

RRS 68

The Latest News from the Judges' Committee

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WELCOME TO THE JUDGES' NEWSLETTER

Sarah Ashton

I hope all are having an active and safe summer sailing season.

Clark Chapin will be sharing his commentary on WS Q&As. He is a National Judge who has served on several US Sailing committees, such as the Bylaws, Governance and Compliance, One Design, and Sportsmanship. Thank you, Clark.

Here are the new [WS 2025-2028 RRS](#).

Keep an eye on your Safe Sport renewal date. You must take the entire course every four years, but in between, the "quiz" is a 15-minute version. If you miss the deadline, you must take the full one.

Your feedback is valuable. If you have any suggestions for RRS 68, please share them with us. We're here to listen and improve. You can reach out to me at ashtonsh@bellsouth.net.



CHAIRMAN'S CORNER

Wayne Balsiger

I trust you have been out on the water and at events this sailing year.

Insurance: As you likely have seen in emails from US Sailing, an insurance option is now available for Race Officials at a group discount. By the time you read this, the links should be up on the website. There are FAQs that answer many questions, including what the coverage is. It is great progress to have affordable insurance available from NASO, a sports officials organization. Part of the discussions US Sailing had with NASO was so that NASO understands sailboat racing. I know we individually have to buy it, and that disappoints some of us. On the good side, we get a substantial discount. Take a look at the FAQs and decide if you want to purchase this insurance.

New Guidelines: The Judges' Committee has approved a new Guideline on Difficult Discussions. This is designed to offer tips on having a needed conversation with a Race Official. One use is in conjunction with dealing with a complaint about a Race official. The Guideline is located on the Judges page under Documents and Guidelines.

IJ Seminar in the USA this fall: US Sailing is applying to World Sailing to hold a World Sailing IJ seminar at Chicago YC on November 15-17, 2024. If you are interested in becoming an IJ, this is a step. If you are interested in the IJ seminar, let Darryl Waskow know. If you are working towards becoming an IJ, please let your RAJ and our IJ Candidate Mentor, Darryl Waskow, know at dswaskow@gmail.com.

US Appeal Q&A 127: gives race officials guidance on helping a sailor who may be in danger. Dave Perry, Chair of the Appeals Committee, recommends that all race officials be familiar with this appeal question so that if a situation arises in the water or hearing room, you know.

RRS 2025-2029: Text of the 2025-2028 rules will be available in early July. This gives you an early start on seeing the changes, effective January 1, 2025. My understanding, without seeing them yet, is Rule 18 changes a bit after the test rule of several years ago. Part Five has major changes - Protests, Redress, hearings, Misconduct, and Appeals. I have not seen the changes, but my understanding is the changes are mainly to make the rules flow better and more intuitive. The language stays almost the same, with no significant meaning changes.

Judge Certification Requirements: The Judges' Committee updates the certification requirements from time to time. The latest changes include the number of references and whether your RAJ can be a reference for you. This document is at the top of the Documents and Guidelines section on the Judges' page.

2025 Judges' Manual Update Each Rule Quad: When the new rules come out, the Judges' Committee updates the Judges' Manual. Let me know if you have suggestions for improving the manual. Are there items not covered? Is it written clearly, or can it be interpreted in multiple ways? Your input is welcome. An interim 2021-2024 JM update was published on February 7th, 2024. It is the current version and is on the Judges' page.

More Judges needed: Do you know someone who may be interested in becoming a Judge? Encourage them and let your RAJ know as well.

Smooth sailing always,
Wayne Balsiger, Judges' Committee Chair webalsiger@gmail.com

SCRIBING GUIDE HIGHLIGHT

Mark Townsend

From **Scribing Guide** (Modified from World Sailing Document 6-14-2020)

Policy on editing a write-up after the hearing

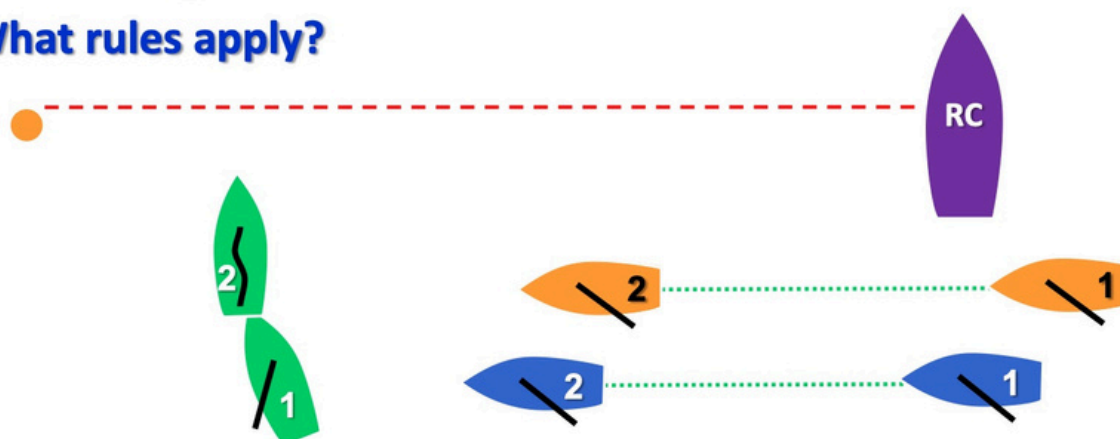
1. Spelling and grammatical corrections are allowed, particularly to bring the hearing's written decision to the required standards.
2. A conclusion or decision should not be changed except for grammatical improvements. However, if standard wording was used, this should not usually be necessary.
3. A fact read out to the parties may be omitted if it is later not deemed important to the conclusion. However, new facts should not be added.



