

RRS 68

The Latest News from
the Judges' Committee



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WELCOME TO THE JUDGES' NEWSLETTER

Sarah Ashton

The Judges' Committee had its 7th Annual Meeting this past February. The meeting is an intensive 8 hrs of Judges' stuff with a few moments of pre-meeting gossip sessions. The past two years have been virtual but still highly productive. Included in this edition are the highlights of the meeting. If you have any questions or comments, please don't hesitate to contact your RAJ.

Future editions of the RRS68 will include words of wisdom from Dave Perry, Kevin Hawkins, and more.

If you have any topics you would like addressed or articles to include in the newsletter, feel free to send them to your RAJ or [me](#). Pertinent photos will also be appreciated.

CHAIRMAN'S CORNER

Wayne Balsiger

The Judges' Committee had our annual meeting the weekend of February 18th. We usually have an in-person meeting once a year, and the last two years were via Zoom, including this one. We had nine hours of good discussions and decision-making over three days of three hours each.

Insurance: This was our First Agenda item. We found out about the loss of insurance coverage basically like you did, from the email letter from US Sailing. We heard from Rich Jepsen, President, and Andrew Clouston, SVP Programs and Services, what the status is, what events are still covered and what US Sailing is doing. We gave them honest feedback on how Judges feel about the situation. US Sailing is working hard to find insurance coverage in the most challenging insurance environment in years.

We all appreciate the coverage we had via US Sailing and look forward to having coverage again.

An "Insurance Coverage Inquiry Form" is being developed so Race Officials may know the questions to ask of an Organizing Authority(OA) or Club what insurance coverage is provided for race officials. The US Sailing insurance was always a secondary policy to the OA or Club's insurance policy. You may or may not be covered under your umbrella policy if you have one. The recommendation is to ask your agent.

While insurance was one benefit of being a Certified Race Official, it is not the only one. We all do a better job as Judges by having the knowledge from training and using it while performing capably as Judges. Training usually makes one better than before, and Certification shows you are trained.

IJ Seminar: We held an IJ Seminar in mid-February in Atlanta, and 17 of the 23 students are US NJs interested in becoming IJs. World Sailing just published the revised version of WS Race Officials Roles, Qualification, and Competences for 2022, available on the WS website. This is the guidebook for WS certification.

IJ Candidate Mentor: I am pleased to announce that Darryl Waskow has accepted the position of IJ Candidate Mentor. This resource is for those NJs working on becoming International Judges and helping them on their path to becoming an IJ. An email to the US participants with more details is forthcoming. Welcome aboard Darryl to this important role.

I take this opportunity to thank Rick Mallinson, who ably was IJ Mentor the last four years or so and helped get and organize the Atlanta seminar.



Chairman's Corner Continued

Club Judge Certification: The committee made it a bit easier to obtain Club Judge certification by allowing two references from a CJS seminar instead of just one reference. At least one reference is still from an actual event with a hearing(s). We recognize that more protests are resolved without a hearing (a goal of the Racing Rules of Sailing) and that hearings are via Zoom as well as in-person.

Judge-In-Training: The committee made one change to the JIT designation. The designation requirements are now a) Take CJS seminar, b) Have a SOARS account, c) Be current with US Sailing Membership and SafeSport, d) Do NOT need to pass a test, e) Fill out the application, e) RAJ approval.

NJ Certification: The committee made one permanent change to the requirement for events >180 miles. The NJ requirement for National, Continental, International of 180 miles from the candidate's home is changed to two (one may be remote, but remote must have a hearing). Remote means via Zoom, not on-site in person.)

Judge Emeritus and Harman Hawkins Award Winner: The Judges' Committee gave Jim Tichenor a Certificate of Judge Emeritus, and US Sailing awarded him the Harman Hawkins Trophy. The presentation of these awards to Jim is scheduled in Houston on March 12th by Gary Jobson.

