

RRS 68

The Latest News from the Judges' Committee

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WELCOME TO THE JUDGES' NEWSLETTER

Sarah Ashton

Summer is rapidly approaching. If you need judges for events, contact your [RAJ](#). If you are available for/want/need events, contact your [RAJ](#).

Education is winding down but will pick up in the Fall.

Thursday evening offerings will start up in October. If you need seminars or CEEs, check the schedule periodically to line one up before your certification expires, so you are scrambling for one in November. If you would like to organize an continuing education event for your area or RSA, contact your RAJ or go to

<https://www.ussailing.org/competition/rules-officiating/resources/organize-a-seminar/>.

Thank you, Phillip Smith, for contributing your female sailors' pictures.

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

CHAIRMAN'S CORNER

Wayne Balsiger

It is nice to see it is finally warming up, and I am now getting out racing my boat and judging events. I hope you are doing the same.

Misconduct hearings are substantially different from Protest hearings. Rule 2 Fair sailing is a regular PC hearing format. Rule 69 Misconduct hearings are very serious in nature, and they typically don't occur during the event unless an experienced and competent jury consisting of International judges and highly experienced National judges are on the panel, and there is time to conduct an independent investigation prior to the hearing. Misconduct hearings have a very defined process designed to protect the party, give them time to properly prepare for the hearing, and provide them with the opportunity to have counsel (lawyer) present during the hearing. Rushing the start and missing process steps are mistakes that can cause heartache for the protest committee.

If a possible Rule 69 situation exists, all judges should contact your RAJ for advice and consultation. Is it a Rule 2 or Rule 69 issue? We have no problem having the PC hear a Rule 2 hearing. That is a hearing with normal PC procedures. For a Rule 69, we want you to request support. We recommend that an experienced Judge chair the 69 misconduct hearing with rule 69 experience. If you are a Club Judge or Regional Judge, definitely consult with your RAJ.

Some judges are eager to get a Rule 69 hearing on their resume, but be sure a 69 hearing is the correct decision. A Club Judge is unlikely qualified to be on a 69 hearing panel. Understand that 69 hearings are far and few between and only for serious matters.

The Judges' Manual Chapter 10 is on Misconduct hearings. The Judges website page has Misconduct Information Guidance for US Judges on hearings and reporting results to the Race Administration Director, Matt Hill. This can be found in the Judge Guidelines & Documents section. The WS Misconduct Hearing Checklists are under Useful Protest Committee Documents.

Educational Offerings: We are starting to have clinics on Misconduct. So, if you are interested, check the Judges' Seminar schedule from time to time. None is scheduled at this time.

I recommend taking a Roundtable or Protest day. These are great ways to improve your decision-making at a hearing. Round tables have several topics up for discussion that interests judges. Protest days have five protest hearings, where your role in each varies. You chair one.

You are the procedure person on one, you scribe one and you are a member on one. Not enough events on the seminar calendar? You should contact Nancy Glover (roundtables) nancyjglover@hotmail.com, or Bruce Cook (protest day) bacook@optonline.net and host an event. You get to participate and learn while providing opportunities for other judges as well.

Thank you Judges for your giving back to the sport.

Best wishes for smooth sailing, Wayne Balsiger, JC Chair



JUDGES' TRAINING EVOLUTION

Joe Krolak, Steve Wrigley et. al.

The US Sailing Judges' Committee (JC) has an internationally recognized education, training and testing program that seeks to set consistent standards for judges at all levels of the sport and across the entire USA. The article describes the history of the program; noting the ongoing evolution with contributions by many talented judges and spanning multiple decades.

Genesis of the Program

As related on the US Sailing Judges' history page *"In 1995, the US Sailing Board of Directors asked the Judge Committee to improve the quality of the Judges Program, to review the procedures used in appointing and reappointing judges and to consider training and testing. In 1998 the Judge Committee introduced a new set of standards for the US Sailing Judges Program. These standards require experience in racing, race management, and protest committee work as well as attending a workshop and passing a written open-book test. The seminar and test must be taken every four years{1}"*.

As part of these standards, the US Sailing Judges Committee (in conjunction with the US Sailing Annual General Meeting (AGM) in Baltimore, Maryland) held the first Judges' workshop (as seminars were then called) on the evening of October 27, 1999. A participant recalls *"A lot of people, both judges and other AGM attendees, packed a large hotel conference room. The workshop consisted mainly of lectures. I don't exactly recall what they lectured on, but there was a great deal of it over a three-to-four-hour period!"*

Clearly, there was room for improvement.

Initial Judges Workshops

Several members of the JC, notably Ted Everingham, Jim Capron, and Joe Cochran, took the lead in these improvements[2]. They structured a two-day workshop, covering *"... all the pages in the rule book, except the six pages focused on Part 2 ..."*.

In other words, the JC recognized that judges were conversant with Part 2, but often had issues with procedural elements of the racing rules. An aspect of these initial workshops was that the materials **intentionally** did not focus on getting judges to pass the judges' test[3]. The workshop would not "train to the test" as the JC thought that learning the Part 2 rules was better covered by rules seminars being led by others. In some measure of the demand for these workshop opportunities, in 2002, a report to the JC indicated that there had been 645 workshop attendees!

