations and utilise other remedies only when the remedies herein have been exhausted.
- 1.10. The safety of all competitors (see RRS 1) as well as fellow Race Officials and volunteers shall be of utmost importance to all Race Officials. Race Officials will endeavour to ensure that every person involved in an event is aware of the fact that safety comes first at all times..
- 1.11. Race Officials shall be familiar with and implement to the best of their ability all safety policies and procedures applying at an event.
- 1.12. Once appointed or reappointed a Race Official’s name, contact details, qualification, grading classification, and club membership will be recorded by Irish Sailing and published on the Irish Sailing website. A Race Official may in writing request that his/her details are not published.

## 2. Term of Appointment

- 2.1. The term of appointment for an Irish Sailing Race Official shall begin on the date it is made by Irish Sailing and end (unless otherwise terminated pursuant these regulations) at the end of a four year cycle. The current four year appointment/reappointment cycle expires on 31 December 2026 when a new cycle will commence. Race Officials may, subject to satisfying the requirements then applying, be reappointed for a further four year term at the end of each cycle.
- 2.2. Irish Sailing will endeavour to contact all current Race Officials close to the end of a cycle to ascertain if the Race Official wishes to remain as an IS Race Official and if so, they will be asked to submit a reappointment request on a form to be provided and show they satisfy the reappointment requirements. If they do not wish to remain, or if no reply is received, they will be removed from the IS database for valid Race Officials.
- 2.3. Irish Sailing will maintain and publish details of all current Race Officials including their Race Official's qualification, email, phone number, club/direct membership of IS and preferred or home location on its website unless the Race Official requests in writing to be excluded from publication.

## 3. Applications for Initial Appointment Reappointment as a Race Official

### 3.1. A candidate for initial appointment shall:

- 3.1.1. Be a member of Irish Sailing either directly or as a member of a Category 1 club. An applicant who is not a direct member of Irish Sailing must show confirmation of membership of a Category 1 club or authorise Irish Sailing to contact the applicant's club and seek confirmation of membership.
- 3.1.2. Be nominated by the candidate's Category 1 club or by the Race Officials Policy Group.
- 3.1.3. Apply to Irish Sailing using the requisite Race Officials application forms available on <https://www.sailing.ie>
- 3.1.4. Meet, and continue to meet, the general qualifications for all Race Officials and the additional qualifications for the discipline concerned.
- 3.1.5. Have attended an IS approved basic course in safeguarding of vulnerable persons.

### 3.2. A candidate for reappointment shall:

- 3.2.1. Complete the reappointment form and process as set out in these regulations for the relevant discipline to the satisfaction of the ROPG.
- 3.2.2. Confirm he/she continues membership of a Category 1 club or direct membership of Irish Sailing. An applicant who is not a direct member of Irish Sailing must show confirmation of membership of a Category 1 club or authorise Irish Sailing to contact the applicant's club and seek confirmation of membership.
- 3.2.3. Attend at least one Race Officials Conference during the cycle.
- 3.2.4. Meet, and continue to meet, the general qualifications and any additional reappointment qualifications for the discipline concerned.
- 3.2.5. Attend an IS approved basic course in safeguarding vulnerable people.

### 3.3. National Race Official Emeritus

- 3.3.1. Experienced national level Race Officials may apply for appointment as a National Race Official Emeritus. Emeritus status is open to National Race Officials with at least 5 years' experience at National level whose current activity is no longer sufficient to meet the requirements for a renewed appointment.

- 3.3.2. A National Race Official Emeritus is appointed by Irish Sailing on the recommendation of the Race Officials Policy Group.
- 3.3.3. A National Race Official Emeritus shall not :
- take a leading role at a Principal Event.
  - give a reference for a candidate Race Official and
  - Shall at all relevant times make clear that they are not an active Race Official.
- 3.3.4. A National Race Official Emeritus may apply for reappointment as emeritus at the end of a four year cycle without furnishing details of Race Official activity during the cycle.

## 4. General Qualifications required of ALL Irish Sailing Race Officials

### 4.1. A candidate for appointment or reappointment for any discipline shall have:

General Requirements	National Race Official	Regional Race Official	Local Race Official
Experience relevant to the discipline and the level of qualification	Yes	Yes	Yes
Knowledge of RRS, World Sailing Manuals and other publications and requirements relevant to discipline	Detailed knowledge	Good knowledge	Basic knowledge
Excellent communication skills with competitors and other Race Officials	Yes	Yes	Yes
Appropriate temperament and behaviour for an Irish Sailing Racing Official	Yes	Yes	Yes
Observations skills necessary to perform required tasks	Yes	Yes	Yes
Agree to implement Irish Sailing policies and further Irish Sailing objectives, rules, and regulations	Yes	Yes	Yes
Unimpaired eyesight, natural or corrected appropriate to discipline	Yes	Yes	Yes
Contribute to Irish Sailing development programme relevant to their discipline	Yes	Preferable	Preferable
Full, Life or Honorary Member of Irish Sailing Category 1 club, or direct member of Irish Sailing	Yes	Yes	Yes
Registered on Irish Sailing Passport for Race Officials	Yes	Yes	Yes
Have been involved in teaching and/or mentoring upcoming Race Officials	Yes	Preferable	No

- 4.2. When there is a requirement to officiate at an event outside a candidate's home waters, the following provisions shall apply:
- 4.2.1. If the event is an Irish Sailing or World Sailing competition it will qualify regardless of location.
- 4.2.2. If the candidate's home waters are Dublin Bay or Cork Harbour, the event shall not be within those areas except when approved by the ROPG.

- 4.3. Any Irish Sailing Race Official appointed by World Sailing as an International Race Official shall for the duration of that appointment be regarded as an Irish Sailing National Official in that discipline and is excluded from the provisions of this regulation. Upon ceasing a World Sailing appointment, the Race Official will be deemed appointed as an Irish Sailing National Official for a term as set out in 2.1.
- 4.4. Candidates may be required to pass a test or assessment. Candidates who fail the test or assessment may take a new test or assessment, but not within six months of a previous test. The decision whether to allow this or not shall be made by the ROPG. Candidates who fail the test or assessment a second time and request to take a new test or assessment shall be assessed on an individual basis. The decision whether to allow this or not shall be made by the ROPG.

