

December HSA Newsletter 2024

SPLICE THE MAINBRACE CAPTAINS! HEAVE-TO-TO-BACK THE JIB
AND LASH THE TILLER TO LEEWARD!

SCUTTLEBUTT IS: CHRISTMAS IS COMING!

While everyone has been busy Christmas shopping, we have had some very busy sailors from our club shopping for and purchasing a new Safety boat for our club, that should go into service in Spring 2025!!



The club's new Safety boat is currently parked in the Guntle's barn where the HSA club elves have already begun work to get everything in order for the 2025 Racing season!



On Sunday December 1 st , a small group of HSAers visited Cook's Gardens to help move its new Boston Whaler safety boat from Stephen and Zella's greenhouse to Jackie and Fred Guntle's horse barn. To fit the new boat temporarily into the Cook's greenhouse last week, some modifications had to be made to widen the entrance. Upon departure, a small post restoration ceremony took place with the traditional honorarium of a pressure treated 2x4 presented. It was a grand day out for the uneventful convoy move from the environs of New Lebanon to the boondocks of Eaton.



Commodore's Corner: Sportsmanship



Mike Stratton organized a small group of HSAers to meet at the Peter's place on Sunday, November 24th to watch a Racing Rules of Sailing webinar hosted (virtually) by racing champion, Dave Dellenbaugh. Pete and Linda not only made their home available for this get-together but they also put out a sandwich spread and served Vernor's famous ginger ale—now that is some hospitality. Thank you!

One of the topics that came up again and again during these webinars, and a basic principle of the racing rules of sailing, was sportsmanship. Like most clubs, HSA racers police themselves out on the race course. That is, if you foul someone or hit a mark say, you sail out of the way and do your 360 or 720 penalty turns. Knowing the rules and having a mindset of doing-the-right-thing when they are broken is fundamental for fun and fair competition. We've all been there on port tack, crossing just in front of a starboard boat, thinking if I can just lean forward a bit more I'll eek out this crossing. Then you see the starboard boat have to duck your stern, just a little, with them saying "you're fine." Sportsmanship is that voice in your head reluctantly acknowledging it is time to take those penalty turns. You didn't make it and just like when a loved one says "you're fine" you know you are not fine and need to do the right thing.

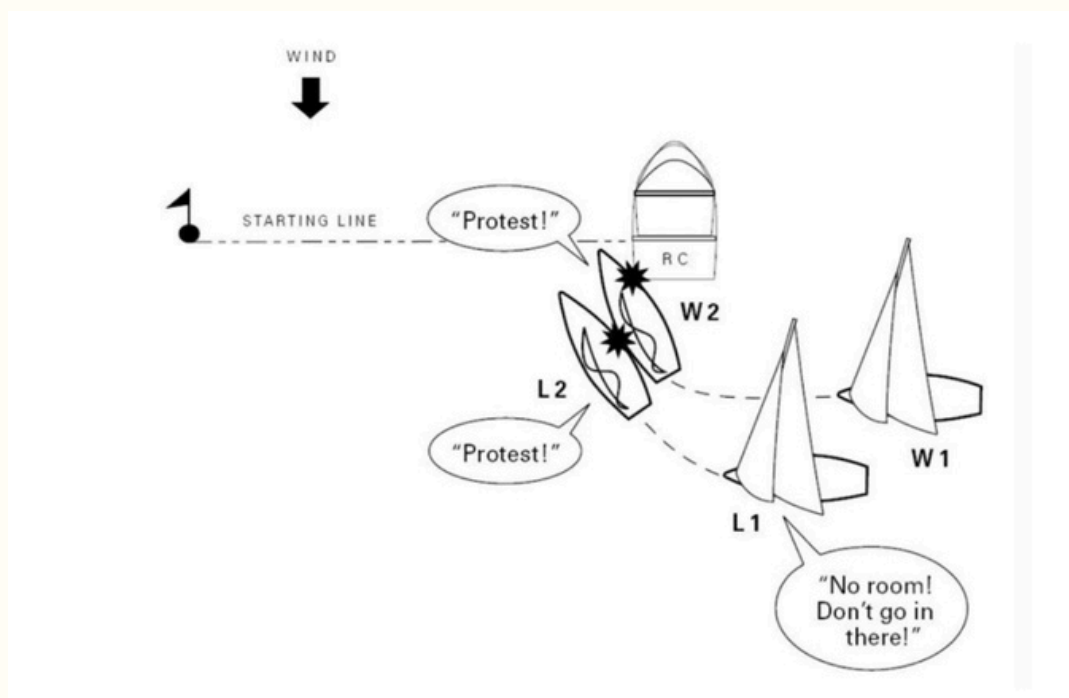
Now a port/starboard foul or hitting a mark are fundamentally ingrained in most sailor's knowledge bank. However, webinar host, Dave Dellenbaugh, put forward that "barging" fouls around the committee boat on the starting line strain the limits of sportsmanship in many clubs. That is, he gets lots of questions on barging. It is not so much that novice sailors around the country lose all sense of sportsmanship when their starting watches are ticking down, but more of a misunderstanding of the rules. Every four years the racing rules of sailing try to clear up this confusion so in the spirit of education and sportsmanship, here is a recap:

