

RRS 68

The Latest News from the Judges' Committee



In This Newsletter:

[Chairman's Corner](#)

Page 02

[Harman Hawkens Trophy](#)

Page 04

[Successful Arbitration](#)

Page 05

[Happenings in Area H](#)

Page 06

[Useful Links](#)

Page 07

WELCOME TO THE JUDGES' NEWSLETTER

Sarah Ashton

2023 is in full swing and very busy with meetings and educational offerings preparing for the Racing Season.

The US Sailing Judges' Committee had its 9-hour Annual Meeting in mid-February to recap 2022 and plan for 2023.

See the Chairman's corner for a review, or once the minutes are posted, go to

<https://www.ussailing.org/competition/rules-officiating/judges/#meeting-minutes>. This link will also lead you to the past issues of **RRS68** if you have missed any.

The US Sailing Race Administration office is listening. There is now a link on the [Find A Seminar page](#) that will allow you to sign up for email notices when a new seminar/educational event is added to the calendar. The link is also below.

Thank you, Race Admin!

I am still waiting for some tips you may have for other judges. And if you have any topic you would like addressed or would like to address, please send it to me.

ashtonsh@bellsouth.net

Please Notify Me When New Race Admin Courses are Posted on the Calendar

SIGN ME UP

CHAIRMAN'S CORNER

Wayne Balsiger

Hello Judges,

First, **I am pleased to announce that Harry Foote** has accepted the appointment as RAJ for Area C and has started his new role. Harry is a National Judge, former Club Race Officer, and past Regional Sailing Associations Chair. Harry will do a fine job, and we welcome him to the Judges' Committee. Thank you to Jim Walsh for recommending and recruiting Harry and to Jim for his service as RAJ. Jim Continues as Chair of the Review Board at US Sailing.

The Judges' Committee just finished our annual meeting. We covered several topics. One main issue is **encouraging sailors to become Judges**. We are looking for racers interested in possibly becoming Judges and umpires. Recent college graduates can be good as they know the sport, such as team racing, and can quickly learn to umpire and judge. Regardless of age, if you are interested in judging or know someone you think would be a good judge, let your RAJ know. If you want to attend a seminar, let your RAJ know, as RAJs do organize seminars, and knowing you want to attend helps spur action to organize more of them. And RAJs help mentor aspiring judges.

We are also looking for better ways to inform non-judges about judging Seminars and Continuing Education events. Let us know your ideas on this.

Want to know when a new seminar or continuing education event is posted to the Judges Seminar calendar? Just announced, US Sailing Race Administration now offers a new method for you to know a new event is posted. This link is on the Find a Seminar page. **Please Notify Me When New Race Admin Courses are Posted on the Calendar [SIGN ME UP](#).** Initially, it is via a manually created email, but it should be more automated when the new IT update is fully implemented.

Number of Judges: The number of Certified Judges plus Judges-in-Training is now 318, up slightly from last year. By the way, check for your name in Find a Race Official. If you are not listed, and your certification is current, there are several reasons: a. Your dues are not paid, b. Your SafeSport needs renewing, c. your background check needs renewing, or d. you have not edited your SOARS Annual report recently.

Webinar Creation: We are looking for a judge interested in leading the creation of several training webinars for continuing judges' education. Let me know if you are interested in volunteering and helping with this.

OA Event Budgets: US Sailing and the Judges' Committee are working on getting OAs of events to consider budgeting for Race Official expenses. This can be regatta meals, housing, travel expenses, or a portion thereof to help cover more of the expenses of Race Officials working at events. Many sailors are fine with a slight increase in race fees, so event fees cover some or all of the Race Officials' expenses.

CHAIRMAN'S CORNER CONT.

Race Officials are critical to the sport. One anecdote I've heard was a judge caught a ride to the airport after a major class championship event with some of the racers. They asked how much he was paid for the event and were surprised to hear nothing was paid. Not only was he volunteering his time and expertise, but he paid his own airfare as well. They said they were fine with an increase in fees to cover Race Officials' expenses. Some regattas do cover most expenses. We want to promote more OAs thinking about budgeting for it and doing so.