## **5. Considerations for Appointment of a Race Official**

- 5.1. The ROPG shall consider the following when deciding on an application:
  - 5.1.1. whether the candidate has complied with all requirements.
  - 5.1.2. any comments received from an Irish Sailing Race Official, an Irish Sailing Club, or Irish Sailing affiliated Class.
  - 5.1.3. the candidate's relevant experience in other disciplines; and (d) such other information as it may consider relevant.
- 5.2. Candidates for reappointment who do not meet all the requirements for reappointment, especially in respect of events attended, may, in exceptional circumstances or on medical grounds, be recommended for reappointment. In those cases, the policy group may approve either:
  - 5.2.1. reappointment of a candidate for a term; or
  - 5.2.2. extension of the existing appointment for 12 months.
- 5.3. Race Officials whose appointments have expired less than 12 months will be considered as candidates for reappointment and shall meet the general and qualification criteria for reappointment for each discipline.
- 5.4. Race Officials whose appointments have expired for more than 12 months will be considered as candidates for initial appointment and they shall meet the general and qualification criteria for initial appointment for each discipline.

## 6. Judges and Protest Committee members – qualification criteria

- 6.1. Irish Sailing recognises 3 categories based on formal qualification and experience:
- 6.2. An Irish Sailing National Judge has the aptitude necessary to lead the Protest Committee at a principal event. In addition to a proven capacity to chair hearings an Irish Sailing National Judge will also have experience of judging on the water and will be able to assist the Organising Authority and Race Committee before and during the event.
- 6.3. An Irish Sailing Regional Judge has the aptitude necessary to lead the Protest Committee at Regional events and assist National Judges at principal events.
- 6.4. An Irish Sailing Protest Committee Member has the aptitude to assist National and Regional Judges at events, and, with experience, chair protest hearings at club and local level.
- 6.5. A candidate for first appointment as Irish Sailing Judge shall, within the 4 years prior to the date of application, have complied with the following:

First Appointment	National Judge (NJ)	Regional Judge (RJ)	Protest Committee (PC)
Member of protest Committee	6 principal events (at least 3 must be fleet racing including 1 outside home waters)	6 regional events	Proof of activity at local/club level and assisting Regional and National Judges
Attendance at Judges Seminar	Yes	Yes	No
Attendance at Protest Committee course			Yes, or ROPG validation of previous relevant experience
Pass approved Irish Sailing written judges test	NJ test	RJ test	No
Powerboat Cert	Yes	Preferable	No
VHF License	Yes	Preferable	
Experience of judging rule 42 on the water	Yes	Preferable	No
References from National or International Judges	3	1	No

- 6.6. A candidate for reappointment shall either comply with the qualifications set out above or within the 4 years prior to the date of application:

Reappointment	National Judge (NJ)	Regional Judge (RJ)	Protest Committee (PC)
Member of protest Committee	6 principal events (at least 3 must be fleet racing)	6 regional events	Proof of activity at local/club level and assisting Regional & National Judges
Chairman of PC (included in total above)	3 principal events	3 regional events	No
Contributed to development of Irish Sailing judging programme	Yes	Preferable	No

Contributed to the training of competitors and official Race Officials in the interpretation and use of the Racing Rules of Sailing	Yes	Preferable	No
Attendance at Irish Sailing Race Officials Conference	Yes	Yes	preferable

## 7. Umpires – qualification criteria

- 7.1. Irish Sailing recognises 3 categories based on formal qualification and experience:
- 7.2. An Irish Sailing National Umpire has the aptitude necessary to lead an umpire team at a principal umpired event.
- 7.3. An Irish Sailing Regional Umpire has the aptitude necessary to lead an umpire team at a regional event.
- 7.4. An Irish Sailing Local Umpire has the aptitude necessary to assist Regional and National Umpires
- 7.5. All Irish Sailing Umpires need to apply the relevant rules to make quick decisions under pressure.
- 7.6. They must drive and position small powerboats on the racecourse, anticipating how boats manoeuvre based on their understanding of match/team or fleet racing.
- 7.7. Umpires shall be able to withstand several consecutive days on the water in small powerboats.
- 7.8. All umpires are required to hold a Powerboat Certificate and VHF Licence.
- 7.9. A candidate for first appointment shall within the 4 years prior to the date of application:

First Appointment	National Umpire (NU)	Regional Umpire (RU)	Local Umpire (LU)
Attend an IS approved Umpiring Seminar	Yes	Yes	No
Follow IS approved Introduction to Umpiring programme			Yes
Passed IS approved National Umpires test	Yes		
National Powerboat certificate	Yes	Yes	Yes
Passed IS approved performance assessment at appropriate level	Yes	Yes	Yes
Umpiring experience Acted as umpire at minimum 8 events	8 events, at least one outside home waters Yes, at least one outside home waters	Yes 8 events	8 days as full member of umpire team Candidates with appropriate recent team racing experience may request that this number of days be reduced.
Reference from Chief Umpire	3 (NU or IU)	1 (NU, IU)	1 (NU, IU, RU)



- 7.10. A candidate for reappointment shall either comply with the requirements set out above or within the 4 years prior to the date of application have:

Reappointment	National Umpire (NU)	Regional Umpire (RU)	Local Umpire (LU)
Acted as umpire within the last 4 years:	8 Principal events including 2 outside home waters	8 Regional events or higher level	8 Club events or higher level
Passed Irish Sailing approved performance assessment at appropriate level	At a principal event	At a regional event or higher level	At local/club event
Have contributed to the development of the Umpiring Programme of Irish Sailing	Yes	Preferable	
Have contributed to the training of competitors and official Race Officials in the interpretation and use of the Racing Rules of Sailing	Yes	Preferable	
Have attended an Irish Sailing Race Officials Conference	Yes	Yes	Yes

## 8. Race Officers – qualification criteria

- 8.1. Irish Sailing recognises 3 categories based on formal qualification and experience:

- 8.1.1. An Irish Sailing National Race Officer has the aptitude necessary to lead a race management team at principal events.
- 8.1.2. An Irish Sailing Regional Race Officer has the aptitude necessary to lead a race management team at a Regional level event and assist National Race Officers at principal events.
- 8.1.3. An Irish Sailing Local Race Officer has the aptitude necessary to lead the race management team for club racing and assist Regional and National Race Officers at other events.