The JC also recognized that leading such a course required a cadre of experienced judges as instructors. Simply providing the materials to judges around the USA and hoping for the best was not conducive to the JC's vision of elevating the judging advocacy on a national level. The cadre of Instructors was small and vetted by the JC. There were discussions that the JC adopt similar workshop instructor vetting approaches as existed in the umpires committee. The level of experience required for Instructors was a constant source of discussion (and disagreement) throughout the program.

Additionally, different locations had differing sets of workshop materials. Plus, some portions of the USA had access to the workshops, and other locations, less so. As noted at the 2003 JC meeting, *"The need is there to create a generic Course Presentation to be available around the country allowing more opportunities to attend seminars within shorter travel distances."*

But how?

Continued in Next Issue or RRS 68: A (Hard) Working Party!

[1] Source: <https://www.ussailing.org/competition/rules-officiating/judges/#program-history>

[2] Concurrently, ISAF began to produce a version of a judge's workshop as well. ISAF drew upon materials produced by, in part, Royal Yacht Squadron, Sail Australia, and US Sailing. The US Sailing JC allowed participation in these ISAF workshops as counting for completing workshop program requirements.

[3] At that time, the judge's tests were all true/false formats. There were no multiple choice or scenario question



DEAR RACE OFFICIALS

Rich Jepsen

On behalf of the Board, staff and racing sailors everywhere, thank you for your expertise and for the time and treasure you graciously share to make sailboat racing safe, fair and fun for all of us. The Board is committed to showing our gratitude in actions as well as words.

As many of you know, just before COVID struck we set out to improve our operations in all areas. Even with the headwinds of COVID, inflation and our recent setback in the Olympic Department, we have made steady progress in growing our membership, hiring excellent staff leaders and improving our governance.

Our leadership team is the strongest we have had since I joined as a volunteer over two decades ago. Our governance is still a work in progress, but the board is strong, with great people with geographic, professional, gender and ethnic diversity.

We are finally creating a membership communication plan to answer the question, "Why should I be a member?" and turn it to "Wow, I get all that for my membership?"

In Corporate Partnerships we have a seasoned executive at the helm who is building our inventory of assets to make US Sailing more attractive to potential sponsors.

That said, we are a 125-year-old start up, with all the challenges that implies. While we continue US Sailing's turnaround, we must find a way to do everything sailors need from us rather than chasing the shiny baubles. That includes strengthening the "staff led, volunteer supported" concept that is the 21st century model for NGBs and most not-for-profits in America.

What this means for race officials

While the staff leadership and board recently took some early steps to recognize the critical service race officials provide to our sport, we are committed to a longer journey to make your efforts easier, more rewarding and less burdensome.

We will take steps to improve the race official experience at our own championships and use those to broadcast best practices for supporting race officials to other organizing authorities.

We will collaborate with the larger and wealthier clubs to help them adopt policies and procedures that are more cognizant of officials' contribution to the running of great regattas.

We will celebrate those successes so they may be informative and inspiring to smaller clubs.

We will build up our club judge and club race officer programs to continue growing the corps.

Based on some great ideas we collected at a recent meeting of race officials, we will develop quality educational programming for all OAs to help them understand what it takes to run a regatta in which race officials are valued and treated well.

We are building a 21st century association management system that will support committee members by making it easier for them to analyze data and track, evaluate and communicate with officials.

The Board of Directors will hear a report from the Race Administration Committee at its May meetings in Bristol. We are interested in your questions and concerns. At the new US Sailing, we are working hard to make volunteering easier and more rewarding.

Thank you for your hard work and dedication to the sport we all love.

Rich Jepsen

President, US Sailing

HAPPENINGS IN AREA J

Steve Schupak

To all the Areas that normally encounter four seasons, please don't roll your eyes as you continue reading...

I was shocked a couple of weeks ago when the lead-off story on the local 11 news was blizzard warnings. I had to check twice to make sure it was the local news and not the national edition, where I'm accustomed to seeing reports on blizzards, tornadoes, hurricanes, and avalanches. These events all happen hundreds, and thousands of miles from the mild and predictable climate of Area J, where we're only fearful of earthquakes. But as those only happen every 10-15 years, we get lulled into a sun-soaked sense of apathy, since we race year-round and there's never a sense of urgency to get out and race before the end of the year...

But this year is different. Finally, the rain is falling, and the rivers and reservoirs are filling rapidly and ending the multi-year drought that's plagued the West. But all the good that the constant rains have brought have a darker more sinister side effects. Many races were called outright as real winter weather systems descended upon several races, the NHYC/SDYC Island's Race was canceled on Tuesday when the weather continued to deteriorate day after day leading up to a Friday start. The Newport Beach to Cabo race started over three days and those who started on Friday were treated to a cold, wet, and light start. Elsewhere, those who did brave the rains and continue to sail were less and less likely to want or even need to go to the room.

However, like the first bloom of the season marking spring has arrived, I'm buoyed by a little warmth that set in just this past weekend, though it was slightly fleeting (as I'm back in my heavy slippers as I type out this report), it was enough to break out the shorts and t-shirts to make sure they still fit and remembered their purpose. So as participation is growing week over week at the various events, I have a sneaky suspicion that we'll see more business in the room in no time.

Area J is blessed with trainers in both San Diego and Long Beach, and I'm working on a couple of alternative subjects that hopefully I can share with everyone soon on how to improve the process in the room (that's all the spoiler I'll let out now). Doug Hart is our latest new judge, and as the weather improves, I know there will be more fresh faces in a protest room near you.

Cheers,

Steve



USEFUL LINKS

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



Club Judge Seminar