We were honored to have President Rich Jepsen update us on his world related to Judges. US Sailing knows Race Officials are essential. Thanks to Charlie Arms and Rich and the Board for agreeing that Continuing Education should be free for Certified Officials. They also gave us a 25% discount on our membership dues to further show their appreciation for what Race Officials do as volunteers and add our critical tasks to the sport.

Rich discussed the challenges we face and the broad picture of the strategic plan. Top priorities include a 21st-century IT system to support the organization's needs. A staff-lead volunteer supported organization that makes volunteering more rewarding. The 2021 - 2024 strategy plan includes Sailor Services, - Safety, Education, supporting racing and Race officials, and increasing member value using operating systems and organization structure to create organization effectiveness. US Sailing in ways is a 125-Year startup.

Judges' Manual Update: Work continues to update the Judges' Manual. We usually update every four years with the rules changes, but a number of factors mandated an early update. Stay tuned.

Thanks for all you do as Judges, Wayne Balsiger, Chair



HARMAN HAWKINS TROPHY



Ted Everingham

Ted Everingham of Grosse Pointe Park, MI, a US Sailing Judge, Race Officer and Umpire and a World Sailing International Judge, was awarded the Harman Hawkins Trophy on February 2 at the 2023 Sailing Leadership Forum in St. Pete Beach, FL.

The Harman Hawkins Trophy is awarded annually to an individual who has made sustained, outstanding contributions to the field of Race Administration. The trophy is named for Harman Hawkins, a former President of US Sailing, whose extraordinary involvement in sailing and numerous volunteer positions brought him many honors and awards, including US Sailing's prestigious Nathanael G. Herreshoff Trophy.

Everingham's history with US Sailing spans more than 33 years: he has been a judge or umpire at every US Sailing championship event – many more than once – a past chair of the US Sailing Judges Committee, a race official instructor and a member of the Bylaws Committee and the Review Board. He was also part of the team that developed the modern umpire program, one of the leading national umpire programs in the world.

He has served as a race official at scores of championship events, including the 1992 America's Cup, the Canada's Cup, and the 2000 World Sailing Match Race Championship. He was also an umpire for the 2000 Olympic trials in San Francisco, and he has been deeply involved with the Bayview to Mackinac race for more than 30 years.

Everingham has also served on the Detroit Regional Yacht-Racing Association Appeals Committee and is a past commodore of Bayview Yacht Club and Detroit Yacht Club.

Kirk Brown, a past chair of the US Sailing Umpires Committee, observed, "While most Judges, Umpires, and Race Officers can handle the routine issues, it is the complicated situations that test the mettle of a Race Official. As Herreshoff winner Arthur 'Tuna' Wullschleger put it years ago, Ted Everingham is a 'prudent' official. And that language is high praise. Over the decades, Ted has demonstrated the uncanny ability to cut through the fog and get to the nub of a complicated problem. When a nasty problem comes up, calling Ted Everingham would be a smart move."

SUCCESSFUL ARBITRATION

Bill Collins

Arbitration (Appendix T) applies only if stated in the NOR or SIs. It is a process that can potentially speed up the protest resolution process for events of any size, whether adult or junior regattas or races. I believe it can be used very successfully at junior events in particular. Juniors can be intimidated going before a panel of 2 or more judges in a hearing. Arbitration allows the arbitrator to conduct a more user-friendly interaction between the protestor, the protestee, and the judge. Whether you are arbitrating a junior or senior event, the key to getting off on the right foot is to explain the process and then have the parties introduce themselves. I then remind them they can take a post-race penalty if either party feels they may have broken a rule. I encourage OAs and RCs to use Appendix V2, along with Appendix T with the SI's stating that a post-race penalty taken before arbitration shall be 20%. If the post-race penalties are the same 30% either post-race or in arbitration, most competitors will want to hear the arbitrator's opinion. Hence, there is no incentive to take the post-race penalty before an arbitration meeting. A 20% post-race penalty incentivizes a potential guilty party to think long and hard before I start arbitration. I go out of my way to emphasize this option in my introduction to the arbitration process. If neither party takes advantage of the post-race penalty and I open the meeting, I reiterate that the penalty is now 30%. I then go through the validation process, and if I determine it is a valid protest and there is no serious damage or serious injuries, I move forward with the meeting.