- 8.2. A candidate for first appointment as Irish Sailing Race Officer shall, in the 4 years prior to the date of application, have complied with the following:

First appointment	National Race Officer (NRO)	Regional Race Officer (RRO)	Local Race Officer (LRO)
Attended IS approved Race Management Course	Level 2	Level 2	Level 1
Passed IS approved Race Officer test	Level 2 Pass mark 90%	Level 2 Pass mark 70%	No test

Race Officer responsible for management of races on the water	4 principal events (under supervision of NRO) including 1 outside home waters	1 principal event or 3 Regional events (under supervision of NRO)	Have acted as race officer for club races on a regular basis
Letter of recommendation from class association or organising authority for one of these events	Yes	Recommendation from applicant's club	No
Powerboat Certificate	Yes	Yes	Yes
VHF Licence	Yes	Yes	Yes
Knowledge of safety procedures and policies	Yes	Yes	Yes
Completed forms from National or International RO	3	1	N/A

- 8.3. A candidate for reappointment shall either comply with the requirements set out above or within the last four years prior to the application:

Reappointment	National Race Officer (NRO)	Regional Race Officer (RRO)	Local Race Officer (LRO)
Race Officer responsible for management of races on the water	4 principal events and 4 other events	6 regional events	Demonstrate activity as RO
Contributed to development of Irish Sailing race management programme e.g., mentoring	Yes	Preferable	No
Have contributed to the training of competitors and official Race Officials in race management and related matters	Yes	Preferable	No
Attendance at Irish Sailing Race Officials Conference	Yes	Yes	Preferable

## 9. Measurers and Equipment Inspectors – qualification criteria

- 9.1. Irish Sailing recognises the following qualifications:

- 9.1.1. An Irish Sailing Equipment Inspector has the aptitude to conduct Equipment Inspection, but not including fundamental measurement.
- 9.1.2. An Irish Sailing Class Sail Measurer has the aptitude to conduct certification control, and when the class rules permit, certification, as well as equipment inspection, including fundamental measurement, of sails of nominated classes.

- 9.1.3. An Irish Sailing Class Full Measurer has the aptitude to conduct full certification control, and when the class rules permit, certification, as well as equipment inspection including fundamental measurement of nominated classes.
- 9.1.4. An Irish Sailing National Measurer is a Full Class Measurer for at least 3 classes and has the aptitude to lead an Equipment Inspection team at a principal event.
- 9.2. A candidate for first appointment as Irish Sailing Measurer or Equipment Inspector shall, in the 4 years prior to the date of application, have complied with the following:

Equipment Inspector (EI)	Class Sail Measurer (incl. IRC)	Class Full Measurer (incl. IRC)	National Measurer (NM)
Have assisted in Equipment Inspection at 3 events, supervised by an Irish Sailing Equipment Inspector or Measurer	Have assisted in Equipment Inspecting at 3 events, including one principal event in the nominating Class, supervised by an IS Measurer	Have assisted in Equipment Inspecting at 3 principal events of the nominating Class, supervised by an Irish Sailing Full Class Measurer	Have led the Equipment Inspection team at 8 principal events including 3 International events, with references.
3 references from supervising IS Equipment Inspector or Measurer or equivalent	3 references from supervising IS Measurer or equivalent	3 references from a supervising Irish Sailing Full Measurer or equivalent	3 references from Irish Sailing National Measurer or equivalent
Have completed an Irish Sailing Equipment Inspector course	Have completed an IS Sail Measuring course	Have completed an Irish Sailing Sail Measuring course and a Class specific measuring course	Be a current Class Full Measurer in at least 3 Classes (max. 5).
Be nominated by a Cat. 1 Club or Irish Sailing affiliated Class	Be nominated by an Irish Sailing affiliated Class	Be nominated by an Irish Sailing affiliated Class	Be nominated by 3 Irish Sailing affiliated Classes
VHF License required if undertaking on the water inspections	Level 2 powerboat license or equivalent required if undertaking on the water inspections	Level 2 powerboat license or equivalent required if undertaking on the water inspections	Level 2 powerboat license or equivalent required if undertaking on the water inspections
Level 2 powerboat license or equivalent required if undertaking on the water inspections	Level 2 powerboat license or equivalent required if undertaking on the water inspections	Level 2 powerboat license or equivalent required if undertaking on the water inspections	Level 2 powerboat license or equivalent required if undertaking on the water inspections
Be familiar with Safety Procedures and Policies applicable to the event if undertaking on the water inspections	Be familiar with Safety Procedures and Policies applicable to the event if undertaking on the water inspections	Be familiar with Safety Procedures and Policies applicable to the event if undertaking on the water inspections	Be familiar with Safety Procedures and Policies applicable to the event if undertaking on the water inspections

- 9.3. A candidate for reappointment as shall either comply with the qualifications set out above or within the last four years prior to the application:

Reappointment	Equipment Inspector (EI)	Class Sail Measurer (incl. IRC)	Class Full Measurer (incl. IRC)	National Measurer (NM)
Have contributed to the development of the Measuring or Equipment Inspection Programmes, and furthered the objectives, rules, and regulations of Irish Sailing	Yes	Yes	Yes	Yes
Have contributed to the training of competitors and official Race Officials in the interpretation and use of the Equipment Rules of Sailing (ERS)	Yes	Yes	Yes	Yes
Be nominated by the Cat.1 Class for which reappointment is being sought	Yes	Yes	Yes	Yes
Attendance at Irish Sailing Race Officials Conference	Yes	Yes	Yes	Yes