Recognition of Race officials: Matt Hill, Race Administration Director, is looking at ways to recognize officials (besides insurance coverage). Do you want something commemorative or functional? Would you like a Judges' Flag, the Lapel Pin ('the oar'), USS luggage tags, a name tag (or the famous Judges vest, ha-ha)? The Appeals and Case printed book? Laminated RRS w/ Appeals and Cases? Or reducing the cost of seminars or education offerings for certification/recertification? Matt will have a survey out this spring to get your input, or you may email him with your thoughts.

Travel Expenses: Judges are not paid to serve: Many competitors are surprised to learn Judges are volunteers, and mostly we paid our way to get to the venue, for our housing, and often for our meals as well. US Sailing will promote to OAs to consider covering more of the expenses of Race Officials in the entry fees, both for US Sailing events and in general for all events. It takes Race Officials to have an event, and efforts to change the "always a volunteer" are welcome.

Complaints, Commendations, and Plan of Improvement: US Sailing has several forms you may find useful. [Give Feedback on a Race Official](#). This page has two forms and is designed to allow anyone to Commend a Race Official or Report or Complaint about a Race official. It also has the link to the. This explains the policy and reporting procedure and the process flow for any complaints.

Other forms: The Useful Protest Committee Documents section of the Judges page is [the Hearing Procedure Checklist](#). This is in the Judges Manual as well.

Education opportunities: Club Judge, Advanced Judges Seminar, Round Tables, Protest Days, Clinics. There are some in-person seminars and Protest days on the calendar and education events happening again. Click here to [Find a Seminar](#). These education offerings fill CEU hours for recertification and help us be better Judges. The first Misconduct offering is full.

Rule 42 Endorsement: Last year, we removed Rule 42 experience as a requirement for National Judge certification. We are moving to rule 42 training and a rule 42 endorsement (think motorcycle endorsement on a driver's license). Training, assessment, and endorsement added to SOARS account, so you know, and OAs know who can handle Rule 42 events capably.

Thanks for all you do as Judges.

THE PROCESS FOR CHANGING A RULE IN *THE RACING RULES OF SAILING*?

Dick Rose

The Racing Rules of Sailing (RRS) are used in all of the 130 or so nations that are members of World Sailing (WS). WS's Regulations require that a revised edition be published on July 1st of the year in which the Olympic Regatta is sailed, and that those revised rules take effect on January 1st of the year following the Olympic Regatta. However, for the current rule book a slightly different process was followed. In 2020, as a result of COVID-19, the summer Olympics were postponed until 2021, and WS decided to modify its regulation so that the current RRS took effect on January 1, 2021 even though the Olympic Regatta did not take place until several months after the 2021-2024 RRS took effect.

Every four years, in the year before a new edition of the RRS takes effect, WS appoints a Racing Rules Committee (WS RRC) consisting of about 13 members. The WS RRC is the only body that can change a rule in the RRS, and that can be done only in response to a formal proposal to change the rule that WS receives in the form of a 'submission.' Under the current WS Regulations, submissions received by WS before August 1 of any year must be voted upon by the WS RRC on or before the end of the WS Annual Conference (usually held in late October). When it votes on a submission, the WS RRC must take one of three actions in response to a proposal: It can approve the proposal; it can reject the proposal; or it can approve the proposal with minor edits.

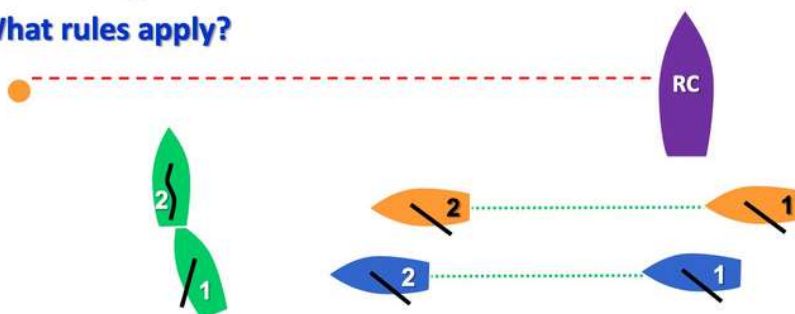
The US RRC has always had one or two of its members appointed to the WS RRC, and it has, for the last 70 years, made several submissions almost every year to change a racing rule or add a new rule. Since the adoption in the 1960s of uniform racing rules throughout the world, US Sailing and the United Kingdom's Royal Yachting Association have been the two nations that have played the most active role in the rule-writing process.