It would be unusual for one of my arbitration hearings to last longer than ten minutes. For that reason, I do not use boats unless I am trying to better understand where boats were in relation to each other or marks, particularly when they are in the zone.

I ask the protestor to tell me what he believes happened. I then asked the protestee what he thinks happened. I may ask either party a question or two to clarify their statements. I then have the protestee question the protestor and vice versa. I will ask both parties questions to establish the basic facts of what I believe happened. I then ask them to summarize their positions. I will then render an opinion on what the PC would conclude if this were to go to a full hearing. If I believe no rules were broken, I would voice that opinion and give the protestor the option of withdrawing the protest. If all protests involving the incident are withdrawn or completed, I will let the parties know that I am willing to discuss the incident and explain the reasons for my opinion.

After doing arbitration for over 25 years, I have found that you need to keep the process short and user-friendly. The longer the meeting goes, the more contentious and complicated it gets making it very difficult to render an opinion. If you get two parties that totally disagree on what happened and aren't going to change their positions, it needs to go to a full hearing.

Arbitration is a great tool to expedite the protest process at any event. But the key to successful arbitration is that the arbitrator knows the rules and is a good communicator.

WHAT ABOUT AREA H

Tom Pochereva

By March 1st, in Hawaii, most of the clubs had held junior clinics, kicked off the season with an 'Opening Day' celebration and held a few races.

Our Hawaii Yacht Racing Association supports area clubs reimbursing travel expenses for Race Management course instructors and incentivizing race committee and rules session attendance with free US Sailing 'swag.'

The need for our sailors to step up and become certified judges is as important here as anywhere. Opportunities await with diverse events, from small local dinghy or keelboat fleets to International and prestigious events, as noted below.

Keehi Boat Club favors a 'Wednesday Night' series, Waikiki clubs have their weekly 'Friday Night' Race, and Kaneohe Yacht Club has their reverse start 'Bulkhead Series' squeezed in between on Thursday Night. All this casual racing is a cause for celebration but brings with it the need to assist organizing authorities in reviewing of Notice of Race and Sailing Instructions... watching for date - rules - and government safety changes.

Hawaii had significant restrictive COVID-19 Rules during the 2020-2021 sailing seasons, which dampened in-person education. Online video meetings became the norm for most clubs. Video Protest Hearings from neighboring island clubs increased opportunities for sailors and judges alike. Many clubs took advantage of the RC101 and/or Around the Race Course presentations provided by US Sailing for download. We are fortunate San Diego Judge Pat Stadel provided us with PowerPoint Rules Sessions 1-12 which work well for zoom style video meetings. We expect that Rule 18 will again be the most popular this season.

Area H clubs host visitors in the TransPac Yacht Race this year (the alternate year is the Pac Cup Run Race to Hawaii). As RAJ, I encourage our local judges to participate on judges committees for TransPac, Pac Cup, junior events (Bic O' Pen, Fiva, IQFoiling, El Toro and Lasers), collegiate (University of Hawaii), international races such as the International 14 Pacific Rim Regatta and our largest keelboat three-day regatta called the Summer Circuit with hundreds of sailors.

Hawaii has three prestigious regattas that fall under the Historic Trophies Advisory Board. They are the Sir Thomas Lipton Challenge Cup One (a YRA PHRF series between clubs), the Sir Thomas Lipton One Design Challenge Cup (a one-design challenge currently sailed in the Cal 20 class between clubs), and the Kalakaua Cup Regatta (a YRA PHRF event open to all clubs). These events have produced some of our most challenging protests with "club bragging rights on the line" and have often produced appeals. More opportunities for the judges!

In support of our sport, we need club members & sailors to race, help with regatta and judge committees... each aspect is an opportunity to make friends and share experiences that often last a lifetime and take you to exotic places that, for us, are just around an island like Oahu from Waikiki to Kaneohe Bay, or across a channel to Kauai, Maui, or the Big Island.



USEFUL LINKS

- [US Sailing Judges' Page](#)
- [The Racing Rules of Sailing 2021-2024 with the corrections and updates for Jan 1, 2022](#)
- [World Sailing Q&A](#)
- [World Sailing Cases](#)
- [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](#)
- [Race Officials Insurance Information](#)