- 9.4. Any Measurer or Equipment Inspector who is required to undertake On the Water (OTW) Inspections will be required to have Irish Sailing Powerboat Level 2 or equivalent, a VHF licence and be familiar with Safety Procedures and Policies applicable to the event. An official Race Official who does not meet these requirements shall be accompanied by a person with these qualifications

## 10. Mark Layers – qualification criteria

- 10.1. Irish Sailing recognises the following qualifications:

- 10.1.1. An Irish Sailing National Mark Layer has the aptitude to lead the mark laying team at a principal event.
- 10.1.2. An Irish Sailing Regional Mark Layer has the aptitude to lead the mark laying team at regional events and assist National Mark Layers.
- 10.1.3. An Irish Sailing Local Mark Layer has the aptitude to lead the mark laying team at local events for local/club racing and to assist Regional and National Mark Layers.

- 10.2. A candidate for first appointment as Irish Sailing Mark Layer shall, within the 4 years prior to the date of application, have complied with the following:

First Appointment	National Mark Layer (NML)	Regional Mark Layer (RML)	Local Mark Layer (LML)
Mark Laying Experience	Have served as mark layer under the supervision of a NML or NRO/IRO for 4 principal events (including 2 outside of home waters)	Have served as mark-layer under the supervision of an NRO, RML or NML (including 1 outside home waters)	Have been regularly involved in mark laying at club races or small regattas or on recommendation from ML course instructor
Reference	2 from IRO or NML	1 from NRO or NML/RML	No
Powerboat cert	IS Safety Boat certificate or equivalent	National Powerboat or equivalent	National Powerboat or equivalent
VHF cert	Yes	Yes	Yes
Attendance at an Irish Sailing Mark Laying course	Have successfully completed Level 2 Irish Sailing Mark Layer course	Have successfully completed Level 2 Irish Sailing Mark Layer course	Successfully completed LML course

Attendance at Irish Sailing Race Officials Conference	Yes	Yes	preferable
---	-----	-----	------------

- 10.3. A candidate for reappointment only shall either comply with the requirements set out above or within the 4 years prior to the date of application:

Reappointment	National Mark Layer (NML)	Regional Mark Layer (RML)	Local Mark Layer (LML)
Mark Layer	4 principal events and 4 other events	6 regional events	Demonstrate activity as mark-layer
Contributed to development of Irish Sailing mark laying programme	Yes	Preferable	No
Have contributed to the training of mark layers	Yes	Preferable	No
Attendance at Irish Sailing Race Officials Conference	Yes	Yes	Preferable

## 11. Safety Leaders – qualification criteria

- 11.1. Irish Sailing recognises the following qualifications:

- 11.1.1. An Irish Sailing National Safety Leader has the aptitude to lead the event safety team at a principal event.
- 11.1.2. An Irish Sailing Regional Safety Leader has the aptitude to lead the event safety team at regional events and assist National Safety Leaders.
- 11.1.3. An Irish Sailing Local Safety Leader has the aptitude to lead the event safety team at local events for local/club racing and to assist Regional and National Safety Leaders.

- 11.2. A candidate for first appointment as Irish Sailing Safety Leader shall within the 4 years prior to the date of application, have complied with the following:

First Appointment	National Safety Leader (NSL)	Regional Safety Leader (RSL)	Local Safety Leader (LSL) Shorebased and full
Event Safety Experience	Have served as Safety Leader under the supervision of a NESC for 4 principal events (including 2 outside of home waters)	Have served as Safety Leader under the supervision of an RSL or NSL (including 1 outside home waters)	Have been regularly involved in safety at club races or small regattas
Reference	2 from NRO/IRO or NESC	1 from NRO or NESC/RESC	No
Powerboat cert	Irish Sailing Safety Boat certificate or equivalent	Irish Sailing Safety Boat certificate or equivalent	Irish Sailing National Powerboat certificate or equivalent (not required for shorebased LSL)

VHF cert	Yes	Yes	Yes
Valid First Aid or First Responders course	Yes	Yes	Yes
Attendance at an Irish Sailing Safety Leaders endorsed course	Have successfully Completed Level 2 Irish Sailing Regional/National Safety Leader course	Have successfully Completed Level 2 Irish Sailing Regional/National Safety Leader course	Have successfully Completed Level 1 Irish Sailing Local Safety Leader course

- 11.3. A candidate for reappointment only shall either comply with the requirements set out above or within the 4 years prior to the date of application

Reappointment	National Safety Leader (NSL)	Regional Safety Leader (RSL)	Local Safety Leader (LSL) Shorebased and full
Safety Leader	4 principal events and 4 other events	6 regional events	Demonstrate activity as event safety leader
Contributed to development of Irish Sailing event safety programme	Yes	Preferable	No
Have contributed to the training of event safety leaders	Yes	Preferable	No
Attendance at Irish Sailing Race Officials Conference	Yes	Yes	preferable

## 12. Results Managers – qualification criteria

- 12.1. Irish Sailing recognises the following qualifications:

- 12.1.1. An Irish Sailing National Results Manager has the aptitude to lead the results team and must have some years' experience which will allow them to confidently manage a high-profile event. They can liaise with Race Management Team to form the correct categories needed and have the ability to use the correct results programme and prepare a results file for a large fleet of both one-design and mixed handicap boats. They can post results to wherever they are required and can set up the results office and work effectively with the Race Office, Protest Committee Liaison; Jury & Press as well as manage Results Queries, online if needs be. They will also be able to score handicap results as well as series results as required, even if as part of a team.
- 12.1.2. An Irish Sailing Regional Results Manager has the aptitude to lead the results team at regional events and assist National Results Managers. They can liaise with Race Management Team and can deal with various categories, which may be age/ gender-based or another and can take charge of results management for a regional one-design event, which by definition, would have over 30 boats racing for a variety of trophies. They can score results and have them ready for printing or uploading. They will also liaise with Protest Committee/ Jury as well as Results Query Sheets and re-score results as needed.
- 12.1.3. An Irish Sailing Local Results Manager has the aptitude to lead the results team at local events for local/club racing and to assist Regional and National Results Managers. They can liaise with Race Management Team and can download and set up a simple results management

package such a Sailwave; Sail100; Halsail or another. They can liaise with Race Management Team to find out what results are needed, how the results are to be recorded and transmitted to the results office. Also, the ability to score results and have them ready for printing or uploading onto a suitable platform is important.