At the start of a race near the committee boat, Rules 18 (mark room), 19 (room to pass an obstruction), and 20 (room to tack at an obstruction) still do not apply. Windward boats trying to "barge" or squeeze in between the committee boat with a leeward boat on its proper course hailing "no room" are in the wrong. In the diagram below, if the leeward boat suddenly luffs to really close that gap she breaks Rule 16 (fails to give the windward boat room to keep clear) and is in the wrong.

If either boat fails to avoid contact, despite who is right or wrong in all the fouling above, they break Rule 14 (avoid contact) and are in the wrong.



Bottom line: Sportsmanship in this special case of “barging” is an area this international webinar group all agreed was a place for improvement. So, just as you will hear “over early, Boat 2345” foul calls from HSA’s committee boat, if you hear a similarly observant committee boat crew say something like “barging, Boat 1234” as you try to squeeze inside, consider this foul also in the category of “not fine” and do the right thing, two penalty turns—it is called Sportsmanship.





Mike Stratton has graciously sent us a summary of the first three Dave Dellenbaugh webinars on racing rule changes for 2025: Can an overtaking boat sail above its proper course? Can the boat being overtaken sail above its proper course? Just what is “proper course”

A small group of a dozen or so HSA sailors have been mulling questions like these for the past few weeks, preparing for not only the new season next April but for the coming changes in the Racing Rules of Sailing.

Every four years World Sailing publishes a new rule book and the new one takes effect in January of 2025. The group signed up for Dave Dellenbaugh’s webinar on the changes to 2021-2024 rules.

With three sessions down and one to go at this moment, the group has been studying things like proper course, sportsmanship, what qualifies as an obstruction, slam dunks, luffing at the pin end of the line, and that all time favorite room at the mark. In other words, racing rules greatest hits.

The new rules book has something to say about all of these, and our participants may now have more understanding of the term “proper course” than any other in the history of the club. Maybe.

The group has been meeting in Liberty Township and Farmersville for lunch before hitting the highlights of the latest webinar where not only the rule changes get hashed about but also the tactics that accompany them.

Dellenbaugh, a master racing sailor himself as well as the publisher of the racing newsletter Speed and Smarts, is often called upon to sit on protest committees at international regattas. And although he often brings up protests in this webinar, we at the club level know that we settle matters on the water rather than in a hearing with the committee. It is important, herefore, to be able to determine who has fouled who in our club races in order to maintain a high level of sportsmanship which we know nourishes competitive enjoyment.

The participants include Brett Hart, Ken Wright, Bob Fletcher, Michel Bourgeois, Phil Robertson, Pete Peters, Curt Donahue, Jackie Guntle, Bill Molleran, Brian Callahan, Joe Fulford, Dom Everaet, and Mike Stratton. In the spring ask any of them to interpret Rules 17 Same Tack, Proper Course; Rule 18 Mark Room, or rule 19 Obstruction. We’re sure they will have something to say about them.

Dec 15th Webinar group met in Farmersville again for lunch and more explanation on the new rule changes for 2025. It was an interesting discussion that included a lot of sportsmanship language during races

We dined on Joe's chili, Mike's goodies, Jackie's salad and bread, all delicious!
Joe also provided Brownies and ice cream

Dave Dellenbaugh Webinar attendees:

Mike Stratton
Joe Fullford
Michel Bourgeois
Bill Molleran
Brett Hart
Bob Fletcher
Jackie Guntle



All sailors should be getting ready for Mike's classes at the lodge to improve your racing techniques they will be starting soon!

Translation of opening statement:

Issue an extra ration of rum to the crew for successfully repairing the "mainbrace" rope by weaving its strands together! Slow down the sailboat and keep it relatively stable without actively steering! BECAUSE Christmas is coming!!



MERRY CHRISTMAS!
HAPPY NEW YEAR!