A formal 'submission' to change, say, rule X is made by sending WS a document that includes the current wording of rule X, the proposed changed wording of rule X, and the reasons for the change. A submission to add a new rule need only include the new rule and the reasons for adding it. A submission may be made by any national authority that is a member of WS, by the chairman of any WS committee, or by any of the approximately 20 WS RRC Working Parties. The latter are ad hoc international committees appointed by the chairman of the WS RRC for the purpose of working on one small aspect of the racing rules.

US Sailing has its own Racing Rules Committee (US RRC). The US RRC meets for approximately four hours every month, year-round. Those hours are spent considering ideas for changing rules or adding rules. Those ideas come from the members of the US RRC or are sent to the US RRC by any sailor or official. The last paragraph of the Foreword in the US Sailing edition of the RRS states:

The US Sailing Racing Rules Committee welcomes your ideas on improving the racing rules for the next rulebook. Please email comments and proposals to rules@ussailing.org.

- **Who has rights?**
- **What rules apply?**



FROM THE RACE ADMIN OFFICE

Matt Hill

Lost in the website? Unsure about a certification requirement? Need help with a background check?

Please reach out to us for help – raceadmin@ussailing.org or (401) 342-7945. The cheerful voice you'll hear on the phone is that of Judie McCann, our Race Administration Coordinator. Judie has been with us for just over a year now, and the verdict is in – she's the most cheerful and helpful member of the Race Administration department!

We are ready to answer your questions and help with all sorts of projects, including:

- Scheduling a race official training course at your venue
- Your certification as a judge
- Continuing education for officials
- Background checks and SafeSport
- Contacting your RAJ or ARO
- Questions about The Racing Rules of Sailing
- Help with race documents
- Assembling a protest committee
- Holding online protest hearings
- Appeals of protest committee decisions
- Questions about SOARS
- Troubleshooting any race admin-related issues

So regardless of your need, please give us a call or an email. If we can't help, we'll put you in touch with someone who can.

Finally, thank you for the effort, time and commitment you put into studying the racing rules, getting certified and serving your fellow racing sailors. You are an essential part of the support system for racers and our sport, and we can't do it without you.

Fair winds –

Matthew Hill
Race Administration Director, US Sailing
matthewhill@ussailing.org.



HAPPENINGS IN AREA B

Bruce Cook

Area B includes the State of New York (except for the northwest corridor of the state along Lake Ontario) and the State of Connecticut. It borders the Atlantic Ocean, Long Island Sound, Lake Ontario and includes numerous lakes and rivers to include the Hudson River. There are five sailing associations in the Area (Eastern Connecticut, Eastern Long Island, Great South Bay, Hudson River, and Long Island Sound) and 24 Judges: 2 International Judges; 7 National Judges (2 of whom are IJ); 8 Regional Judges; 6 Club Judges; 3 Judges-in-Training, and a mailing list of 52 people.

The educational offerings provided by the Judges Committee are available by signing up on the US Sailing website. The offerings currently include a virtual Advanced Judge Seminar on February 22, 24, 26 and 27, 2022, a virtual Protest Day on March 2nd and 4th, 2022 and an in-person Protest Day at American Yacht Club in Rye, New York, on April 2, 2022. Existing offerings can be identified at this address:

<https://www.ussailing.org/competition/rules-officiating/resources/find-a-seminar/judge-seminar-calendar/>. More programs are forthcoming.

I have asked Organizing Authorities in Area B to consider offering at least one extra spot on their hearing panels to people seeking to become certified or upgrade their certification. This request has generated some positive responses.