- 12.2. A candidate for first appointment shall, within the 4 years prior to the date of application, have complied with the following:

<b>First Appointment</b>	<b>National Results Manger (NRM)</b>	<b>Regional Results Manager (RRM)</b>	<b>Local Results Manager (LRM)</b>
Experience relevant to Results management	Have served as Results Manager for 4 principal events (including 1 outside of home waters)	Have served as results manager for 3 regional events, all 3 can be in local waters	Have been regularly involved in results management at club races or small regattas
Knowledge of a recognised results Software package	Must have strong working knowledge of a recognised software package	Must be able to use a recognised software package to format results under supervision	Can use excel spreadsheets or Club Manager software if preferred
Knowledge of racing rules of sailing	Must have an informed knowledge of RRS	Must have a good knowledge of RRS or be working alongside someone with this knowledge	Must have a moderate grasp of RRS
References	2 from NRO/IRO or NRM	1 from NRO or NRM/RRM	Not needed.

- 12.3. A candidate for reappointment only shall either comply with the requirements set out above or within the 4 years prior to the date of application:

<b>Reappointment</b>	<b>National Results Manager (NRM)</b>	<b>Regional Results Manager (RRM)</b>	<b>Local Results Manager (LRM)</b>
Have contributed to the development of Results Management	Yes	Yes	Yes
Have contributed to the training of official Race Officials in Results Management	Yes	Preferable	No
Attendance at Results-specific training	Yes	Yes	Yes
Attendance at Irish Sailing Race Officials Conference	Yes	Preferable	No

## 13. Recognition of Non-Irish Sailing qualifications

- 13.1. The ROPG and Race Officials shall recognise the qualifications and standing of Race Officials holding a current appointment from a World Sailing Member National Authority (MNA) other than IS provided such qualifications are equivalent to and of a similar standard to that of IS.
- 13.2. Further the ROPG may, on application and at its discretion, approve the appointment as an IS Race Official of an applicant who holds a current equivalent qualification issued by another MNA.



## **14. Irish Sailing Endorsement of Applications to World Sailing for International Appointments**

- 14.1. Any application to World Sailing for initial appointment as an International Race Official requires the endorsement of the Irish Sailing. Upon receipt of a request for endorsement Irish Sailing Race Officials Policy Group shall make a recommendation to the Irish Sailing Board within 30 days.

## **15. Race Officials Performance**

- 15.1. The Race Officials Policy Group shall consider any reports about the conduct or competence of Irish Sailing Race Officials adopting the following procedure:
- 15.2. On receipt of a positive report concerning an Irish Sailing Race Official's conduct or competence the Race Official shall be informed of the source and content of that report.
- 15.3. Receipt of any other report concerning an Irish Sailing Race Official's conduct or competence will be considered by the ROPG who shall place it in one of three categories, namely, minor, major, or serious on the following basis:
  - 15.3.1. Minor Reports – reports which are relevant to the conduct or competence of the Irish Sailing Race Official, but which are not serious enough to warrant any sanction.
  - 15.3.2. Major Reports – reports which disclose a lack of competence or conduct serious enough to warrant a formal investigation and possible sanctions. These may include a series of minor reports commenting on the same or similar problems. A report will be categorised as major if it describes a level of competence or conduct clearly below the level required for appointment as an Irish Sailing Race Official.
  - 15.3.3. Serious Reports – reports which disclose a lack of competence or conduct so serious that it would be appropriate to consider immediate suspension of the Irish Sailing Race Official and subsequent possible sanctions.
- 15.4. Reports will not usually be considered unless they are made in writing by a Race Official, competitor, support person including a parent or guardian, authorised member of the organising authority or class association.
- 15.5. Where a report or complaint is categorised as minor, it shall be recorded by the ROPG. A copy of the report shall be sent to the Race Official. The purpose of doing so will primarily be to improve future performance. The ROPG may request the Race Official to undertake appropriate action to improve performance. If requested by the Race Official, further advice and assistance will be provided by Irish Sailing. The Chairman of the ROPG shall be supplied with all copies and resumes of minor reports and all requests to undertake action that are sent to Race Officials.
- 15.6. Where a report or complaint is categorised as Major, the Irish Sailing Race Official concerned shall receive an allegation based on the report. The Race Official can either accept the allegation or request an investigation. If the Race Official accepts the allegation, the ROPG may impose a sanction in accordance with this Regulation.
- 15.7. If the Race Official requests an investigation, the ROPG shall investigate the report and recommend either that no further action is taken, or that sanctions shall be imposed or that that matter shall be referred to the Irish Sailing Board. The ROPG may establish a panel to conduct this investigation.



- 15.8. Where a report is categorised as serious, formal action by Irish Sailing shall be taken. The Race Official concerned shall be informed of the investigation at its inception and the complaints concerned shall be supplied with all relevant documents.
- 15.9. The Race Official shall be entitled to choose to answer the allegations in writing or before the ROPG. If sanctions are recommended, they shall be specified.
- 15.10. The ROPG shall report the decision to the Irish Sailing Board.
- 15.11. The ROPG may impose an appropriate sanction, for example:
  - 15.11.1. that a formal warning be given.
  - 15.11.2. that a reprimand be given.
  - 15.11.3. that the Irish Sailing Race Official shall not be appointed to or approved for events of a specified grade or type.
  - 15.11.4. that the Irish Sailing Race Official be supervised when attending an event.
  - 15.11.5. that the Irish Sailing Race Official attend a relevant training course for the relevant discipline and level of qualification before attending a further event.
  - 15.11.6. that the Irish Sailing Race Official be re-assessed in the relevant discipline if assessment is a requirement before appointment in that discipline.
  - 15.11.7. that the Irish Sailing Race Official take a test in the discipline concerned.
  - 15.11.8. that the Irish Sailing Race Official's appointment be suspended for up to one year.
  - 15.11.9. that the appointment of the Irish Sailing Race Official be terminated.
- 15.12. If the recommendation is that the appointment be terminated, the matter will be referred to the Irish Sailing Board which shall be the only body with authority to terminate an appointment of an Irish Sailing Race Official.