Starting Area

Questions

- Is Green an obstruction?
- Who has rights?
- What rules apply?



WORLD SAILING Q & A. COMENTARY

Clark Chapin

Q&A 2023.008 29 June 2023

Situation

Rule 29.1 was not changed and the race was started using P flag.

At the start of a race, boat A was in doubt whether she was OCS or not.

The race committee did not display flag X and did not make an additional sound signal.

Boat A kept sailing.

About 40 seconds after her starting signal, the race committee announced via VHF that boat A was OCS and she heard the VHF call.

Question 1

Was boat A recalled in compliance with the rules?

Answer 1

No.

Rule 29.1 requires the race committee to promptly display flag X with one sound and this rule has not been changed. The radio call was not an official means of communication for an individual recall.

Question 2

If the answer to the previous question is no, what are the rights and obligations of boat A after this radio call?

Answer 2

Even though the requirements of rule 29.1 were not met, at the moment boat A heard the radio communication she realized that she was on the course side of the starting line and she was hence required to return to the starting line to comply with rule 28.1. See case 31.

If she returns to the starting line and starts correctly, she is entitled to redress since the race committee did not signal the individual recall according to rule 29.1. Otherwise, she shall be scored OCS and she failed to comply with the basic principle. See case 31.

Commentary (Clark Chapin, USA NJ):

Case 31 involves a situation where, as here, the required sound signal in rule 29.1 was not made, but in that instance the visual individual recall signal was made. Boat A did not return, was scored OCS, and "requested redress on the grounds that she started simultaneously with the starting signal and heard no recall sound signal." The protest committee found that A was not entirely on the pre-start side of the starting line at the starting signal. It granted her redress because of the absence of the sound signal. This Q&A muddies that water by stating if the race committee informs boat A by some other means (presumably a hail would be equivalent to a VHF radio call), A must return to the starting line to comply with rule 28.1. Answer 2 does not address the circumstance where A believes that she was incorrectly identified (as in Case 31).

HAPPENINGS IN AREA F

Chris Luppens

Area F is geographically a vast area. Sailing activities primarily center around Houston, Dallas-Fort Worth, Corpus Christi, and Denver. Of course, very active sailing clubs are scattered in many other locations in Colorado, Oklahoma, Wyoming, New Mexico, Kansas, and Nebraska. For example, Oklahoma has numerous lakes with very active sailing clubs. Still, these clubs and the scattered clubs across the rest of the area typically do not host significant regional or national sailing events. There is not a single certified judge or JIT in Oklahoma anymore.

Two things need to be addressed with the situation we have in Area F:

1. Online seminars are enablers for at least generating JITs, but the requirements for advancing to certification levels are made much more difficult in geographically large areas.
2. All sailors and sailing events should have access to trained officials.

After an Area Zoom meeting on the first of June to address both of these issues, Area F generated a list of our JITs and certified judges who are willing to serve as remote judges for any hearings that come up. The list was initially released in early June and has been updated twice. Currently, there are 12 volunteers, 1-RJ, 2-NJs, 5-CJs, and a JIT. As the group discussed, these people will be called in advance and used to supplement an existing jury. This is not intended to be a way to conduct fully remote hearings. It is technically very easy to add one remote judge to a hearing, but supplementing a jury can be helpful to many clubs struggling to have enough qualified persons on location. Additionally, a judge seeking a reference for a higher-level certification can work with the more experienced judges and get them to participate in a hearing remotely.

So far, only a very few events have used judges in this program, but the program is only a month old. Hopefully, it will be utilized more as the word spreads and possibly adopted by other Areas. The service does not have to be limited to Area F, and I will share the list of volunteers with anyone interested in using the services of a remote judge.



USEFUL LINKS

- [US Sailing Judges' Page](#)
- [The Racing Rules of Sailing 2021-2024 and 2025-2028](#)
- [US Sailing Appeals](#)
- [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](#) **Latest version 02/2024**
- [Guidelines for Online Hearings](#)
- [Continuing Education Events and CEUs Table](#)
- [Race Officials Certification Forms](#)
- [Race Officials Insurance Information](#)
- [Race Official/Organizing Authority Connection Page](#)