Currently, clubs in Area B are actively pursuing their frostbiting programs getting their members out to enjoy some fresh winter air. As March approaches, folks will begin to think about getting their boats ready for Spring, Summer and Fall sailing. Organizing Authorities are planning their season schedules and events. Judges are reviewing event documents for Organizing Authorities, filling up their calendars with commitments to officiate events, and practicing their sign language as they explore the nuances of the rule book to stay sharp.



ACHIEVING STEVE WRIGLEY'S VISION

Bill Simon, Chair JETT

Every Judge had to take the seminar and pass the test given only at the seminar. No matter what level Judge you were to be certified; you needed the seminar and test, and then you needed to repeat the same seminar every four years to renew or to increase your certification level. Steve had a vision of many different Judges' educational offerings that would change the landscape of race official training.

To start, Don Becker had the vision of a Club Judge program. Bruce Martinson was tapped to bring Club Judge to full maturity. A one-day seminar and test were developed for those Judges looking to work at their local clubs without much traveling. What a success this program became with seminars run all over the country and raising the talent and performance of the local Judges around the country. When COVID hit Bruce with the help of Mark Townsend took the program online, which significantly increased the education value of the seminar and made it easy to attend from anywhere in the country.

The test was changed from only in person to being offered online. Now there was additional learning time in the seminars. Ric Crabbe is managing the online Judges test. He has overseen the move to the test being scored immediately after finishing. When someone gets a question wrong, they get the correct answer and why. Next, he put the Study Questions and Practice Test online in the same format. You no longer need to take the seminar to get the Study Questions or Practice Test. They are on the Judges' web page, and you can take them anytime and as many times as you like. Again this leaves more time for exercises and discussion in the seminars.

Realizing that taking the same material every four years was not as exciting to the renewing Judges and had limited educational value, Steve worked with Nancy Glover to take the Round Tables that Chicago YC had been holding and turning them into a Judges nationwide offering that earned Continuing Education Units (CEUs). This was the start of Judges taking courses that interest them and current topics that are important to pass along instead of the Advanced Judge Seminar.

Bruce Cook and I realized that one big issue facing our Judges was the reduced number of hearings and difficulty it created in getting and renewing certification. We came up with the concept of Protest Day, where Judges can hear five or more hearings in a day with supervision by highly experienced Judges. In addition to instant feedback on their performance, they can get recommendations and credit for a hearing, not to mention CEUs towards re-certification. This was a tremendous amount of work, but Bruce has created a benefit.

The vision also includes Clinics that differ from Round Tables as they are prepared material delivered in a classroom-style situation. These are more likely to concentrate on classic topics like misconduct, new rules in a new Quad, or Rule 42. Steve has worked on these clinics, and we are now rolling them out with the help of people like Steve Wrigley and Craig Daniels.

The last step will be Webinars where topics will be available for on-demand learning with proof of knowledge checks as the participant progresses through independent education.

When I moved to Annapolis in 2018 and had to give up the RAJ role for Area B, I was asked to implement this move to more flexible learning. Under the tutelage of Steve, then Sarah Ashton, and now Wayne Balsiger as Judge Committee Chairpeople, we are leading all US Sailing Race Officials in modernizing our educational offerings. It takes time to make this happen, and lots of hard work by many people as Steve's vision is coming to fruition.

USEFUL LINKS

- [US Sailing Judges' Page](#)
- [The Racing Rules of Sailing 2021-2024 with the corrections and updates for Jan 1, 2022](#)
- [SOARS](#)
- [Safesport](#)
- [World Sailing](#)

RESOURCES

- [Find a Seminar](#)
- [US Sailing Judge Certification Requirements](#)
- [2021-2024 US Prescriptions to The Racing Rules of Sailing](#)
- [Appendices KG & LG - NoR and SI Guides & Templates](#)
- [The Judges' Manual for 2021-2024](#)
- [Guidelines for Online Hearings](#)
- [Continuing Education Events and CEUs Table](#)
- [Race Officials Certification Forms](#)

SAFESPORT EXPIRING?

Check your Annual Report in SOARS
under CURRENT CERTIFICATIONS AND TESTS:
for SafeSport and Background Check expiration dates