## 16. Conflicts of Interest (Col)

- 16.1. A conflict of interest exists when an Irish Sailing Race Official has, or reasonably appears to have, a personal or financial interest which could affect the Race Official's ability to be impartial.
- 16.2. In addition, an Irish Sailing Measurer shall not carry out certification control of any part of a boat owned, designed, or built by the Race Official, or in which the Race Official is an interested party, or has a vested interest, except where permitted by Irish Sailing or World Sailing for In-House Certification.
- 16.3. When an Irish Sailing Race Official is invited to serve at a regatta the Race Official shall consult the 'Race Official Guidelines for Assessing a Conflict of Interest for Race Officials' available at: [http://www.sailing.org/tools/documents/20130220ROCConflictOfInterestGuidelines-\[14490\].pdf](http://www.sailing.org/tools/documents/20130220ROCConflictOfInterestGuidelines-[14490].pdf), and act in accordance with these guidelines, which may be to decline the invitation.
- 16.4. When the Irish Sailing Race Official has any doubt on the action to take the Race Official shall promptly consult the Irish Sailing ROPG, prior to accepting the invitation, and be bound by its decision.
- 16.5. When, at an event, an Irish Sailing Race Official becomes aware of a conflict of interest, the Race Official shall disclose the potential conflict to the protest committee, which shall take appropriate action in accordance with the 'Race Official Guidelines for Assessing a Conflict of Interest for Race Officials.' The protest committee may consult the ROPG and be bound by its decision.

## 17. Review of and Changes to these regulations

- 17.1. These Regulations shall be reviewed at least every four years by the ROPG.

17.2. Changes to these regulations shall be approved by the Irish Sailing Board.

## Appendix A

### PRINCIPAL EVENT GUIDELINES

#### 1. General

- 1.1. The Regulations governing the appointment of Irish Sailing Race Officials use the term 'Principal Event.' This describes events that the Race Officials Policy Group will consider to be acceptable when experience at a principal event is criteria for an appointment.
- 1.2. Although there is no specific definition of a principal event, this document will assist first time applicants and applicants for reappointment with a better understanding as to which of their events will be considered as principal events. Officials from more isolated areas struggle to receive invitations to events outside their home waters, especially prior to becoming certified Irish Sailing Race Officials.
- 1.3. The Race Officials Policy Group looks at a broad scope of events to define the experience needed for first time appointment or renewal of a Race Officials. The Policy Group will always consider exceptions when evaluating an application.
- 1.4. A principal event for the purposes of appointment of Race Officials is an event that gives the a level of experience they can be expected to encounter if appointed as an National Irish Sailing Race Official. At the same time the Race Officials Policy Group recognises that there will be events which can be considered as part of an application because they allow the Race Official to bring their high level of experience to all levels of racing.
- 1.5. For example, weather conditions can play havoc with the ability of a race committee to complete all races planned although generally a principal event should have a minimum of five races. Each situation is evaluated on its own. Two events of lesser duration or two events which have a large number of boats, but only one or two races could represent one principal event if the standard of racing were high enough.

#### 2. Judges

- 2.1. Some events are experimenting with different forums for making protest decisions such as email, video conferencing and telephone conferencing. Whilst the stature of these events is recognised, only one event where the jury members are not physically present may be included in an application as a principal event and that event shall have an international jury. All the other criteria must be met.
- 2.2. An umpired fleet racing event may be included in an application for renewal but only one event that is either a principal event or one composed of two L2s can be included.

#### 3. Umpires

- 3.1. Umpired fleet racing events, including umpired radio sailing events, may be included in an application, but only up to two such events per application can be included.

#### 4. Race Officers

- 4.1. Regarding race officers, a role other than the race officer or the race officer responsible for the management of the races on the water, may be considered to be a principal event. However, the number of events in the portfolio where the applicant was not the race officer responsible for the management of the races on the water, will be limited to two.

#### 5. Events not meeting the Principal Event criteria

- 5.1. Applicants may count two events that do not meet the principal event criteria as one principal event, but only twice for each application. Irish Sailing Race Officials are encouraged not only to seek high level events, but also to provide their skills and knowledge

at other, non-principal events, in the hope that their expertise will be of benefit to other less-experienced Race Officials.

## 6. Principal Event criteria

6.1. It is clearly impossible to fully describe a 'principal event', but the table below may be helpful.

<b>Fleet Racing Dinghies</b>	<b>Fleet Racing Keelboats</b>	<b>Umpired Fleet Racing</b>	<b>Match Racing</b>	<b>Team Racing</b>
<ul style="list-style-type: none"> <li>World Sailing principal events</li> <li>2 (or more) day National Championships</li> <li>Minimum number of 15 entries</li> </ul>	<ul style="list-style-type: none"> <li>World Sailing principal events</li> <li>2 (or more) day National Championships</li> <li>Minimum number of 10 entries</li> </ul>	<ul style="list-style-type: none"> <li>World Sailing principal events</li> <li>Irish Sailing All Irelands</li> </ul>	<ul style="list-style-type: none"> <li>World Sailing principal events</li> <li>World Sailing Grade 3 events</li> </ul>	<ul style="list-style-type: none"> <li>World Sailing principal events</li> <li>ITRA Championships</li> </ul>
<ul style="list-style-type: none"> <li>2day (or more) Regional Championships</li> <li>Minimum number of 25 entries</li> </ul>	<ul style="list-style-type: none"> <li>2 day (or more) Regional Championships</li> <li>Minimum number of 15 entries</li> </ul>	<ul style="list-style-type: none"> <li>Events meeting the following criteria: <ul style="list-style-type: none"> <li>2 umpired boats per race</li> <li>2 umpires per boat</li> <li>1 National Umpire as lead umpire per race</li> </ul> </li> </ul>		Events meeting the following criteria: <ul style="list-style-type: none"> <li>2 umpired boats per race</li> <li>2 umpires per boat</li> <li>1 NU as lead umpire per race</li> </ul>
<ul style="list-style-type: none"> <li>3-day (or more) Sailing Weeks</li> <li>VDLR/Derg Week/etc</li> </ul>	<ul style="list-style-type: none"> <li>3-day (or more) Sailing Weeks</li> <li>Cork Week/ Sovereigns / ICRA/VLD R etc.</li> </ul>			<ul style="list-style-type: none"> <li>IUSA Championships</li> </ul>

## Appendix B1

### **GENERAL GUIDELINES FOR ASSESSING A CONFLICT OF INTEREST FOR RACE OFFICIALS**

#### **Racing Rules of Sailing – Definition:**

A person has a conflict of interest if he:

- A. may gain or lose as a result of a decision to which he contributes,
- B. may reasonably appear to have a personal or financial interest which could affect his ability to be impartial, or
- C. has a close personal interest in a decision.

#### **1. Introduction**

- 1.1. The Race Officials Policy Group may be required under Irish Sailing Race Officials Regulations 14.3 to determine if a Race Official (RO) has a conflict of interest (Col) that could impact on the performance of his or her duties as a RO.
- 1.2. These guidelines are intended to aid Irish Sailing RO's in adopting a consistent approach to the issue of Col. This is especially important as our sport expands into different areas and because of the increasing level of competition, event management professionalism and the scrutiny of the media. The guidelines outline how the ROPG will discharge this duty and any actions it would recommend as a result of such a conflict being determined.
- 1.3. A conflict of interest may be either actual or perceived, with the circumstances giving rise to a Col related to how our sport's administration and Race Officials are perceived, despite their actual behaviour or relationships. It is vital that our sport is seen to be fair and without bias by all involved, regardless of whether they be competitors, coaches, parents, organisers and other ROs. Therefore, potential, and actual Col's cannot and should not be ignored. An omission to declare a Col, whether actual or perceived, or the failure to request clarification from the ROPG to determine if an actual or perceived Col exists, may lead to a report being made against the RO as provided for in Irish Sailing Race Officials Regulations.

#### **2. Existing Guidance**

- 2.1. Some existing documents and manuals contain reference to areas and/or situations where a Col may exist and define the ROs' responsibilities: these are listed or referenced in Irish Sailing Race Officials Regulations

#### **3. Race Official Manuals**

- 3.1. The various Race Official disciplines have different standards of reference to Col in their manuals. However, they are all bound by the World Sailing and Irish Sailing regulations. All ROs should make themselves familiar with the guidance that exists in the manual for their discipline.

#### **4. Register of Interests**

- 4.1. Currently, there is no central register of RO potential interests established by Irish Sailing.

#### **5. Procedure for the RO**

- 5.1. If an RO believes or suspects (or is alleged to have a Col) he or she may have a Col, the RO should follow the procedure described below. Simple procedures are established within this guidance for implementation of the Irish Sailing Race Official's Regulations Col rules.

## 5.2. **Conflict**

- 5.2.1. Section A contains 2 sets of questions, which a RO should always consider:  
 General: Their relationship with competitors' teams, MNA's etc.  
 Specific: When they are invited to an event.

- 5.2.2. These sets of questions are not exhaustive. Thus, if an RO considers he or she has any association, whether the same or similar to those stated may constitute a Col, they should ask for clarification from the ROPG. If there is an obvious conflict, then they should decline the invitation.

## 5.3. **Level**

- 5.3.1. Section B contains questions that may help an RO determine the level of a Col. There is a wide range of potential conflicts. Conflicts have been categorized into a number of levels in order to help Irish Sailing and the RO determine the appropriate action.
- 5.3.2. These levels are explained in Section B.

- 5.4. Many Col's will decrease, lessen, or disappear over time. When a relationship ends, there will be a quarantine period which will depend on the type and level of the Col. The quarantine period is typically between 6 months and 2 years.

## 5.5. **Action**

- 5.5.1. There are a number of possible actions that should be taken if an RO identifies a Col. Usually, the matter is always better dealt with prior to the RO accepting an invitation. Section C contains some recommended actions that an RO should or must take if a Col is identified. If a request is made to the ROC, the RO's actions will typically be considered.

## 5.6. **Examples**

- 5.6.1. Section D refers to examples of cases where the ROPG has ruled on a Col request from an RO. These examples identify the conflicts and actions.

## 5.7. **Timing**

- 5.7.1. An RO should always consider these guidelines before accepting an appointment. However, under certain circumstances it may be difficult as the RO's position may change subsequent to accepting an invitation. Therefore, the following timing should be observed:

### **Before an Event:**

- 5.7.1.1.1. The RO consults Section A and B of this Guidance.
- 5.7.1.1.2. If there is doubt, the Race Official submits a question to the ROPG through the Irish Sailing Secretariat.
- 5.7.1.1.3. The ROPG decides based on the information provided by the RO.
- 5.7.1.1.4. The RO is notified of the decision by the ROPG.
- 5.7.1.1.5. The decision may be appealed to the ROPG, in which case a decision will be made by the whole ROPG.

### **At an Event:**

- 5.7.1.1.6. The RO submits the potential Col information to the Protest Committee Chairman for a decision and/or requests a decision by the Protest Committee.
- 5.7.1.1.7. The recommended action is advised to the RO and the response is reported to the ROPG.
- 5.7.1.1.8. ROPG may consider action under Race Officials Regulations 13.

## 6. **Section A**

Part 1: General question: Do you have, or have you ever had any involvement, including financial, with or a relationship, either personal (including being related to) or professional (other than that expected at an event); with?		
Question	Yes/Scale	Comment
Any competitor	1-4	The nature and timing of the relationship will determine the level of conflict.
Any coaches	1-4	
A National Authority	2-4	Almost by default all RO's have an association with either their MNA or another, however, the level of that association may result in the association being a category 4 in some situations.
A different department of a National Authority	1-2	If the RO is not related to a group of competitors or coaches from the same MNA, there is usually no Col
A Class or Class Associations	1-3	Seldom will there be a conflict in this area that is category 4.
National Olympic Committees	2-4	There will always be a conflict when the RO is on the committee, other associations with the committee may result in a conflict including acting as an adviser.
Regional Games Committees	2-4	There will always be a conflict when the RO is on the committee, other associations with the committee may result in a conflict including acting as an adviser.
Other RO	1-4	This is a category that will mainly affect IJ's and IUs in situations where they are assessing another RO.

An affirmative response in this part should be followed by an assessment from ROPG.

Part 2: Specific question: have you been involved, including financial, with or a relationship; personal or professional (other than that expected at an event) with anyone involved in the event to which you have been invited?		
A competitor	2-4	There will always be a level of conflict.
A coach	2-4	There will always be a level of conflict.
Coaching	4	This is always a conflict; in some cases, this may also affect associated events.
Mentoring	2-3	There will always be a level of conflict.
Rules advising in a close relation to a competitor or team	4	This is always a conflict: in some cases, this may also affect associated events.
Training	2-4	There will always be a level of conflict and would seldom be level 2.
Selecting Team or Competitor	4	This is always a conflict; in some cases, the conflict will be until all events dealing with the selection are complete and may affect associated events
Officiating at a closed event	3-4	A race officialRace Official may participate in an event that is only for competitors from a limited group of MNAs
Sponsoring	1-4	Should always be a question to IRISH SAILING
An RO in another discipline of the event e.g., an IJ with an IRO	1-4	Should always be a question to IRISH SAILING



When the RO has been involved with a team or group of competitors that are competing on different boats	2-4	There will always be a level of conflict e.g. 1. When the competitors involved comprise less than 50% of the crew; category 2-3 2. More than 50%; category 4 3. Skipper, tactician, navigator; category 4 4. In all case there should be a question to IRISH SAILING
An affirmative response in this part should be followed by an assessment from IRISH SAILING or, if that is not practical, from the lead race official Race Official of the discipline in the event, i.e., the Protest Committee Chairman, Principal Race Officer, Chief Measurer/ Equipment Inspector, Chief Mark Layer, Chief Results Manager, Chief Safety Leader or Chief Umpire.		

## 7. Section B

- 7.1. These are some of the factors that Irish Sailing will use to determine the level of a Col:
- 7.1.1. The duration of the relationship (continuous for years, a year, some months, or weeks, once only)
  - 7.1.2. The intensity of the relationship (full time, part time, occasional, one time)
  - 7.1.3. The amount of payment received (usually not the significant factor)
  - 7.1.4. The time that has passed since the relationship ended (this should be considered relative to the cycle of the event in question; a Col in an event with a short cycle, e.g., a series with several events every year, will decrease faster than an event with a longer cycle, e.g., an annual event.

- 7.2. Based on the nature of the conflict and these factors, the Col will be assigned to one of the following categories (the number scale is the same as in Section A):

- 7.2.1. No conflict
- 7.2.2. Insignificant conflict
- 7.2.3. Minor conflict
- 7.2.4. Major conflict

## 7.3. Section C

- 7.3.1. Below are the actions that Irish Sailing will require from a RO when deciding on a specific request:

No conflict: RO may accept the invitation and be appointed.

Insignificant conflict: RO may accept the invitation and be appointed; the circumstances of the conflict shall be posted on the notice board and declared at any other appropriate time.

Minor conflict: RO may accept the invitation and be appointed subject to the OA being able to run the event with the RO being restricted in some of their usual duties. The circumstances of the conflict shall be posted on the notice board and declared at any other appropriate time.

Major conflict: RO should not accept the invitation and should not be appointed.

- 7.3.2. It should be noted that an action that may be appropriate at one event, may be different action at another event. The actions above are typical for top level events. However, for lower level events, the action required will generally be less significant.

## 7.4. Section D

- 7.4.1. This guide should be read together with specific examples.
- 7.4.2. At the World Sailing Website there is a collection of examples of Col requests that have been decided by the Race Officials Committee.

## 8. APPENDIX B2



## **Guidelines for managing conflicts of interest for judges and protest committees.**

### **8.1. RRS 63.4 (b) specifically allows for a judge with a conflict of interest to be a member of a protest committee on condition that:**

- 8.1.1. All parties consent;
- 8.1.2. The protest committee decides that the conflict of interest is not significant.
- 8.1.3. 'World Sailing Race Officials Committee Guidelines for assessing a Conflict of Interests for Race Officials' provides guidelines intended primarily for the appointment of race Race Officials to top-level events. The document states:
  - 8.1.3.1. It should be noted that an action that may be appropriate at one event, may be different action at another event. The actions above are typical for top-level events. However, for lower- level events, the action required will generally be less significant.

### **8.2. Basic Principles for managing conflicts of interest**

- 8.2.1. For World and Continental Championships, and other events with an international jury the World Sailing Guidelines should apply as written.
- 8.2.2. For National, Regional and other events considered as principal events by Irish Sailing, in line with the World Sailing Guidelines, actions to manage conflicts of interest may be at a lower level.
- 8.2.3. This means that, for instance, competing in an event would be:
  - 8.2.3.1. a 'major conflict' at a European Championship (even if there were several categories) and a judge should not accept an invitation or be appointed;
  - 8.2.3.2. a 'minor conflict' at a lower-level event so that the judge may accept the invitation and be appointed subject to the OA being able to run the event with the judge being restricted in some of their usual duties.
- 8.2.4. The same would apply for judges who have close family sailing in an event , or any other conflicts of interest.